

MINUTES OF MEETING

Melbourne Airport Noise Abatement Committee

10.00 am Tuesday, 8 February 2011
Hume Conference Room, Level 2, T2, Melbourne Airport

1. WELCOME / APOLOGIES

Present:

Nathan Agnew (Chair)	Australia Pacific Airports Melbourne
Carly Dixon	Australia Pacific Airports Melbourne
Renee Atkinson	Australia Pacific Airports Melbourne
Trent Kneebush	Australia Pacific Airports Melbourne
Victor Choi	Australia Pacific Airports Melbourne

Ron Brent	Aircraft Noise Ombudsman
Darren Olsson	AirServices Australia
Phil Owen	AirServices Australia
Catherine Hunichen	Brimbank City Council
David Kirkland	Department of Planning
Andrew Johnson	Hume City Council
Coral Young	Moonee Valley City Council
Andrew Sellick	Qantas
Matthew Kronborg	Qantas
George Kailis	Virgin Blue

Apologies:

Bill Phelan	AirServices Australia
Max Chipman	AirServices Australia
James Nancarrow	Environment Protection Authority
Suzanne Cleary	Hume City Council
Kathy Majdlik	Melton Shire Council
Steve Finlay	Melton Shire Council
Zoran Jovanovski	Moreland City Council

Mr Ron Brent, the Aircraft Noise Ombudsman was welcomed to the Meeting.

2. MINUTES OF PREVIOUS MEETING

The minutes of the November 2010 NAC meeting were confirmed as a true and accurate record of the meeting proceedings.

3. ACTIONS ARISING FROM THE PREVIOUS MEETING

3.1 Previous Action Item Update

Action: RNP Post Implementation Review to be undertaken by Airservices Australia in early 2011.

Scheduled for 2011.

3.2 Previous Action Item Update

Action: Andrew Sellick to give an update on RNP at NAC meeting in February 2011.

Andrew Sellick and Phil Owen to address at today's Meeting.

3.3 Previous Action Item Update

Action: More Information on both the PCF and CACG to be provided in the new year.

Carly Dixon to address at today's Meeting.

4. REVIEW OF NOISE ENQUIRIES (OCTOBER 2010 – DECEMBER 2010)

Melbourne Airport provided a summary of the noise complaints received by the Airservices Australia Noise Enquiry Unit relating to Melbourne Airport in October – December 2010. The number of monthly noise complaints was 114 complaints (from 33 complainants) in October, 91 complaints (from 28 complainants) in November and 99 complaints (from 29 complainants) in December.

Trent advised that Victor Choi will be preparing charts by municipality and by suburb for future meetings, as this will be more helpful to Councils.

Nathan Agnew commented that this Quarter's complaints appear within the bands of normal seasonal complaints and are still significantly less than 12 months ago.

Coral Young queried how noise complaints are handled?

- Darren Olsson advised that he is the Manager Community Relations at AirServices Australia and outlined his role. Noise Complaints are centralised in Sydney and they are working on how to better manage within the community. Darren did advise that Melbourne Airport receive minor complaints due to location and green wedge.
- Nathan Agnew advised that some complaints do come directly to Melbourne Airport and we request that complaints are lodged through the AirServices channel so the complaint can be captured.

Nathan Agnew raised the issue of the discrepancy between State Planning requirements and the Australian Standards. Melbourne Airport are receiving an increasing number of Planning Permit Applications for dwellings inside noise contours, which is concerning as development over time will increase noise complaints. Catherine Hunichen advised Councils are abiding by Planning laws and Melbourne Airport need to lobby government for changes and seek support from local Councils, which she will support.

5. NOISE AND FLIGHT PATH MONITORING SYSTEM 2010 Q3

Melbourne Airport provided a summary of the 2010 Q3 NFPMS report. Trent Kneebush commented on the N70 findings and noted very marginal increases/decreases across the NMT locations.

Darren Olsson of AirServices advised that they are currently reviewing all NFPMS terminals and once the report is complete, the results will be brought back to the NAC / CACG.

Action: AirServices to provide results of NFPMS review at May NAC Meeting.

6. UPDATE ON THE PLANNING COORDINATION FORUM (PCF) AND COMMUNITY AVIATION CONSULTATION GROUP (CACG)

Carly Dixon provided an update on the new PCF and CACG meetings. The intention is to hold the 1st Meetings late March/early April 2011. Melbourne Airport are still awaiting final nominations from State Departments.

Darrell Treloar will be the independent chair of the CACG and is looking to form a view on whether the NAC will form part of the CACG. At this stage, the next NAC Meeting to be held in May will proceed.

It was noted that final guidelines for the forums have not yet been released.

7. AVIATION NOISE OMBUDSMAN ROLE AND RESPONSIBILITIES

Ron Brent outlined his role which includes:

- reviewing external handling of noise complaints;
- looking at consultation processes; and
- reviewing the way information is distributed.

The AirServices Noise Inquiry Unit only handles enquiries, not fixing problems. He is looking at the cause of issues, ways issues can be fixed, and passing information to the correct people. It appears that a number of the large complainants have one sole complaint and better management/communication to those individuals will reduce the number of complaints.

Ron is also reviewing information provided to individuals about aircraft noise and how that information is communicated.

Coral Young queried the trigger for enquiry of Purchasers buying or building new homes if there is no overlay and they are within normal residential zoning. Ron advised he may review ways a formal application is made to AirServices for noise issues, this is not currently done. Will require speaking with Council Planning Departments and writing to lawyer groups to review requirements for Section 32's.

Nathan Agnew commented on the web based tool Brisbane Airport are using wherein an address is entered and noise contours are shown against day, night and different seasons. Ron agreed this is an excellent tool and Brisbane are setting the standard in sharing information.

Catherine Hunichen queried whether the working group is addressing the issue of English as a second language and low internet usage. Darren has become aware of these problems. Coral Young raised the issue of "dumbing down" the fact sheets.

In relation to community consultation, Melbourne Airport undertook extensive community consultation in relation to the runway overlay project, however it was noted in the media that Brimbank residents were not consulted. Catherine

Hunichen queried whether the Community Liaison Officer was notified, to her knowledge they were not contacted. This raises the issue of better distribution of information.

Catherine also commented that communities don't understand aircraft noise. Ron advised that this is an issue he is looking to address, focusing on language issues however it will take time to get it right.

Nathan Agnew advised that Melbourne Airport are open to suggestions on how to better communicate and we need Council assistance. Coral Young offered to review Melbourne Airport noise brochure.

8. UPDATE ON RNP

Darren Olsson and Phil Owen provided an update on RNP. They are looking at new technologies to better manage airspace/aircraft. RNP is Required Navigation Performance and is the standard required to operate in airspace.

Why RNP? Global vision is to move away from ground based navigation and move into airspace/performance based navigation.

Phil discussed the following key issues regarding RNP:

- Managed by the Astra Group in Australia and is reflected in the White Paper
- Build new aviation infrastructure using new technologies, allowing capacity to grow
- Requires CASA to write new rules for operation
- Communication of changes to communities
- Pilots require training, air traffic controllers require training – become system monitors as aircraft fly in navigated flight path.

Benefits of RNP include:

- moving flight paths over non-residential area to relieve noise sensitive areas
- aircraft on RNP approach are quieter
- RNP approaches are safer as aircraft are locked in flight path
- manage more traffic, procedures more efficient
- environmentally friendly

In Melbourne, Qantas have been trialling RNP since 2007, Air New Zealand and Jetstar are also using RNP procedures. Now looking to move away from Qantas trial however only a few airlines are capable of flying and airlines need training.

9. GENERAL BUSINESS

Nathan Agnew discussed a letter received by Melbourne Airport which addresses language barriers and noise sharing. The complainant raises a lot of concerns. Nathan will respond requesting complainant to lodge issues via AirServices and will address language barriers. Darren Olsson confirmed AirServices has also received this complaint.

Action: Nathan Agnew to respond to Noise Complaint Letter.

Catherine Hunichen also has a letter received where the complainant demonstrates not understanding noise issues. The complainant has received information showing timing of flights and the flight paths, but no explanation or

understanding of the data they have received. This again raises the issue of better distribution of information.

10. NEXT MEETING

Tuesday, 10 May 2011 at 10.00 am.

SUMMARY OF ACTION ITEMS

Action 1: RNP Post Implementation Review to be undertaken by Airservices Australia in early 2011.

Action 2: AirServices to provide results of NFPMS review at May NAC Meeting.

Action 3: Nathan Agnew to respond to Noise Complaint Letter.