

MELBOURNE AIRPORT



COMMUNITY AVIATION CONSULTATION GROUP (CACG)

Meeting minutes — Tuesday 21 February 2023, 10am-1pm

Quest Melbourne Airport

Present

Name	Representing	Location-Role
Kim Jordan		Independent Chair
David Cleland	Community	Greenvale
Susan Jennison	Community	Community
Maggie Baron	Community	Kensington
Fonda Zahopoulos	Community	Moonee Ponds
Michael Canny	Community	Business owner
Jane Waldock	Community	Northcote
Fred Ackerman	Community	Taylors Lakes
Liz Beattie	Victorian Trades Hall Council	Trades Hall project officer
Steve Finlay	Melton City Council	Statutory Planning Coordinator
Petrus Barry	City of Moonee Valley	Manager Planning and Building
Justin Burgess	Brimbank City Council	Strategic Planning Coordinator
Stephen Pykett	Macedon Ranges Shire Council	Manager Economic Development and Visitor Economy
Hannah Johnson	Airservices Australia	Community Engagement Advisor
Tim Gill	Tim Gill	Tim Gill
Kim Wickramariyaratne	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	Assistant Director, Vic/Tas Airports and Economic Regulation
Liam Stocker	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	Regulatory Officer, Vic/Tas Airports and Economic Regulation
Joanna Kormas	Department of Transport and Planning	Manager Statutory (Planning) Policy
Megan Cusack	Rail Projects Victoria	Deputy Director, Communications and Stakeholder Engagement
Laura Brannigan	Melbourne Airport	Head of Master Planning
Natali Klasevski	Melbourne Airport	Government Relations Manager

Name	Representing	Location-Role
Lorie Argus	Melbourne Airport	CEO
Monika Schott	Melbourne Airport	Engagement Manager
Andrew Lund	Melbourne Airport	Head Communication and Engagement

Apologies

Name	Representing	Location-Role
Irene Stokes	Community	Keilor
Matt Faubel	Community	East Melbourne
Edward Martin	APAM	Head of Government and Policy

Absent

Name	Representing	Location-Role
Margaret Giudice	Community	Keilor Downs
Jim Laussen	Community	School principal

1. Introduction

Kim welcomed and thanked all for attending the meeting.

Kim acknowledged the Traditional Owners of Country and paid our respects to Elders past, present and emerging.

Welcomed Justin Burgess from Brimbank City Council, as the Coordinator of Strategic Planning.

Joanna Kormas from the Department of Transport and Planning will give update on planning.

Michael Joost is no longer with CACG and Kim Wickramariyaratne is replacing Michael.

2. Apologies and absences

As above

3. Confirmation of Minutes

Circulated 12 December 2022— minutes accepted

4. Update on action items

General transport item was updated last meeting

Natali is following up on emails for CACG members

Monika still sourcing a speaker on social impacts of runways to speak at a CACG meeting

Late items for discussion

Looking to replace community CACG member Henry Lam, possibly Victor Ng

Received correspondence from Frank Rivoli of the Hume Residents Airport Action Group

5. Melbourne Airport updates

A. Operations, Andrew Lund

Andrew provided a quick update to allow Lorie time to speak.

The airport welcomed back six Chinese carriers – only Xiamen operated throughout Covid. China has relaxed quarantine requirements and by March, we will have 26 weekly flights to Chinese destinations – up from one flight per week throughout the pandemic. Chinese tourists have been critical for the tourism industry over the past few years. In 2019, Chinese visitors spent \$3.4 billion on trips in Victoria, which was almost 40% of all international visitor spend. As a result of aviation team maintaining relationships, this matches Sydney's capacity. The seventh of the eight carriers flying to Melbourne before the pandemic will be back over the coming weeks.

Recovery has not only been about recovering previous flights, it has also opened new opportunities with Vietjet becoming the fourth new international carrier to launch a service into Melbourne from Vietnam. Qantas also announced the launch of direct flights to Jakarta and commenced non-stop Dallas flights, the fourth longest route in the world and a new destination for Melbourne.

Qatar added a second daily from Doha, which was previously operated to Sydney, Qantas launched Delhi flights for the first time, and United now operates 40% more seats into Melbourne than pre pandemic.

Airasia X returned to Melbourne, and we also welcomed Thai Airasia X. Emirates announced a third daily Melbourne-Dubai (via Singapore) service, returning to pre-Covid capacity.

Bonza- first flight to Avalon today. Started flights out of the Sunshine Coast on January 31. Flying new routes such as Bundaberg and Toowoomba. Melbourne will be Bonza's second base.

Qantas, Virgin, Rex and Jetstar all due to take delivery of extra aircraft this year which in many cases will replace older, noisier aircraft.

December passenger numbers suggest some people deferred travel over to January, with January 20 the busiest day- possibly because of Australian Open. Numbers have doubled from this time last year, getting closer to pre-covid numbers. China's return will boost passenger numbers, particularly with many international students coming back to Melbourne.

Work is progressing well on the runway overlay project. We're undertaking the most difficult part of works where we resurface the intersection using the displaced threshold, which means shortening the runway and lifting off closer to Keilor. Aircraft are touching down as per usual. From March, we're back to usual East-West runway use at night. It has taken a lot of coordination to work properly – airfield, contractors, air traffic controllers.

Q: Are there any carriers that haven't come back?

Major airlines are back but quite a few haven't returned, such as Air Canada and Aircalin, while Cebu Pacific is due back in the next few months.

Q: Are all Qantas A380s back?

No. Some have returned but Qantas is not flying them to Melbourne. The Melbourne to LA route has 787s being used instead.

Q: How's airport recruitment going?

We need 2000 or so new employees. Ground handling still a challenge. Doing a whole of women in aviation flight from Melbourne to Brisbane on International Women's Day. Baggage wait times are dropping but more baggage handlers are needed. More retail employees are being hired too.

Standing item: to include an update of what we're doing to fill the jobs deficit. Natali provided an update on jobs fairs, with one planned for end of March in Melton and discussions with Hobsons Bay and Hume for jobs fairs there too.

Susan commented that there was a lot of noise over her the previous night. Tim offered to help Susan provide some understanding in the break, where the aircraft were and why.

B. Planning, Laura Brannigan

A huge amount of work has been undertaken since the last CACG meeting.

The [Master Plan](#) was approved on 14 November 2022. The Draft Major Development Plan, and Supplementary Report, for Melbourne Airport's Third runway project (M3R) were lodged on 10 February. The Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts is administering the review process, which is expected to take around 80 Canberra-business-days. The Supplementary Report demonstrates how we gave due regard to all the submissions received.

There was one particularly significant change made to the MDP before submission. We produced an addendum about changes to, and future use of, the existing east-west runway. It includes rationale about the runway's shortening in response to concerns around what the shortening practically means for its use (including discussion of allocations of flights, limitation of utility, etc.) We have heard messaging that it should be used more to help share community noise load. Laura offered to take people through the MDP addendum at the next CACG.

Working on the Melbourne Airport Rail (MAR) MDP – plan is to submit Exposure Draft on 31 March (subject to ongoing negotiations between APAM and Rail Projects Victoria). Strategising is under way about construction interface with elevated roads project.

C. Community, Dr Monika Schott

Community pop ups occurred at:

- the aircraft viewing area on Sunbury Road on Saturday 17 Dec 2022, with around 100 people attending and asking questions/having discussions around aviation in general
- the Midsumma Carnival at Alexandra Gardens on Sunday 22 Jan 2023, with a crowd of 120,000 plus people, and people speaking to us and asking questions about aviation recovery, flight paths, noise, parking, the return of Chinese airlines, third runway and more.

Community pop ups scheduled for the:

- aircraft viewing area on Sunbury Road on Saturday 4 March
- Keilor heritage day: Harricks & Police Hut on Sunday 16 April, showcase, European and first nations heritage within the airport precinct, careers, focusing on Melbourne Airport's heritage, including Aboriginal heritage.

Plane spotters and aviation enthusiasts are requesting an aircraft viewing area as the viewing area on Operations Road is going. Looking at building a new viewing area and visitor information centre for education, heritage and aviation education. Include perspective from First Nations and our footprint that ties back to First Nations.

Looking at Western Sydney visitor information centre and other airports for inspiration, internationally too. Dublin and Heathrow looking at these too- keen to learn from them.

Comment made that Melbourne Airport needs to think about and implement cheap car parking. And make sure we make a visitor centre that's useful for primary and secondary schools, over 52 schools in the Melbourne Airport catchment.

Lots of schools and experience to consider- Fonda volunteered to help with developing a schools program.

Action: add visitor centre to next agenda for discussion.

A few links to other airport visitor information centres for referencing for ideas:

- <http://www.westernsydney.com.au/your-airport/experience-centre>
- <https://www.bing.com/search?q=heathrow+observation+deck&FORM=LGWQS2>
- <https://www.aviationwa.org.au/spotting-photo-locations/perth-airport-viewing-area-dunreath-road-west-of-runway-03/>
- https://www.tripadvisor.com.au/Attraction_Review-g6677207-d3179583-Reviews-Outdoor_Airport_Viewing_Platform-Cloverdale_Belmont_Greater_Perth_Western_Austra.html
- [Airports with Great Observation Decks - AFAR](#)

6. Guest presentations (1)

A. State transport update, Megan Cusack, Rail Projects Victoria

Additional scope of works was announced in late 2022 to be delivered as part of the Melbourne Airport Rail project, including a new station at Keilor East, the rebuild of the Albion Station and the Station Place package of works that is the first stage of the Sunshine Precinct Masterplan.

Commenced work on the Sunshine Systems Alliance package of works, including the intermittent closures of car parks at Sunshine and Albion station to accommodate site set up and piling works, establishment of project site offices, relocation of utilities and vegetation removal.

Ongoing utilities relocation in Sunshine North and Keilor East as part of our Early Works package and civil works to support the relocation of the six transmission towers, including the realignment of the M80 Trail.

Planning to engage on the Keilor East station in the coming months.

Been out in the community to talk about the project, such as in October 2022 at Airport West Shopping Centre. Minister Carroll came out also, lots of questions re Keilor East Station.

Been to Sunshine Market Place and sponsored the Sunshine Lunar Festival where we gave out cookies and headbands, and had a translator there. Community interested in Albion Station and car park closures. A need to help people understand the construction will take a while. The Lunar Festival was a great opportunity to be out in the community.

Supported an education program with local childcare centres too, to promote the utility relocation works, including the naming of the mini-tunnel boring machines.

Susan: the Keilor Heritage Society did not receive information. Megan will provide.

Q: What will the Airport station look like?

Laura- We're working constructively through options with the State and nothing is off the table, but designs are progressing for an above-ground station.

5. Melbourne Airport updates (2)

D. CEO presentation, Lorie Argus

Lorie has been CEO of Melbourne Airport for nine months and was in transition to becoming CEO with Lyell for a couple of months before he finished as CEO at the airport. Lorie has been with APAM for eight years, supporting a smooth transition into job.

RPV and Melbourne Airport have been developing new drawings of the new Melbourne Airport station with the purpose of developing a better traveller experience. Would prefer underground, but it will be above ground. Lorie's focus is on the customer and traveller, reflecting Lorie's background in airport check-in and operations. Looking to bring Melbourne's life into Melbourne Airport. We want to be Australia's favourite airport.

A lot of projects under construction at the airport.

Important to be joined as a community, whether state government or industry. We had to work harder than other states to come together and recover after covid. Melbourne Airport is proud of the relationships we have. Recovery has been a challenge but we're well on the way.

We're working towards being an extension of the destination, and for the traveller experience to be seamless.

We've cultivated a great culture and organisation, with our Environment, Sustainability and Governance Strategy (ESG), an extension of our solar farm and building big projects such as the elevated loop road, train station and runway, and there is much work going on as to how we construct all that. We're working with an above ground station solution, with undercover walkways, support for mobility, broadly and for disability. We're getting to a good design outcome.

20,000 jobs as part of that work and more to come- connectivity is important and we continue to upgrade buses. Building all that is a challenge in a dynamic 24-7 environment.

With the new runway, ESG is front of mind, super funds are important too. We recognise the impact on community and that we need to work with community.

Prior to Covid, we were at 60% of Sydney's international airline capacity. Told team we could not fall behind and needed to improve. We're now at 66%.

Our Stepping forward program has been implemented, with 2000 core front line employees trained to help passengers find their way through airport and share information as part of our commitments to service. We have some of the friendliest staff of Australian airports.

Hoarding is moving every three weeks in Terminal 2, and we're proud of the Terminal 3 and Terminal 4 integration, upgrade security in Terminal 2, and Terminal 1 is almost like a new terminal, opening April-June.

Committed to Master Plan, our strategic KPIs are the same and ESG is important. As is wayfinding. We know driving around the airport precinct is a challenge and even more challenging with the works going on.

Understand the knock-on effect but wayfinding is an opportunity to improve it. Future proofed elevated roads with dynamic signage. Worried about people parking on side of road. Reviewed how to direct people to free parking to get people off dangerous curb sides.

In June, when T4 express opens, the problem will be alleviated as drivers won't need to veer left, they will drive straight through. Electronic signage will show people the way.

Fonda: liked the idea of bringing Melbourne to the airport. And keep the hoarding as visible as possible. Could include windows in the hoarding so people can see the construction works.

Jane: the stress of people getting to the airport needs to be given full attention to help them get to the airport.

Lorie: there are lots of opportunities to improve wayfinding.

Kim: signage problem is also from VicRoads perspective.

T1, T2, T3 and T4 could be rebranded to T1, T2 and T3

Kim: perhaps get rid of terminal numbers and ideally, send people to car parks to get their flight.

Elevated roads will allow for six lanes to pick up and pedestrians will be safe.

Our vision is to be Australia's favourite airport destination. Creating connections that matter is something we can all aspire to, no matter where we work.

Stephen happy to help with anything and is also interested. He ran and rebuilt Phillip Island information centre and has a lot of experience in visitor economy. Would like to be kept up to date with visitor experience in general.

6. Guest presentations (2)

B. Federal government priorities, Kim Wickramariyaratne

Assessment of Melbourne Airport draft Major Development Plan for M3R - submitted 10 February. Government will use the legislative framework to assess.

Four key stages. An exposure draft and preliminary draft with public consultation have been completed. Now at draft stage and will move to final stage. The approval process consists of:

- other Commonwealth agencies reviewing Draft MDP and providing comment
- DITRDCA (Airports Branch) assessing Draft MDP
- forming a view on the Draft MDP
- briefing the Infrastructure Minister whether to approve (with or without conditions) or refuse Draft MDP
- Minister decides under s 94 of the Airports Act.

EPBC Act referral process is 30 days. The Minister may place conditions with an approval- something to be aware of, unsure if any conditions will be placed at this stage.

Aviation White Paper has four main focus areas, and the Terms of Reference are out. Consultation is open and comments can be made via submissions by 10 March. Green paper precedes Aviation White Paper. Expected to be released 2024.

Airports Sunseting and Reform- a staged approach has been proposed to manage the breadth of the project and to facilitate effective engagement and consultation with stakeholders.

Work to date:

- the Aviation Recovery Framework and the Department is continuing to work through amendments that will replace sunseting regulations under the Airports Act 1996
- the department is preparing legislation to replace the Airports Regulations and Airports
- stage 2 focuses on streamlining Commonwealth responsibilities for on-airport activities
- reform options are being considered for Stage 3.

National Airport Safeguarding group – looking at safeguarding the framework, enshrining an approach in legislation, and developing frameworks to safeguard aircraft space and environments around airports, and guidelines around those.

General discussion around the need for an update next meeting on implementing the recommendations, submissions in general and how they're addressed; they're not just approved.

Liz: how many submissions would you expect on the White Paper?

Kim: we'd like as many as possible, i.e., thousands, not hundreds.

B. Report, Tim Gill, Airservices Australia

Air traffic movements are starting to recover and plateau. Pipeline of air traffic controllers is now growing after Covid. There have been a lot of retirements and a new stream is coming through.

Noise monitors look at aircraft in your neighbourhood. Some hours were missed (see slides). To see where aircraft operate and review data for the noise monitors near Melbourne Airport, visit <https://webtrak.emsbk.com/mel3>

Noise complaints for November 2022 to January 2023:

- 38 individual complainants
- 28 suburbs recorded complainants
- 23 suburbs recorded a single complainant

In 2022, 246 individual complainants were received. Complaints are back to where they were pre Covid, for 2019 and 2022.

Use of East-West runway during runway works is causing further enquiries. In particular, Runway 09 departures caused enquiries in Attwood.

Airservices is required to monitor that aircraft movements meet standards, such as around noise, and have noise monitors in the community.

There were several questions on international standards, where they come from, who reviews them and who/what the main influencers in any change are. Tim is Australia's representative on the ICAO body (International Civil Aviation Organization) and will provide information for the next CACG meeting.

Q: how are the issues of health impacts of noise and fuel being considered?

Tim: the aircraft that fly in Australia meet the required environmental standards.

Laura: the health assessment in dMDP has been updated from last year's draft. Community, noise and social impacts have been captured and meet standards, including for future projected traffic.

Q: Is there any consideration of more people now working from home when it comes to noise and the impacts of that on people working at home?

Tim: We can break down the data to better understand that for now and the future.

C. State planning update, Joanna Kormas, Department of Transport and Planning

Noted changes to various departments due to recent Government change, including the newly formed Department of Transport and Planning (DTP). Julian Lyngcoln is Deputy Secretary Planning and Paul Younis is Secretary DTP.

State government is expected to respond to the White Paper as with the previous aviation white paper process. The Minister for Planning and the Planning portfolio will be part of any future state response given the Minister's role under the federal Airports Act and responsibility for state planning policy which protects our airports, including the 24-hour curfew free status of Melbourne Airport given its significance to Victoria's economy.

Last year, the Victorian Government released its response to the Melbourne Airport Environs Safeguarding Standing Advisory Committee's final report and recommendations on how to further safeguard Victoria's airports. Details in slides.

Work underway in 2023 on NASF guidelines in the planning scheme, which include medium term actions and future works.

Susan: Department seems dismissive of curfews.

Joanna: Department implements policy of the government of the day. Successive governments have supported maintaining no curfew on Melbourne Airport and the policy around that. Melbourne Airport's curfew-free status is an economic advantage to Victoria. State policy protects that advantage, and it is our point of difference given the airport is at the end of the line.

Chair commented that in future presentations, CACG would be interested to hear more about the challenges of other Victorian airports. Essendon airport is affected by Melbourne Airport and the area.

7. Other business

Maggie: the White paper has incredibly tight timeframes. Is anyone interested in putting a submission together? Green paper out in June and CACG meets in May.

Interest was expressed by other members. Details to be decided between meetings.

B. Actions

Still don't have Hume at the CACG. Follow up required.

8. Close

Meeting closed 1pm

9. Summary of actions

Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
21/02/23	Include an update on addressing jobs deficit as a standing item	Natali		

Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
21/02/23	Update next meeting on implementing recommendations, submissions in general and how they're addressed	Kim W		
21/02/23	Add visitor centre to next agenda for discussion	Monika		
21/02/23	Provide information on ICAO with respect to noise for next meeting	Tim		
21/02/23	Follow up for Hume representative to attend CACG meetings	Natali		
21/02/23	Hear more about the challenges of other Victorian airports	Joanna		
21/02/23	Following up on emails for CACG members	Natali		
21/02/23	Source speaker on social impacts of runways for meeting	Monika		

10. Attachments

230221 CACG Feb 23 presentation

Melb Airport CACG Feb 2023 DTP Slides

Airservices presentation_YMML CACG_Feb_2023

230221 Melbourne Airport CACG meeting 21 Feb 2023 - DITRDCA presentation distribution