MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP

ANNUAL REPORT 2013

INTRODUCTION

The Melbourne Airport Community Aviation Consultation Group (CACG) offers a consultation mechanism to address planning and development issues and a range of other operational matters, such as aircraft noise, which may affect the airport's relations with its neighbours.

In particular, its role is:
- a. to provide a forum:
  - i. for community members and organisations to raise issues and express opinions regarding Melbourne Airport, particularly with regard to planning, development and operations; and
  - ii. for dissemination of information regarding Melbourne Airport, to complement measures employed by airport management and processes required to satisfy statutory obligations;
- b. to identify current and emerging trends in respect of community opinion relating to Melbourne Airport;
- c. to stimulate the interest of the local population in the development of the airport;
- d. to collect and analyse feedback from the community regarding Melbourne Airport;
- e. to report with recommendations to airport management regarding community perceptions and concerns relating to Melbourne Airport; and
- f. to review and discuss any other community-related issues, and engage with the appropriate organisations regarding these as needed.

The CACG works collaboratively with all stakeholders to pursue better outcomes and complements but does not replace statutory or established communication and consultation mechanisms employed by the various parties.

MEMBERS

The following persons are members of the CACG.

Independent Chair:	Darrell Treloar
Australian Mayoral Aviation Council:	Cr Adam Atmaca and Domenic Isola
Board of Airline Representatives:	Stephen Palombo
Community:	Susan Jennison, David O'Connor, Mateja Rautner (from 22 November 2012), Kevin Sheahan (up until 29 June 2013), and Robert Walters (from 22 November 2012)

Melbourne Airport Noise

Abatement Committee: Catherine Hunichen
Victorian Department of
  Planning and Community
  Development: David Hodge (substitute, David Kirkland) up until March 2013
                         Jim Gard'ner from March 2013
Victorian Trades
  Hall Council: Brian Boyd

With the exception of the Independent Chair, all members donate their time on a pro-bono basis.

In addition to the members noted above, meetings were attended by representatives from the Department of Infrastructure and Transport (Rod Burgess, Marcelo Alves, Leonie Horrocks, Jeremy Parkinson and Joseph Wheeler); Air Services Australia (Simon Cousins, Mark Cenin, Elissa Keenan and Phil Owen); and Melbourne Airport management (Jo Powell, Michael Prebeg, Chris Woodruff, Matt Francis, Trent Kneebush, Bryan Thompson, Linc Horton, Sarah Renner and Melanie Hearn).

SUPPORT STAFF
Secretariat support was provided by Jo Powell, Michael Prebeg and Melanie Hearn from Melbourne Airport.

CHAIRMANS REPORT – Darrell Treloar

During the year, the CACG conducted four quarterly meetings, held a strategic planning event and hosted a public meeting at which Melbourne Airport released details of its preferred alignment for construction of the third runway. Melbourne Airport's release of the Preliminary Draft Master Plan 2013 for public comment was, perhaps, the most significant event of the year, with time devoted to briefings or discussion of it at every meeting. In addition to the various CACG meetings, I held informal meetings with local Members of Parliament and local residents, visited other airports' CACG meetings (Moorabbin CACG, Sydney SACF, Sydney Long Term Operating Plan Implementation Monitoring Committee and San Francisco Community Round Table), attended the national CACG Chairs' Meeting, attended a Noise Abatement Committee meeting, visited the Qantas Flight Simulator Centre (along with Catherine Hunichen and Mateja Rautner) and represented the CACG at the Melbourne Airport Stakeholder Event. Jo Powell represented the CACG at Waypoint 2012, Airservices Australia's Annual Conference.

Membership of the CACG was expanded with Mateja Rautner and Robert Walters joining as community members in November 2012. While an approach was made to local councils, inviting them to nominate officers to fill a further two newly created positions on the CACG, no interest has been shown to date and this matter will need to be followed up in the coming year. Kevin Sheahan resigned in June as his other commitments were preventing him from attending meetings of the CACG.

The CACG continues to actively pursue a structured Work Plan, canvassing a wide range of issues. These are discussed in the section on "Highlights, Challenges and Outlook" below.

Community attendance at CACG meetings has increased markedly during the year, mainly due to Melbourne Airport preparing a new master plan and extensive promotion of meetings, including by way of letter-box drops undertaken by the Keilor Residents and Ratepayers Association (KRRA). The year also saw the emergence of "Fight the Flightpath", a sub-group formed by the KRRA to oppose the Melbourne Airport Master Plan and promote the development of Avalon Airport as an alternative.

As in previous years, I offer a big thank-you to CACG members and representatives of the various agencies who continue to contribute their valuable time to this most important work. The support and meaningful commitment to the CACG by Melbourne Airport is also appreciated and in particular, the day-to-day work of Jo Powell and Michael Prebeg. Finally, the interest shown by the many local residents who have attended and participated in CACG meetings has greatly assisted the CACG to develop an understanding of key community issues. I thank all residents who have taken an interest and helped the CACG in this way.

HIGHLIGHTS, CHALLENGES AND OUTLOOK
The CACG's Strategic Plan 2012-2015 identifies four strategies which guide its work. They are:
1. Airport Development and Growth - fostering maximum community involvement in consultation processes relating to development, including major development plans and the preliminary draft master plan, and increasing awareness of the national importance of Melbourne Airport.
2. Community Engagement - expanding and improving the level of community communication and engagement, including in relation to aircraft noise
3. Safeguarding the Airport - proactively participating in public processes to ensure land use planning decisions do not compromise the future of the airport by exposing future residents to inappropriate impacts, including high levels of aircraft noise.
4. Sustaining the CACG - ensuring appropriate membership and supporting members

This section of the Annual Report discusses highlights, challenges and outlook in respect of those strategies.

Strategy 1 - Airport Development and Growth
The CACG made a submission to the Preliminary Draft Major Development Plan (MDP) for Stage 1 of the proposed Southern Precinct Program, in May 2012. The submission discussed management of construction traffic to minimise any adverse impact on residents and businesses, and the impact of operational traffic on residents abutting Melrose Drive south of the airport and in locations such as Keilor Park and Keilor. The MDP was approved by the Minister for Infrastructure and Transport in April 2013.

The CACG also made a submission regarding the Airport Drive Extension and Steele Creek North Stormwater Enhancement Project MDP in February 2013. The submission commented on

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traffic flow, drainage water quality, timing for construction of the bike/pedestrian path and community consultation. The MDP was updated by Melbourne Airport, submitted to the Minister and approved in July 2013.

The preliminary draft of the new Melbourne Airport Master Pan was released for public comment in May and community input is invited up until 21 August 2013. The CACG has been briefed extensively on the project over the past year and hosted a public meeting in November 2012 at which Melbourne Airport representatives outlined the key measures to be addressed in the draft. Of particular interest, was the preferred alignment of the third runway to be constructed. The public meeting was attended by over 200 people and following a presentation by Melbourne Airport, questions were invited and responses provided. There was also a strong community presence at the May CACG meeting where, once again, numerous questions regarding the draft master plan were raised and verbal submissions made. The CACG will make a submission by the due date.

The CACG will continue to advocate for and, where appropriate, assist others to ensure the community is engaged in a timely and proper manner in relation to airport development and growth.

Strategy 2 - Community Engagement
Community interest in the CACG and Melbourne Airport has grown strongly over the past year, stimulated by Melbourne Airport preparing and releasing its new preliminary draft master plan. As noted above, the good work undertaken by the KRRA to publicise meetings has also been a key factor. During the year, a total of around 497 residents attended meetings of the CACG, in addition to those who attended the public meeting.

The CACG prepared a draft Communications and Engagement Plan which will be finalized once amendments to the CACG Terms of Reference have been adopted.

At the May meeting, Qantas pilot, Captain Alex Passerini gave a presentation regarding Required Navigation Performance (RNP) building on the announcement made by Mark Cennin on "Smart Tracking" earlier in the year. RNP and Smart Tracking relate to GPS (Global Positioning Satellite) map based navigation which has been trialled by Qantas at Melbourne and other airports for some time and is said to offer benefits for airlines and the community.

One of the issues identified during the Airport Drive Extension and Steele Creek North Stormwater Enhancement Project MDP consultation process was the need to record the history of the area since white settlement, given the rapidly changing airport landscape. A brief for preparation of an interpretive history of the area has been prepared and is currently being reviewed with an expectation that further work will be done next year.

The relationship between the CACG and the Melbourne Airport Noise Abatement Committee is still in its infancy. Having a common representative on both groups aids communication but there is a far greater potential for the two entities to complement one another's' work, particularly given the strength of community interest in aircraft noise.

The CACG, with the help of some key stakeholders, has become more effective in stimulating community interest and promoting community involvement in relevant airport matters over the past year. Finalisation of the draft Communications and Engagement Plan will provide a "spring board" from which to expand the level of community interest further.

Strategy 3 - Safeguarding the Airport

In March 2012 the National Aviation Safeguarding Advisory Group (NASAG), comprising of Commonwealth, State and Territory Government planning and transport officials, the Australian Government Department of Defence, the Civil Aviation Safety Authority (CASA), Airservices Australia and the Australian Local Government Association (ALGA) invited comment from interested stakeholders on a draft version of the National Airports Safeguarding Framework. The purpose of the Framework is to enhance the current and future safety, viability and growth of aviation operations at Australian airports by a range of measures intended to ensure future airport operations and their viability are not constrained by incompatible residential development. The CACG made a submission regarding the draft Framework.

Subsequently, in May 2012, Commonwealth State and Territory Ministers agreed to the Framework, noting some reservations from New South Wales. The Ministers also noted the Commonwealth's intention to seek a review of Australian Standard 2021 - 2000: *Acoustics - Aircraft noise intrusion - Building siting and construction.* Standards Australia has identified the document as needing revision to incorporate contemporary updates, and key industry and government stakeholders have indicated a desire to support the process. The CACG has a strong interest in this review and will look to be involved in any consultation process at the appropriate time.

The CACG also actively monitors planning initiatives of local councils and the Victorian government, including the Growth Areas Authority (GAA), Department of Transport, Planning and Local Infrastructure (formerly the Department of Planning and Community Development) and the Minister for Planning in relation to proposed or actual changes to land use planning controls within municipalities in proximity to Melbourne Airport.

The CACG has previously advocated for greater guidance to be given to airports in relation to informing the community regarding aircraft noise through the master planning process as it considers that by raising the level of knowledge and understanding in the community, more realistic expectations will be held and the greater the likelihood that there will not be a mismatch between peoples' expectations and their experience. It is noted the Preliminary Draft Master

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Plan 2013 prepared by Melbourne Airport and currently on exhibition includes the N-series noise metrics, in addition to the required Australian Noise Exposure Index (ANEI), Australian Noise Exposure Concept (ANEC) and Australian Noise Exposure Forecast (ANEF). The Airport has also designed and placed an interactive noise tool which includes the N-series contours on its web site to help people assess the forecast impact of aircraft noise. In addition, the draft master plan provides more information on noise abatement procedures than has previously been available and all these initiatives are supported.

Strategy 4 - Sustaining the CACG

Matea Rautner and Robert Walters joined the CACG in November, increasing the level of community representation on the Group, while Kevin Sheahan resigned in June. Jim Gard'ner replaced David Hodge as the Department of Planning and Community Development representative in March. Attempts to recruit additional local government representation were unsuccessful and this matter will need to be pursued further in the coming year.

A strategic workshop was held in February, resulting in a start being made on amendments to the CACG Terms of Reference and the development of a communications and community engagement plan. Work is continuing on both and is expected to be finalized by the end of 2013.

PERFORMANCE MEASUREMENT

The performance of the CACG over the past year, measured against targets set at the beginning of the reporting period, is shown in Table 1. Results for the 2012 year are also shown for comparison.

Item No.	Description	Measure	Target	Result 2013	Result 2012
1	Role	Number of meetings held and open to the public	4	4	4
2	Conduct of meetings	Total number of interested persons who attended meetings	100	497	32
3 a.	Effectiveness of meetings	Attendance by Group members	80%	68%	72%
3 b.	Effectiveness of meetings	Self-assessment rating by members on scale of 1 to 5 where: 1. totally ineffective 2. of some use but falls well short of expectations 3. satisfactory performance but with significant areas requiring	4	3.67	3.84

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		improvement 4. generally effective but minor opportunities for improvement 5. most effective in satisfying all requirements			

Table 1 – CACG Performance 2012/13

The CACG met its primary requirements, holding four meetings over the year and with a high level of public attendance. Attendance by members was at 68%, well below the 80% target and less than last year. This is an area requiring attention and opportunities to improve member attendance will be explored. Members rated the effectiveness of meetings (KPI 3b) at 3.67 - again, below the target and last year's assessment. Members were invited to suggest ways in which the Group could improve its performance next year, as part of completing the assessment survey. Many positive suggestions were made and the feedback received will be considered at the next CACG strategic planning day.

In addition to surveying members, representatives of stakeholder organisations who are regularly represented at meetings were invited to complete the assessment survey. The average rating by stakeholders was 4: "generally effective but minor opportunities for improvements." A number of stakeholders also made suggestions regarding improvement opportunities and these will also be considered at the strategic planning day.

FINANCIAL INFORMATION
The CACG does not control funds or assets and while it is an independent entity, it is fully resourced by Melbourne Airport.

The Melbourne Airport Community Aviation Consultation Group was established in early 2011 in response to the Australian Government's 2009 National Aviation Policy White Paper (www.infrastructure.gov.au/aviation/nap).

Major Australian Airports are required to establish Community Aviation Consultation Groups to give local residents and businesses a better say in airport planning and operations. These formalised groups ensure that local communities have direct input on airport planning matters with appropriate arrangements for engagement with other industry stakeholders such as airlines and Airservices Australia where necessary.

The Melbourne Airport Community Aviation Consultation Group satisfies this requirement.

CONTACTS

Darrell Treloar
Independent Chair, CACG

Locked Bag 16
Tullamarine Vic 3043

community@melair.com.au

Tel: 0433 395 460

Jo Powell
Stakeholder Relations Manager
Melbourne Airport

Locked Bag 16
Tullamarine Vic 3043

jo.powell@melair.com.au

Tel: (03) 92971690