

MELBOURNE AIRPORT

Community Aviation Consultation Group (CACG)

Tuesday 18 November 2025, 10am-1pm
Novotel Melbourne Airport

INVITEES

Name	Representing	From or Role
Kim Jordan		Independent Chair
David Cleland	Community	Greenvale
Emma Langoulant		Keilor
Fred Ackerman		Taylors Lakes
Fonda Zahopoulos		Moonee Ponds
Greg Bisinella		East Melbourne
Jane Waldock		Montmorency
Maggie Baron		Kensington
Elaine Brogan		Sunbury
Veronica Tang		West Footscray
Liz Beattie	Victorian Trades Hall Council	Project Officer
Justin Burgess	Brimbank City Council	Strategic Planning Coordinator
David Power	Hobsons Bay City Council	Manager, strategy, Economy & Sustainability
James McNulty	Hume City Council	Manager Planning & Development
Rory MacDonald	Maribyrnong City Council	Manager City Development
Steve Finlay	Melton City Council	Statutory Planning Coordinator
Petrus Barry	Moonee Valley City Council	Manager Planning and Building
Lydia Sorensen	Macedon Ranges Shire Council	Manager Economic Development and Visitor Economy
May Li Foong	Airservices Australia	Senior Advisor Community Engagement
Romina Cavallo	GHD	Noise Sharing Plan Consultants
Matt Thomas	Trax	
Emily Box	GHD	
Joanna Kormas	Department of Transport & Planning	Manager Statutory (Planning) Policy
Braden Hartcher	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	Director
Emilie Hoffmann Fattore		Senior Regulatory Policy Officer
Rosie Offord	Melbourne Airport	Head of Planning
Laura Brannigan		Head of Noise Amelioration
Edward Martin		Head of Public Affairs
Justin Portelli		EGM Strategy, Planning and Community
Simone Bellears		Community Engagement Manager
Shantelle O’Riordan		Community Engagement Advisor
Fabiano Fan		Program Director – Naarm Way

1. Welcome and apologies

The Chair welcomed and thanked all for attending the meeting and acknowledged the Traditional Owners of Country and paid respects to Elders past, and present.

Apologies (received prior to the meeting):

- Fred Ackerman
- Rory MacDonald
- Braden Hartcher
- Petrus Barry
- Lydia Sorensen
- Dr Monika Schott
- Justin Barbour
- Shantelle O’Riordan

Apologies (recorded after the meeting)

- Greg Bisinella (flat tyre)
- Joanna Kormas (unable to connect online)
- David Power (due to parking issues)

The Chair made a couple of special announcements:

Welcomed Rod Gurry, Essendon Airport CACG Chair as a Guest Observer.

Acknowledgement of Margaret Guidace who did not re-nominate for her role on CACG. The Chair thanked Margaret for her commitment and contributions to CACG meetings during her time, serving on behalf of her community.

Condolences shared on the sudden tragic passing of CACG community member Victor Ng. The Chair shared her reflections and some of her conversation with Victor’s wife, Mimmie and conveyed our respects to his family on behalf of all CACG members and the Melbourne Airport.

Welcomed new community members, Elaine Brogan OAM and Veronica Tang. Both were selected during the Expression of Interest process (September 2025) and will formally join the CACG in 2026. Veronica is from the inner west of Melbourne, and heard about CACG from Katie Hall (local MP). Elaine is from Sunbury. Elaine has a Medal of the Order of Australia for her services to historical preservation organisation, which the Chair commended.

The Chair noted Leni Karageorgiou from Melbourne Airport in attendance to support meeting secretariat duties in Shantelle’s absence.

2. Update on action items/ Late items for discussion

- Action item 1. APAM to present on terminal upgrades – deferred to February 2026 meeting
- No late items added to agenda

3. Melbourne Airport updates

3.1 Operations, Edward Martin

- Passenger numbers remain strong.
- Friday 31 October was the all-time record for busiest day with 128,000 passengers through the terminal – the highest passenger numbers recorded since the previous record in 2018 (126,000). The high passenger numbers were due to the cricket at the MCG, the Oasis concert and Melbourne Cup Carnival.
- Delta Air Lines launching direct flights from Los Angeles in December; first Airbus A350 non-stop service from Melbourne to the US.
- Hong Kong Airlines and Shenzhen Airlines commencing services in December, adding significant seat capacity.
- Indonesia, Philippines, Korea and Fiji – all in the forward bilateral negotiations framework.
- APAC did a submission to the 2025 draft CACG guidelines and made 4 recommendations:
 - The Guidelines should permit regional airport operators to determine meeting frequency in consultation with the independent Chair, based on local operational needs and the volume of matters requiring consultation.
 - The Guidelines should establish 25% as a guide, with the proportion of community-initiated agenda items included in the CACG annual report to ensure transparency and accountability.
 - The Guidelines should empower the independent Chair to determine meeting structure and presentation duration for all participants, including the airport operator, based on the nature and complexity of agenda items.
 - Omit the conflict-of-interest declaration requirement for the independent Chair or extend it to all CACG members to ensure consistency and procedural fairness.
- There are only 18 ABF kiosks in the T2 international arrivals hall that can only process around 2,000 passengers per hour. During the peak (with multiple airlines coming in) we are processing 3,600 passengers an hour, which results in long queues. The smart gate is a great solution, but the nature and design of the terminal itself can be improved. APAM is working with the Federal Government to secure additional kiosks.
- Senate Inquiry into Aircraft Noise – CACG members may recall there was a series of hearings in 2024 of the Senate Select Committee Rural and Regional Transport Affairs that APAM attended. The government just released their report which is in response to the Committee's recommendations that is publicly available. There are 18 recommendations in that report. A copy of the report is available: [Aircraft noise Senate inquiry report released – Aircraft Noise Ombudsman \(ANO\)](#)
- APAM conducts an economic and social impact report every two years and the last one was in 2023. Most recently we launched our updated version 2025 report and what's significant about this is having for the first time we modelled the social impact and investment in this report. The analysis that our team did with Connell Griffen to look at all the community partnerships and community grants and programmes we do and what is the return on that investment which has been reported that for every dollar we invest \$3.47 is returned back into those communities.
- We have been able to break down the number of jobs by electorate. There are now 23,000 direct jobs across the precinct, previously at 20,000. The council unsurprisingly that had the most employment at the airport was Hume with just under 5,000 jobs, followed by Brimbank, with just over 2,000.
- The report demonstrates the impact of the airport activity on the economy – for example a single daily widebody international aircraft that comes to the airport generates around

\$190m to the Victorian economy over 12 months and supports 2000 jobs, so the contribution is significant.

- Finally, a number of internal changes at APAM for information.
 - The Public Affairs team, under Justin Portelli, moves to the Office of the CEO, alongside the Media and Communications team (Andrew Lund) and Strategy team (Andrew Amico).
 - Planning (Rosie Offord) and Environment (Gigi Yuen) will move under Matthew Sterling, EGM of Planning, Infrastructure and Environment.
 - A new EGM, Major capital projects, Scott Cooper, where the Third Runway project sits and will include Laura Brannigan's team.
- Last meeting there was a question about the Skybus and how often services would run from Sunshine station. It's running 7 days a week, 6am until midnight, and that service has started – our new CACG member Veronica came in on the Skybus today! Starting fare is \$9.99 until the end of the year. To acknowledge the launch of the new service, we did a pop up in Sunshine, this month, alongside the Skybus team and the consultants doing the Noise Sharing Plan.

3.2 Planning, Rosie Offord

- Key updates from the Consultation timeline slide, which illustrates all the major activities that are happening to ensure the third runway opens in 2031.
 - Third Runway timeline: early works underway; main works through to opening; runway opening planned for 2031.
 - Noise Sharing Plan: first phase consultation underway; public feedback invited Sep–Dec 2025.
 - Noise Amelioration Plan: drop-in sessions held in Keilor and Bulla; online Q&A scheduled 25 Nov. Draft Plan development Oct–Feb.
 - Community Health Study submitted under 5.1 condition
 - Eastern Extension Project (EEP) which is the extension of our east west runway 0927 at the eastern end to compensate for the loss at the western end of approx 345 metres of runway - that needs to happen as part of M3R delivery
 - Master Plan 2027 would normally fall outside the scope of any individual project delivery as it is a legislative obligation for the airport to produce a new master plan every five years and have that approved by the Minister. However in this case the Master Plan is on the critical path for the M3R approval because we need to have it in place in order for the EEP to be approved, and the EEP needs to be in place for M3R to open. The Master plan was due to be updated in 2027, but we've brought it forward by about 10 months to enable the submission of EEP Major Development Plan.
- Major Projects and Commitments:
 - Early works commenced for Northern Access Route; preliminary works ongoing with cultural heritage salvage; blasting trial completed successfully. Rosie shared some details around the process and requirements of the blasting trial.
 - PFAS Management Framework has been approved; CEMPs in progress with environmental plans endorsed by Independent Environmental Assessor.

- Health Study draft Terms of Reference for condition 5.1 were submitted in September.
- Next major community consultation will be Public Exhibition for the Master Plan 27, EEP MDP and the second round of Noise Sharing Plan, which are planned to commence in August 2026

Q. David inquired about how close the eastern extension is to Sunbury Road?

A. Rosie confirmed it is close to the road, but within safe margins for operation.

Q. Liz commented on the amount of consultation going on and asked if the public was genuinely engaged in these sessions?

A. Yes, we are seeing good uptake and interest in the consultation. We have had hundreds of people engage online for both noise sharing and noise amelioration consultation. On the consultation front, we are constrained by time, and deliverables and the conditions of the project. This is both a challenge and benefit for us. The benefit is there is more attention on Melbourne Airport and the work happening, but the dis-benefit is that there is some confusion on what we are engaging on, specifically, and we have had to redirect people to the activity they are seeking to provide feedback on and learn about. We can do this manually via the phone calls and emails received to the engagement team or on the Major Projects Hub. All our consultation content is on the Major Projects Hub which means community can see everything in the same place.

Q. David asked to be reminded of the costs of M3R?

A. \$3 billion plus perhaps more for NAP&P, as we don't have complete scope yet

Q. Is the Naarm Way included in that?

A. No. Naarm Way project cost is more than \$500 million. The airport's capital plan is around \$10 billion over the next decade.

David: requested to see this presented at a future meeting

Q. Elaine inquired will grey box remain?

A. Half of it will. The M3R MDP included project impacts, and how it would be mitigated. The Minister approved this MDP which included the removal of half the Grey Box Woodland, with the other half to be preserved.

- Runway 09/27 Maintenance: Overlay works (re-surfacing the runway) scheduled Jan–Jun 2026; overnight works will shift all operations to Runway 16/34 during night periods. Community engagement program in development with Airservices.
- Other MDP Updates:
 - Naarm Way Stage 2 progressing; minor variations approved for Over Height Vehicle Ramp and Northern Bridge Link.
 - Elite Park Draft MDP withdrawn. Submission for approval of the precinct proved challenging under the Airports Act, so we had to withdraw. The plans remain the same and we will submit individual MDPs as required.

Q. Maggie asked if an overarching plan isn't easily achieved through the Airport Act, is there some other way community members can understand how the component developments within the precinct talk to each other?

A. That was our logic and is exactly why we wanted to put forward a precinct MDP, because whilst we didn't know the exact details of all the developments within the precinct we could talk to

function, the size, the shape of them from a safeguarding perspective and the traffic impact. It's a good question and I think we will be asked to demonstrate not only the impact of the individual development but also how it fits in with the overall activity of the airport. E.g. traffic management. We would suggest community to review the Master Plan, which will talk in a broader sense. In the MP27 there will be a road network strategy that talks to the whole of estate traffic impact (not just drop off/ pick-ups but also business park).

Q. Emma asked how would this impact timeframes if you now have to submit individual MDPs for each precinct development? Will there be delays?

A. It will impact timeframes.

- Noise Monitoring:
 - Four monitors now active in Keilor, Diggers Rest, St Albans, Newport. Latest report available via the Melbourne Airport website.
- Regulatory Update: Federal aviation regulations, including Protection of Airspace Regulation, will sunset on 1 April 2026. Significant updates expected. Sharing this information with CACG for general awareness, but to summarise: the process that we go through for what's called a Controlled Activity Approval, which is an approval for something to penetrate the air space, will change for APAM, Airservices and CASA and the notification obligations will change as well. We will engage in due course, before 1 April 2026.

Q. Jane asked how long will these new regulations be in place?

A. prediction is 10-20 years, noting the current regulations were supposed to sunset maybe 8 years ago, and they were extended to 2026 so would not be out of the ordinary to see the new ones extended in the same manner.

- ATSB Report: Investigation into 2023 runway excursion published.
- Key findings: APAC not listed as contributory factor; recommendations include enhanced pilot situational awareness and improved communication of safety-critical information. Airlines and Airservices have updated procedures accordingly.

Q: Liz inquired about the workers under the aircraft, did they suffer PTSD?

A. One worker took time off for stress, and no other injuries were reported.

Q. Has that worker been offered ongoing support?

A: taken on notice

3.3 Fabiano Fan, Program Director, Naarm Way

- Fab presented a visual update on the complex process and challenges of the Naarm Way construction project, including the current status of the project and opening dates for travellers (Sept 2026)

Q. Maggie thanked Fab for including information on the travelators, and addressing airport rail, which were two topics she had planned to raise, and shared her experience with Google Maps and the fact it doesn't always pick up car park levels and layers which can make it challenging to navigate. What are the thoughts on way finding and approaching the new Naarm Way?

A. until traffic is on the road, Google maps will not pick up signals so we are using our workers to try and build in as much data before opening as we can. The digital media team is working with Google as a key deliverable on wayfinding.

Q. Jane commented that some people may require good signage because they're not comfortable with Google maps.

A. Fab said we are working DTP for the Tulla signage requirements and a lot of pre work going into the best way to help direct people but it is going to be a behaviour change for drivers after 50 years of approaching the airport in the same way.

Q. What is the speed limit on Centre Road? Signage doesn't seem clear and many vehicles were going pretty fast today.

A. Centre Rd is 50km/hr, and Airport Dve is 60km/hr

Q. Is the new pick up area for all pick ups or just private vehicles?

A. Ubers and taxis will remain in front of the terminal on the ground floorPublic pick up will relocate to level 2

3.4 Noise Amelioration Plan and Program, Laura Brannigan

- Update on process & progress.
- Benchmarking & Research: Gathering domestic and global experience; engaging technical expertise.
- Initial Briefs: Meetings with stakeholders to set key definitions and principles.
- Phase 1 Consultation: August–December 2025 – understanding local priorities and values; assessing scope. Comments on consultation:
 - 350 residents engaged on the project (catchment of 1100 homes in Hume and Brimbank targeted)
 - Feedback collated on how they want to be engaged: 70-80% preferred emails and access to online information. Some want letters, group sessions, tailored meetings.
 - Also making deliberate efforts to get in touch with hard-to-reach communities – and making time for groups who ask for information, like the Keilor Rotary club zoom meeting tonight!
 - Drop in sessions (morning/ night) at Keilor community hub and Bulla Jack McKenzie Hall – well attended, growing in numbers each week. Two to go after this at CACG meeting.
 - Webinar scheduled for 25 November, 7pm. You can register via the Major Projects Hub. Registrations up to 40 at time of meeting.
 - Keilor PS Principal and School Council president have declined further engagement at this time. Correspondence has been sent to all submitters to the 2022 Master Plan who mentioned the school in their submission (approx. 170) inviting them to engage.
 - Positive development with the Victorian School Board Authority (VSBA), who have done a comprehensive exercise for scoping noise attenuation of the school's existing property and shared this with APAM.
- Draft Plan Development: October–February – compiling eligibility criteria, standards, governance, and delivery framework.

- Phase 2 Consultation: Planned for early-mid 2026 to refine draft and strategise program implementation.
- **Condition 4.1 requires the Noise Amelioration Plan to be submitted to the Minister by September 2026.**
- Key focus areas of the plan:
 - Eligibility policies for homes, schools, childcare facilities, and health centres.
 - Amelioration principles and standards for works delivery.
 - Governance structure and funding model.
 - Engagement: Drop-in sessions held in Keilor and Bulla; Strong traditional and social media activity; hard-to-reach groups being contacted.

Next Steps: Draft Plan outline to be shared with CACG in February 2026.

Q: Maggie asked further to the school Principal and council not engaging, have you considered the local feeder kinders?

A: Yes they are included in our engagement plan, along with other community groups

Q: Elaine, is the horse facility at Woodlands Park included in the Noise Amelioration engagement?

A: Laura clarified Living Legends (located next to Woodlands Park) will not be covered under the program. It is related to impacts on humans, and only facilities as per AS2021:2015 will be eligible.

Q: Emma asked about the percentage of residential homes in the identified zone that are renters and how the plan takes this into account?

A: Laura agreed this as a complexity, and it also extends to landlords of business and facilities – the scale of which is not yet known.

Q: Emma asked how is the relationship with Brimbank Council?

A: Justin Burgess, commented the relationship is on the improve, with Brimbank moving to trying to work constructively together for the benefits of the community. Ed commented some councillors and the Mayor had recently attended an airport tour, which went well.

Q: Fonda asked off the back of the numbers presented today around engagement, have the residences been identified for the Noise Amelioration Plan and Program yet?

A: Laura clarified 1100 homes targeted (ANEF will determine eligibility) with 350 having already chosen to engage through a survey. Sixteen facilities have been identified for potential eligibility.

4. Full Circle Activity

Collaborative table activity, facilitated by Simone Bellears, Community Engagement Manager.

Tables were asked to discuss two main topics:

1. What was the highlight of the CACG in 2025
2. In 2026, Melbourne Airport will undertake Public Exhibition – how do we best engage your community?

Answers were recorded on butcher's paper by APAM staff and are summarised here:

Highlights from the 2025 CACG year:

- Involvement in the community health study draft TOR
- Planning information – feeling well informed by APAM
- Improved project information and follow up on actions
- Thoughtful and direct responses
- Contribution and involvement with Community Health study
- Good engagement with local communities
- development of the TOR health study input
- CACG – input from members, opportunity to input and being involved from the start of projects
- Updates on all the work – important for everybody (eg Naarm Way stage 2, terrific knowing how it will work) People don't realise it's not govt money.
- Health study and engagement – privilege to be involved
- New members great additions
- CACG is run very well

How can we best engage your community?

- Concerns with engagement fatigue
- Current approach is about right – pop ups and website etc
- Engage directly with clubs and community associations (footy, bowls, cricket, Rotary, Probus)
- Local govt – reach out to events and engagement teams at councils (ie not just the planners via PCF)
- Send CACG members pre-drafted social posts with links to make it as easy as possible for members to share information/updates/ways to engage with Melbourne Airport. Members can choose to post if they want to on their own socials. Consider this for other community influencers/ groups also.
- Online and socials (eg LinkedIn/ Facebook groups)
- Word of mouth
- Cast the net wider eg Moonee Valley and Maribyrnong (Moonee ponds festival pop up suggestion) St Demetrious Greek festival
- Targeted engagement
- Keep project information simple and concise – break message into 2-3 concepts
- Strengthen the link between Federal government and community
- Liaising with stakeholders (councils/ MPs) in terms of community 'turn over' and 'hard to reach' and utilise experience in engaging their communities

5. Guest presentations

5.1 Noise Sharing Plan, Matt Thomas (Trax) and Romina Cavallo (GHD)

- Matt provided an overview:
 - Current runway operations: **8 modes**; when the new runway opens: **14 modes**.
 - Engagement generally well-received; Airservices and APAM have attended multiple sessions.
 - Engagement on **NAPP and NSP running concurrently** has been valuable for differentiation and clarity given multiple major infrastructure consultations in Melbourne.

- Romina provided an update on engagement activities:
 - Notifications: Sent between 13 Oct – 10 Nov to >5,900 department subscribers, >163K Melbourne Airport subscribers, MPs, councils, and session attendees.
 - Sessions: Drop-ins and pop-ups across Melbourne and regional areas (Keilor, Bulla, Kew, Point Cook, Brighton, Sunbury, Wallan, etc.).
 - Webinars: Two sessions held; recordings and Q&A shared.
 - Advertising: Print: The Age, Jewish News, Star Weekly, NW City. Digital: Star Weekly; upcoming on The Age and Herald Sun.
 - Social Media: Campaign with static, carousel, and animation creatives; translated materials included.
 - Social Listening: Peaks aligned with major announcements and sessions; sentiment 96% positive.
- Awareness Objective: Main focus at this stage; engagement plans are adaptive, not “set and forget.”
- Online Survey: NSP Phase 1 survey live; >300 responses so far (updated since presentation prepared which shows 243 responses mid-phase).
- Feedback Themes:
 - Preferred noise respite: overnight (10pm–6am) for both weekdays and weekends.
 - Top priorities: alternating runway use, transparency on community concerns, alignment with emissions goals.
 - Information requested: noise impacts, runway modes/flight paths, passenger growth, environmental impacts.
- Tools available on Major Projects Hub to visualize current and future flight paths.
- Next iteration will include flight path usage by time of day to answer “how many planes over my place at night?”
- Other observations: Community finds flight path maps complex; mixed mode examples help explain impacts.
- No changes to flight patterns in past 6 months; possible COVID-related perception.
- Engagement includes monitoring online conversations to prepare responses ahead of sessions.
- Next step: Engagement outcomes to be presented to CACG in February 2026

Q. Veronica asked will the airspace design take into consideration noise complaints data? West Footscray was one of the highest areas for complaints, but there was no consultation in this community.

A. Airservices data was used to choose engagement locations and we did have one nearby at Altona North Shopping Centre. Locations will be reviewed at the end of this round of consultation and other locations considered for next round.

Q. Maggie asked where is there no interest shown from local councils whose residents may be impacted, are you using the local MPS?

A. Matt/ Romina – everywhere in Melbourne is overflown. Involvement from councils is very important, but we are also hearing directly from communities on new and other locations and have a focused strategy on stakeholders who may have been missed in traditional media (sensitive receivers, community members who may not have seen advertisements, councils that may have been impacted).

Q. Veronica asked if social media has been used?

A. Romina confirmed yes, and has been directed back to Major Projects Hub, due to complex messaging challenging to share in socials.

Q. Veronica asked if they had any thoughts on why the webinar attendance was so low?

A. Romina - nothing concrete, maybe they are seeking us in person and we will continue to build on locations feedback.

5.2 Airservices Australia update, May Li Foong

- Last 3 months: Movements tracked weekly; busiest day for Australian passenger transport since 2019 occurred on 18 September 2025. Melbourne Airport recorded its busiest week in the past year. AFL Grand Final: Noted as one of the peak traffic days.
- Domestic vs International: International traffic shows strong growth compared to last year. Latest trends published in Australian Aviation (October edition available online).
- **Noise Complaints (Aug-Oct 2025)**
- Volume: 179 contacts from 50 individual complainants (27% reduction vs same period last year). Over half were new complainants (25 new).
- **Suburbs:** Avondale Heights, West Footscray, Williamstown – 3 each. Lower Plenty also noted for arrivals from the east.
- **Issues:**
 - Standard flight path movements: 74% of complaints.
 - Runway 34 arrivals: 17 complaints (largest share).
 - Runway 27 arrivals: 9; departures: 1.
 - Runway 16 departures: 3.
 - Unusual movements: 16% (6 traffic management, 1 direct tracking, 1 missed approach). Causes: congestion requiring longer routing, emergency services, weather, aborted take-off requiring landing.
 - Other: 8% (noise monitors – 2; non-noise related – 2).
 - Examples: request for curfew, removal from new runway distribution list.
- Airservices continues directing community to **NSP engagement** and encouraging participation.
- CACG reminded that **historic runway usage and seasonal patterns** are available online.
- Airservices now reports compliance publicly; snapshot shared of preferred runway use and priority modes (day and night).
- Natural noise sharing currently occurs due to dual runway use and noise abatement practices.
- Regarding the government's inquiry mentioned earlier and a comment on recommendation #10 that supports moving towards a flight path design principle that is based on an altitude approach. At the moment, when assessing flight paths Airservices applies a number of principles (safety always first) and considers competing priorities from community impact, aircraft demand, and different factors they have to balance in their decision making on flight path changes. Early days but something we are working on and I will bring further update next year.

Chair comment – it would be good to have a review of the changes given we are coming into flight path design. A review of what sort of changes and what the community consultation will be given recent experience in Brisbane – some of the design elements the designers think are fantastic, the community doesn't necessarily share this view.

Q. Veronica asked to understand seasonality impact on flight paths – can there be similar patterns identified across the airports?

A. Airports have their own, subject to the weather conditions and other factors, but you could identify trends based on runway used at certain time of year.

Chair additional comment: We (Melbourne) have more peculiar weather in summer. and obviously once you get into tropical areas it's whole different cup of tea about which runways you can use and why and so forth. For example, Sydney, for a whole host of reasons, use different runways modes much more than we do here. It's an example of the difference between 'as safe as possible' which barely accounts for community, and 'safe enough' which includes some trade-offs that benefit noise affected communities.

5. Other items and member comments

Chair referenced CACG guidelines, already mentioned by Ed in his presentation. Kim will email members to discuss.

As there were late arrivals to the meeting (due to parking challenges) Chair introduced the new members again and encouraged members to introduce themselves over lunch and get to know their interests. Also acknowledged Rod Gurry from Essendon CACG and thanked him for attending, wished him well in his new role.

Round the room:

Elaine – a list of comments and feedback from her community, which she will hold over to the next meeting.

Chair – acknowledged it's a steep learning curve for new members, and an induction briefing will be provided by APAM and Airservices to new CACG members.

Steve – thanks to the Chair for her work and thank you to all presenters for their contributions over the year.

6. Close

Chair invited members to attend lunch in the Boccata Restaurant, where Lorie Argus, CEO would give a vote of thanks and small token of appreciation to community members.

Next meeting is scheduled for 17 February 2026.

Summary of new actions

New Actions

Action item no.	Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
1	18/11/25	Question taken on notice - Provide update	Rosie Offord	CACG meeting,	

		on worker support post-runway excursion.		February 2026	
2	18/11/25	Share Draft Noise Amelioration plan outline	Laura Branningan	CACG Meeting, February 2026	
3	18/11/25	Present Melbourne Airport Capital Plan	Rose Offord	Future CACG meeting	
4.	18/11/25	Induction briefing for new CACG members	APAM engagement team and Airservices	Before February CACG Meeting	
5.	18/11/25	Email CACG members about updated CACG guidelines	Chair	ASAP	
6.	18/11/25	Present results of Phase 1 Noise Sharing Plan consultation	GHD/ TRAX consulting	February 2026	

Past Actions

Action item no.	Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
1	18/02/2025	Presentation on terminal upgrades		May CACG	Deferred to February 2026