

# MELBOURNE AIRPORT

## RUNWAY MODE AND FLIGHT PATH CHANGES

### Summary of Community Feedback

Airservices consulted the community between 15 January 2019 and 12 March 2019 about a proposal to change how some runways are used for arrivals to Melbourne Airport.

For further details of the proposed change see our website:

<http://www.airservicesaustralia.com/projects/flight-path-changes/melbourne-airport-runway-mode-and-flight-path-changes/>

This document provides a summary of our community engagement activities and the feedback we received on the proposal.

#### ENGAGEMENT ACTIVITIES

##### Website Updates

A general fact sheet describing the proposal was released on the Airservices website on 15 January 2019.

Three community specific fact sheets and details for three on-site drop in sessions were released on the Airservices website on 25 February 2019.

##### Newspaper Notifications

Public notices were placed in the Sunbury Leader, Northern Leader, Melton and Moorabool Star, Brimbank and North West Star Weekly, including a link to information on the Airservices website, on 15 and 22 January 2019.

Public notices were placed to promote the on-site drop in sessions in the Sunbury Leader, Northern Leader, Melton and Moorabool Star and Brimbank and Northwest Star Weekly on 26 February 2019.

##### Communication with Community Members Registered with the Noise Complaints and Information Service (NCIS)

Correspondence about the proposal was sent to community members registered with the NCIS on 16 January 2019.

A further update to promote the on-site drop in sessions and the community specific fact sheets was sent to community members registered with NCIS on 26 February 2019.

##### Communication with Councils and Elected Representatives

Correspondence about the proposal was sent to local councils and elected representatives on 16 January 2019.

A further update to promote the on-site drop in sessions and the community specific fact sheets was sent to local councils and elected representatives on 26 February 2019.

##### Communication with the Community Aviation Consultation Group (CACG) and Noise Abatement Committee (NAC)

An out of session update about the proposal was provided to the Melbourne CACG and NAC on 16 January 2019.

A more detailed update was provided at the NAC meeting on 12 February 2019. An update was due to be provided at the CACG on 11 February, however the meeting was postponed due to a vacancy in the CACG Chair position.

An additional out of session update about the on-site drop in sessions and the community specific fact sheets was provided to the CACG and NAC on 26 February 2019.

##### Other Promotion and Correspondence

The on-site drop in sessions were promoted via Airservices Twitter feed on 25 February 2019.

Local councils and elected representatives were asked to share information about the on-site drop in sessions on their social media accounts. One elected representative shared this information via their Facebook account on 3 March 2019.

Two local newspapers contacted Airservices media team about publishing articles on the proposal and one of these enquiries resulted in publication of an article in the Whittlesea Review on 5 March 2019.

An article on the proposal and the on-site drop in sessions was included in the regular newsletter sent to My Melbourne Airport subscribers in February 2019.

Two government departments contacted Airservices to seek further information about the proposal which was provided on 6 March 2019.

### On-site Drop in Sessions

Three on-site drop in sessions were held in Craigieburn, Gisborne and Melton between 7 and 9 March 2019. These locations were chosen as they were central to areas potentially affected by the proposal and had suitable locations to host the sessions. A total of twenty four (24) people attended the drop in sessions from a range of suburbs.

### FEEDBACK ON THE PROPOSAL

A total of thirty eight (38) pieces of feedback were provided on the proposal. This included twelve (12) submissions to NCIS, two (2) letters from local Councils and verbal feedback from the twenty four (24) people who attended the drop in sessions.

Feedback was provided by community members from a variety of suburbs (*see Figure 1*), with the most common suburbs being Gisborne, Gisborne South and Hillside. Five (5) community members did not provide information on their suburb.

### Summary of Feedback

There was a wide range of feedback received, including feedback on the proposed change as well as general feedback on aircraft related noise, previous changes to flight paths, airport operations/development and improvements for community engagement. A number of people also sought further information and/or clarification of the information they had received.

Feedback on the proposed change included:

- Concerns the changes would result in an increase in noise and frequency of flights
- A preference for flight paths to go over busier/more urban communities as they already experience noise from other sources e.g. traffic

- A preference for flight paths to go over less populated areas such as rural areas or national park/state forest
- Concerns about the impact of changes on planning overlays and approvals for new housing developments

General feedback on aircraft related noise included:

- Concerns about current levels of noise and that the same communities are subjected to noise from both arrivals and departures
- Concerns that the modelled level of noise does not reflect the level of noise experienced by communities
- Concerns that departing and arriving aircraft in some areas (especially north and northwest of the Airport) did not seem to be following the correct flight path
- A preference for departures to the south to turn at a later point in order to avoid more populated areas
- A suggestion for aircraft arriving from the east to use a stepped approach in order to remain higher until they reach vacant land near the airport

Feedback on previous changes to flight paths included:

- Concerns that previous changes to departures had increased noise and the number of flights experienced by some communities (especially to the northwest of the Airport) that previously did not have this

General feedback on airport operations and development included:

- Concerns that further development at Melbourne Airport would lead to an increase in flights and noise
- Concerns that there are a lot of changes happening at Melbourne Airport and with flight paths in general
- Questions about general aircraft and air traffic operations at Melbourne Airport
- Environmental concerns due to additional development
- Questions about how expansion of Melbourne Airport could impact on planning approvals and overlays

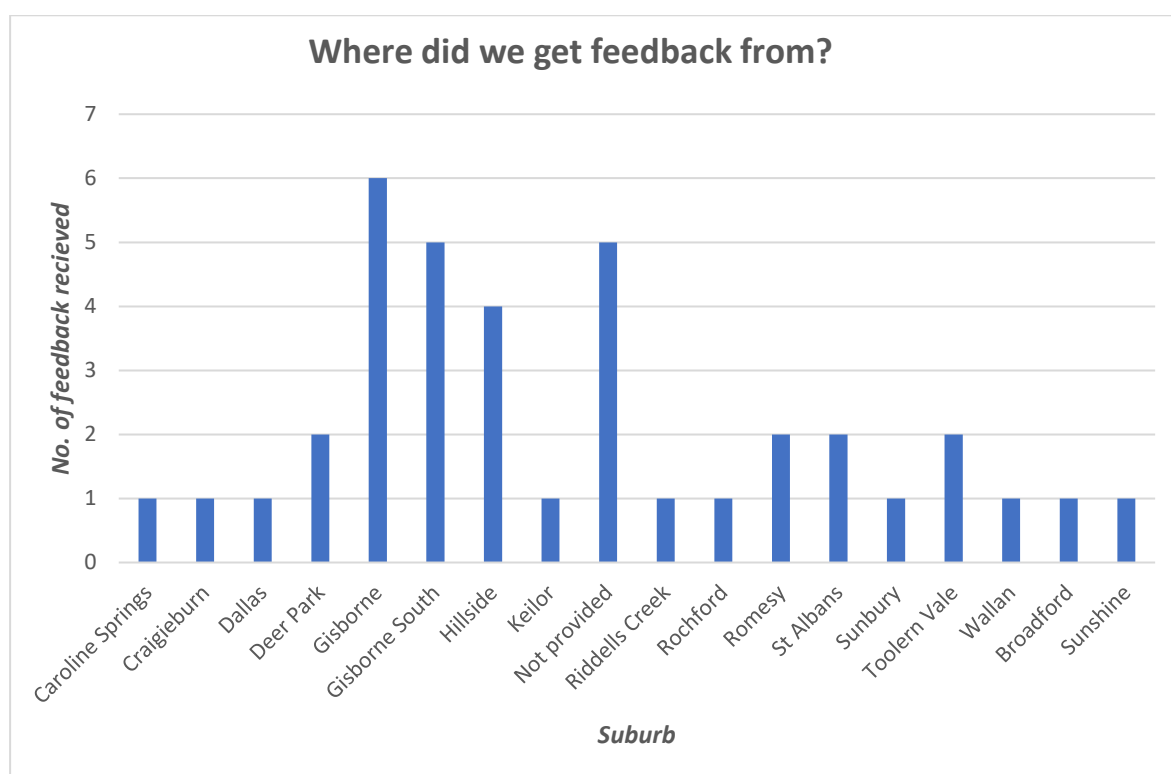
Feedback on improvements for community engagement included:

- Suggestions for methods to better promote the on-site drop in sessions and to share information about the change with the community
- Suggestions that the timing of on-site drop in sessions should be earlier in the consultation period
- Positive feedback on the information provided, resources and the format of consultation

## NEXT STEPS

We will consider community feedback along with feedback provided by industry and safety, efficiency and environmental considerations. This will inform the decision on whether or not to proceed with the change. Once a decision has been made it will be published on the Airservices website.

We thank the community for taking the time to submit their feedback and to take part in our community engagement activities.



**Figure 1: Feedback broken down by suburb**