

Minutes – Essendon Airport Community Aviation Consultation Group

Meeting held Friday March 10, 2017 at 10.30 am @ Essendon Fields House

Members: Peter Khalil MP, Danny Pearson MP, Cr Narelle Sharpe (MVCC), Frank Manti (Community Representative), Kevin Walsh (Community Representative), Chris Cowan (EAPL), Phillip Cash (EAPL).

Invited Guests: Lance Turner (Department of Infrastructure and Regional Development), Chris Bren-Clarke (Airservices Australia), Ben King (Airservices Australia), Rory Kennedy (EAPL).

- 1. Welcome – Danny Pearson MP (Chair)** the Chairperson welcomed the committee and attendees.

Danny Pearson stood in for the Chairperson, Peter Khalil MP.
(Mr Khalil joined the meeting at Item 4 and chaired the remainder of the meeting)

- 2. Items arising from previous CACG minutes (November 18, 2016)**

The minutes from the previous meeting were accepted.

Rory Kennedy advised that a meeting took place 7/3/2017 between EAPL, Frank Manti and a resident regarding a claim for property damage allegedly caused by construction dust. An agreement was reached to settle the claim.

A draft letter from EAPL to Jan Chantry (former Councillor) was tabled, thanking Ms Chantry on behalf of the CACG for her significant contribution to the CACG and the Moonee Valley community. The content of the letter was agreed. EAPL to send.

- 3. Tragic Accident – 21 February 2017**

Chris Cowan provided an update regarding the tragic accident, noting that CACG members also received a briefing at a special meeting held 27 February 2017. Minutes from that meeting will be published on the Airport's website 15 March 2017.

The Australian Transport Safety Bureau is expected to release its interim report within 28 days of the incident.

Other separate investigations are underway by the Civil Aviation Safety Authority (CASA), Victoria Police and the State Coroner.

- 4. Noise**

- a) Airservices Reports**

Chris Bren-Clarke (CBC) presented noise data for October – December 2016 (see attached).

CBC advised that Airservices is still determining how it will present noise data for secondary airports (including Essendon) on the Airservices website. CBC to provide an update and timeframe at the next meeting.

The Noise Complaints and Information Service received contact from 33 complainants for Q4 2016, an increase from 22 in Q3 2016.

There were 101 individual complainants for the 2016 calendar year.

In 2016 the issue of helicopters affected 50 complainants, while the issue of general aviation traffic affected 28 complainants.

Of the 50 helicopter complainants, emergency services were the main concern for 21 of the complainants and general aviation traffic was the main concern for 12 of the complainants.

Noise complaints are assigned to the Airport where the flight originated from. For example, complaints regarding helicopters over East Melbourne are assigned to Essendon if the flight originated there.

Danny Pearson asked for a breakdown of helicopter complaints between emergency services and other general aviation.

Chris Cowan advised that the media crews have consolidated from two helicopters down to one.

The new fleet of Air Ambulance helicopters is now in service. Three are based at Essendon and three are based in regional Victoria. The new Agusta aircraft are noticeably quieter.

The Police Air Wing currently has four helicopters based at Essendon.

[Action: Airservices to provide a detailed breakdown of helicopter complaints, between emergency services and general aviation.](#)

b) *Fly Neighbourly Agreement (FNA) update*

Phillip Cash advised there is no change to the number of signatories since the last meeting (21 operators).

The emergency services try to conform to the fly neighborly principles but will not sign the agreement as they require flexibility in their operations.

[Action: EAPL \(Phillip Cash\) to increase the number of signatories to the Fly Neighbourly Agreement \(e.g. new operators\).](#)

c) *Other*

Chris Cowan advised that two new hangars have commenced operations in the Hart Precinct. Although the announcement of the project in 2015 generated some concern within the community, no noise complaints have been received from the location.

5. *Curfew*

There being no new matters to discuss, Chris Cowan advised that jet operators occasionally seek exemptions from the Department of Infrastructure and Regional Development (DIRD) to land at Essendon during curfew hours (between 11pm and 6am).

The review of curfew administration arrangements is still underway by DIRD. EAPL's submission advocated for a more wide-ranging review and for noise-based rather than weight-based restrictions at Essendon.

6. Aviation operations update

a) *New operators*

Cobham Aviation Services was recently awarded the contract for civil aviation search and rescue services. Cobham's challenger jet has replaced the previous provider's turbo propeller aircraft. Search and rescue accounts for approximately 100 flights per year.

b) *Corporate Jets*

Two additional corporate jets are now based at Essendon.

c) *Regular Passenger Transport*

JetGo has increased its services to Dubbo from 3 to 6 flights per week. Services to Port Macquarie are currently 4 flights per week.

7. Development update

a) Hotel – Opening 4th May 2017.

EAPL is planning an opening event.

b) AutoCentro Stage 3 - EAPL has announced construction of a Jaguar Land Rover dealership will commence this year.

c) Office Development at No. 6 English Street – construction complete.

Tenants include Commonwealth Bank of Australia, Wilson Security and Bostik Australia Head Office

d) iFLY indoor skydiving – the tenant is responsible for constructing the building.

Construction paused and is recommencing May 2017.

e) Terminal redevelopment - EAPL is reviewing its plans to reduce the scale of the development. No start date yet.

f) Private hospital – Market conditions in the private health sector are slow. EAPL is prepared to wait for the right operator and therefore does not plan to release a draft Major Development plan this year.

g) Melbourne Water Pipeline – works are nearing completion. EAPL retains ownership of part of a redundant pipeline which will provide 1 million litres of water storage.

Frank Manti stated that residents have complained about the presentation of the site from Lebanon Street, after Melbourne Water's contractor left rocks and overgrown weeds at the airport boundary.

Action: EAPL (Rory Kennedy) to inspect the area and also send an update to residents regarding planned landscaping works.

8. Master Plan and Major Development Plan (MDP) matters

Developments listed above in Item 7 are consistent with the current Master Plan (with the exception of the proposed hospital which requires a Major Development Plan). Chris Cowan noted the impact on aviation is considered for all developments.

EAPL's next Master Plan is due to be submitted to the Minister by April 2019. A draft Master Plan will be released for public consultation in 2018.

The Master Plan includes an Environmental Strategy as required under the *Airports Act 1996*.

EAPL provided the CACG with an introduction to Perfluoroalkylated Substances (PFAS) which are an “emerging contaminant” and in the past were used in fire-fighting foams as well as many other applications, including household items.

PFAS are non-biodegradable chemicals that are highly persistent in the environment, can bio accumulate and can be harmful to animal and human health. The most common types of PFAS are PFOS (perfluorooctane sulfonic acid) and PFOA (perfluorooctanoic acid).

There are currently no formal Australian Standards to assess PFAS for the protection of human health or ecosystems. However, the following interim guidelines have been implemented by the regulators:

- The Commonwealth Department of Environment and Energy has released draft Management Guidance for PFOS and PFOA;
- EPA Victoria has published draft standards for the protection of aquatic systems; and
- The Commonwealth Department of Infrastructure and Regional Development has issued its Airports with a Guideline for Environmental Management.

Essendon Airport has detected PFAS contamination near the former fire training ground which was occupied by Airservices Australia until the early 1990s.

The maximum PFOS soil concentration identified is well below the interim screening level for direct contact (industrial) of 90 mg/kg.

In response to a question from Peter Khalil MP, Rory Kennedy advised there are no statutory time limits for remediation.

EAPL has management practices in place to minimise risks and will undertake further environmental investigations over the next six months. Community engagement will be undertaken, in consultation with the CACG, at the appropriate time.

[Action: EAPL \(Rory Kennedy\) will give an update to the CACG at the next meeting in June.](#)

9. Other business

a) CityLink / Tulla Widening and English Street Bridge Works

Works are ongoing. The English Street Bridge has been replaced and is now open.

b) Melbourne Airport 3rd Runway

Chris Cowan advised that Melbourne Airport’s planned 3rd Runway will have impacts on operations for Essendon Airport and noise for local residents.

Under the proposal, the predominant air traffic direction at Essendon will become east-west, in line with Melbourne Airport’s traffic. For example, this will result in noise impacts for Airport West and Strathmore.

To date, EAPL’s Master Plans have not contemplated a 3rd Runway at Melbourne Airport due to limited information. EAPL will need to consult with its local community and operators when Melbourne Airport commences consultation for its draft Major Development Plan in 2018.

[Action: Melbourne Airport 3rd Runway to be an agenda item for future meetings.](#)

Meeting Closed at 11:25am

**Next Meeting will be held Friday June 16, 2017 @ 10.30am
(Chair – Cr Narelle Sharpe)**

Airservices actions from previous CACG:

Confirm that the noise data from the Airservices website will include Essendon as a separate link/data set

This development is still proceeding. Due to the data feeds being concentrated on the primary airports the best method on displaying individual secondary airport data is still being determined. We are working through this with the provider of our data and hope to have a timeframe to provide at the next CACG.

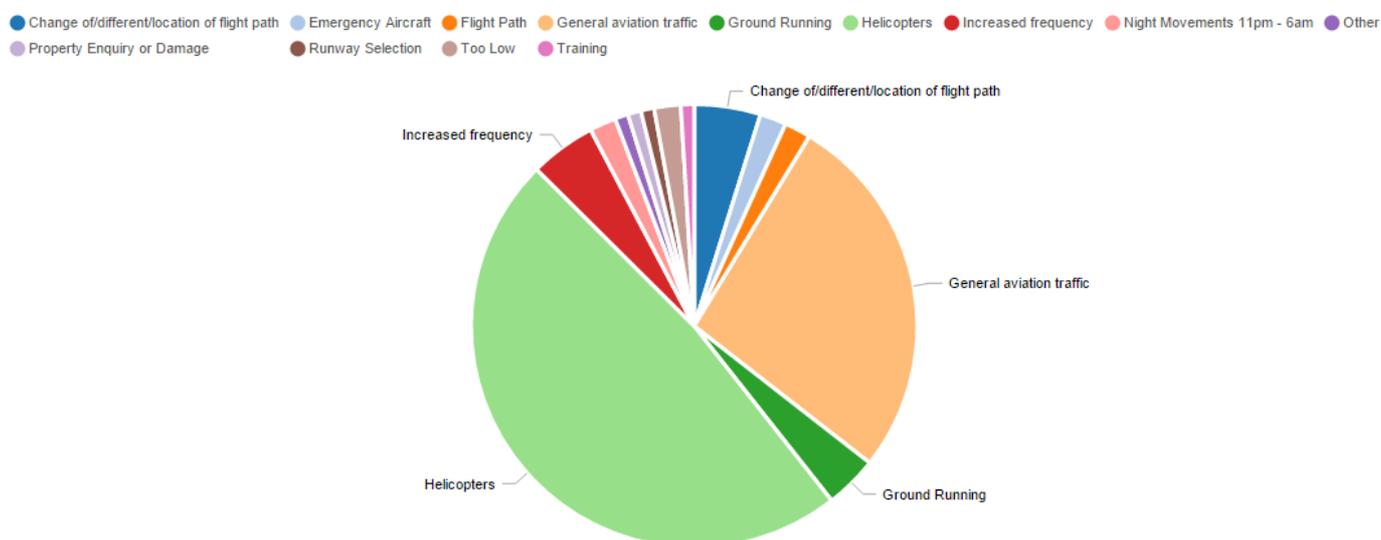
Airservices Noise Report

FOURTH QUARTER – Essendon Airport

ISSUES

There were 33 complainants during the fourth quarter. This is an increase from 22 complainants in the third quarter. There have been 101 individual complainants for the 2016 calendar year.

Chart 1: All Issues for 2016



In 2016 the issue of Helicopters affected 50 complainants, while the issue of General aviation traffic affected 28 complainants. Emergency Services operations were the main concern for 21 of the complainants under the issue of Helicopters and 12 of the General aviation traffic complainants.

Suburbs 2016

During 2016 a total of 71 suburbs around the greater Melbourne basin were affected by operations from Essendon Airport. The suburbs that recorded the most complainants were Strathmore and Essendon with ten and five complainants respectively.

Strathmore and Essendon complainants were affected by the issue of Helicopters involved in circuit training, airwork and they were also concerned regarding the altitude of helicopters. Essendon complainants were also affected by Emergency Services operations.

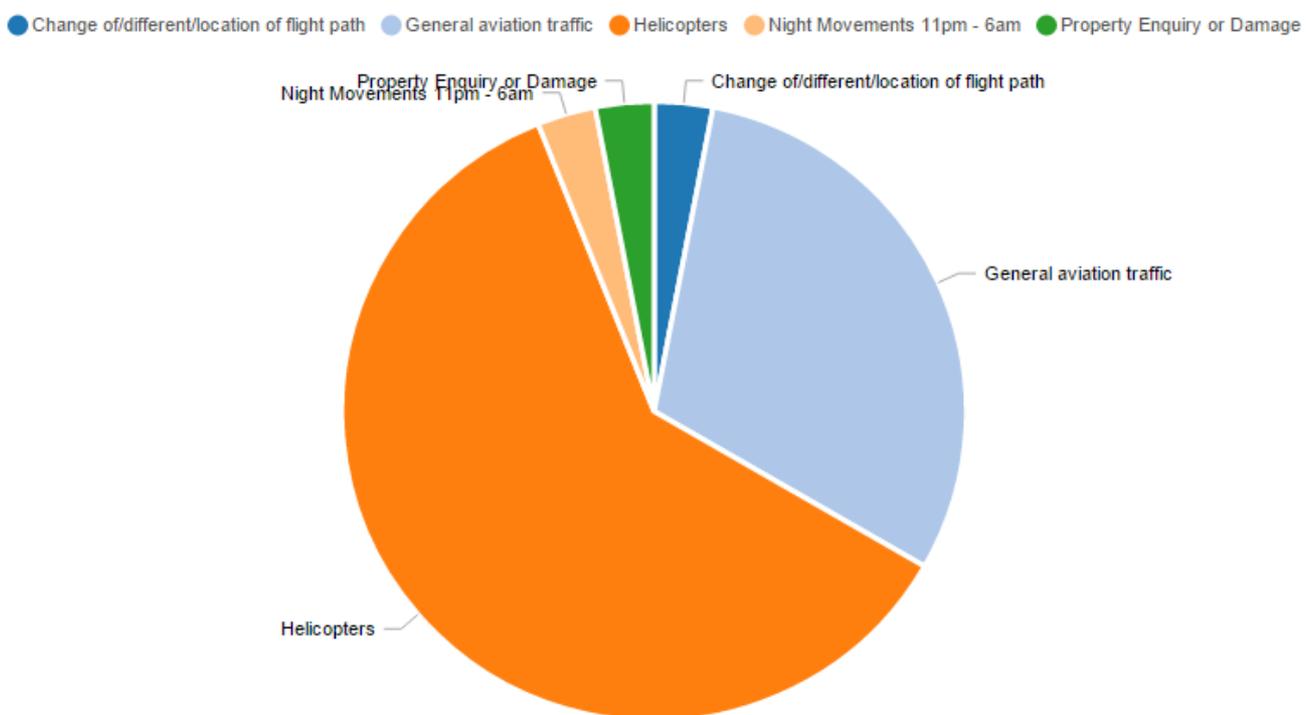
55 suburbs recorded a single complainant only.

Quarter 4 2016

For Quarter 4 2016 the two main issues were again Helicopters and General aviation traffic with 20 and 10 complainants respectively. Emergency Services operations continue to affect residents, with 10 complainants affected by Helicopters and 4 complainants by General aviation traffic.

Additionally, Helicopters involved in traffic reports, survey and joy flights and the AFL grand final affected residents. Some complainants were also affected by navigational aid flight checks which are required under aviation legislation.

Chart 2: Issues for Quarter 4 2016



Suburbs

In Quarter 4 2016 the suburbs that recorded the most complainants were Essendon with three complainants and Strathmore with two complainants. Essendon was affected by Helicopters involved in airwork and also a resident requested information on flight paths. Strathmore was affected by runway 26 departures and Emergency Services operations.