

## **Minutes – Essendon Fields Airport Community Aviation Consultation Group**

Meeting held Friday November 17, 2017 at 10.30 am @ Essendon Fields House

**Members:** Cr Richard Lawrence (MVCC), Chris Jervis (representing Peter Khalil MP), Frank Dinoto (representing Danny Pearson MP), Chris Cowan (EAPL), Phil Gregory (EAPL).

**Invited Guests:** Sarah Tink (Department of Infrastructure and Regional Development), Simon Godsmark (Airservices Australia), Ben King (Airservices Australia), Rory Kennedy (EAPL).

- 1. Welcome – Phil Gregory (Chair)** the Chairperson welcomed the committee and attendees.

Apologies were received from:

- Peter Khalil MP (Chris Jervis represented Mr Khalil)
- Danny Pearson MP (Frank Dinoto represented Mr Pearson)
- Frank Manti
- Kevin Walsh

Cr Richard Lawrence represented MVCC due to Cr Narelle Sharpe being unavailable.

- 2. Items arising from previous CACG minutes (September 8, 2017)**

The minutes from the previous meeting were accepted.

Regarding the action for DIRD to advise how many jet movements currently operate between 10pm and 11pm, Sarah Tink advised there were 30 jet movements for the period 1/1/2017 to 30/6/2017, comprising:

- 25 business jets
- 2 Regular Passenger Transport (RPT) jets
- 3 emergency jets

[Action: DIRD to provide further breakdown of departures and arrivals.](#)

- 3. Noise**

- a) Airservices Reports**

Simon Godsmark presented noise data for Q3 (July – September) 2017 (see attached).

The Noise Complaints and Information Service received contact from 32 complainants in Q3 2017, a decrease from 28 complainants in the previous quarter.

94 individual complainants have contacted Airservices in the year to date.

Simon Godsmark reminded the group that all aircraft noise complaints should be directed to the Airservices Noise Complaints and Information Service, otherwise the complaint won't be recorded as a statistic.

The suburb with the most complaints was Gladstone Park (3 complaints). These residents were affected by the issue of 'unusual movements' – specifically aircraft directed to commence an early left turn when departing from Runway 35.

Airservices is building data on normal and unusual operations in order to more efficiently identify whether or not there are any noise mitigation opportunities available.

**b) Fly Neighbourly Agreement (FNA) update**

Phil Gregory advised there is no change to the FNA signatories (24 operators). This includes new operators Fly Corporate and JetGo.

Chris Cowan advised that EAPL has undertaken to commence a full review of the Fly Neighbourly Agreement, as it is time to review and should be a live document. EAPL will engage a consultant to consult with operators and report back to the CACG.

Action: EAPL (Rory Kennedy) to prepare brief for consultant for comment by the CACG. The aim is to have by the next meeting a Terms of Reference and a consultant engaged.

**4. Curfew**

**a) Proposed amendments to the Air Navigation (Essendon Airport) Regulations 2001**

EAPL has made a submission to the Department after considering community feedback.

**Proposal 1** – The reason for a 55,000kgs limit was to include the Embraer Lineage Business Jet. After consultation with operators, EAPL supports limiting the increase to 50,000kgs which will meet operator requirements whilst diminishing community concerns regarding heavier aircraft.

**Proposal 2** – EAPL supports Proposal 2 but not in isolation. The impact to existing operators is acceptable and the proposal removes the threat of freight operations or flight training at night.

**Proposal 3** – EAPL supports a cap on non-emergency movements during curfew hours and will charge more for these types of movements. EAPL will take informal advice from the CACG on how to direct the funds raised. Operators have also agreed to the same restrictions on the use of reverse-thrust that apply at Sydney Airport.

Cr Lawrence noted that a community forum is a good idea to explain changes if any are approved.

Action: If curfew changes are made, EAPL to participate in a Council Community Forum.

**b) Curfew Fact Sheet and proposed changes to Curfew Dispensation Guidelines**

DIRD has previously sought comments from the CACG regarding proposed changes to align the Guidelines with those used for Sydney and Gold Coast Airports. The guidelines impose an obligation on operators to satisfy three primary criteria first, summarised as:

1. the circumstances are immediate in origin;
2. the circumstances involve a delay caused by;
  - i. unforeseen mechanical failure; or
  - ii. offloading baggage; or
  - iii. re-screening of passengers; or
  - iv. other unforeseen circumstances.
3. every reasonable effort made to avoid the need for a dispensation.

Action: CACG members to provide comments (if any) within two weeks, otherwise DIRD to proceed with proposals as written.

**5. Aviation operations update**

- a) **New operators** The new JetGo passenger check-in area inside the Terminal building has commenced operations. Chris Cowan noted that the additional regional flights are in line with the ANEF.
- b) **Airport Name Change to “Essendon Fields Airport”** The new Airport name was formally announced by the Minister on the 15<sup>th</sup> November 2017.

## **6. Airport-related issues raised by the community**

### **a) Perception that the curfew is not adhered to**

Discussion on the need to be clear that it is not a curfew on emergency movements. Ideas include a series of short videos on emergency services, or social media updates on actual instances during curfew hours.

Action: [EAPL to consider ways to raise awareness.](#)

### **b) Adherences to Fly Neighbourly flight path by emergency services**

Refer to Item 3.b) above.

### **c) Effectiveness of Fly Neighbourly procedures**

Refer to Item 3.b) above.

### **d) Public Safety Zones (PSZ)**

PSZs are an area of land at the end of an airport runway within which development may be restricted. The National Airport Safeguarding Advisory Group (NASAG) is currently looking at adding PSZ Guidelines to the National Airports Safeguarding Framework. This would require agreement from the States and would restrict further development off-airport at runway ends.

Action: [Further information to be provided on proposed PSZ policy, when available.](#)

### **e) Air Quality**

Specific details of incidents are required in order for EAPL to investigate issues. Comments from residents to date have been general in nature.

### **f) Community access to CACG members**

Action: [EAPL to update CACG web page with links to the web pages of Peter Khalil MP, Danny Pearson MP and MVCC Councillors.](#)

### **g) Concerns over helicopters flying low**

Refer to Item 3.b) above.

### **h) Ground-based noise barrier in proximity to emergency services apron**

Chris Cowan advised that the Victoria Police Air Wing has a requirement for additional accommodation for fixed-wing aircraft. The development is a possible Major Development Plan. It is thought that placing the hangar at the northern edge of the emergency services apron will decrease ground-based aircraft noise.

Action: [EAPL to revert back to the CACG and DIRD when further information is available.](#)

## **7. Melbourne Airport 3<sup>rd</sup> Runway Proposal**

Chris Cowan advised that EAPL has provided an updated movements forecast to Melbourne Airport. The third runway will lead to the majority of movements at Melbourne Airport (and therefore Essendon) operating on east west runways. Melbourne Airport is expecting aircraft operating at Essendon to meet 20 knot cross-wind capability. EAPL is consulting with its operators on the effects.

EAPL is obtaining advice on how the airspace would operate in the future (a Concept of Operations) and is trying to understand the impacts on Fly Neighbourly procedures.

## **8. Development update**

**AutoCentro** - Construction of two luxury car dealerships is due to be complete by April 2018. A resident of Strathaird Street contacted Council about soil which has been placed behind his property and to ask whether the soil is contaminated. Rory Kennedy advised that this is for landscaping works which EAPL wrote to residents about in June 2017. The soil was tested as part of the AutoCentro development and there were no exceedances of the criteria listed in the *Airports (Environment Protection) Regulations 1997*.

- a) **Terminal redevelopment** – A \$3 million refurbishment of the terminal is proceeding, subject to lease pre-commitments.
- b) **Landscaping at the Airport boundary** – works at the Lebanon Street perimeter are commencing at the end of November.

**9. Master Plan and Major Development Plan (MDP) matters**

***Proposed Office Development MDP – English Street***

The preliminary draft MDP is to be released for public comment for 60 business days, commencing next week. The development will bring approximately 1000 ongoing direct jobs to EF.

Action: EAPL to send a copy of the preliminary draft MDP to CACG members.

**10. Other business**

a) ***Helicopter traffic over Flemington***

Danny Pearson's Office was contacted regarding helicopter traffic over Flemington during the spring racing carnival. Oaks Day was particularly noisy. Did the traffic increase compared with the previous year?

Action: EAPL (Rory Kennedy) to contact the operator and provide a response.

b) ***CACG Chairs Forum***

Rory Kennedy attended a two day forum for CACG Chairs, hosted by DIRD in Canberra. A summary of the topics covered will be circulated with the minutes.

c) ***CACG Meeting Dates for 2018***

March 9, 2018	Chair, Peter Khalil MP
June 15, 2018	Chair, Cr Narelle Sharpe
September 7, 2018	Chair, Danny Pearson MP
November 16, 2018	Chair, EAPL GM - Aviation

Action: Members to advise if any changes are required by 6<sup>th</sup> December 2017.

**Meeting Closed 12:05am**  
**Next Meeting will be held Friday March 9, 2017 @ 10.30am**  
**(Chair – Peter Khalil MP)**

[back to aircservices](#)

## Essendon Airport

[Intro](#) [Movements](#) [Flight Paths](#) [Runways](#) [Noise Monitoring](#) [Complaints](#) [Investigations & Community Consultation](#)

### Movements

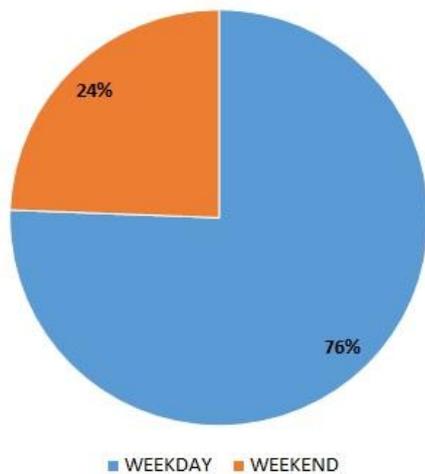
Movement figures for all airports, including Essendon, are published monthly in the [Movements at Australian Airports](#) reports.

Essendon Airport's [Master Plan 2013](#), which was approved by the federal government in 2014, forecasts that over the next twenty years movements will be within the range of 53 000 to 57 000 per year.

Select a quarter below to see charts illustrating total movements for the time period.

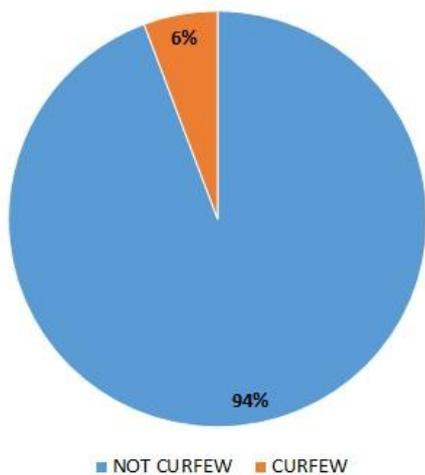
July - September 2017

#### Total movements – percentage by weekday / weekend

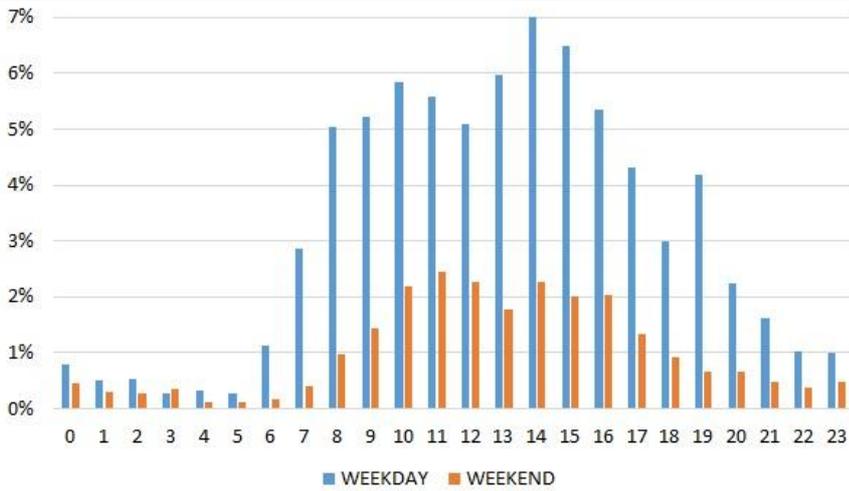


#### Total movements – day / curfew

The curfew is from 11pm to 6am.

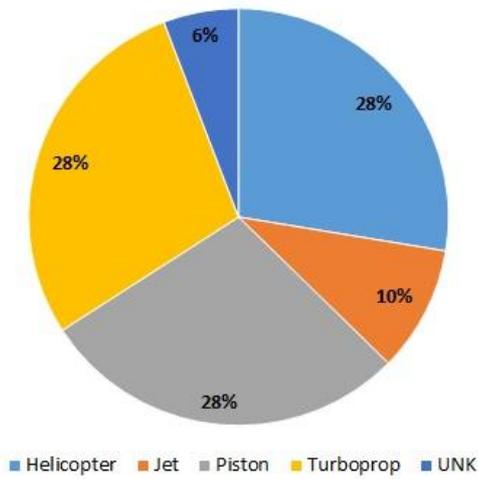


#### Total movements – percentage per hour by weekday/ weekend



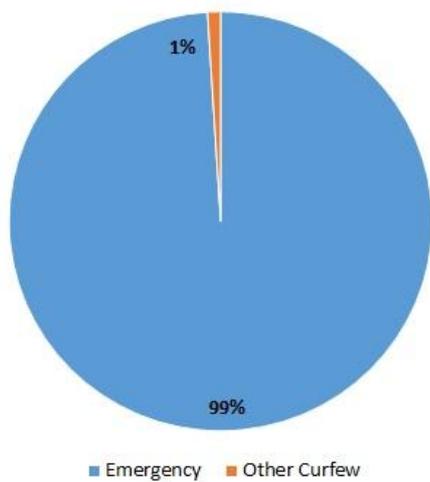
**Total movements – by aircraft type (percentage)**

The aircraft types for some movements are unknown ("UNK") due to data limitations.



**Curfew movements – emergency services and other movements (percentage)**

Emergency services movements and certain other movements are permitted during the curfew. More detail on curfew restrictions and dispensations is available at the [Department of Infrastructure and Regional Development](#).



+ April - June 2017

+ January - March 2017



- Intro
- Movements
- Flight Paths
- Runways
- Noise Monitoring
- Complaints
- Investigations & Community Consultation

## Complaints

Airservices manages enquiries and complaints about aircraft noise and operations through the [Noise Complaints and Information Service \(NCIS\)](#). The information below is collected by the NCIS for the purpose of complaint management, analysis of issues and identification of causal factors. For this reason we refer to 'complainants' and 'issues'. Complainants are people who contacted the NCIS. While some people submitted enquiries or comments rather than complaints, all are referred to as "complainants". Issues are the primary concern they raised.

### Overview

At Essendon Airport most complainants raise one of two issues:

- ★ helicopter activities
- ★ general aviation traffic

In the majority of complaints about helicopter activities, the nominated flight was an emergency services operation. For example, [Air Ambulance Victoria](#) has helicopters based at Essendon Airport. Because they are equipped for retrieval and patient care, these helicopters are large twin engine aircraft and can be quite loud. In addition, patient care requirements sometimes mean that these helicopters need to fly relatively low. All emergency services may operate during the curfew. Information about [emergency services based at Essendon Airport](#) is available from the Airport's website.

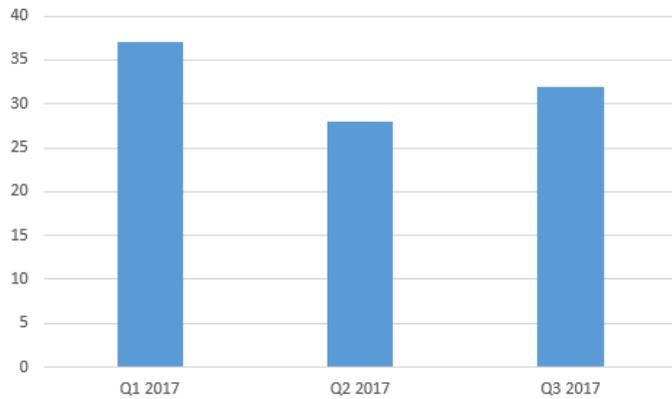
Complainants concerned about general aviation activities often reside in suburbs further away from the airport and are disturbed by aircraft flying outside controlled airspace.

— July - September 2017

### Complainants

There were 32 complainants in quarter three. This is a slight increase from 28 complainants in the previous quarter. 94 individual complainants have contacted the NCIS in the year-to-date.

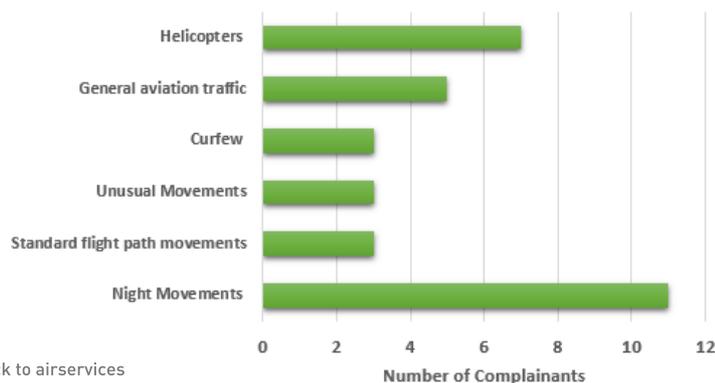
Chart 1: Number of complainants comparison



### Issues

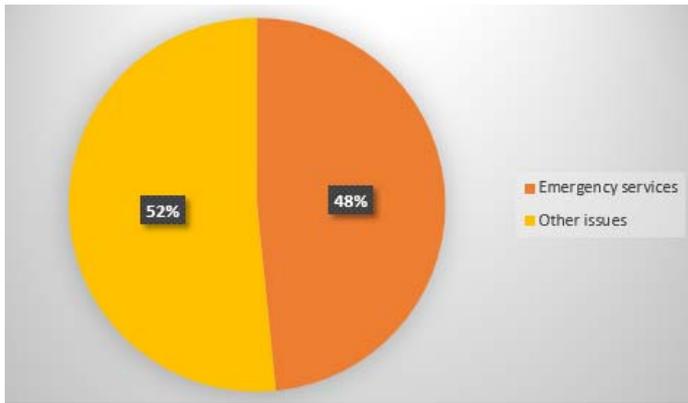
As shown in Chart 2, the main issue this quarter was Night Movements with 11 complainants. Ten of these complainants nominated movements by emergency services. This reflects the fact that 99 per cent of movements during the curfew were emergency services this quarter, up from the previous two quarters – see [Curfew Movements charts on the Movements](#) page.

Chart 2: Issues



[back to aircservices](#)

Chart 1: Percentage of complainants concerned about emergency services operations



### Suburbs

Complainants were recorded from 27 individual suburbs during this quarter. The suburb with most complainants was Gladstone Park with three complainants. Richmond, Northcote and Pascoe Vale had two complainants each, the remaining suburbs had one complainant each.

The residents from Gladstone Park were all affected by the issue of unusual movements; specifically aircraft turning left from Runway 35. This issue was investigated in August 2017 and was found to be due to routine traffic management – see [Investigations and Community Consultation](#).

Emergency services operations were the cause of concern to residents in Richmond, Northcote and Pascoe Vale. These operations affected a further 11 suburbs.

+ April - June 2017

+ January - March 2017

+ 2016 Overview