

## **Minutes – Essendon Fields Airport Community Aviation Consultation Group (CACG)**

Meeting held Friday November 16, 2018 at 10.30am @ Essendon Fields House

**Members:** Chris Cowan (chair) (EAPL), Frank Manti (Community Representative), Kevin Walsh (Community Representative), Neil Weatherson (EAPL).

**Invited Guests:** Russell McArthur (Department of Infrastructure, Regional Development and Cities), Sarah Tink (Department of Infrastructure, Regional Development & Cities), Chris Bren-Clarke (Airservices Australia), Ben King (Airservices Australia), Rory Kennedy (EAPL).

### **1. Welcome – Chris Cowan** welcomed the committee and attendees.

Apologies were received from:

- Peter Khalil MP
- Danny Pearson MP
- Cr Narelle Sharpe

### **2. Items arising from previous CACG minutes (June 29, 2018)**

The minutes from the previous meeting were accepted.

Update regarding actions arising from previous meeting:

[\(3b\) \[Noise\] EAPL to prepare a submission to Airservices on behalf of the CACG to request temporary noise monitoring in Strathmore Heights.](#)

Refer Agenda Item 3(b).

[\(8a\) \[Master Plan 2019\] EAPL to give an overview of proposed Master Plan at the next CACG meeting.](#)

Refer Agenda Item 8(a).

### **3. Noise**

#### **a) Airservices Reports**

Ben King provided updates from Airservices:

#### **Flight Path Change Process**

Airservices gave a presentation on key changes to its procedures regarding changes to published flight paths. In summary, Airservices remains committed to the communication of all flight path changes to CACGs. Wherever possible, Airservices will invite feedback from the community for a period of up to six (6) weeks. A summary of feedback provided will also be released on Airservices' website prior to implementation of any change or new flight path.

There are no Standard Instrument Departures or Standard Arrival Routes applicable to EF at present. However, these are being looked at as part of parallel runway operations with Melbourne Airport's proposed new runway. Implementing these procedures will make continuous descent and continuous climb procedures possible, which can reduce noise.

#### **ATC Update**

As weather improves and gets warmer:

- there will be a higher volume of light air traffic doing training at the airport
- there will be an increase in northerly winds
- the aircraft will be lower to the south of the airport on approach and aircraft will increasingly depart to the north
- there will be increased traffic overhead Essendon tracking for Runway 34 at Melbourne

### **Noise data for Q3, July – September 2018 (see attached)**

The link to the online reporting is

<http://www.airservicesaustralia.com/aircraftnoise/airports/>

The Noise Complaints and Information Service received contact from 27 complainants in Q3 2018, a decrease from 36 complainants in the previous quarter. The main issue was helicopters raised by 15 complainants. A total of 8 complainants raised concerns about operations during the curfew.

Complainants from 22 individual suburbs registered a complaint in the third quarter of 2018. The suburb recording the most complainants was Fitzroy North with three complainants. A photographic survey operated over Fitzroy for three days.

Airservices consider the downward trend in complaints could be seasonal, as helicopters operate less frequently in poor weather.

#### **b) Consideration of making a request to Airservices for temporary noise monitoring.**

Airservices has previously advised that communities may request a temporary noise monitor through the CACG and that Airservices will consider each request on its own merits.

Airservices conducted short term noise monitoring at Airport West in March 2014 and at Strathmore / Strathmore Heights in March 2013. These reports are available at <http://www.airservicesaustralia.com/publications/noise-reports/short-term-monitoring/>

A draft letter was tabled requesting temporary noise monitoring in Strathmore Heights to see what has changed since 2013. Discussion regarding the different Air Ambulance helicopter models which are now in operation and which the Police Air Wing has announced it will be introducing.

It was noted that Airservices' temporary noise monitoring unit is committed until 2020.

Action: EAPL to finalise letter and send to Airservices.

## **4. Jet Curfew**

### **a) Current Movements**

Summaries were tabled of aircraft operations during the Airport's curfew for the period June to September 2018 (attached).

### **b) Outcomes of public consultation regarding Maximum Takeoff Weight (MTOW)**

Russell McArthur gave an update on Infrastructure's review of MTOW as part of the sunseting *Air Navigation (Essendon Fields Airport) Regulations 2001* which need to be remade.

11 submissions were received regarding the proposal to increase MTOW from 45 tonnes to 50 tonnes for aircraft restricted to 19-seat business jets, not providing Regular Public Transport and certified to the latest noise standards. Industry supports more than 50 tonnes, whereas residents were concerned with noise levels.

The Minister supports the increase on the basis of competitive neutrality between EF and Melbourne Airports and the importance of permitting the newest fleet of business jets to operate at EF.

One submission from a member of the public raised numerous technical queries which the Department spent time responding to directly and undertook a thorough analysis, including noise modelling, which did not support the technical assumptions in the submission, such as take-off distances, weather conditions, MTOW and noise levels.

Chris Cowan offered a meeting with Frank Manti and a corporate jet operator to discuss.

## 5. National Airports Safeguarding Framework (NASF) update

The Transport Infrastructure Council (TIC) brings together Commonwealth, state, territory and New Zealand ministers with responsibility for transport and infrastructure issues, as well as the Australian Local Government Association. The TIC agreed to the inclusion of the new *Guideline I – Managing the Risk in Public Safety Areas at the Ends of Runways* (the Guideline) in the National Airports Safeguarding Framework (NASF). From Wednesday 14 November 2018, this new Public Safety Area (PSA) Guideline can be accessed at:

[https://infrastructure.gov.au/aviation/environmental/airport\\_safeguarding/nasf/nasf\\_principles\\_guidelines.aspx](https://infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/nasf_principles_guidelines.aspx)

The Department of Infrastructure, Regional Development and Cities is responsible for policy advice regarding public safety risks within the boundaries of leased federal airports. The Commonwealth expects federal airports to consider public safety risk in planning and developments on-airport.

It will be the responsibility of each State and Territory to implement Guideline I into their respective planning systems. While the Guideline informs a consistent approach to PSAs at Australian airports, it also allows for some flexibility in how States / Territories choose to adopt PSAs. EAPL currently has no timeframe on how the Victorian Government will look to implement the new Guideline.

## 6. Aviation operations update

Dubbo services commenced 28 September. Wollongong services commenced Monday 12 November. 44 RPT services now operate to/from EF each week, all using turbo-prop aircraft.

## 7. Development update

- a) ARC Office Development
  - EAPL is seeking tenant pre-commitments. Approval of a Major Development Plan will be required.
- b) Terminal Upgrade – due to be completed in January 2019.
- c) Holden Dealership – Wirraway North Precinct
  - Construction has commenced.
- d) Suncorp Vehicle Assessment Centre – Hart Precinct
  - Construction underway.
- e) Investigations into drainage improvements – Wirraway North Precinct
  - EAPL is liaising with MVCC engineers regarding a proposal to use a drainage easement to Mascoma Street for an additional stormwater point of discharge, as a fail-safe.

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

### a) Master Plan 2019

Rory Kennedy gave an overview of the main changes proposed for the initial 8 year period of the 2019 Master Plan.

- Re-alignment of Taxiway November parallel to the east-west runway. As part of this project there is the opportunity to relocate engine run-up bays away from the eastern boundary to a more central location in the airfield.
- EAPL's preferred location for a new control tower is in the vicinity of the Terminal Building.
- Additional hangars proposed for the Aviation and Hart Precincts.
- Approximately 20,000 sq.m. NLA of new office construction within the English Street Precinct, a second hotel and the first stage of a hospital.
- High-tech industrial in the Hart Precinct.
- Increasing rain water re-use storage capacity from 1 million litres to 1.5 million litres.
- Trials of rooftop solar in two locations.

**9. Other business**

**a) Melbourne Airport preliminary draft Master Plan 2018**

EAPL's submission to Melbourne Airport noted that communities surrounding EF will experience changes in aircraft noise as a result of the proposed new runway opening at Melbourne Airport. EAPL also expects that operators of smaller, piston-engined aircraft at EF will be significantly impacted by delays to the extent that EF may become an unsuitable location for their operations.

A draft Major Development Plan for the new runway is expected to be released for public comment early 2019.

**b) ATSB Report**

The ATSB has released its final report into the King Air crash which occurred at the Airport 21 February 2017. EAPL welcomes the clear findings regarding the cause of the crash.

**c) Meeting dates for 2019**

March 8, 2019	Chair, Peter Khalil MP
June 14, 2019	Chair, Cr Narelle Sharpe
September 6, 2019	Chair, Danny Pearson MP
November 15, 2019	Chair, EAPL GM - Aviation

Action: Members to advise if any changes are required by 6<sup>th</sup> December 2018.

**Meeting Closed 11:56am**  
**Next meeting will be held Friday March 8, 2019 @ 10.30am**  
**(Chair – Peter Khalil MP)**

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## Essendon Airport

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

### Movements

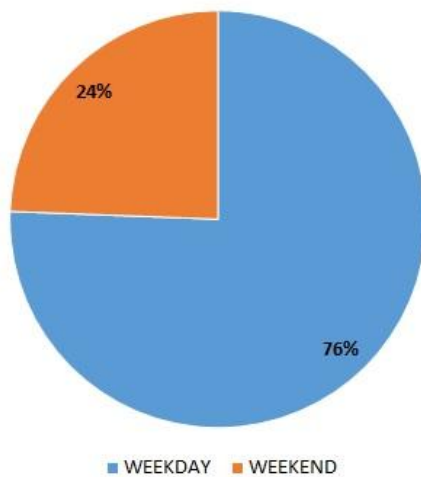
Movement figures for all airports, including Essendon, are published monthly in the [Movements at Australian Airports](#) reports.

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.

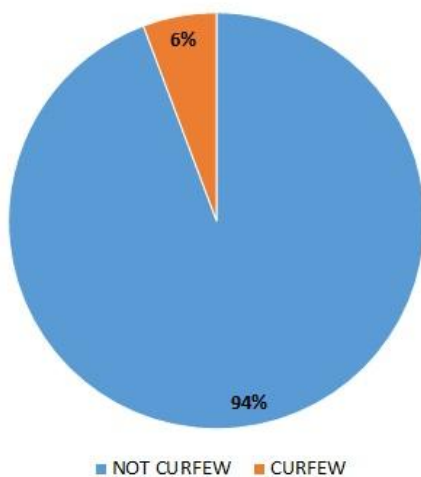
July - September 2018

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

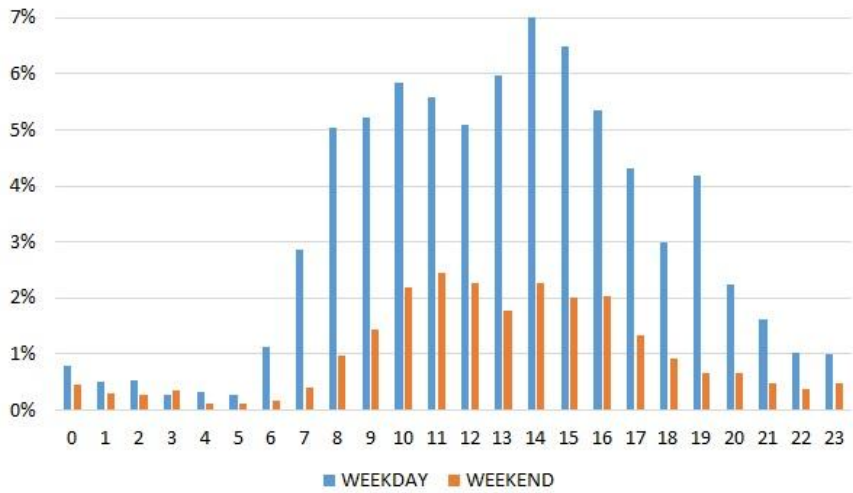


#### Total movements – day / curfew

The curfew is from 11pm to 6am.

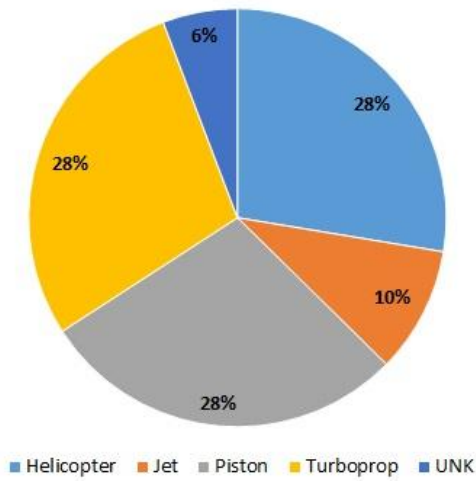


#### Total movements – percentage per hour by weekday/ weekend



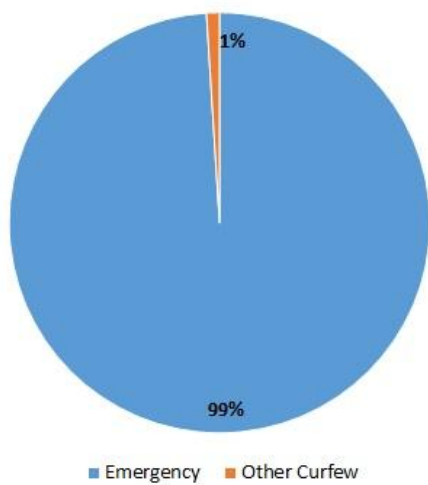
**Total movements – by aircraft type (percentage)**

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 2018

+ January - March 2018

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+ July - September 2017

+ April - June 2017

+ January - March 2017

## Complaints

Aircservices 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.

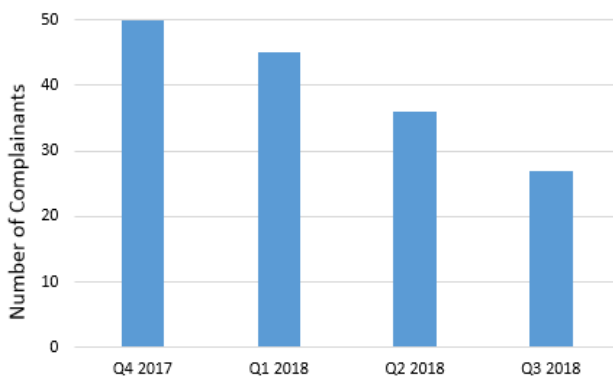
Complainants concerned about general aviation activities often reside in suburbs further away from the airport and are disturbed by aircraft flying outside controlled airspace.

— July - September 2018

### Complainants

There were 27 complainants in quarter three 2018 which is a reduction from the Quarter 2 2018 figure of 36 complainants.

Chart 1: Number of complainants comparison

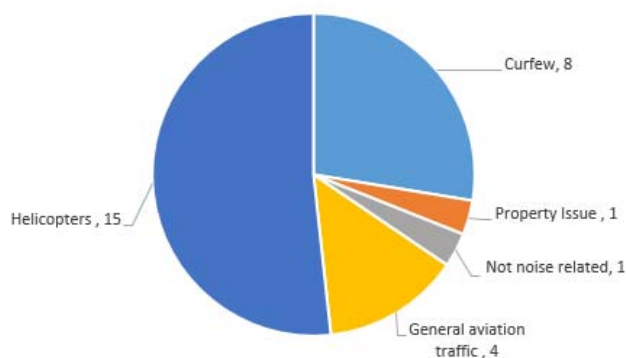


### Issues

The main issue was again Helicopters, raised by 15 complainants. The main concerns raised about helicopter operations were Airwork and Emergency Services operations.

A total of 8 complainants raised concerns about operations during the curfew. The majority of night movements and curfew movements were emergency service operations.

Chart 2: Issues raised in quarter three





Complaints were received from 22 individual suburbs in quarter three. The suburbs recording the most complaints were Kew, North and Airport West about airwork helicopter. Airport West, Brunswick, Essendon North, Kew and Strathmore with two complainants each. The remaining 16 suburbs recorded one complainant each.

+ April - June 2018

+ January - March 2018

+ 2017 Overview

+ October - December 2017

+ July - September 2017

+ April - June 2017

+ January - March 2017

+ 2016 Overview



## AIRCRAFT OPERATIONS DURING ESSENDON FIELDS AIRPORT CURFEW

JUNE AND JULY 2018

### SUMMARY

Dispensations approved	Pre-curfew Taxi Clearance	Emergency & Search/Rescue Movements	Permitted Jet Movements	Exempt Propeller Driven Aircraft
0	0	385	0	9

#### Movements

- There were a total of 394 movements at Essendon Fields Airport in June and July 2018.

#### Dispensations Approved by the Department

- There were no dispensations requested during the above period.

#### Pre-curfew Taxi Clearance

- No aircraft received pre-curfew taxi clearance.

#### Emergencies/Search and Rescue

- There were 372 emergency movements conducted by the Victorian Police and the Victorian Air Ambulance using helicopters and propeller driven aircraft.
- There were also 13 movements declared as emergencies conducted by small jet aircraft (7 arrivals and 6 departures).

#### Other Approved Aircraft Movements

- There were 9 approved propeller driven aircraft movements. These aircraft included:
  - 3 x Piper Navajo's; 2 x Britten-Norman Bn-2 Islander's; 2 x Cessna Skyhawk's; 1 x Pilatus PC12; and 1x Fairchild Swearingen Metroliner .



## AIRCRAFT OPERATIONS DURING ESSENDON FIELDS AIRPORT CURFEW AUGUST AND SEPTEMBER 2018

### SUMMARY

Dispensations approved	Pre-curfew Taxi Clearance	Emergency & Search/Rescue Movements	Permitted Jet Movements	Exempt Propeller Driven Aircraft
0	0	562	0	11

#### Movements

- There were a total of 562 movements at Essendon Fields Airport in August and September 2018.

#### Dispensations Approved by the Department

- There were no dispensations requested during the above period.

#### Pre-curfew Taxi Clearance

- No aircraft received pre-curfew taxi clearance.

#### Emergencies/Search and Rescue

- There were 545 emergency movements conducted by the Victorian Police and the Victorian Air Ambulance using helicopters and propeller driven aircraft.
- There were also 17 movements declared as emergencies conducted by small jet aircraft (9 arrivals and 8 departures).

#### Other Approved Aircraft Movements

- There were 11 approved propeller driven aircraft movements. These aircraft included:
  - 4 x Cessna 310's; 3 x Beech 200's; 1x Fairchild Swearingen Metroliner; 1 x Piper Seminole; 1 x Piper Navajo and 1 x Beechcraft Baron.