Minutes – Essendon Fields Airport Community Aviation Consultation Group (CACG)
Meeting held Friday March 8, 2019 at 10.30am @ Essendon Fields House

**Members:** Neil Weatherson (chair) (EAPL), Cr Richard Lawrence (MVCC), Frank Manti (Community Representative – by teleconference), Kevin Walsh (Community Representative).

**Invited Guests:** Surya Prakash (Department of Infrastructure, Regional Development and Cities), Ben King (Airservices Australia), Rory Kennedy (EAPL).

1. **Welcome** – Neil Weatherson (Chair standing in for Peter Khalil MP) welcomed the committee and attendees.
   Apologies were received from:
   - Peter Khalil MP
   - Danny Pearson MP
   - Cr Narelle Sharpe (Cr Richard Lawrence represented MVCC)

2. **Items arising from previous CACG minutes (November 16, 2018)**
   The minutes from the previous meeting were accepted.
   Update regarding actions arising from previous meeting:
   (3b) [Consideration of making a request to Airservices for temporary noise monitoring] EAPL to finalise letter and send to Airservices.
   A submission has been sent to Airservices.
   (9c) [Meeting dates for 2019]
   Members to advise if any changes are required by 6th December 2018.
   No changes advised.

3. **Noise**
   a) **Airservices Reports**
   Ben King provided updates from Airservices (attached).
   The link to the online reporting is [http://www.airservicesaustralia.com/aircraftnoise/airports/](http://www.airservicesaustralia.com/aircraftnoise/airports/)

   **2018 Overview**
   There were 127 individual complainants in 2018, which is a decrease from 137 in 2017. Consistent with 2017, the main issue raised was helicopter operations (46% of complainants). The other main issues raised were curfew operations, night movements and general aviation traffic.

   In total, 86% of complainants were affected by emergency services operations. This is an increase from 60% of complainants in 2017. The nature of emergency services work is such that operations can take place at all hours. While this can be disturbing it is unavoidable due to the vital nature of the work. Airservices notes that emergency services operators are aware of the noise impacts of their operations and try to minimise these as far as possible.

   Police helicopters do not appear in WebTrak due to the nature of their work.

   The suburbs recording the most complainants in 2018 were Strathmore with nine complainants, Essendon North and Essendon with seven complainants each and Prahran with six complainants.

   Frank Manti noted that complaints from Strathmore is a consistent trend.
**Noise data for Q4, October – December 2019**

The link to the online reporting is [http://www.airservicesaustralia.com/aircraftnoise/airports/](http://www.airservicesaustralia.com/aircraftnoise/airports/)

The Noise Complaints and Information Service received contact from 24 complainants in Q4 2018, a decrease from 27 complainants in the previous quarter. The main issue was helicopters raised by 12 complainants. General aviation traffic was a concern to five complainants. Curfew and night operations affected three complainants each.

Complainants from 21 individual suburbs registered a complaint in the fourth quarter of 2018. The suburb recording the most complainants was Moonee Ponds with three complainants raising concerns with emergency services operations, operations during the curfew period and Runway 17 departures (to the south).

Pascoe Vale recorded two complainants affected by emergency services and standard operations to and from the Airport.

Cr Lawrence asked if timeframes can be included in the data to help identify causes (e.g. events at Flemington Racecourse).

**Action:** Ben King to advise whether time of noise event can be added to the complaint data.

Two Air Ambulance Helicopters are based at Essendon Fields, plus another three based in regional Victoria which visit Essendon Fields often.

Ben King advised that Airservices is trialing extended operating hours for the Control Tower from 6am to 11pm (previously 6am to 10pm). The trial is to match curfew hours and will be reviewed after 24 weeks. Air traffic at Essendon Fields is controlled from Melbourne Airport’s Control Tower outside these times.

4. **Master Plan and Major Development Plan (MDP) matters**
   
a) **Master Plan 2019 – Draft Australian Noise Exposure Forecast (ANEF)**

Rory Kennedy presented the draft 2039 ANEF which is currently going through the Airservices endorsement process before it is published in the Airport’s Preliminary Draft Master Plan 2019.

At present, air traffic at Essendon Fields Airport is predominantly north-south. However, if the proposed 3rd runway opens at Melbourne Airport, EAPL anticipates that air-traffic at Essendon Fields Airport will need to operate in an east-west direction most of the time (weather permitting).

In preparing the draft 2039 ANEF, forecast air traffic and runway usage were distributed after consultation with Airservices Australia based on expected operations after the opening of Melbourne Airport’s proposed 3rd Runway.

A comparison of the draft 2039 ANEF and the 2033 ANEF is attached. Changes in the ANEF noise contours reflect increased use of the east-west Runway 08/26 and less use of the north-south Runway 17/35.

Frank Manti asked what EAPL is doing to try to influence Melbourne Airport’s decision. The proposed new runway will be subject to approval by the Minister. EAPL awaits the release of Melbourne Airport’s Preliminary Draft Major Development Plan for public consultation. Consultation to date between EAPL, Melbourne Airport and Airservices Australia has sought to minimise the impact on the operations at Essendon Fields and minimise inter-dependencies between both Airports.
EAPL intends to release the Preliminary Draft Master Plan 2019 for public consultation 22 March 2019. The draft will be available for public consultation for a period of 60 business days.

[Post meeting note: The 2039 ANEF was endorsed by Airservices 22 March 2019. The Preliminary Draft Master Plan 2019 was released for public consultation 2 April 2019. The final day for written comments to be received by EAPL is 2 July 2019]

Frank Manti left the meeting.

5. Jet Curfew
   a) Current Movements
      Summaries were tabled of aircraft operations during the Airport’s curfew for the period October to December 2019 (attached).

      It was noted that there were 809 emergency and search/rescue movements, 4 permitted helicopter movements (non-emergency) and 31 exempt propeller driven aircraft.

6. Aviation Operations Update
   Neil Weatherson provided an update from Essendon Fields.

      The Airport hosted approximately 4000 Regular Passenger Transport (RPT) passengers in February. Passenger movements declined after JetGo left but are on the way up.

      EAPL is planning to overlay (re-surface) the north-south Runway 17/35 within the next 18 months to 2 years. More information to follow.

      A full emergency practice exercise was held 11 February 2019.

      Neil Weatherson is retiring. Colin Fort commences with EAPL 29 April 2019, taking over from Mr Weatherson as GM Aviation.

7. Development Update
   a) Terminal Redevelopment – expected to be completed in April 2019.
   b) Holden – Wirraway North – expected to be completed in May 2019.
   c) Suncorp Vehicle Assessment Centre – Hart precinct – expected to be complete in May 2019.
   d) Investigations into drainage improvements – Wirraway North Precinct – discussions with MVCC engineers ongoing.

8. Other business
   Discussion regarding the Final ATSB report into the King Air VH-ZCR crash and the finding of pilot error as the cause of the crash.

Meeting Closed 11:55am
Next meeting will be held Friday June 14, 2019 @ 10.30am
(Chair – Cr Narelle Sharpe)
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.

2018 Overview

Complainants

There were 127 individual complainants in 2018, which is a decrease from 137 in 2017.

Chart 1: Comparison of complainant numbers 2016 to 2018

Issues

In 2018 the main issue was again helicopter operations raised by 46 percent of complainants. This percentage is consistent with 2017. The other main issues raised were Curfew operations, night movements and general aviation traffic. Chart 2 provides a comparison of complainant numbers for these issues from 2016 to 2018.

Chart 2: Main issues raised in 2018, number of complainants affected with a comparison of complainant numbers for 2016 and 2017
Night Movements and Curfew

The issues of Night Movements and Curfew were raised by 48 complainants. The majority of complainants under both of these issues were affected by emergency services operations.

Emergency Services operations

In total 86 percent of complainants were affected by emergency services operations. This is an increase from 60 percent of complainants in 2017. Chart 3 below provides the main issues raised by complainants affected by these operations with a comparison with 2016 and 2017.

The nature of emergency services work is such that operations can take place at all hours. While this can be disturbing it is unavoidable due to the vital nature of the work. Emergency services operators are aware of the noise impact of their operations and try to minimise these as far as possible.

Chart 3: Breakdown of issues associated with emergency services operations, number of complainants affected and comparison with 2016 and 2017

Suburbs

In 2018 a total of 78 suburbs recorded one or more complainants. Fifty seven suburbs recorded a single complainant.

The suburbs recording the most complainants were Strathmore with nine complainants, Essendon North and Essendon with seven complainants each and Prahran with six complainants.

Strathmore residents were affected mainly by emergency services operations (five complainants), residents also raised concerns with ground running at the airport, and standard flight path movements.

Both Essendon and Essendon North residents were primarily affected by Curfew operations, both permitted movements and emergency services operation.

Prahran residents were affected by helicopters conducting airwork. All residents were affected by media helicopters in March 2018.

Chart 4 provides a complainant and suburb comparison of these suburbs with the calendar years of 2017 and 2016.

Chart 4: Suburbs recording the most complainants in 2018 with comparison 2017/2016
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• July - September 2017
• April - June 2017
• January - March 2017
• 2016 Overview

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

October - December 2018

Complainants

There were 24 complainants in quarter four 2018 which is a slight decrease from 27 in quarter three.
There were 127 complainants in the 2018 calendar year.

Chart 1: Number of complainants’ comparison

Issues

The main issue in quarter four was again Helicopters, raised by 12 complainants and the main concerns remained Airwork and Emergency Services operations.
General aviation traffic was a concern to five complainants and Curfew operations and Night movements affected three complainants each.

Chart 2: Issues raised in quarter four
### Suburbs

Twenty one individual suburbs recorded complainants in quarter four. Nineteen suburbs recorded a single complainant.

Moonee Ponds recorded three complainants and residents raised concerns with emergency services operations, operating within the Curfew and Runway 17 departures.

Pascoe Vale recorded two complainants and were affected by emergency services operations and standard operations to and from the airport.
Essendon Airport

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 50 000 to 57 000 per year.

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

- October - December 2018

Total movements – percentage by weekday / weekend

25% WEEKDAY
75% WEEKEND

Total movements – day / curfew

The curfew is from 11pm to 6am.

5% CURFEW
95% NOT CURFEW

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.
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- October - December 2017
- July - September 2017
- April - June 2017
- January - March 2017
AIRCRAFT OPERATIONS DURING ESSENDON FIELDS AIRPORT CURFEW
OCTOBER TO DECEMBER 2018

SUMMARY

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<th>Pre-curfew Taxi Clearance</th>
<th>Emergency &amp; Search/Rescue Movements</th>
<th>Permitted Helicopter Movements</th>
<th>Exempt Propeller Driven Aircraft</th>
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Movements
- There were a total of 844 movements at Essendon Fields Airport between 1 October to 31 December 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 797 emergency movements conducted by the Victorian Police and the Victorian Air Ambulance using helicopters and propeller driven aircraft.
- There were also 12 movements declared as emergencies conducted by small jet aircraft (4 arrivals and 8 departures).

Other Approved Aircraft Movements
- There were 31 approved propeller driven aircraft movements. These aircraft included:
  - 5 x Piper Navajo’s; 4 x Cirrus SR22’s; 3 x Fairchild Swearingen Metroliner’s; 2 x Swearingen Merlin’s; 2 x Beech 200’s; 2 x Cessna 310’s; 2 x Piper Cherokee’s; 2 x AeroCommander 500’s; 1 x Piper Seminole; 1 x Beechcraft Bonanza; 1 x Cessna 172; 1 x Cessna 180; 1 x Cessna Cutlass; 1 x Cessna Conquest; 1 x GippsAero GA8 Airvan 8; 1 x Cirrus SR20 and 1 x Socata TBM 700.