

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

Meeting held Friday December 6, 2019 at 1pm @ Essendon Fields House

**Members:** Brendan Pihan (EAPL), Colin Fort (EAPL), Cr Narelle Sharpe, Joe Stroud (Community Representative and representing Bill Shorten MP), Rod Gurry (Representing Danny Pearson MP)

**Invited Guests:** Cindy McTaggart (Department of Infrastructure, Transport, Cities and Regional Development) (Infrastructure), Chris Kumar (Airservices Australia), Ben King (Airservices Australia), Rory Kennedy (EAPL).

### **1. Welcome – Colin Fort (Chair)** welcomed the committee and attendees.

Apologies were received from:

- Frank Manti (Community Representative)

### **2. Items arising from previous CACG minutes (September 6, 2019)**

The minutes from the previous meeting were accepted.

Update regarding actions arising from previous meeting:

(1) EAPL will write to Kevin Walsh on behalf of the CACG to thank him for his contributions.

Complete.

(3b) Airservices will advise when the results [of temporary noise monitoring in Strathmore] will be received.

Airservices has responded - see attached. A summary report will be available after January and data is currently available online via WebTrak.

(3c) EAPL to consider inviting a Melbourne Airport representative to the next two CACG meetings.

This has been raised with Melbourne Airport and we will work towards Melbourne Airport participating in two meetings in 2020.

(8a) Rory Kennedy and Frank Manti to discuss the Annual Report before the next meeting.

To be completed.

### **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/>

#### **Noise data for Q3, July – September 2019**

During the Spring Racing Carnival, Microflite (based at Moorabbin Airport) operated approximately 1130 helicopter flights. Operators are advised by Airservices Air Traffic Control to follow the river and stay as high as possible.

There were 27 complainants for quarter three which is a decrease from 43 in quarter two. For the same period last year, 27 complainants were also recorded.

Brendan Pihan asked if complainants include any information about what they would like to see done. Ben King will check if any further information can be provided.

The summer will see an increase in use of the north south runway due to hot northerly winds.

Fire season has started early in some areas of Australia and there may be increased helicopter activity as a result of fire fighting.

**b) Response from Airservices –Temporary noise monitor in Strathmore**

Not discussed. However, the response from Airservices (attached) was circulated with the Agenda.

**4. Jet Curfew (Infrastructure)**

**a) Current movements (August to October 2019)**

See attached summary.

- 719 movements conducted by Victoria Police and Air Ambulance Victoria using helicopters and propeller driven aircraft.
- There were also 27 movements declared as emergencies conducted by small jet aircraft.
- 2 exempt helicopters and 12 exempt propeller driven aircraft which are permitted under the *Air Navigation (Essendon Fields Airport) Regulations 2018*.

**5. Aviation operations update (EAPL)**

**a) Melbourne Airport 3<sup>rd</sup> Runway announcement**

EAPL awaits further information about how EF, its operators and the surrounding community will be affected by Melbourne Airport's decision to construct its new runway in a north-south orientation. However, it is clear that a greater proportion of EF air traffic will need to operate on EF's north-south Runway 17/35.

There is a good chance that the SHEED waypoint to the east of Essendon Fields will go. This waypoint is used by Melbourne Airport air traffic over-flying Essendon Fields.

Preliminary airspace design is underway between Melbourne Airport and Airservices.

In November 2019, Melbourne Airport wrote to residents to advise that a Preliminary Draft Major Development Plan for the third runway project is expected to be on public exhibition early 2021. If approved, construction on the new runway could commence early 2022 and the runway could begin operation in 2025.

**b) EF aviation update**

Aircraft movements for the previous 12 months are approximately 54,000. The highest proportion is police and emergency services, followed by flying schools, followed by helicopters.

Regular Passenger Transport (RPT) flight numbers are not increasing, although load factors and therefore passenger numbers have increased recently. King Island, Griffith and Wollongong are the busiest routes. However, these are seasonal and expected to reduce over Christmas.

In response to a question about whether EAPL is seeing smaller operators coming in, Colin Fort advised that very small operators come and go, such as an abalone diver that has relocated from Moorabbin Airport. However, EAPL has not seen a big uplift in companies with large numbers of movements wishing to come here. The demand for flight training is not high because circuit training is not possible. For example, one of the flight academies based at EF conducts flight training at Bacchus Marsh.

The second phase of the Terminal refurbishment is in planning.

## 6. Development Update (EAPL)

### **a) Automotive Training Centers – Earhart Court, Wirraway North Precinct**

Construction of a regional office and training centres for two European car manufacturers is expected to commence in January. The facilities will provide training to dealer service technicians about new models. EAPL estimates that the facility will generate demand of 40 room nights per week at Hyatt Place Essendon Fields.

As the developments will be located close to the Airport property boundary, EAPL will write to adjoining residents. Plans are in place to minimise impacts such as dust and noise during construction.

### **b) High-Tech Industrial, Challenger Court (Hart Precinct)**

Construction of a second high-tech office warehouse, adjacent to the recently completed Suncorp facility, is expected to commence in January.

### **c) Refurbishment of Hangar 85, Bristol Street**

Refurbishment of a heritage hangar is underway, to provide upgraded accommodation for three existing aviation tenants plus new office space for YMCA. The works are forecast to be completed in May.

### **d) iFly indoor skydiving, Burns Street**

Commenced operating and has been very popular.

## 7. Master Plan and Major Development Plan (MDP) matters (EAPL)

### **a) Master Plan 2019**

In light of Melbourne Airport's changed plans for its third runway, EAPL has discussed with Infrastructure the possibility of withdrawing the draft EF Master Plan 2019. If this occurs, the 2013 Master Plan could continue for another couple of years until there is certainty about Melbourne Airport's plans. This would provide the community with a greater understanding of the noise impacts at Essendon Fields as a result of the changes at Melbourne Airport. The CACG members advised that this makes sense.

In response to a question, EAPL advised that it is considering how to incorporate additional community facilities, such as netball courts into developments.

### **b) ARC Office Major Development Plan (MDP)**

The draft MDP has been lodged with the Minister. EAPL hopes to receive approval early in the new year. The timing of the approval will be very important and would lead to a good outcome for economic development and local employment opportunities.

## 8. Other business

### **a) Proposed meeting dates for 2020**

- March 6                                      Chair, Bill Shorten MP
- June 12                                        Chair, Cr Narelle Sharpe
- September 4                                Chair, Danny Pearson MP
- November 27                                Chair, Colin Fort, GM Aviation

Action: CACG Members to advise if any changes are necessary.

**Meeting Closed 2pm**  
**Next meeting will be held Friday March 6, 2020 @ 10:30am**  
**Chair – Bill Shorten MP (to be confirmed)**

## Essendon Airport

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- [Complaints](#)
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### Movements

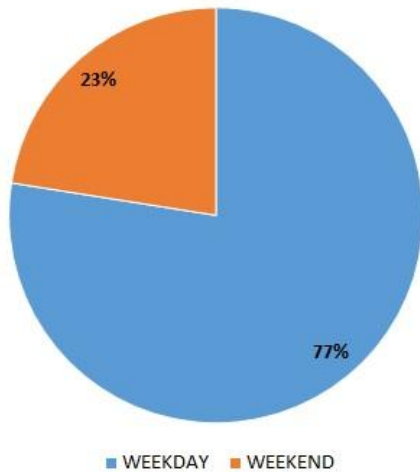
Essendon Airport's [Master Plan 2013](#), which was approved by the federal government in 2014, forecasts that over the next twenty years movements will be within the range of 53 000 to 57 000 per year.

Movement figures for all airports, including Essendon, are published monthly in the [Movements at Australian Airports](#) reports. The movement data used in this report is collected during the hours when the control tower is open. Flights outside these hours are not included in the report. Essendon Airport tower is open from 6am to 10 pm Mondays to Fridays and 7am to 10pm on weekends.

Select a quarter below to see charts illustrating the breakdown of movements for each quarter. These charts include arrivals and departures as well as flights that both begin and end at Essendon Airport, including circuits and training flights. The breakdowns are shown as percentages rather than total counts. This is because the source radar data for Essendon Airport has gaps due to the location of the radar at Melbourne Airport. As these gaps occur randomly throughout the day, the data, while incomplete, provides a representative picture of the weekly, hourly and day/night distribution of operations.

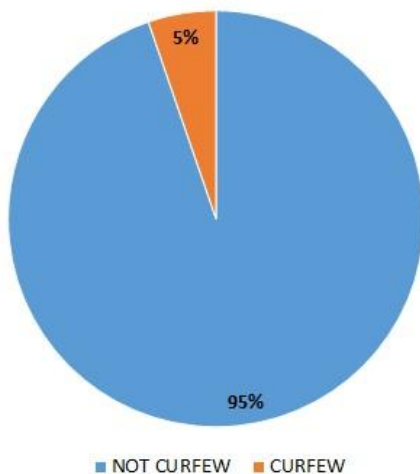
July - September 2019

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



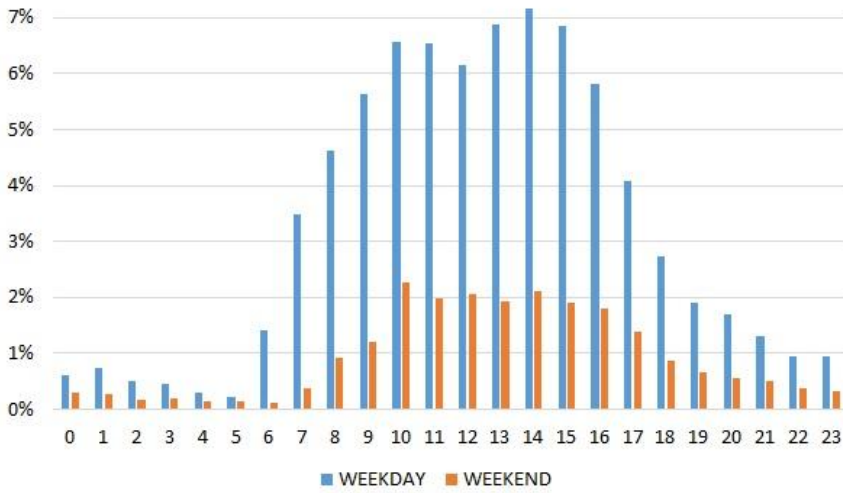
#### Total movements – day / curfew

The curfew is from 11pm to 6am.



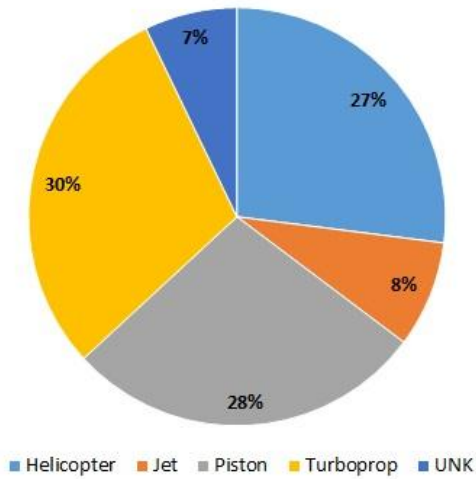
#### Total movements – percentage per hour by weekday/ weekend

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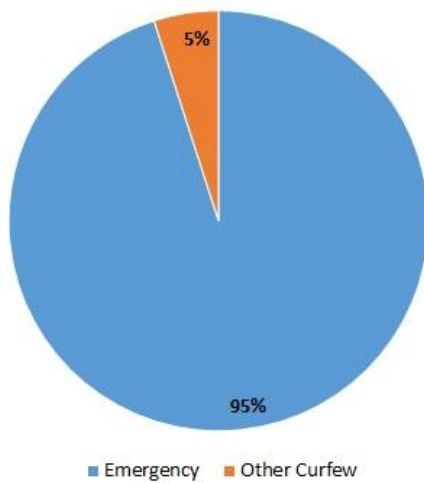
### Total movements – by aircraft type (percentage)

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 2019

+ January - March 2019

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+ July - September 2018

+ April - June 2018

+ January - March 2018

+ October - December 2017

+ July - September 2017

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## 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.

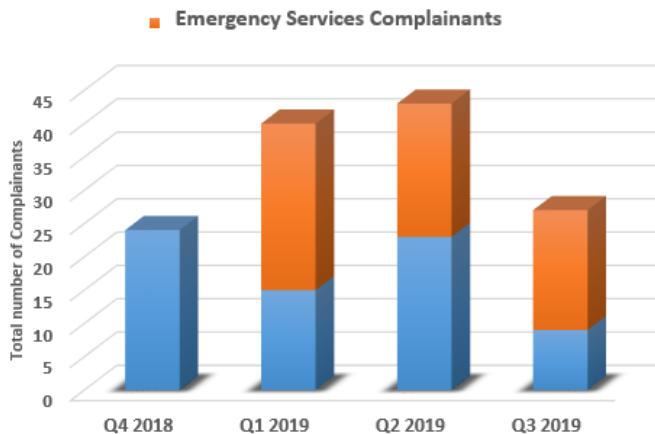
— July - September 2019

### Complainants

There were 27 complainants in quarter three 2019 which is a decrease from 43 in quarter two. For the same period last year 27 complainants were also recorded.

The number of complainants concerned with emergency services operations has also decreased this quarter, as seen in the chart below.

Chart 1: Number of complainants' comparison



### Issues

The main issue in quarter three was Helicopters, raised by 17 complainants. The main concerns raised by these complainants were Emergency services operations (76 percent) and Airwork (18 percent). The complainants affected by Airwork were affected by media operations.

Other issues raised were; Curfew movements with six complainants, General aviation traffic, three complainants and Standard flight path movements with one complainant.

Emergency services were of concern to 18 complainants, under a variety of issues as seen in Chart 2.

Chart 2: Emergency services issues

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### Suburbs

Twenty individual suburbs recorded complainants in quarter three. Seventeen suburbs recorded a single complainant.

Strathmore, adjacent to the airport, recorded the most complainants with four residents affected. Three were affected by curfew movements involving emergency services, and one affected by helicopters.

Glenroy, located to the north of the airport, and Kensington, located to the south of the airport, recorded three complainants each. All Glenroy complainants were concerned with emergency services helicopter operations over the area, with the complainants affected in the night hours.

Kensington complainants were affected by helicopters conducting airwork over the area between 6am and 8am.

+ [April - June 2019](#)

+ [January - March 2019](#)

+ [2018 Overview](#)

+ [October - December 2018](#)

+ [July - September 2018](#)

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+ [January - March 2018](#)

+ [2017 Overview](#)

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+ [July - September 2017](#)

+ [April - June 2017](#)

+ [January - March 2017](#)

+ [2016 Overview](#)



## Airservices Australia Response to Essendon CACG action item meeting 6 September 2019

Dear Mr Fort

I am writing regarding the action item that was allocated to Airservices at the last Essendon CACG meeting of 6 September 2019.

*Action item: Regarding the temporary noise monitor in Strathmore, Airservices will advise when the results will be received*

A summary report will be made available after January, when the noise-monitoring period has ended. It will be accessible from our website at: <http://www.airservicesaustralia.com/publications/noise-reports/short-term-monitoring/>.

Data from the temporary noise monitor is currently available online via WebTrak for the community to access, at any time and can be compared to the existing Short Term Monitoring report that remains accessible from the above link.

Yours sincerely

**Jenny Welsh**

**National Noise Complaints and Information Service Senior Investigator**

Airservices Australia

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### **Disclaimer**

the information contained in this document is for information purposes and is indicative only. Aircraft movements and flight paths are affected by variable factors such as weather, separation requirements and congestion at relevant airports, and can therefore change without notice. While Airservices Australia has taken reasonable steps to ensure the accuracy of this information, Airservices Australia makes no warranty or representation that it is current, accurate or complete. Information required for operational purposes must be checked against original sources. Contact the relevant section of Airservices Australia for more information, or obtain the appropriate Airservices publication.

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## AIRCRAFT OPERATIONS DURING ESSENDON FIELDS AIRPORT CURFEW

August to October 2019

### SUMMARY

Dispensations approved	Pre-curfew Taxi Clearance	Emergency & Search/Rescue Movements	Permitted Helicopter Movements	Other Permitted Aircraft
0	0	746	2	12

#### Movements

- There were a total of 760 movements at Essendon Fields Airport between 1 August and 31 October 2019.

#### 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 719 emergency movements conducted by the Victorian Police and the Victorian Air Ambulance using helicopters and propeller driven aircraft.
- There were also 27 movements declared as emergencies conducted by small jet aircraft (13 arrivals and 14 departures).

#### Permitted Helicopter Movements

- There were two permitted helicopter movements between 1 August and 31 October 2019.

#### Other Permitted Aircraft Movements

- There were 12 other permitted aircraft movements. These aircraft included:
  - 4 x Jetstream 32's; 3 x PA31 Navajo's; 2 x Vulcanair P68's; 1 x Swearingen Metroliner; 1 x Piper PA46 and 1 x Beechcraft Super King Air.