

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

Meeting held Friday June 12, 2020 at 10:30am by Microsoft Teams videoconference

Members: Cr Richard Lawrence (MVCC), Rod Gurry (Representing Bill Shorten MP and Danny Pearson MP), Frank Manti (Community Representative), Brendan Pihan (EAPL), Colin Fort (EAPL).

Invited Guests: Darren Walker (Department of Infrastructure, Transport, Cities and Regional Development) (Infrastructure), Chris Kumar (Airservices Australia), Rory Kennedy (EAPL).

1. **Welcome – Cr Richard Lawrence (Chair – standing in for Cr Narelle Sharpe)** welcomed the committee and attendees.

Apologies were received from:

- Fiona Lawton (Community Engagement Airservices)

2. **Items arising from previous CACG minutes (March 6, 2020)**

The minutes from the previous meeting were accepted.

3. **Noise**

- a) **Airservices response to actions from previous CACG meeting (attached)**

Heat map of complaints

The suburb section of Airservices' online reporting provides the issues for a month and the average number of complaints in that suburb for the last 12 months.

Airservices' new interactive complaint reporting for Essendon Fields is the precursor to a Melbourne basin portal, similar to what Airservices has provided in Sydney.

Strathmore complaints

Of the nine complainants in Strathmore for 2019, four were new complainants who had not previously contacted Airservices NCIS before.

Correlation of complaints with arrivals or departures

To link each complainant issue to a runway direction is extremely time intensive and beyond the capability of the NCIS reporting. However, if the CACG were seeking specific information then it would be best for the CACG secretariat or other member to discuss this with the NCIS to determine whether Airservices can assist.

- b) **Airservices Reports**

Chris Kumar provided updates from Airservices (attached).

The link to the online reporting is

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

Following earlier consultation, Airservices has released its Flight Path Design Principles which are open for public comment for four weeks.

The Principles will be implemented for new flight path and airspace changes from July 2020. Further information is available at:

<https://engage.airservicesaustralia.com/flight-path-design-principles>

4. **Community Feedback/Concerns**

- a) **The East Melbourne Group**

EAPL has reminded aircraft operators to fly neighbourly over East Melbourne and investigated a complaint which concerned an aircraft survey flying in a grid pattern over the CBD. Copies of the East Melbourne Group's letter and EAPL's response have been distributed to CACG members.

b) A resident of Strathaird Street, Strathmore

Enquiry regarding minor civil works in Global Avenue for underground electrical cabling. Initially, the resident was incorrectly advised that an automotive training centre was under construction behind his home, but was satisfied once the information was corrected.

c) A resident of Mascoma Street, Strathmore Heights

Concerns raised regarding height of automotive training centre under construction and whether the design has changed from the drawings sent to residents in December 2019. EAPL's response included confirmation that the 20-metre building setback is in place and design is consistent with the earlier plans provided.

5. Jet Curfew (Infrastructure)

a) Current movements (January to March 2020)

See attached summary.

- 766 movements conducted by Victoria Police and Air Ambulance Victoria using helicopters and propeller driven aircraft.
- There were 0 movements declared as emergencies conducted by small jet aircraft.
- 38 exempt propeller driven aircraft which are allowed under the *Air Navigation (Essendon Fields Airport) Regulations 2018*.

Action: EAPL to graph data to identify trends over time.

6. Aviation operations (EAPL)

a) EF aviation update

Use of EF by flight training organisations has increased recently. Anecdotally, the flying schools have increased flights to catch-up after being grounded during the summer bushfires.

EAPL is establishing a consultation group for all aviation operators.

b) Melbourne Airport 3rd Runway

Discussion regarding status of Melbourne Airport's planning.

MEL is preparing an airspace design proposal which would allow both airports to operate more independently. EAPL is awaiting further information.

7. Development Update (EAPL)

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

Construction of a regional office and training centres for Porsche and Volkswagen underway. Scheduled to be complete by October.

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

Construction of an office/ware house for Elenium Automation is underway. Schedule to be complete by October.

c) Refurbishment of Hangar 85, Bristol Street

Refurbishment of this Second World War era hangar has been completed, to meet the needs of modern aviation tenants. Occupants include The Royal Flying Doctor Service and Aviation Australia. YMCA has leased office space on the first floor.

d) Redevelopment of Hangar 82, Bristol Street

EAPL is close to signing a deal with a new operator and hopes to make a public announcement soon.

e) Terminal Refurbishment Stage 2 “Bell Business Centre”

Pre-leasing has commenced for the planned refurbishment of the southern end of the Terminal building, which includes the addition of a Business Centre with shared meeting facilities.

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

a) *Master Plan 2019*

The draft Master Plan remains with the Minister for a decision.

In light of Melbourne Airport's changed plans for its 3rd runway and Moonee Valley City Council's request for a review of the Master Plan's contents, EAPL is in discussions with Infrastructure about how to proceed.

9. Other business

a) *EF Benevolent Plan FY2021*

EAPL is preparing its benevolent plan for FY2021, including the evaluation of donations proposed via the CACG. For discussion at the next meeting.

Meeting Closed 11:35am

Next meeting will be held Friday June 12, 2020 @ 10:30am

Chair – Rory Kennedy

By Videoconference – details to be advised

Airservices Australia Response to Essendon CACG action item meeting 6 March 2020

1 May 2020

Dear Cr Sharp

I am writing regarding the action items that were allocated to Airservices at the last Essendon CACG meeting of 6 March 2020.

1. Airservices to advise whether a heat map can be provided showing where complaints are from.

Airservices new interactive complaint reporting for Essendon Airport is the precursor to a Melbourne basin portal, similar to what Airservices has provided in the Sydney basin at: <https://aircraftnoise.airservicesaustralia.com/>. Currently, I cannot provide an estimate of when this will be established. Airservices reporting to airports is also monthly and this is aligning our entire complainant reporting to the same format.

The data provided on our website, provides CACG members with more information for their respective suburbs than Airservices has ever provided previously. In the suburb section, residents can click on their suburb and find the issues for that month. The suburb section also provides the average number of complainants in that suburb for the last 12 months and the number of issues in that suburb. If CACG members require further instruction on what or how they can obtain information from the website, we are happy to assist further.

Airservices attends 24 separate CACG and related meetings Australia wide (including the Jandakot CACG) each quarter, and we must ensure we provide our resources fairly and equitably across all meetings. Establishing the interactive monthly reporting assists us in achieving this.

2. Regarding the nine complainants in Strathmore in 2019, Airservices to advise how many the same from the previous year are.

In 2019, there were four new complainants in Strathmore. A new complainant is one who has not previously contacted the NCIS. One complainant contacted us in April, the others in July.

3. Airservices to advise whether complaints correlate with arrivals or departures.

This action item is under the title of temporary noise monitor in Strathmore. I am unsure if you are referring to events in the short-term noise monitoring or NCIS noise complaints.

Concerning the short-term noise monitoring, the monitoring focussed on the AW139. The following table shows all AW139 operations that flew through the zone during the deployment period, and the percentage of operations that correlated to the noise monitor.

Operation Type	Operations	Correlated	Correlated %
D	401	77	19%
A	272	203	75%
T	30	29	97%
O	57	31	54%

If this is concerning complainants, Airservices NCIS reports on issues. Each complainant may contact us once or many times in the month, if it is the same issue then it will be reported as that. A complainant may have one or more issues and this will be reported as two separate issues. Generally, in the issue of standard flight path movements, we

will relate the runway direction in use to the issue. To do this for every contact is extremely time intensive and is not something that is capable by the NCIS database, NCIS reporting or NCIS processing.

If the CACG were seeking specific information then it would be best for the CACG secretariat or other member to discuss this with the NCIS to determine whether we can assist.

4. *Airservices to advise whether the exempt movements of smaller aircraft (3 helicopters and 7 propellor-driven) generate complaints. Colin Fort to cross-check the emergency services data in consultation with Airservices.*

Airservices discussed this action item in detail with Mr Fort. As previously advised in section 3, the NCIS reports on issues. To provide this information is extremely time intensive and is not something that is capable by the NCIS database, NCIS reporting or NCIS processing.

Emergency services aircraft are fulfilling an essential purpose for the community. They will only fly during the Curfew period if necessary. As emergency services, operations are provided with every expedition possible by air traffic control (ATC) and other aviation operators, there are very limited noise mitigation opportunities for these operations. In rare cases, the NCIS has been able to work with the operator and/or ATC to refine local practices where possible for noise mitigation. In these cases, the proviso is always where safely possible.

The NCIS also has specific procedures, which limit the amount of information we provide to both complainants and CACGs regarding emergency services aircraft. Emergency services aircraft include, medical, police, fire fighting and search and rescue operations. Some of these operations are covert, and to ensure that the covert operations remain so, we do not differentiate between these operations. If we only report on medical operations for example, the implication is that other operations may be covert.

In our conversation with Mr Fort, we advised that this might be something to take to a technical working group with the operators and ATC, rather than the NCIS. However, if the CACG were seeking specific information then it would be best for the CACG secretariat or other member discuss this with the NCIS to determine whether we can assist.

I trust this information is of assistance, and remain available for further detail if required.

Yours sincerely

Jenny Welsh

National Noise Complaints and Information Service Senior Investigator

Airservices Australia

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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Essendon Fields Airport

CACG

12 June 2020

Chris Kumar
ATC Line Leader
Fiona Lawton
Community Engagement Manager

Airservices Update

- ATC Update
- Airservices News
 - COVID 19
 - New Aircraft Noise Ombudsman
- Flight Path Design Principles Update
- Online reporting
- NCIS Update

ATC Update



Airservices News – COVID 19

- Changes can be expected to aircraft operations, including flight tracking and timing of activities
- This is to enable us to provide the best possible response for emergency services, medical operations and those providing important personnel movement, freight and logistics
- The NCIS is working remotely and is only accepting online or WebTrak submissions

Airservices News -

Aircraft Noise Ombudsman

- Mr Kieran Pehm appointed 9 February
 - Has an extensive and wide-ranging experience in complaints management and investigations
 - From 2005 to 2015 Mr Pehm was the Commissioner of the Health Care Complaints Commission of NSW
 - He was also the Deputy Commissioner of the Independent Commission Against Corruption (ICAC) for three years
 - Mr Pehm also reviews Defence Force flight complaints

Final Flight Path Design Principles

- Feedback from our consultation on the draft Flight Path Design Principles has led to the development of the final Flight Path Design Principles, which were approved by the Airservices Board in April 2020

- We have developed Application Notes to provide an overview of each Principle, including their context within flight path changes, how we consider, apply and monitor them, and the overarching governance that applies

Final Flight Path Design Principles

- In June 2020, we will commence a public comment period to provide an opportunity for all stakeholders to see the final Principles and to read the Application Notes prior to implementation
- The public comment period will be open for four weeks
- We will provide an update to the CACG Chair when the public comment period commences and the Principles and Application Notes are available

Online noise report

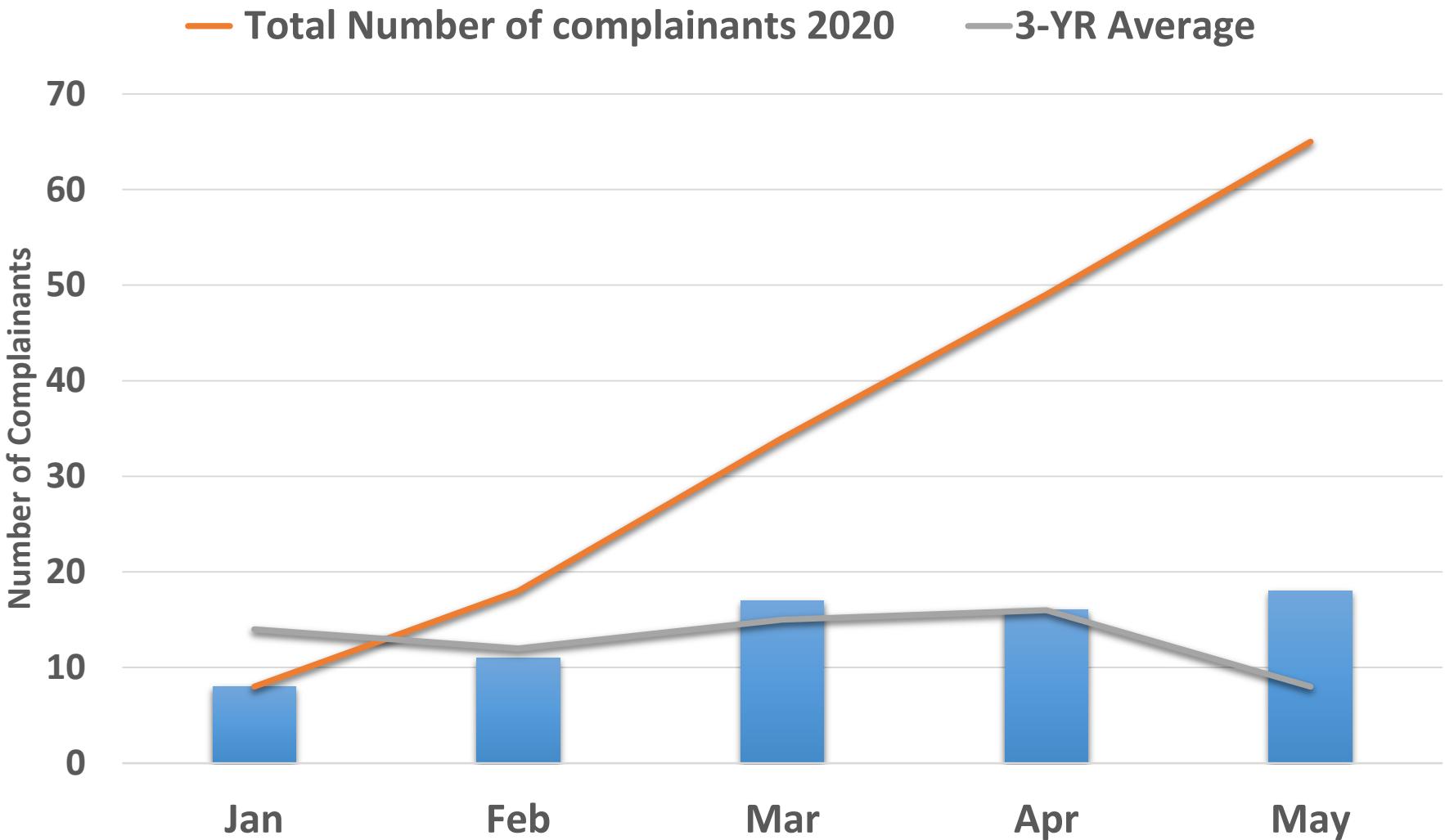
Airservices online reporting is available on our website at:

- The link to the online reporting is:
<http://www.airservicesaustralia.com/aircraftnoise/airports/>
- Select Essendon, then select “Complaints”
- Jan, Feb, March, April and May are available

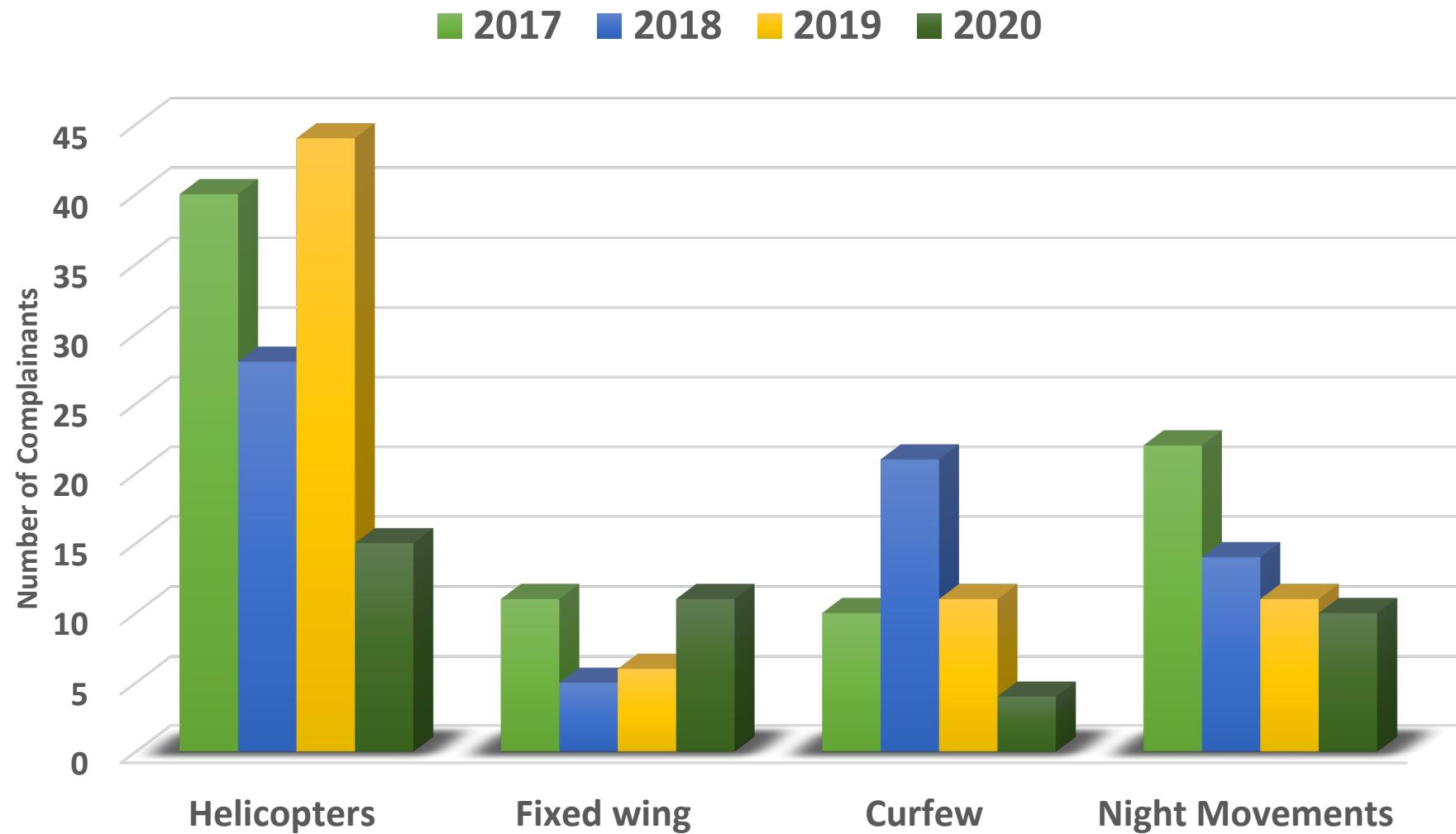
NCIS Update

- Generally complainant numbers have increased greatly across Australia as more people work from home
- Complaints regarding general aviation activities are increasing especially circuit training and other training activities. These activities are permitted by the Federal Government
- NCIS in our reporting to airports, has requested the airports advise their local training schools to be mindful of minimising noise over residential areas

NCIS Update

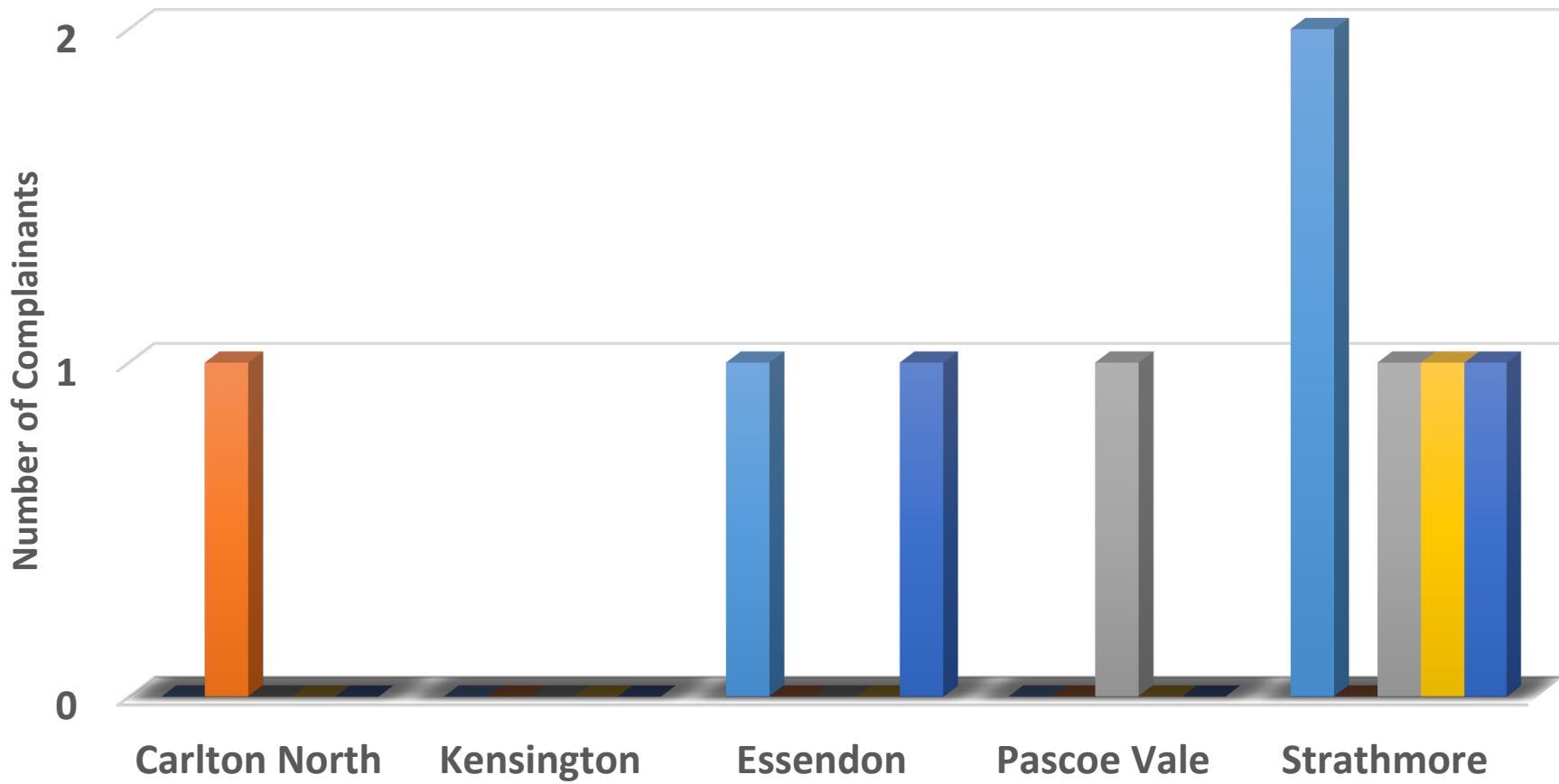


NCIS Update – 2020 to 31 May



NCIS Update

■ Jan ■ Feb ■ Mar ■ April ■ May





Aircraft operations during the Essendon Airport curfew period

January to March 2020

Summary

Dispensations approved	Pre-curfew Taxi Clearance	Emergency & Search/Rescue Movements	Permitted Jet Movements	Permitted Propeller Driven Aircraft	Diversions
0	1	766	0	38	0

Movements

- There were a total of 805 movements at Essendon Fields Airport between 1 January and 31 March 2020.

Dispensations Approved by the Department

- There were no dispensations requested during the above period.

Pre-curfew Taxi Clearance

One aircraft received pre-curfew taxi clearance.

Emergencies/Search and Rescue

- There were 737 emergency movements conducted by the Victorian Police and the Victorian Air Ambulance using helicopters and propeller driven aircraft.
- There were also 29 movements declared as emergencies conducted by small jet aircraft (16 arrivals and 13 departures).

Permitted Helicopter Movements

- There were nil permitted helicopter movements between 1 January and 31 March 2020.

Other Permitted Aircraft Movements

- There were 38 other permitted aircraft movements. These aircraft included:
2 x Beech Bonanza BE36; 2 x Beech Travel Air BE95; 7 x Cessna 172 C172; 3 x Piper Navajo PA31; 1 x Vans RV10; 2 x Swearingen Metroliner and 21 x Beech Super King Air BE20.