

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

Meeting held Friday November 27, 2020 at 10:30am by videoconference

**Members:** Cr Narelle Sharpe (MVCC), Rod Gurry (Representing Bill Shorten MP and Danny Pearson MP), Frank Manti (Community Representative), Brendan Pihan (EAPL), John Nahyna (EAPL).

**Invited Guests:** Michael Joost (Department of Infrastructure, Transport, Regional Development and Communications) (Infrastructure), Darren Walker (Infrastructure), Fiona Lawton (Airservices Australia), Chris Kumar (Airservices Australia), Rory Kennedy (EAPL).

**1. Welcome – Rory Kennedy (Chair – standing in for Colin Fort)** welcomed the committee and attendees.

- Apologies: Colin Fort (EAPL)

**2. Items arising from previous CACG minutes (September 4, 2020)**

The minutes from the previous meeting were accepted.

5.a) EAPL to graph data to identify trends over time.

- See Item 5.

**3. Noise**

**a) Airservices Update (attached)**

Airservices provided updates regarding:

- Tower Operations
- General Activities
  - Flight Path Design Principles
  - Airservices Website
  - WebTrak Update
  - Community Engagement Framework
- Short Term Noise Monitoring Strathmore Heights
- NCIS Complaints
  - Online Noise Report
  - Reporting

The flying schools have been busy, as overseas students need to complete their training.

The final report for the Short Term Noise Monitoring Program in Strathmore Heights is available at:

<https://www.airservicesaustralia.com/community/environment/aircraft-noise/monitoring-aircraft-noise/>. The CACG had previously reviewed the initial results. The key findings of the report are:

1. “There has been an increase in emergency services helicopter operations between 2012 and 2019, with a doubling of average daily operations during the ‘night time’ period of 11pm to 6am (as defined by curfew legislation).
2. Emergency services helicopters are perceptively louder than non-emergency services helicopter.
3. Noise analysis of the emergency services helicopters showed the AW139 was measured to be 2dB(A) quieter than the B412 helicopters it replaced. However, this change is unlikely to be perceived by community members. Aerospatiale AS365 noise levels were similar in the 2012 and 2019 noise monitoring periods.
4. There has been no significant change to the distribution of flight tracks of helicopter operations (both emergency and non-emergency operations) in 2012 and 2019.”

Online noise reporting is updated on the 10<sup>th</sup> business day of each month:

<http://aircraftnoiseinfo.emsbk.com/essendon/intro/>

Cr Sharpe advised that a resident had contacted her with concerns about the level of aircraft noise and Airservices' process for handling complaints. Fiona Lawton (Airservices) explained that NCIS will track all complaints but will advise a repeat complainant if there is no further information available. The complaint still counts, but Airservices tell the individual if there is no further information available. If a complainant is still not happy they can request to have their complaint reviewed by a senior investigator and then by a manager. The complainant can also contact the Aircraft Noise Ombudsman for an investigation into whether the complaint was handled properly.

#### **4. Community Feedback/Concerns**

##### **a) An enquiry from a prospective purchaser in Jones Court, Strathmore**

Rory Kennedy advised that from time to time EAPL is contacted by people considering purchasing property in the area. This enquiry came from a resident of Airport West who was not concerned about aircraft noise but wanted to know what the development plans were for the Hart Precinct.

Rory Kennedy advised that the precinct is zoned for Business under the Airport's Master Plan and that the land will likely be developed for light industrial or high-tech office / warehouse uses. Development in the Hart Precinct is currently centred around the Challenger Court area. However, the land opposite Jones Court will likely be developed within 3 to 5 years, or sooner if market conditions allow.

#### **5. Jet Curfew (Infrastructure)**

##### **a) Current movements (July to September 2020)**

See attached summary.

- 650 movements conducted by Victoria Police and Air Ambulance Victoria using helicopters and propeller driven aircraft.
- There were also 20 other movements classified as emergency operations. This included 3 movements conducted by jet aircraft (3 departures).
- 18 exempt propeller driven aircraft, which are allowed under the *Air Navigation (Essendon Fields Airport) Regulations 2018*.

The Department of Infrastructure has commenced providing data in monthly format and has agreed to provide historical data in monthly format when resourcing allows.

#### **6. Aviation operations (EAPL)**

##### **a) EF aviation update**

Three fire-fighting skycrane helicopters arrived at EF today. One will be based at EF over summer.

Year on Year aircraft movements are down approximately 50%. However, there has recently been a significant return of traffic from local flying schools now that COVID-19 restrictions have eased.

EAPL has received enquiries from a charter company and two flying schools considering establishing a base from the airport.

The aviation team has conducted 23 assessments of potential controlled activities in protected airspace and received four formal applications. Two of these are for developments in Keilor Rd.

The team is planning for the annual emergency exercise for 2021 which is to be conducted in the field.

##### **b) Melbourne Airport 3<sup>rd</sup> Runway**

Melbourne Airport held an online information session on 25 November. The next online session is scheduled for Wednesday 9 December 4pm to 6pm.

<https://my.melbourneairport.com/third-runway-airspace>

**7. Development Update (EAPL)**

**a) *Bombardier Aircraft Maintenance, Repair and Overhaul Facility – hangar 82***

EAPL has previously shown the CACG plans for a new hangar development proposed for Bristol Street (opposite the LaManna car park).

In October 2020, EAPL announced that Bombardier, the world's leading manufacturer of business aircraft, has chosen Essendon Fields as its new Australian jet maintenance, repair and overhaul facility. Bombardier's next closest facility is located in Singapore.

Construction commenced in November, for completion in 2022. The development will support over 50 highly skilled permanent new jobs.

The virtual groundbreaking video can be viewed online at:

<https://ef.com.au/essendon-fields-welcomes-bombardier/>

**b) *Automotive Training Centres – Earhart Court, Wirraway North Precinct***

Construction of the Porsche training centre is complete. VW is to be complete early 2021.

**c) *Elenium Automation – Challenger Court, Hart Precinct***

The new high-tech office / warehouse for Elenium is complete.

**d) *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)**

EAPL is considering enlarging the planned multi-deck car park proposed for Vaughan Street. The project will trigger a MDP if the construction cost is \$25 million or more.

**9. Other business**

**a) *Melbourne Airport Environs Safeguarding Standing Advisory Committee Part B: Review of Planning Provisions for Airport Safeguarding***

Public submissions closed 2 October. EAPL made a submission in support of NASF being better integrated into the Victorian planning scheme. In particular, although EAPL encourages the planning authorities to consider introducing an Airport Environs Overlay to land surrounding the airport, it would be better if such an overlay is not implemented until a new ANEF has been prepared for Essendon Fields Airport as part of a revised draft Master Plan.

The Public Hearing will commence by videoconference 1 February 2021.

Further information is available at:

<https://engage.vic.gov.au/airport-safeguarding-advisory-committee>

**b) *Proposed Meeting Schedule for 2021***

- 5 March 2021, 10:30am (Chair: Bill Shorten MP)
- 11 June 2021, 10:30am (Chair: Cr Narelle Sharpe)
- 3 September 2021, 10:30am (Chair: Danny Pearson MP)
- 26 November 2021, 10:30am (Chair: Colin Fort)

Action: Members to advise EAPL of any changes required by 17 December.

**Meeting Closed 11:28am**

**Next meeting will be held Friday March 5, 2020 @ 10:30am by videoconference**

**Chair – Bill Shorten MP**

27 November 2020



AIRSERVICES UPDATE

# ESSENDON CACG

Chris Kumar – Air Traffic Control

Fiona Lawton – Community Engagement

# AIRSERVICES UPDATE

- Tower Update
- General Activities
  - Flight Path Design Principles
  - Airservices Website
  - WebTrak Update
  - Community Engagement Framework
- Short Term Noise Monitoring Strathmore Heights
- NCIS Complaints
  - Online Noise Report
  - Reporting



# GENERAL ACTIVITIES

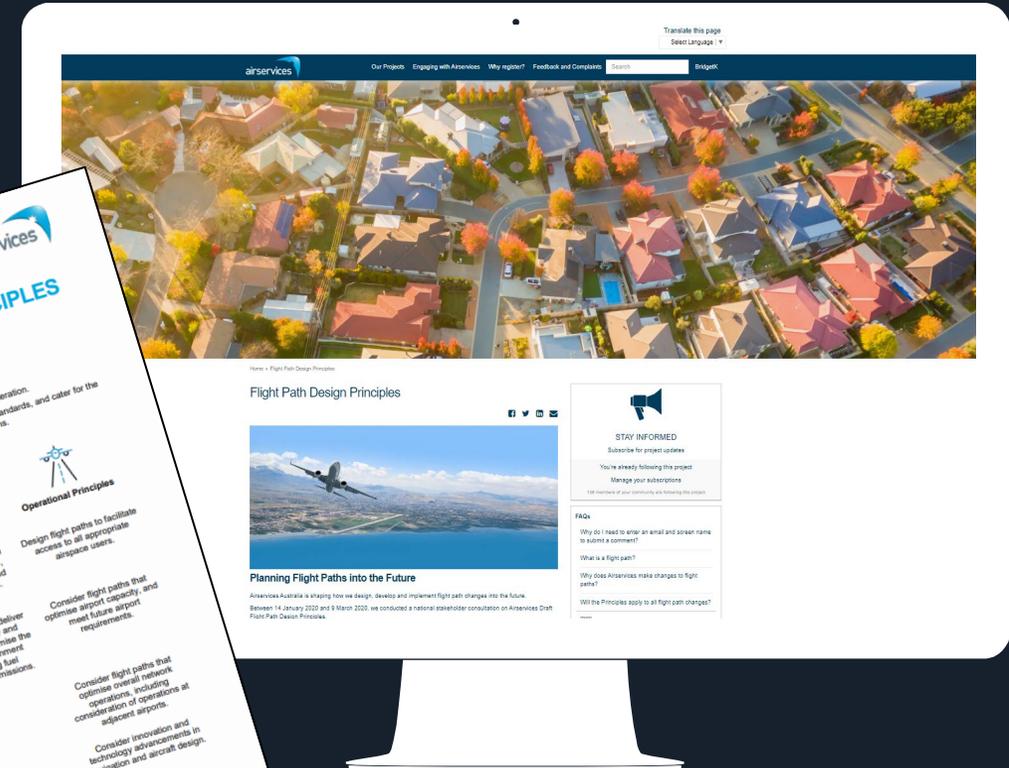
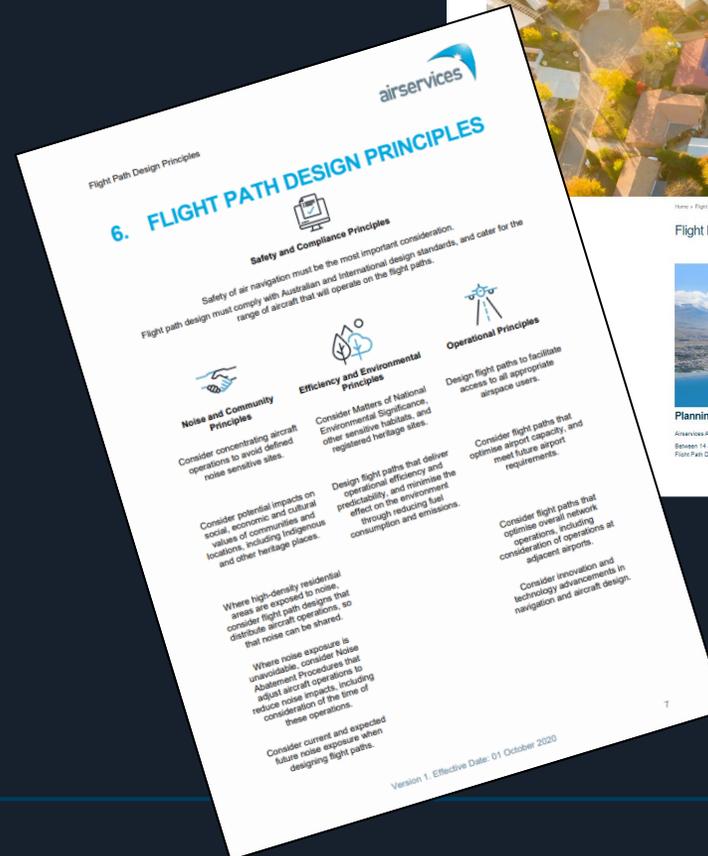
# FLIGHT PATH DESIGN PRINCIPLES

Following a national consultation between 13 January – 9 March 2020 and a public comment period between 10 June – 8 July 2020, we have released **Airservices Flight Path Design Principles** document.

We would like to thank everyone who participated in the consultation and the public comment period by providing comments and submissions.

During the public comment period, over 4,000 people visited the project page and we received a total of 143 comments and a number of detailed submissions.

The Consideration of Feedback Report and the Principles document are available on *Engage Airservices* ([engage.airservicesaustralia.com](https://engage.airservicesaustralia.com)).



# PUBLIC COMMENT FEEDBACK

During the public comment period, we had 4083 visitors to our *Engage Airservices* project page and received 143 comments, including 16 detailed submissions.

Key themes from the feedback included:

- Include a specific engagement or consultation Principle
- Remove reference to 'high-density' residential and give greater consideration to lower density, quiet and rural residential areas
- Include the safety of communities with reference to health and wellbeing
- Strengthen statements about application, including reference to relevant legislation
- Include a statement that the Principles must be read holistically and more clearly reference the Application Notes
- Expand defined noise sensitive sites to include additional sites or remove listed sites
- Provide details of how Airservices will report on how the Principles have been considered and applied
- Include enforcement measures, specific KPIs and/or measurements
- Remove the word 'consider' from the Principles or include 'consider' in all Principles
- Reinstate draft Principles
- Include a Principle around preserving aircraft-free areas

Flight Path Design Principles

STAY INFORMED  
Subscribe for project updates

Your email address...

Subscribe

143 members of your community are following this project

FAQs

Why do I need to enter an email and screen name to submit a comment?

What is a flight path?

Why does Airservices make changes to flight paths?

Will the Principles apply to all flight path changes?

more...

Resources

- Stakeholder Consultation Outcomes Summary (May 2020).pdf (24.3 MB) (pdf)
- Flight Path Design Principles Application Notes (June 2020).pdf (2.13 MB) (pdf)
- Flight Path Design Principles Rationale for Change (June 2020).pdf (257 KB) (pdf)
- Flight Path Design Principles (June 2020).pdf (181 KB) (pdf)

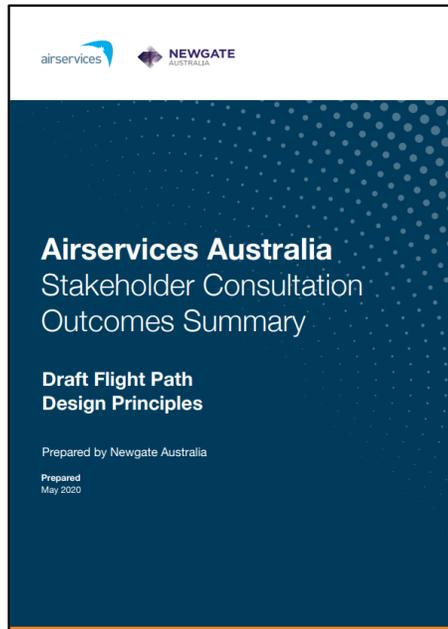
Detailed consideration of the feedback is provided in the Consideration of Feedback Report

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

# FLIGHT PATH DESIGN PRINCIPLES RESOURCES

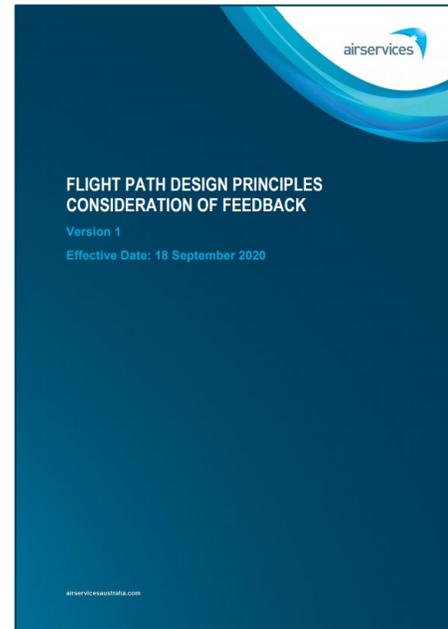
## STAKEHOLDER FEEDBACK SUMMARY

- Summary of what we heard during the national consultation
- Includes link to summary of industry panels, community workshops, submissions and quantities research



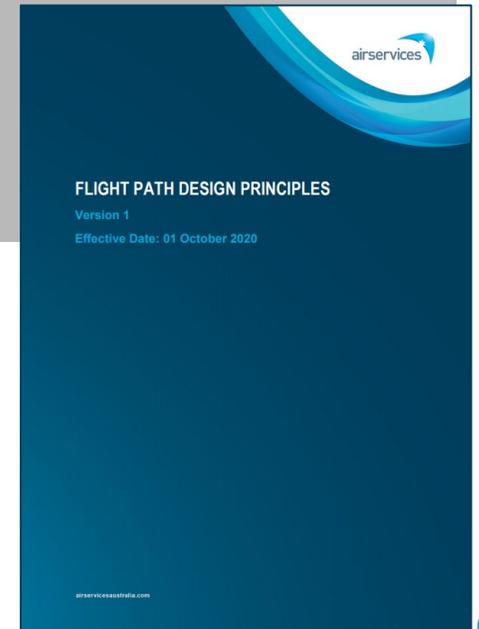
## CONSIDERATION OF FEEDBACK REPORT

- Summary of what we heard during the public comment period
- Includes our consideration of feedback and outcomes, including the reasons for our decisions



## FLIGHT PATH DESIGN PRINCIPLES

- Summary of the Principles and their application
- Principles are effective from **1 October** and will apply to all new flight path changes from that date



# COMMUNITY ENGAGEMENT FRAMEWORK

## COMMUNITY ENGAGEMENT FRAMEWORK

- Released 17 August 2020
- We recognise that aviation operations and updates or changes to these operations, can impact communities in various ways
- We recognise the value of engagement and engage with the community on flight path and airspace changes and current aircraft noise and operations
- Replaces our *Communication and Consultation Protocol (2016)*
- Learn more about our Community Engagement Framework by accessing the documents through Airservices Website or *Engage Airservices*



### Our Community Engagement Approach

-  We will engage with you on flight path and airspace changes that may impact you, using a range of engagement methods and activities, dependent on the scale and breadth of the change.
-  We will provide you with clear information on the proposed changes, the timeframes for the change, how you can be involved and influence the change, and how the decision will be made.
-  We will communicate with you at the earliest possible opportunity in the flight path change process.
-  We will use a range of engagement methods to ensure information is accessible to, and inclusive of, all stakeholders, including use of our Engage Airservices website to host fact sheets, infographics, FAQs, videos, and through face-to-face engagement activities.
-  We will be proactive in promoting our engagement. We will use a range of methods including website updates, social and traditional media, e-newsletters, and direct correspondence with stakeholders, and people who are on our Noise Complaints and Information Service (NCIS) database or registered with us through Engage Airservices.
-  We will identify stakeholders who are potentially affected by a change based on the expected noise and visual impacts for each change.
-  We will ensure accessibility through online language translation and a text to speech function and access to a telephone interpreter service.
-  We will be inclusive in seeking feedback from all stakeholders using a range of methods, including online surveys, Q&As, submissions and face-to-face engagement activities.
-  We will be responsive and transparent in considering all feedback and sharing information on our decision-making processes, including how community inputs have been considered and shaped final outcomes.

## OUR COMMITMENT TO COMMUNITY ENGAGEMENT

We recognise the value of engagement and engage with the community on flight path and airspace changes and current aircraft noise and operations.

### WHO IS AIRSERVICES?

We are a government-owned organisation responsible for keeping travellers safe country-wide.

We provide safe, secure, efficient, and environmentally-sustainable services to the aviation industry.

We are responsible for Australia's airspace management, aeronautical information, aviation communications, radio navigation aids, and aviation rescue fire fighting services.

Committed to keeping up with the quickly evolving aviation industry, we are always adopting improvements in technology to ensure our services are as advanced and efficient as the best in the world.

### OUR COMMITMENT

We are committed to clear, proactive, inclusive, accessible, responsive, transparent engagement with communities who may be affected by proposed changes to flight paths and airspace.

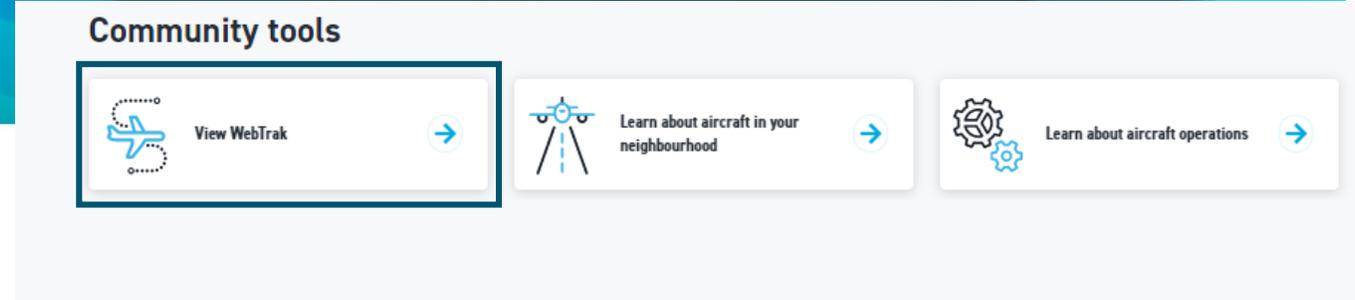
- **Clear** – we provide clear information to help community members understand how a change may impact them, the timeframes for the change and how they can be involved.
- **Proactive** – we communicate in a timely manner and at the earliest appropriate opportunity in the flight path change process.
- **Inclusive** – we actively seek participation and input from across the community including engaging with Culturally and Linguistically Diverse (CALD) communities and people with a disability.
- **Accessible** – we seek to remove barriers to participation by sharing information in plain English, using websites that comply with [Web Content Accessibility Guidelines](#), and making available options for translation and interpretation
- **Responsive** – we are accessible to individuals and the community during the engagement process and respond to queries and feedback.  
We are genuine in our consideration of feedback and will seek to improve flight path and community outcomes in our response to this.
- **Transparent** – we are transparent with communities on the level of engagement, how their participation can impact on decision-making, and how decisions will be made.  
We actively share information on our decision-making processes, including how community inputs have been considered and shaped final outcomes.

## NEW WEBSITE



### Released September 2020

- WebTrak allows you to see where aircraft fly and explore historical trends and patterns.
- There is a **40 minute** delay on display of flights.
- WebTrak data for the major airports is checked overnight. Before data is checked there are more likely to be gaps or inaccuracies in the display. Therefore it is more accurate the following day
- WebTrak data is available for 90 days.



UPCOMING

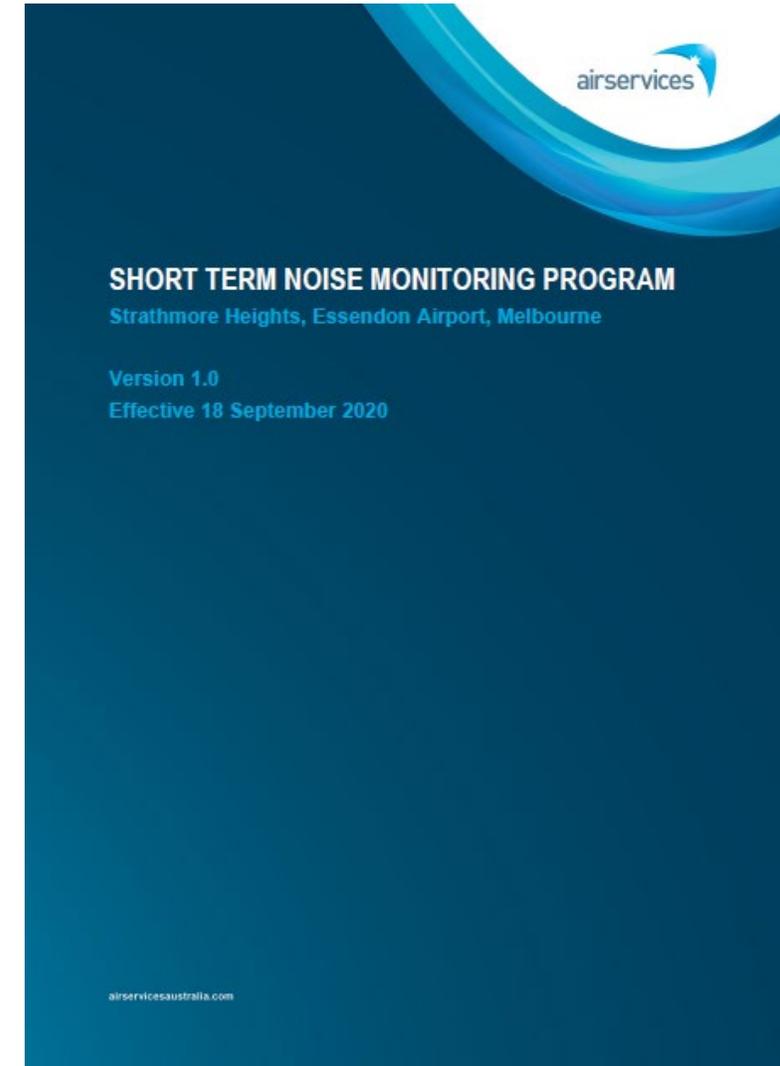
### Temporary changes in operations

# NOISE MONITORING

# SHORT TERM NOISE MONITORING

## NOISE MONITORING REPORT AVAILABLE

- Short Term Noise Monitoring Program Strathmore Heights, Essendon Airport, Melbourne Report is available
- A request was received from the Essendon Airport Community Aviation Consultation Group (CACG) in mid-2019, requesting a short-term noise monitor in the Strathmore Heights area, in relation to community concerns about increased noise levels related to this change in helicopter type.
- The purpose of this short term noise monitor deployment by Airservices was therefore to provide aircraft noise information to the community of Strathmore Heights and surrounding areas, regarding the noise impacts of changes to helicopter operations at Essendon Airport. It also offers insights into the overall impact of aircraft noise within the Strathmore Heights area.
- Report Available on <https://www.airservicesaustralia.com/community/environment/aircraft-noise/monitoring-aircraft-noise/>



# NCIS COMPLAINTS

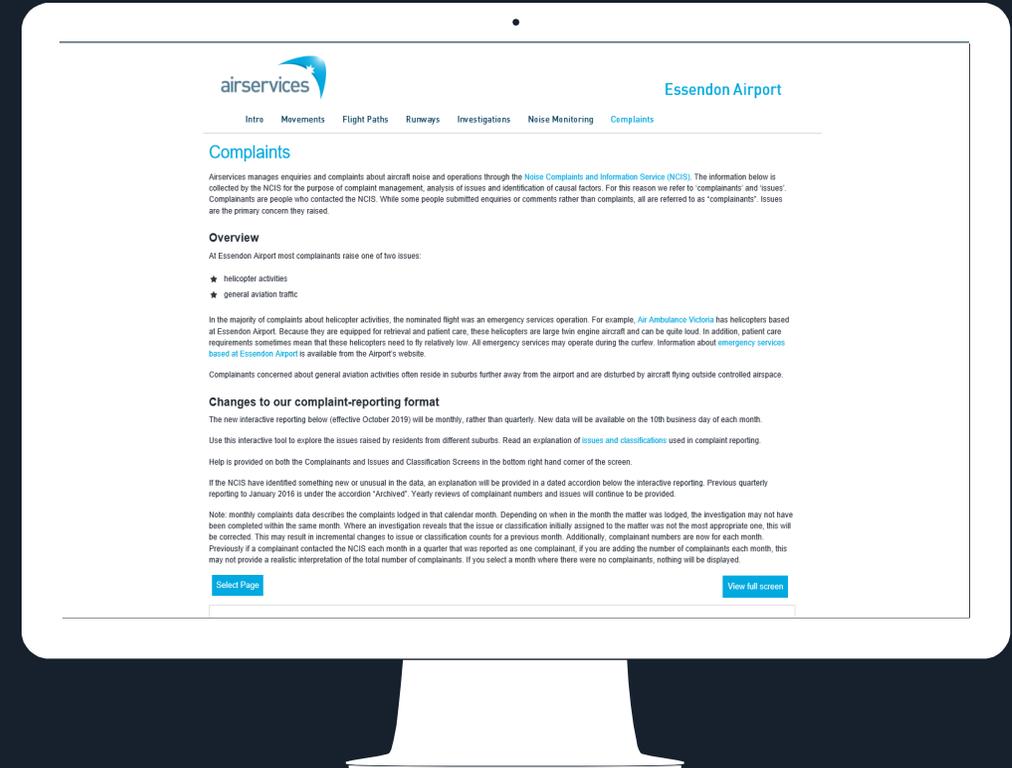
# ONLINE NOISE REPORT

- Available on our website at:

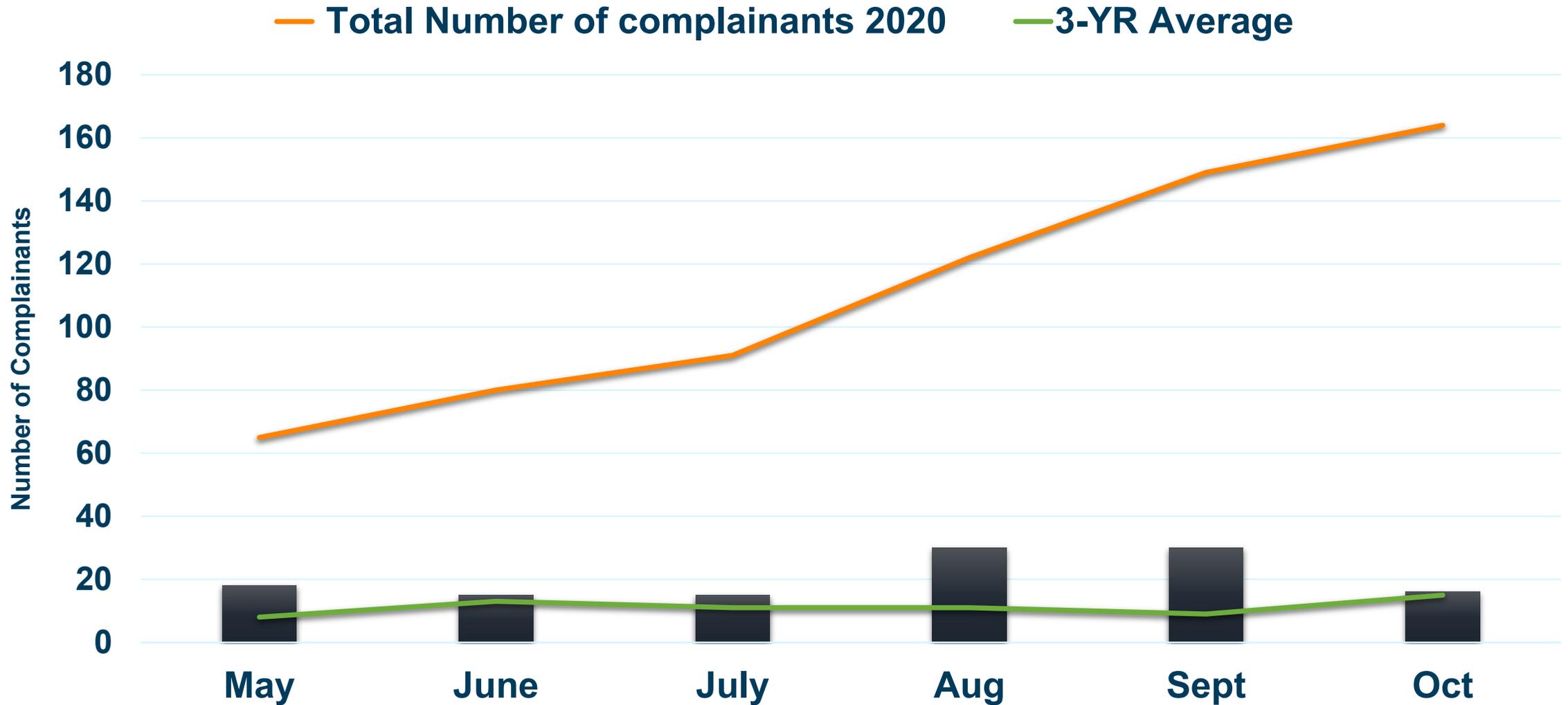
<http://www.airservicesaustralia.com/aircraftnoise/airports>

- Select Essendon and then select complaints

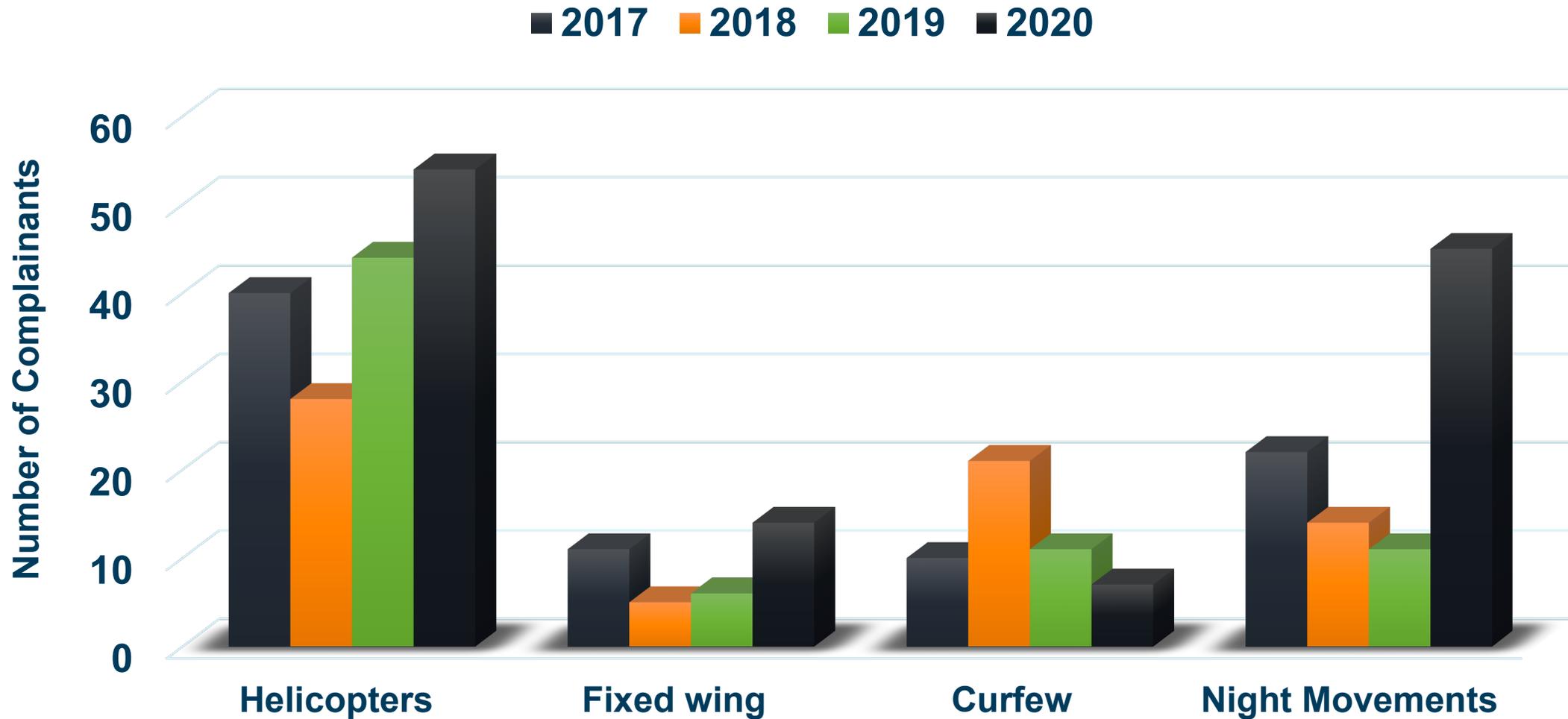
- Jan to October available.



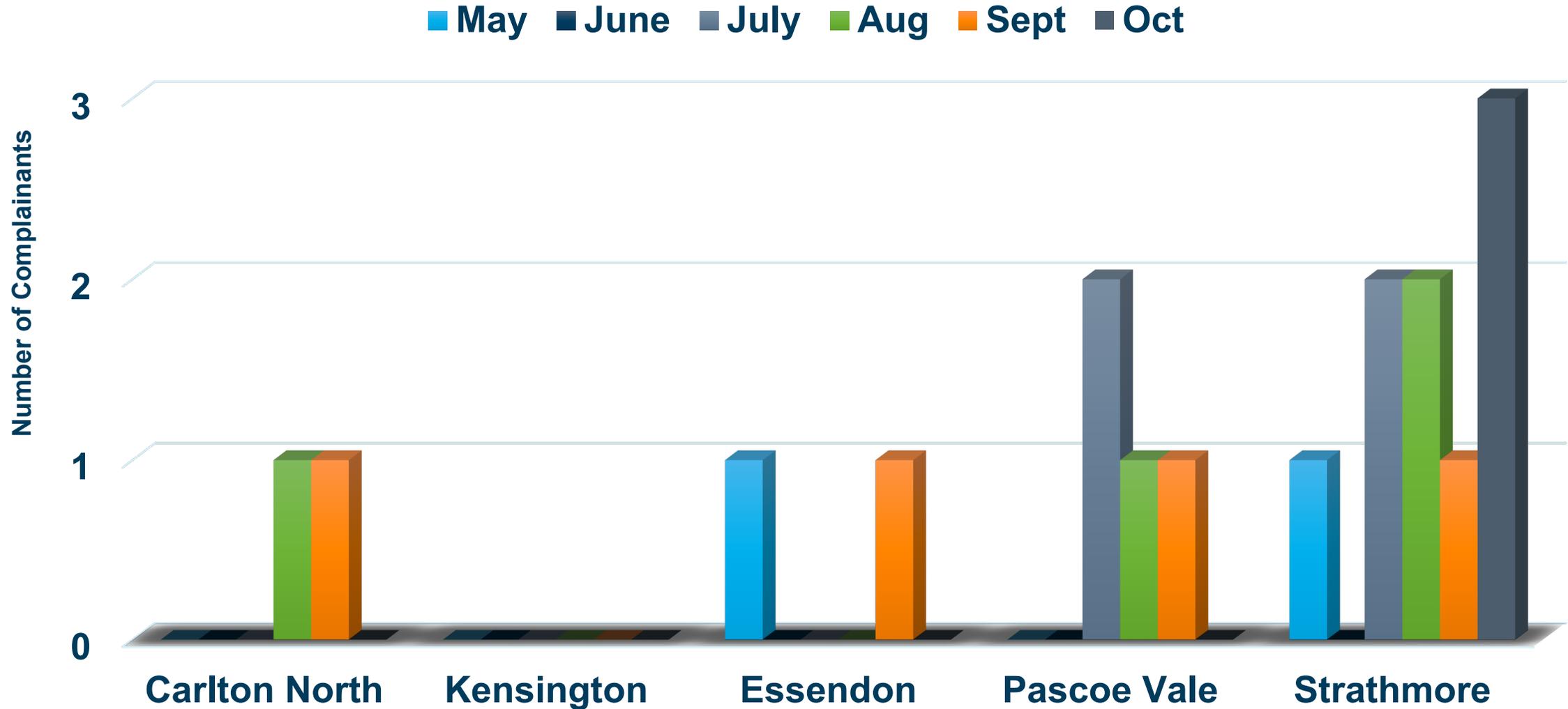
# NCIS DATA - COMPLAINANT NUMBERS PER MONTH



# NCIS DATA EMERGENCY SERVICES OPERATIONS TO 31 OCTOBER



# NCIS DATA - SUBURB COMPARISON





# THANK YOU

[communityengagement@airservicesaustralia.com](mailto:communityengagement@airservicesaustralia.com)

[airservicesaustralia.com](http://airservicesaustralia.com)

GPO Box 367 Canberra ACT 2601  
Airservices, Alan Woods Building, 25 Constitution Avenue, Canberra ACT 2600, Australia  
T: 61 2 6268 4111 F: 61 2 6268 5693 ABN: 59 698 720 886



## Aircraft operations during the Essendon Airport curfew period July to September 2020 Summary

Month	Dispensations Approved	Pre-curfew Taxi Clearance	Diversions	Emergency & Search/Rescue Movements	Permitted Jet Movements	Permitted Propeller Driven Aircraft	Permitted Helicopter
July	0	0	0	184	0	8	0
August	0	0	0	246	0	1	0
September	0	0	0	240	0	9	0

### Movements

There were a total of 688 movements during the curfew at Essendon Fields Airport between 1 July and 30 September 2020.

### Dispensations Approved by the Department

There were NIL dispensations requested during the above period.

### Pre-curfew Taxi Clearance/Diversions

NIL aircraft received pre-curfew taxi clearance.

### Emergencies/Search and Rescue

- There were 650 emergency movements conducted by the Victorian Police and the Victorian Air Ambulance using helicopters and propeller driven aircraft.
- There were also 20 other movements classified as emergency operations. This included three movements conducted by small jet aircraft (3 departures).

### Other Permitted Movements

- There were 18 other permitted aircraft movements. The breakdown of these aircraft was:
  - 1 x Beech Travel Air BE95;
  - 2 x Pilatus PC-12;
  - 1 x Cessna 172 Skyhawk;
  - 1 x Cessna Caravan C208;
  - 3 x Piper Navajo PA31;
  - 2 x Aero Commander 500;
  - 1 x Rockwell Turbo Commander AC90;
  - 2 x Swearingen Metroliner SW4;
  - 2 x Beechcraft Baron; and
  - 3 x Beech Super King Air BE20.