

Minutes – Essendon Airport Community Aviation Consultative Group

Meeting held on Friday March 11, 2016 at 10.30 am @ Essendon Fields House

Members: Kelvin Thomson MP (Chair), Cr Jan Chantry (MVCC), Chris Cowan (EAPL), Kevin Walsh (Community representative), Matt Harvey (Community representative).

Invited Guests: David Moore (Airservices Australia), Ben King (Airservices Australia), Cris Cano (Department of Infrastructure & Regional Development), Russell McArthur (Department of Infrastructure & Regional Development), Annette Mawson (Department of Infrastructure and Regional Development), Peter Khalil (Labor for Wills), Tim Hamilton (Office of Kelvin Thomson MP), Frank Manti (a resident of Lebanon Street, Strathmore), Rory Kennedy (EAPL), Cr Paul Giuliano (MVCC) attended for the Hart Precinct matter.

1. **Welcome – Kelvin Thomson (Chair)** the Chairperson welcomed the committee and attendees.
2. **Apologies** Danny Pearson MP and Graeme Ware (EAPL)
3. **Hart Precinct – environmental impacts from earthworks and aviation**

Frank Manti gave an overview of issues impacting residents of Lebanon Street, Strathmore, which is located opposite the Airport boundary.

 - Soil stockpiles and dust: Excess soil is being removed, but residents want to be engaged regarding development going forward.
 - Communication / engagement:
 - Residents found the EAPL communications to be unsatisfactory.
 - Chris Cowan advised that the Airport accepts it can do better and learn from Melbourne Water's communication with residents. EAPL will further develop its existing communications strategy.
 - Chris Cowan advised EAPL is developing landscape plans for the perimeter of the Hart Precinct, for post-completion of Melbourne Water's works.
 - EAPL confirmed it has not changed its views on the developments proposed for the Hart Precinct, which are stated in the Master Plan (Chapter 9.8). Detailed plans beyond the existing works to service the 2 hangars have not been resolved.
 - Hazardous materials: residents were concerned, as there was a perception that stockpiles were not secure.
 - General tidiness: EAPL is currently tidying the area. Residents want to be involved in the process for development at the boundary.
 - Helicopter training: Causing noise impacts for residents weekdays and weekends and is still occurring. Residents are also concerned about safety. EAPL requires the operator to stay at least 100 metres inside the Airport boundary when operating at the Airport and to fly neighbourly when travelling off-site. However, Mr Manti has observed the operator breaking these rules.
 - Mr Manti will provide specific examples for Graeme Ware to investigate.
 - Dust at properties: Mr Manti would like EAPL to continue to deal with claims from residents.
 - Chris Cowan advised that EAPL will continue with the process dealing with matters raised by neighbours and intends to rectify where it is reasonable to do so.
 - Dust monitoring: Three dust monitoring devices have been placed at the Lebanon Street boundary. One dust monitoring device has been placed further south-east in the Airfield. Residents request a copy of the monthly reports.

- Chris Cowan advised EAPL will share the results with the CACG (the first report is due before the end of March).
 - EAPL has ordered an additional (fourth) monitor to be placed at the boundary, as requested by residents.
 - Some residents have requested that Mr Manti attend the CACG meetings for discussion of Hart Precinct development and other matters relevant to Lebanon Street residents. Jan Chantry noted that all of the above resident concerns were tabled as a Notice of Motion at a recent meeting of Council and that Council is dealing with EAPL regarding these matters. Cr Chantry advised the membership of the CACG is set in the charter and sees no need to include further representatives The CACG to take on board this request.
- Melbourne Water Pipeline Re-alignment: Rory Kennedy gave an overview of Melbourne Water's works which are proposed to commence 4 April 2016, subject to obtaining all necessary approvals.
 - Open trenching at the airport boundary will create some impacts for residents, which Melbourne Water is minimising through its environmental plans.
 - Refer attached information slides and brochure.
 - Hart Precinct Hangars: EAPL is in discussions with a prospective tenant for a third hangar – no confirmation yet.

Frank Manti and Paul Giuliano left the meeting.

4. Items arising from previous CACG Minutes (November 20, 2015)

The minutes of the previous meeting were accepted.

5. Current and Proposed Developments

Chris Cowan gave an update regarding the following projects:

Line Marking of North-South Runway (Runway 17/35)

- Line Marking of the Runway is planned to commence in March (TBA). 3 days duration.

Hotel and Events Centre

- Construction is underway. The Australian Events Centre is scheduled to open in November 2016. Hyatt Place is scheduled to open February 2017.

AutoCentro Stage 3

- Construction of three car dealerships is underway, due for completion in July.
- A fourth dealership has signed an agreement for lease.
- Landscaping has commenced.

6 English Street Office Building

- Construction has commenced and is due to be completed by Christmas.
- The project is 75% leased and will add over 250 jobs to the Airport.
- EAPL hopes to launch its next office building later this year.

iFly indoor skydiving

- Construction commencing soon.

Redevelopment of Terminal Building

- Proposed refurbishment of this heritage building will upgrade the terminal to a modern standard and includes additional office space and passenger facilities.

Second Fuel Depot

- EAPL is selecting a party to operate a second aviation fuel depot.

Private Hospital

- On February 12, 2016, EAPL submitted an application to the Minister setting out exceptional circumstances. If successful, a Major Development Plan process will commence.

6. Noise Management

Airservices Australia presented data for October, November & December 2016 (Quarter 4) – refer attached.

Movements

- The data point for December 2015 is temporarily removed due to uncompleted data entry process at the report preparation time.
- Aircraft movement numbers at Essendon Airport are relatively constant between 4,000 and 5,000 per month and generally consistent with 3 year average figures.

Complaints

- The number of complaints for Q4 totaled 20. Complaints are trending down.
- The majority of complaints were regarding helicopter operations which is a growing issue nationwide.

Chris Cowan advised that the Aircraft Noise Ombudsman has received complaints regarding freight flights by Aero Commander aircraft. EAPL has invited the Ombudsman to visit and meet the operator.

David Moore advised that Airservices plans to change to a monthly report (rather than quarterly) and is also reviewing how it can better support CACGs.

Aircraft Noise Information Reports are published online

(<http://www.airservicesaustralia.com/publications/noise-reports/noise-reports/>)

EAPL will circulate future reports with the meeting agenda.

Fly Neighborly Agreement – As Graeme Ware was absent, EAPL to give update in the minutes (numbers remain unchanged at 21 operators).

7. Curfew period and Tonnage limits

The Department of Infrastructure and Regional Development is undertaking a review of airport curfew administration arrangements in Australia (see attached summary paper).

Russell McArthur gave an overview of the process, which is to be complete by June 2016. An executive summary of the outcome will be provided to industry stakeholders and community groups.

The Terms of Reference looks at how the curfew is administered and how the Department can better manage compliance. No changes are proposed to the curfew in this review.

Chris Cowan noted that the maximum allowable take-off weight of 45 tonnes seems arbitrary and it is peculiar that the curfew is about weight rather than noise. Business jets have become larger and quieter. However, turbo-props (which can operate during the curfew period) have grown larger and more frequent.

Kelvin Thomson noted that the community is aware of the arguments regarding quieter aircraft but hasn't supported change to the curfew for various reasons

8. Other Business

- Regional Airline Update: Regular Passenger Transport is currently offered by Sharp Airlines, Par Avion Airlines and Free Spirit Airlines.

Although Airly has announced plans to operate between Essendon and Sydney, EAPL has had no contact from Airly regarding access to the Airport and has no details other than what has been reported in the media.

- Essendon Fields Employment Forum: The forum was held 3 March 2016 and attended by the State Treasurer, local State MPs, Council, major EF employers and local community groups. Chris Cowan advised the forum was a good discussion which has created awareness of opportunities.
- Airport Open Day: "Essendon Fields Expo" is scheduled for 1 May 2016 and is to be held in partnership with Strathmore Rotary Club. The event will give the public the opportunity to access the terminal apron to view aircraft on the ground and engage with operators.

Other tenants will participate with exhibits inside the terminal building and be available to discuss career pathways into various industries (no jobs are being offered).

There was no objection from the CACG to a possible roulette flight on the day.

- "Cyclocross" bicycle events: EAPL advised there have been no complaints from residents since the extent of the bicycle track had been reduced. The redundant track was covered over in response to concerns from a resident.

Meeting Closed at 12.10pm

**Next Meeting will be held Friday June 17, 2016 @ 10.30am
(Chair - Cr Jan Chantry)**

ESSENDON FIELDS

Hart Precinct Earthworks

Dust monitoring:

- Four dust-monitoring devices, checked monthly
- 1st report due in March

Permitted Working Hours

- Monday to Friday 7am to 5pm
- Saturday 7am to 1pm

Shipping Containers

- To be moved further away from residences and painted



Melbourne Water M9 & M102 Pipeline Renewal

Timing of Works:

M9: April 2016 to August 2016 (approx)

M102: April 2016 to September 2016 (approx)

Pending ABC approval

Normal Working Hours:

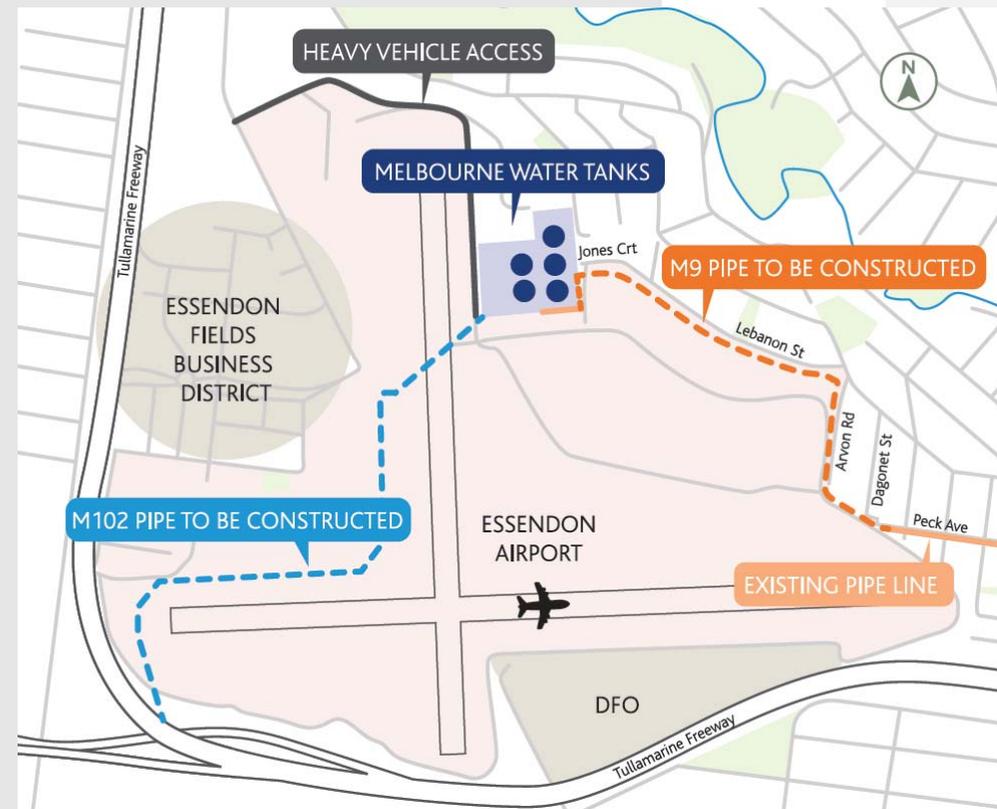
Monday to Friday 7am to 5pm

Saturday 7am to 1pm

Night works required for M102 near ILS

Communication:

- Brochure, public notices, door-knock, signs
- Project updates, 1800 635 817, online, etc



Melbourne Water M9 & M102 Pipeline Renewal

Key aspects of Construction Environmental Management Plan (CEMP):

- Dust minimisation: water carts, hydro-mulching once areas reinstated.
- Erosion controls where required.
- Air Quality: compliance with Airport Regs and EPA Guidelines.
- Noise mitigation: No more than 75dBA at the nearest sensitive receptors.
- Excess soil location to be agreed with EAPL.
- Hazardous Materials: Testing and disposal in accordance with relevant Regs.
- Screening: None proposed (residents are also opposed to this).

Once construction starts residents adjacent to the works may experience some noise and dust from the works.

Noise control measures will be implemented and may include:

- Where possible, mobile construction vehicles and equipment will be fitted with noise suppression devices.
- All plant, machinery and equipment will be maintained and operated to industry standards to ensure noise emissions are minimised.

Measures to reduce dust during the project works include:

- Water suppression carts.
- Hydro-mulching to stabilise soil, once areas have been reinstated.

Traffic

Plant, machinery and equipment will enter and exit the site through Essendon Airport. However, some light vehicles will access the Melbourne Water Reservoir site via Lebanon Street.

Vegetation

There is some existing vegetation along Arvon Road and Lebanon Street that may need to be removed as part of the works. We will work with our service provider to minimise vegetation removal.

There are a number of gum trees on the Melbourne Water tank site at the end of Jones Court. One or two of these trees may need to be removed to allow the pipeline to connect with the water tank inlet.

Location of works

The blue line indicates M102 works taking place within the Essendon Airport. The orange line indicates M9 works within the airport boundary and the connections at Arvon Road and Dagonet Street.



For more information on this project please call 1800 635 817 (toll free).

You can also email M102.M9@melbournewater.com.au

For general information about other projects visit melbournewater.com.au or call 131 722.

We apologise for any inconvenience and appreciate your understanding while we undertake these essential works.

Melbourne Basin

Aircraft Noise Information Report

Quarter 4 2015 (October to December)

Version Control

Version Number	Detail	Prepared by	Date
1	-	Environment / Community Relations	January 2016

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This report contains a summary of data collected over the specified period and is intended to convey the best information available from the NFPMS at the time. The system databases are to some extent dependent upon external sources and errors may occur. All care is taken in preparation of the report but its complete accuracy cannot be guaranteed. Airservices Australia does not accept any legal liability for any losses arising from reliance upon data in this report which may be found to be inaccurate.

Melbourne Basin - Aircraft Noise Information Report

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1 Purpose

This report summarises data for Quarter 4 of 2015 (October to December) from Airservices Noise and Flight Path Monitoring System (NFPMS) and Noise Complaints and Information Service (NCIS) for the Melbourne basin (including Melbourne, Essendon, Moorabbin and Avalon airports) as well as some other sources (such as the Airservices Flight Charging System).

1.1 Melbourne Airport

Melbourne Airport is located around 20km north east of the central business district. It is bounded by residential areas to the east, south and west. To the north of the airport is the township of Bulla. The majority of operations at Melbourne Airport are international and domestic regular passenger services, mostly medium to large jets. During Quarter 4 of 2015 there were over 60,700 operations at Melbourne Airport. More information about Melbourne Airport is available from the Airservices website at www.airservicesaustralia.com/aircraftnoise/airport-information/.

1.2 Essendon Airport

Essendon Airport is located between the city centre and Melbourne Airport, approximately 11km north west of the central business district. It is surrounded by residential developments. The majority of operations involve smaller general aviation which includes corporate jets and emergency helicopters. Circuit training is not conducted at Essendon Airport. A legislated curfew at Essendon Airport limits operations between 11.00pm and 6.00am. During Quarter 4 of 2015 there were approximately 11,500 operations at Essendon Airport. More information about Essendon Airport is available from the Airservices website at www.airservicesaustralia.com/aircraftnoise/airport-information/.

1.3 Moorabbin Airport

Moorabbin Airport is located a little over 20km south east of the central business district. It is bounded by residential areas on all sides. The majority of operations at Moorabbin Airport are smaller general aviation aircraft. Pilot training is conducted at Moorabbin Airport which involves a significant number of circuit operations. Information about circuit training is available on the Airservices website at http://www.airservicesaustralia.com/wp-content/uploads/12-039FAC_NCIS-Circuit-training_WEB.pdf and more information about Moorabbin Airport is available from the Airservices website at www.airservicesaustralia.com/aircraftnoise/airport-information/.

1.4 Avalon Airport

Avalon Airport is located 50km south-west of the central business district. It is on the eastern edge of the city of Geelong. Residential areas are to the west of the Airport. To the south is Geelong Harbour. The majority of operations are Regular Passenger Transport (RPT) involving a mixture of narrow body and wide body jet aircraft.

1.5 Aircraft noise monitoring in Melbourne

Airservices NFPMS captures and stores radar, flight plan and noise data. The NFPMS covers eight city regions around Australia. For the Melbourne region, noise data is captured by six noise monitors - also known as Environmental Monitoring Units (EMUs) - located around Melbourne Airport at: Bulla, Keilor East, Essendon, Coolaroo, Thomastown and Keilor Village.

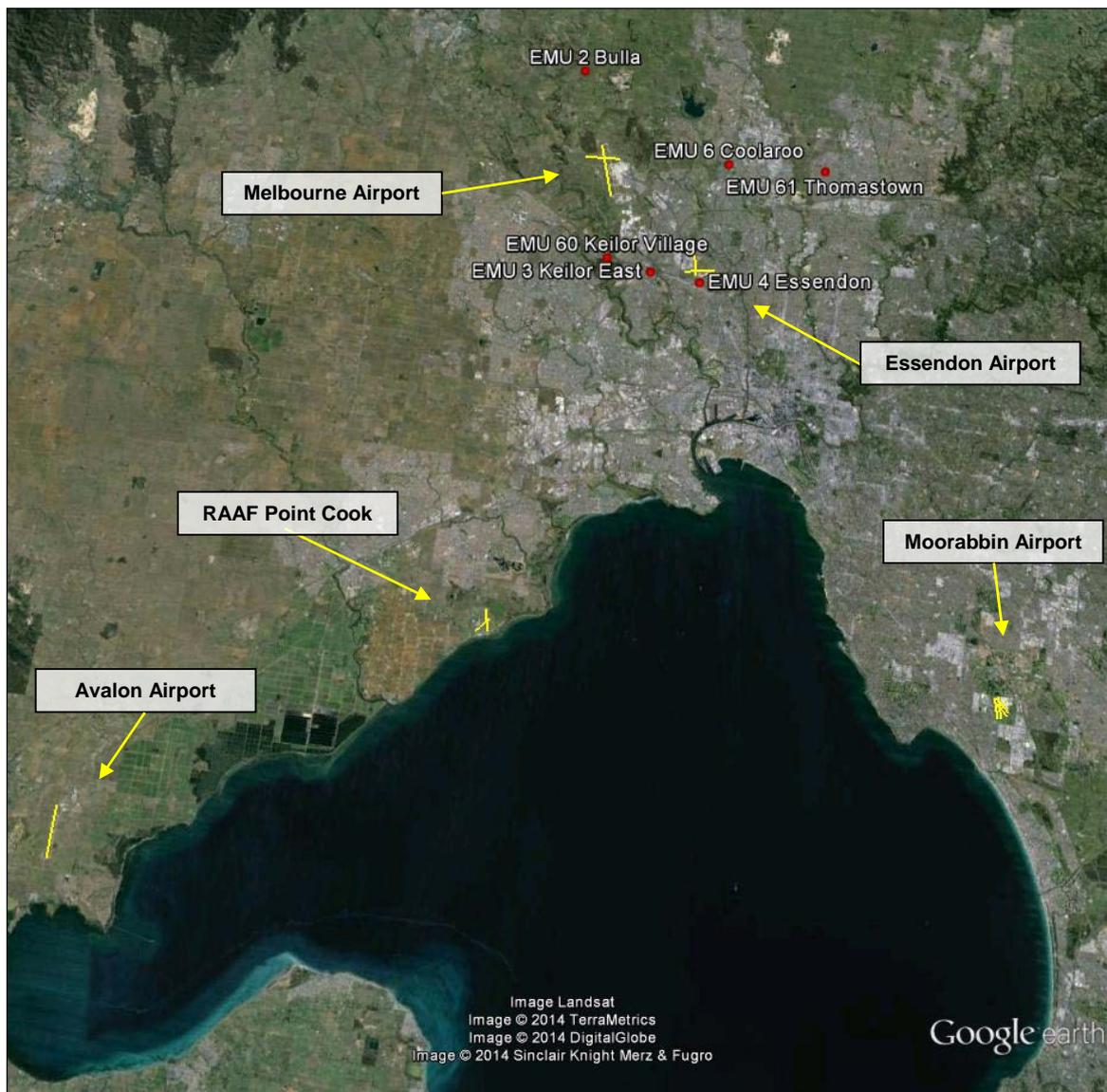


Figure 1: Location of Melbourne, Essendon, Avalon and Moorabbin airports. (Noise monitoring sites are shown as red dots). The location of RAAF Point Cook airfield is also shown.



Figure 2: Runway orientation for Melbourne, Essendon, Avalon, Moorabbin and RAAF Point Cook airports.

Figure 2 shows runway configurations at Melbourne, Essendon, Moorabbin and Avalon airports. Also shown is RAAF airfield Point Cook.

The main runway at Melbourne Airport, 16/34 is 3.7 km long, orientated north-south. There is a smaller 2.3 km long cross runway, 09/27, orientated east-west.

At Essendon Airport there are two intersecting runways, a 1.6 km north-south runway 17/35 and a 1.9 km east-west runway 08/26.

Moorabbin Airport has 2 parallel runways aligned north-south (35L-17R and 35R-17L) and another set of 2 parallel runways orientated north-east to south-west (31L-13R and 31R-13L). These are of

a similar length, 0.8-0.9 km. There is a fifth runway which is shorter (0.5km), aligned south east to north west (04-22).

Avalon Airport has a single runway of length 3.0 km aligned north-south (18-36).

Information about runway selection is available on the Airservices website at www.airservicesaustralia.com/aircraftnoise/factsheets/.

2 Flight patterns

2.1 Jet aircraft

Figure 3 and Figure 4 below shows jet aircraft track plots for arrivals and departures in the Melbourne basin. Noise monitors (EMUs) are shown as yellow circles.

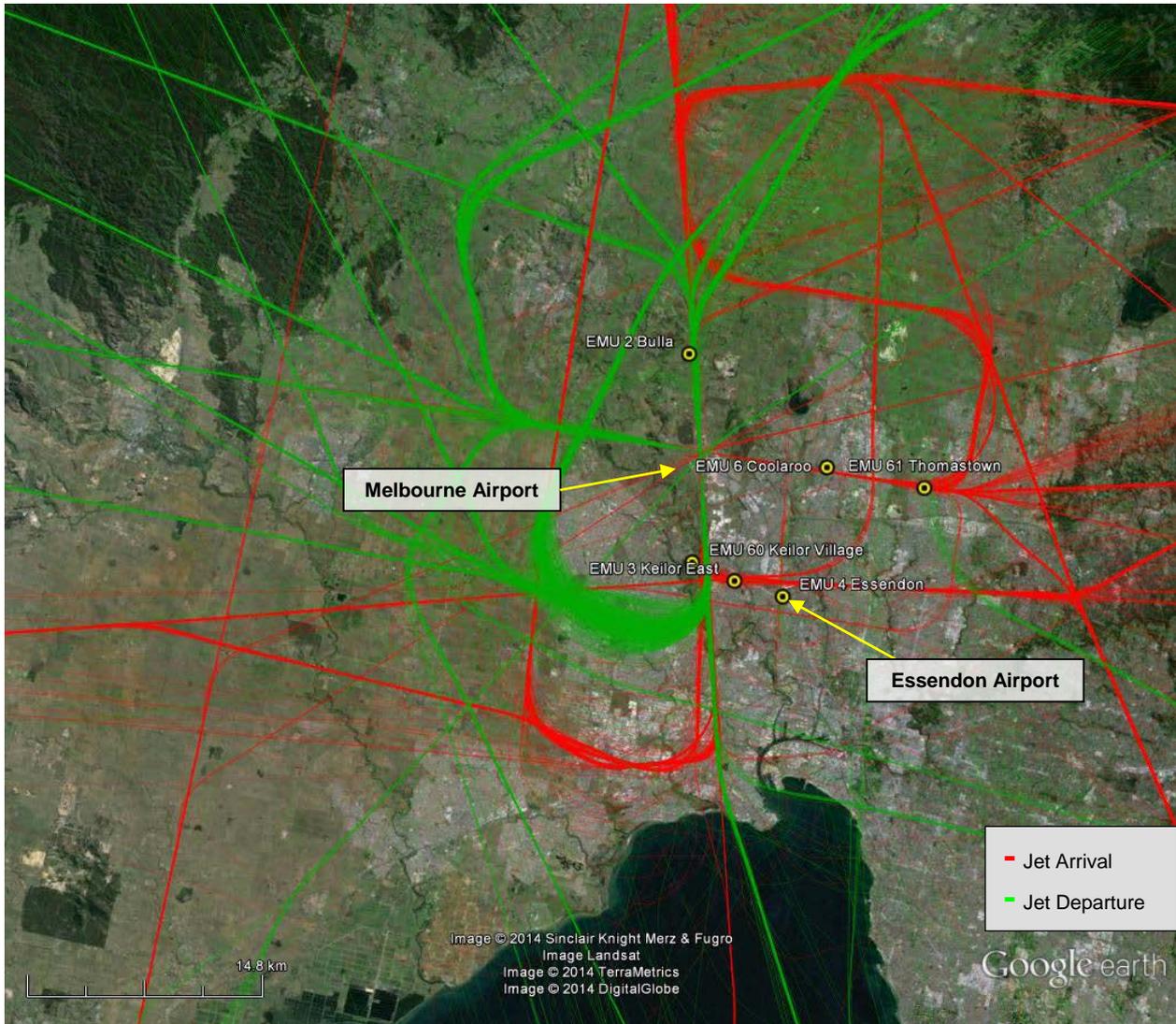


Figure 3: Jet paths for the Melbourne basin

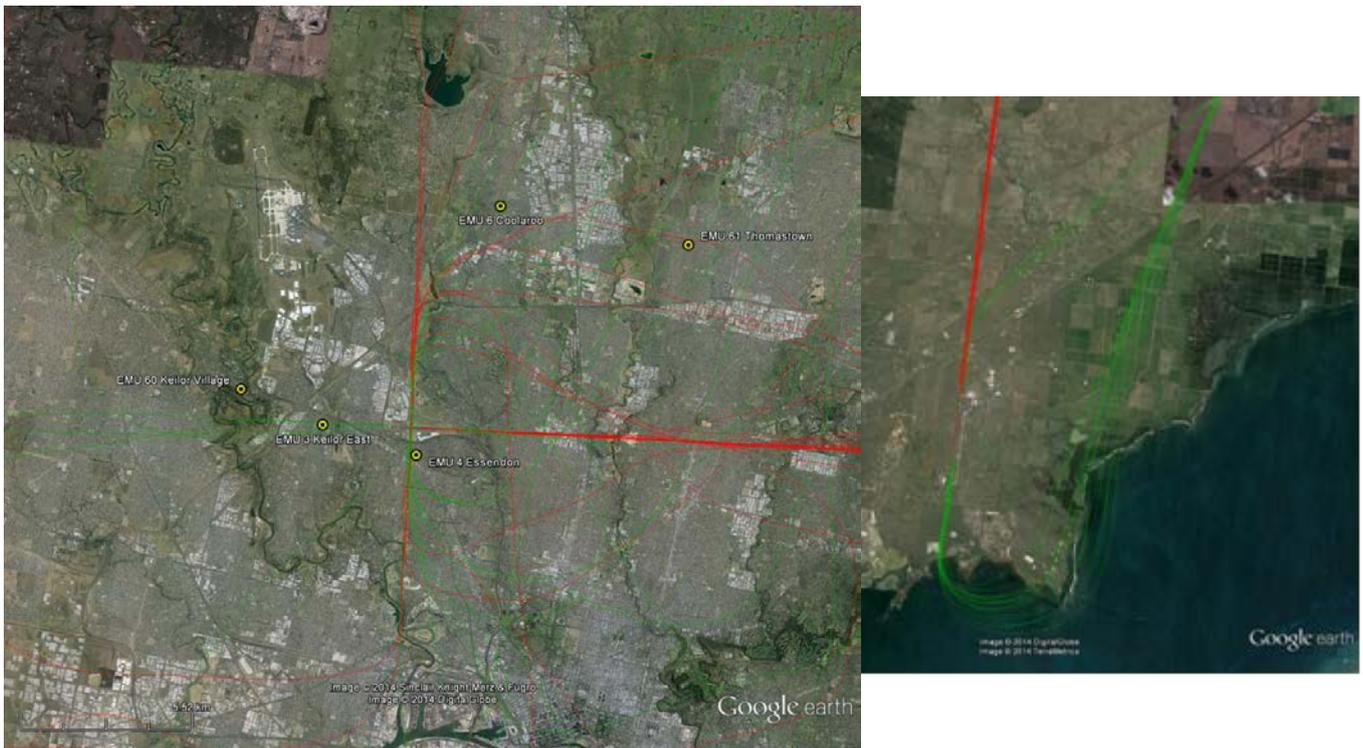


Figure 4: Jet paths for Melbourne basin, zoomed in on Essendon (left) and Avalon (right) airports.

Key points shown in Figure 3 and Figure 4 are:

- The vast the majority of jet traffic occurs at Melbourne Airport. These are mostly regular public transport (RPT) operations involving medium to large jets.
- A small number of wide and large body jets also operate out of Avalon Airport, with business and corporate jets operating out of Essendon Airport and Moorabbin Airport.
- Jet arrivals into Melbourne Airport are mainly from the east, south or north, in roughly equal numbers. They are generally aligned with the runways at least 10km from the airport. This means that suburbs to the east and south of the airport are overflown by arriving jets.
- Jets departing can deviate from the straight line much earlier than arriving jets. Around half of all departures from Melbourne Airport are to the west, largely avoiding residential areas. The remainder are split fairly evenly between those to the north (which also generally avoid residential areas) and those to the south, which overfly suburbs.
- For Avalon Airport the majority of jet arrivals occur either over rural areas or the bay.

2.2 Non jet aircraft

Figure 5 shows non jet tracks (arrivals and departures) in the Melbourne basin. Noise monitors (EMUs) are shown as yellow circles.

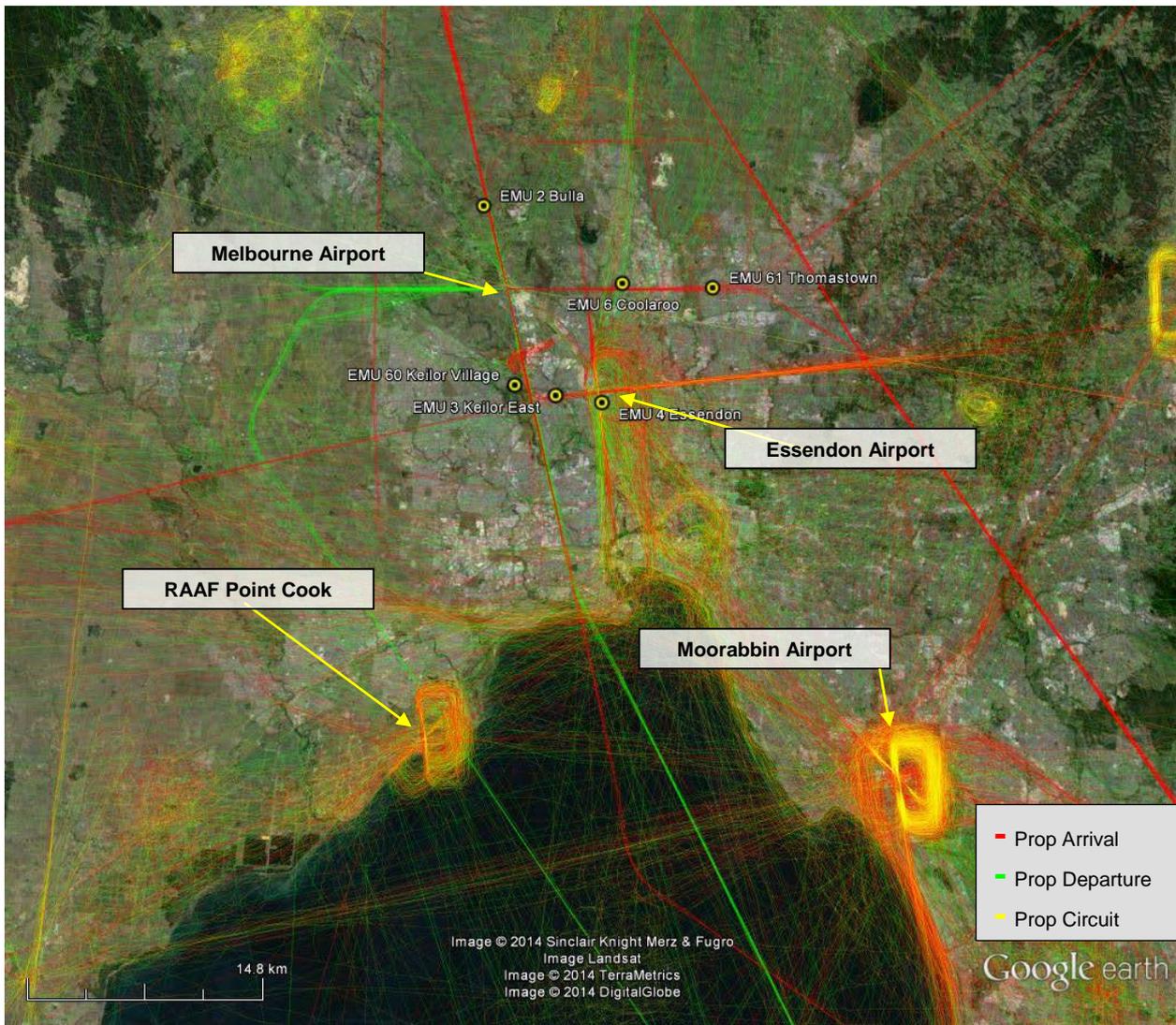


Figure 5: Non-jet flight paths for the Melbourne region

Key points shown in Figure 5 are:

- It is clear that although jet aircraft tend to operate along defined paths, when smaller aircraft are included on the map, there are very few areas of the Melbourne basin that are not overflowed by aircraft at some stage.
- The circuit patterns (training aircraft) at Moorabbin Airport, Point Cook and Lilydale Airport (40km east of the CBD) are visible as red/ orange rings.

3 Aircraft Movements and Altitude

3.1 Jet Arrivals / Departures by Altitude

Figure 6 below shows jet aircraft track plots for arrivals and departures within the Melbourne basin coloured by altitude. Noise monitors (EMUs) are shown as grey circles.

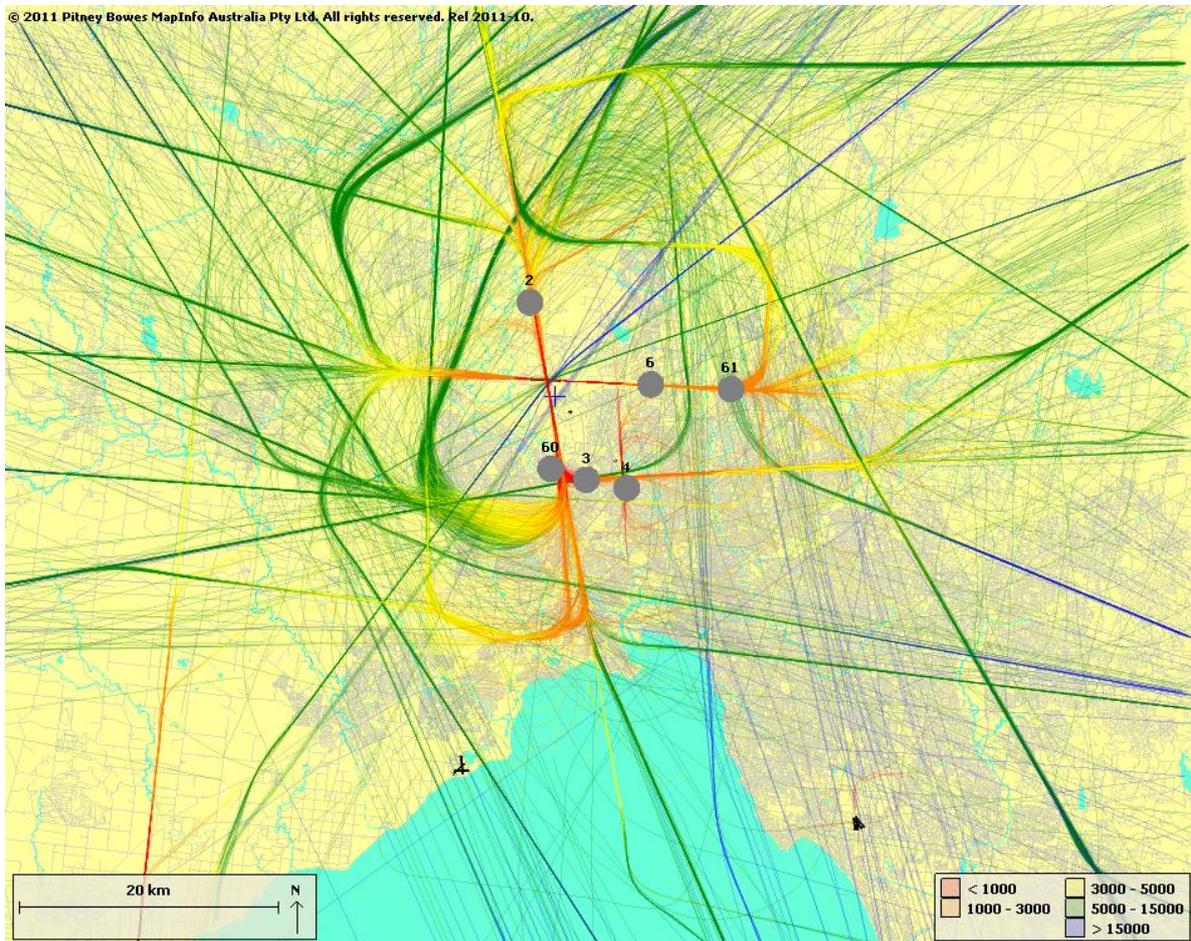


Figure 6: Jet arrivals and departures for the Melbourne basin

Key points shown in Figure 6 are:

- Jet arrivals to Melbourne Airport from the south tend to overfly residential areas at altitudes between 1,000 feet and 3,000 feet.
- Jet departures to the south tend to overfly residential areas at higher altitudes, between 3,000 feet and 5,000 feet.
- Jet arrivals from the east tend to overfly residential areas at altitudes between 1 000 feet and 3,000 feet.
- Note that a clear path for arrivals from the north-east to Avalon Airport is shown overflying Melbourne Airport at high altitude.

3.2 Non-Jet Arrival / Departures by Altitudes

Figure 7 below shows non jet tracks (arrivals and departures) for the Melbourne basin coloured by altitude. Noise monitors (EMUs) are shown as grey circles.

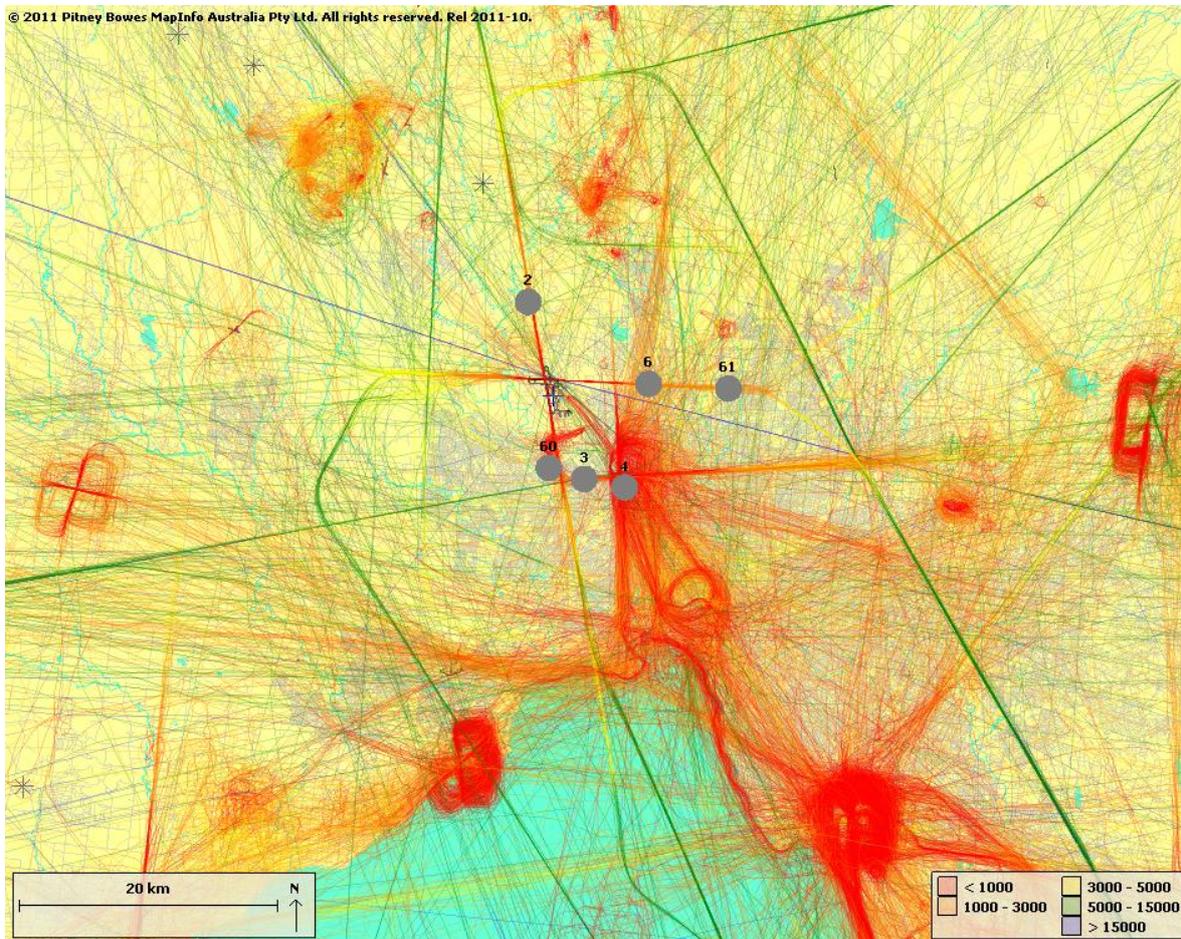


Figure 7: Non jet arrivals and departures for the Melbourne region
Note the altitude of Melbourne Airport is 377 feet above mean sea level (AMSL).

Key points shown in Figure 7 are:

- The circuit training aircraft at Moorabbin Airport, Point Cook and Lilydale Airport generally maintain a height of around 1,000 feet (in line with Civil Aviation Safety Authority height requirements for circuit operations).
- Propeller aircraft out of Melbourne Airport generally operate at a higher altitude (above 5,000 feet) than those for other airports.
- There is a clear path from Essendon Airport to the CBD and back again. This is a mixture of emergency service aircraft, ‘utility’ aircraft (such as the traffic helicopters) and sightseeing operations.
- All altitudes in the Melbourne Basin are calculated from Melbourne Airport. While Melbourne Airport is 377 feet above AMSL, the CBD is at AMSL. Figure 8 shows operations relative to sea-level where blue operations are above 1,000 feet (in line with Civil Aviation Safety Authority height requirements) and those below 1,000 feet are in red.

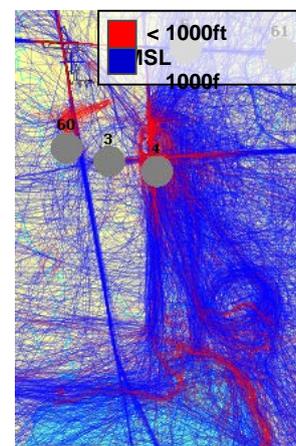


Figure 8: Non-jet arrivals and departures with altitude relative to AMSL, zoomed in on the CBD-Essendon track

3.3 Track density plots

The track plots above show that residents living up to 15km from the airports and in line with Melbourne Airport's runways are regularly overflowed by jet aircraft below 5,000 feet. However, beyond this the regularity of flight path use is not discernible from the track plot display. A track density plot can be useful in showing the underlying track patterns.

A track density plot is a map which displays the pattern of aircraft flight tracks passing over the region around the airport. The region is divided into a set of small grid elements and the number of flights passing over each grid element is summed. Each grid element is coloured according to the number of overflights.

Figure 9 shows a track density plot for all movements over the Melbourne Basin for Quarter 4 of 2015. The grid size adopted is 200m x 200m. The colour coding from green to red represents the range two flight tracks per day to 20 (184 to 1840 flight tracks for the quarter). If any grid element is not colour coded, the number of aircraft flight tracks passing over that element during the quarter was less than 2 per day on average. The absence of a colour for a grid element does not mean the grid element is free of aircraft overflights. The grey circles show the location of each noise monitor (EMU).

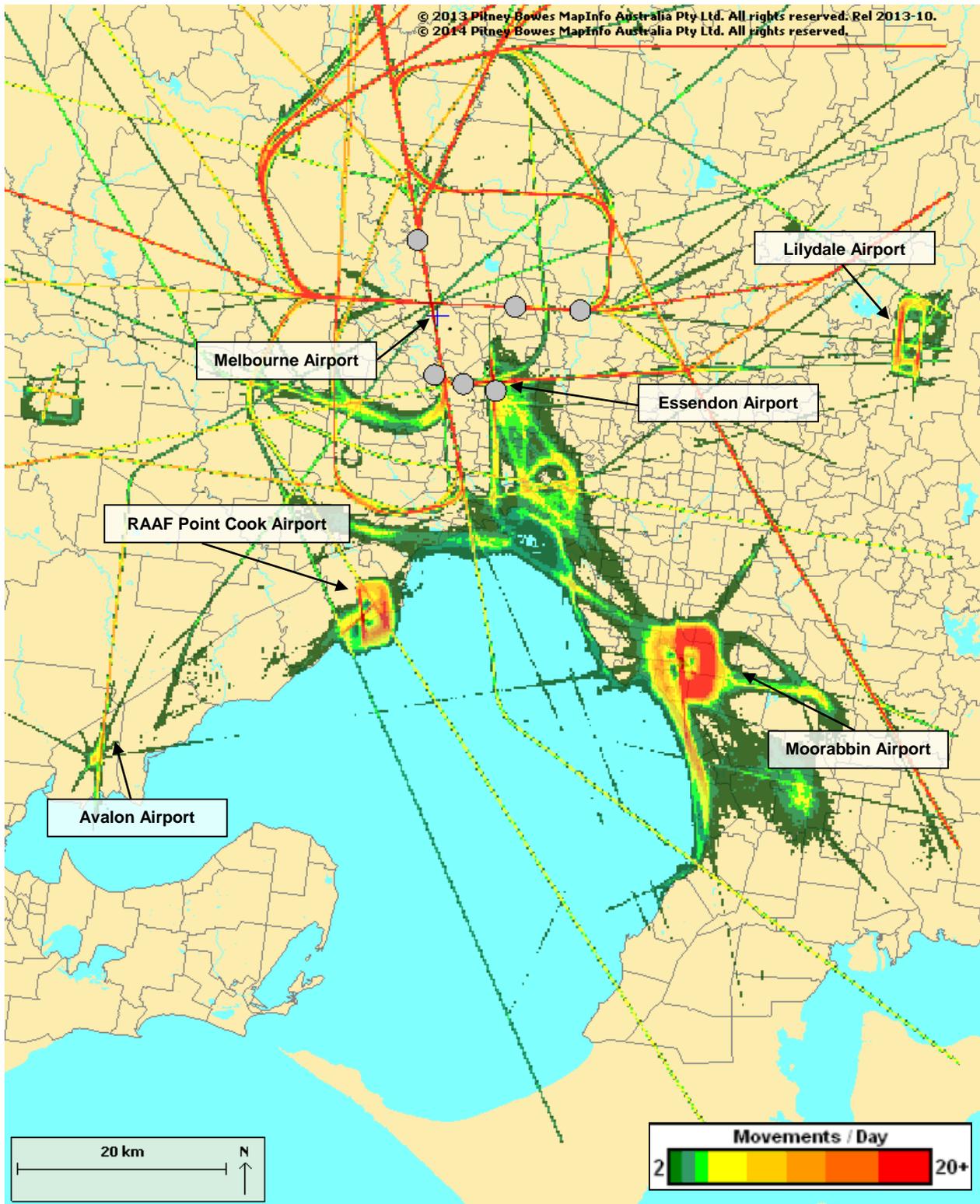


Figure 9: Track density plot for the Melbourne region, Quarter 4 of 2015

Key points shown in Figure 9 are:

- The most commonly used flight paths in Quarter 4 of 2015 were those arriving from the north to Melbourne Airport and taking off to the west.
- The route from Essendon Airport to the CBD and back again was also heavily used in Quarter 4 of 2015

4 Airport Statistics and Noise Events

4.1 Melbourne Airport

Figure 10 shows aircraft movements at Melbourne Airport for the 12-month period to the end of Quarter 4 of 2015 (and three-year averages for each month).

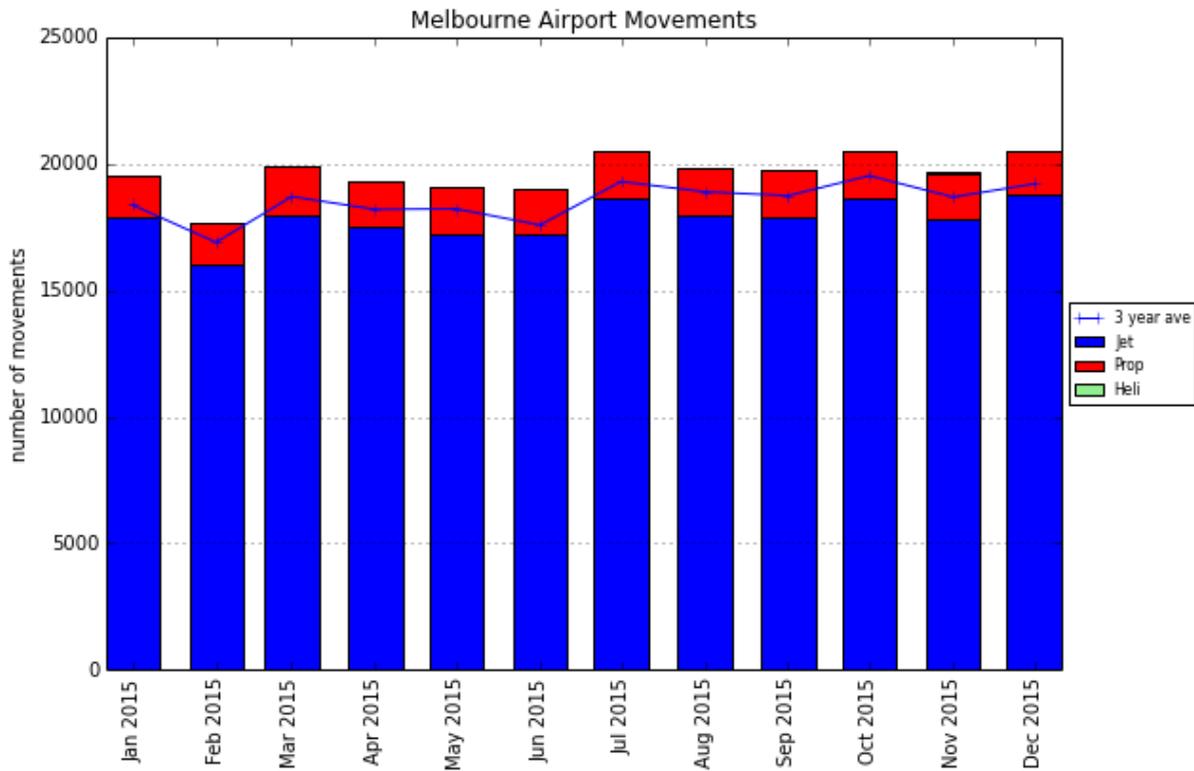


Figure 10: Aircraft movements at Melbourne Airport to Quarter 4 of 2015

Key points are:

- Movements at Melbourne Airport have remained between 19,000 and 21,000 per month Quarter 4 of 2015. This is in line with the three-year average.
- Of these, around 90 per cent are jet movements and 10 per cent propeller operations, with very few helicopter movements (less than 0.1 per cent of all operations).

4.1.1 Runway Usage

Figure 11, Figure 12 and Figure 13 below show aspects of runway usage for arrivals and departures at Melbourne Airport for the year up to the end of Quarter 4 of 2015 (and three-year average per month from 2012–2014).

Runway selection is based on wind direction and weather conditions, traffic volume and Noise Abatement Procedures. Aircraft primarily take off and land into the wind for safety and performance reasons. Therefore, as the wind direction changes the runway in operation may also change depending on the strength of the wind.

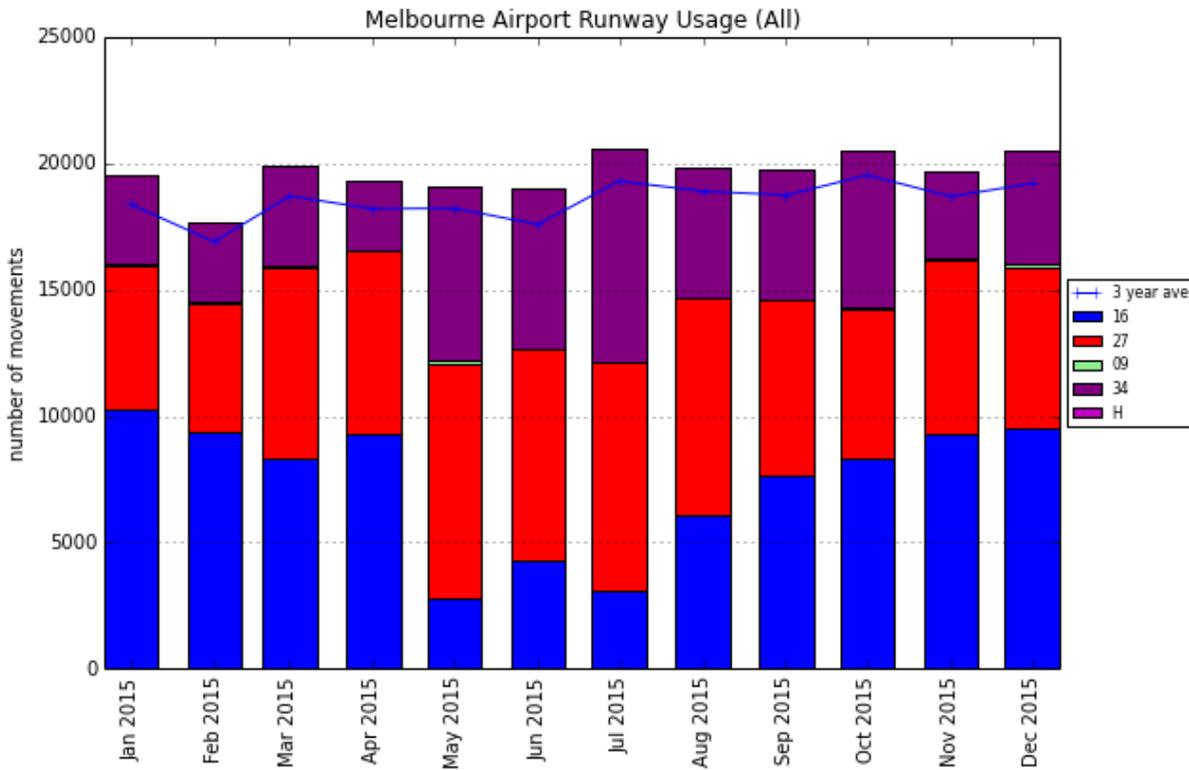


Figure 11: Runway usage (All) at Melbourne Airport to Quarter 4 of 2015

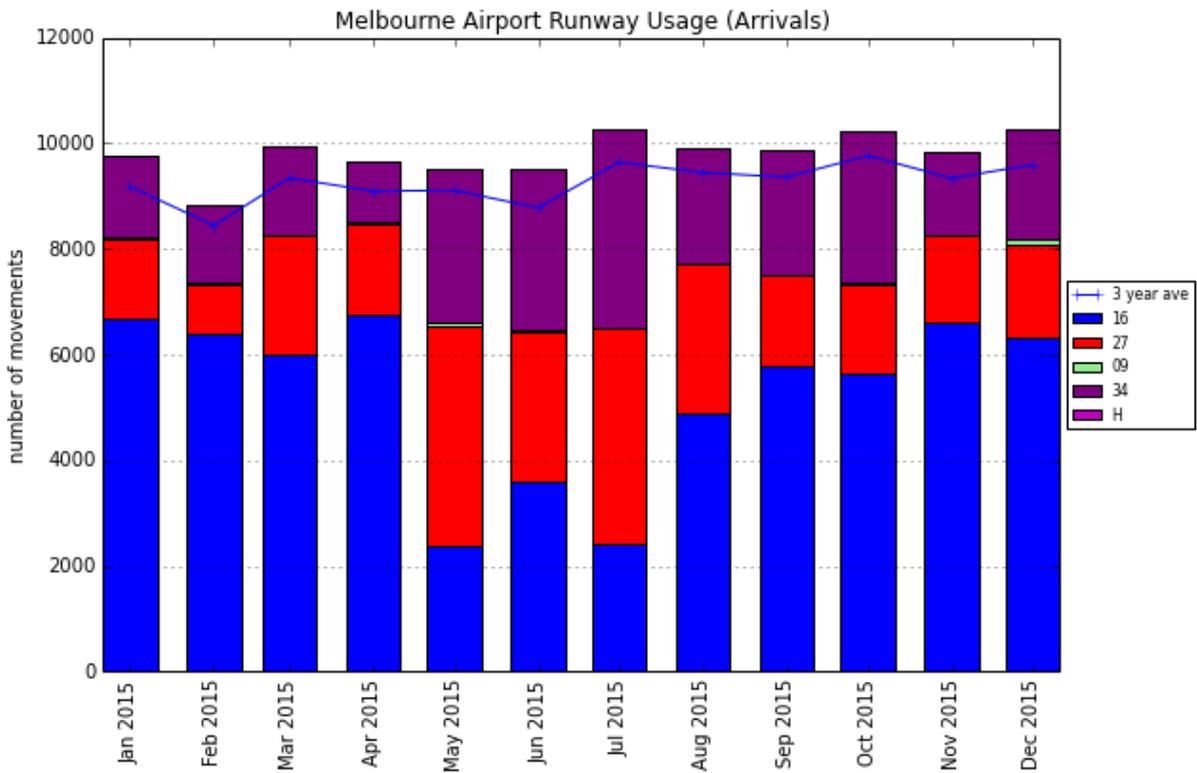


Figure 12: Runway usage (Arrivals) at Melbourne Airport to Quarter 4 of 2015

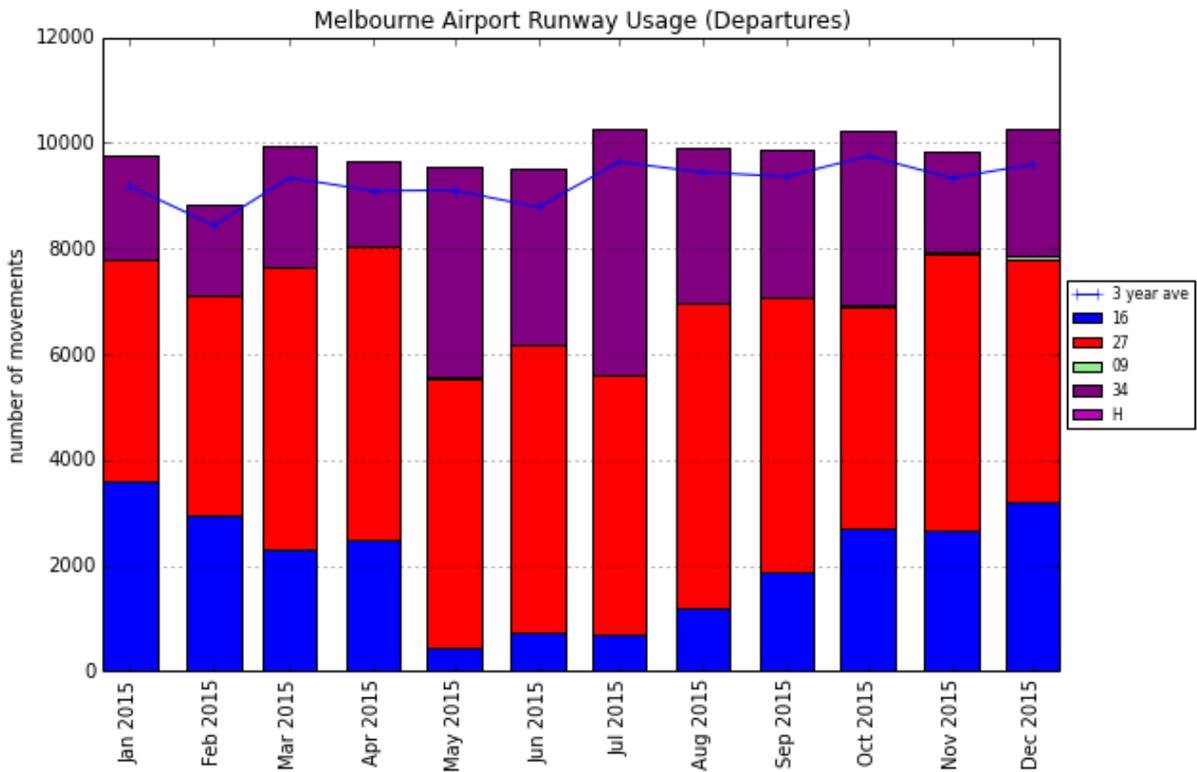


Figure 13: Runway usage (Departures) at Melbourne Airport to Quarter 4 of 2015

The key points shown by Figure 11 to Figure 13 are:

- During Quarter 4 of 2015, use of Runway 16 for arrivals (from the north) increased from the previous quarter.
- Arrivals to Runway 27 (from the east) decreased slightly, in line with the three year average.
- Departures were mostly from Runway 27 (to the west) and Runway 34. These operations tend to avoid residential areas.

4.2 Noise Monitoring

Airservices collects noise and operational data from noise monitors (EMUs) around Melbourne Airport. This data can be expressed in a number of ways, to show average noise during a period, background noise levels and number of noise 'events' over a certain threshold.

Sound is measured on a logarithmic scale with the decibel (dBA) as the unit of measure. The sound level of typical daytime urban-based activities can vary between 40 dBA and 80 dBA.

The following section shows data from the Melbourne EMUs for the last fifteen months (see Figure 1 for the location of EMUs).

Note the term *N65* refers to the average number of daily noise events caused by aircraft that are over 65 dBA. Figures for *N70*, *N80* and *N90* are also provided.

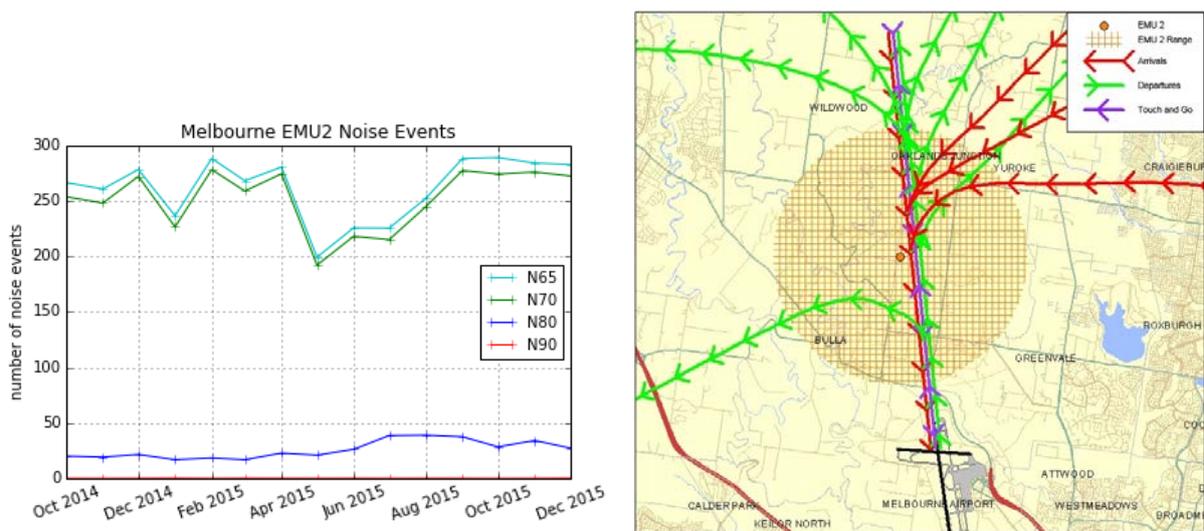


Figure 14: Average daily noise events at EMU 2 (Bulla) from Quarter 4 of 2014 to Quarter 4 of 2015

Key points shown are:

- EMU2 captures arrivals to Melbourne Runway 16 and departures from Melbourne Runway 34.
- The monitor at Bulla detects more events than the other Melbourne EMU locations due to its proximity to the airport.
- The pattern of aircraft noise events recorded by EMU 2 reflects the seasonal trends for arrivals to Runway 16, with more events recorded in summer than in winter.

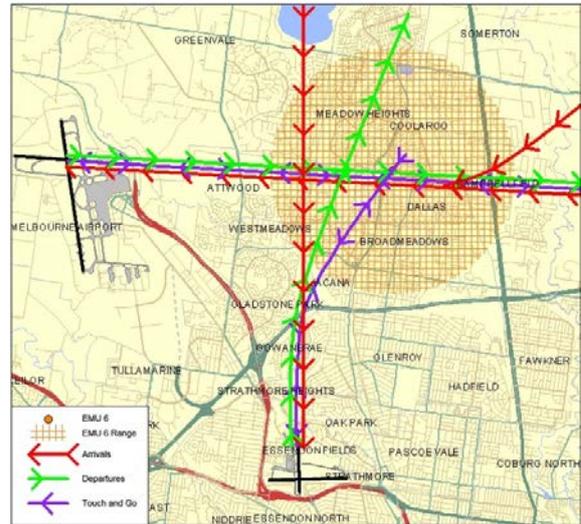
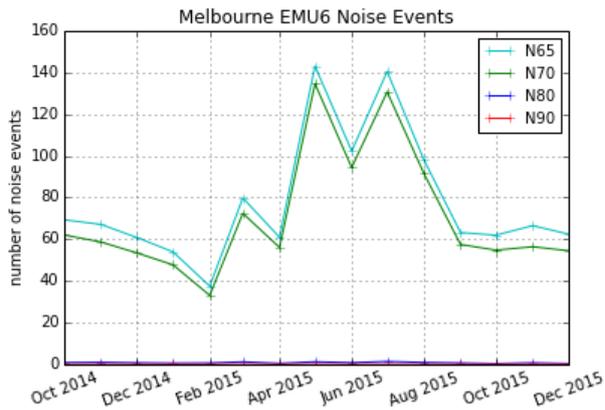


Figure 15: Average daily noise events at EMU 6 (Coolaroo) from Quarter 4 of 2014 to Quarter 4 of 2015

Key points shown are:

- EMU 6 captures arrivals to Melbourne Runway 27.
- While the pattern of aircraft noise events recorded by EMU 6 reflects the seasonal trend for arrivals to Runway 27 the correlation is not precise as there are some parts of the year where for noise abatement purposes, Runway 27 is used more for departures than for arrivals. Departures from Runway 27 do not fly over this monitor.

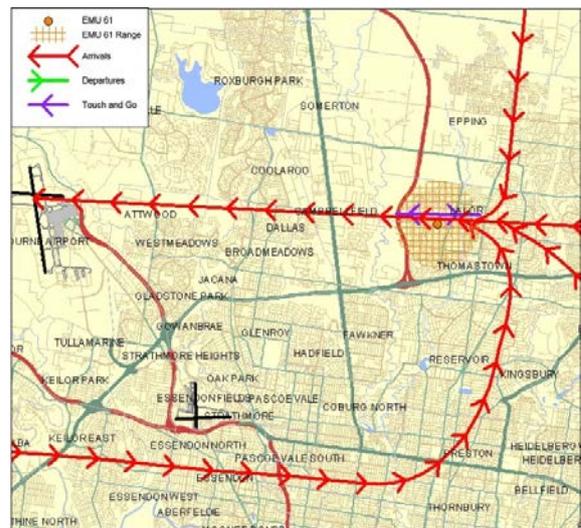
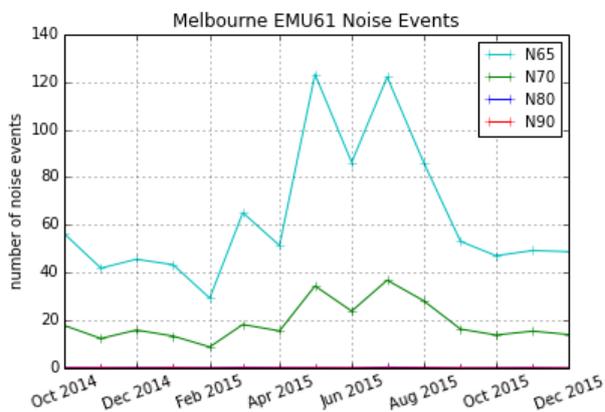


Figure 16: Average daily noise events at EMU 61 (Thomastown) from Quarter 4 of 2014 to Quarter 4 of 2015

Key points shown are:

- EMU 61 captures arrivals to Melbourne Runway 27.
- The pattern of aircraft noise events recorded by EMU 61 reflects the seasonal trend for arrivals to Runway 27, with more events recorded in winter than in summer. As a result the trend for this monitor mirrors that of EMU 6.

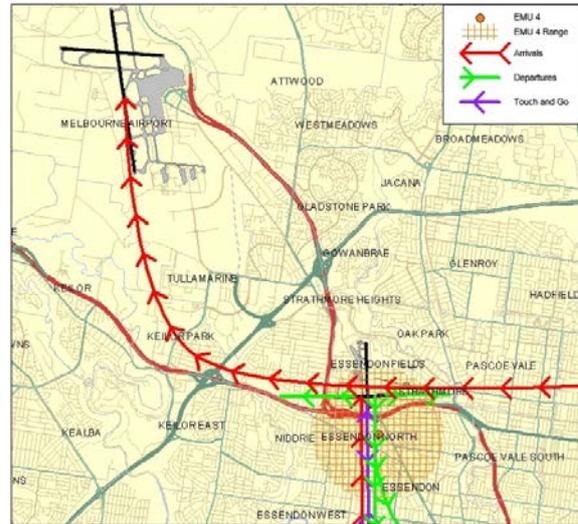
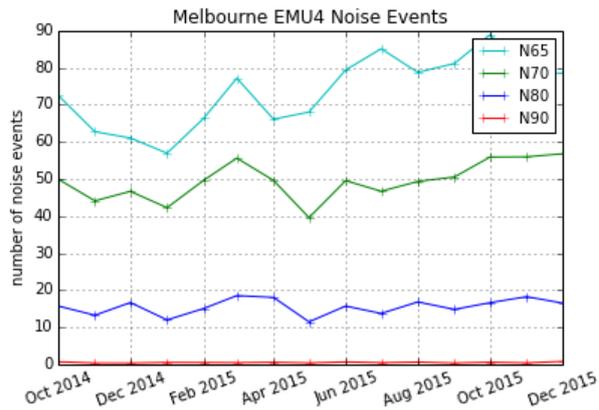


Figure 17: Average daily noise events at EMU 4 (Essendon) from Quarter 4 of 2014 to Quarter 4 of 2015

Key points shown are:

- EMU 4 captures arrivals to Melbourne Runway 34 and arrivals to Essendon Runway 35 and departures off Essendon Runway 17.
- Seasonal fluctuations in the use of Runway 34 at Melbourne Airport are offset by opposite fluctuations in use of Runway 17 at Essendon Airport.

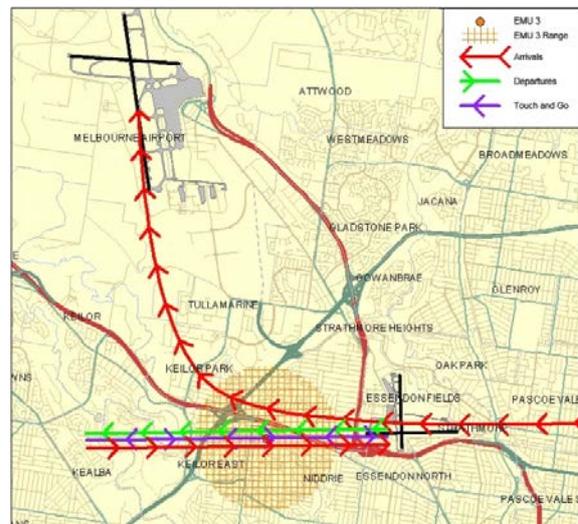
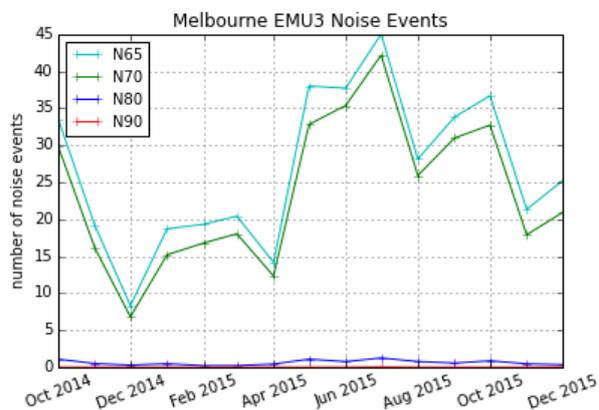


Figure 18: Average daily noise events at EMU 3 (Keilor East) from Quarter 4 of 2014 to Quarter 4 of 2015

Key points shown are:

- EMU 3 captures arrivals onto Melbourne Runway 34.
- The pattern of aircraft noise events recorded by EMU 3 reflects the seasonal trend for arrivals to Runway 34, with more events recorded in winter than in summer.

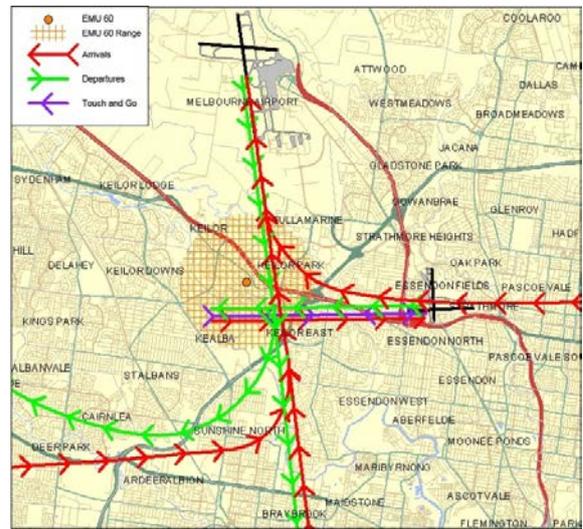
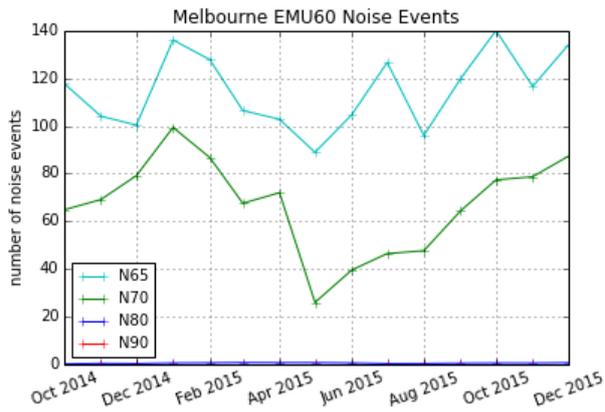


Figure 19: Average daily noise events at EMU 60 (Keilor Village) from Quarter 4 of 2014 to Quarter 4 of 2015

Key point shown is:

- EMU 60 captures arrivals to Melbourne Runway 34 and departures from Melbourne Runway 16.

4.3 Historic Melbourne Runway Statistics

Historic movement data is given below for the most frequently used runways at Melbourne Airport.

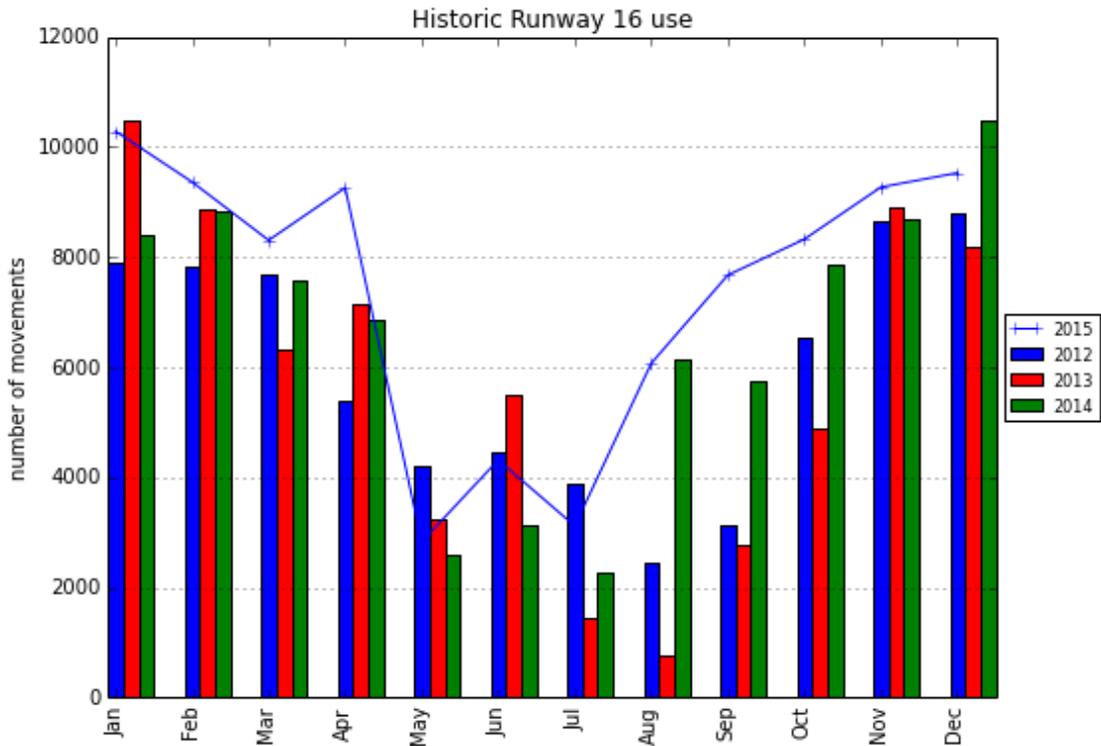


Figure 20: Runway 16 usage at Melbourne Airport 2012 to 2015

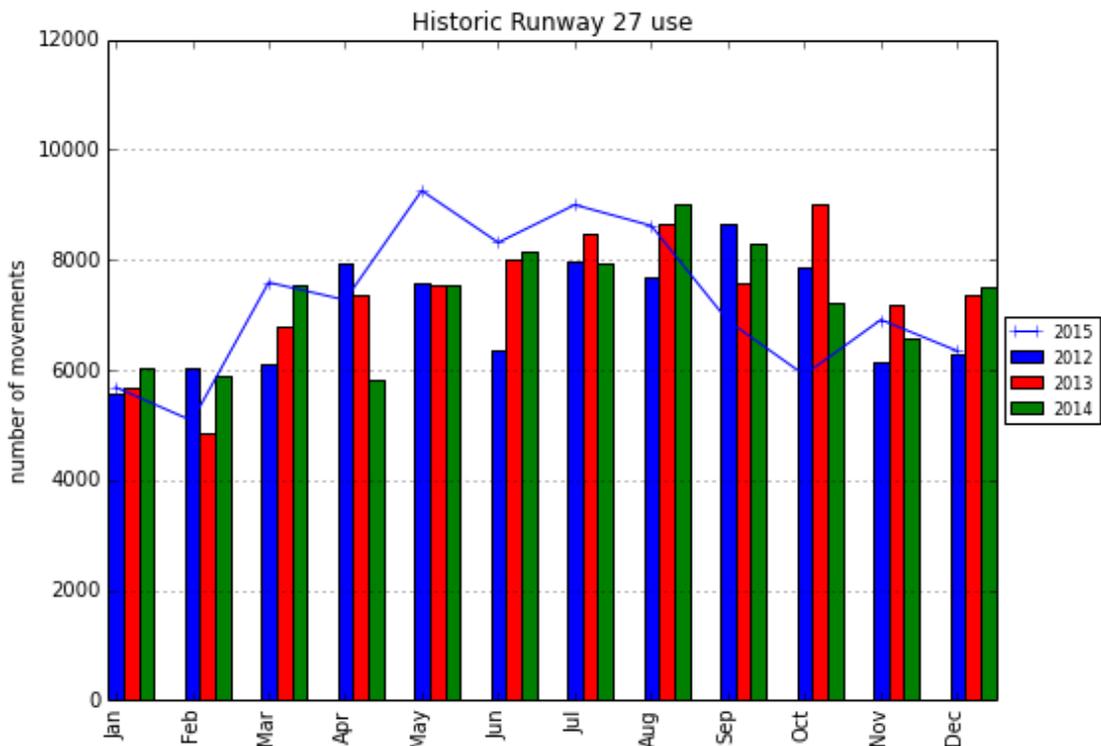


Figure 21: Runway 27 usage at Melbourne Airport 2012 to 2015

Key points shown in Figure 20 and Figure 21 are:

- Use of Runway 16 is generally heaviest during the December to January period. Use of Runway 27 is greater during the July to October period. This reflects prevailing winds at Melbourne Airport, which are from the south in the summer and from the north during winter and spring.
- Use of Runway 16 was higher than the three year average during Quarter 4 of 2015.

4.4 Night Movements

Figure 22 (below) shows aircraft movements at Melbourne Airport at night (11.00pm to 6.00am), by runway. There is no curfew at Melbourne Airport, though Noise Abatement Procedures are used to reduce the impact of aircraft operations on residential areas at night.

From 11.00pm to 6.00am, when wind and traffic conditions permit, aircraft depart off Runway 27 and arrive on Runway 16.

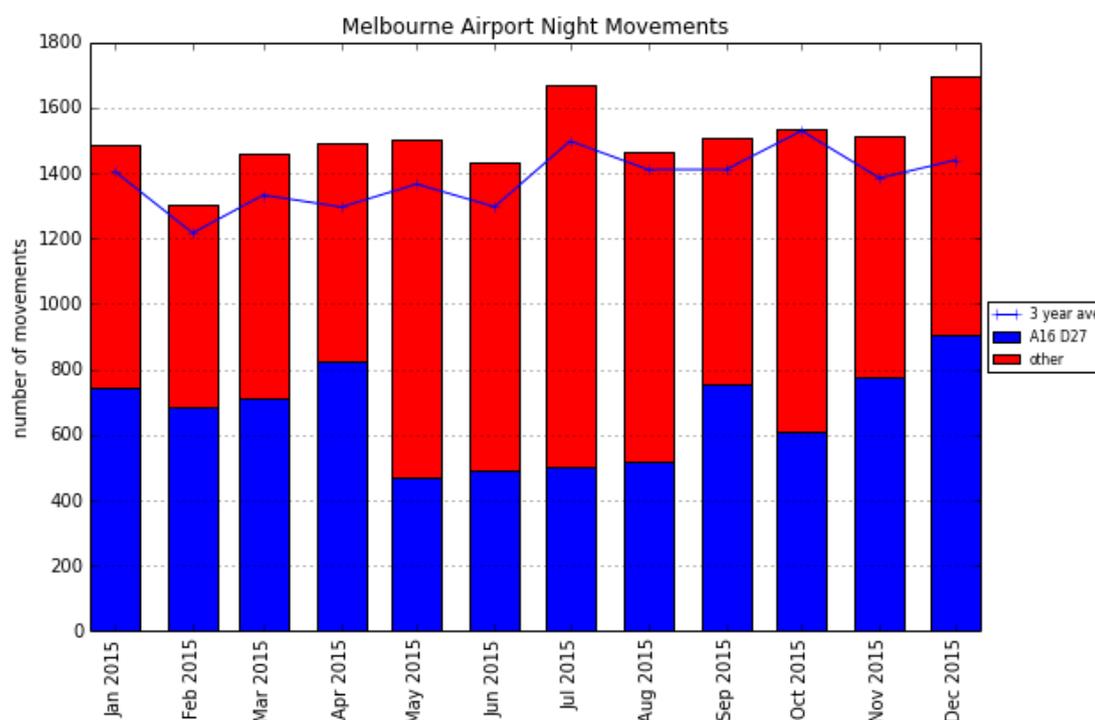


Figure 22: Night movements Melbourne Airport (11.00pm to 6.00am) by Runway, to Quarter 4 of 2015

The key points shown in Figure 22 are:

- On average there tend to be around 1300 and 1500 night time movements per month at Melbourne Airport – a little under 50 per night. The numbers of night movements in Quarter 4 of 2015 were above the three-year average.
- In Quarter 4 of 2015, use of the night-time preferred runway configuration was slightly higher than previous quarters.

4.5 Essendon Airport

Figure 23 shows aircraft arrival / departure movements at Essendon Airport for the 12 month period to the end of Quarter 4 of 2015 as data entry results at 4/01/2016. The data point for December 2015 is temporarily removed due to uncompleted data entry process at the report preparation time. The chart also includes 3-year averages from January 2012 to December 2014.

The movements in the graph are based on arrival/departures at the airport and have excluded circuits. This is due to the difficulty in accurately reporting on the number of circuits at the airport.

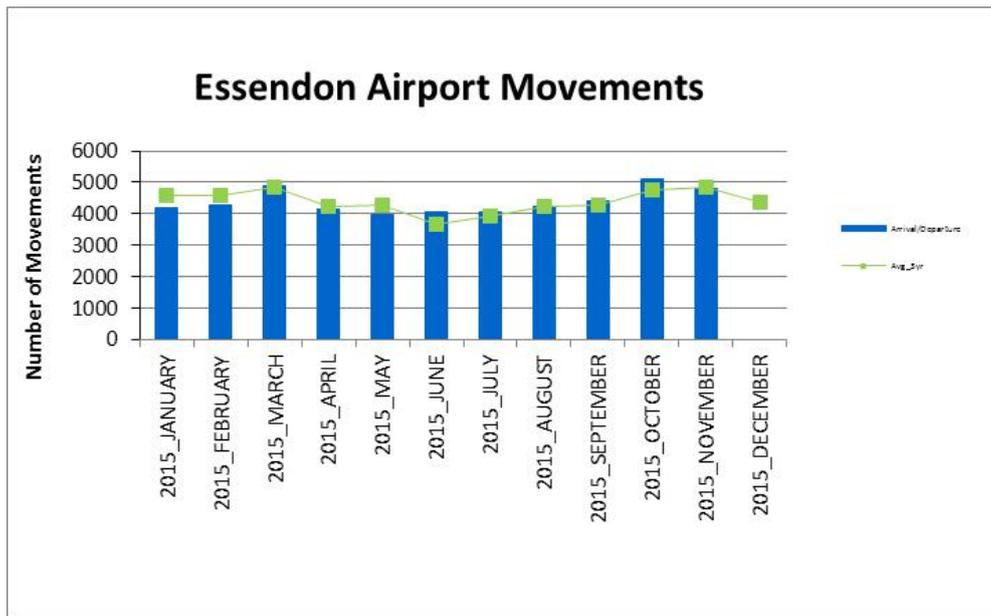


Figure 23: Aircraft movements to Essendon Airport to Quarter 4 of 2015 (and three-year averages for each month from January 2012 to December 2014)

Key points shown in Figure 23 are:

- The majority of operations at Essendon Airport are general aviation and there is no circuit training at the airport.
- Movement numbers at Essendon Airport are relatively constant between 4,000 and 5,000 per month.

Essendon Airport has a curfew, which restricts operations between 11.00pm and 6.00am to provide noise relief to residents near the airport. The details of restrictions at Essendon Airport can be found in the Air Navigation (Essendon Airport) Regulations 2001. This does not mean that all operations at the airport cease during these hours. In line with the Regulations, the Federal Minister for Infrastructure and Regional Development determines which types of movements are permitted.

Figure 24 shows curfew movements by category at Essendon Airport for the 12 month period to the end of Quarter 4 of 2015. The data point for December 2015 is temporarily removed due to uncompleted data entry process at the report preparation time.

Figure 25 shows the runways used during the curfew movements at Essendon Airport for the 12 month period to the end of Quarter 4 of 2015.

Exceptions to curfew restrictions set out in the Regulations include:

- Propeller aircraft that are less than 8618 kg (shown as 'approved' in Figure 24).
- Other aircraft less than 8618 kg which comply with noise standards known as the 90/95 rule (approved).
- Helicopters that meet ICAO Annex 16 Volume 1 Chapter 8 or 11 noise standards (approved).
- Aircraft involved in emergencies.
- Aircraft which have taxi clearance prior to the start of the curfew but are yet to take off.

More detail on curfew restrictions is available on the website of the Department for Infrastructure and Regional Development at <http://www.infrastructure.gov.au/aviation/environmental/curfews/EssendonAirport/index.aspx>

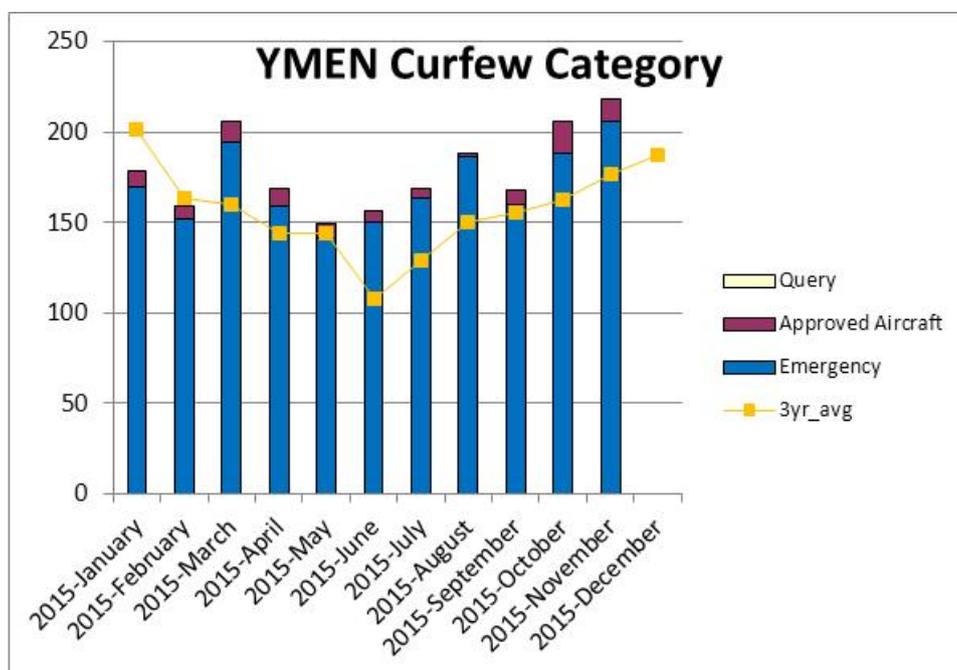


Figure 24: Essendon Curfew Movement Category (11.00pm to 6.00am) for the 12 month period to the end of Quarter 4 of 2015.

Key points shown by Figure 24 are:

- During Quarter 4 of 2015 August movements were well above average during curfew hours.
- The majority of night-time movements are involved in emergency operations (e.g. police or air ambulance).

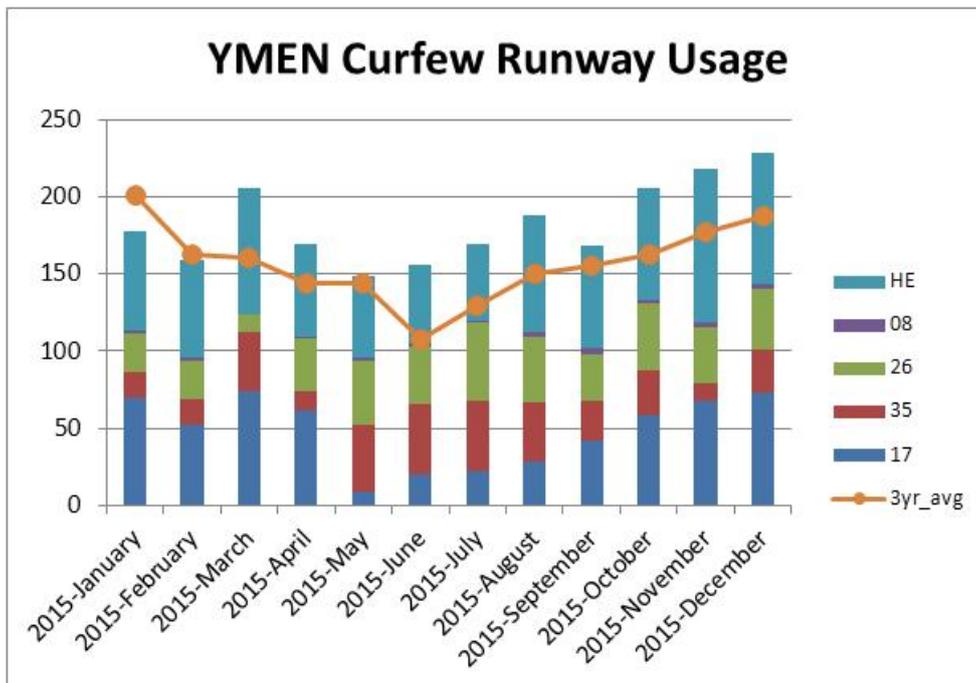


Figure 25: Runway usage for curfew movements (11.00pm to 06.00am) at Essendon Airport for the 12 month period to the end of Quarter 4 of 2015.

Key points shown by Figure 25 are:

- Police and emergency services primarily use helicopters, which account for more than a third of all curfew movements. These are based towards the northern end of the main runway.
- During the curfew, over the course of the year, the cross runway (08-26) is used slightly more than the main runway (17-35).

4.6 Moorabbin Airport

Figure 26 shows aircraft arrival/departure movements at Moorabbin Airport for the 12 month period to the end of Quarter 4 of 2015 as data entry results at 4/01/2016. The data point for December 2015 is temporarily removed due to uncompleted data entry process at the report preparation time. The chart also includes 3-year averages between January 2012 and December 2014.

The movements in the graph are based on arrival/departures at the airport and have excluded circuits. This is due to the difficulty in accurately reporting on the number of circuits at the airport. Circuits are usually performed by small General Aviation aircraft.

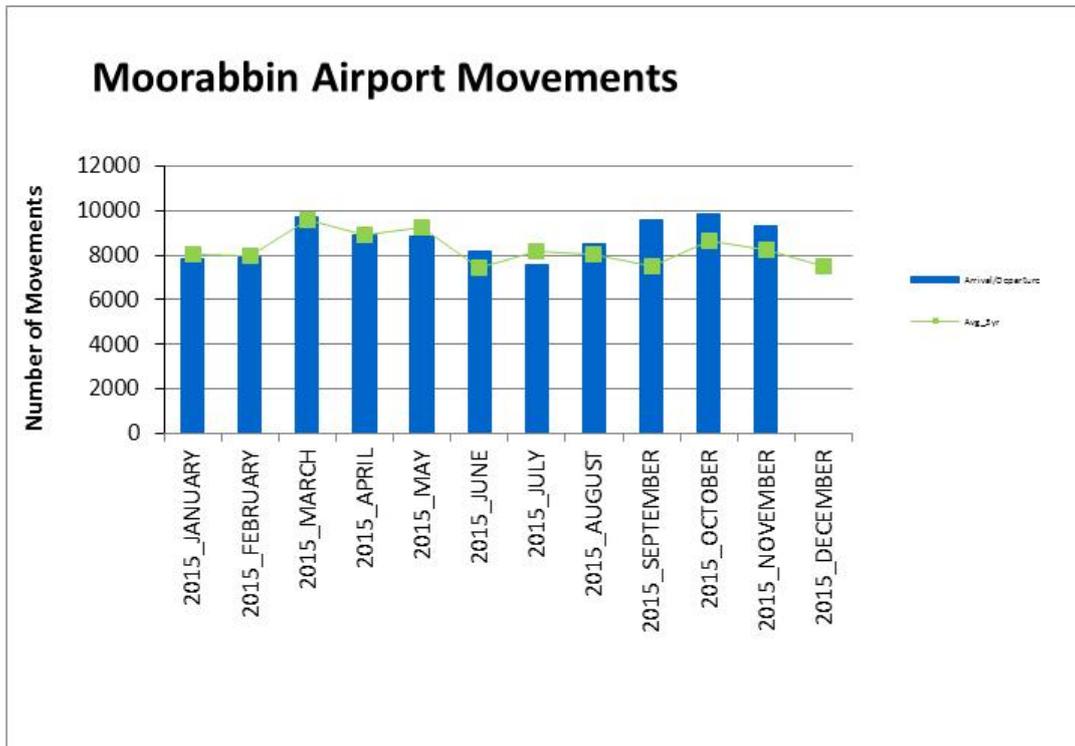


Figure 26: Aircraft movements in Moorabbin Airport to Quarter 4 of 2015 (and three-year averages for each month from January 2012 to December 2014).

The key points shown by Figure 26 are:

- Quarter 4 movements at Moorabbin Airport were in line with the three year average.
- Fluctuations in movement numbers reflect weather conditions (there is less leisure flying in bad weather) and training school calendars.

4.7 Avalon Airport

Figure 27 shows aircraft arrival/departure movements at Avalon Airport for the 12 month period to the end of Quarter 4 of 2015 as data entry results at 4/01/2016. The data point for December 2015 is temporarily removed due to uncompleted data entry process at the report preparation time. The chart also includes 3-year averages between January 2012 and December 2014.

The movements in the graph are based on arrival/departures at the airport and have excluded circuits. This is due to the difficulty in accurately reporting on the number of circuits at the airport. Circuits are usually performed by small General Aviation aircraft.

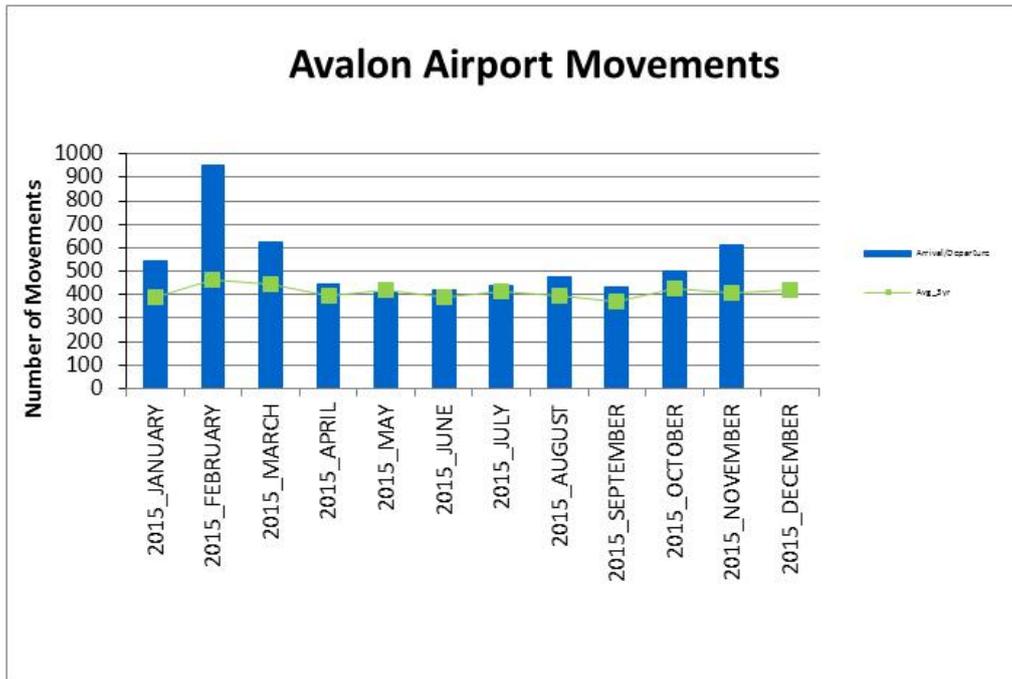


Figure 27: Aircraft movements to Avalon Airport to Quarter 4 of 2015 (and three-year averages for each month from January 2012 to December 2014).

The key points shown by Figure 27 are:

- A small number of circuit operations are conducted at Avalon Airport. The fluctuations in numbers depend partly on the calendar of training schools.
- The movement numbers at Avalon through Quarter 4 of 2015 were between 500-600 per month. This is higher than the three year average.
- The increase in movements in February 2015 is associated with the Avalon Airshow.

5 Complaints Data

Airservices manages complaints and enquiries about aircraft noise and operations through its Noise Complaints and Information Service (NCIS). Complaints, enquiries and requests for information about aircraft operations received by the NCIS are collected and stored in a database for the purpose of complaint management, analysis of issues and identification of causal factors. Each complaint, enquiry or request for information is referred to as a contact and each person who makes contact with the NCIS is referred to as a complainant. For this report, only complainants making complaints have been included.

5.1 NCIS Complainants by suburb

The NCIS received complaints from 107 complainants from Melbourne, Moorabbin, Essendon, Point Cook and Avalon Airport during Quarter 4 of 2015. Complainant density maps are used to show the number of complainants from each suburb, with suburbs coloured according to how many complainants had contacted the NCIS during the quarter. The data does not include complainants who contacted other organisations (e.g. airports).

Table 1 to Table 5 provide a breakdown of suburbs from Quarter 4 of 2015 with five or more complainants.

Figure 28 shows complainant density for the Melbourne basin with flight tracks overlaid for Melbourne, Moorabbin, Essendon, Avalon and Point Cook Airport for Quarter 4 of 2015.

Figure 29 shows the complainant density map zoomed in for Melbourne and Essendon airports and Figure 30 show the corresponding map for Moorabbin Airport.

Further analysis of complaints by suburb location may be found at Appendix 2.

The following data is derived from a dynamic database and is correct as at January 2016 and may change without notification.

Table 1: Recorded Melbourne Airport Complainants by Suburb, Quarter 4 of 2015

Melbourne Airport				
Suburb	Q1 2015	Q2 2015	Q3 2015	Q4 2015
Keilor	10	4	3	2
West Footscray	0	1	5	3
All Other Complainants	60	40	37	38
Total Complainants	74	45	45	43

Table 2: Recorded Avalon Airport Complainants by Suburb, Quarter 4 of 2015

Avalon Airport				
Suburb	Q1 2015	Q2 2015	Q3 2015	Q4 2015
All Other Complainants	1	1	0	0
Total Complainants	1	1	0	0

Table 3: Recorded Essendon Airport Complainants by Suburb, Quarter 4 of 2015

Essendon Airport				
Suburb	Q1 2015	Q2 2015	Q3 2015	Q4 2015
All Other Complainants	53	34	24	20
Total Complainants	53	34	24	20

Table 4: Recorded Moorabbin Airport Complainants by Suburb, Quarter 4 of 2015

Moorabbin Airport				
Suburb	Q1 2015	Q2 2015	Q3 2015	Q4 2015
Dingley Village	14	7	10	6
Mordialloc	7	3	1	1
All Other Complainants	27	21	24	29
Total Complainants	48	31	35	36

Table 5: Recorded Point Cook Airport Complainants by Suburb, Quarter 4 of 2015

Point Cook				
Suburbs	Q1 2015	Q2 2015	Q3 2015	Q4 2015
Point Cook	4	13	10	7
All other Complainants	0	0	2	1
Total Complainants	4	13	12	8

The key points shown in Table 1 to Table 5 are:

- Overall complainant numbers associated with Melbourne Airport remained steady, at a slightly lower number for Quarter 4 than Quarters 2 and 3 of 2015. Issues raised by complainants included increased frequency of low flying aircraft, and the time of the flights.
- Essendon Airport and Point Cook Airport had a reduction in the number of complainants, while Moorabbin Airport had a slight increase in the number of complainants.

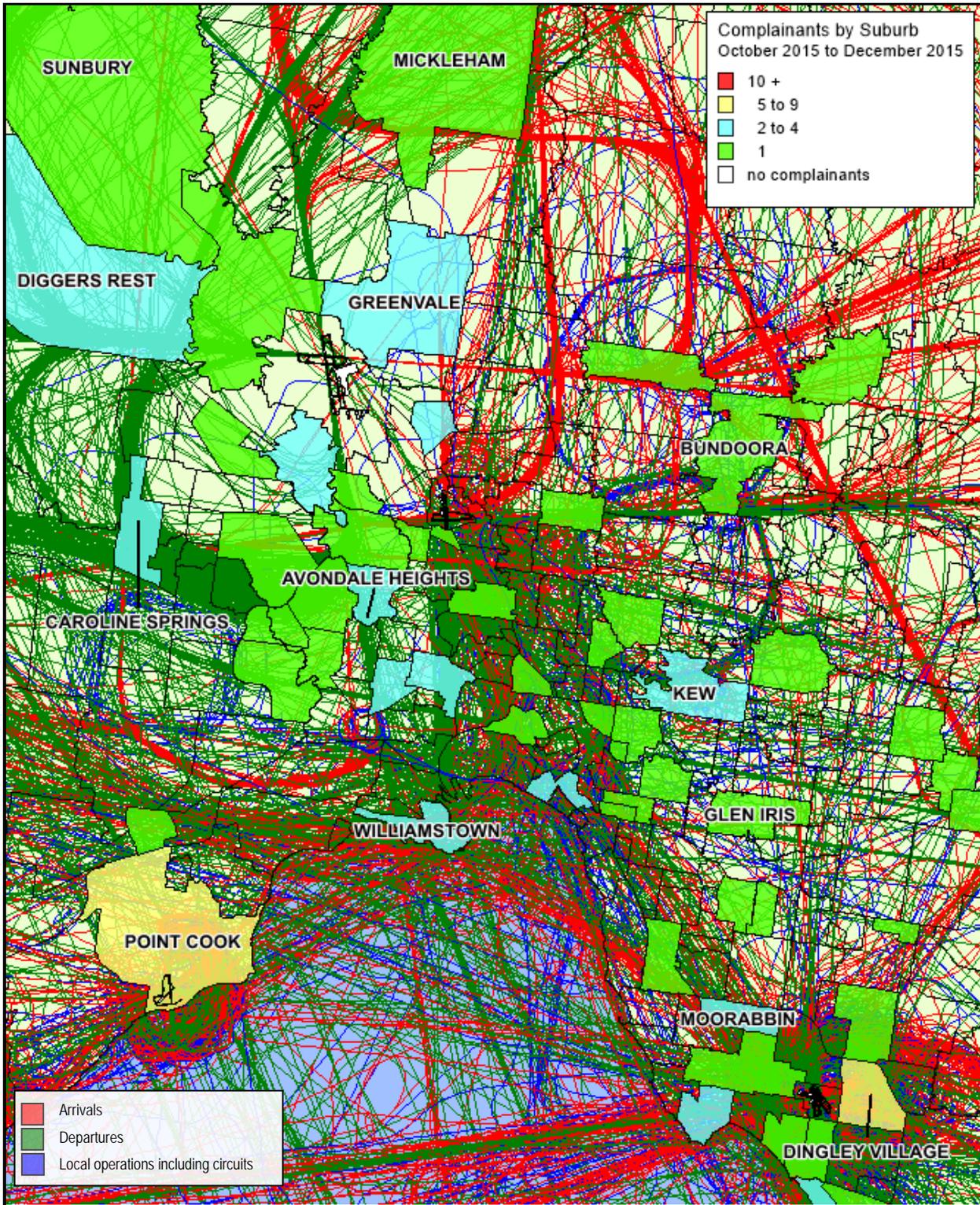


Figure 28: Complainant density by suburb for Quarter 4 of 2015 with an overlay of tracks for sample period 1st to 3rd December 2015 at Melbourne Airport, Essendon Airport, Moorabbin Airport, Avalon Airport and Point Cook Airport

Figure 28 shows that complainants are from a wide area in the Melbourne basin however they are more concentrated around the airports. The suburbs with the most complainants are Point Cook, which were mainly about circuit training at Point Cook Airport, and Dingley village which were also about circuit training at Moorabbin Airport by both helicopters and fixed wing aircraft with issues raised regarding an increase in the activity and the time of the training.

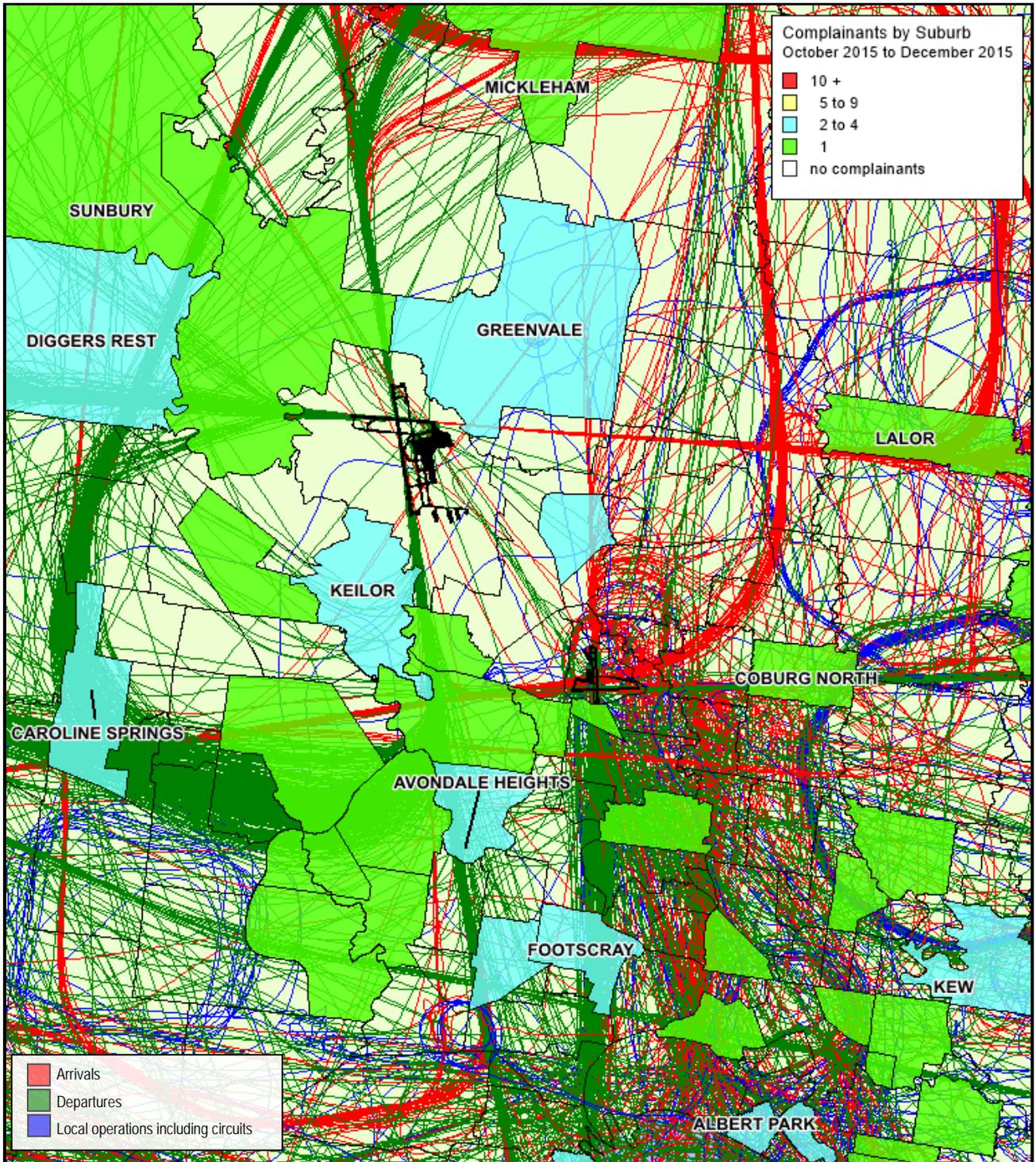


Figure 29: Complainant density by suburb for Quarter 4 of 2015 with an overlay of tracks for sample period 1st to 3rd December 2015 at Melbourne, Essendon, Moorabbin, Point Cook and Avalon Airports (zoomed in on Melbourne and Essendon Airports)

Key points for Figure 29:

- Complainant numbers associated with Melbourne Airport are greater from the south of the Airport as this is where the population is more concentrated.
- West Footscray, which was the suburb with the most complainants for Melbourne Airport in Quarter 4, is mainly affected by arrivals on to Runway 34.
- Complainants in other areas were concerned about an increase in noise, the night hours of operation, and operations that complainants felt were lower than normal.

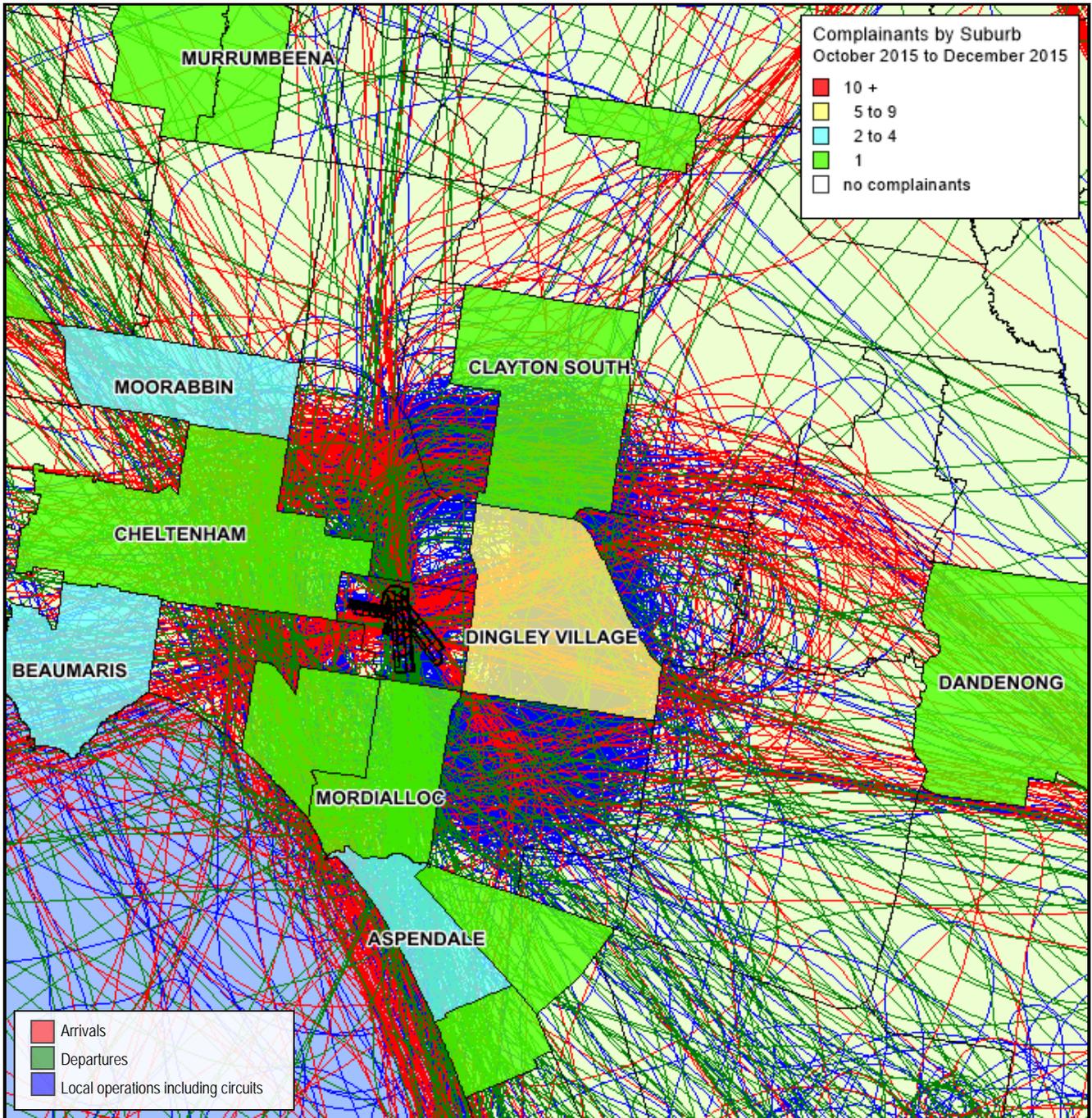


Figure 30: Complainant density by suburb for Quarter 4 of 2015 with an overlay of tracks for sample period 1st to 3rd December 2015 at Melbourne, Essendon, Moorabbin, Point Cook and Avalon Airports (zoomed in on Moorabbin Airport)

The key points in Figure 30 are:

- The suburb with the largest number of complainants about Moorabbin Airport is Dingley Village. The main issue raised by complainants from Dingley Village was circuit training operations at Moorabbin Airport (both helicopter and fixed wing aircraft). Complainants were also concerned with the timing of the training and increases in the activity.
- Complainants from other suburbs also raised the issue of training aircraft.

More information on Circuit Training may be found on the Airservices Australia website at: http://www.airservicesaustralia.com/wp-content/uploads/12-039FAC_NCIS-Circuit-training_WEB.pdf

6 Airservices update

6.1 Community Aviation Consultation Groups

Airservices attends Community Aviation Consultation Group (CACG) meetings at Melbourne Airport, Essendon Airport and Moorabbin Airport to provide information to the community and assist in discussions on aviation matters. Appendix 1 provides a summary of issues raised by Airservices at CACG meetings.

6.2 Noise improvements

Airservices has developed a process to investigate aircraft noise improvements across Australia. Working with the community and the aviation industry, Airservices will assess the benefits of noise improvement proposals and implement them if feasible.

Airservices will assess the potential safety, efficiency and environmental impacts of proposals. We will seek community views throughout this process to help inform decisions. Safety remains our top priority and any change would have to meet rigorous Air Traffic Control requirements. This means that it may not be possible to implement some proposals.

Airservices would only implement a new procedure or a trial after a comprehensive community engagement process, including consultation with community forums. We would also discuss potential changes with the aviation industry. Airservices will publish details of any changes to procedures or trials on its website.

Appendix 1 provides details of the noise improvement that has been implemented in the Melbourne Basin.

6.3 Key Issues and initiatives identified and/or investigated by Airservices

Key issues for this airport include:

- Night time flights
- Low flying aircraft
- Departures over the south

Initiatives identified and/or investigated by Airservices include:

- Helicopters – discussions held with the East Melbourne Group and various helicopter operators regarding noise concerns. Ongoing.

7 Contact us

To lodge a complaint or make an enquiry about aircraft operations, you can:

- go to WebTrak (www.airservicesaustralia.com/aircraftnoise/webtrak/)
- use our online form (www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/)
- e-mail ncis@airservicesaustralia.com
- telephone 1800 802 584 (freecall) or 1300 302 240 (local call –Sydney)
- fax (02) 9556 6641
- write to, Noise Complaints and Information Service, PO Box 211, Mascot NSW 1460.

Airservices welcomes comments about this report. Please contact us via e-mail at ncis@airservicesaustralia.com if you would like to provide feedback.

Appendix 1 **Airservices update**

Melbourne Airport Community Aviation Consultation Group (CACG)

17 November 2015

- A Technical Noise and Environment Working Group Update was presented to the meeting.
- Airservices showed an example of a Volans video highlighting the contribution that Volans can make to future runway development program discussions. Community members welcomed the use of Volans.
- The meeting was updated with details of the Keilor Noise Monitor relocation. It was explained that the current location does not meet current standards, due to the angle between the monitor and current flight paths. Airservices acknowledged that previous efforts to consult on the matter had not been effective, and committed to discussing the matter out of session with Keilor representatives.

18 August 2015

- Airservices presented the Q2 ANIR report of 2015. Use of Runway 16 for arrivals (from the north) was significantly lower than the previous quarter, with the exception of April 2015. Movements in April 2015 were due to an increase in southerly winds during this period, which is normal in early autumn. Arrivals to Runway 27 (from the east) increased slightly, in line with the three year average.
- Noise monitoring in Keilor Village - Majority of noise events captured by the permanent monitor located in Keilor are not compliant with ISO 20906 due to the angle between the aircraft and noise monitor (below 30 degrees). Short term noise monitoring was conducted to determine a new location. Airservices asked for feedback for a new location for the monitor within the identified zone.
- Diggers Rest Noise Monitoring – Early turn departures from Runway 27. In May 2014 it was identified that 2% of Runway 27 jet departures turned prior to the designated departure point called HOPLA.
- Technical Noise and Environment Working Group – overview provided.

19 May 2015

- Airservices presented the Q1 ANIR report showing increased use of Runway 16 due to an increase in southerly winds during this period. Arrivals to Runway 27 (from the east) were also slightly lower. Arrivals to Runway 16 tend to avoid residential areas, though those to Runway 27 and Runway 34 do overfly suburbs.
- Advised the CACG that the Short-term Noise Monitoring Results (Keilor and Digger's Rest) are being finalised and will be online within the next month.

17 February 2015

- Airservices presented the Q4 ANIR report showing increased use of Runway 16 due to unseasonal southerly winds, the new grid analysis and how that provides a better understanding of complaint trends for the community.
- In response to actions items from the previous meeting data was provided to show actual flight tracks for Runway 34 demonstrating compliance with the flight path over the Keilor Cemetery, and that the few early departures from Runway 16 were all for legitimate reasons.

Essendon Airport Community Aviation Consultation Group (CACG)

20 November 2015

- Airservices summarised relevant information from the Quarter 3 2015 Aircraft Noise Information Report for the Melbourne region.
- Curfew movements were around 500 for the quarter.
- Majority of movements during curfew were emergency operations.
- Total of 24 complainants for Quarter 3 2015, a decrease from last quarter.

4 September 2015

- Airservices summarised relevant information from the Quarter 2 2015 Aircraft Noise Information Report for the Melbourne region.
- Curfew movements were around 330, well above three year average. Majority of movements during curfew were emergency operations (police or air ambulance).
- Police and emergency services primarily used helicopters, which account for around a nearly half of all curfew movements.
- Snapshot of complaint data for April and May 2015 for the Essendon area - 34 complainants, a decrease from last quarter. Majority of complaints for Essendon Airport were concerned about helicopter operations, particularly at night. These complaints were from a number of areas.

12 June 2015

- Airservices summarised relevant information from the Quarter 1 2015 Aircraft Noise Information Report for the Melbourne region.
- Snapshot of complaint data for April and May 2015 for the Essendon area - 31 complaints from 25 complainants assigned to Essendon Airport.
- Airservices provided information in response to 4x complaints received by the airport (all regarding curfew flights). The Airport considers these closed now.
- Airservices outlined discussions held during May with the East Melbourne Group and various helicopter operators regarding residents' concerns of low flying aircraft, hovering aircraft and the continuous noise that is perceived. Although helicopters are in uncontrolled airspace, and therefore not controlled by Airservices traffic control, Airservices has been engaging with the East Melbourne Group and operators is to try to alleviate the issues.

13 March 2015

- Airservices summarised relevant information from the Quarter 4 2014 Aircraft Noise Information Report for the Melbourne region. Complaints associated with Essendon Airport were slightly up, with 41 complainants in the quarter. The majority of these were once again about night time emergency helicopter movements.
- Movement numbers at Essendon Airport are relatively consistent between 4000-5000 per month. Quarter 4 was in line with the three-year average. During quarter 4 there were around five movements per night during curfew hours. This was the same as quarter 3 and slightly lower than the three year average.

Moorabbin Airport Community Aviation Consultation Group (CACG)

4 December 2015

- Airservices provided an update on results from temporary noise monitoring conducted around Moorabbin Airport between October and December 2014. Information was provided on the following points: Purpose of noise monitoring
- Where to from here – Details of Noise complaints and future locations
- Questions around accuracy were discussed – How do Noise monitors distinguish between aircraft and non-aircraft noise
- An update was presented on noise complaints for quarter 3 2015, with a total of 35 complainants. Main issues were propeller aircraft and circuit training.

25 September 2015

- Airservices summarised relevant information from the Quarter 2 2015 Aircraft Noise Information Report for the Melbourne region
- Airservices provided an update on results from temporary noise monitoring conducted around Moorabbin Airport between October and December 2014. Three of the four reports have been revised and the CACG members are now happy for the reports to be published on the Airservices website.
- An update on the Upgrade of Airservices Noise Complaint Management System (NCMS) was presented. The NCMS is scheduled for implementation in the coming months. This will require a two week limitation of services to enable data migration to occur on the new database along with staff training.

26 June 2015

- Airservices updated the meeting with the latest relevant Aircraft Noise Information Report data for Quarter 1 of 2015.
- An update on results from temporary noise monitoring conducted around Moorabbin Airport between October and December 2014 was provided. Three of the four reports have been revised and removed from the Airservices website following CACG feedback.
- Airservices outlined discussions held during May with the East Melbourne Group and various helicopter operators regarding residents' concerns of low flying aircraft, hovering aircraft and the continuous noise that is perceived. Although helicopters are in uncontrolled airspace, and therefore not controlled by Airservices traffic control, Airservices has been engaging with the East Melbourne Group and operators is to try to alleviate the issues.

27 March 2015

- Airservices provided results from temporary noise monitoring conducted around Moorabbin Airport between October and December 2014.
- Each of the four noise monitor locations was summarised, outlining key findings from the noise monitor reports. CACG members were encouraged to read the full report for each monitor available on the Airservices website, and email Airservices if they have any questions.

Noise improvements implemented

Helicopters over the CBD

Airservices followed-up complaints about helicopters hovering over the Melbourne Cricket Ground (MCG) during sporting events. Helicopter operators advised the low winter sun often prevents filming from the south of the ground during the AFL season. Therefore on-ground advertising during the AFL season is oriented so that it is best viewed from the north, which is why helicopters tend to hover to the north of the ground (over residential areas).

The operators agreed to hover to the south whenever possible, and when filming from the north they will try as far as possible to hover over the park north of the MCG and not over residential areas. In addition, operators already try to use their quietest helicopters for operations over the MCG.

Melbourne Runway 16 early turns

Following an increase in complaints about early turns of jet departures from Runway 16 during Quarter 4 of 2013, Airservices contacted airlines about the problem. Airlines have reminded their pilots that aircraft taking off from Runway 16 for destinations to the north and east should only turn to the west once they have reached a waypoint 4 nautical miles (roughly 7km) south of the airport. Airservices will continue to monitor this issue.

Appendix 2 Complainant Grid Analysis

Figure 28 of this report above includes a map of complainants by suburb, which allows users to identify a location easily. However, some suburbs are large or irregular in shape, so that it is not always clear which particular aircraft operations are of most concern in that suburb. For further complainant analysis, the basin was divided into 500m x 500m grid squares and the number of complainants from each of those squares from quarter 1, 2015 was counted. The main flight paths were superimposed onto the map from WebTrak extended with traffic percentages, so that it was possible to identify the type of operations that complainants were affected by.

Area A – south west of airport

Complainants in this region were concerned about aircraft taking off from Runway 16 that then turn to the west. Due to seasonal wind conditions, use of this flight path during Quarter 1 of 2015 was high (12% of movements), which explains why many of the complainants were concerned about an increase in aircraft overhead.

During Quarter 1 of 2015, the departure flight path to the west other this area was used for 35% of all night time departures, a much higher proportion than the 24 hour figure. This is because some of the heavier aircraft that tend to operate at night (international flights and freighter jets) are unable to use the smaller cross-runway.

Area B – south of the airport

Complainants in this region were mostly concerned about aircraft arriving from the south to Runway 34. Seasonal wind conditions cause a smaller percentage of aircraft arriving from the south during Quarter 1 of 2015.

Area C – around Essendon Airport

Complainants in this region were mostly concerned either about helicopter operations at Essendon Airport or the low altitude (generally below 1000ft) of aircraft arriving to Melbourne Airport from the east, which turn over Keilor East before making their final approach.

Area D – around the City

Almost all complainants around the area of the City and inner suburbs are generally about helicopter operations. Many of the complaints relate to the shuttle services between Essendon or Melbourne Airports and the helipad at South Wharf, as is clear from the corridor of complainants from the City to the north west. The other main complainant locations from residential areas around the South Wharf helipad are concerned with helicopters that hover before landing.

Area E – around Moorabbin Airport

Around 48 complainants made complaints about operations from Moorabbin Airport. The vast majority of these were about circuit training. The majority of complaints came from east of the airport. Regardless of the wind direction, residents there are affected by circuit training. If the wind is from the south they will be affected by the crosswind leg on departure; and if the wind is from the north, they will be overflown by the base leg on arrival. Some of the complaints from areas further from the airport and to the north west were associated with helicopter operations to the City

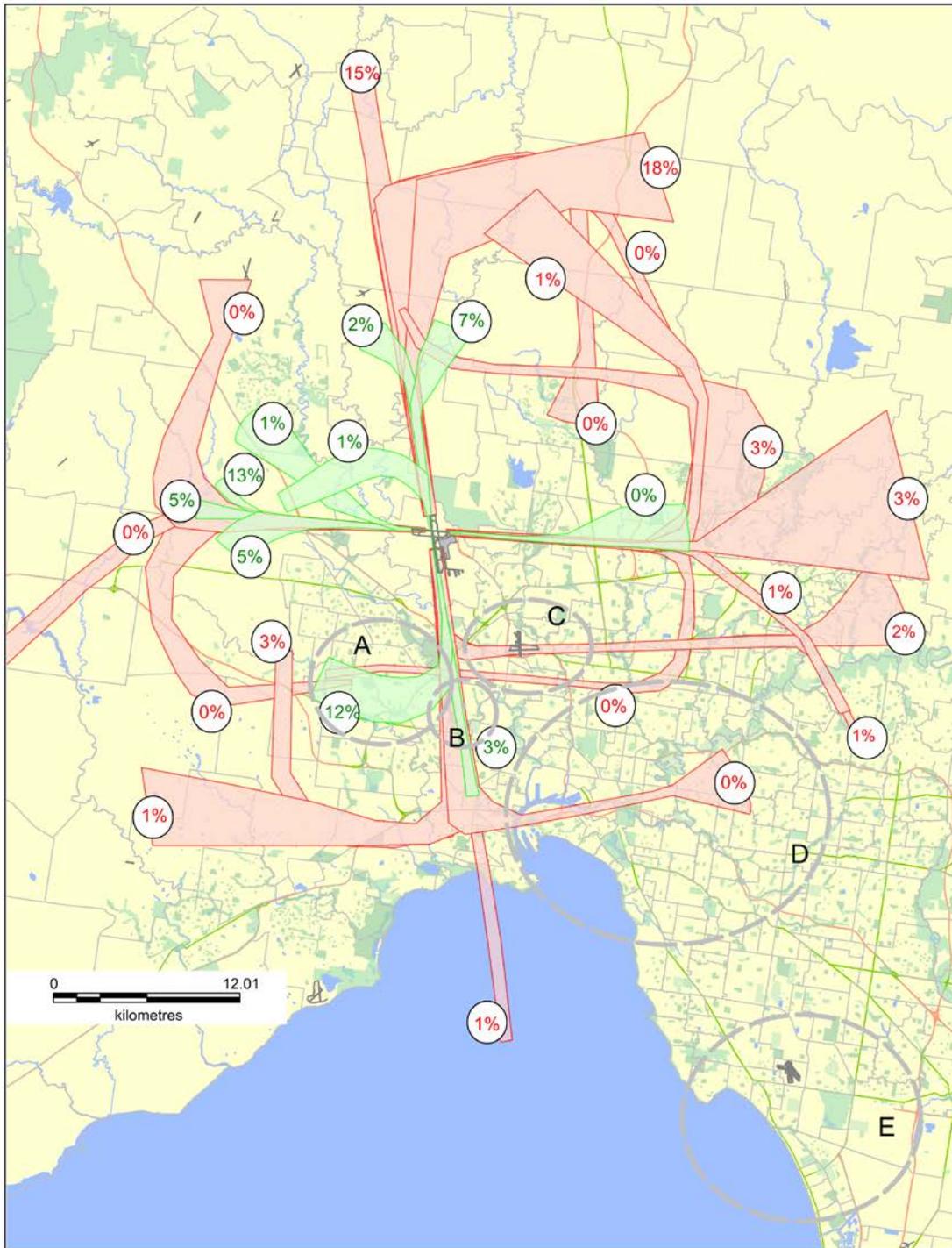


Figure 31: Complaints Grid Analysis Quarter 1 of 2015.



Departmental Review

Airport Curfew Administration Arrangements in Australia

The Department administers airport curfew legislation and regulations to support airport curfew arrangements at Sydney, Adelaide, Gold Coast and Essendon Airports.

The Department is undertaking a review of the current arrangements to assess their effectiveness, appropriateness and efficiency, and identify options to improve the current arrangements, within the framework of existing legislation and regulation. The review is expected to be completed by June 2016.

The terms of reference for the review are:

1. Examine the overall effectiveness of current controls (legislative and regulatory) in managing airport curfews.
2. Examine the administration of current regulatory controls and assess their efficiency, effectiveness and appropriateness.
3. Examine the procedures used by Airservices Australia to implement airport curfews including: communications between the Department and Airservices National Operations Centre; and the use of the Noise and Flight Path Monitoring System during the curfew.
4. Examine opportunities for increasing industry productivity through refinements to current regulatory controls and administrative arrangements
5. Examine the efficiency, effectiveness and appropriateness of current practice and procedures used to monitor and manage compliance with airport curfews.

The review is not considering:

- broader reforms to core policy or primary legislation relevant to aircraft noise and airport curfew arrangements;
- changes to restrictions or controls on specific aircraft movements (specified runways);
- use of technology that may result in reductions to aircraft noise (i.e. Required Navigation Performance, Ground Based Augmentation Systems, Continuous Descent Approaches); or
- whether there is a need for curfews or night-time restrictions at other airports not subject to any curfew arrangements.

The Department will consider all aspects of administering the current regulatory controls including the management and procedures for activities such as: information provision and guidance, dispensation processes, permit processes, governance arrangements including reporting, accountability and stakeholder relationships, investigations and management of suspected or actual breaches.

Consultation

As part of the review the Department is seeking feedback from a range of stakeholders including portfolio agencies, and key representatives from the aviation industry (airlines, airports, freight companies, business aviation operators, industry associations). Feedback from stakeholders will inform the findings of this Review and any recommendations put forward to improve efficiency and/or effectiveness of the current arrangements.

Consultation will aim to seek feedback and comments on:

- The current level of awareness of curfew requirements and administration arrangements.
 - Specific restrictions and controls at curfew controlled airports in Australia.
 - Processes in place to apply for a dispensation or quota allocation with the Department.
 - Usefulness of information and/or publications about airport curfews in Australia.
 - Opportunities to increase industry productivity and make the administration of current legislative and regulatory controls more effective and efficient.
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Enquiries

Any enquiries concerning the review should be directed to Russell McArthur – Director Aircraft Operations, by email to: curfews@infrastructure.gov.au or phone: 02 6274 6550.