

## **Minutes – Essendon Airport Community Aviation Consultation Group**

Meeting held on Friday June 17, 2016 at 10.30 am @ Essendon Fields House

**Members:** Cr Jan Chantry (MVCC), Danny Pearson MP, Chris Cowan (EAPL), Graeme Ware (EAPL), Kevin Walsh (Community representative), Frank Manti (Community representative).

**Invited Guests:** Cris Cano (DIRD), Lance Turner (DIRD), Chris Bren-Clarke (Airservices Australia), Ben King (Airservices Australia), Rhiannon Eddy (Airservices Australia), Rory Kennedy (EAPL)

- 1. Welcome – Jan Chantry (Chair)** the Chairperson welcomed the committee and attendees.
- 2. Apologies** Kelvin Thomson MP. - Kelvin Thomson is retiring from politics and will not contest the July 2 federal election. The new member for Wills will be known after the election. Jan Chantry to send a letter of thanks to Kelvin Thomson for his contributions to the CACG.
- 3. Items arising from previous CACG minutes (March 11, 2016)**  
The minutes from the previous meeting were accepted.
- 4. Special Agenda Item – AEO invite to present on the role of the AEO.**  
Cris Cano will seek a representative from the Airport Infrastructure Regulation office of the Department, to be invited to attend the September meeting.
- 5. Letter from MVCC re Hart Precinct works**  
Council's letter to EAPL dated 12 May 2016 identified areas where Council wishes to see further action in regard to the management of Essendon Airport. A copy of the letter and EAPL's response is attached with the minutes.

Frank Manti raised the following issues with EAPL's response:

- Air monitoring results not timely:
  - Chris Cowan advised the interesting results caused delays in finalisation of the report.
  - Mr Manti requested EAPL monitors results and actions monthly.
  - It was agreed that dust monitors will not continue through winter. Reinstated in consultation with the CACG.
- Dust cloth at the perimeter fence is unsightly and not necessary
  - EAPL to remove the remaining cloth
- Damage Claims from residents
  - Mr Manti advised residents believe their claims have not been assessed fairly (e.g. replacement of A/C filters rejected). Mr Manti is disappointed with the reasoning behind the rejections.
  - Chris Cowan advised EAPL has a process in place to review issues and respond.
  - It was agreed EAPL would meet with Mr Manti and Jan Chantry to discuss in further detail.
- Helicopter training
  - Mr Manti noted helicopter training had ceased since MW works commenced.

- Graeme Ware advised this is not related, as training demand is seasonal and drops off over winter. EAPL and Airservices have met with the operator to reiterate the issues with flying over homes.
- Landscaping
  - Improvements to general tidiness were noted.
  - EAPL will consult with the CACG regarding permanent landscaping planned for after Melbourne Water's pipeline works are completed.

## 6. Current and Proposed Developments Chris Cowan gave an update:

**Hart Precinct Hangars** The first two hangars are on track to be occupied by September. A third hangar is being marketed for lease.

**Hotel and Events Centre** The hotel is scheduled to open March 2017. The Australian Events Centre is scheduled to open in November 2016 and will be Melbourne's fourth largest events centre.

**AutoCentro Stage 3** Three dealerships are under construction and almost complete (Kia, Subaru and Hyundai).

**6 English Street Office** Construction is due to be completed by Christmas. The project is 75% leased and will add over 250 jobs to the Airport.

**iFly indoor skydiving** Construction has commenced.

**Redevelopment of Terminal Building** EAPL is seeking leasing pre-commitments prior to commencing works.

**Second Fuel Depot** EAPL is selecting a party to operate a second aviation fuel depot.

### **Private Hospital**

- EAPL will select an operator via an Expression of Interest (EOI) process, commencing 30 June 2016.
- The project is likely to be a staged development, with the first stage comprising approximately 100 beds.
- Estimated 3 months to select a preferred operator, then the consultation process for the Major Development Plan and Master Plan will commence.

**Automotive Training Facility** EAPL submitted a proposal to meet a tenant's requirement. If successful, the development will offer approximately 21 training modules for automotive mechanics, located within a heritage hangar.

**English Street Bridge Closure** The bridge is to be demolished and replaced as part of the CityLink Tullamarine Freeway widening works. Forecast to be closed for 6 weeks from 4/1/2017. EAPL is working with VicRoads and Lendlease to mitigate the impacts.

## 7. Hart Precinct – Melbourne Water Project

Graeme Ware gave an update regarding Melbourne Water's replacement of two major pipelines within the Airport. Construction has commenced is being undertaken in careful and well-planned stages around aviation infrastructure.

There has been good communication from Melbourne Water with residents.

Kevin Walsh advised a noise complaint had been received from a resident of Fullarton Road, Airport West. Chris Cowan advised this could be Melbourne Water or VicRoads. EAPL is not doing any night works.

Frank Manti noted complaints were received from residents early one morning. EAPL's airside safety officers investigated and verified the noise was not from airport developments and was likely Freeway works.

Night works are likely to continue in the Freeway around Essendon Airport for the remainder of the project.

## **8. Noise Management**

Rhiannon Eddy presented data for January, February & March 2016 (Quarter 1) – refer attached. The full report is published online:

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

**Movements** The data for March 2016 is not available. 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 Q1 totaled 28, an increase of 8 from the previous quarter. Complaints were mostly regarding altitude, increase in movements and ground running.

Ben King advised that prevailing weather conditions are unusual at present, as approximately 90% of winds have been northerly. Aircraft need to arrive from the south and are therefore flying lower over the southern end of the airfield.

Kevin Walsh noted a big improvement in Air Ambulance noise. Noise from Police Air Wing operations has also improved.

### **Aero Commanders**

Chris Cowan gave an update on discussion with the Aviation Noise Ombudsman (ANO) regarding Aero Commander aircraft which create the greatest fixed-wing noise issue at Essendon.

A meeting was held with the operator GAM, EAPL, MVCC and the Deputy ANO. The operator is behaving responsibly and the ANO thanked EAPL for arranging the meeting. Mr Cowan noted that GAM would be entitled to operate the Aero Commander aircraft during curfew if it chose to. EAPL will bring any further developments to the CACG's attention.

Jan Chantry requested that Council be kept informed if curfew flights are proposed to commence.

**Fly Neighborly Agreement (FNA)** – Graeme Ware advised there are 24 signatories to the Agreement. Graeme to discuss the FNA with JetGo, which is commencing operations with an Embraer 135 small jet in July.

Kevin Walsh suggested notice boards be placed in the terminal building listing the operators that have agreed to the FNA and a link to the website. Graeme Ware agreed to consult with the operators regarding this proposal and report back to the CACG.

## 9. Aviation Update Chris Cowan gave an update:

- JetGo
  - Dubbo to Essendon three time per week, commencing 3 July 2016. All daylight flights.
  - The aircraft is an Embraer 135 jet weighing 20 tonnes, which triggers security screening of passengers and baggage.
  - Rory Kennedy has sought noise data for the aircraft and will present at the next meeting.
- Regional and Tourism
  - EAPL is talking to Regional Development Victoria and tourism operators.
  - Currently only 1% of inbounds tourists to Victoria visit regional locations. A lack of airstrips near tourist attractions is a major limiter.
- Airport Name Change to **City Airport**
  - EAPL has support from operators and industry for the change. The Essendon name would remain in aviation documents.
  - **City Airport** reflects: the urban environment, lack of understanding of the role of Emergency Services, Regional Services & Corporate jet operations & perception that the Airport is closing.
  - EAPL has written to DIRD, which is currently reviewing the request.
  - Frank Manti supports the name change.
  - Jan Chantry expressed concerns that some residents are passionate about Essendon for historic reasons. Jan will publish in the Valley Views and discuss with the community.
- Proposed 3<sup>rd</sup> Runway, Melbourne Airport
  - EAPL is seeking to be more engaged in consultation, to identify impacts on Essendon operators and the ANEF.
  - No information on impacts has been provided by Melbourne Airport to date.
  - EAPL anticipates more meaningful consultation.
- Open Day, 1 May 2016
  - The event was held in partnership with Rotary and attended by over 7000 visitors. Based on the level of community interest, EAPL plans to hold an open day every two years.

## 10. Other Business

- Terms of Reference (ToR)
  - ToR has not been revisited since the Group was established in 2009.
  - RK to prepare a draft ToR for discussion at the next meeting.
- Sale of VicRoads land, 251-309 Mascoma Street, Strathmore Heights (see attached)
  - VicRoads has sold land at the above address, which is zoned Residential but sits inside the ANEF 30 contour and is therefore unacceptable for residential development pursuant to AS2021.
  - EAPL wrote to VicRoads and Council regarding the sale and has erected public notices adjacent to the land advising that emergency services aircraft operate from the area 24/7.
  - EAPL will review the details of any planning application, when available.

**Meeting Closed at 12.00pm**

**Next Meeting will be held Friday September 9, 2016 @ 10.30am  
(Chair – Danny Pearson MP)**

19 MAY 2016

File: FOL/09/1092

*Office of the Mayor*

Enquiries: Henry Bezuidenhout, 9243 8779

12 May 2016

Mr Chris Cowan  
Chief Executive Officer  
Essendon Airport Pty Ltd  
Level 2, 7 English Street  
ESSENDON FIELDS VIC 3041

Dear Mr Cowan

## **MANAGEMENT OF ESSENDON AIRPORT**

On behalf of Moonee Valley City Council (MVCC) and following the Ordinary meeting held 23 February 2016, I write to you on behalf of our residents in the immediate vicinity of the Essendon Airport. Whilst there is good work being undertaken in areas of management of Essendon Airport operations and related activities, we would like to see further action in regard to the following:

### **a) Air Pollution**

- i. It is appreciated that new air monitoring devices have been erected on airport land, however one (1) additional air monitoring device needs to be added opposite 151 Lebanon Street to gauge the actual pollution along this strip of homes in Lebanon Street.
- ii. Improved measures to ensure any exposure to dust for residents is reduced to a minimum.
- iii. Ongoing inspection of the houses along Lebanon Street with a view to rectifying damages in regard to cleanliness of homes, damage to vehicles, and possible new filter replacements in air conditioning units where these impacts are related to airport operations.

### **b) Noise Pollution**

- i. A review of the hours of work on site, both during weekdays and on the weekend.
- ii. The ongoing monitoring of trucks on the site and potential review of hours of operation.
- iii. Assurance that a hygienist and environmental auditor will be engaged to monitor issues.

### **c) Black Helicopter**

- i. Assurance that the black helicopter being used as a training vehicle will operate under the Fly Neighbourly agreement, in particular – avoiding circling or descending over Lebanon Street homes.

- ii. Details of how many movements are permitted for this helicopter under the current Master Plan.
  - iii. Assurance that no repairs or maintenance will be carried out on runway strips, eliminating the noise of running engines.
- d) Landscaping and General Tidiness of Site**
- i. Assurance that any shade cloth is suitably maintained, and that landscaping is installed along the fence line of the homes in Lebanon Street to improve this interface.
  - ii. Assurance that rubbish along the fence line will be removed on a regular basis.
- e) Proposed Development in the Harts Precinct**
- i. Details of what is proposed for the portion of land behind the water tanks and any future consultation processes, as it is understood the City West Water have an agreement with Essendon Airport regarding this land.
  - ii. Details of the removal of all shipping containers from the Hart Precinct.
- f) Communication**
- Assurance that Essendon Airport will nominate a dedicated officer as the primary contact for resident's complaints including the establishment of a dedicated hotline.
- g) Asbestos – Contaminated Soil Stockpile Removal**
- i. Details of when all existing piles of contaminated asbestos will be removed, and that this removal is undertaken by a qualified asbestos removalist.
  - ii. Details of the progressive removal of all piles of soil on the site, including timing.
  - iii. Assurance that any contaminated soil will be removed to an offsite location.

We look forward to your response and updates on the above mentioned areas. Please forward any enquiries to Henry Bezuidenhout, A/Director Planning & Development on 9243 8779 or [hbezuidenhout@mvcc.vic.gov.au](mailto:hbezuidenhout@mvcc.vic.gov.au)

Yours sincerely



**CR ANDREA SURACE**  
**Mayor**

07 June 2016

CR Andrea Surace  
Mayor  
PO Box 126  
Moonee Ponds  
Victoria, Australia, 3039

Dear Cr Andrea Surace

## **MANAGEMENT OF ESSENDON AIRPORT**

Regarding your letter dated 12 May 2016 in relation to the management of Essendon Airport please find below responses to your queries.

### **Air Pollution**

- EAPL have installed Air monitoring devices along the perimeter of the Hart precinct. Upon request by Moonee Valley City Council an additional dust monitor has been erected in close proximity to 151 Lebanon Street. The results of this monitor will be included in the next report.
- A dust monitoring report outlining results for February and March 2016 has previously been distributed.
- To date EAPL have implemented a range of additional dust control measures. These include:
  - Water carts have used over 4 million litres of water to date to suppress dust at key generation points.
  - Surplus stockpiles have been removed from site whilst remaining stockpiles have been compacted or seeded to suppress dust. The remaining stockpiles are earmarked for use in future developments within the precinct.
  - Shade cloth has been erected along the eastern boundary to prevent dust leaving the airport
  - Dust monitors have been erected to monitor dust levels
  - Access roads have been constructed using crushed rock to limit dust being generated from vehicle movements
- EAPL has met with residents along Lebanon Street and completed any requested property inspection. Without prejudice EAPL has undertaken house cleaning for those residents who

wished for it. All other residents have been informed on EAPL's assessment of damage. This includes three rejected claims relating to the replacement of air conditioning units.

- Whilst we have undertaken an inspection of Mr Manti's residence we are yet to receive his list of claims

### **Noise Pollution**

- EAPL are currently undertaking works in accordance with applicable EPA guidelines relating to working hours. We understand that these are the same construction hours used by MVCC.
- EAPL are conducting ongoing surveillance of work sites to ensure that works are not occurring outside of the designated working hours.
- EAPL has engaged an independent environmental consultant to undertake regular environmental inspections of work sites across the airport. These reports are sent to the Airport Environmental Officer (an employee of DIRD) who is the appropriate authority for review.

### **Black Helicopter**

- EAPL assumes that the 'Black Helicopter' in question is the one operated by Melbourne Helicopters. EAPL can confirm that Melbourne Helicopters have signed up to the fly neighbourly agreement and operates in accordance with the agreement.
- There are no maximum movement limits referred to in the Master Plan, rather the plan contains forecast movements for the airport.
- We have established an in principle agreement with Melbourne Helicopters to avoid circling or descending over Lebanon Street.
- Repairs and maintenance of aircraft are undertaken in accordance with pages 101 and 102 of the Master Plan which have been attached for your reference.

### **Landscaping and General Tidiness of Site**

- The shade cloth along the eastern boundary is being continually maintained. Maintenance is generally undertaken after any period of high wind.
- EAPL's practice is to landscape areas when development occurs. An example of this is car dealership pre-delivery centre adjacent to Menarra Street.
- EAPL have previously indicated to the CACG that we will consult with the CACG regarding the landscaping treatment for the Hart Hangars.
- Removal of rubbish throughout the Airport precinct is ongoing.

### **Proposed Development in the Hart Precinct**

- Melbourne Water and EAPL have recently agreed to realign the M9 water main along the airports eastern boundary on airport land.



- Melbourne Water will keep residents updated with construction information as part of their communication strategy.
- The detail of development in the area behind (east of) the Melbourne Water Tanks is shown on page 62 of the Master Plan.
- EAPL have removed a number of shipping containers from the Hart precinct. The containers that remain are required and have been painted in a neutral colour to better fit the aesthetic of the precinct.

### **Communication**

- EAPL is committed to engagement with the community. An EAPL staff member has been identified via various EAPL letters to residents as a point of contact with applicable details provided. For the Hart precinct these are Cameron Rappell (0457 773 296) who is the Project Manager of civil construction within the precinct, and Rory Kennedy (0412 369 049) Planning and Government Relations
- EAPL meets regularly with the Community Airport Consultation Group (CACG) which now contains a resident from Lebanon Street.

### **Asbestos – Contaminated Soil Removal**

- Any asbestos contaminated material is being managed strictly in accordance with relevant Work Safe and EPA guidelines and this is regularly monitored for compliance. The timing of any removal is subject to disposal in accordance with these guidelines.
- As EAPL undertakes various construction activities on site there will be stockpiles of material generated as part of these works. Any long term stockpiling will be managed in accordance with EPA guidelines.

If you have any further queries relating to the abovementioned matters please feel free to contact Mr Cameron Rappell of EAPL on 0457 773 296 or [cr@ef.com.au](mailto:cr@ef.com.au)

Yours sincerely  
Essendon Fields Pty Ltd



Chris Cowan  
CEO – Essendon Airport

## 9.7 SOUTHERN - BULLA PRECINCT

The Bulla Precinct was developed during 2004-2007. During this time, the Precinct has met with considerable success and been tremendously well supported by the public. A DFO and a Homemaker Hub development have been established on the Precinct, accompanied by high quality larger retail operators as well as a Dan Murphy's liquor store within the 60,000m<sup>2</sup> of developed buildings.

EAPL is currently looking for further commercial development on the south-west quadrant of the Airport near the Bulla Precinct, as well as within the existing retail area. The south-west quadrant provides high-value, high-visibility land adjacent to the Tullamarine Freeway well suited for higher value commercial development in the long term such as retail, car parking, and office.

Traffic flow of the Bulla Road Interchange is nearing capacity due to heavy freeway flows. EAPL has been in consultation with key stakeholders to improve the flow of vehicles in this area. This work will provide significant improvement to the overall traffic flow around the interchange. These works will also provide capacity to further develop in and near the Bulla Precinct. EAPL will be able to provide more information once VicRoads have approved a plan and agree to make this information public. More information on ground transport is provided in chapter 10.

Proposed developments within the next five years (subject to tenant demand) are:

- Additional car parking to service the existing retail;
- Up to an additional 15,000m<sup>2</sup> of retail development.

## 9.8 EASTERN - HART PRECINCT

The Hart Precinct is approximately 36 hectares in total and is irregular in shape. The precinct is bounded at the north-east by Lebanon Street with a residential area directly adjacent. The north-west corner is adjacent to Melbourne Water storage tanks which service the region. The precinct is bounded to the west by runway and to the south by existing taxi ways.

The Hart Precinct was previously designated as Airfield Special Use in the 2008 Master Plan. The re-designation as Business 3 is considered appropriate to reflect the development potential of the Hart Precinct. It was

previously recognised for its future potential development opportunity. There is no requirement or plans to use the Hart Precinct as an airfield. The Precinct has been re-designated as Business 3 for both aviation and non-aviation purposes which is consistent with the designations for the rest of airport.

The purpose of the Hart Precinct land use policy is to “facilitate the development of the precinct for a range of commercial and light industrial activities compatible with the existing economic and employment opportunities of Essendon Fields.”

It is a land use policy of EAPL to ensure that interface issues with residential areas of Strathmore Heights are considered as part of determining the suitability of proposed land uses.

The Hart Precinct is partly “land locked” by the East-West and the North-South Runways, and is currently only accessible through airside roads or private gates accessed from Strathmore.

There is currently limited usage of these gates. EAPL's intention is to provide access into the Hart Precinct from the Wirraway North Precinct. We envisage that this road could be completed within the next five years. EAPL's preference is to avoid the use of access from existing residential streets where possible.

Development is expected to be of lower value in comparison to the English Street precinct within the airport. Development of the Hart Precinct will depend on a number of items such as infrastructure, roads, provision of services, noise and impact on the neighbouring residents.

EAPL will encourage development towards the western end of the precinct first. Any aviation development will be located in areas closest to the runways.

Uses proposed in the Hart Precinct in the longer term include hangars, vehicle storage, and office/warehouse providing commercial and light industrial office facilities for both aviation and non aviation related uses.

EAPL have had discussions with Airservices Australia who have considered the Hart Precinct (adjacent to the north-south runway) as a potential area to relocate the Air Traffic Control Tower.

The location of new hangars (at either the Hart Precinct or the southern apron) will be subject to a number of



factors including access to the airfield, vehicular access, airfield infrastructure, and impact on the community.

There are only minor low value improvements on the Hart Precinct at present.

Development may be limited over the next five years subject to proposed access. Proposed developments within the next five years may include:

- 50,000m<sup>2</sup> of on grade and warehouse storage (such as the existing pre-delivery vehicle storage centres on Larkin Court or hangars).

Any hangar development in the Hart precinct in the first five years of this master plan will be within 400 metres of the North South runway.

## 9.9 SENSITIVE DEVELOPMENTS

Section 71(A) of the *Airports Act 1996* provides that;

*“A draft or final master plan must identify any proposed sensitive development in the plan.*

*A sensitive development is the development of, or a redevelopment that increases the capacity of any of, the following:*

- c) a residential dwelling;*
- d) a community care facility;*
- e) a pre-school;*
- f) a primary, secondary, tertiary or other educational institution;*
- g) a hospital.”*

Pursuant to Section 89A(1) of the *Airports Act 1996*:

A person must not:

- (a) *carry out a sensitive development relating to an airport; or*
- (b) *cause or permit to be carried out a sensitive development relating to an airport;*

*unless the Minister gives an approval under this section for the preparation of a draft major development plan for the sensitive development at the airport.*

The proposed sensitive developments in this Master Plan are:

### 1. Vacant parcels of airport land.

The airport lease includes 23 vacant parcels of airport land which are owned by the Commonwealth and located within residential areas. In past decades these blocks have accommodated approach lighting, but are now fully vacant, not used and represent an onerous maintenance and management responsibility. A plan of the land can be found at Attachment 3.

EAPL considers that these parcels of land could be converted to residential dwellings (a sensitive development) or other use under arrangements which are consistent with the existing character of the neighbourhood and consistent with the City of Moonee Valley Planning Scheme. At an appropriate time, EAPL would undertake appropriate consultation and apply for necessary consent to undertake this activity.

### 2. Hospital

While no plans currently exist, EAPL believes that a hospital on the airport site would provide much needed facilities and services to users of the airport and the local region. The location and easy access of the airport, along with the on-site base of the Air Ambulance, means that the site is particularly suitable.

If the hospital were to allow for overnight stay patients, noise impacts, among other items relevant to sensitive developments, will be carefully addressed and presented for approval. A hospital could either be a brand new development or accommodated within one of the existing buildings on site.

## 5. NOISE

The Airports (Environment Protection) Regulations 1997 do not apply to noise generated by aircraft in flight, when landing, taking off or taxiing at the airport. However, noise emissions emitted from ground-based activities are subject to this AES and the Airports (Environment Protection) Regulations 1997. Ground based noise sources include the ground running of aircraft, maintenance activities, vehicle traffic and construction activities.

Ground running of aircraft engines is allowed at Essendon Airport between the following hours:

- 7.00 am – 6.00 pm, Monday to Friday
- 10.00 am – 6.00 pm, Saturday and Sunday

Most ground running activity occurs near the centre of the airport away from residential dwellings and during business hours when the ambient background noise is greater. Operators are also making a conscious effort to reduce noise associated with ground running. An example is the noise suppression system recently fitted to the mobile engine testing rig operated by GAM, which significantly reduces the noise created by ground running.

Most complaints about aircraft located on the ground are about engine pre-flight engine checks (run ups) which are a mandatory safety requirement prior to flight for non-jet engine aircraft types. Few run ups exceed five minutes in duration but run ups do occur when the ambient background noise is at lower levels.

In response to noise complaints, generally regarding engine run – up noise, Essendon Airport amended its Aircraft Engine Maintenance Ground Running procedure in 2012. The revised procedure incorporates a new site

for the mobile testing vehicle, which is closer to noise barriers and further away from residential areas surrounding the airport.

Noise which is generated from aircraft in flight or manoeuvring at Essendon Airport is regulated by the Commonwealth through the Air Navigation (Aircraft Noise) Regulations 1984. As Essendon Airport Pty Ltd is not a Commonwealth Statutory Authority it does not have a role in regulating aircraft noise. Essendon Airport's Master Plan contains an ANEF (Australian Noise Exposure Forecast) which describes the noise impact of aviation operations both within and external to the Airport.

A limited curfew restricts aircraft operations between 11pm and 6am daily - Air Navigation (Essendon Airport) Regulations 2001.

The Community Aviation Consultative Group (CACG) holds quarterly meetings to discuss aircraft noise issues. In December 2011 a meeting was held at the Victorian Police Air Wing and Air Ambulance facility to encourage open discussion between the community and aviation operators. This meeting endorsed changes to the local procedures for operations at the northern end of the runway 17/35 which utilise the green belt and Boeing Reserve rather than a direct route over houses in the Strathaird Street Area.

One of the first Fly Neighbourly Agreements to be introduced by an airfield was signed by 18 operators in 2012. The Fly Neighbourly Agreement conveys to both the aviation and general community what flying professionally and courteously entails.

Participants of the Fly Neighbourly Agreement adhere to 15 key principles that are designed to help protect local amenity for residents.

### 5.1 PREVIOUS ACHIEVEMENTS Noise – Previous Achievements

Date	Initiative
Ongoing	Essendon Airport has complied with legislative requirements with regards to the generation of noise.
2009	Essendon Airport facilitated a Minister initiated series of Working Group meetings in 2009.
2010	In January 2012, a group which comprised representatives from the Community and Commonwealth Government Departments commenced regular meetings to discuss and report back to the Minister for Infrastructure, Transport, Regional Development and Local Government on noise issues at and surrounding Essendon Airport.
2012	Aircraft Engine Maintenance Ground Running procedure was revised in 2012.
2012	One of the first Fly Neighbourly Agreements to be introduced by an airfield, was implemented and signed by 18 operators in 2012.



5.2 2013 - 2018 ENVIRONMENT STRATEGY OBJECTIVES, ACTIONS AND TARGETS

**NOISE KEY OBJECTIVES 2013 - 2018**

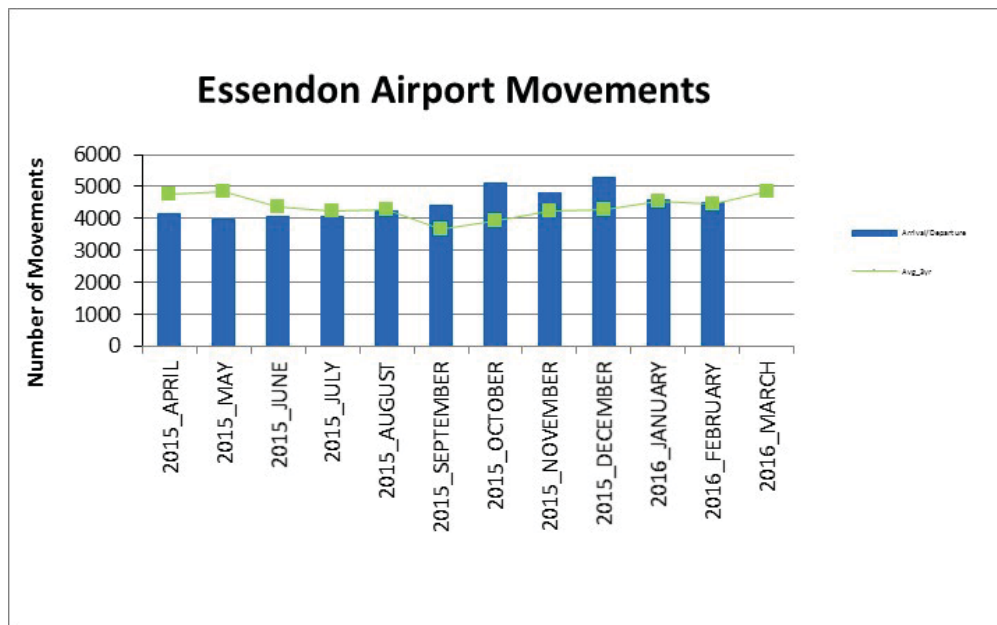
- To minimise noise associated with airport ground operations.
- To comply with legislative requirements.

NOISE - SUPPLEMENTARY STRATEGIES AND OBJECTIVES 2013 -2018		
Issues	Proposed Activity/Objective	Responsibility for Achieving /Timeframe
To minimise noise from ground based-airport operations and activities	Education of tenants about the requirements of the Ground Running Procedure.	EAPL / Tenants (2014)
Vehicular Noise	Ensure vehicles owned by EAPL are equipped with correctly operating baffles as per manufacturers instructions.	EAPL (2013 - 2018)
Noise from new developments	Ensure new developments comply with Land Use Plan requirements as specified in Master Plan.	EAPL (From 2013)
Noise generated from aircraft engaged in flight activities	Provide assistance, as reasonably requested by the Commonwealth, in monitoring compliance with the Air Navigation (Essendon Airport) Regulations 2001.  Where aviation operators are not signatories to the voluntary Fly Neighbourly procedures, EAPL encourages the operators to adhere to the principles of the Fly Neighbourly Agreement.	EAPL (2013 -2018)

## 4.5 Essendon Airport

Figure 23 shows aircraft arrival / departure movements at Essendon Airport for the 12 month period to the end of Quarter 1 of 2016. The data point for March 2016 has been removed due to uncompleted data processing at the time the report was run. The chart also includes 3-year averages from April 2012 to March 2015.

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 1 of 2016 (and three-year averages for each month from April 2012 to March 2015)**

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.

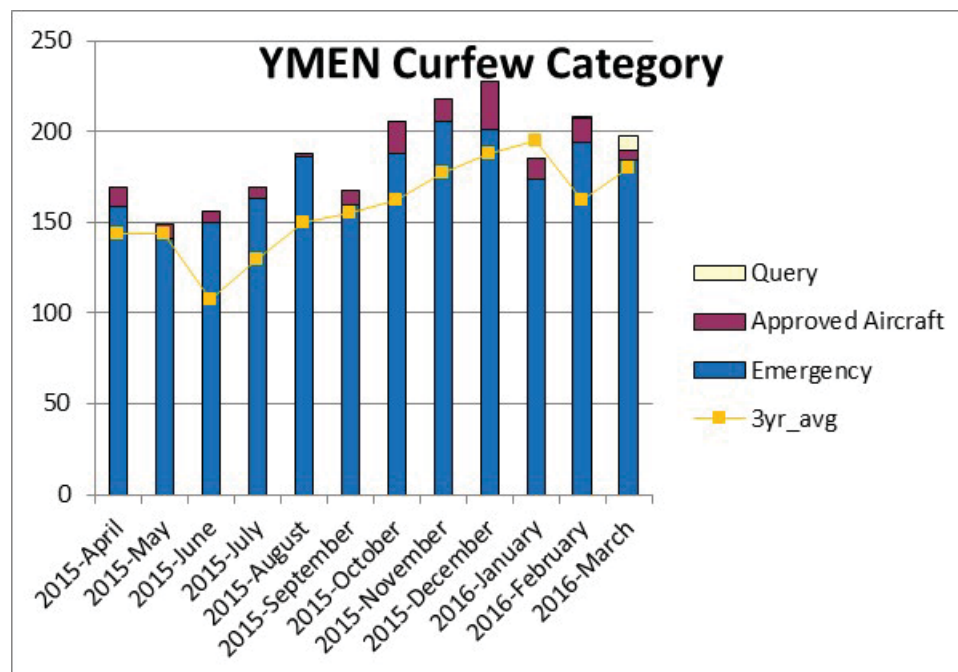
Figure 24 shows curfew movements by category at Essendon Airport for the 12 month period to the end of Quarter 1 of 2016.

Figure 25 shows the runways used during the curfew movements at Essendon Airport for the 12 month period to the end of Quarter 1 of 2016.

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.

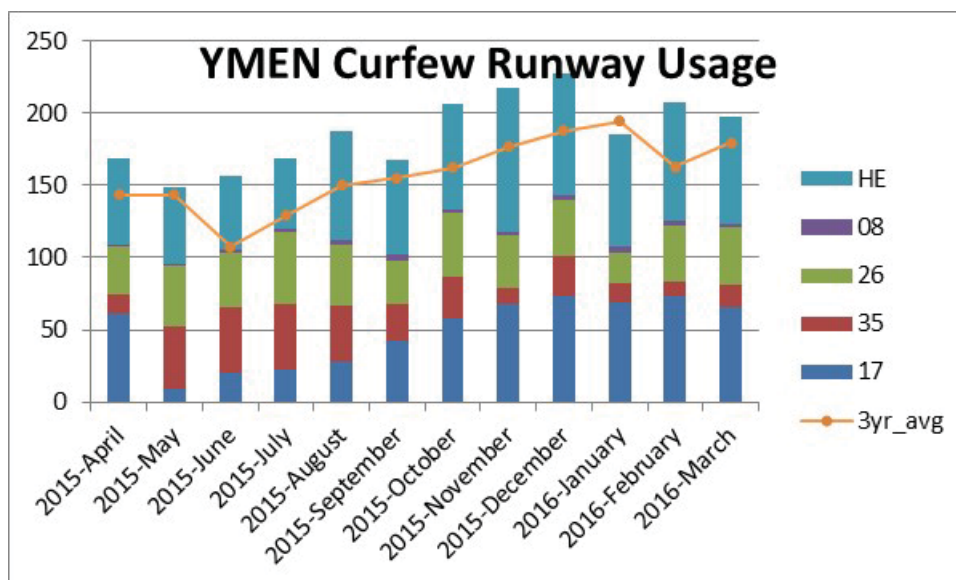
More detail on curfew restrictions is available on the website of the Department for Infrastructure and Regional Development at <http://www.infrastructure.gov.au/aviation/environmental/curfews/EssendonAirport/index.aspx>



**Figure 24: Essendon Curfew Movement Category (11.00pm to 6.00am) for the 12 month period to the end of Quarter 1 of 2016.**

Key points shown by Figure 24 are:

- During Quarter 1 of 2016 February and March movements were above the three-year 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 1 of 2016.**

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).



**Table 1: Recorded Melbourne Airport Complainants by Suburb, Quarter 1 of 2016**

<b>Melbourne Airport</b>				
<b>Suburb</b>	<b>Q2 2015</b>	<b>Q3 2015</b>	<b>Q4 2015</b>	<b>Q1 2016</b>
Keilor	4	3	2	8
Keilor Park	1	1	1	5
St Albans	4	4	1	6
West Footscray	1	5	3	1
All Other Complainants	35	32	36	51
Total Complainants	45	45	43	71

**Table 2: Recorded Avalon Airport Complainants by Suburb, Quarter 1 of 2016**

<b>Avalon Airport</b>				
<b>Suburb</b>	<b>Q2 2015</b>	<b>Q3 2015</b>	<b>Q4 2015</b>	<b>Q1 2016</b>
All Other Complainants	1	0	0	3
Total Complainants	1	0	0	3

**Table 3: Recorded Essendon Airport Complainants by Suburb, Quarter 1 of 2016**

<b>Essendon Airport</b>				
<b>Suburb</b>	<b>Q2 2015</b>	<b>Q3 2015</b>	<b>Q4 2015</b>	<b>Q1 2016</b>
All Other Complainants	34	24	20	28
Total Complainants	34	24	20	28

**Table 4: Recorded Moorabbin Airport Complainants by Suburb, Quarter 1 of 2016**

<b>Moorabbin Airport</b>				
<b>Suburb</b>	<b>Q2 2015</b>	<b>Q3 2015</b>	<b>Q4 2015</b>	<b>Q1 2016</b>
Dingley Village	7	10	6	11
Mordialloc	3	1	1	5
All Other Complainants	21	24	29	26
Total Complainants	31	35	36	42

**Table 5: Recorded Point Cook Airport Complainants by Suburb, Quarter 1 of 2016**

<b>Point Cook</b>				
<b>Suburbs</b>	<b>Q2 2015</b>	<b>Q3 2015</b>	<b>Q4 2015</b>	<b>Q1 2016</b>
Point Cook	13	10	7	0
All other Complainants	0	2	1	0
Total Complainants	13	12	8	0

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

- Overall complainant numbers associated with Melbourne Airport increased from 43 in Quarter 4 2015, to 71 in Quarter 1 2016. Issues raised by complainants included Runway selection, night time flights and increased frequency of flights.
- Point Cook Airport had a reduction in the number of complainants, while Moorabbin, Essendon and Avalon Airports had increases in the number of complainants.



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