

E ESSENDON FIELDS **AIRPORT**

COMMUNITY INFORMATION





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Essendon Fields respectfully acknowledges the traditional custodians of this land – the Wurundjeri Woi-wurrung people of the Kulin Nation, their spirits, ancestors, elders and community members past and present.



Essendon Fields Airport remains a vital aviation resource for Melbourne and regional Victoria.

It continues to provide excellent facilities to the aviation industry, with a special emphasis on Police and Emergency Services, flight support and the corporate aviation market.

In addition, it offers the opportunity to create an integrated business environment, unlike anything else in Melbourne.

Essendon Fields Airport is a strategically important parcel of land, providing a unique opportunity to reinforce its activity centre function by realising non-aviation development potential.

The site has potential for the creation of thousands of new employment opportunities, through the enhancement and expansion of the range of services and facilities presently located in the northwest of Melbourne.

Further information on these opportunities can be found in the Airport Master Plan which is available online at www.ef.com.au.



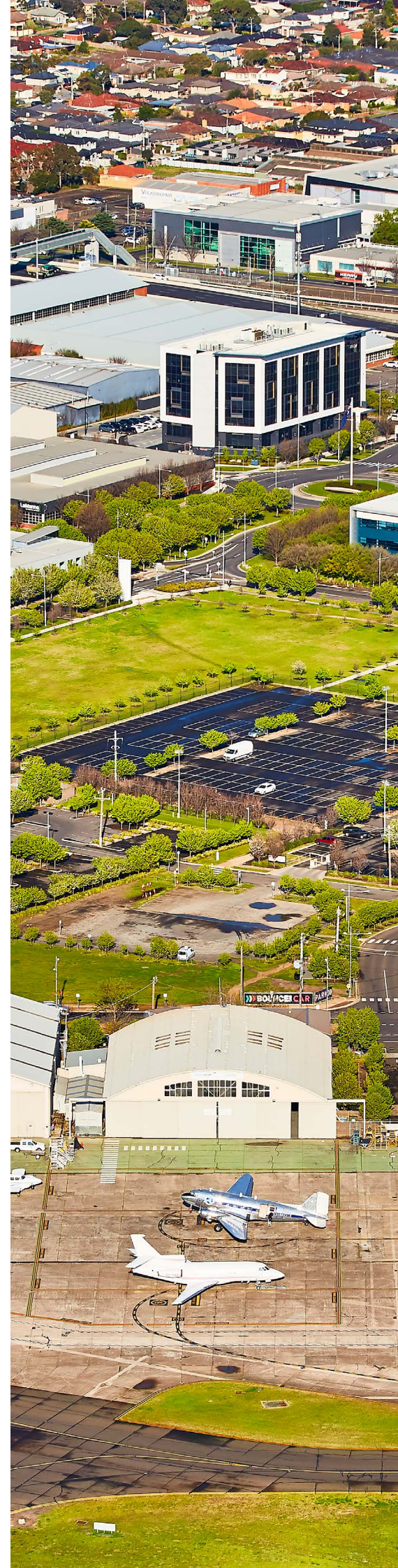
OUR VISION

WE'RE BUILDING AN ENDURING LEGACY IN AVIATION AND PROPERTY, ESTABLISHING ESSENDON FIELDS AS THE ECONOMIC ENGINE ROOM FOR MELBOURNE'S NORTH WEST.

Together we will safely deliver an urban renewal precinct with capacity for more than 20,000 jobs, operate an airport that connects Melbourne to the regions and beyond, and provide a critical base for emergency services: the airborne heroes that protect us all.

Key objectives of Essendon Airport Pty Ltd (EAPL):

- To improve and maintain safe, secure and efficient airport operations;
- To add value to the airport by realising development opportunities;
- To increase market awareness of development opportunities at the airport;
- To improve the integration of the airport with its surrounds; and
- To consolidate airport operations and aviation requirements to ensure efficient and sustainable land use.



FOR THOSE PLANNING TO MOVE INTO THE AREA

WITH RESIDENTIAL AND COMMERCIAL COMMUNITIES LOCATED IMMEDIATELY ADJACENT TO OUR AIRPORT BOUNDARY, THE PROTECTION OF AIRSPACE IS A MAJOR FOCUS.

EAPL co-operates with the Federal, State and Local Governments to support improvements in planning outcomes that will improve the safety and efficiency of aircraft operations in the Melbourne region.

Design and Development Overlays have been implemented in the Moonee Valley Planning Scheme relating to building height restrictions in areas under the runway approach and departure paths. An Airport Environs Overlay has not been prepared for Essendon Fields Airport. However, this is a possibility in the future, particularly since the State Planning Policy Framework was updated in 2015 to include the policy guideline that planning must consider as relevant the National Airports Safeguarding Framework.

For those considering a move into the area we recommend the following:

- Refer to Chapter 6 of the EAPL Master Plan (Aircraft Noise and Airspace Management) <https://ef.com.au/about-us/master-plan>

- Speak to residents already living in the area, keeping in mind that noise annoyance is subjective and what bothers one person may have no impact on another (and vice versa). It is important to consider whether your lifestyle is compatible with the noise associated with living nearby to an airport;
- Spend time in the location to gain an understanding of aircraft activity and noise level. Try to visit a few times, keeping in mind aircraft movements and noise changes from day to day and depending on time and weather conditions;
- Consider using Airservices Australia's online WebTrak tool which will allow you to investigate actual flight movements over the location that you may be considering (see page 20 for further details);
- Review the current Australian Noise Exposure Forecast for the Airport. This chart shows the forecast noise levels for areas surrounding the airport and building site acceptability under Australian Standards; (see page 18 for further details); and
- If construction is proposed, you should also refer your building advisors to the airspace charts available from the Essendon Fields Airport website

If you have further questions after following the above process, you can obtain further advice from Essendon Fields Airport via the enquiry link on our website (see page 27 for details).

WHAT DO WE DO AT ESSENDON FIELDS AIRPORT?

Essendon Fields Airport provides facilities and services for International and Domestic corporate aircraft, aircraft maintenance, airfreight, aircraft charter, regional activation services and emergency air service providers.

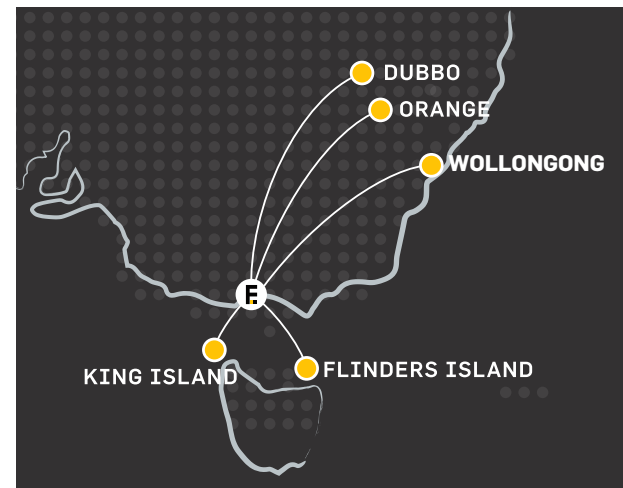
Combined, these operators undertook more than 23,000 aircraft movements in the 12 months to June 2022.

EMERGENCY SERVICES

- The Airport is home to Victoria's Emergency Services, including the Police Air Wing, Air Ambulance, Australian Maritime Safety Authority, Emergency Management Victoria and Royal Flying Doctor's Service
- Additionally, patient transport, organ transport and medevac flights are provided by private charter operators

REGULAR PASSENGER TRANSPORT TO REGIONAL LOCATIONS

- As at April 2022, 2 airlines currently fly to 5 destinations. These are, Wollongong, Orange, Dubbo, King Island and Flinders Island.
- Regional passengers increased from 10,000 passengers in 2014 to approximately 40,000 in 2019. This figure dropped significantly during COVID related border closures, and is now slowly rebuilding.



CORPORATE JETS

- 65 of Australia's approximately 205 Corporate Jets are based at Essendon Fields Airport
- Corporate jets are operated by private owners or charter services flying to domestic or international destinations
- Many Corporate Jet operators at Essendon Fields also perform Aeromedical evacuations and Medevac operations.

AIRCRAFT MOVEMENTS

THE CURRENT MASTER PLAN CONTAINS MOVEMENT FORECASTS FOR THE PERIOD 2013 TO 2033.

It is envisaged that total aircraft movements at Essendon Fields will experience modest growth over the next 20 years until 2033.

EAPL's analysis of the market generally, and for ANEF purposes, establishes that:

- Single propeller aircraft movements are likely to continue to decline by 2% per annum over the next 20 years.
- Twin propeller aircraft movements are likely to continue to decline by 2% per annum over the next 20 years.
- Jet movements are likely to increase by 3% per annum over the next 20 years.
- Rotary wing movements are likely to increase by 2% per annum over the next 20 years.

Overall it is considered that the decline in flight activity has now stabilised and the Airport will begin to experience modest growth in the future. It is anticipated that by 2039 the combined operation of all the above-mentioned aircraft types will generate approximately 57,000 total aircraft movements annually.



HISTORICAL AVIATION ACTIVITY

TABLE 5.1
Historic aviation activity at Essendon Fields Airport (calendar years)

YEAR	ANNUAL AIRCRAFT MOVEMENTS
2002	68,418
2003	64,240
2004	59,826
2005	58,708
2006	59,244
2007	53,802
2008	54,739
2009	58,659
2010	54,994
2011	54,162
2012	53,779
2013	52,724
2014	54,664
2015	54,148
2016	53,862
2017	52,868
2018	54,287
2019	54,709
2020	46,172
2021	51,156

TABLE 5.2
Essendon Fields Airport in 2017 proportion of aircraft movements

SINGLE PROPELLER	21.0%
TWIN PROPELLER	19.0%
TWIN TURBOPROP	20.0%
JETS	7.0%
ROTARY WING	33.0%



AIRPORT OPERATIONS

TOWER HOURS

The Essendon Fields Airport Control Tower is active Monday to Friday from 6.00am to 10pm, Saturday and Sunday 7am to 10pm. Outside of these hours air traffic control is managed by Airservices at Melbourne Airport.

CURFEW RESTRICTION

The Essendon Fields Airport curfew was put in place to minimise the impact of aircraft noise on nearby residents.

The Air Navigation (Essendon Fields Airport) Regulations 2018 prescribe a curfew period which applies to aircraft from 11pm until 6am. The curfew is predominantly a jet curfew as the Regulations do not prevent all aircraft movements during the curfew period. Permitted movements during curfew periods include:

- Propeller driven aircraft and helicopters subject to specified maximum take-off weights and or maximum noise levels;
- Aircraft involved in an emergency; or a Police Air Wing operation; or
- Aircraft movements where a dispensation is granted by the Secretary under regulation 15 that authorises the take-off or landing, and the take-off or landing is in accordance with the dispensation.

EMERGENCY MOVEMENTS PERMITTED - INCLUDING JETS

Most aircraft operations that occur during the curfew period are carried out by Police Air Wing, Air Ambulance and search and rescue operations by the Australian Maritime Safety Authority. Aeromedical jet aircraft also operate during the curfew delivering plasma supplies, organ donation and patient transfer services.

WEIGHT RESTRICTIONS

The Air Navigation (Essendon Fields Airport) Regulations 2018 (Cth) impose a maximum take-off weight (MTOW) of 50 tonnes for aircraft operating at Essendon Fields Airport. In 2018 the Regulations were changed to allow aircraft with a MTOW of no more than 50 tonnes if the take-off or landing is permitted (aircraft involved in emergencies or police operations).

Two examples of the largest aircraft able to operate from Essendon Fields are the Fokker F70 regional jetliner (which can carry approximately 70 passengers) and the Bombardier Global 7500 business jet.

The Bombardier Global Express 6000 is a business jet utilised for private or charter travel and can carry approximately 8 passengers.

FLIGHT PATHS

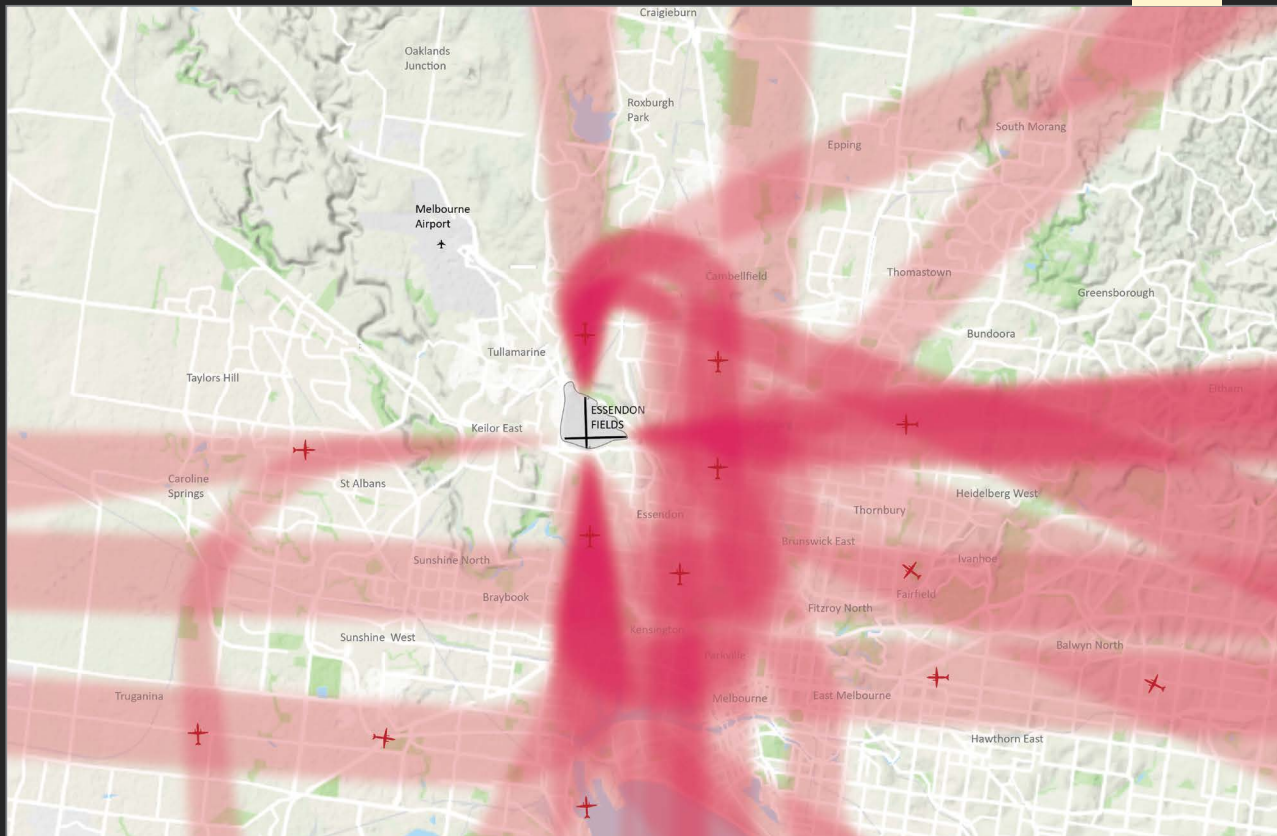
THE MAPS ON THE FOLLOWING PAGES SHOW THE PRIMARY FLIGHT PATHS PROVIDED BY AIRSERVICES FOR ARRIVING AND DEPARTING AIRCRAFT AND HELICOPTERS AT ESSENDON FIELDS AIRPORT.

It is important to note that aircraft may diverge from these flight paths on some occasions.

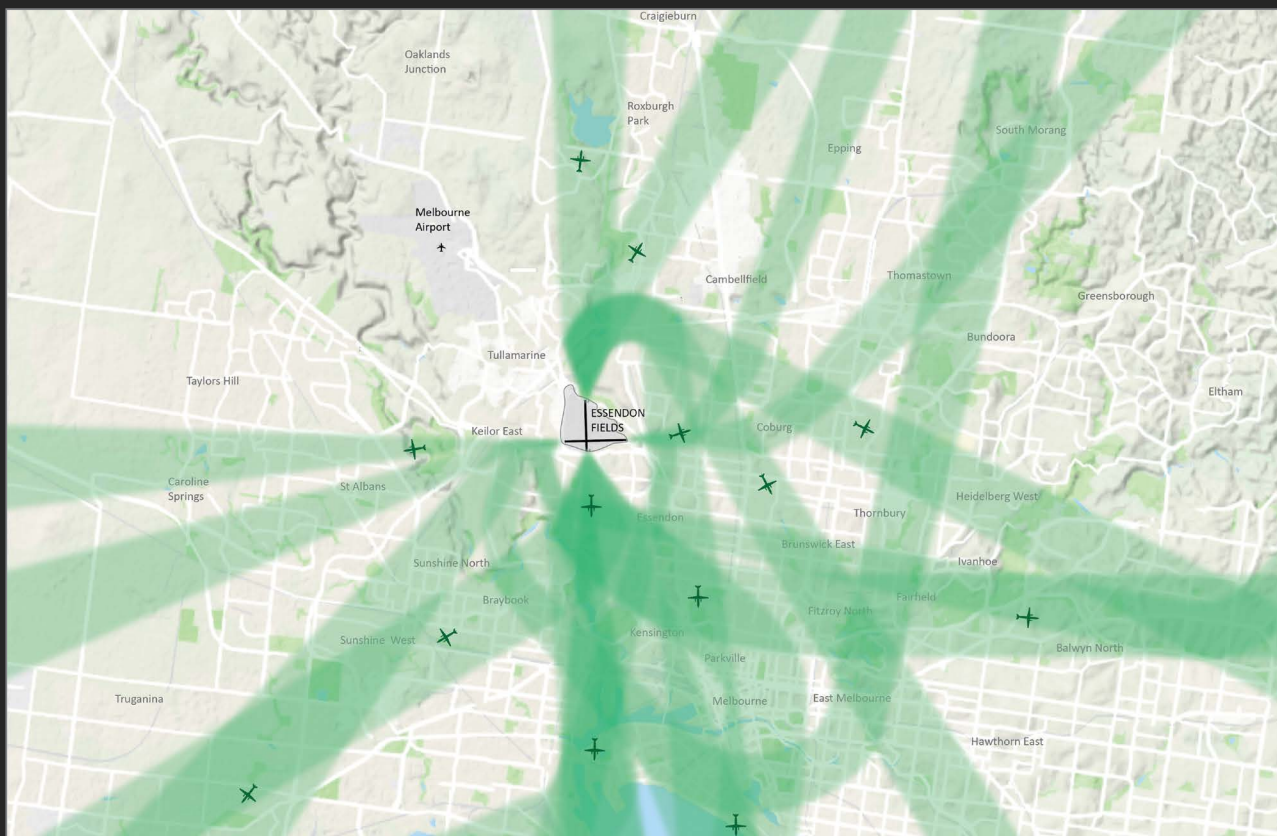
The flight paths servicing Melbourne Airport are not shown on these maps as these are outside the Essendon Fields Airport prescribed airspace and generally involve the operation of aircraft at a higher altitude. These aircraft may also contribute to noise levels experienced by the community at times.



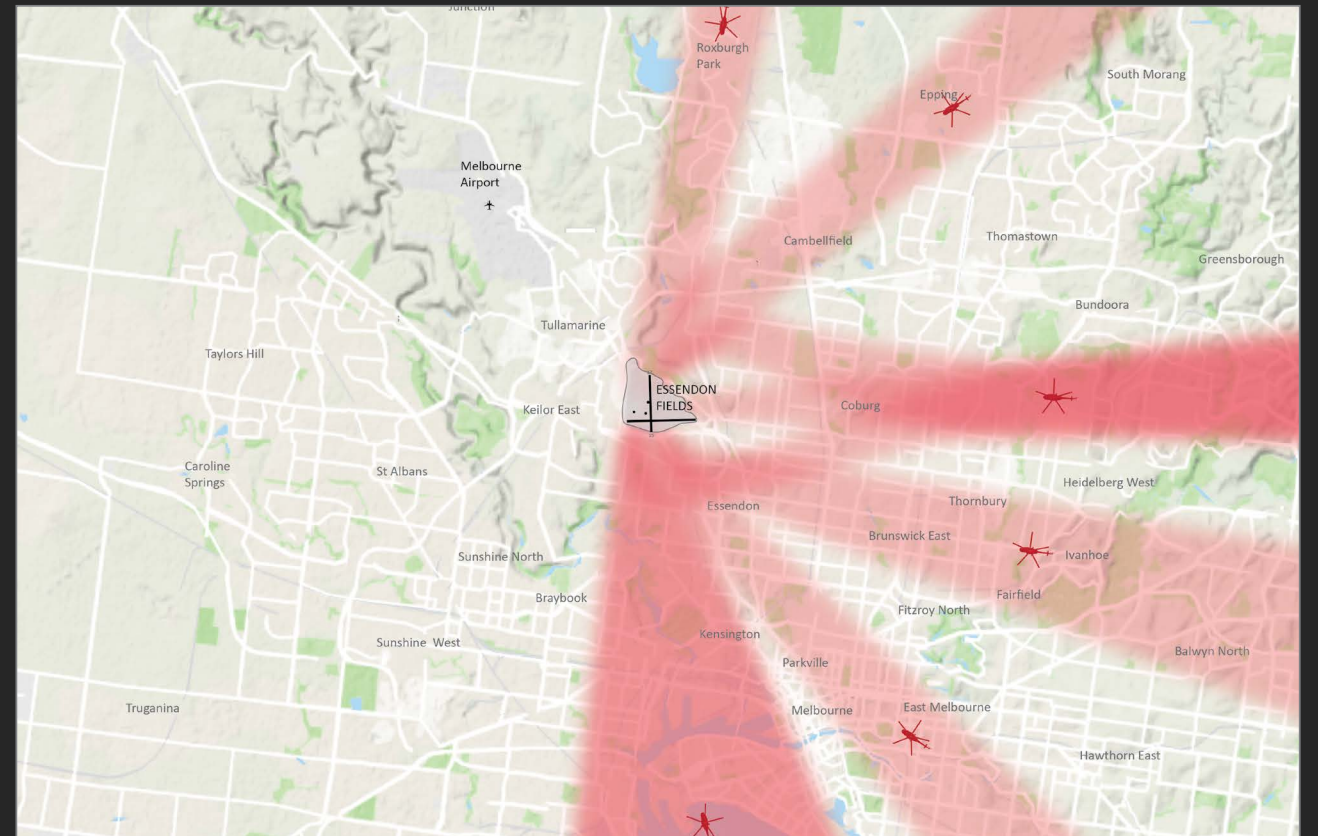
CURRENT ARRIVAL FLIGHT PATHS FOR FIXED WING AIRCRAFT



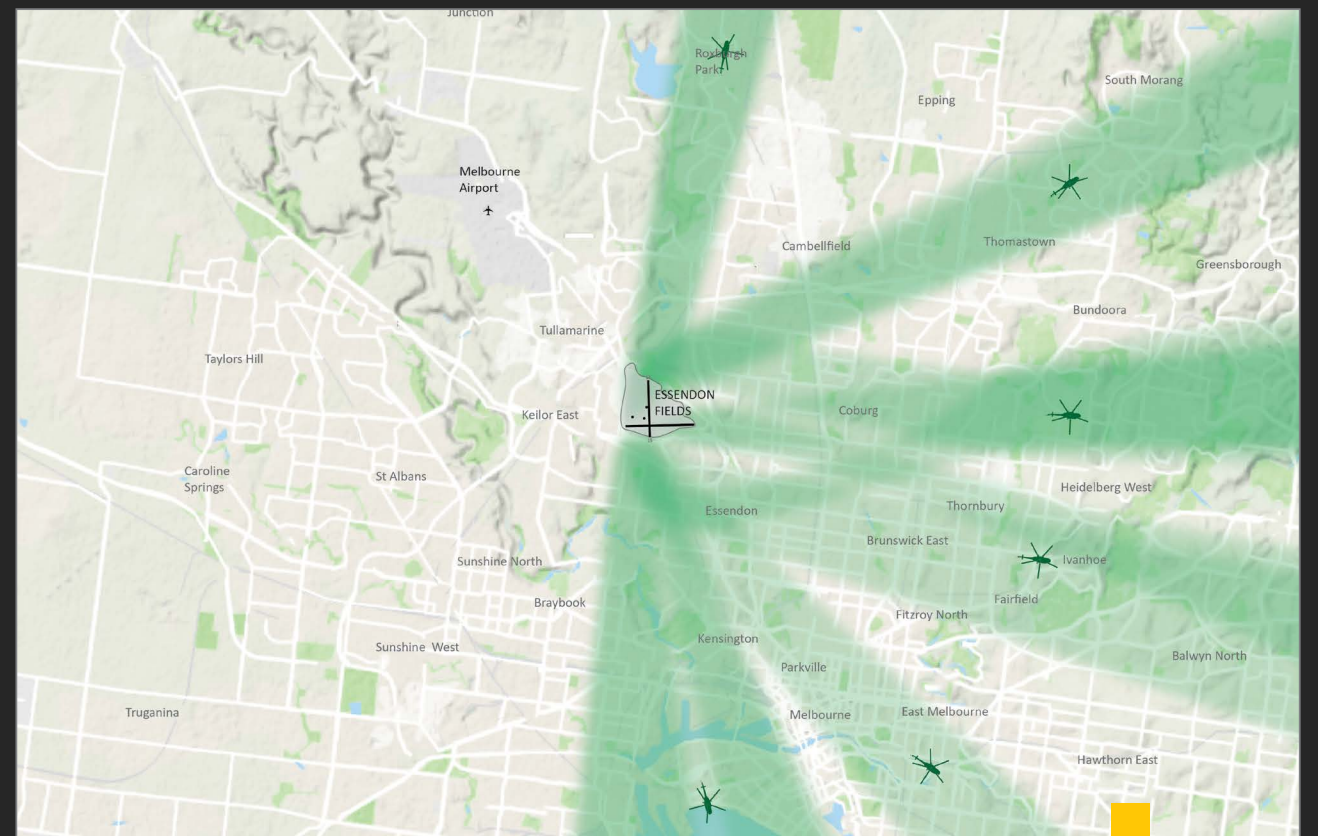
CURRENT DEPARTURE FLIGHT PATHS FOR FIXED WING AIRCRAFT



ARRIVAL FLIGHT PATHS FOR HELICOPTERS



DEPARTURE FLIGHT PATHS FOR HELICOPTER



FLY NEIGHBOURLY PROGRAM

Aircraft noise will always arise as part of an airport's operation, and while modern aircraft are becoming quieter, considerable ongoing attention is required to manage the noise associated with an airport.

Initiatives undertaken by EAPL in conjunction with the Community Aviation Consultation Group (CACG) include the implementation of the first Fly Neighbourly Agreement in Australia.

While aircraft flight paths and responses to noise created by aviation movements are primarily the responsibility of Airservices Australia, EAPL takes a proactive approach to noise impacts on the community.

Currently 24 operators have signed the Fly Neighbourly Agreement. The Fly Neighbourly Agreement has been distributed to all the local operators including the airlines that operate from Essendon Fields Airport.



FLY NEIGHBOURLY AGREEMENT



The Fly Neighbourly Agreement forms part of the Conditions of Use for Essendon Airport

AS AN OPERATOR OF GENERAL AVIATION ACTIVITIES AT ESSENDON AIRPORT,

IS COMMITTED TO UNDERTAKING OPERATIONS IN A FLY NEIGHBOURLY MANNER. NATURALLY, THE IMPLEMENTATION OF THESE VOLUNTARY PROCEDURES IS SUBJECT TO SAFETY AND OPERATIONS PROCEDURES.

We will:

- Comply with Commonwealth legislative requirements for noise management;
- Comply with noise abatement procedures included in the Air Navigation (Essendon Airport) Regulations 2001, DAP (Departure Approach Procedures), and ERSA (En-Route Supplement Australia) which apply irrespective of tower operation;
- Ensure that environmental awareness and noise issues are included in pilot training;
- Respond to community inquiries about noise in a cooperative manner; and
- Display this agreement in the reception area of our business and website.

We will adhere to the following principles:

- Ensure that all non pre-flight engine runs are undertaken in the designated run-up area, or in a location where the weather (eg, wind) or distance helps minimise the carriage of noise off airport;
- Wherever practicable the runway departure is to commence from the runway threshold so the full length of the runway is used in order to maximise height over populated areas;
- Select routes which are over less densely populated areas;
- Maintain correct tracks after takeoff;
- Adopt and maintain best rates of climb, to minimise noise over residential areas, as soon as possible after takeoff;
- Reduce engine revs as soon as possible;
- Unless arriving or departing the airport, aircraft must be above 1000ft;
- Minimise tight manoeuvres and turns when operating helicopters over populated areas;
- Operate helicopters such as to minimise "rotor slap" noise; and
- Avoid helicopter hovering over populated areas. Helicopters to select hovering locations that utilize surrounding topography, natural and built up environment which minimises noise to local community. Helicopters to preference hovering locations over freeways, commercial and industrial precincts;

SIGNATURE OF OPERATOR

DATE

AUSTRALIAN NOISE EXPOSURE FORECAST 2039 (ANEF 2033)

The Australian Noise Exposure Forecast (ANEF) is a system developed as a land use planning tool aimed at controlling encroachment on airports by noise-sensitive buildings.

The ANEF system underpins Australian Standard AS2021 'Acoustics – Aircraft noise intrusion – Building siting and construction'.

This Standard contains advice on the acceptability of building sites based on ANEF zones.

ANEFs are the official forecasts of future noise exposure patterns around an airport and they constitute the contours on which land use planning authorities base their controls.

The Essendon Fields Airport ANEF 2033 was endorsed for technical accuracy by Airservices Australia and is included in the Airport's Master Plan.

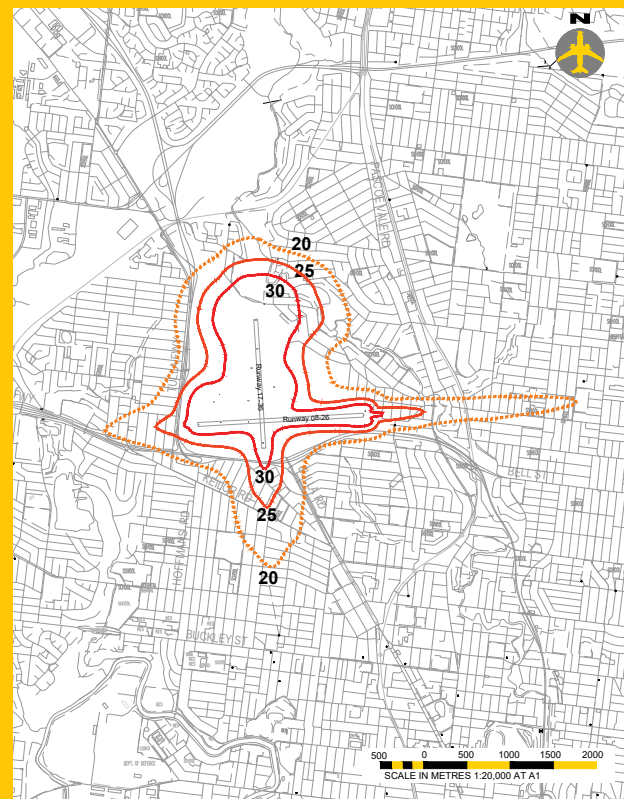
An extract of the ANEF chart is displayed here.

The ANEF shows the noise levels experienced in the areas surrounding Essendon Fields Airport and represents the noise exposure for an average day, based on the forecast movements for 2039.

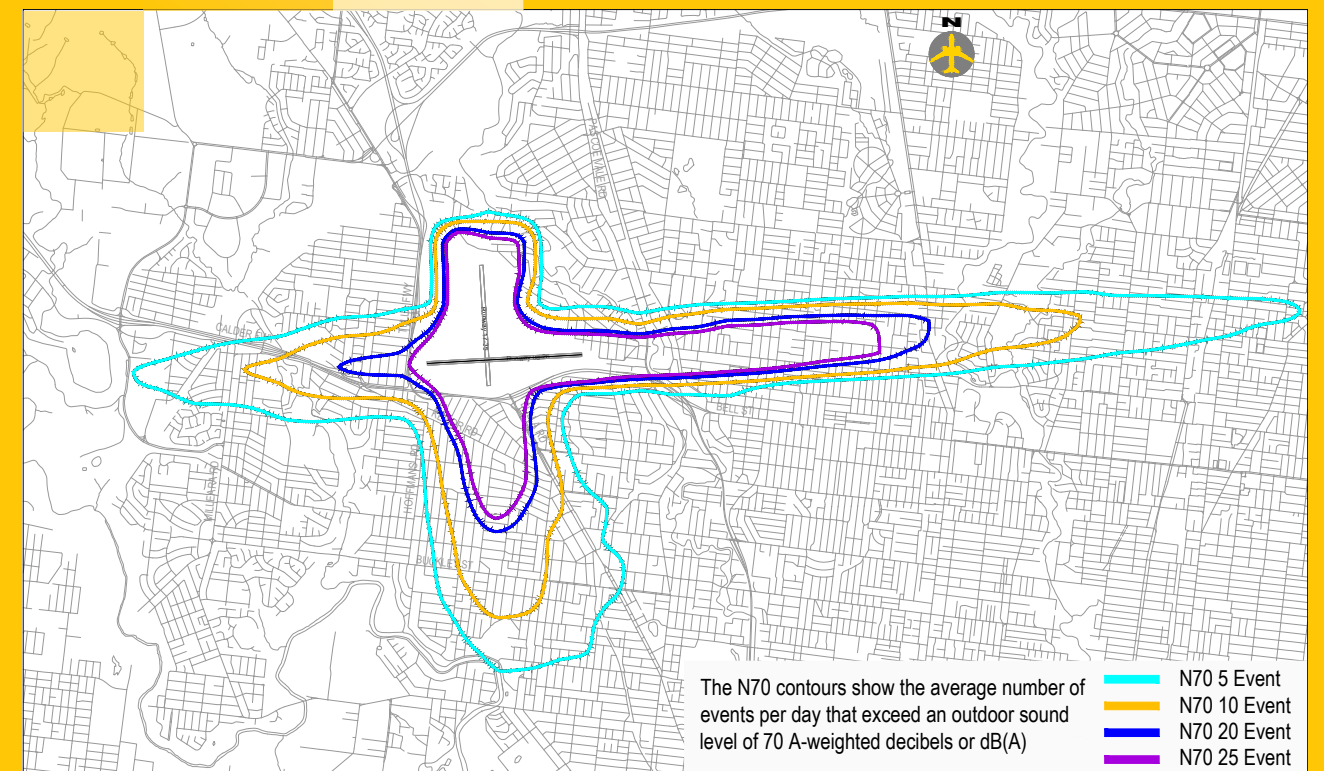
As ANEF zone numbers increase from 20 – 30 the noise levels increase correspondingly.

Pursuant to the Building Site Acceptability Standards contained in AS2021:2015, a house, home unit or flat is acceptable if situated within an ANEF zone less than 20, conditionally acceptable within the 20 to 25 ANEF zone and unacceptable if located within an ANEF zone greater than 25.

It is important to note that aircraft noise around Essendon Fields Airport will not necessarily be restricted to the perimeter shown on this chart (20 ANEF contour) and may vary due to factors such as weather and variations in aircraft flight tracks from time to time.



ANEF chart extract. Source: Essendon Airport Master Plan 2013



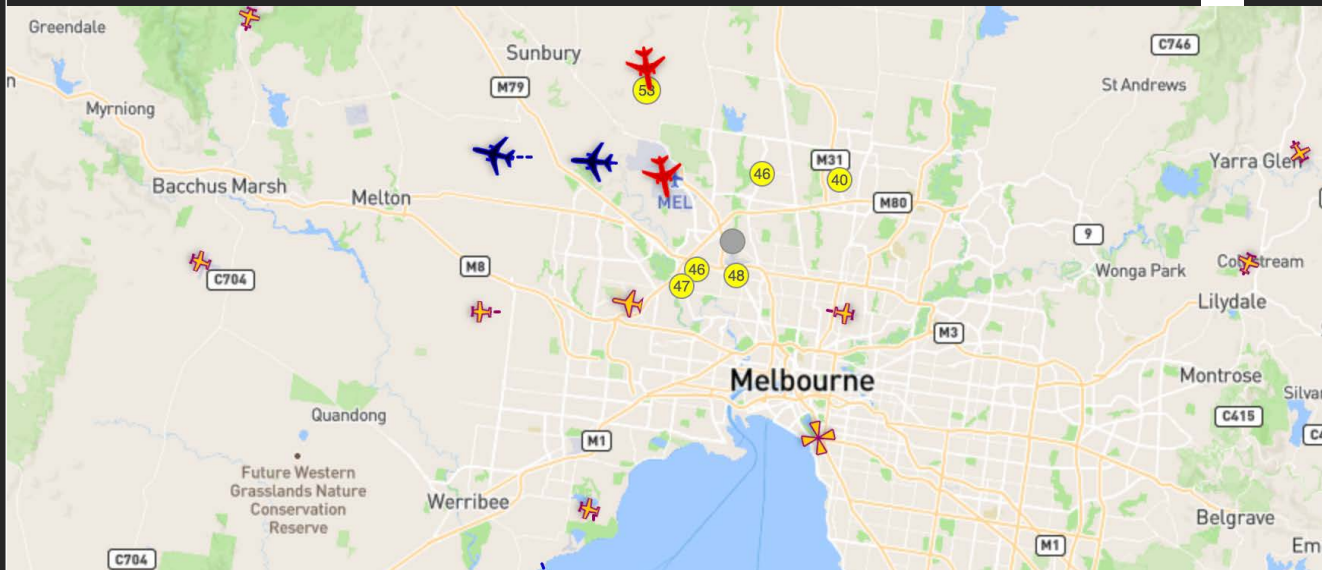
N70 contour chart. Source: Essendon Airport Master Plan 2013

N70 NOISE CONTOUR

The National Airports Safeguarding Advisory Group, through AS 2021, recommend utilising frequency based measures to supplement the ANEF.

Frequency based measures offer an alternative and complementary tool for assessing aircraft noise, therefore, although not a statutory requirement, an N70 contour chart has also been prepared for this Master Plan. The N70 measure is the most commonly used frequency based noise measure which represents a 70 A-weighted decibel (dB(A)) outside noise, which will be measured at 60 dB(A) inside a house with windows open. 60 dB(A) is the sound level that will disturb a normal conversation or activities such as watching television.

WEBTRAK



Airservices provides a tool called WebTrak on its website which gives access to flight activity information for most aircraft over metropolitan areas.

Using a map to display surrounding suburbs within 55km of a selected airport, WebTrak allows you to view information about arriving and departing aircraft, ranging from 40 minutes to three months ago. Emergency operations are not always shown on WebTrak.

YOU CAN ALSO:

- Locate your street address on the map;
- See noise levels of individual aircraft;
- View information about the aircraft including aircraft type, height, origin and destination;
- Display an aircraft's flight path and point of closest approach to your home;
- Zoom in and out down to street level

HOW DOES IT WORK?

WebTrak uses information from air traffic control secondary surveillance radars to monitor aircraft:

- Within 55km of the airport; and
- Up to a height of 30,000ft above mean sea level (AMSL)

Aircraft noise data is downloaded daily from noise monitors strategically located around the communities close to the airport.

Airservices operates a noise monitor in Essendon. Data from this monitor can be downloaded daily from WebTrak.

Access to WebTrak is available at <http://webtrak.bksv.com/mel>

NOISE COMPLAINTS AND ENQUIRIES

ALL AIRCRAFT NOISE ENQUIRIES OR COMPLAINTS SHOULD BE LODGED WITH AIRSERVICES AUSTRALIA VIA THE WEBTRAK TOOL.

This ensures that the complaint is included in Airservices noise statistics. To lodge a complaint or make an enquiry about aircraft operations, you can use the following options:

ONLINE

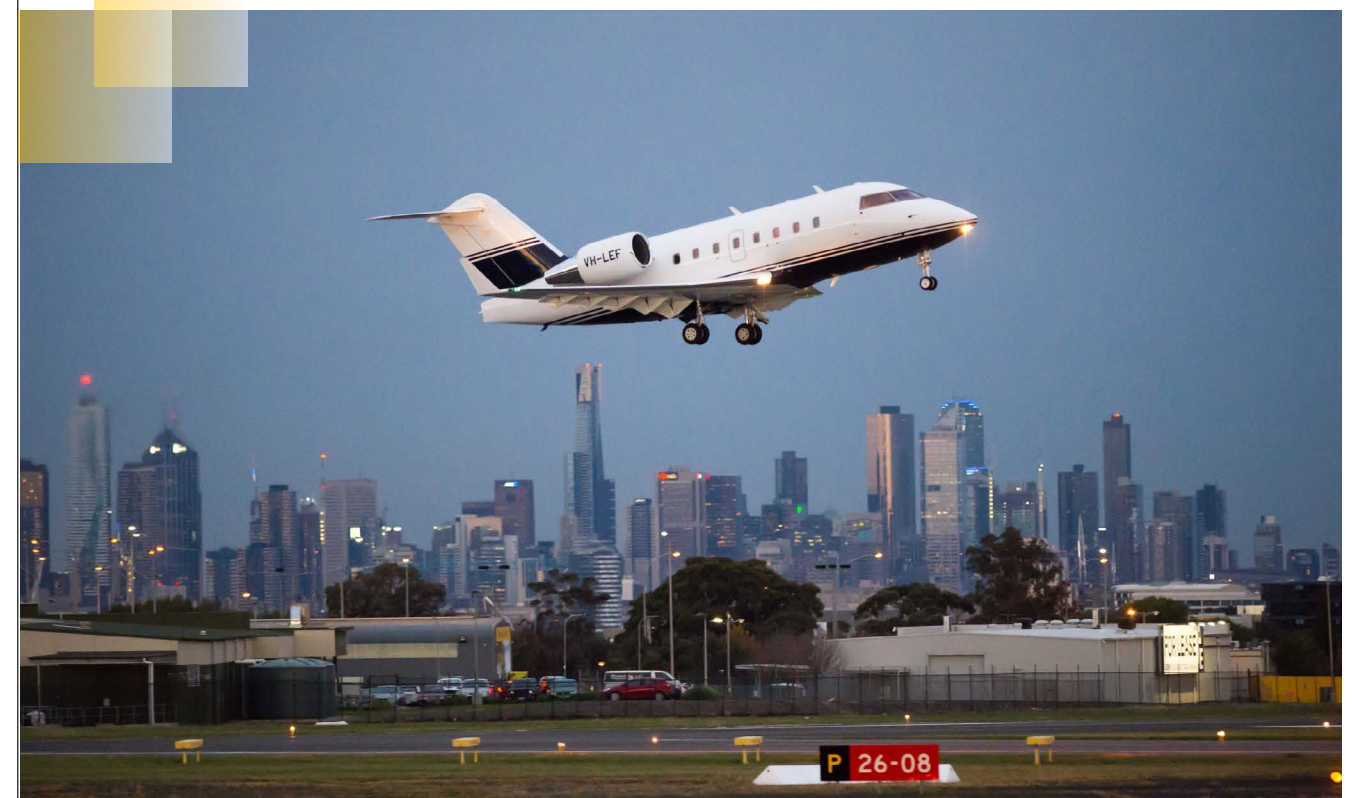
Go to WebTrak (www.airservicesaustralia.com/community/environment/aircraft-noise/webtrak/) to see the flight path details of the aircraft of concern.

TELEPHONE

1800 802 584 (free call)

If you are not satisfied with the service received you can lodge your complaint with the Aircraft Noise Ombudsman online: www.ano.gov.au or write to:

Aircraft Noise Ombudsman
GPO Box 1985
Canberra ACT 2601



GROUND BASED NOISE

THE AIRPORTS (ENVIRONMENTAL 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 the Regulations.

Ground based noise sources include engine maintenance tests and pre-flight system checks of aircraft, maintenance activities, vehicle traffic and construction activities.

Engine maintenance tests are restricted at Essendon Fields Airport to the following hours:

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

Most complaints about aircraft ground based noise are about pre-flight system 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.

To mitigate any noise generally from ground running aircraft engines, Essendon Fields Airport have implemented the Aircraft Engine Ground Runs procedure that provides guidance for carrying out this activity. The conditions set out in this procedure are designed to minimise noise from aircraft engines that may impact on noise sensitive areas around the airport. This includes the designation of areas for engine runs that are removed from the residential areas that surround the airport.



COMMUNITY AVIATION CONSULTATION GROUP

CACG MEETINGS FOR THE AIRPORT COMMENCED IN 2010 AND REPLACED THE NOISE WORKING GROUP WHICH WAS ESTABLISHED ONE YEAR EARLIER AND PROVIDED A SIMILAR FUNCTION.

The CACG is the primary community consultation forum for noise issues.

The membership of the CACG comprises:

- Federal Member for Wills;
- State Member for Essendon;
- 1 Moonee Valley Councillor;
- 1 community representative nominated by the Member for Wills;
- 1 community representative nominated by the Member for Maribyrnong
- Essendon Fields Airport CEO and GM Aviation

Additionally, representatives from Airservices Australia and the Department of Infrastructure, Regional Development and Cities are invited guests at each meeting. The Aircraft Noise Ombudsman has also attended past meetings.

Matters considered by the CACG are:

- Noise
- Curfew
- Aviation operations
- Airport developments
- Master Plan and Major Development Plan matters
- Community matters

Contact information for CACG members is available online at:
ef.com.au/aircraft-noise/#cacg

This booklet was first developed in 2014 following recommendations from the CACG and updated in 2022.

AIRPORT DEVELOPMENTS

Refer Chapter 7 of the Essendon Fields Airport Master Plan (ef.com.au/about-us/master-plan/)

Developments at Essendon Fields Airport are increasing and adding employment opportunities to the area.

Current and recent projects include:

- Terminal refurbishment – A \$9 million upgrade of the terminal building to enhance facilities, accommodate growing passenger numbers and create a new small business centre
- New Aircraft Hangar for the Police Air Wing and Air Ambulance
- Office Development at 6 English Street – tenants include Commonwealth Bank of Australia, Wilson Security and Bostik

- A preliminary Draft Major Development Plan (MDP) has been approved for the construction of a six-storey office buildings with associated car parking at 2 Larkin Boulevard. The proposed development comprises three buildings totalling approximately 22,000 sqm of Gross Floor Area.
- EF Auto – recent development of two new vehicle training centres in the northern section of Essendon Fields extensive dealership precinct
- Hyatt Place – comprising 166 accommodation rooms and an events centre opened 4 May 2017
- Three recently completed warehouse type developments for Elenium, Suncorp and Super Gardens on Global Avenue in the eastern section of Essendon Fields.
- Hangar 82 – New Maintenance, Repair and Overhaul Facility for Bombardier Jets



CONTRIBUTION TO COMMERCIAL DEVELOPMENT AND EMPLOYMENT GROWTH

THE AIRPORT HAS CHANGED SIGNIFICANTLY SINCE 2001 WHEN THE LONG TERM LEASE WAS ACQUIRED BY THE FOX AND BECK FAMILIES.

Direct jobs based at Essendon Fields have grown from 500 in 2001 to over 6000 in 2022.

Aircraft passenger numbers have increased from 10,000 passengers in 2014 to approximately 40,000 annual passenger movements in 2019. Numbers decreased significantly during the pandemic, and are slowly rebuilding.

Aviation is at the heart of Essendon Fields, which is also supported by three non-aviation centres:

BUSINESS DISTRICT

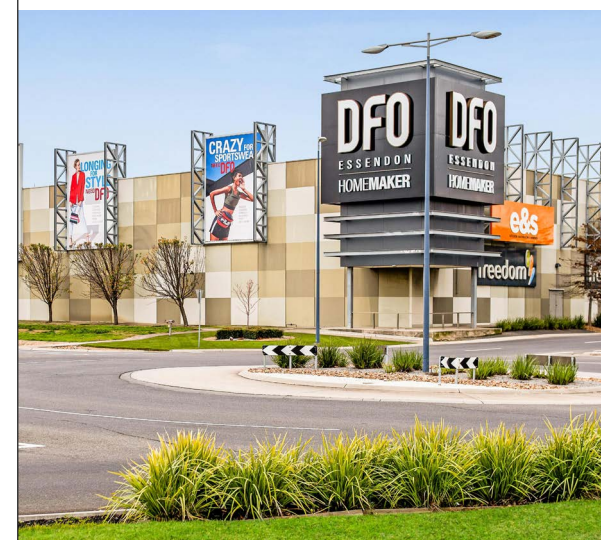
- Over 100,000 sq.m. of office space
- Major employers include, Linfox, Armaguard, Commonwealth Bank, Bostik, Wilson Security, SPC and Serco
- Hyatt Place hotel and events centre
- Local shopping includes, LaManna, Coles, Pharmacy, Australia Post and Newsagency
- Amenities include Medical Centre, Dentist, Gym, Childcare, Parks and Gardens

DFO & HOMEMAKER HUB

- Over 100 international and national brands
- Over 20 lifestyle brands at the Homemaker Hub
- Australia's best outlet / homemaker centre
- Managed by Vicinity Centres

EF AUTO

- 16 dealers and 21 automotive brands
- Over 1000 staff
- 140,000 cars sold since 2013
- 3 state-of-the-art training centres



FREQUENTLY ASKED QUESTIONS

HOW LONG IS THE AIRPORT LEASE?

50 Years commencing 1 July 1998 with an option for a further term of 49 years (99 years ending 30 June 2098).

WHO APPROVES THE MASTER PLAN?

The Master Plan is approved by the Federal Minister for Infrastructure and Transport after public consultation.

WHO CONTROLS AIRCRAFT MOVEMENTS?

Aircraft movements in and out of Essendon Fields Airport are controlled by Airservices Australia.

WHO IS RESPONSIBLE FOR GROUND RUNNING NOISE?

Essendon Fields Airport’s operations team (see page 22).

WHO IS RESPONSIBLE FOR AIRCRAFT NOISE IN FLIGHT?

Airservices Australia.

WHO IS RESPONSIBLE FOR AIRCRAFT ROUTES AND FLIGHT PATHS?

Airservices Australia.

WHY DON'T ALL FLIGHTS FLY NEIGHBOURLY?

Fly neighbourly agreements are voluntary. Operators are not always able to comply with FNA due to the nature of their operations or directions from Air Traffic Control.

WHY DON'T AIRCRAFT ALWAYS FOLLOW THE DOCUMENTED FLIGHT PATHS?

Variations to flight paths may be influenced by weather conditions and directions by Air Traffic Control.

DOES THE AIRPORT PAY LAND TAX AND COUNCIL RATES?

Yes, although Commonwealth land is exempt from rates and land tax, the Airport Lease requires the Lessee to make ex gratia payments in lieu of rates and land tax.

WHO CAN I CONTACT?

ACTION	COMPANY	CONTACT DETAILS
AIRCRAFT NOISE COMPLAINTS	Airservices	1800 802 584 (freecall) www.airservicesaustralia.com/community/environment/aircraft-noise/about-making-a-complaint/
TO ACCESS FLIGHT ACTIVITY OF AIRCRAFT OVER METROPOLITAN AREAS	Airservices – WebTrak	https://webtrak.emsbk.com/mel3
AVIATION SAFETY MATTERS	Civil Aviation Safety Authority (CASA)	133 757 www.casa.gov.au
INDEPENDENT ADMINISTRATIVE REVIEWS OF AIRSERVICES AIRCRAFT NOISE-RELATED ACTIVITIES	Aircraft Noise Ombudsman	www.ano.gov.au
AIRPORT BUILDING ACTIVITIES A REGISTER OF BUILDING APPLICATIONS CAN BE FOUND ON THE ESSENDON AIRPORT WEBSITE	Essendon Fields Airport	(03) 9948 9400 askme@ef.com.au www.ef.com.au
INFORMATION ON THE NOISE AND AIRSPACE IMPACTS ON THE COMMUNITY	Essendon Fields Airport	Refer Master Plan (in particular to Chapter 8) www.ef.com.au
CURFEW INFORMATION	Department of Transport, Cities and Regional Development	www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/aviation-safety/aircraft-noise/airport-curfews/essendon-fields/overview
AIRPORT DEVELOPMENT PROPOSALS	Essendon Fields Airport	Refer Master Plan (in particular Chapter 9) www.ef.com.au
WHO CAN I CONTACT IF I WANT TO SPEAK TO A COMMUNITY REPRESENTATIVE OF THE COMMUNITY AVIATION CONSULTATION GROUP (CACG)	CACG Members	https://ef.com.au/aircraft-noise/#cacg

EMAILS TO ESSENDON FIELDS AIRPORT ENQUIRIES - WE WILL ENDEAVOUR TO CONTACT YOU DIRECTLY DURING THE NEXT BUSINESS DAY.

Essendon Fields Airport

T +61 3 9948 9400

ef.com.au

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**E ESSENDON
FIELDS
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