

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

Meeting held Friday September 8, 2017 at 10.30 am @ Essendon Fields House

**Members:** Peter Khalil MP, Danny Pearson MP, Frank Manti (Community Representative), Kevin Walsh (Community Representative), Chris Cowan (EAPL), Phil Gregory (EAPL).

**Invited Guests:** Russell McArthur (Department of Infrastructure and Regional Development), Sarah Tink (Department of Infrastructure and Regional Development), John Collis (Department of Infrastructure and Regional Development), Chris Bren-Clarke (Airservices Australia), Ben King (Airservices Australia), Simon Godsmark (Airservices Australia), Tiffany Klease (Airservices Australia), Chris Jervis (Office of Peter Khalil MP), Rory Kennedy (EAPL).

- 1. Welcome – Danny Pearson MP (Chair)** the Chairperson welcomed the committee and attendees.

Apologies were received from Cr Narelle Sharpe (MVCC).

- 2. Items arising from previous CACG minutes (June 16, 2017)**

The minutes from the previous meeting were accepted.

- 3. Noise**

- a) *Airservices Reports***

Ben King presented noise data for April – June 2017.

Due to privacy reasons, Airservices is unable to provide a detailed breakdown of emergency services movements during curfew.

The Noise Complaints and Information Service received contact from 28 complainants for Q2 2017, a decrease from 37 in Q1 2017.

Of the 28 complaints, 76% related to emergency services. The breakdown of emergency services issues/complaints was:

- 45% helicopters
- 32% night movements
- 23% general aviation

4% of total movements for Q2 were during curfew (11pm to 6am)

Tiffany Klease gave a presentation of the new Airservices online tool which includes IFR routes, VFR routes, runways, noise abatement procedures, etc.

<http://aircraftnoiseinfo.bksv.com/essendon/>

Noise abatement procedures are for Air Traffic Control to consider in runway selection and for pilots with night procedures. Where weather conditions permit, Runway 35 is the preferred runway for take-offs. Runway 26 is preferred to landing due to the Instrument Landing System (ILS).

It is important that complaints are logged with Airservices so that the information flows through to the reporting systems

Secondary airports such as Essendon are receiving improved data through the new online reporting tool.

**b) Fly Neighbourly Agreement (FNA) update**

Phil Gregory advised that two recent operators, Fly Corporate and JetGo have advised they will sign the FNA, bringing the total signatories to 24.

**4. Curfew**

Fact Sheet

Russell McArthur (Department of Infrastructure and Regional Development) presented a new plain-english Fact Sheet created for the curfew.

Action: Members to provide comments (if any) on the new Fact Sheet.

Proposed Amendments to the Curfew Dispensation Guidelines

Further to the review of curfew administration arrangements undertaken last year, the Department has proposed amendments to the Dispensation Guidelines which are used by the delegate when considering a request for a prohibited aircraft movement during curfew hours (11pm to 6am).

The proposal is to align Essendon's guidelines with those of Sydney and Gold Coast, which require 3 primary criteria to be satisfied first, before other factors can be considered. These are summarised as:

1. the circumstances were immediate in origin;
2. the circumstances could not reasonably have been foreseen by the operator; and
3. the operator has demonstrated that it has made every reasonable effort to avoid the need for a dispensation but was unable to make alternative arrangements.

The Department is making the proposed dispensation guidelines available to the public through the CACG and is seeking comments from CACG members by 9<sup>th</sup> October 2017.

Chris Cowan noted curfew dispensations at Essendon are rare with only 1 issued at Essendon in recent memory. Russel advised dispensations generally only apply to Regional Airline movements.

In response to a question from Peter Khalil MP, Russell McArthur clarified that the statutory decision maker for the guidelines is the Department Secretary.

Russell McArthur advised that the proposal is a tightening of the criteria and is not likely to result in the granting of additional dispensations.

Action: CACG members to provide comments (if any) on the proposed dispensation guidelines by 9th October 2017. EAPL will advise airport operators so they can also comment.

Proposed amendments to the Air Navigation (Essendon Airport) Regulations 2001

The Department of Infrastructure and Regional Development will release a public consultation paper Monday 17/9/2017 regarding proposed amendments to the Regulations. The consultation paper is available at <https://infrastructure.gov.au/aviation/environmental/curfews/EssendonAirport/index.aspx>

The amendments are proposed due to larger, quieter jet aircraft introduced since 2001. Other Australian Airports permit business jets during curfew (Sydney, Adelaide & Gold Coast).

Peter Khalil MP asked whether the comparison Airports have similar proximity to residential areas as Essendon does. Russell McArthur advised residences are located

approximately 500m from Sydney & Adelaide runways and approximately 3km from Gold Coast runways.

Proposed amendments:

1. Lifting the permitted weight limit for aircraft from 45,000kgs to 55,000kgs for operators during non-curfew hours.
2. Removing the ability of non-emergency helicopters and propeller driven aircraft to operate during the curfew.
3. Allowing landings only of jet aircraft, which meet strict noise criteria during the curfew period.

Only the new generation of jet aircraft can meet the proposed noise limit of 90 EPNdB. Essendon Airport wants to see the fleet modernised to quieter aircraft.

Aircraft operations during Essendon's curfew period 1 January 2017 to 30 June 2017	
Emergency operations	1037 (including 19 jet movements)
Permitted propeller-driven aircraft	49
Other permitted aircraft movements	14
Pre-curfew taxi clearance	2
Total	1102

Peter Khalil asked if there is potential for increased curfew movements.

Russell McArthur advised: As non-emergency aircraft will be banned under the proposal except for the quietest jets, the Department expects the current movements to remain stable.

Peter Khalil advised the community will want to know if there will be less intensity of jets all landing before 11pm.

[Action: DIRD will take on notice and provide a response regarding how many jet movements currently operate between 10pm and 11pm.](#)

Russell McArthur advised that the proposed amendments are regulatory, which can be made by the Minister. Regulations for Sydney, Adelaide and Gold Coast are also to be reviewed with the intention to standardise.

Timeline:

- Public comment for one month until 10 October 2017.
- After closing, the Department will review and advise Minister. Submissions will be aggregated and published online unless marked confidential.
- Amendments could practically take effect between May and June 2018.

Danny Pearson MP (Chair) expressed his disappointment that timeframes have been set by the Minister without more engagement and dialogue. Peter Khalil MP seconded the comments of the Chairperson.

[Action: Submissions to the Department are due by 10 October 2017. Russell McArthur stated that the Department would be willing to take into consideration comments provided after the due date.](#)

[\[Post meeting note: the period for submissions to be received by the Department has been extended to 24 October 2017\]](#)

## **5. Aviation operations update**

### **a) New operators**

JetGo has announced a new service to Wollongong commencing 30<sup>th</sup> October 2017.  
(6 return flights per week)

Fly Corporate has announced a new service to Orange (NSW) commencing 9<sup>th</sup> October 2017. (1 return service each week day)

## **6. Melbourne Airport 3<sup>rd</sup> Runway Proposal**

Consultation between Melbourne Airport and EAPL is ongoing.

Melbourne Airport is now looking at alternatives to a proposal which would have directed aircraft over the Moonee Valley community for approximately 30 days each year.

EAPL is providing a movements forecast to Melbourne Airport so that a noise forecast can then be developed.

## **7. Development update**

- a) Jaguar Land Rover and BMW - Construction works for two new dealerships in the Wirraway North precinct are underway.
- b) Proposed Office Development – 9 English Street - EAPL is responding to a major new office building requirement from a major tenant currently in the market seeking expressions of interest from owners/developers.
- c) Terminal refurbishment - EAPL currently re-visiting plans and seeking commitments from tenants prior to commencing.
- d) Landscaping at the Airport Boundary - Works permits for the earth mounds and landscaping at Jones Court, Lebanon Street and Arvon Road boundaries are taking longer than expected. However, EAPL still expects that works will commence in 2017 as previously advised to residents.

[Action: EAPL \(Rory Kennedy\) to write to residents with a landscaping update.](#)

## **8. Master Plan and Major Development Plan (MDP) matters**

As the construction cost of the proposed office building at 9 English Street will exceed \$20 million, a Major Development Plan (MDP) will be required. Rory Kennedy advised that EAPL is currently preparing an exposure draft for review by the Department of Infrastructure and Regional Development. If the project proceeds, public consultation will be undertaken in accordance with the *Airports Act 1996*.

## **9. Other business**

No other matters were raised.

**Meeting Closed 11:55am**  
**Next Meeting will be held Friday November 17, 2017 @ 10.30am**  
**(Chair – EAPL GM Aviation)**

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## Movements

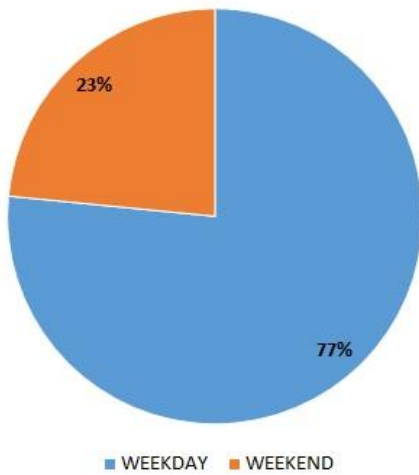
Movement figures for all airports, including Essendon, are published monthly in the [Movements at Australian Airports](#) reports.

Essendon Airport's [Master Plan 2013](#), which was approved by the federal government in 2014, forecasts that over the next twenty years movements will be within the range of 53 000 to 57 000 per year.

Select a quarter below to see charts illustrating total movements for the time period.

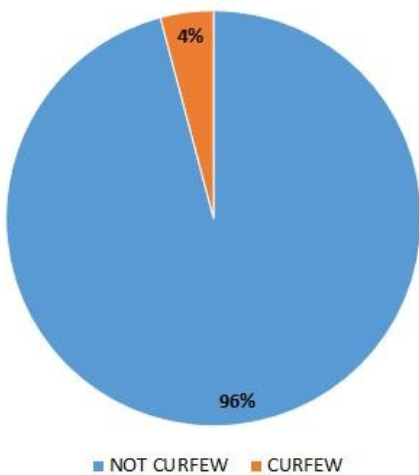
— April - June 2017

### Total movements – percentage by weekday / weekend

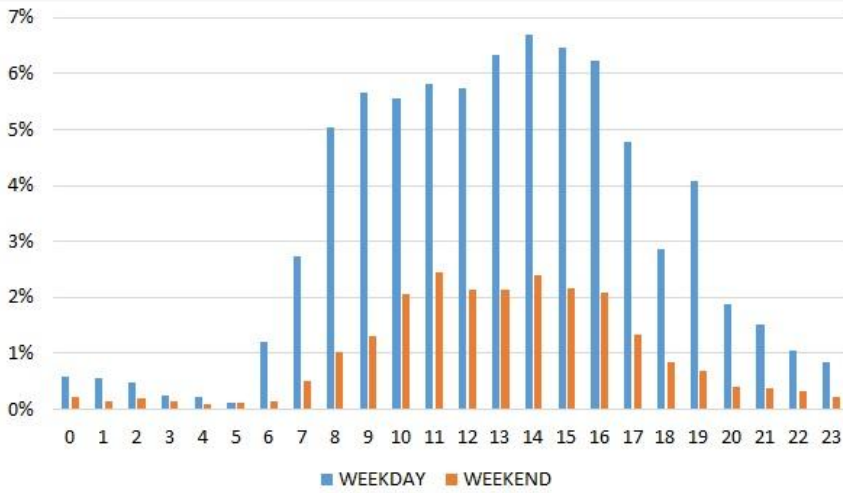


### Total movements – day / curfew

The curfew is from 11pm to 6am.

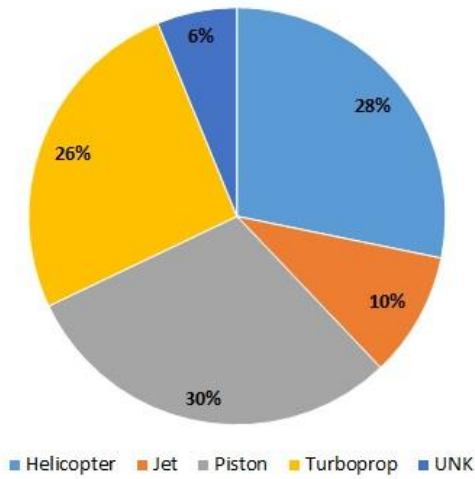


### Total movements – percentage per hour by weekday/ weekend



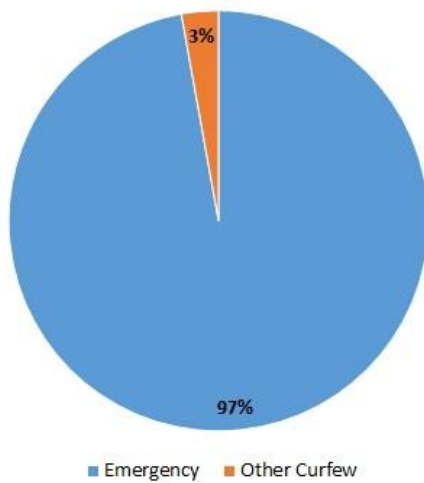
**Total movements – by aircraft type (percentage)**

The aircraft types for some movements are unknown (“UNK”) due to data limitations.



**Curfew movements – emergency services and other movements (percentage)**

Emergency services movements and certain other movements are permitted during the curfew. More detail on curfew restrictions and dispensations is available at the [Department of Infrastructure and Regional Development](#).



+ January - March 2017



## Essendon Airport

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### Complaints

Aircservices manages enquiries and complaints about aircraft noise and operations through the [Noise Complaints and Information Service \(NCIS\)](#). The information below is collected by the NCIS for the purpose of complaint management, analysis of issues and identification of causal factors. For this reason we refer to 'complainants' and 'issues'. Complainants are people who contacted the NCIS. While some people submitted enquiries or comments rather than complaints, all are referred to as "complainants". Issues are the primary concern they raised.

#### Overview

At Essendon Airport most complainants raise one of two issues:

- ★ helicopter activities
- ★ general aviation traffic

In the majority of complaints about helicopter activities, the nominated flight was an emergency services operation. For example, [Air Ambulance Victoria](#) has helicopters based at Essendon Airport. Because they are equipped for retrieval and patient care, these helicopters are large twin engine aircraft and can be quite loud. In addition, patient care requirements sometimes mean that these helicopters need to fly relatively low. All emergency services may operate during the curfew. Information about [emergency services based at Essendon Airport](#) is available from the Airport's website.

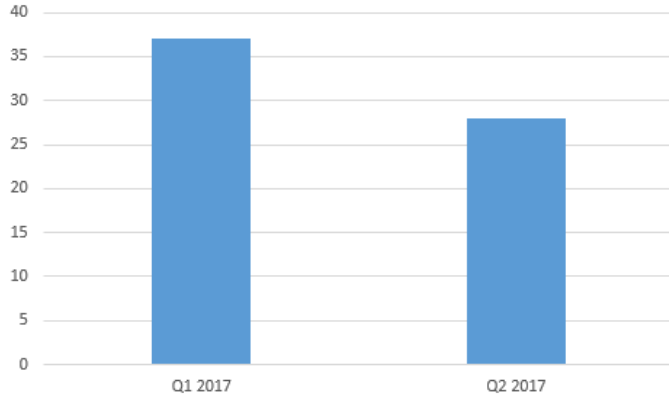
Complainants concerned about general aviation activities often reside in suburbs further away from the airport and are disturbed by aircraft flying outside controlled airspace.

— April - June 2017

#### Complainants

There were 28 complainants in quarter two 2017. This is a decrease from 37 complainants in the first quarter 2017. Sixty-four individual complainants have contacted us in the year-to-date.

Chart 1: Number of complainants comparison

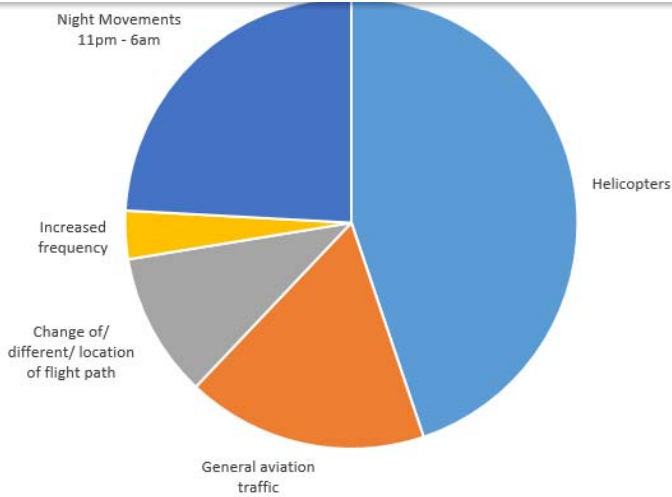


#### Issues

The main issue this quarter was helicopters with 13 complainants. Night movements followed helicopters with eight complainants and general aviation traffic recorded five complainants.

Chart 2: Issues, quarter two





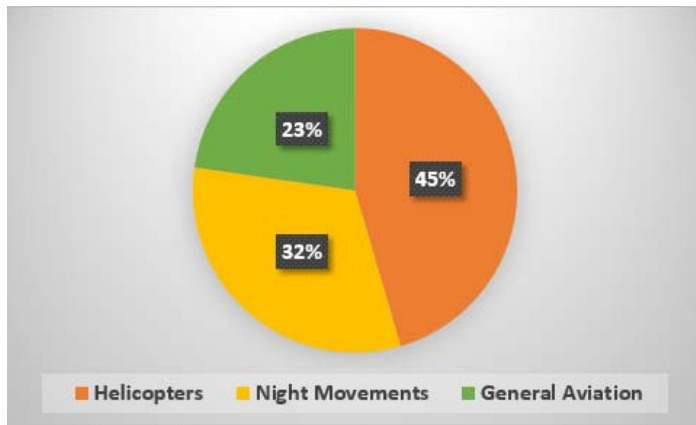
Emergency services operations were the cause of concern for 10 of the 13 complainants affected by the issue of helicopters. The other three complainants under this issue were affected by helicopter operations involved in air work and media flights.

All seven complainants under the issue of night movements 11.00 pm -6.00 am were affected by fixed wing emergency services.

All five complainants under the issue of general aviation traffic were affected by fixed wing emergency services operations.

In total, 76 per cent of all issues raised were to do with emergency services activities.

**Chart 3: Breakdown of issues associated with emergency services operations**



**Suburbs**

Twenty-four individual suburbs were recorded complainants during quarter two. The suburbs recording the most complainants were Strathmore, Essendon North, Brunswick and Ashburton all with two complainants each.

The complainants from Strathmore, Brunswick and Ashburton were all affected by emergency services helicopter operations. A Brunswick complainant was also affected by fixed wing operations.

+ January - March 2017

+ 2016 Overview