

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

Meeting held Friday June 29, 2018 at 10.45am @ Essendon Fields House

Members: Cr Narelle Sharpe (chair) (MVCC), Danny Pearson MP, Frank Manti (Community Representative), Kevin Walsh (Community Representative), Chris Cowan (EAPL).

Invited Guests: Russell McArthur (Department of Infrastructure, Regional Development and Cities), Sarah Tink (Department of Infrastructure, Regional Development & Cities), Simon Godsmark (Airservices Australia), Ben King (Airservices Australia), Tim Gill (Melbourne Airport), Rory Kennedy (EAPL).

1. Welcome – Cr Narelle Sharpe welcomed the committee and attendees.

Apologies were received from:

- Peter Khalil MP
- Neil Weatherson, EFA Aviation GM

2. Items arising from previous CACG minutes (March 9, 2018)

The minutes from the previous meeting were accepted.

Update regarding actions arising from previous meeting:

(3a) [Noise] CACG to consider the information and advise if a request is to be made to Airservices for temporary noise monitoring in a specific location.

Refer Agenda Item 4(b).

(3c) [Review of Fly Neighbourly Agreement] CACG to consider this information and the draft Terms of Reference and raise any issues.

EAPL will consult with the operators and report back to the CACG.

Refer Agenda Item 4(d).

(9a) [Draft update of the Community Information Booklet] CACG members to provide feedback (if any) by 13th April.

EAPL to consider options for distribution, such as bulk mail.

For discussion at next meeting – 7th September 2018.

3. Melbourne Airport 3rd Runway Proposal

Tim Gill (Melbourne Airport) gave a presentation regarding Melbourne Airport's Runway Development Program and anticipated air traffic changes affecting Essendon Fields Airport.

The new runway will take 3 years to construct and will be oriented east-west, which is safer and more efficient due to the location of terminal infrastructure.

Air traffic will undergo a fundamental shift to an east-west system approximately up to 90% of the time. EF air traffic will need to operate complementary to Melbourne Airport and also operate in an east-west direction most of the time (weather permitting). Although traffic on EF's east-west runway will increase, arrivals of MEL aircraft flying over Essendon Fields will decrease dramatically due to a reduction in arrivals via the SHEED waypoint located east of Essendon Fields.

Public consultation for Melbourne Airport's Master Plan is planned to commence in July 2018.

Chris Cowan advised that EAPL will need to protect for a wider area of airspace in the future, following advice from Airservices that it intends to design a new Approach with Vertical Guidance (APV) to Runway 08 as part of the redesign of airspace brought about by construction

of a new east-west runway at Melbourne Airport. EAPL's focus has been to work with Melbourne Airport to reduce noise and operational interdependencies.

4. Noise

a) Airservices Reports

Ben King provided updates from Airservices:

OneSKY

In February 2018 final contacts were signed to build and deliver the new Civil Military Air Traffic Management System. Further information is available at

<http://newsroom.airservicesaustralia.com/releases/onesky-milestone-signals-new-age-in-australian-air-traffic-management-and-beyond>

Trial of SBAS (Space Based Augmentation System)

SBAS has the potential to provide low cost precision approaches, particularly at regional airports. Further information is available at <http://www.ga.gov.au/scientific-topics/positioning-navigation/positioning-for-the-future/satellite-based-augmentation-system>

ATC Update

Winter weather brings more southerlies and south-westerlies, which increase departures to the south and west with more arrivals from east and north of the airport. Additionally, an expected increase in emergency services helicopters servicing the Victorian ski fields over the winter months may result in residents to the NE of Essendon experiencing more helicopter activity.

Noise data for Q1, January – March 2018 (see attached).

The Noise Complaints and Information Service received contact from 45 complainants in Q1 2018, a decrease from 50 complainants in the previous quarter. The main issue was helicopters raised by 27 complainants. A total of 15 complainants raised concerns about operations during the curfew.

Complainants from 28 suburbs registered a complaint in the first quarter of 2018. The suburbs recording the most complainants were Strathmore, Essendon North and Prahran with five complainants each.

b) Consideration of making a request to Airservices for temporary noise monitoring.

Airservices has previously advised that communities may request a temporary noise monitor through the CACG and that Airservices will consider each request on its own merits.

Airservices conducted short term noise monitoring at Airport West in March 2014 and at Strathmore / Strathmore Heights in March 2013. These reports are available at <http://www.airservicesaustralia.com/publications/noise-reports/short-term-monitoring/>

It was agreed that temporary noise monitoring in Strathmore Heights would be useful to show what has changed since 2013.

Action: EAPL to prepare a submission to Airservices on behalf of the CACG to request temporary noise monitoring in Strathmore Heights.

c) Fly Neighbourly Agreement (FNA) update

There are 23 signatories to the Fly Neighbourly Agreement, now that JetGo has ceased operating.

d) Review of Fly Neighbourly Procedures

EAPL would like to engage with the community to look at further initiatives in the Fly Neighbourly Agreement.

Danny Pearson advised that the community would need to be consulted on why the review is necessary. Consultation would need to be clear on what is proposed and ask the community what about the current procedures currently works and what does not work.

Action: EAPL will consider Fly Neighbourly procedures further and discuss with the CACG.

5. Jet Curfew

a) Current Movements

A summary was tabled of aircraft operations during the Airport's curfew for the period January to May 2018 (attached).

b) Update by Russell McArthur (Infrastructure) – outcomes of public consultation

A summary of the Department's public consultation is available at

<https://infrastructure.gov.au/aviation/environmental/curfews/EssendonAirport/index.aspx>

326 submissions were received.

Proposal 1 (MTOW): 86% did not support

Proposal 2 (non-emergency helicopters and propeller-driven aircraft): 54% did not support

Proposal 3 (jet aircraft): 93% did not support

Alternate Proposal

As the Regulations sunset in October 2019, the Office of Parliamentary Counsel has asked Infrastructure to bring forward all sunseting regulations and consult now.

The Department is looking at releasing a consultation paper at the end of July based on:

- Increase weight limit to 50 tonnes (from 45 tonnes);
- No Regular Passenger Transport above 45 tonnes; and
- The increase above 45 tonnes is restricted to 19-seat business jets.

The Department expects that these changes would encourage operators to upgrade fleet over time. Briefings will be offered to Moonee Valley City Council and Moreland City Council.

Danny Pearson stated that Infrastructure's paper would be helped if it compared the noise levels of a state-of-the art business jet in 2001 with a 2018 jet.

Action: CACG members to respond to Russell McArthur with preliminary feedback (if any) by 20th July.

6. Aviation operations update

JetGo Australia Holdings Pty Ltd has been placed in voluntary administration and all passenger operations of the company have been suspended.

The ATSB anticipates that its report into the King Air aircraft accident will be completed in the 3rd quarter of 2018.

7. Development update

a) ARC Office Development

- EAPL has designed three new office buildings for the site bordered by Larkin Boulevard, Vaughan Street and Nomad Road within the English Street Precinct. The three buildings are collectively branded 'ARC Essendon Fields.' Marketing of the first building has commenced.

b) Terminal – refurbishment commencing later this month.

c) Landscaping at the airport boundary

- Landscaping facing Lebanon Street and Arvon Road is complete. A re-design is required for the Jones Court perimeter after site conditions encountered were too boggy for heavy machinery. Residents have enquired when the boundary fence will be replaced. EAPL has no timeframe at this time.

- d) Investigations into drainage improvements – Wirraway North Precinct
 - EAPL is liaising with MVCC engineers regarding a proposal to use a drainage easement to Mascoma Street for an additional stormwater point of discharge, as a fail-safe.

Danny Pearson MP left the meeting at 11:55am

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

a) *Master Plan 2019*

Delays in preparing the Australian Noise Exposure Forecast (ANEF) mean that public consultation will not commence until at least the end of November.

Action: EAPL to give an overview of proposed Master Plan at the next CACG meeting in September.

b) *Commercial Office Development, English Street Precinct*

Public consultation has been completed. However, as there is no immediate need for the project, EAPL has decided to park this MDP and not submit to the Minister at this time.

The individual office buildings within the ARC development may trigger an MDP, either based on the \$20 million monetary trigger or if construction of the buildings becomes consecutive or concurrent. EAPL will commence preparing an MDP for these projects in case it is needed.

9. Public exhibition of draft National Airports Safeguarding Framework (NASF) *Guideline I – managing the risk in Public Safety Zones at the ends of runways.*

Russell McArthur (Infrastructure) gave a presentation regarding the proposed new NASF Guideline which is out for public consultation. A PSZ is a designated area of land, on or off-airport, at the end of a runway within which development may be restricted in order to control the number of people on the ground and storage of hazardous materials. A PSZ extends for approximately 1km from a runway end subject to size and number of aircraft movements.

The Commonwealth is responsible for the 22 federal airports and will expect each airport to consider public safety risk. State, territory and local governments are responsible for development assessment approvals concerning land outside the boundaries of federal airports.

Further information and the draft guideline is available at:

https://infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/public_consultation_nasf.aspx

10. Other business

a) *Stakeholder Engagement Activities Annual Report 2017-18*

EAPL tabled its draft report of stakeholder engagement activities for the past 12 months and plans for consultation during FY2018/19. Comments are invited before the report is finalised and provided to the Department of Infrastructure, Regional Development and Cities.

b) *PFAS*

Environmental investigations are ongoing in light of the PFAS National Environmental Management Plan published in 2018. EAPL will keep the CACG informed as new information becomes available. The airport's key priority is tackling the challenge of stopping any identified pollution from leaving the airport through surface run-off or ground water.

c) *Proposed redistribution of federal electoral boundaries*

The Australian Electoral Commission has released maps showing proposed changes to the electoral divisions of Wills and Maribyrnong. Further information is available at:
<https://www.aec.gov.au/Electorates/Redistributions/2017/vic/proposed-report/>

Meeting Closed 12:20pm
Next Meeting will be held Friday September 7, 2018 @ 10.30am
(Chair – Danny Pearson MP)

[back to aircservices](#)

Essendon Airport

[Intro](#) [Movements](#) [Flight Paths](#) [Runways](#) [Noise Monitoring](#) [Complaints](#) [Investigations & Community Consultation](#)

Movements

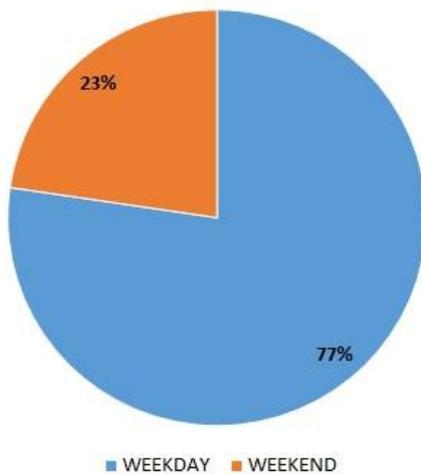
Movement figures for all airports, including Essendon, are published monthly in the [Movements at Australian Airports](#) reports.

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.

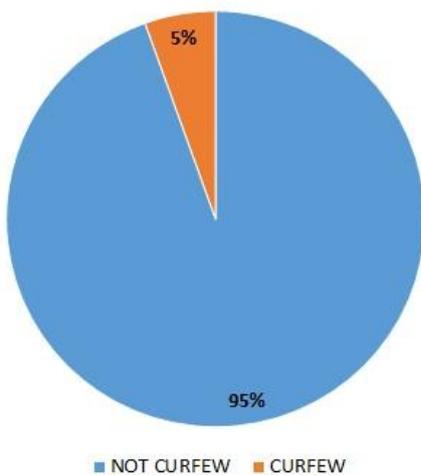
— January - March 2018

Total movements – percentage by weekday / weekend

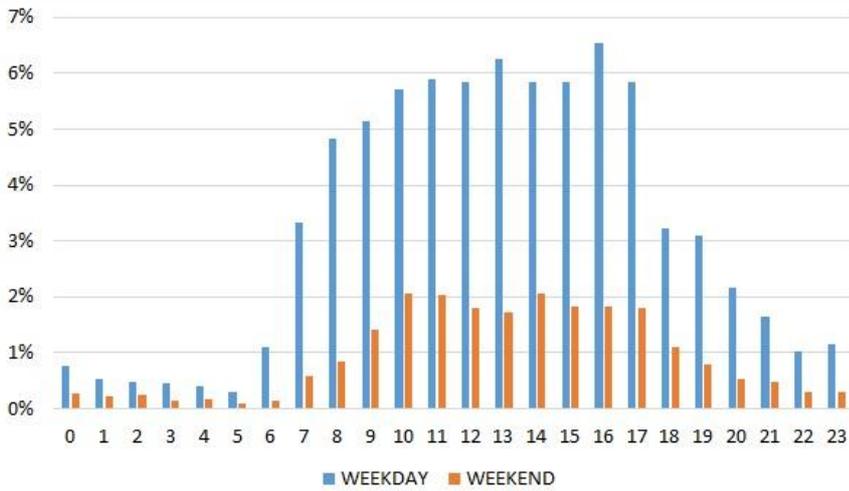


Total movements – day / curfew

The curfew is from 11pm to 6am.

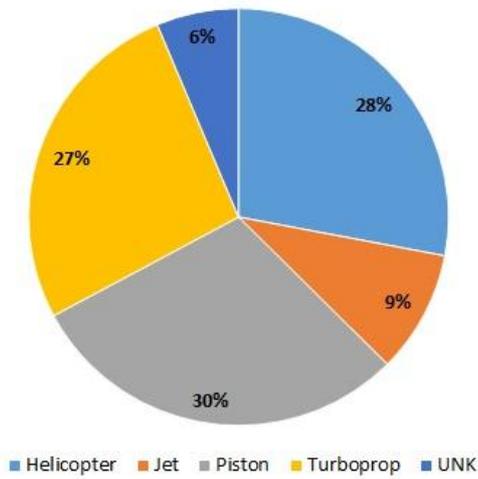


Total movements – percentage per hour by weekday/ weekend



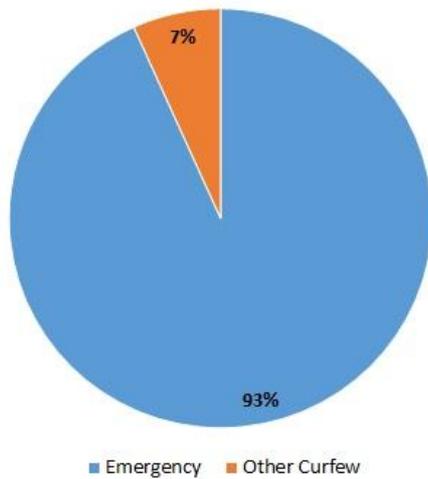
Total movements – by aircraft type (percentage)

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](#).



+ October - December 2017

+ July - September 2017

+ January - March 2017

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.

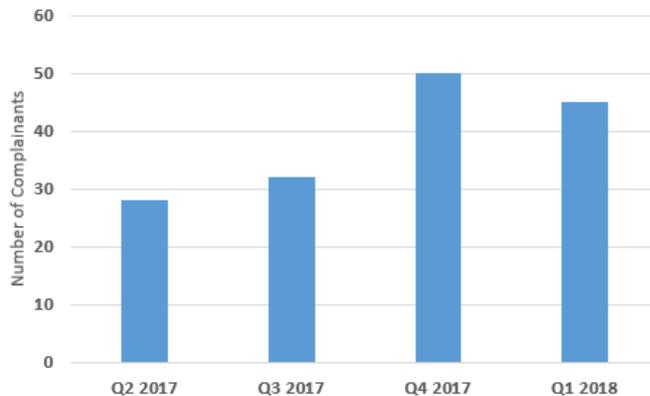
Complainants concerned about general aviation activities often reside in suburbs further away from the airport and are disturbed by aircraft flying outside controlled airspace.

— January - March 2018

Complainants

There were 45 complainants in quarter one 2018 which is consistent with the quarter four 2017 figure of 50 complainants.

Chart 1: Number of complainants comparison

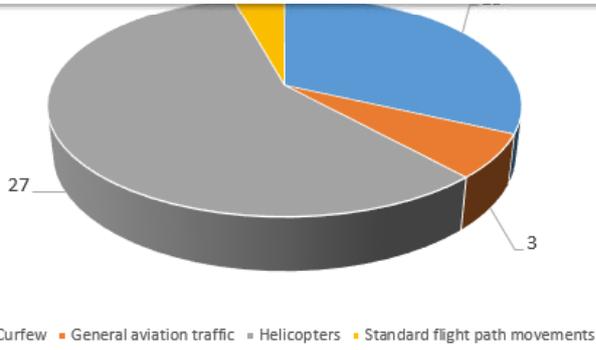


Issues

The main issue was again Helicopters, raised by 27 complainants. The main concerns raised about helicopter operations were Airwork and Emergency Services operations. Airwork includes aerial surveys, media and scenic flights.

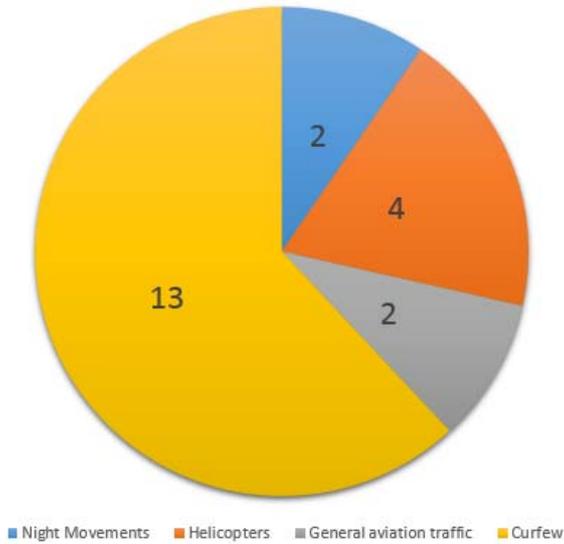
A total of 15 complainants raised concerns about operations during the curfew. The majority of movements reported during the curfew were emergency services movements.

Chart 2: Issues and number of complainants



Overall, emergency services operations were the cause of concern for 21 complainants. The majority, 13, of these complainants raised concerns about emergency services operations during the curfew period. The remaining 8 complainants were disturbed during non-curfew hours, although 'night movements' reflects that some of these complainants were disturbed at a noise sensitive time, yet prior to the commencement of the curfew.

Chart 3: Breakdown of issues associated with emergency service operations



Suburbs

Complainants were recorded from 28 separate suburbs in quarter one. The suburbs recording the most complainants were Essendon North, Prahran and Strathmore all with five complainants each. All five complainants from Prahran raised concerns about the same traffic network helicopter. Essendon North complainants were concerned by curfew movements and complainants from Strathmore were concerned by helicopter operations and curfew movements. Three complainants were recorded from Carlton North and Essendon, two complainants from Collingwood and one complainant from each of the remaining 22 suburbs across Melbourne.

- + 2017 Overview
- + October - December 2017
- + July - September 2017
- + April - June 2017
- + January - March 2017
- + 2016 Overview



AIRCRAFT OPERATIONS DURING ESSENDON FIELDS AIRPORT CURFEW

JANUARY TO MAY 2018

SUMMARY

Dispensations approved	Pre-curfew Taxi Clearance	Emergency & Search/Rescue Movements	Permitted Jet Movements	Exempt Propeller Driven Aircraft
0	0	957	0	35

Movements

- There were a total of 992 movements at Essendon Fields Airport. There were 538 arrivals and 454 departures.

Dispensations Approved by the Department

- There were no dispensations granted during the above period, However, a dispensation was refused for a landing during the curfew period on 26 February 2018.

Pre-curfew Taxi Clearance

- No aircraft received pre-curfew taxi clearance.

Emergencies/Search and Rescue

- There were 922 emergency movements conducted by the Victorian Police and the Victorian Air Ambulance using helicopters and propeller driven aircraft.
- There were also 35 movements declared as emergencies conducted by small jet aircraft (15 arrivals and 20 departures).

Other Approved Aircraft Movements

- There were 35 approved propeller driven aircraft movements. These aircraft included:
 - 6 x Beech 200's; 6 x Cessna Skyhawk's; 6 x Pilatus PC12's; 4 x Cessna 402's; 2 x Cessna Conquest's; 2 x Socata TBM700's; 2 x Piper Navajo's; 1 x Aero Commander 500; 1 x Beechcraft Travel Air; 1 x Cessna 210; 1 x Cessna 310; 1 x Cessna 404; 1 x Piper Cherokee and 1 x Cirrus SR22.