



COMMUNITY CONSULTATIVE COMMITTEE MEETING MINUTES

11.00am 17th September 2010 @ Essendon Fields House Boardroom

Invitees:	
Mark Maskiell (EAPL)	Andrew Croft (EAPL)
Hon. Kelvin Thomson, MP	Judy Maddigan, MP Departed meeting during Item 7 and did not return.
Drew Arthurson (Community Representative)	Clive Judd (Community Representative)
	Gail Boyse (Airservices Australia)
Adam Sutherland (DIT)	Nic Pearl (DIT)
Apologies:	
Cr Paul Giuliano	

Abbreviations :	
ABC	Airport Building Controller
AEO	Airport Environment Officer
ASA	Airservices Australia
ATC	Air Traffic Control
CCC	Community Consultative Committee (Essendon Airport)
CEAC	Close Essendon Airport Committee Inc.
DIT	Department of Infrastructure and Transport (formerly Department of Infrastructure, Transport, Regional Development and Local Government – Commonwealth - DITRDLG)
EAPL	Essendon Airport Pty Ltd
FNA	Fly Neighbourly Agreement
MVCC	Moonee Valley City Council
NWG	Noise Working Group – a group formed by the Minister, DIT
RPT	Regular Passenger Transport

Description	Agreed Action
<p>1. WELCOME AND INTRODUCTION :</p> <ul style="list-style-type: none"> • In the absence of an Independent Chair a discussion was held between members and it was agreed for Mr Mark Maskiell to Chair this meeting. 	Nil actions.
<p>2. APOLOGIES</p> <p style="padding-left: 40px;">Apologies from Cr Paul Giuliano</p>	Nil actions

3. APPOINTMENT OF INDEPENDENT CHAIR FOR COMMUNITY CONSULTATIVE COMMITTEE

The Minister for Infrastructure, Transport, Regional Development and Local Government (now Minister for Infrastructure and Transport) did not accept the EANWG's Recommendation that he appoint the Chair of the Essendon Airport Community Consultative Committee. Therefore the Chair is to be identified and selected by the Community Consultative Committee.

CCC agreed that the Chair need to be acceptable to all parties and that only one person needed to express a veto to eliminate a candidate from the selection process.

Selection of Chair deferred unanimously to the next meeting.

CCC members may tender nominees to Mark Maskiell.

4. REVIEW OF MINUTES OF 11 June 2010

EAPL to write to ASA on behalf of the group to request ASA put processes in place not use the term "unidentified aircraft" as a descriptor for flights where a flight plan is not required to be lodged, to avoid confusion.

Correspondence sent by EAPL.

EAPL to find out how long after a curfew dispensation is given or breach is recorded by ASA and provided to DIT, will the Parliament be notified?

Adam Sutherland explained the process of notification:

- Both Houses of Federal Parliament are notified of all applications to depart or arrive during the curfew (whether approved or rejected). While not required under legislation, the Government proposed in the National Aviation Policy White Paper that it would table a report in both Houses of Federal Parliament within five Parliamentary sitting days of any curfew dispensation request.
- Curfew breaches are not reported to Parliament. Curfew reported breaches are investigate and if confirmed referred to the Commonwealth Department of Public Prosecutions.

EAPL requested to attempt to identify how many complaints for Essendon are being made by the same people.

EAPL advised that a review of the last 12 months data suggests that the most number of complaints made by a person about aviation noise which is attributed to Essendon Airport was 27 complaints by a Port Melbourne resident. This represents about 10% of all complaints received during the 12 months and 25% of all complaints from suburbs not in close proximity to Essendon Airport.

EAPL to review questions and provide responses to the issues raised by Mr Thompson (Copy of response to be distributed to other committee members).

EAPL has replied to comments and copies were provided to CCC members at the meeting.

5. DITRDLG (DIT) PRESENTATION

Following the creation of a new Government, the Department of Infrastructure, Transport, Regional Development & Local Government has been restructured and aviation is now part of the Department of Infrastructure & Transport.

The Department advised that it will be attending CCC meetings regularly.

The Department provided an overview of the Aviation Whitepaper 2009.

Questions:

Has the department authorised any non-compliant noisy aircraft at Essendon?

Not in the last 8 months.

How does Department decide if it approves an application to operate a grandfathered aircraft at an airport?

An aircraft is considered to be "Grandfathered" and therefore exempt from the requirements of the Air Navigation (Aircraft Noise) Regulations if it was:

- o Registered on or before 6/12/1990; and
- o has continued to be registered since then.

Under new Regulations introduced in March 2010, non noise certificated aircraft wishing to undertake adventure flights or participate in air displays, are required to apply to the Department for permission to operate without a noise certificate.

Applications for approval to operate must be accompanied by evidence that the aircraft operator has consulted with the airport-operator and any relevant local councils about the nature of their operations. Aircraft operators must demonstrate they have engaged with the airport-operator and local council (however, neither the airport-operator or local council are required to endorse or comment on the proposed activity). The Department considers the views of the airport-operator and local councils, but decides on a case by case basis.

What are the most common grandfathered aircraft types?

Warbirds – old fighter aircraft and the DC-3.

6. PROCEDURE FOR THE APPROVAL OF CCC MINUTES

Proposed process as follows:

1. EAPL will circulate the minutes to members by post and email;
2. CCC members will have two weeks from the time the email is sent to advise if they approve the Drafts or propose amendments;
3. If all CCC members agree to the minutes as being correct they will be approved for release;
4. If no amendments are suggested in the two week period by CCC members the circulated Draft minutes will be considered approved by default;
5. If amendments are suggested, amendments will be made by EAPL and circulated again to CCC members (commence again from Step 1).

The Department (DIT) agreed to provide information at the next committee meeting about:

- o The number of noise exemptions that have been granted by the Department over the last three years.
- o Advice about the timeframe that apply for exemptions.
- o Advice about the number of exempt aircraft known to be currently operating at Essendon Airport.

CCC minutes approval process unanimously agreed.

<p>7. FLY NEIGHBOURLY AGREEMENT</p> <p>Two submissions received.</p> <ul style="list-style-type: none"> • Contribution from Kelvin Thomson following community discussion • Email from the CEAC (received 17th September 2010). • EAPL offered to identify participating organisation on their corporate website to assist in naming and shaming non-participants. • EAPL to investigate if the FNA can form part of the Conditions of Use for the Airport. • EAPL suggested that the FNA be reviewed approximately 6 months after implementation and then annually thereafter by the CCC. 	<p>The Department (DIT) agreed to undertake research into application of Fly Neighbourly Agreements (FNAs) at other Federally leased airports and provide information at the next committee meeting about:</p> <ul style="list-style-type: none"> ○ Which Federally leased airports have FNAs in place and where they are referenced in those airports' "Conditions of Use" documents. ○ Copies of current FNAs to inform the drafting of the Essendon Airport FNA. <p>CCC members to consider comments for the following meeting.</p>
<p>8. FRANK GANDOLFO REPRESENTATION</p> <p><i>"If all aeroplanes took off from the south end of the north/south runway, this would eliminate the noise and fumes that happen due to planes taking off from the north end. I have noticed that planes that already do this are most beneficial to the residents that back on to/ run parallel to the north/south runway.</i></p> <p><i>As most planes seem to be jet propelled the argument of planes taking off dependant on wind conditions would not need to apply.</i></p> <p><i>At the south end of the runway there is no residential properties that would be affected by take off noise and take off fumes."</i></p> <p>The direction that an aircraft departs Essendon Airport is dependent upon wind direction (all aircraft types should depart into the wind) and the activity at nearby Melbourne International Airport (Essendon shadows Melbourne International Airport).</p> <p>The pattern of runway usage at both airports many change many times a day (in respond to change in wind direction and strength).</p> <p>Pilots and air traffic controllers will utilise the safest option to arrive and depart any airport.</p> <p>5. DISCUSSION OF AIRSERVICES NOISE COMPLAINT DATA</p> <p>Data for the previous three months reviewed.</p> <p>6. NEXT MEETING DATE</p>	<p>28th January 2011</p> <p>11 am EAPL Boardroom</p>

7. OTHER BUSINESS

Mr Kelvin Thomson

Advised he had a number of queries about ASA's Noise Monitoring Program. Where, how, and why?

EAPL to discuss the Noise Monitoring Program (history and logic behind current NMP) with Airservices Australia and present at next meeting.

- The Department agreed to provide a copy of the CASA regulations relating to aircraft flying heights at next committee meeting.
- The Department agreed to provide an update on the establishment of the Aircraft Noise Ombudsman at next committee meeting.

Melbourne Water is apparently undertaking survey works on the non-airport side of Arvon road for the location of a pipeline. Couldn't the pipeline be located on the adjacent airport land?

EAPL advised that it has offered access to its land for a pipeline but the final location would be determined by Melbourne Water. For more information it would be necessary to contact Melbourne Water.

EAPL advised that in addition to the pipeline near Arvon Road Melbourne Water is also planning to undertake the upgrade of a potable water supply leading from the tank farm which is located to the north east of the airport (Melway's Reference D7). This project would take approximately 3 months to complete.

Has there been any announcement on the Victorian Aviation Training Academy?

EAPL advised that no decision has been reached by the Victorian Government as to whether an aviation academy would be constructed and where it would be located.

Vic Roads has published notices in the Government Gazette of road changes near the English Street Entrance to Essendon Fields. What is occurring at this location?

EAPL advised that the notification relates to the changes in road alignment associated with the road works occurring on English Street. There will be no loss of access points as a result of the works just changes to junction locations and the tracks that vehicles would take entering and leaving the site.

Does Essendon Airport Formally Record Noise Complaints?

EAPL refers all noise complainants to Airservices Australia. In this way all noise complaints are recorded by the Government and available for analysis.

What is the status of the North-South runway shortening process?
Will residents be provided with a consultation opportunity?

EAPL has provided a report to DIT on runway shortening. DIT is currently seeking advice from CASA and ASA.

EAPL expects that public comment would be sought from the community on a proposal to shorten or close a runway as it would be consistent with the current government's consultation philosophy for airports. EAPL advised that a timeframe for this to occur is currently not known.

Mr Drew Arthurson

Advised that he had completed a resident survey through Hon Bill Shorten MP office to obtain the views of residents in select locations near Essendon Airport. 1,927 residents were sent the survey and 345 responses were received (18%).

Question 1: How were the surveyed locations selected?

The survey was limited to those areas within the Maribyrnong Electorate and within the suburbs of Essendon, North Essendon and Airport West. From this area names were randomly selected from the rolls.

Question 2: What Questions were asked by the survey?

All survey questions are contained within the report.

Question 3: Who initiated the survey?

The survey was initiated by Mr Drew Arthurson. Logistical support for the survey was provided through Bill Shorten MP's office.

Question 4: How were survey locations chosen?

The surveyed residents were randomly selected from the Maribyrnong electoral roll. The survey location was restricted to addresses located in the suburbs of Essendon, North Essendon, and Airport West.

Question 5: What questions were asked during the survey?

All of the questions asked by the survey are listed in the report.

EAPL to place survey finding on Community Consultative Committee Webpage.

Mr Clive Judd

Advised that residents to the North East of the Airport were still waiting for vegetation and landscaping which was apparently promised some years ago.

EAPL advised that landscaping would normally come in conjunction with development of a site and would be consistent with the urban design guidelines for Essendon Airport. In the interim a row of trees had been recently planted along Larkin Court which would in time improve the view towards the car holding yards.

Is the car holding yard chain wire fence (just north of the Melbourne Water Tank Farm) too close to the boundary?

EAPL advised that the area will be utilised as a car preparation yard. Its presentation will be similar to the existing yards. The setback distance complies with the Masterplan setback distances.