



COMMUNITY CONSULTATIVE COMMITTEE MEETING MEETING MINUTES

11.00am 29th January, 2010 @ Essendon Fields House Boardroom

Invitees:	
Mark Maskiell (EAPL)	Andrew Croft (EAPL)
Hon. Kelvin Thomson, MP	Hon. Judy Maddigan, MP
Drew Arthurson (Community Representative)	Clive Judd (Community Representative)
Cr Paul Giuliano (Moonee Valley City Council)	
Apologies:	
None Recorded	

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

Description	Agreed Action
<p>1. WELCOME AND INTRODUCTION :</p> <p>General description of Essendon Airport and Noise Working Group process resulting in the formation of the Community Consultative Committee by Mr Maskiell.</p> <p>Question 1: What percentage of helicopter flights are emergency services flights?</p> <p>Answer: The Noise Working Group Report (pg 10 & 11) records that 42% of helicopter movements outside the curfew period are emergency flights (between the hours of 0600 and 2300). Almost 100% of helicopter movements during the curfew are emergency flights.</p>	
<p>2. APPOINTMENT OF INDEPENDENT CHAIR FOR COMMUNITY CONSULTATIVE COMMITTEE</p> <p>The Minister for the Department of Infrastructure, Transport, Regional Development and Local Government declined the offer to appoint the Chair for the Community Consultative Committee meetings. Therefore the Chair is to be identified and selected by the Community Consultative Committee.</p>	<p>Committee will propose nominations for the independent Chairman for discussion at the next meeting of the CCC</p> <p>The independent Chair will not be a Community Consultative Committee Member and should be readily identifiable as independent.</p>

<p>3. REVIEW OF ESSENDON AIRPORT NOISE WORKING GROUP (NWG) REPORT TO THE MINISTER OF INFRASTRUCTURE, TRANSPORT, REGIONAL DEVELOPMENT AND LOCAL GOVERNMENT.</p> <p><u>NWG Recommendation 1 :</u> Airservices Australia to examine changes to procedures for helicopters to provide for further noise mitigation in the vicinity of Essendon Airport.</p> <ul style="list-style-type: none"> EAPL in conjunction with ASA have focused on helicopter management since the meeting of the NWG. The initiative is the basis for development of a Fly Neighbourly Agreement. <p><u>NWG Recommendation :</u> The Department to monitor night time traffic at Essendon Airport for a period of three months to identify any information gaps in existing data collection and ensure compliance with curfew requirements by all operators.</p> <ul style="list-style-type: none"> The monitoring has been undertaken with no curfew breeches identified. 	
<p><u>Question 2:</u> The report identified 4% of aircraft as not identified. Could EAPL contact ASA and DITRDLG for clarification as to why 4% of aircraft were not able to be identified.</p> <p><u>NWG Recommendation 3 :</u> Airservices Australia to develop monthly reports on curfew movements to assist the Department with monitoring curfew compliance.</p> <ul style="list-style-type: none"> EAPL has been advised that the reporting process is in place between ASA and DITRDLG. 	<p>EAPL will inquire as to why 4% of aircraft have been classified as unidentified by ASA.</p>
<p><u>NWG Recommendation 3 :</u> Airservices Australia to develop monthly reports on curfew movements to assist the Department with monitoring curfew compliance.</p> <ul style="list-style-type: none"> EAPL has been advised that the reporting process is in place between ASA and DITRDLG. <p><u>Question 3 :</u> Can the CCC be provided with the information provided to DITRDLG?</p>	<p>EAPL will inquire if the information can be obtained for the CCC.</p>
<p><u>NWG Recommendation 4:</u> Shortening the North-South runway to be implemented following further investigation of airspace safety issues and detailed modelling to support a reduction of the noise impact on surrounding residents.</p> <ul style="list-style-type: none"> The Minister has deferred his approval of this recommendation and has asked EAPL to prepare a report which provides further detail to support this recommendation. <p><u>Question 4:</u> Can the CCC be provided with the EAPL north-south runway shortening report for viewing?</p>	<p>EAPL will provide the report to the CCC after submitting it to the Minister</p>

<p><u>NWG Recommendation 5:</u> A feasibility study on the potential for the future closure of the North-South runway to be undertaken by EAPL. This will include a full safety case and assessment of the likely impact on Essendon Airport, operators, community and Melbourne Airport and an annual cap on movements.</p> <ul style="list-style-type: none"> • The Minister has deferred his approval of this recommendation. • Once the North South runway shortening review has been completed and presented to the Minister EAPL will undertake the proposed North-South Runway closure feasibility study. <p><u>NWG Recommendation 6:</u> Airservices Australia, in conjunction with the Civil Aviation Safety Authority, to develop a Fly Neighbourly Agreement template for Essendon Airport, to be approved by the Office of Airspace Regulation.</p> <ul style="list-style-type: none"> • A FNA is not a regulatory document but a voluntary non-binding agreement reached that aims to minimise the impact of aircraft operations. <p><u>Question 5:</u> Can the FNA include a review date?</p> <ul style="list-style-type: none"> • Yes <p><u>Question 6:</u> Where is the FNA made available?</p> <ul style="list-style-type: none"> • A FNA is made available through publications available to pilots (public documents). 	<p>EAPL to co-ordinate with Airservices Australia and present a Draft Fly Neighbourly Arrangement for consideration of the next meeting of the CCC.</p>
<p><u>NWG Recommendation 7:</u> Once established, the Community Consultation Committee (see Rec. 10) to negotiate the content of the Fly Neighbourly Agreement for implementation.</p> <ul style="list-style-type: none"> • Now underway. <p><u>NWG Recommendation 8:</u> EAPL to maintain the 20 metre building setback identified in the Master Plan.</p> <ul style="list-style-type: none"> • Implemented. <p><u>NWG Recommendation 9:</u> At the earliest opportunity EAPL to review its Master Plan to formally restrict a range of potentially noisy activities (using the terms defined in the Mooney Valley Planning Scheme) in the building setback.</p> <ul style="list-style-type: none"> • This will occur at the time of next Master Plan preparation. <p><u>NWG Recommendation 10:</u> A Community Consultative Committee to be established immediately based on the framework agreed.</p> <ul style="list-style-type: none"> • Implemented. 	

<p><u>NWG Recommendation 11:</u> The Federal Minister responsible for Aviation to appoint the Community Consultative Committee Chair.</p> <ul style="list-style-type: none"> The Minister for Infrastructure, Transport, Regional Development and Local Government declined to nominate a Chair for the CCC. <p><u>NWG Recommendation 12:</u> Further road traffic calming measures that EAPL will consider include additional speed humps and chicanes and the appearance of narrowing of the road to reduce the speed of traffic.</p> <ul style="list-style-type: none"> EAPL has implemented traffic calming measures at the airport. <p><u>NWG Recommendation 13:</u> The Community Consultation Committee will specifically target the owners/operators of older, noisier aircraft in the Fly Neighbourly Agreement to limit their adverse noise effects.</p> <ul style="list-style-type: none"> This will be addressed during the preparation of the FNA. <p><u>NWG Recommendation 14:</u> The airport will brief aircraft operators and other on-airport industry to encourage adherence to the ground running strategy in the Airport Environment Strategy.</p> <ul style="list-style-type: none"> EAPL has reminded operators of their responsibilities. On approval of the new Airport Environment Strategy by the Minister, EAPL will distribute this document to its tenants. <p><u>NWG Recommendation 15:</u> In the event of ongoing offensive noise the Airport will work with the Airport Environment Officer, who has powers of enforcement under the Airports (Environment Protection) Regulations 1997.</p> <p><u>NWG Recommendation 16:</u> EAPL to establish a community information page on its website.</p> <ul style="list-style-type: none"> Implemented. The website contains the Master Plan for the Airport, and links to Webtrack and Airservices Australia's Noise Enquiry Unit 	<p>Members of the CCC have agreed to put forward nominations for the independent Chairman position and agree on the appointment of the Chairman at the next meeting</p>
<p>5. REVIEW OF AIRSERVICES AUSTRALIA NOISE COMPLAINT DATA</p> <p>Summarised Airservices Australia Data discussed</p> <ul style="list-style-type: none"> Summary presented 	
<p>6. IDENTIFICATION OF FUTURE MEETING DATES</p>	<p>Meetings to be held quarterly.</p> <p>EAPL to coordinate future meeting dates with the next date suggested in May 2010.</p>

7. OTHER BUSINESS

The following questions were tendered by Committee Representatives on behalf of the Close Essendon Airport Incorporated (CEAC) who had held a meeting with representatives the evening prior.

Question 1 : Could the minutes of the Essendon Airport Community Consultative Committee be made public?

Answer 1 : The minutes of the CCC will be made available on the EAPL website following the committee ratifying the minutes as a true record of the meeting.

Question 2 : Can CEAC and the general public attend future meetings?

Answer 2 : After consideration by the Members of the Noise Working Group the current format of the CCC was agreed. Future meetings will not be open to the public. The CCC contains members from the general public.

Question 3 : The Noise Working Group Report refers to documents for its preparation can these be made publicly available?

Answer 3 : The Noise Working Group Report was setup by the Minister for the Department of Transport, Regional Development, and Local Government and should be contacted directly for its view on this request.

Question 4 : Can all documents tendered to the CCC be made publicly available?

Answer 4 : No (some information provided to the CCC contains the private details of individuals).

Question 5 : Will the CCC provide CEAC with resources to help promote the existence of the CCC?

Answer 5 : Individual members of the CCC can be approached for assistance but the CCC has no funds or resources that can be allocated to support CEAC.

Question 6 : Will Essendon Airport install double glazing and other noise attenuating features for residents?

Answer 6 : EAPL advised it is unaware of any Government program to provide insulation for residential dwellings similar to that funded by the Commonwealth for areas near Adelaide and Sydney Airports.

Question 7 : Will Essendon Airport construct a concrete noise wall surrounding the airport?

Answer 7 : The Essendon Airport Master Plan does not contain a proposal to construct a concrete noise wall surrounding the airport. Ms Maddigan noted that concrete noise walls are not universally loved by residents in the local area with many actively campaigning against the erection of concrete noise walls associated with the Tullamarine Freeway upgrade. Some residents viewed the appearance and shading caused by walls as worse than noise.

Question 8 : Will Essendon Airport plant trees around its boundary to absorb noise?

Answer 8: No. As noted in the Noise Working Group's report to the Minister, the noise benefits of landscaping are considered modest at best. Tree plantings of the density required to achieve any noise reduction will attract wildlife which will affect aviation safety. EAPL priority on the site is aviation safety.

Question 9: Why is the Airport exempt from Victorian Building Regulations?

Answer 9: Essendon Airport is located on Commonwealth Land and therefore subject to Commonwealth Law. Construction proposals are subject to assessment and approval under Commonwealth processes. The Airport Building Controller (ABC) is appointed by the Commonwealth to provide the assessment of building proposals. The ABC assesses building design against relevant construction standards (many are identical to those located within the State of Victoria). The types of permitted development on Airport land is specified by the Land Use plan (a component of the Airport Master Plan).

Question 10 : Why doesn't the airport have someone independently assessing the environment?

Answer 10: There is. Essendon Airport is regulated by the Airport Environment Officer (AEO) who is an employee of the Department of Transport, Infrastructure, Regional Development and Local Government. The AEO regulates the environment at the airport on behalf of the Commonwealth.

Question 11: Why does ground running still occur in the middle of the night at Essendon Airport?

Answer 11: Ground running is only permitted during defined hours. Pre-flight engine runups are a safety requirement for certain types of aircraft before flight. It is most likely that runups are being interpreted as ground running.

Question 12: The helicopters servicing oil rigs are noisy - should they be here?

Answer 12: All aircraft in Australia must achieve regulatory noise standards in order to operate. Aircraft which do not meet the standard require a permit from the Commonwealth to operate. The helicopters in question meet the applicable standard. The question as to whether there were aircraft too noisy or not permitted to operate at Essendon Airport was an item reviewed by DITRDLG as part of preparing the Noise Working Group Report (p.12).

Question 13: I would like a noise monitoring point at my house, can Essendon Airport provide one?

Answer 13: Noise monitoring is undertaken by Airservices Australia with some noise measuring points available for viewing on Webtrak.

Webtrak can be accessed from the "Community Info" section of the Essendon Airport website (www.essendonairport.com.au). Webtrak shows the readings received at noise monitoring points managed by Airservices Australia.

Question 14: I feel I can smell aviation fuel.

Answer 14: Investigations that have been undertaken in consultation with the Commonwealth Airport Environment Officer (AEO) to date have not validated claims made.

Question 15: There is no Customs or Australian Quarantine Facilities on the Airport and they have international aircraft arriving. Why is this security risk allowed?

Answer 15: Customs and AQIS attend aircraft which arrive from International destinations.

Question 16: EAPL wants to end the curfew

Answer 16: The Aviation Whitepaper released by the Commonwealth of Australia is explicit in that no curfews currently in place will be lifted for any Australian Airport.

Aviation Training Academy

Mr Maskiell advised that Essendon Airport along with Melbourne International Airport and Avalon Airport were currently bidding for a proposed Victorian Government State Aviation Training Academy. The Aviation Academy would be a \$60 million development at the airport that would create significant employment within the region. Essendon Airport has been advised that the academy does not include pilot training (flying) as part of the curriculum.

Close of Meeting.

Next Meeting

Friday 21st May at 1130am