



COMMUNITY CONSULTATIVE COMMITTEE MEETING MINUTES

11.00am 8th April 2011 @ Essendon Fields House Boardroom

Invitees:	
Mark Maskiell (EAPL)	Andrew Croft (EAPL)
Hon. Kelvin Thomson, MP	Caryn Robertson (DOIT)
Adam Sutherland (DOIT)	Clive Judd (Community Representative)
Darren Olsson (Airservices Australia)	Gail Boyse (Airservices Australia)
Cr Jan Chantry (Moonee Valley City Council)	Bryan Perry (Airport Environment Officer – DOIT)
Mark Cenin (Airservices Australia)	
Apologies:	
Nil recorded.	

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.
DOIT	Department of Infrastructure and Transport (formerly Department of Infrastructure, Transport, Regional Development and Local Government – Commonwealth - DITRD LG)
EAPL	Essendon Airport Pty Ltd
FNA	Fly Neighbourly Agreement
MVCC	Moonee Valley City Council
NWG	Noise Working Group – a group formed by the Minister, DOIT
RPT	Regular Passenger Transport

Description	Agreed Action
1. WELCOME:	Nil actions.
2. APOLOGIES None received.	Nil actions

<p>3. ITEMS ARISING FROM PREVIOUS MINUTES</p> <p>4. RENAMING OF THE ESSENDON AIRPORT COMMUNITY CONSULTATIVE COMMITTEE TO “COMMUNITY AVIATION CONSULTATION GROUP FOR ESSENDON AIRPORT”</p> <ul style="list-style-type: none"> • Community Aviation Consultation Group is the term used by Government in the Aviation Whitepaper 2009 and by the Airport Act 1996 (as amended in December 2010) to describe what is currently the Essendon Airport Community Consultation Committee. • The proposal is to consider if the name of this committee is to be changed to make it this consistent with other airports and in line with legislation. • Documents such as the Community Impact Guide (currently being formulated) produced by Government will use the Community Aviation Consultation Group term. <p>5. AIRSERVICES AUSTRALIA</p> <p>Darren Olsson (Manager Community Relations) provided an introduction on the Web Track system to members.</p>	<p>Nil actions.</p> <p>To be considered by members with item to be included as an agenda item for the next meeting.</p> <p>Nil actions.</p>
<p>6. DEPARTMENT OF INFRASTRUCTURE & TRANSPORT</p> <p>i. Draft Community Impact Guide</p> <ul style="list-style-type: none"> ○ Provided an overview of the Draft Community Impact Guide. ○ Public period for comments has now closed. ○ Department is now reviewing comments prior to release of finalised document. <p>ii. Airport Environment Officer</p> <ul style="list-style-type: none"> ○ Mr Bryan Perry introduced himself and provided an overview on his role in the regulation of airports (attached to minutes). ○ Mr Perry tabled a written summary of his role and an outline of where responsibility lies for noise and aircraft emissions. <p>7. FLY NEIGHBOURLY AGREEMENT</p> <ul style="list-style-type: none"> ○ FNA reviewed and final wording agreed (attached to minutes). ○ FNA to be reviewed six months after implementation. 	<p>Nil actions.</p> <p>Members to implement FNA.</p>

<p>8. QUESTIONS ON NOTICE FROM KELVIN THOMSON (to all members)</p> <p>i. Update on Epworth Hospital</p> <ul style="list-style-type: none"> • Preliminary discussions have occurred with hospital providers (including Epworth) about the establishment of a hospital at Essendon Airport. Discussions are at still the exploratory stage. • Establishment of a hospital at Essendon Airport requires approval from the Commonwealth Minister for Infrastructure and Transport as it is considered to be a sensitive development. Such approval would only occur after the preparation and exhibition of a Major Development Plan for the project (which includes public consultation). <p>ii. Update on construction works taking place within Essendon Airport opposite Strathaird Street</p> <ul style="list-style-type: none"> • Works are being undertaken for the construction of a vehicle holding yard. • Works are being monitored by the Airport Environment Officer and the Airport Building Controller. • Build time: approximately 4 months (completed August 2011). <p>iii. Air Quality Monitoring</p> <ul style="list-style-type: none"> • Essendon Airport confirmed that it commissioned an air quality monitoring report in May 2006 in response to previous enquiries and that the report did not identify any issues of concern during testing nor did models indicate that there would be any cause for concern about emissions. • Essendon Airport is not prepared to make the report publicly available, but offered the opportunity for CCC Members to read the report. 	<p>Nil actions.</p>
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9. REVIEW OF AIRSERVICES AUSTRALIA NOISE COMPLAINT DATE

- Data for January and February 2011 presented

10. NEXT MEETING DATE AND CONFIRMATION OF CHAIR

- Friday 1st July 2011
- Meeting Chair Cr Jan Chantry

11. OTHER BUSINESS

- Does Essendon Airport publish a list of tenants or able to make one available?
 - Aviation tenants can identify themselves voluntarily by the Essendon Airport website tenants page (www.essendonairport.com.au)
 - Essendon Fields tenants can identify themselves voluntarily by the Essendon Fields website (www.essendonfields.com.au)

Provisional Dates for remainder 2011

- 30th September
- 9th December

The Role of the Airport Environment Officer: with Specific Reference to Aircraft Emissions and Noise

The Airport Environment Officer (AEO) is appointed under the Airports Act 1996 to administer the requirements in Part 6 of the Airports Act 1996 (the Act) and in the Airports (Environment Protection) Regulations 1997 (the Regulations).

The Regulations incorporate processes for regulating air, water and soil pollution, cultural heritage, protected species and habitat and offensive noise. However, Regulation 1.03 states:

“These Regulations do not apply to:
 (a) pollution generated by an aircraft; or
 (b) noise generated by an aircraft in flight or when landing, taking off or taxiing at an airport”.

After the Regulation, it is further noted “in relation to engine emissions and noise emissions by aircraft, see the Air Navigation (Aircraft Engine Emissions) Regulations and the Air Navigation (Aircraft Noise) Regulations”.

Examples of matters that would fall within the AEO’s jurisdiction are:

- Airborne pollution from construction sites;
- Vapours from fuel handling processes;
- Contamination of stormwater;
- Soil contamination from spilled chemicals;
- Adverse impacts on flora and fauna;
- Noise from construction sites;
- Noise from aircraft engines under test on an aircraft (“ground-running”); and
- Noise from aircraft engines on a test bed.

It may be noted that the AEO also monitors the airport’s progress implementing the improvement actions in the Environment Strategy, provides advice on compliance and reports regularly to the Department in Canberra. The AEO also gets involved with a number of other activities such as inspections and meetings to investigate and deal with environmental issues that might arise.

With specific reference to aircraft emissions and noise, the following table defines responsibilities:

Activity	Legislation	Responsibility
Aircraft emission certification and standards.	Air Navigation (Aircraft Emissions) Regulations 1995	Airservices Australia
Aircraft noise certification and standards.	Air Navigation (Aircraft Noise) Regulations 1984	Airservices Australia and Department of Infrastructure and Transport
Noise from an aircraft on the ground while the engines are being subjected to a test ¹ . (“ground-running”)	Airports (Environment Protection) Regulations 1997	Airport Environment Officer
Noise from an aircraft auxiliary power unit while the aircraft is parked at the docking gate.	Airports (Environment Protection) Regulations 1997	Airport Environment Officer
Noise from a removed aircraft engine being run on a test bed.	Airports (Environment Protection) Regulations 1997	Airport Environment Officer

¹ Not including essential routine engine checks required prior to a flight.

Additional Comments

The Air Navigation (Aircraft Engine Emissions) Regulations and the Air Navigation (Aircraft Noise) Regulations essentially enact international aircraft certification standards for individual aircraft. If an aircraft has not been modified from the accepted design and is being correctly maintained, its noise and emissions are assumed to be the same as at the time of manufacture.

Notwithstanding the above, aircraft operators may be able to minimise potential impacts on residential areas etc by adopting “fly-friendly” approaches.

Essential routine engine checks prior to flight may involve running engines for 5 to 10 minutes on the apron or at a preferred location on the airfield before proceeding to take-off. Ground-running of an engine for a test after maintenance or overhaul may take longer, perhaps 30 minutes or more.

Although aircraft noise and emission certification is outside the AEO’s remit, these additional comments are provided by the AEO for assistance in understanding. For more certain information, Airservices Australia or Essendon Airport management should be contacted.