

**Hume Residents Airport Action Group
&
Melbourne Airport Community Action
Group**

**Submission to the

Review of Implementation of the
National Airports Safeguarding
Framework (NASF).**

November 2019

Briefing and Background Notes

The Hume Residents Airport Action Group together with the Melbourne Airport Community Action Group represent many thousands of residents living in the suburbs surrounding Melbourne Airport. We welcome the opportunity to make this submission.

Our submission provides a community perspective on the National Airport Safeguarding Framework (NASF) policy with specific reference to the failure of planning policy and land use controls in our region.

The Collins Dictionary aptly describes the meaning of safeguard:

“as a law, rule or measure intended to prevent someone or something from being harmed”.

The principles of the National Airport Safeguarding Framework have been framed to enhance the current and future safety, viability and growth of aviation.

It fails to address the safeguarding of those who suffer the ongoing harm from:

- aircraft noise
- pollution
- risk.

All of these are amplified by the increase of flights. It is people, not airports, who require protection.

People are not a threat to aviation, however when people live in close proximity to airports or flight paths the impacts from aviation are significant. The impact causes stress and discomfort and leads to mental and physical health issues as well as interfering with learning, cognitive function, amenity and life style.

Government Planning Neglect – Historical facts

Melbourne Airport is often described as a model for airport development in Australia. That may have been true in the original planning which began in 1958.

Before Melbourne (Tullamarine) Airport began operations in July 1970, the Memorandum of Understanding between the Department of Civil Aviation (DCA) and the Melbourne and Metropolitan Board of Works (MMBW) was thwarted by the Victorian Minister for Planning. The DCA and MMBW had intended an internal land buffer within the 5,300 acres plus the surrounding land to be in lots of 5 acres remain zoned rural.

In 1966 the Victorian Minister for Planning rezoned this land setting in train the challenges and dilemmas residents and the airport now face. These events are fully documented in the Commonwealth Hansard.

It is worth noting the following extract from Prime Minister John Gorton's, Tullamarine Airport opening speech

"There is no need for an airport not to operate, provided those living around it are not harassed by the noise of such operation, subject in future to just this one qualification the State authorities concerned see that there is not built up around the perimeter of this airport housing settlement which, in the future, might lead to great noise discomfort to those living in them, let us have a buffer zone around it"

Our then Prime Minister John Gorton made it quite clear that Melbourne Airport should operate 24 hours per day, *on the condition that State authorities did not permit residential development around the perimeter of the airport.*

Zoning debacle

A key factor in selecting the Tullamarine site for Melbourne Airport, over other considerations, was that it was located in a rural setting still close to the city. The rural zoning was seen as crucial to the operations of Melbourne Airport as it is totally land-locked in all directions.

Land use restrictions imposed by State legislation in 2007 at the request of the Commonwealth interferes with all aspects of property ownership without compensation.

We are of the view it is the Commonwealth's responsibility to protect airport infrastructure. Therefore entering into a scheme of arrangements with State planning allows the Commonwealth to make laws and regulation over land it does not own, which otherwise would be subject to Section 51 of the Australian Constitution, acquisition of property on just terms.

In 1967 a report was tabled in the Victorian Parliament following an investigation into Stanhill Development Finance Limited and other companies (under Division 4 of Part VI of the Companies Act 1961). This report contained statements which evidenced that State authorities knew of the intention of Stanhill Development to have thousands of acres it owned re-zoned for residential development before Melbourne Airport was constructed. Clearly this action is responsible for the residential encroachment which is now threatening Melbourne Airport's expansion.

Concerns over these matters were raised by the Commonwealth Minister for Aviation and members of Federal parliament.

Mr.R.Swartz (Minister for Civil Aviation), House of Representatives 18 September 1968)

"The Commonwealth acquired 5,308 acres of land at Tullamarine for the development of a new airport for Melbourne. Although this is a large area of land - it is certainly much larger than most other airports in Australia - its development was still dependent upon the zoning of adjoining land that had been acquired to give a reasonable buffer against the noise problem"

in future development. It was the Commonwealth's understanding at the time that that area was zoned for rural purposes. My understanding is that the Melbourne and Metropolitan Board of Works agreed with that zoning and, in fact, indicated that it was so zoned. My belief is that later a developer approached the Victorian Minister for Local Government, and, on appeal, was allowed to go ahead, with plans for the development of a residential area adjoining the aerodrome at the point referred to by the honorable member. The Government and my Department are clearly opposed to the further rezoning of the area. We believe it should still be zoned for rural purposes to provide the buffer which was intended in the first instance, because the area concerned is close to where it is proposed at some future time - in another 10 or 12 years - to develop a new runway. The problem to which the honorable member has drawn attention could arise. The matter is now the subject of correspondence between the Prime Minister and the Premier of Victoria. When some further information is available I will provide it to the honorable member."

Mr.G. Whitlam Former Prime Minister, (House of Representatives 12 November 1968)

"I ask the Minister for Civil Aviation a question. He will have noted that private developers are now going ahead with the sale of land in the immediate vicinity of Tullamarine airport. Whatever delays and failures there may have been in the past in consultations between the Commonwealth and Victoria about Tullamarine, as noted, for instance, by the Public Works Committee, I ask the Minister: What steps will now be taken to anticipate and avoid grounds of complaint about noise and interference by people living near Tullamarine, similar to the complaints the Minister constantly receives about Mascot airport and the Minister for Air receives about Williamstown airport, both of which have some sea approaches whereas the approaches at Tullamarine . are wholly by land."

Hansard clearly records that Commonwealth and State governments were fully aware that residential rezoning at Tullamarine would likely compromise future development of the airport. This prompted the commonwealth to erect large billboards on the airport perimeter showing future airport growth contained within in the 5,300 acres, all this after the rezoning had taken place.

Housing was sold to the unsuspecting public who were not informed of the extent of future airport development, despite the Commonwealth and State governments being aware of the aviation impacts and planned land use restrictions to come. Housing constructed at that time did not include noise insulation or double glazing.

The Age Newspaper, August 1974 publication

In the article “Life in a jet stream” in The Age, August 1974 it was reported that the warnings from The Federal government were ignored by Victorian State authorities. (4)

The then Broadmeadows town clerk Mr. Edgar Smiley stated that the council had no policy on controlling development in noise zones, *“Noise is just something you have to live with”*

He went on to say:

“You only get one chance in this game, you can’t go along to all those people living under a flight path and say – Sorry we made a mistake. We’re going to pull your house down.

“What the government should be doing is legislating – since obviously voluntary controls don’t work – to ban housing in noise zones.

“There are plenty of other compatible land uses, factories, sports grounds, farming. Land is not such a premium, surely that we have to accept the roar of jet planes as the price of owning a home.”

Airport Privatisation

In 1988 the Federal Airports Corporation (FAC) took over administration of Australian major airports. By 1994 the FAC completed the privatization of all major airports.

Prior to completing the privatization of Melbourne Airport the FAC drew up a new four runway plan, having two North/South parallel runways and two East/West parallel runways. By that stage residential development was *within less than two kilometers from the airport on the east boundary*. Thousands of homes had been built under the proposed new parallel east/west and north/south runways since 1968. Housing development increased in the areas of Keilor, East Keilor, Keilor Park, Bulla, Meadows Heights, Gladstone Park and Taylors Lakes.

Establishment of the Melbourne Airport Environs Overlay

It was not till May 2007, The Victorian Minister for planning amended the Melbourne Airport Environs Overlay comprising of schedule 1 & 2.

Schedule 1 affects residential development located in the ANEF 25-30 noise contour. Use of land is restricted to one dwelling per lot and subject to the requirements of AS2021-2015.

Schedule 2 affects residential development located in the ANEF 20-25 noise contour. Development of a single lot for two or more dwellings must not exceed a density of one dwelling per 300 square metres and subject to the requirements of AS2021-2015.

The purposes of the overlay are:

- To ensure that land use and development are compatible with the operation of Melbourne Airport in accordance with the relevant airport strategy or master plan and with safe air navigation for aircraft approaching and departing the airfield.
- To assist in shielding people from the impact of aircraft noise by requiring appropriate noise attenuation measures in dwellings and other noise sensitive buildings.
- To provide for appropriate levels of noise attenuation depending on the level of forecast noise exposure.

Failure of State planning policy

The Victorian Minister for Planning last updated the Victorian Planning Scheme, in 2007 with the ANEF noise contours from the Melbourne Airport 2003 Master Plan.

1. The current Victorian Planning Scheme still refers to the 2003 noise contour, which are 15 years out of date.
2. Local planning authorities use the 2003 ANEF noise contour as a basis for permit approval
3. Since the 2003 Melbourne Airport Master Plan the ANEF contours have extended more than 3 kilometres over the suburbs in line with the proposed new East/West and North/South runways.
4. One example is the hundreds of dwellings in the vicinity of Camp Road, Broadmeadows Victoria, located under the extended ANEF contours of the 2018 Master Plan. These have been re-developed into over 1,000 units/apartments.
5. Advice received from Hume Council confirms the development along Camp Road is not affected by the Melbourne Airport Environs Overlay based on the 2003 ANEF noise contour maps. (1)
6. Another example is the former Calder Rise School site in Keilor, which was recently sold to an aged care provider for development. With the recently announced plan to change to a north/south third runway at Melbourne Airport this land will now be affected by a level of aircraft noise that is incompatible with such use.
7. Councils are administering the Victorian Planning Scheme that has the 2003 ANEF noise contour maps, these have been superseded by three subsequent airport master plans.

It is extraordinary the Federal Department of Infrastructure, Victorian Government, Hume City Council, Brimbank City Council and Melbourne Airport have all been informed the planning scheme fails to reflect current ANEF noise contours. It is also extraordinary that it fails to reflect ultimate capacity noise contours as this means land that will eventually be

affected by aircraft noise at or above ANEF 20 will continue to be developed to an insufficient standard.

They are fully aware the approvals for residential development is inconsistent with the principles of the NASF and non-compliant with the requirements of AS2021-2015.

It would appear to be a repeat, albeit more serious, of the Victorian planning Minister's action in 1966, where home owners are casualties of government bungling and disregard for the community.

Local people are being short-changed through a convenient scheme of arrangement set up to protect airports through the use of planning laws which were introduced too late and are still knowingly out of date. This fails to provide protection for either residents or airport operations.

The land used restrictions are interfering with property use without compensation. We are of the view it is the Commonwealth's obligation to protect airports infrastructure. Therefore making laws or regulations on land it does not own would be subject to section 51 of the Australian Constitution, on just terms. Having the state responsible for land use control has been successful in shielding the commonwealth from compensation responsibility under section 51, Australian Constitution.

NASF Policy Shortcomings

The NASF policy document fails to include an oversight regime and penalty outcomes when NASF principles are not followed.

Airport development should be conditional on the achievement of land use controls which are consistent with the NASF principles. These land use controls should include:

- Where residential development is approved or pre-existing within ANEF 20 or higher noise contours, future airport runway expansion should be halted until residential development is made compliant with the requirements of AS2021-2015.
- The Department of Infrastructure and Transport should consider using available runway capacity at alternative airports to meet aviation demand.
- Curfew restrictions, caps on aircraft movements, and effective insulation programs for homes, schools, and other facilities impacted by aircraft noise should commence to protect residents of existing homes that have been left exposed to aircraft noise through inappropriate land use approvals.

Houses, schools, hospitals, childcare centres, aged care facilities and other sensitive facilities which existed long before the 1990 Melbourne Airport's four runway plan are located within ANEF 20 and higher noise zones. They have simply been allowed to remain without addressing the noise requirements as per AS2021-2015; this simply cannot stand.

Aircraft noise impacts all, but particularly the elderly and unwell. Existing or new development should all be made compliant to AS2021-2015 through rebate schemes. Communities are short changed through inadequate process.

The Attwood Child Care Centre is located under the existing east/west runway flight path at Melbourne Airport and is in 30-35 ANEF noise zone. It recently won a VCAT appeal against planning objections from Melbourne Airport and Hume Council for building extensions.

The existence of this facility in this location defines Melbourne Airport as a “qualifying airport” under the Aircraft Noise Levy Collection 1995 Act. This allows the Federal Minister for Infrastructure to declare Melbourne Airport as a “leviable airport” under this Act and commence a home insulation scheme for Melbourne as was done at Sydney and Adelaide airports.

Cost of interfering with community amenity and property

Many thousands of residential properties are subject to land development restrictions since the introduction of the Melbourne Airport Environs Overlay 2007.

The Commonwealth has the power to acquire properties for where it has to make laws, as per section 51 (Australian Constitution), this scheme of arrangements between the State and Federal governments seeks to place a barrier to rightful compensation. There is a legal view which supports that interference with property as a form of acquisition and should be done on just terms. We believe this is not a fair outcome.

The impacts and economic distribution from airports cannot be efficiently achieved by making airports larger.

The Federal government of the day around 1991 released a strategy document setting the direction for future development of airports in the Port Philip region. Some 18 years later a site for Melbourne’s third airport has not been chosen. (2,3)

Whilst we wait, Melbourne Airport continues to assert it is congested and requires additional runways and road infrastructure to accommodate forecast aviation growth. This is inflexible planning that is not taking into account the existing residential development surrounding Melbourne Airport.

Melbourne Airport and the Department of Infrastructure fail to establish airport capacity as was done at Sydney Airport. There are no plans to limit hourly aircraft movements, even though that were set in 1990 as part of the re-drafted four runway plan based upon population growth to approximately 5 million by 2050. Melbourne surpassed this in 2018 and is expected to grow to 8.5 million people by 2050.

There can never be an adequate level of safeguarding when the airport capacity is variable and continues to grow over time.

Annual aircraft movement forecasts that formed part of the Environmental Impact Statement in 1990 envisaged around 330,000 aircraft movement per year by 2050.

Since 1990 the Melbourne Airport Master Plans continue to increase annual aircraft movements and hourly through put, and ANEF contours have continued to expand. It is unclear how land use controls can achieve desirable outcomes to safeguard the airport under these circumstances.

Melbourne is currently serviced by two international airports, Melbourne and Avalon Airports. Avalon Airport is located around 50Klm from the Melbourne CBD. It appears logical that the under utilised runway capacity at Avalon airport, should be used ahead of further runway expansion at Melbourne Airport. This would provide an interim period for the planning and construction of a third airport east of Melbourne and for improvements to the planning strategy around Melbourne Airport to ensure residents are protected.

It is not an ideal situation for one airport to service the large urban sprawl in Melbourne. The airport master plan fails to adequately address the issue of efficiency for the consumer and to take into account the population growth which has already exceeded forecasts upon which the current runway expansion at Melbourne is based.

Furthermore, it is not clear having one international airport best serves the interests of the whole State.

Recommendations

1. Binding Inter-governmental agreements between Federal and State governments should be introduced to safeguard both airports and communities.
2. Ensure areas set aside for airport development include sufficient internal buffer land to provide 6 Km beyond each runway end. Surrounding land on the airport perimeter for a 6 Km radius should be zoned for commercial, open space. There should be no residential development within 6Km of an airport.
3. The Commonwealth should ensure Melbourne Airport operates within the capacities and aircraft hourly throughput established in the 1990 four runway plan.

4. A legislated curfew to operate between the hours of 8pm and 6am as recommended in the four runway plan independent review by PD Technologies (USA) 1990.
5. The Victorian Planning Scheme should be based on noise forecasts for the ultimate maximum capacity for each airport. A capacity cap must be set so that developments permitted under this planning scheme remain suitable for their location indefinitely.
6. As a consequence of negligence by Federal and State authorities responsible for airport and land use planning at Melbourne Airport, there should be no approval for additional runways beyond the existing two runways at Melbourne Airport.
7. The Commonwealth should immediately declare Melbourne Airport a “leviable airport” under the Aircraft Noise Levy Collection Act 1995 and commence a noise insulation program at Melbourne Airport.
8. Fast track the planning and building of a Third airport for Melbourne, located in the area of Port Philip as was detailed in the ministerial letter from Mr. Bob Collins, Minister for Shipping and Aviation support, dated 11 December 1991.

We would be happy to provide further clarification material at the request of the National Airports Safeguarding Advisory Group (NASAG).

Attachments

- 1 *Hume City Council - Melbourne Airport Environs Overlay*
- 2 *Minister for Transport & Communication - Port Phillip region Airport Study*
- 3 *Minister for Shipping & Airport Support - Strategy for Port Phillip Region Airports*

*Hume Residents Airport Action Group
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19th November 2019

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Thursday 5 September 2019

Ms Helen Franks
Secretary Hume Residents Action Group
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Dear Ms Franks

RE: MELBOURNE AIRPORT ENVIRONS OVERLAY

Thank you for your letter received 6 August 2019 and questions around the application of the Melbourne Airport Environs Overlay (MAEO).

As you have indicated, the MAEO is part of the Hume Planning Scheme and the planning schemes of adjoining municipalities that are affected by noise from aircraft using Melbourne Airport. The MAEO has two schedules that relate to different levels of noise exposure – MAEO1 and MAEO 2. The area covered by each schedule of the overlay is based on the Australia Noise Exposure Forecast (ANEF) contours. MAEO 1 applies to the 25 ANEF contour and the MAEO 2 area, the land between the 25 and 20 ANEF contours. The intent of the two schedules to the overlay is to reflect different limitations on land use commensurate with the level of noise exposure as reflected by the ANEF contours. It is important to note that multi-dwelling developments are prohibited within areas within MAEO1.

The ANEF contours for Melbourne Airport are updated every 5 years as part of 5 year review of the Melbourne Airport Master Plan. As you would be aware, the Master Plan was last updated in 2018.

The extent of the current overlay however is based on the 2003 ANEF contours. The wording of the overlay and its application are managed by the State Government. The Government had decided not to update the overlay to correspond with the latest ANEF contours until both the Master Plan and third runway were approved. With recent decisions of Melbourne Airport to review the preferred alignment of the third runway, it is likely that the MAEO will continue to align with the 2003 contours in the short term however ultimately that is a decision of State Government.

Currently there are no other planning tools that identify land as affected by aircraft noise. This is a matter of interest to Melbourne Airport and the relevant Councils. Council understands that this will be considered when the State Government reviews the Melbourne Airport Environs Strategy, the timing of which is yet to be confirmed by Government. The 2018 Melbourne Airport Master Plan contains a good discussion of the different approaches to informing current and future landowners and occupiers of the presence of aircraft noise at Chapter 17 (page 257). The Master Plan can be accessed online at <https://my.melbourneairport.com/masterplan>. Again, it is a decision of Government on what tools may be used in the future to ensure existing and future residents are aware of the presence of aircraft noise.

At present, the ANEF contours and time above or 'N' contours shown in the 2018 Melbourne Airport Master Plan is the best source of information on the areas subject to various levels of aircraft noise.

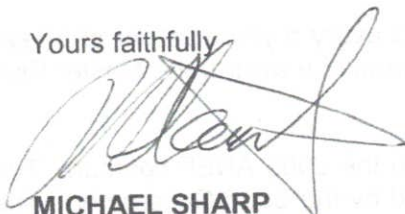
In relation to the existing MAEO (1&2) controls, I have attached a copy of the typical permit conditions applied to planning permits required by the overlay. It is important to note that these conditions are those typically applied as slight variations and additional conditions are requested by the airport depending on the permission being sought or the context of the site.

Council only applies these conditions at the request of Melbourne Airport for applications that are located within the overlay area. Camp Rd, Broadmeadows and the majority of Hillcrest Drive currently sits outside the MAEO area therefore development applications in these areas are not referred to the Airport for comment and noise related permit conditions are not applied.

For those developments within the MAEO area, it is hard to determine how many objections have been received from Melbourne Airport. Generally (but not exclusively) the airport has sought to apply permit conditions for residential developments that are consistent with the overlay and objections are received for uses that are in the MAEO1 area. Council planners consistently advise applicants to liaise with Melbourne Airport prior to making an application to gauge the airport's view and likelihood of support. As such the number of objections submitted by the airport to permit applications is not an accurate measure of how active the airport is in discouraging inappropriate noise sensitive development in the environs of the airport as many proposals may not be pursued as permit applications, following discussions with the Airport.

I trust this information satisfies your query. If after review you would like further information or clarification please do not hesitate to call me on 92052370 or by email michaels@hume.vic.gov.au.

Yours faithfully



MICHAEL SHARP
DIRECTOR PLANNING AND DEVELOPMENT

Attachment 1 - Example typical permit conditions

Attachment 1

Typical condition & note applied to areas of above 25ANEF (typically MAEO 1)

Condition:

- Any building allowed by this permit must be constructed so as to comply with any noise attenuation measures required by Section 3 of Australian Standard AS 2021- 2015, Acoustics - Aircraft Noise Intrusion - Building Siting and Construction, issued by Standards Australia International Ltd.

Note:

- The land is or will in the future be subject to significant aircraft noise exposure associated with Melbourne Airport and is located between the 25 to 30 ANEF noise contours. Table 2.1 of Australian Standard AS 2021-2015, Acoustics - Aircraft Noise Intrusion - Building Siting and Construction, issued by Standards Australia International Ltd, designates that a house is unacceptable above the 25 ANEF noise contour. As a result, Melbourne Airport does not accept any responsibility or liability in respect of any matter arising from aircraft noise and will not enter into any correspondence with the owner/occupier of the house relating to noise complaints due to the house not being in accordance with AS2021.'

Typical permit condition & notes applied to areas between ANEF 20-25 noise contours (typically MAEO 2):

Condition:

- Any building allowed by this permit must be constructed so as to comply with any noise attenuation measures required by Section 3 of Australian Standard AS 2021- 2015, Acoustics - Aircraft Noise Intrusion - Building Siting and Construction, issued by Standards Australia International Ltd.

Permit Note:

- Any building allowed by this permit must be constructed so as to comply with any noise attenuation measures required by Section 3 of Australian Standard AS 2021- 2015, Acoustics - Aircraft Noise Intrusion - Building Siting and Construction, issued by Standards Australia International Ltd. Acoustics - Aircraft Noise Intrusion - Building Siting and Construction, issued by Standards Australia International Ltd, states that "Within the 20 ANEF to 25 ANEF some people may find that the land is not compatible with residential or educational uses". As a result, Melbourne Airport does not accept any responsibility or liability in respect of any matter arising from aircraft noise and will not enter into any correspondence with the owner/occupier of the dwelling relating to noise complaints due to the dwelling being within the 20-25 ANEF contours.

Bob Collins

Minister for Shipping and Aviation Support

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11 DECEMBER 1991

REPORT SETS STRATEGY FOR PORT PHILLIP REGION AIRPORTS

The Commonwealth Government today released a report that sets the direction for future development of airports in the Port Phillip region.

In releasing the Port Phillip Region Airport and Airspace Study Report, which was prepared by a Commonwealth/State Committee, the Minister for Shipping and Aviation Support, Senator Bob Collins, announced that the recommendations contained in the Report had been accepted in full by the Commonwealth Government.

"The report provides a clear strategic basis for long-term planning decisions for the Port Phillip Region", Senator Collins said.

The key recommendations of the Report are that:

- . Melbourne Airport (Tullamarine) continue to be developed as Melbourne's main airport;
- . a site for a new airport should be identified in the south-east of the Melbourne metropolitan area while suitable sites are still available;
- . Essendon Airport be retained as an airport, with operations subject to significant environmental constraints. These would include a more stringent curfew at Essendon to limit the operation of certain aircraft between 11pm and 6am, with new restrictions applying to the operation of heavier aircraft and those not meeting the very strict ICAO noise certification standards;
- . responsible State and local government authorities take action to ensure land adjacent to airports is planned for uses compatible with the operations of the airports;
- . the future use of the RAAF airports at Laverton and Point Cook be determined after completion of a report to the Minister for Defence.

The Minister noted that the ultimate question about the future of Essendon had been whether the environmental, social and economic benefits of closing Essendon Airport would outweigh the operational and other impacts of closure.

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"The study leading to the report carefully considered several options based on the closure of Essendon Airport and the development of alternative facilities at Melbourne Airport, Laverton or Point Cook. Assessment of the Point Cook and Laverton options followed the announcement by the Minister for Defence that these airfields would be closed and sold.

"Analysis of these options indicated that closure would result in a net additional cost of over \$50 million. After also taking environmental and operational considerations into account, the report rejected these options and recommended that the existing civil airports, including Essendon, be retained.

"The proposed environmental restrictions on aircraft operations at Essendon Airport are tighter than at any similar airport in Australia.

"With the replacement of older, noisier aircraft by noise certificated aircraft, the impact of aircraft noise at Essendon was already expected to improve over the next few years. The tighter environmental restrictions will mean a further improvement to the noise environment in the vicinity of the airport", Senator Collins said.

"While it is now important to identify a site for a possible future airport in the southeast of the region for the longer term, I consider that this role would most appropriately be performed by State authorities".

"I would not favour Commonwealth Government involvement in site selection unless policy aspects arise that require it", Senator Collins said.

The Minister noted that the final report followed an extensive consultation process. During the course of its study, the Committee had consulted with organisations and Councils having a direct interest in the study, released the draft report for public comment, and received a large number of submissions from interested bodies.

"As a result of the Commonwealth decision to accept the report's recommendations, the way is now open for the Federal Airports Corporation to continue to operate and develop its airports in the Region, including Essendon, on a commercial basis.

"The Government's decision means that businesses and employment directly related to airports in the Port Phillip Region can plan for the future with greater confidence. The decision to retain Essendon Airport in particular will provide a boost to employment opportunities as the FAC proceeds with its plans for development of the airport", the Minister said.

Media contact: Julie Shaw

06) 277 7040

Note: a copy of the full recommendations of the Port Phillip Region Airport and Airspace Study is attached.

Executive Summary And Recommendations

Introduction

With a population of over 3 million, the Port Phillip Region is the second most populous and densely settled area of Australia. Controlled aviation traffic activity in the Region is second only to that in Sydney and its environs with some 750 000 movements by civil and military aircraft in 1989 (compared with some 870 000 aircraft movements in the Sydney region).

For the purposes of this study aircraft traffic can be divided into four broad categories:

Airline - major Regular Public Transport.

Commuter - scheduled passenger services by smaller to medium sized aircraft

General Aviation - the sector of civil aviation which encompasses all other non-military aircraft operations. The major components of general aviation are:

Recreational Flying

Flying Training

Emergency and Community Services

Aerial Work

Charter Services

Air Cargo Services

Business Aviation

Military - Encompasses all defence aviation

The major airports in the Region are Melbourne, Essendon, Moorabbin and Avalon. The Study also considered Bacchus Marsh, the Defence Airfields at Laverton and Point Cook and a large number of Authorised Landing Areas (ALAs) in the Region.

Activity at these airports makes a significant contribution to the economy of Victoria. Melbourne and Essendon Airports alone contribute 2% of the State's Gross Domestic Product.

Forecasts of airline, commuter and general aviation aircraft movements to the year 2010 were prepared for Melbourne, Essendon and Moorabbin Airports. In aggregate, movements are forecast to grow by an average of 3% per annum. Employment at Melbourne, Essendon, Moorabbin and Avalon airports is in excess of 12,000 persons.

Elements of the Proposed Airports Strategy

Having regard to the forecast growth in aviation activity in the Region the key to any regional airport strategy must be the protection and continued development of Melbourne Airport. A further major factor is the efficient use of existing aviation infrastructure. It is also important to ensure that airport sites are protected from incompatible land use in their vicinity so that airport capacity can be provided in an economic and timely manner and that the overall distribution of that capacity is satisfactory in relation to the location of anticipated demand.

Melbourne Airport represents a major investment in aviation infrastructure and has the capacity to meet forecast demand for international and domestic regular public transport and heavy general aviation to well beyond the Study Period.

The Committee recommends that:

(1) Melbourne Airport be developed in accordance with the Melbourne Airport Strategy as the primary airport for the Region.

Most airport capacity is in the north and west of the Region. The geographical direction of population and employment growth tends to be to the south east. With Moorabbin Airport close to capacity and the unconstrained forecasts for that airport for the Study period being well in excess of its capacity, the pattern of development in the south-east of the metropolitan area indicates that future demand may require an additional airport in this sector.

While initially such an airport may only be a secondary airport suitable for light General Aviation, in the longer term it may provide the basis for another Regular Public Transport airport in the Region.

In determining the extent and timing of the development of this airport, consideration would also need to be given to the development potential and the relative locational (access) advantages of other airports in the Region, particularly Moorabbin, Avalon, the Defence Airfields and Essendon Airport. This work needs to be progressed before any decision is

taken on the site to be protected for a new South-East Airport.

Local authorities in the south-east area have recommended an early decision to initiate action to identify and protect a site in the rapidly developing area. Some residents have expressed concerns at the prospect of ongoing uncertainties of land use in the area.

The Committee therefore recommends that:

- (2) Planning, environmental, economic and financial evaluations of an airport site in the south east of the Region with the long term potential to become a major domestic public transport airport be undertaken as a matter of priority, in order to enable decisions to be taken on a preferred site and the need for site acquisition and protection.*

Other airports in the Region - Essendon (if it remains), Moorabbin and Bacchus Marsh - provide a firm base of capacity for general aviation into the future. Avalon, which is now a licensed airport open for commercial operations, is a further prospect for additional capacity. Essendon and Avalon are the only airports, apart from Melbourne, which are able to handle high performance heavy aircraft. Current forecasts indicate that light general aviation demand within the Study period will exceed available airport capacity. The South-East airport and the Defence airfields at Laverton and Point Cook (discussed further below) provide options for meeting this demand.

Moorabbin Airport is the largest secondary airport in the region in terms of aircraft movements. The airport currently serves the general aviation needs and makes a limited contribution to regular public transport demand to the east and south of the area. It is by far the busiest training airport in the Region and also handles 50 000 commuter passengers per year.

Bacchus Marsh Aerodrome is situated some 64 kilometres by road from the Melbourne CBD. Given the rural nature of the surrounding area development of the aerodrome is feasible although it is on a small site and if development were proposed then land acquisition is needed. Currently Bacchus Marsh caters for gliding and light general aviation training.

The major airports are supplemented by the privately owned **Authorised Landing Areas (ALAs)** in the Region. However these ALAs are difficult to incorporate into a strategy as they can be closed and put to non-aviation uses at any time. The Committee therefore did not take these into account when determining the aviation infrastructure requirements for the Region.

AeroSpace Technologies of Australia, as the lessee of Avalon Airport is seeking to encourage commercial activity at the airport. Avalon is close to the City of Geelong and may attract regional passenger demand as well as specialised aviation activities such as freight, charter flights and additional aircraft maintenance.

The Committee noted that Avalon also has the potential for development as a major airline airport if the need arises. However as long as Melbourne Airport continues to operate efficiently, passenger demand at Avalon is expected to be fairly limited.

In respect of both Avalon and the proposed South East Airport, international experience indicates that where a major domestic/international airport exists, a second major airport will not attract a substantial level of passenger demand or airline services until the first airport is handling around 10 million originating passengers. Such a level is not expected to be achieved at Melbourne until some time in the period 2020-2030. Development of a second major passenger airport before then could lead to substantial financial and economic losses.

In considering the future of Essendon Airport the Steering Committee noted that there has been considerable improvement in the environmental amenity since the 1986 Essendon Airport Role Study. The Committee noted in particular the reduced operations by noisy aircraft and the cessation of operations by the IPEC Argosy aircraft. Repetitive flying training has been prohibited, and the location of in-frame engine testing after maintenance as well as the time of day during which this activity is permitted have been amended to improve residential amenity.

The Committee noted that the constraints currently imposed on Essendon Airport are significantly more restrictive than those in place at other general aviation airports such as Moorabbin and Bankstown.

In relation to Essendon Airport, the Committee concluded that Essendon fulfils an important role in providing for air transport and general aviation operations including by high performance aircraft and reduces the level of traffic which would otherwise need to be accommodated at Melbourne Airport.

While there are environmental and safety issues associated with the Airport, these are no greater than at many other metropolitan airports. Changes since the 1986 Role Study have reduced the impact of the airport's operations on nearby residents.

• Alternatives to the Retention of Essendon Airport

The Committee identified four options which were considered to be the most practical alternatives to retention of Essendon Airport. These were:

- Option 1** Bring forward the construction of the parallel runway system at Melbourne Airport and develop a new light aircraft area to allow the transfer of all aircraft types from Essendon.
- Option 2** Purchase Laverton Airfield when Defence flying training ceases, and make the necessary infrastructure improvements to enable that airport to cope with the bulk of civil aviation traffic currently using Essendon.
- Option 3** Purchase Point Cook Airfield when Defence flying training ceases, develop it for light aircraft displaced from Essendon, and develop Melbourne Airport to cater for heavier, high performance aircraft displaced from Essendon and which can not operate from Point Cook.
- Option 4** Minimise replacement infrastructure improvements, apart from some upgrading of Bacchus Marsh Aerodrome, and let operators find their own solutions within existing airport facilities.

These Options were evaluated on environmental and social, operational and economic grounds.

For each of the above Options there would be an environmental improvement in the vicinity of Essendon Airport because of the cessation of Essendon Airport aviation activity. This would be offset at least in part by additional vehicular traffic following any redevelopment of the airport site for residential/commercial/industrial purposes. There would also be some adverse environmental impacts in the vicinity of other airports where aviation activity increased due to the relocation of Essendon aviation traffic. The Committee noted that while the closure of Essendon Airport would bring environmental advantages, it is most unlikely that these would outweigh the economic costs.

After reviewing recent major studies of the impact of aircraft noise on property values, the Committee concluded that closure of Essendon was unlikely to significantly affect the price of houses in the vicinity of the airport.

To justify adoption of the lowest cost alternative option would require non-quantified environmental benefits to amount to around \$400 000 per property, if confined to properties within the 25 to 30 ANEF contours. If spread over all properties within the 20 to 30 ANEF contours, the benefit required would have to be around \$65 000 per property. It would seem highly unlikely that closure of the airport would provide environmental benefits of this order.

Closure of Essendon Airport would have an adverse impact on persons employed in businesses located either on the airport or in adjoining areas. However, if the site were to be redeveloped the loss of jobs from the area would in time be offset, at least in part, by new employment opportunities associated with redevelopment of the site.

From an operational viewpoint, the greatest impacts would occur under Option 4, as operators would face increased air service congestion or limitations on access at Melbourne and Moorabbin Airports, or relocation to less central airports. The combined effect would be to suppress demand and increase operational costs. Similar but reduced operational impacts would be associated with the other options.

The economic impact of each option was found to be negative by comparison with the Base Case (continued development of available airport capacity), and the amounts involved would be substantial. In summary, Option 1 would have a negative net present value of \$72M, Option 2 a negative net present value of \$75M, Option 3 a negative net value of \$66M, and Option 4 a negative net present value of \$55M.

Having regard to all the considerations, the Committee recommends that:

- (3) *ESSENDON AIRPORT be retained for air transport and general aviation operations, including by high performance aircraft.*
- (4) *MOORABBIN AIRPORT continue in its existing role as the primary focus for medium and light air transport and general aviation in the Region;*
- (5) *AVALON be developed in line with current plans as a regional centre for heavy air transport, general aviation and aerospace activities, as well as the regional airport for Geelong;*
- (6) *BACCHUS MARSH continue in its current role, with a view to its potential as an important general aviation facility in the longer term.*

Defence Airfields

Following the announcement by the Minister for Defence that Laverton and Point Cook Airfields will be closed and sold, the Steering Committee gave consideration to the roles that these airfields might play in civil aviation in the Region following cessation of military flying training in December 1992.

Current forecasts (unconstrained by considerations of available airport capacity) indicate that there will be a requirement for additional capacity within the time frame of the study. This shortfall could be met by the development of the proposed South East Airport in conjunction with the acquisition of one of the Defence airfields for light general aviation purposes. A decision on which, if any, of these options would be pursued including on the timing and nature of these developments or acquisitions would only be taken after environmental, planning, economic and commercial evaluations.

The Steering Committee concluded that if Essendon Airport remains open there would not be a requirement for both Laverton and Point Cook airfields for civil aviation purposes. In this respect the Committee noted that Point Cook would be strongly preferred over Laverton on operational grounds. Acquisition of Point Cook also appeared to offer greater potential for unrestricted use by light aircraft, and would have advantages in terms of the infrastructure required and other matters such as financial and environmental considerations. It does not, however, offer an economically viable alternative to Essendon, and as a supplement, its role would be limited and the associated expenditure low.

Further consideration is to be given to the issue of the Defence airfields by the Consultative Committee which has been established by the Minister for Defence to consider and make recommendations by mid - 1992 concerning the future use of Laverton and Point Cook sites.

The Steering Committee recommends that:

- (7) the future use of LAVERTON and POINT COOK Airfields be decided after the Report from the Consultative Committee established by the Minister for Defence has been received and considered;*
- (8) the Consultative Committee note that, from an aviation viewpoint, POINT COOK Airfield is considered to offer greater potential than LAVERTON Airfield for unrestricted use by light general aviation aircraft.*

Airspace Strategy

In relation to airspace, the Committee concluded as follows:

- (a) There are presently no constraints which would prevent the Civil Aviation Authority drawing up a range of airspace management plans that would cope efficiently for any foreseeable development and distribution of airport capacity and aircraft traffic in the Port Phillip Region.
- (b) Following cessation of Defence flying training at Laverton and Point Cook Airfields in December 1992, existing limitations on civilian airspace imposed by this activity will be removed. This will improve civil access to Avalon and Laverton or Point Cook and enable improved access to/from the west to the Melbourne area. Access is significantly better if Point Cook rather than Laverton were retained.
- (c) Some limitations imposed on airspace management by the requirements of Instrument Landing Systems would largely disappear about the turn of the century with the introduction of the more flexible Microwave Landing Systems as the international industry standard.
- (d) The existence of Essendon Airport need not restrict the present or future capacity of Melbourne Airport, and the two airports can be managed so that Essendon's capacity will be additive to Melbourne Airport's capacity.

Consultative Processes

The Committee noted the emphasis placed on consultative processes by all parties concerned. Consultative Committees have been established at the busier aerodromes in the region.

The Committee recommends that:

- (9) Current consultative processes between airport operators and the community continue, and where necessary be extended, to ensure that the interests of the parties involved are known and taken into account;*

Compatible Land Use

The Committee noted the potential for environmental problems in the vicinity of airports because of incompatible land use. The Committee also noted that national guidelines for compatible land use in the vicinity of airports have been established.

The Committee therefore recommends that:

- (10) Responsible State and Local Government authorities take all necessary action to ensure that land use in the vicinity of airports is compatible with established national guidelines on the impact of aircraft noise, and any new developments are consistent with the efficient operation of the airports in both the short and long term.*

Specific Recommendations in regard to Essendon Airport

In reaching its decision that Essendon Airport should be retained (Recommendation 3), the Committee noted that as new, quieter aircraft replace old, noisier aircraft the environmental amenity of the area surrounding the airport is improving.

The Committee however considered there is scope for further gains to be made by introducing modified curfew arrangements and placing further limitations on the use of the airport by heavier aircraft, without imposing unacceptable costs on the aviation industry.

The Committee therefore recommends:

- (11) A new curfew be introduced at Essendon Airport between the hours of 11 pm and 6 am based on noise levels (rather than aircraft type) and on the use of preferred runways to direct noise away from populated areas subject to aircraft safety considerations. During the proposed curfew only those aircraft which comply with the stringent noise standards defined below would be permitted to operate:*
- (a) propeller driven aircraft of a maximum take-off mass exceeding 9,000 kg, the noise emissions from which do not exceed 90 EPNdB on take-off and 95 EPNdB on approach when measured in accordance with the methodology of Chapter 3 of Part II Volume I of ICAO Annex 16; or*
 - (b) propeller driven aircraft of a maximum certificated take-off mass not exceeding 9,000 kg that comply with the standards in respect of noise expressed in Chapter 5 (excluding clause 5.1.3), 6 or 10 of the above Annex, as applicable;*
 - (c) helicopters that comply with the standards in respect of noise expressed in Chapter 8 of the above Annex.*
- (12) Access to Essendon Airport by "visiting aircraft" be limited to those aircraft complying to the most stringent ICAO noise certification standards. For practical reasons a notification period of twelve months would be appropriate before this restriction is introduced.*
- (13) The 1995 date remain for "current Essendon based aircraft" to comply with the ICAO noise certification standards (as recommended in the Role Study) and no additional non-Chapter 3, 5, 6, 8 or 10 certificated aircraft (as appropriate) be considered as resident aircraft after 1 October 1992.*
- (14) The maximum all up weight of aircraft using the airport on an unrestricted basis be limited to 25,000 kg. The number of movements of aircraft with a maximum take-off weight exceeding 25,000 kg be determined in consultation with the Essendon Airport Consultative Committee. Operation of aircraft with a take-off weight in excess of 40,000 kg not be permitted other than in exceptional circumstances.*
(NOTE: The CAA representative has not accepted this recommendation.)
- (15) Any proposed changes to the above arrangements at Essendon Airport be considered by the Essendon Airport Consultative Committee in the first instance, except that in the case of medical or other emergencies dispensation may be given by the Airport Manager for operations on a case by case basis.*

Overall Strategy

Following its examination of aviation demand and available information on the environmental, economic and operational aspects of feasible airspace and airport options, the Steering Committee concluded that an appropriate strategy for utilisation and development of airport infrastructure and airspace in the Region would be as set out in Table 1.

Table 1 - Airport Strategy For The Port Phillip Region

Melbourne Airport	Air Transport (international and domestic passengers, freight, charters), heavy general aviation, corporate and maintenance
Essendon Airport	Air Transport (passengers, freight, charters), general aviation (heavy, medium and light), corporate and maintenance and advanced flying training
Avalon Airport	Air Transport (international and domestic passengers, freight, charters), heavy general aviation, corporate and maintenance
Moorabbin	Air Transport (passengers, freight, charters), general aviation (medium to light) flying training, maintenance
Bacchus Marsh	General aviation (flying training and gliding initially)
South East (site to be defined)	General aviation and future passenger services
Laverton	Best non-aviation alternative use (subject to conclusions reached by the Commonwealth/State/Local Government Consultative Committee)
Point Cook	Light General Aviation flying (subject to conclusions reached by the Commonwealth/State/Local Government Consultative Committee)

MEDIA RELEASE

Hon. Ralph Willis M.P.

Minister for Transport and Communications

4

24 January 1990
05/90

PORT PHILLIP REGION AIRPORT STUDY

Work is well advanced on a joint Commonwealth-Victorian study of the aviation infrastructure and airspace needs of Melbourne's Port Phillip Region.

Releasing an interim report by the study's steering committee today, the Minister for Transport and Communications, Ralph Willis, said the study's terms of reference called for a broad assessment of the current and future needs of the Port Phillip region and how they could best be met.

"As well as considering the possibility of civil access to Defence aerodromes in the region, the steering committee is also examining the implications of retaining or closing Essendon Airport and the development potential of other aerodromes in the region," Mr Willis said.

Mr Willis said all groups with an interest in the study - including local councils, community groups and aviation industry bodies - were being consulted.

He said consultants had been engaged to develop a sound data base covering existing airport facilities in the Port Phillip Region, and consultancy studies were taking place also for the forecast of air traffic demand and the valuation of Essendon Airport.

"Detailed consideration of options and scenarios will begin when the data base becomes available over the coming month or so, with feasible scenarios being developed and compared taking into account environmental, operational, financial, economic and planning factors," Mr Willis said.

"It is envisaged that a draft report will be available in May, and a period of eight weeks is proposed for public comment on the draft.

"The report will then be finalised after the steering committee takes into account the comments received, and is due in the second half of 1990."

A copy of the interim report is attached. The steering committee is chaired by the Commonwealth Department of Transport and Communications, and includes representatives of the Victorian Departments of Premier and Cabinet; Industry, Technology and Resources; the Federal Airports Corporation; the Civil Aviation Authority; and the Commonwealth Departments of Defence and Prime Minister and Cabinet.

* * * *

INTRODUCTION

On 18 August 1989 the Hon Ros Kelly, Commonwealth Minister for Telecommunications and Aviation Support, and the Hon John Cain, Premier of Victoria, announced that there would be a Joint Commonwealth/State study of the airport development and airspace requirements in the Port Phillip Region. They set up a Commonwealth/State Steering Committee to oversight the study.

An integral part of the study will be consultation with affected communities and businesses.

As an aid to that consultation this paper outlines how the study is being carried out and sets out the scope of the study and its proposed timetable.

Consultation

Local authorities, community groups and aviation businesses will be asked to react to this paper in the next month to advise whether issues of concern to them have been addressed. If they wish they can also provide substantive submissions outlining their concerns.

Some twenty seven local government, community and industry organisations with interests in aviation matters in the region have been advised of the study timing and the anticipated date for the provision of a draft for comment. In addition the Municipal Association of Victoria has been contacted to ensure that all local authorities in the State are made aware of the study and its terms of reference. Organisations contacted are listed at Attachment A.

When these submissions and the program of studies identified by the Steering Committee have been considered a draft report will be released. There will then be a further opportunity for comment before the Report is finalised for consideration by Government.

Terms of Reference

The Terms of Reference agreed between the Commonwealth and the State in early November 1989 are set out in full at Attachment B.

They call for a very wide study of the current and future aviation needs of the Port Phillip region and how they can be best met.

They require an examination of the implications of retaining or closing Essendon Airport as well as the potential for other aerodromes in the region to accept a larger role. This includes the possibility of use of Avalon, Point Cook and Laverton by civilian as well as Defence aircraft.

The importance of effective management of airspace in the safe and efficient operation of aviation is recognised and the various options on regional airspace are to be tested.

The terms of reference require careful consideration of the community, environmental and economic effects of the alternatives.

Administration

The Commonwealth/State Steering Committee is chaired by the Commonwealth Department of Transport and Communications and includes representation from the State Departments of Premier and Cabinet and of Industry, Technology and Resources, the Federal Airports Corporation, the Civil Aviation Authority, the Department of Defence, and the Department of Prime Minister and Cabinet.

It is supported by a Working Group which has similar representation.

STUDY OUTLINE AND PROGRESS

Aerodromes Considered

The study will consider the possible future role in meeting Port Phillip Region's aviation needs of the four licensed standard civil airports -

Melbourne (Tullamarine)
Essendon
Moorabbin
Bacchus Marsh

fourteen authorised landing areas -

Barwon Heads	Berwick	Coldstream
Grovedale	Lilydale	Lovely Banks
Melton	Moorooduc	Pakenham
Penfield	Phillip Island	Riddell
Tooradin	Whittlesea	

An authorised landing area (ALA) is a "private" civil aerodrome. Its availability is subject to the discretion of the owner. Most ALA's are small aerodromes suitable for use by light aircraft only.

and the three defence aerodromes -

Avalon
Laverton
Point Cook.

A map showing the location of the aerodromes is at Attachment C.

Time Frame for the Study

The Study team regards a 20 year horizon as the feasible time frame for the study.

Options and Issues

Melbourne (Tullamarine) Airport has the potential to meet Victoria's airline traffic needs until about the middle of the next century in an environmentally acceptable manner. To protect this potential the best possible decisions for runway development are needed together with careful planning controls on surrounding developments and careful management of the types of aviation traffic which are allowed to use the airport.

The need to protect the primary role of Melbourne Airport means that careful consideration must be given to alternatives for handling those elements of light aviation traffic which are not compatible with heavier, faster commercial aircraft movements.

Since the opening of Melbourne (Tullamarine) there have been a number of studies concerned with the continued operation or role of Essendon Airport. Because of the pivotal nature of Essendon in any study of aviation facilities in the Port Phillip area, the terms of reference require that options take account of Essendon continuing to operate or the impact of closure. However, before any decision could be taken about the future of Essendon, careful consideration will have to be given to whether facilities can be developed for those aircraft movements which closure would displace, and which cannot use Tullamarine.

Moorabbin Airport is currently operating close to its potential capacity so that its additional contribution in the longer term is limited.

On the other hand, there has been considerable experience in the joint civil and defence use of airports and accordingly the possibility of an expanded role for Avalon, Laverton and Point Cook will be examined.

Initial consideration of options made it clear that rather than looking at individual aerodromes it was important to look at the total system. Closure, expansion and development options for individual aerodromes must be aggregated into "scenarios" to give a regional view. This is particularly important in relation to airspace allocation and management, because some options for the use of relatively closely located airports like Melbourne (Tullamarine), Essendon, Laverton, Point Cook and Avalon can be incompatible.

Airspace management is an integral part of assessment of options to meet aviation needs and this is particularly so in the Port Phillip region where the extensive Defence restricted zone and the demands of Tullamarine control zone dominate.

Accordingly the study group intends to identify the "feasible" scenarios and then to compare them on a number of dimensions.

These would include:

Environmental

- noise
- pollution
- ecological
- risk
- other

Operational

- capacity
- airspace efficiency
- impact on operators and users including Defence
- other

Financial

- impact on airport providers and operators

Economic

- impact on aviation industry, other sections relying on or supporting the aviation industry, and on the local community

Planning Issues

- compatibility with existing regional plans
- availability of services

These will be developed as detailed analysis progresses and taken into account in evaluating options. It is expected that other issues will arise as the study proceeds.

The Study Program

In planning the study four basic sections were defined

Data Collection
Studies/Activities
Report Production
Consultation

These activities with the significant tasks under each, are listed with estimated times for completion at Attachment D. (The timetable indicates lead time or potential over-runs in broken lines and expected actual task time in full lines.)

Data Collection

The study requires a sound data base covering the existing airports in the Port Phillip Region in terms of size, infrastructure, activity and potential for expansion. Such information is available for some aerodromes but not for others. Available information is in a range of forms and to a large extent scattered.

A consultancy has been let to obtain the information on existing aerodromes quickly - to gather the data for each of the aerodromes; to provide a broad assessment of the potential for development; and to present the information in a standardised format.

The forecast of air traffic demand is also being carried out by consultants as is the valuation of Essendon Airport which will be an essential part of the economic and financial analyses of the options of continued operation or closure of that facility.

Other data will be provided from within the agencies represented on the study team.

Studies and Activities

As noted above some preliminary consideration has been given to options and scenarios to meet forecast traffic demands. Detailed consideration will commence when the essential base data on existing facilities is available in early January 1990. Any community or industry submissions on options/scenarios will also be considered. It is intended that this part of the task will be completed in February.

From the Existing Facilities consultancy the potential for existing aerodromes to be developed to meet forecast demand will be assessed. Assessment will include consideration of physical and airspace aspects as well as environmental aspects.

Providing for increases in air traffic is not limited to simply providing additional runway capacity. Aircraft must also be able to navigate safely and efficiently to and from the airports. With multiple airports and specific use requirements, and with the level of traffic around Port Phillip, airspace allocation and management is a critical factor in evaluating the feasibility of options.

The general effects of aircraft operations on the environment are well documented, but the specific principal effects of each feasible scenario will be studied.

LIST OF ORGANISATIONS CONTACTED

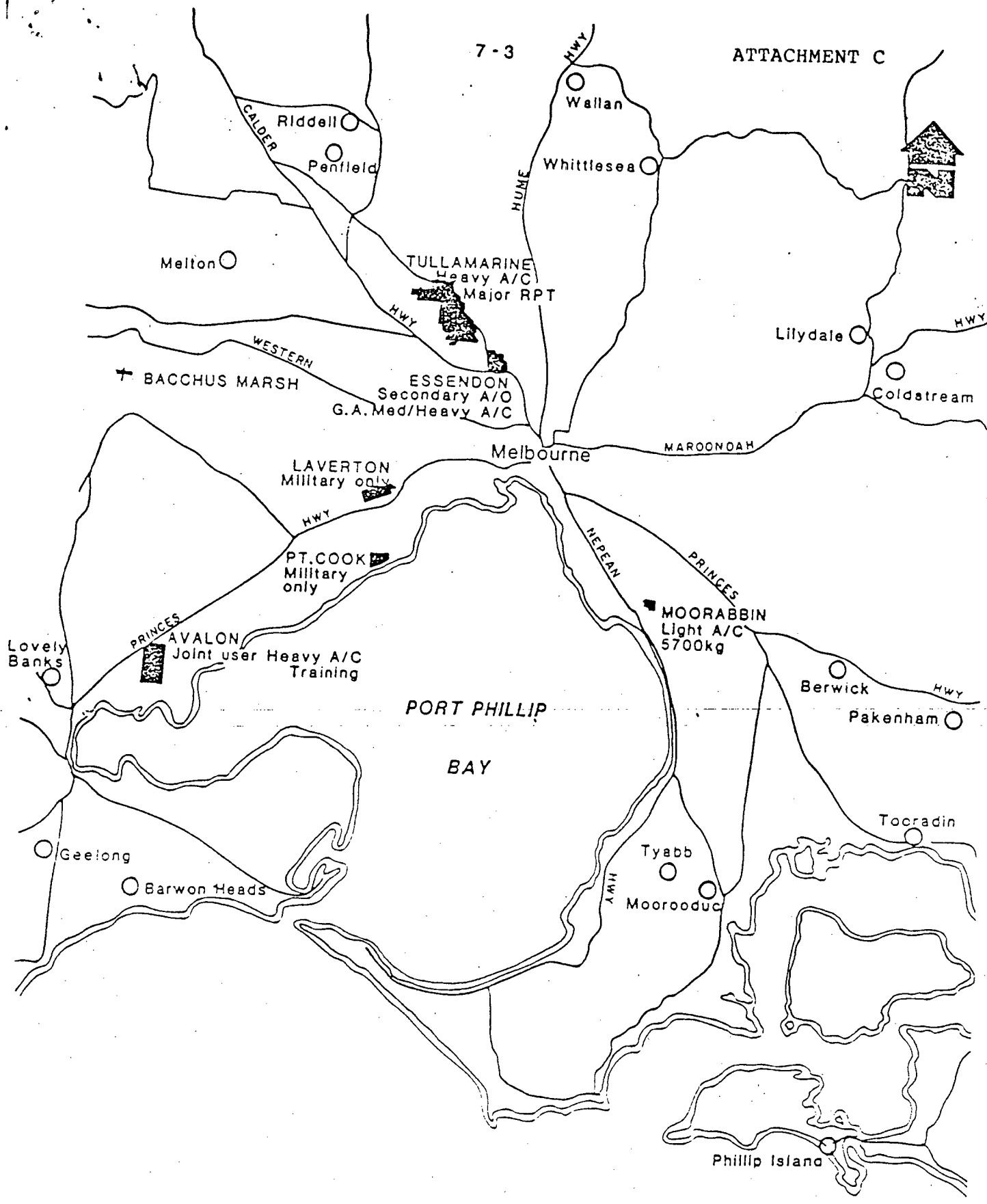
ATTACHMENT A

Gliding Federation of Australia
The Royal Federation of Aero Clubs
Environment Protection Authority
Essendon Airport Operators Association
Australian Business Aircraft Association Inc
Australian Federation of Airline Pilots
Helicopter Association of Australia
Aircraft Owners & Pilots Association
General Aviation Association
City of Essendon
Municipal Association of Victoria
Local Government Engineers Association
Victorian Municipal Airport
Operators Association
Western Region Commission
Northern Region Commission Incorporated
City of Keilor
City of Coburg
City of Werribee
Community Committee for the
Relocation of Essendon Airport
Australian Airlines
East-West Airlines
Ansett Airlines
Ipec Aviation
Regional Airlines Association of Australia
Essendon Airport Chamber of Commerce
Western Port Development Council

PORT PHILLIP REGION AIRPORT AND AIRSPACE STUDY

Having due regard to previous relevant studies, in particular the major conclusions of the Melbourne Airport Strategy, the Commonwealth/State Committee report on Airport planning in the Port Phillip District, the Commonwealth Report on the Future Role of Essendon Airport and the recommendations of the 'Review of Australia's Defence Facilities' (Cooksey Report), other current initiatives and projections for future levels of aviation activity:

- examine the demand for aviation activity in the Port Phillip region;
- make recommendations on a strategy for utilisation and development of airport infrastructure and airspace of the Port Phillip region;
- without limiting the extent of the Study specific attention should be given to
 - : determining whether Essendon Airport should be retained or closed - the implication of either option to be fully examined
 - : the implications of civil access to Defence airports within the region with full regard being given to the operational impact on Defence functions in addition to the airspace, economic and environmental aspects
 - : the need to protect sites for future airport development and the consideration of the airspace implications of these developments
 - : the prospect of an increased civil aviation role for Avalon Airport
 - : the potential for development of existing airports in the region



LEGEND

■ Government Aerodrome

○ A.L.A.- (all <5700kg)