Melbourne Basin

Aircraft Noise Information Report

Quarter 1 2014 (January to March)
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This report contains a summary of data collected over the specified period and is intended to convey the best information available from the NFPMS at the time. The system databases are to some extent dependent upon external sources and errors may occur. All care is taken in preparation of the report but its complete accuracy can not be guaranteed. Airservices Australia does not accept any legal liability for any losses arising from reliance upon data in this report which may be found to be inaccurate.
# Melbourne Basin - Aircraft Noise Information Report

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1 Purpose

This report summarises data for Quarter 1 of 2014 (January to March) from Airservices Noise and Flight Path Monitoring System (NFPMS) and Noise Complaints and Information Service (NCIS) for the Melbourne basin (including Melbourne, Essendon, Moorabbin and Avalon airports) as well as some other sources (such as the Airservices Flight Charging System).

1.1 Melbourne Airport
Melbourne Airport is located around 20km north east of the central business district. It is bounded by residential areas to the east, south and west. To the north of the airport is the township of Bulla. The majority of operations at Melbourne Airport are international and domestic regular passenger services, mostly medium to large jets. During Quarter 1 of 2014 there were over 55,300 operations at Melbourne Airport. More information about Melbourne Airport is available from the Airservices website at www.airservicesaustralia.com/aircraftnoise/airport-information/.

1.2 Essendon Airport
Essendon Airport is located between the city centre and Melbourne Airport, approximately 11km north west of the central business district. It is surrounded by residential developments. The majority of operations involve smaller general aviation which includes corporate jets and emergency helicopters. Circuit training is not conducted at Essendon Airport. A legislated curfew at Essendon Airport limits operations between 11.00pm and 6.00am. During Quarter 1 of 2014 there were over 12,700 operations at Essendon Airport. More information about Essendon Airport is available from the Airservices website at www.airservicesaustralia.com/aircraftnoise/airport-information/.

1.3 Moorabbin Airport
Moorabbin Airport is located a little over 20km south east of the central business district. It is bounded by residential areas on all sides. The majority of operations at Moorabbin Airport are smaller general aviation aircraft. Pilot training is conducted at Moorabbin Airport which involves a significant number of circuit operations. Information about circuit training is available on the Airservices website at http://www.airservicesaustralia.com/wp-content/uploads/12-039FAC_NCIS-Circuit-training_WEB.pdf and more information about Moorabbin Airport is available from the Airservices website at www.airservicesaustralia.com/aircraftnoise/airport-information/.

1.4 Avalon Airport
Avalon Airport is located 50km south-west of the central business district. It is on the eastern edge of the city of Geelong. Residential areas are to the west of the Airport. To the south is Geelong Harbour. The majority of operations are Regular Passenger Transport (RPT) involving a mixture of narrow body and wide body jet aircraft.
1.5 Aircraft noise monitoring in Melbourne

Airservices NFPMS captures and stores radar, flight plan and noise data. The NFPMS covers eight city regions around Australia. For the Melbourne region, noise data is captured by six noise monitors - also known as Environmental Monitoring Units (EMUs) - located around Melbourne Airport at: Bulla, Keilor East, Essendon, Coolaroo, Thomastown and Keilor Village.

Figure 1: Location of Melbourne, Essendon, Avalon and Moorabbin airports. (Noise monitoring sites are shown as red dots). The location of RAAF Point Cook airfield is also shown.
Figure 2: Runway orientation for Melbourne, Essendon, Avalon, Moorabbin and RAAF Point Cook airports.

Figure 2 shows runway configurations at Melbourne, Essendon, Moorabbin and Avalon airports. Also shown is RAAF airfield Point Cook.

The main runway at Melbourne Airport, 16/34 is 3.7 km long, orientated north-south. There is a smaller 2.3 km long cross runway, 09/27, orientated east-west.
At Essendon Airport there are two intersecting runways, a 1.6 km north-south runway 17/35 and a 1.9 km east-west runway 08/26.

Moorabbin Airport has 2 parallel runways aligned north-south (35L-17R and 35R-17L) and another set of 2 parallel runways orientated north-east to south-west (31L-13R and 31R-13L). These are of a similar length, 0.8-0.9 km. There is a fifth runway which is shorter (0.5km), aligned south east to north west (04-22).

Avalon Airport has a single runway of length 3.0 km aligned north-south (18-36).

Information about runway selection is available on the Airservices website at www.airservicesaustralia.com/aircraftnoise/factsheets/.
2 Flight patterns

2.1 Jet aircraft

Figure 3 and Figure 4 below shows jet aircraft track plots for arrivals and departures in the Melbourne basin. Noise monitors (EMUs) are shown as yellow circles.

Figure 3: Jet paths for the Melbourne basin
Key points shown in Figure 3 and Figure 4 are:

- The vast the majority of jet traffic occurs at Melbourne Airport. These are mostly regular public transport (RPT) operations involving medium to large jets.
- A small number of wide and large body jets also operate out of Avalon Airport, with business and corporate jets operating out of Essendon Airport and Moorabbin Airport.
- Jet arrivals into Melbourne Airport are mainly from the east, south or north, in roughly equal numbers. They are generally aligned with the runways at least 10km from the airport. This means that suburbs to the east and south of the airport are overflown by arriving jets.
- Jets departing can deviate from the straight line much earlier than arriving jets. Around half of all departures from Melbourne Airport are to the west, largely avoiding residential areas. The remainder are split fairly evenly between those to the north (which also generally avoid residential areas) and those to the south, which overfly suburbs.
- For Avalon Airport the majority of jet arrivals occur either over rural areas or the bay.
2.2 Non jet aircraft

Figure 5 shows non jet tracks (arrivals and departures) in the Melbourne basin. Noise monitors (EMUs) are shown as yellow circles.

Key points shown in Figure 5 are:

- It is clear that although jet aircraft tend to operate along defined paths, when smaller aircraft are included on the map, there are very few areas of the Melbourne basin that are not overflown by aircraft at some stage.
- The circuit patterns (training aircraft) at Moorabbin Airport, Point Cook and Lilydale Airport (40km east of the CBD) are visible as red/orange rings.
3 Aircraft Movements and Altitude

3.1 Jet Arrivals / Departures by Altitude

Figure 6 below shows jet aircraft track plots for arrivals and departures within the Melbourne basin coloured by altitude. Noise monitors (EMUs) are shown as grey circles.

Key points shown in Figure 6 are:
- Jet arrivals to Melbourne Airport from the south tend to overfly residential areas at altitudes between 1000ft and 3000ft.
- Jet departures to the south tend to overfly residential areas at higher altitudes, between 3000ft and 5000ft.
- Jet arrivals from the east tend to overfly residential areas at altitudes between 1000ft and 3000ft.
- Note that a clear path for arrivals from the north-east to Avalon Airport is shown overflying Melbourne Airport at high altitude.
3.2 Non-Jet Arrival / Departures by Altitudes

Figure 7 below shows non jet tracks (arrivals and departures) for the Melbourne basin coloured by altitude. Noise monitors (EMUs) are shown as grey circles.

Key points shown in Figure 7 are:

- The circuit training aircraft at Moorabbin Airport, Point Cook and Lilydale Airport generally maintain a height of around 1000ft (in line with Civil Aviation Safety Authority height requirements for circuit operations).
- Propeller aircraft out of Melbourne Airport generally operate at a higher altitude (above 5000ft) than those for other airports.
- There is a clear path from Essendon Airport to the CBD and back again. This is a mixture of emergency service aircraft, ‘utility’ aircraft (such as the traffic helicopters) and sightseeing operations.
- All altitudes in the Melbourne Basin are calculated from Melbourne Airport. While Melbourne Airport is 377ft above AMSL, the CBD is at AMSL. Figure 8 shows operations relative to sea-level where blue operations are above 1000ft (in line with Civil Aviation Safety Authority height requirements) and those below 1000ft are in red.
3.3 Track density plots

The track plots above show that residents living up to 15km from the airports and in line with Melbourne Airport’s runways are regularly overflown by jet aircraft below 5000ft. However, beyond this the regularity of flight path use is not discernible from the track plot display. A track density plot can be useful in showing the underlying track patterns.

A track density plot is a map which displays the pattern of aircraft flight tracks passing over the region around the airport. The region is divided into a set of small grid elements and the number of flights passing over each grid element is summed. Each grid element is coloured according to the number of overflights.

Figure 9 shows a track density plot for all movements over the Melbourne Basin for Quarter 1 of 2014. The grid size adopted is 200m x 200m. The colour coding from green to red represents the range two flight tracks per day to 20 (180 to 1800 flight tracks for the quarter). If any grid element is not colour coded, the number of aircraft flight tracks passing over that element during the quarter was less than 2 per day on average. The absence of a colour for a grid element does not mean the grid element is free of aircraft overflights. The grey circles show the location of each noise monitor (EMU).
Key points shown in Figure 9 are:

- The most commonly used flight paths in Quarter 1 of 2014 were those arriving from the north to Melbourne Airport and taking off to the west.
- The route from Essendon Airport to the CBD and back again was also heavily used in Quarter 1 of 2014.
4 Airport Statistics and Noise Events

4.1 Melbourne Airport

Figure 10 shows aircraft movements at Melbourne Airport for the 12 month period to the end of Quarter 1 of 2014 (and three-year averages for each month).

**Key points are:**
- Movements at Melbourne Airport have remained between 17,000 and 20,000 per month for the last year. This is slightly higher than the three-year average.
- Of these, around 85% are jet movements and 15% propeller operations, with a tiny number of helicopter movements (less than 0.1% of all operations).
4.1.1 Runway Usage

Figure 11, Figure 12 and Figure 13 below show aspects of runway usage for arrivals and departures at Melbourne Airport for the year up to the end of Quarter 1 of 2014 (and three-year average per month from 2011 – 2013).

Runway selection is based on wind direction and weather conditions, traffic volume and Noise Abatement Procedures. Aircraft primarily take off and land into the wind for safety and performance reasons. Therefore, as the wind direction changes the runway in operation may also change depending on the strength of the wind.

![Melbourne Airport Runway Usage (All)](image)

*Figure 11: Runway usage (All) at Melbourne Airport to Quarter 1 of 2014*
Figure 12: Runway usage (Arrivals) at Melbourne Airport to Quarter 1 of 2014

Figure 13: Runway usage (Departures) at Melbourne Airport to Quarter 1 of 2014
The key points shown by Figure 11 to Figure 13 are:

- In Quarter 1 of 2014, arrivals were generally from the north (to Runway 16) and departures to the west (from Runway 27). This is due to the winds in Quarter 1 generally being from the south/south west, which is normal for summer in Melbourne. These operations tend to avoid residential areas.

- Nevertheless, due to these seasonal winds, there were more departures to the south from Runway 16 in Quarter 1 of 2014 than in previous quarters. These operations flew over residential areas.
4.2 Noise Monitoring

Airservices collects noise and operational data from noise monitors (EMUs) around Melbourne Airport. This data can be expressed in a number of ways, to show average noise during a period, background noise levels and number of noise ‘events’ over a certain threshold.

Sound is measured on a logarithmic scale with the decibel (dB(A)) as the unit of measure. The sound level of typical daytime urban-based activities can vary between 40dB(A) and 80dB(A).

The following section shows data from the Melbourne EMUs for the last fifteen months (see Figure 1 for the location of EMUs).

Note the term $N_{65}$ refers to the average number of daily noise events caused by aircraft that are over 65dB(A). Figures for $N_{70}$, $N_{80}$ and $N_{90}$ are also provided.

Figure 14: Average daily noise events at EMU 2 (Bulla) Quarter 1 of 2013 to Quarter 1 of 2014

Key points shown are:
- EMU2 captures arrivals to Melbourne Runway 16 and departures from Melbourne Runway 34.
- The monitor at Bulla detects significantly more events than at any other Melbourne EMU location due to its proximity to the airport.
- The pattern of aircraft noise events recorded by EMU 2 reflects the seasonal trends for arrivals to Runway 16, with more events recorded in summer than in winter.
Key point shown is:
- EMU 6 captures arrivals to Melbourne Runway 27.
- While the pattern of aircraft noise events recorded by EMU 6 reflects the seasonal trend for arrivals to Runway 27, the correlation is not precise as there are some parts of the year where for noise abatement purposes, Runway 27 is used more for departures than for arrivals. Departures from Runway 27 do not fly over this monitor.

Key points shown are:
- EMU 61 captures arrivals to Melbourne Runway 27.
- EMU 61 had a hardware issue between 15-20 February 2013. As a result, the number of noise events recorded may have been smaller than the actual number of noise events during this period.
- The pattern of aircraft noise events recorded by EMU 61 reflects the seasonal trend for arrivals to Runway 27, with more events recorded in winter than in summer. As a result the trend for this monitor mirrors that of EMU 6.
Figure 17: Average daily noise events at EMU 4 (Essendon) from Quarter 1 of 2013 to Quarter 1 of 2014

Key point shown is:
- EMU 4 captures arrivals to Melbourne Runway 34 and arrivals to Essendon Runway 35 and departures off Essendon Runway 17.
- Seasonal fluctuations in the use of Runway 34 at Melbourne Airport are offset by opposite fluctuations in use of Runway 17 at Essendon Airport.

Figure 18: Average daily noise events at EMU 3 (Keilor East) from Quarter 1 of 2013 to Quarter 1 of 2014

Key point shown is:
- EMU 3 captures arrivals onto Melbourne Runway 34.
- The pattern of aircraft noise events recorded by EMU 3 reflects the seasonal trend for arrivals to Runway 34, with more events recorded in winter than in summer.
- As can be seen in Figure 12, there were large variations in the monthly use of Runway 34 for arrivals during the summer of 2013, which are reflected in Figure 18.
4.3 Historic Melbourne Runway Statistics

Historic movement data is given below for the most frequently used runways at Melbourne Airport.

Key points shown are:
- EMU 60 captures arrivals to Melbourne Runway 34 and departures from Melbourne Runway 16.
- The pattern of aircraft noise events recorded by EMU 60 generally reflects the seasonal trend for departures off Runway 16, with more events recorded in summer than in winter.

Figure 19: Average daily noise events at EMU 60 (Keilor Village) from Quarter 1 of 2013 to Quarter 1 of 2014

Key points shown are:
- Use of Runway 16 is heaviest during the November to March period. Use of Runway 27 is greater during the July to October period. This reflects prevailing winds at Melbourne Airport, which are from the south in the summer and from the north during winter and spring.
- Use of Runway 27 was slightly higher than average during Quarter 1 of 2014.
- Runway works on the cross runway (09-27) explains the dip in the 2011 line at the start of that year.

Figure 20: Runway 16 and 27 usage at Melbourne Airport 2011 to 2014
4.4 Night Movements

Figure 21 (below) shows aircraft movements at Melbourne Airport at night (11.00pm to 6.00am), by runway. There is no curfew at Melbourne Airport, though Noise Abatement Procedures are used to reduce the impact of aircraft operations on residential areas at night.

From 11.00pm to 6.00am, when wind and traffic conditions permit, aircraft depart off Runway 27 and arrive on Runway 16.

The key points shown in Figure 21 are:

- On average there tend to be around 1400 night time movements per month at Melbourne Airport – a little under 50 per night.
- Over the last year, the use of the night-time preferred runway mode (arrivals on to 16 and departures off 27) is lower than the non-preferred runway use. This is because prevailing wind conditions sometimes limit the use of the preferred runway mode, especially during the winter.
- However, in Quarter 1 of 2014, the night-time preferred runway configuration was used more than other runways.
4.5 Essendon Airport

Figure 22 shows aircraft movements at Essendon Airport for the 12 month period to the end of Quarter 1 of 2014. The data point for March 2014 is temporarily removed due to uncompleted data entry process at the report preparation time.

Figure 22: Aircraft movements to Essendon Airport to Quarter 1 of 2014

Key points shown in Figure 22 are:

- Although the majority of operations at Essendon Airport are general aviation aircraft there are no circuits conducted at the Airport. A small amount are shown in the above chart as a circuit is defined as any operation arriving and departing from the airport.
- Movement numbers at Essendon Airport are relatively constant between 4,000 and 5,000 per month

Essendon Airport has a curfew, which restricts operations between 11.00pm and 6.00am to provide noise relief to residents near the airport. The details of restrictions at Essendon Airport can be found in the Air Navigation (Essendon Airport) Regulations 2001. This does not mean that all operations at the airport cease during these hours. In line with the Regulations, the Federal Minister for Infrastructure and Transport determines which types of movements are permitted.

Figure 23 shows curfew movements by category at Essendon Airport for the 12 month period to the end of Quarter 1 of 2014.

Figure 24 shows the runways used during the curfew movements at Essendon Airport for the 12 month period to the end of Quarter 1 of 2014.
Exceptions to curfew restrictions set out in the Regulations include:

- Propeller aircraft that are less than 8618 kg (shown as ‘approved’ in Figure 23)
- Other aircraft less than 8618 kg which comply with noise standards known as the 90/95 rule (approved)
- Helicopters that meet ICAO Annex 16 Volume 1 Chapter 8 or 11 noise standards (approved)
- Aircraft involved in emergencies
- Aircraft which have taxi clearance prior to the start of the curfew but are yet to take off.


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**Figure 23: Essendon Curfew Movement Category (11.00pm to 6.00am) for the 12 month period to the end of Quarter 1 of 2014.**

Key points shown by Figure 23 are:

- On average, there are around six movements per night during curfew hours.
- The majority of night-time movements are involved in emergency operations (e.g. police or air ambulance).
Figure 24: Runway usage for curfew movements (11.00pm to 06.00am) at Essendon Airport for the 12 month period to the end of Quarter 1 of 2014.

Key points shown by Figure 24 are:

- Police and emergency services primarily use helicopters, which account for around a third of all curfew movements. These are based towards the northern end of the main runway.
- During the curfew, over the course of the year, the cross runway (08-26) is used as much as the main runway (17-35). However, in Quarter 1 of 2014, Runway 17 was used more than average (departing to the south and arriving from the north). This is due to the prevailing winds from the south during this period.
4.6 Moorabbin Airport

Figure 25 shows aircraft movements at Moorabbin Airport for the 12 month period to the end of Quarter 1 of 2014. The data point for March 2014 is temporarily removed due to uncompleted data entry process at the report preparation time.

The key points shown by Figure 25 are:

- Circuit operations constitute around 40 per cent of all operations at Moorabbin Airport.
- Fluctuations in movement numbers reflect weather conditions (there is less leisure flying in bad weather) and training school calendars.
- Over the course of the last twelve months, there has been a downward trend in movements.
4.7 Avalon Airport

Figure 26 shows aircraft movements at Avalon Airport for the 12 month period to the end of Quarter 1 of 2014. The data point for March 2014 is temporarily removed due to uncompleted data entry process at the report preparation time.

![Avalon Airport Movements](chart)

Figure 26: Aircraft movements to Avalon Airport to Quarter 1 of 2014

The key points shown by Figure 26 are:

- A small number of circuit operations are conducted at Avalon Airport. The fluctuations in numbers depend partly on the calendar of training schools.
- The movement numbers at Avalon are approximately 450 movements per month (which is 10 per cent of the number operating at Essendon Airport).
5 Complaints Data

Airservices manages complaints and enquiries about aircraft noise and operations through its Noise Complaints and Information Service (NCIS). Complaints, enquiries and requests for information about aircraft operations received by the NCIS are collected and stored in a database for the purpose of complaint management, analysis of issues and identification of causal factors. Each complaint, enquiry or request for information is referred to as a contact and each person who makes contact with the NCIS is referred to as a client. For this report, only clients making complaints have been included.

5.1 NCIS Clients by suburb

The NCIS received complaints from 186 clients from Melbourne, Moorabbin, Essendon, Point Cook and Avalon Airport during Quarter 1 of 2014. Client density maps are used to show the number of clients from each suburb, with suburbs coloured according to how many clients had contacted the NCIS during the quarter. The data does not include clients who contacted other organisations (e.g. airports).

Table 1 to Table 5 provide a breakdown of suburbs from Quarter 1 of 2014 with five or more clients.

Figure 27 shows client density for the Melbourne basin with flight tracks overlaid for Melbourne, Moorabbin, Essendon and Avalon Airport for Quarter 1 of 2014.

Figure 28 shows the client density map zoomed in for Melbourne and Essendon airports and Figure 29 show the corresponding map for Moorabbin Airport.

*The following data is derived from a dynamic database and is correct as at 22nd April 2014 and may change without notification.*
### Table 1: Recorded Melbourne Airport Clients by Suburb, Quarter 1 of 2014

<table>
<thead>
<tr>
<th>Suburb</th>
<th>Quarter 2, 2013</th>
<th>Quarter 3, 2013</th>
<th>Quarter 4, 2013</th>
<th>Quarter 1, 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>AVONDALE HEIGHTS</td>
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<td>7</td>
<td>2</td>
<td>4</td>
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<tr>
<td>KEILOR</td>
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<td>9</td>
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<td>0</td>
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<td>NEWPORT</td>
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<td>1</td>
<td>0</td>
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<td><strong>109</strong></td>
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### Table 2: Recorded Avalon Airport Clients by Suburb, Quarter 1 of 2014

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<th>Suburb</th>
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<th>Quarter 3, 2013</th>
<th>Quarter 4, 2013</th>
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<td><strong>1</strong></td>
<td><strong>0</strong></td>
<td><strong>6</strong></td>
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### Table 3: Recorded Essendon Airport Clients by Suburb, Quarter 1 of 2014

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<th>Suburb</th>
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<th>Quarter 3, 2013</th>
<th>Quarter 4, 2013</th>
<th>Quarter 1, 2014</th>
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</thead>
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<td>STRATHMORE</td>
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<td>4</td>
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<td>ALL OTHER SUBURBS</td>
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### Table 4: Recorded Moorabbin Airport Clients by Suburb, Quarter 1 of 2014

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<th>Suburb</th>
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<th>Quarter 3, 2013</th>
<th>Quarter 4, 2013</th>
<th>Quarter 1, 2014</th>
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<tbody>
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<td>DINGLEY VILLAGE</td>
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<tr>
<td>MENTONE</td>
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<td>7</td>
<td>4</td>
</tr>
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<td>MOORABBIN</td>
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</tr>
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<tr>
<td><strong>Total Clients</strong></td>
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<td><strong>38</strong></td>
<td><strong>55</strong></td>
<td><strong>58</strong></td>
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</table>
Table 5: Recorded Point Cook Airport Clients by Suburb, Quarter 1 of 2014

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<th>Suburb</th>
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<th>Quarter 3, 2013</th>
<th>Quarter 4, 2013</th>
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<td>1</td>
<td>3</td>
<td>4</td>
</tr>
</tbody>
</table>

The key points shown in Table 1 to Table 5 are:

- Melbourne Airport had the greatest number of clients followed by Moorabbin and then Essendon airports. Point Cook Airport had just four complainants.
- The overall number of clients for Melbourne Airport fell significantly in Quarter 1 of 2014 compared to previous quarters. This was almost entirely due to a reduction in complainants from Keilor (see below). Overall number of complainants for Essendon Airport and Moorabbin Airport in Quarter 1 of 2014 were in line with previous quarters.
- The suburbs of Dingley Village and Parkdale were the only other suburbs with five or more clients, all complaining about Moorabbin Airport operations.
Figure 27: Client density by suburb for Quarter 1 of 2014 with an overlay of tracks for sample period 1 to 3 February 2014 at Melbourne Airport, Essendon Airport, Moorabbin Airport, Avalon Airport and Point Cook Airport

Key point shown in Figure 27 is:
- Complainants are distributed around the Melbourne Region.
Key points shown in Figure 28 are:

- Most of the complaints associated with Melbourne Airport are from suburbs to the south of the airport, which are subject to arrivals to Runway 34. Due to prevailing winds from the south during Quarter 1 of 2014, as most years there were more arrivals onto this runway during Quarter 1 than in other quarters. These areas have a higher density of population than areas to the north and west.

- Most of the complaints from Keilor were associated with aircraft turning early to the west after departing Runway 16 at Melbourne Airport. However, the significant reduction in the number of complainants from this suburb compared to the previous quarter reflects the reduction in the number of early turns since airlines have been made aware of the issue (see Annex 1).

- Complaints from east of Melbourne Airport were associated with arrivals to Runway 27.

- Many of the complaints for Essendon Airport were to do with helicopter operations. These were from across the area, and not focussed on one or two suburbs.
Key points shown in Figure 29 are:

- The main subject of complaints from both Dingley Village and Parkdale is circuit training operations at Moorabbin Airport, including helicopter training. There was particular concern about training in the evenings and early mornings.
- Dingley Village is situated slightly to the south east of Moorabbin airport. Regardless of the wind direction, residents there are affected by circuit training. If the wind is from the south they will be affected by the crosswind leg on departure; and if the wind is from the north, they will be overflown by the base leg on arrival.
- Parkdale is in a similar position to the west of Moorabbin Airport. Residents there are affected by both by circuit training (especially perceived circuit training at night) and aircraft approaching Moorabbin Airport from the bay. There is a VFR lane (a flight path for aircraft not using instrument approaches) which tracks along the coast before turning over land towards Moorabbin and passing over Parkdale.
More information on Circuit Training may be found on the Airservices Australia website at: http://www.airservicesaustralia.com/wp-content/uploads/12-039FAC_NCIS-Circuit-training_WEB.pdf
6 Airservices update

6.1 Community Aviation Consultation Groups
Airservices attends Community Aviation Consultation Group (CACG) meetings at Melbourne Airport, Essendon Airport and Moorabbin Airport to provide information to the community and assist in discussions on aviation matters. Appendix 1 provides a summary of issues raised by Airservices at CACG meetings since April 2013.

6.2 Noise improvements
Airservices has developed a process to investigate aircraft noise improvements across Australia. Working with the community and the aviation industry, Airservices will assess the benefits of noise improvement proposals and implement them if feasible.

Airservices will assess the potential safety, efficiency and environmental impacts of proposals. We will seek community views throughout this process to help inform decisions. Safety remains our top priority and any change would have to meet rigorous Air Traffic Control requirements. This means that it may not be possible to implement some proposals.

Airservices would only implement a new procedure or a trial after a comprehensive community engagement process, including consultation with community forums. We would also discuss potential changes with the aviation industry. Airservices will publish details of any changes to procedures or trials on its website.

Appendix 1 provides details of the noise improvement that has been implemented in the Melbourne Basin.
7 Contact us

To lodge a complaint or make an enquiry about aircraft operations, you can:

- go to WebTrak (www.airservicesaustralia.com/aircraftnoise/webtrak/)
- use our online form (www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/)
- telephone 1800 802 584 (freecall) or 1300 302 240 (local call – Sydney)
- fax (02) 9556 6641
- write to, Noise Complaints and Information Service, PO Box 211, Mascot NSW 1460.

Airservices welcomes comments about this report. Please contact us via e-mail at ncis@airservicesaustralia.com if you would like to provide feedback.
Appendix 1  Airservices update

Noise improvements implemented

Helicopters over the CBD

Airservices followed-up complaints about helicopters hovering over the Melbourne Cricket Ground (MCG) during sporting events. Helicopter operators advised the low winter sun often prevents filming from the south of the ground during the AFL season. Therefore on-ground advertising during the AFL season is oriented so that it is best viewed from the north, which is why helicopters tend to hover to the north of the ground (over residential areas).

The operators agreed to hover to the south whenever possible, and when filming from the north they will try as far as possible to hover over the park north of the MCG and not over residential areas. In addition, operators already try to use their quietest helicopters for operations over the MCG.

Melbourne Runway 16 early turns

Following an increase in complaints about early turns of jet departures from Runway 16 during Quarter 4 of 2013, Airservices contacted airlines about the problem. Airlines have reminded their pilots that aircraft taking off from Runway 16 for destinations to the north and east should only turn to the west once they have reached a waypoint 4 nautical miles (roughly 7km) south of the airport. Airservices will continue to monitor this issue.

Melbourne Airport Community Aviation Consultation Group (CACG)

18 February 2014

Airservices informed the meeting of the action it had taken to reduce early turns from Melbourne Airport’s Runway 16 (see above).

Airservices also gave a presentation on the work of the Noise Complaints and Information Service and how members of the public can complain most effectively.

19 November 2013

Airservices gave a presentation about air traffic management in the Melbourne region.

Airservices informed the meeting about a change it was making to an arrival flight path to Runway 34 to align it to the Smart Tracking flight path. An environmental assessment had concluded that there would be no noticeable noise impacts on communities.

Airservices updated the CACG on its new noise Commitment document, its Strategic Noise Improvement Plan and the new industry noise website.

20 August 2013

Airservices gave a presentation about noise monitoring around Melbourne Airport.
Essendon Airport Community Aviation Consultation Group (CACG)

14 March 2014

Airservices gave a summary of data obtained from the short-term monitoring exercise undertaken in Airport West in the summer. A report on this deployment is now available on Airservices’ website.

6 December 2013

Airservices reported that it had published its new Aircraft Noise Commitment document, which sets out the principles it applies for aircraft noise management.

Airservices reported that the new industry noise information website had been launched, and sought feedback from the CACG.

27 September 2013

Airservices informed the meeting that as a result of a request made at the last CACG meeting, the technical information about what operations are not shown on WebTrak had been updated.

Airservices advised short term noise monitoring was being considered before the end of the year to the west of the airport. The meeting unanimously endorsed this and suggested a location for consideration.

14 June 2013

Airservices gave a presentation on short-term monitoring that was undertaken to the north of the airport (Oak Park, Strathmore and Strathmore Heights) in August and September 2012. Reports are available at http://www.airservicesaustralia.com/publications/noise-reports/short-term-monitoring.

Moorabbin Airport Community Aviation Consultation Group (CACG)

28 March 2014

Airservices reported that it would undertake short-term monitoring around the airport later in 2014, and would work with the CACG to determine locations for the monitors.

6 December 2013

In response to a request from the CACG, Airservices provided information on what would be needed to make Fly Neighbourly Advice guidelines mandatory. This would require airspace to be reclassified, a lengthy and complex process that would be managed by CASA.

Airservices reported that the new industry noise information website had been launched, and sought feedback from the CACG.

20 September 2013

28 June 2013

Airservices gave a presentation about air traffic management at Moorabbin Airport, in particular how air traffic controllers interact with pilots doing circuit training.

Airservices committed to drafting a factsheet about noise issues at the airport.