



AIRSERVICES AUSTRALIA

Corporate & International Affairs

25 Constitution Avenue
(GPO Box 367)
Canberra ACT 2601

Telephone: +61 2 6268 4263

Facsimile: +61 2 6268 4233

ABN 59 698 720 886

Ms Andrea Kaszick

VIC

Dear Ms Kaszick

Thank you for your email to the Airservices Australia Noise Enquiry Unit dated 12 February 2010 about helicopter overflights of your home in Altona Meadows (refer to complaints

Complaint number [redacted] was made about a helicopter hovering and circling your area at low level on 24 January 2010. Our enquiries indicate this was a police operation out of Essendon Airport. As the police are able to operate with fewer restrictions than civilian pilots, it was therefore not acting inappropriately.

Complaint number [redacted] referred to approximately 30 helicopter overflights that occurred on 6 February 2010. Analysis shows these flights occurred between the Yarra River helipad located in the Melbourne CBD and Werribee, most likely associated with a polo event held that day at the Werribee Park National Equestrian Centre. Your area is located in a direct route between these two points. These movements occurred outside controlled airspace and were therefore not subject to Airservices' Air Traffic Control.

With regard to your questions about AS 2021 and Airservices' environmental responsibilities, I am pleased to provide the following:

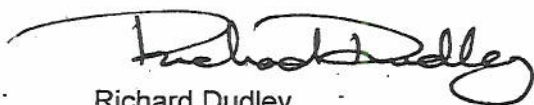
- You raise several questions about the use of Australian Standard AS2021. AS2010 sets out a graduated series of recommendations as noise exposure increases to inform State / Territory planning schemes on the suitability of development in areas affected by aircraft noise. It is not, however, used as a means of noise measurement and therefore not used by Airservices.
- When evaluating proposals for changes to flight paths, Airservices uses threshold criteria developed in conjunction with the (then) Department of Transport and Regional Development and the community in 1997. These criteria are contained in the *Environmental Principles and Procedures For Minimising The Impact of Aircraft Noise* document which is publicly available. This document is not used in any way by the Noise Enquiry Unit, nor is this area involved in the environmental assessment process. Unit staff are therefore not required to be familiar with its contents or application.
- The VFR route over southwest Melbourne was changed in 1996-97 to include the Altona Meadows area. As the decision-making body at that time, Airservices was involved in the change process, however, this function has since transferred to the Civil Aviation Safety Authority. The *Environmental Principles and Procedures For Minimising The*

Impact of Aircraft Noise criteria were not used to assess the proposal as the document had not been finalised at the time the change was made. It is also unable to be used for proposals relating to change in uncontrolled airspace as a series of specific inputs are required, such as forecast flight schedules, and this information is unknown for aircraft operating in such situations.

Finally, it is not possible to know from your observations whether the helicopters that overflowed your area on 6 February 2010 exceeded 40 Leq24. Such calculations are complex and precise, and require specific details of aircraft types, noise signatures and tracking information in relation to your home.

I trust this information is helpful.

Yours sincerely



Richard Dudley
General Manager
Corporate & International Affairs

12 March 2010