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DIGGERS REST VIC 3427

Dear Mr Gaskin

I write with regard to the meeting that I had with you and Mr Bob Ray at your residence on 30 January 2009 to discuss the issue of the overflight of Diggers Rest by jet aircraft departing from Melbourne Airport.

During that meeting you raised a number of issues that Airservices has agreed to pursue. The issues you raised were:

- The overflight of the Diggers Rest area by jet aircraft departures from Runway 27 Melbourne Airport that are not following the Standard Instrument Departure (SID) procedure;
- The accuracy and completeness of the flight path and aircraft movement information for flights in the vicinity of Diggers Rest provided from Airservices' Noise and Flight Path Monitoring System (NFPMS); and
- The suitability of the present location of the portable noise monitor installed at the social club at Digger's Rest in terms of measuring the aircraft noise in the residential areas of the community.

In response to the above issues, Airservices has agreed to undertake the following actions:

1. Consider the publication of a local instruction for Melbourne Air Traffic Control advising that jet aircraft departing from Runway 27 are to follow the SID procedure, thereby avoiding overflight of Diggers Rest, unless traffic or weather requirements dictate otherwise. It is important to note, however, that this does not mean that Diggers Rest will never be overflown by jet aircraft. Aircraft safety will at all times take priority, which means there will be occasions where aircraft will not follow the SID and will need to overfly Diggers Rest;
2. Investigate the accuracy of the flight path and aircraft movement information recorded by the NFPMS for flights in the vicinity of Diggers Rest. This will involve Airservices checking the accuracy of the street map used in the NFPMS and the aircraft flight paths. This will take some time. The accuracy of the street map details will be assessed using GPS technology, and the depicted flight paths will be reviewed against the air traffic control data that is provided to the NFPMS. Airservices will also investigate the NFPMS in order to identify the cause of the