

CEAC INCORPORATED

**Mr Tim Anderson
The General Manager
Essendon Airport Pty Ltd
Essendon Fields House
Level 2
7 English Street
Essendon Airport
Victoria 3041**

17 March 2008

Dear Tim,

PRELIMINARY DRAFT MASTER PLAN - SUBMISSION

This letter and the attachment is CEAC Incorporated's formal submission in response to the Preliminary Draft Master Plan dated November 2007 [Plan] that was issued by Essendon Airport Pty Ltd [EAPL] in late December 2007.

CEAC is a representative body for residents surrounding the Essendon Airport who have had long-running concerns about this airport continuing to operate in a residential area. CEAC is taking action to ensure that the health and quality of life of those residents are improved.

Many residents living in Essendon, Moonee Ponds, Strathmore, Gowanbrae, Niddrie, Airport West, Keilor East, Glenroy, Oak Park and Pascoe Vale are adversely affected by Essendon Airport's aviation operations.

CEAC has received significant feedback from numerous residents raising concerns about EAPL's activities to date and regarding the activities proposed in the Plan.

We have also noted that the community's previous polarised position regarding Essendon Airport has dissipated. As you would be aware during the period that the Federal Government and its entities were operating the airport the community was roughly evenly divided into those that wanted the airport closed and those that wanted it to continue as is.

Those residents who have attended one or more of the numerous meetings over the past year would have clearly noted a reversal. Perhaps this is because those who had previously wanted the airport to continue thought that it would continue unchanged. Another reason is the changing demographics of the area. New residents have come into the area with the understanding that the airport is to close.

These residents and the rest of the community now realise that jet planes (large and small) are replacing light planes. There has also been a substantial increase in the number of helicopters. Overall this has resulted adversely on the health and general quality of life of local residents.

Residents have also endured the noise and the dust (which covers their motor vehicles and comes into their houses) arising from the development works. These people now understand that the development as it stands does not blend with the local environment but instead the site will have in their opinion garish buildings similar to the DFO complex and the Australia Post building.

Accordingly, the local community has become increasingly united in its view that Essendon Airport must close and that a closure process must be put in place as a matter of urgency. Furthermore, the non-aviation development should be environmentally sustainable and should be aesthetically integrated with the local residential community. The jet night curfew is not negotiable

and in fact we are now seeking a ban on all aircraft activity between 8:30 pm and 7 am

CEAC wants to see the complete cessation of aviation activities within a period not exceeding 4 years and in any event within the term of the current Federal Parliament. Further, as a matter of urgency, the inappropriately located aircraft warm-up bays and aprons should be relocated closer to the commercial and industrial areas, viz back to where it was before. They should be as far away as possible from residential areas. Aircraft generally should no longer be warming-up metres from family homes and jet aircraft should be relocated to other airports. This change of aviation activities, particularly the jets that EAPL introduced, has caused significant distress to the local residents.

We will continue lobbying for the strengthening of the curfew and aircraft weight thresholds to more appropriately meet the needs and expectations of the community in the 21st century. Residents demand a Breath of Fresh and a Silent Night, the same as that enjoyed by people living in other suburbs. They require a real aircraft curfew in place particularly as this airport, which is located in the middle of a heavily populated residential area.

CEAC would be pleased to meet with EAPL executives to discuss how these measures should be introduced.

Yours sincerely

Helen van den Berg

President

CEAC Incorporated [A00003987R]

SUBMISSION TO THE ESSENDON AIRPORT PRELIMINARY DRAFT MASTER PLAN NOVEMBER 2007

This document and the covering letter constitute the CEAC Incorporated [CEAC] submission to the above referenced Master Plan [Plan]. **CEAC reserves the right to amend or add to this submission at a later date.**

INTRODUCTION – CEAC INCORPORATED

Prior to responding to the issues raised in the Plan the role of CEAC will be overviewed.

CEAC is a community representative group, which was incorporated in 2000 under the Victorian Associations Incorporation Act [1981]. It represents the interests of residents living in the Moonee Valley area. CEAC is linked with a number of other active community groups that are lobbying for the closure of Essendon Airport. As you are no doubt aware, there has been a long history of opposition to the continuance of aviation activity at the airport. This opposition has increased over time and has been particularly noticeable during the relatively short period that Essendon Airport Pty Ltd (EAPL) has operated the airport.

CEAC was formed at the time that the now defunct Impulse Airlines started operating, with the permission of the Howard Government out of Essendon Airport,

Strong community concerns about Impulse Airlines resulted in it being more appropriately relocated to Melbourne Airport. Subsequently, the then Federal Government publicly stated that similar types of operators would not be permitted to operate out of Essendon Airport in the future. The aircraft operated by Impulse Airlines were relatively small. Therefore, it is distressing for the community that since EAPL started managing the airport, we have seen the increase in aviation noise and fumes.

Residents now have to put up with the coming and going of large and small jets (some much larger than those used by Impulse Airlines) and numerous helicopters (many extremely noisy) being permitted to use the airport. As you would be aware, under the airport's previous owners the majority of aircraft were light planes with a small number of helicopters.

EAPL has moved to consolidate aviation activities, which are now closer to residential areas and thus are negatively impacting on the lives of local residents.

EAPL's actions have resulted in local residents experiencing increased aviation noise and fumes emanating from the airport thus adversely affecting their quality of life and health. Numerous local residents have advised CEAC members of the distress that this is causing them. Some have said that the level of aviation noise is the worst it has been in the past 30 years. Many people are now experiencing the affects of aviation fumes, which they had never previously experienced during their time living near the airport.

Mothers with young families have advised us that they were reluctant to bring-up children in this residential area because they feared that the health of their children is being put at risk. Similarly, some elderly respondents have commented that the noise and fumes is worsening their existing health situation. A number of people who had only moved into the area within the last 3 years have commented that they had spent substantial sums in renovating their properties and were now concerned that they were effectively being forced into moving-out because of health and quality of life aspects. When purchasing their homes they were advised that the airport was being scaled down and would close. They now feel they would have to sell their homes at a loss. Some cannot move because having an airport nearby whose future is unknown has impacted on their ability to sell even at a depressed price. Even if they could sell then they would need to repurchase in a heated real property market and in any event there are substantial switching costs involved.

Complaints have not only been made to CEAC and we have been advised that over 100 complaints had been made to Mr Kelvin Thomson Federal Member for Wills. Similar complaints had also been made to the State Member of Parliament for Essendon, to local governments, to State and Federal health and environment ministers and to others.

Whilst our major focus in responding to the Plan will relate specifically to the changing nature of the aviation activities at the airport we will also provide our views on the development of the site and its potential for more socially responsible uses that would fully integrate the site within the community.

CONSULTATIVE PROCESS

Given that EAPL puts itself forward as wanting to be a good corporate citizen and engage with the community. CEAC was dismayed that the consultative process was handled so poorly, especially when the changes outlined in the master plan constitute a dramatic deterioration in our amenity and the revival of a jet airport in a residential area.

Despite the Plan being dated November 2007 it was not released until late December 2007 (during the holiday season) with limited publicity. The Plan was not brought to CEAC's attention until mid-January.

We appreciate that you provided us with a free copy after we complained about the \$75 charge for hard copy. Furthermore, the \$10 cost to residents who couldn't download a copy from the website is unacceptable. Residents should not have to pay their neighbours for information, particularly when the plans mean that Essendon airport could once again become a busy jet airport.

CEAC would have expected that EAPL should have provided all residents living within 2 kilometres of the airport with a summary of the Plan and providing those residents with a free copy of the full document upon request.

In a democracy it is appalling that citizens have to pay for information relating to actions that will have a significant impact on them. This should be readily and freely available.

We note that the consultative meetings were held at times when most members of the community are at their workplaces. Yet the public meeting convened by Councillor Jan Chantry on a Saturday morning was attended by 218 very concerned residents.

CEAC received complaints from a few residents who were able to attend the consultative meetings to the effect that they were one-sided marketing spiel and did not involve a proper dialogue with the community. There was no desire by EAPL to hear the views of the community that were contrary to your plans.

Although EAPL portrays itself as a responsible corporate that wants to work with community and respond to its concerns, its actions suggest an entity that does not want to widely publicise what it proposes to do with the airport.

EAPL's approach, can best be seen by its statement in the Plan '...educate and manage community complaints and expectations.' CEAC suggests that EAPL should do more listening and less 'educating' and 'managing'.

The saying that a 'picture is worth a thousand words' could not be more true than the photo on the cover of the Plan which shows very large jets. Is this EAPL's vision of the future of Essendon Airport?

Therefore its statement in the Plan that 'The acceptance of the vision by all levels of government, residents and the business community is critical to the success and timing of the development' will undoubtedly fail, **residents do not and have never wanted the revival of a jet airport at Essendon**

PLAN

According to the Plan the matters canvassed by EAPL include:

1. Commercial opportunities available to EAPL are not being enhanced because jets (large and small) cannot land at Essendon Airport 24 hours a day. Therefore changes to the existing limited flight curfew will need to change if EAPL is able to gain further economic advantages for its shareholders.
2. The introduction of international freight and jet flights into Essendon Airport.
3. The consolidation and centralisation of aviation activities thus freeing-up land (previously used for aviation purposes) for commercial and industrial development.
4. The building of new aviation infrastructure at Essendon Airport
5. The potential for leasehold residential development eg retirement homes.

AVIATION – THE ISSUES

Relocation and consolidation of aircraft activity and the impact of aircraft noise and fumes on local residents

Under EAPL's prior actions a lot of aircraft activity has been consolidated and relocated relatively close to local residential property. The Plan suggests that this will continue until these activities are fully consolidated.

NOISE POLLUTION

Numerous residents, some as far away as Oak Park and Glenroy, have complained to us about the increased aircraft noise and air pollution emanating from Essendon Airport.

In relation to aircraft noise this

- goes on around the clock.
- Local residents report that large jets are taking off minutes before 11pm.
- Jets sometimes take off during the curfew period which EAPL has itself acknowledged happens on occasion)
- Jets are running their engines prior to 6am so they can takeoff at 6 am.
- When aircraft warm-up and take-off over our home the windows shake and rattle.
- The sound of jet aircraft is more intense and deafening than fixed wing aircraft.
- The incidence of large low flying helicopters hovering over homes has increased.
- Flight paths of helicopters vary considerably and now disturb a large residential area and frequently for prolonged periods.

Another source of noise annoyance from the airport is the electronic 'warble' and shotgun sounds. These are apparently to scare away birds. There was no reason for this to occur under the previous airport operators so it would be interesting to understand why there was a need for this change.

This chronic noise pollution impacts on the health and well being of residents with sleep being constantly interrupted and their quality of life being. Often people are not able to watch TV, read a book, and make a telephone call or converse with their children or partners because of the extent of aircraft noise. One respondent, a university student advised CEAC that she had to travel to

a library 3 kilometres away because it was not possible to study at home because aircraft noise.

It is not true to suggest as EAPL does that 'Areas most affected by aircraft noise are those directly under the approach and take-off paths along the extended centrelines of the runways.' The reality is that many people are seriously affected by Essendon Airport aircraft noise, not just those that are under the flight paths. If you walk one and a half kilometres down Mascoma Street you can still hear the noise of aircraft warming-up at Essendon Airport. Helicopters and their erratic flight paths also cover an area beyond the flight paths. Furthermore there are several local schools who would be adversely impacted by increased noise pollution, particularly from jet aircraft

AIR POLLUTION

Similarly, aircraft fumes from aircraft warming-up metres away from family homes where the occupants cannot have an enjoyable life in their gardens and around their homes because of the fumes. On hot nights these residents are unable to open their windows or doors because of the fumes. Even in homes with closed windows and doors people still experience aircraft fumes coming directly into their homes and as noted above windows vibrate as aircraft warm-up and take-off.

We note also that the Victoria Police and Air Ambulance will be moved to new hangars within the aviation precinct in 2009 and this will add to the noise and fumes experienced by local residents.

Also what impact has aircraft noise and air pollution on the un-protected workers on the airport? Maybe the heads of Australia Post and other organizations should investigate the long-term impacts on the health their employees. It is assumed that the relevant employee unions are already carefully looking at this issue.

One employee of Australia Post has advised CEAC that when leaving on his Australia Post bike to start his round he 'can cut the avgas fumes with a knife'

they are that bad and this employee is most concerned about the impact on his long-term health. He doesn't want to find out in 10 years time that he is in an asbestos-type situation where he has been exposed to avgas fumes then finds out that he has cancer when he is in his 40s.

We believe that the changes already introduced by EAPL have detrimentally impacted on residents' health and the changes mooted in the Plan will cause further unacceptable impacts.

To establish a commercially viable, safe and functional aviation facility at the expense of our amenity and wellbeing is not good corporate behaviour

According to the Plan EAPL wants '... to establish a commercially viable, safe and functional general aviation facility ...' The aircraft noise and fumes from Essendon Airport are in our opinion and that of many residents, the worst they have been in the past 30 years. Therefore, to have a further increase in aircraft numbers, particularly jets and helicopters, using Essendon Airport will further impact on the health and wellbeing of the community.

Therefore is it just to increase the profitability of EAPL's shareholders at the cost of the health and quality of life of those living near Essendon Airport?

TAX PAYERS SUBSIDISE AIRPORT

Local residents, who are also taxpayers have subsidised Essendon Airport whilst it was in the hands of the Federal Government for over 30 years. A referral to the financial reports of the Federal Airports Corporation and similar bodies confirms this. During that period the Essendon Airport was not once profitable, so the community has had to financially carry it, thus enabling a number of marginal aviation businesses to gain access to subsidised aviation infrastructure.

We note that this subsidisation of Essendon Airport by Australian taxpayers continues. Air Services, a Federal Government body, according to the Plan, is considering building a new control tower at the airport and that this could occur in the next 5 years. Essendon Airport does not pay land tax or local rates on the airport real property. Furthermore, in our opinion the limited security infrastructure at Essendon Airport appears to have been paid for by the Australian taxpayer if the comments made by EAPL's Tim Anderson are correct. Apparently, the taxpayer has footed the security bill of around \$2 million for the security upgrade. The Plan implies that EAPL funded this capital expenditure, which was certainly not the case.

Also, it is our understanding one or more of the aviation operators at the airport needed to be financially supported by grants made by the Victorian State Government.

It is believed that Vicroads provided the airport's tenant (Australia Post) with access to Mascoma Street, which has made an already bad traffic situation even worse. Similarly, Vicroads and the former Federal Government provided significant funding for access roads linking the freeway to the airport.

In the Plan EAPL acknowledges that the airport 'as is' cannot be commercially viable and will only become so if the curfew is changed to more favourably suit EAPL and disadvantage residents. CEAC rejects this change and will be lobbying for the curfew and the aircraft weight thresholds to be strengthened in favour of the long-suffering residents.

One does not need to be an economic rationalist to understand that the alternate uses in place of aviation activities would be more beneficial in the long term for both EAPL and the community. It is presumed that it is one of EAPL's gambits to rid itself of the need to subsidise aviation activities. We know as well as EAPL that there is more money to be made from using the airport for non-aviation purposes. Arguably, EAPL could pay the Federal

Government to release it from the aviation requirements of the lease because their bottom-line will obviously improve with the removal of aviation activity. We note also that EAPL mentions a 'safe' airport and EAPL would be well aware of Essendon Airport's poor safety record. Essendon Airport at one stage had the worst safety record of any airport on the Australian mainland. This is statistically significant when you realise that Essendon Airport has a lot lower number of aircraft movements compared with other Australian general aviation airports. Essendon Airport is both a health and safety hazard.

Over the years there have been numerous safety incidents including planes attempting to land at Essendon Airport thinking that it was Melbourne Airport and vice versa. The air traffic conflict between Essendon Airport and Melbourne Airport has been well documented by others and is obviously a major concern of the community. Essendon Airport has also had a number of aircraft accidents including some that resulted in the loss of human life.

It was fortuitous that the plane involved in an accident not all that long ago in West Essendon did not crash into a service station on Keilor Road which would have resulted in a significant disaster and potentially the loss of many lives and property.

EAPL plans to further fill the site with commercial, industrial and if it is successful, residential development, as detailed in the Plan. The airport does not have runway end safety areas nor does it have barriers around the airport itself. In all, this suggests that Essendon Airport is an accident waiting to happen and it is unfortunate that residents are going to suffer because of the misguided actions of some who want to retain an airport without land safety barriers within a heavily populated residential area.

Health Impacts

The intermittent impact on residents of aircraft noise from Essendon Airport means that residents cannot enjoy the amenity of their homes. During the night it means that their sleep is frequently interrupted. Health experts

generally agree that most individuals need 7 to 8 hours sleep (including a period of the important REM sleep) a night to remain healthy and productive. Further, children require even more 9 to 11 hours sleep during growth stages.

However, living near Essendon Airport means that people are subjected to noisy jet aircraft leaving the airport at 11pm and sometimes later despite the jet curfew. It means that throughout the night there is the coming and going of helicopters and other forms of aircraft thus causing disturbed sleep for residents. Aircraft noise results in the health and quality of life of people deteriorating and they become more stressed which manifests itself in anger and depression. Research by the US National Institute of Environmental Sciences has shown that aircraft noise raises blood pressure even while people are sleeping. Their daily lives are also affected people finding it hard to hear the TV, make a telephone call, talk with their family and concentrate generally. As has already been noted EAPL's action in centralising aircraft warm-up areas and encouraging increased jet aircraft and helicopter traffic has increased an already serious problem and source of annoyance for residents.

Similarly, aircraft fumes are probably more insidious for individual health. Aircraft air pollution not only puts people at risk of cancer but also other illnesses such as asthma, liver damage, lung disease, lymphoma, myeloid leukaemia, depression and tumours. These fumes also exacerbate existing health conditions. Once again the actions of EAPL by placing aircraft readying for take-off closer to residential areas means that households are experiencing more aircraft fumes that they did not in the past.

In addition to fumes there is also the problem of spillage of dangerous compounds on runways and aprons and likely to flow-on to residential areas and into parks and waterways.

Essendon Airport is a toxic footprint on the doorstep of families in a residential area.

Security

This has not been one of Essendon Airport's strong points. In the past residents have tried to contact the airport out of hours without success. On one occasion there was a fire burning near the airport fence and residents tried but could not get a response from Essendon Airport. The issue was resolved by contacting security at Melbourne Airport who expeditiously dealt with the issue.

EAPL has developed internal roads within Essendon Airport for use by the public. One road on the east side has attracted hoons who drive onto the site late at night and annoy local residents by doing burnouts and similar. One resident contacted EAPL regarding this issue and was advised by an EAPL staff member that it was not their problem and that the resident should phone the police. This does not give the local community much comfort in relation to the level of security on the airport and surely police have more important things to do than carrying out tasks on a private property that should be managed and funded by the owners.

Further, we consider that the general opening-up of Essendon Airport would have increased the overall security risk. Those with bad intentions can now get closer to aircraft and facilities than was the case in the past.

Also of concern to local residents with EAPL's development of internal roads and proposed bike tracks passing behind the homes of residences will mean that the criminal element will now have easier access to local homes.

The Plan notes 'Essendon Airport is also subject to regular Federal Police patrols ...' How often does this happen? Residents living near the airport boundary report that they only see a patrol once or twice a day.

The suggestion in the Plan that international passenger and freight flights use Essendon Airport will be strongly resisted by CEAC and the community because it is well understood that regional airports security is not of the same quality or level as that of the major airports even though the potential risks are still substantial. What would stop an incident occurring at Essendon Airport similar to that recently occurred in New Zealand?

DEVELOPMENT ACTIVITIES

The Plan makes a number of statements regarding the site's development including:

'To improve the integration of the airport with its surrounds' and 'To create an attractive human scale urban environment' are simply marketing spiel and the end result on show is not encouraging.

It is also noted that EAPL 'sees potential for residential development in the Hart Precinct ... This might include a mixture of nursing home, retirement village and other specialised residential uses.' Does EAPL believe that aircraft noise and fumes do not affect the sick and elderly? The Plan goes on to state 'Any future development will have regard to its neighbouring interfaces.' This would be a nice change since EAPL to date in its aviation and non-aviation activities has not given much regard to the airport's 'neighbouring interfaces'.

The Plan also states 'EAPL is committed to the concept of environmentally sustainable development ... EAPL propose to continue this commitment to the environment.' Many years ago the Australian architect Robin Boyd wrote a book titled *The Australian Ugliness*. He could very well have been writing about the quality of development at Essendon Airport. The DFO building for example, presumably has air-conditioning running fulltime during its hours of operations. Whilst the building faces the north nevertheless it does not appear to have been designed to take advantage of the winter sun. One also questions the need for DFO to have overlarge signs, which are lit-up

throughout the night. Are they meant to advertise to drivers travelling at 100 kilometres an hour because no one else can see the hoardings?

The Australia Post building fails to integrate with the local area and it and parts of the airport look like a concentration camp with high fencing and lights, which spill into neighbouring areas.

EAPL and the Federal Government supported by the Victorian State Government need to revisit and rectify the development purposes for the Essendon Airport. As noted elsewhere in this submission, as a matter of urgency the aviation activities should be relocated to other airports. Further, commercial and industrial development should only proceed near the existing commercial and industrial sites. Also, there should be a provision for parkland on the western side for the families of Airport West, who are presently poorly served in this regard.

Most importantly, with many in the community without accessible housing the site provides an excellent opportunity to develop a diversified range of types and sizes of quality sustainable housing for the community. This would provide much stronger economic and social benefits for the community than a taxpayer subsidised jet and helicopter general aviation airport. Obviously this type of project cannot proceed until such time as the airport is closed.

Around fifteen or so months ago, EAPL had advised local residents that EAPL would develop 'green' buffers between the airport and local residential areas. But this has not happened and it is noted that the only landscaping and beautification that has occurred has been at EAPL's corporate offices in English Street. How long do local residents have to wait for action? Presumably EAPL's building also has double-glazing and special air conditioning. It is presumed that 'green buffers' will provide at least a 20 metre wide buffer between airport commercial and industrial development and an even greater buffer between aviation and the residential area.

EAPL have also suggested that the development has provided economic benefits for the local community. However, from our perspective many of businesses that have moved to the site have moved from elsewhere in the City of Moonee Valley. Therefore there has been a displacement of activity without any apparent net economic benefit for the community. It is clear that the only benefit has been for EAPL's shareholders.

There is also the issue of light spillage whereby the Plan notes 'Lighting associated with a proposed development or activity is suitably designed and baffled having regard to the possibility of confusion or blinding of pilots landing at the airport.' Once again the Plan makes no mention of light spillage impacting on local residences or the potential confusion on Mascoma Street because of the lighting in Wirraway Road.

EAPL is also calling for a significant upgrade in public transport to Essendon Fields. Residents in surrounding areas are already poorly serviced with public transport and resources are limited. Therefore the community would expect EAPL to fund any public transport connections to Essendon Fields.

Similarly, the costs of any road upgrades or changes to the freeway should be borne by EAPL and not by taxpayers and ratepayers. EAPL is aiming to create a corporate jet airport therefore it is not reasonable for the whole community to be expected to fund the 'fat cats' of the private and public sectors.

It is also noted that EAPL does not pay local rates or land taxes in relation to whole of Essendon Airport and 'in kind' payments in relation to the non-aviation areas. Because of this further subsidisation of the most of the site it would be reasonable to expect EAPL fund this infrastructure and not put this impost on the taxpayer and ratepayer.

CONCLUSION

The Plan details a range of aspects regarding the future use of the airport.

Throughout the Plan emphasis seems to be on the commercial opportunities for EAPL and there is no substantive comment on the impacts on the local environment and the health and well being of the residents living relatively near the airport (viz within 2 kilometres). EAPL is or should be well aware that its actions to date have adversely affected the lives of many local residents.

Residents have been subjected to an increase in the levels of aircraft noise and fumes since EAPL increased jet aircraft and helicopter traffic. The argument put forward by EAPL that aircraft movements have remained stable is irrelevant, particularly if noisy jet and helicopter movements have now displaced a lot of the light aircraft traffic.

Furthermore, the decision by EAPL to consolidate aviation activity closer to residential areas was taken without appropriately considering the views and impact on residents.

We note that the Plan is a preliminary draft document and we expect EAPL to adequately address the issues that CEAC has raised with the attention that they warrant.

Accordingly, EAPL should without further delay relocate aviation activity closer to EAPL's commercial and industrial infrastructure and as far away as possible from residential areas.

CEAC will continue to lobby for the closure of Essendon Airport. However, in the transitional period (no longer than 4 years) during which time aviation activities are to be relocated to other airports, we demand that EAPL desists from encouraging further jets and helicopters using Essendon Airport as a base.

CEAC will be making representations to the Minister for Transport to establish a community forum, which is to be truly reflective of community views, to manage the process in closing Essendon Airport.

To reiterate, Essendon Airport is already a significant annoyance to local residents. It is adversely impacting on the health and quality of life of those residents. The approval of the activities detailed in the Plan would further worsen their health and quality of life and for those reasons CEAC demands that EAPL enter into negotiations with the Federal Government for the expeditious closure of Essendon Airport.

The closure should be completed within a period not exceeding four years and in any event within the term of the current Federal Parliament.