



2020
ANNUAL REPORT
Community Aviation Consultation Group

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Chairman's Letter

Dear CACG Members

As we bring 2020 to a close it would be fair to say it was a year no one could have predicted in their wildest dreams. And of course, we spare a thought for the vast number of people who were unable to survive through this pandemic.

It certainly became a year in which we had to adapt to the issues of which were being presented to us. The CACG was no different of course with the advent of online meetings being introduced we were able to be kept abreast of the various operations and developments at Moorabbin Airport. With the MAC team putting in a fantastic effort in supporting the CACG of which I'm sure we are all grateful.

On a sad note, with the recently held City of Kingston elections there was a changing of the guard with Cr Ron Brownlees OAM retiring, Cr Geoff Gledhill and Rosemary West OAM not being successful in their re-election efforts. All three Councillors have been very active in the CACG for quite a number of years and we wish them well in all their future endeavours. We look forward to working with the new Councillors in a way to produce positive outcomes for the Airport and the local environs.

In closing, 2021 we should be able to return to a level of normality hopefully and once this happens, we will be able to return to a conventional meeting program.

Until then, take Care and stay safe.

Ashley Briggs OAM
CACG Chair.

Introduction

This report summarises the activity of the Moorabbin Airport Community Aviation Consultation Group (CACG) from January 2020 to December 2020.

The CACG was established in 1998 to enable an effective exchange of information between Moorabbin Airport Corporation (MAC), local authorities, airport users and the local and broader community.

The CACG is an independently chaired forum which meets quarterly to discuss issues and concerns relating to operations at Moorabbin Airport. The membership of the CACG consists of a broad cross-section of representatives from industry, regulators and the community.

The CACG is for consultation purposes only and is not a decision-making body. The purpose of the CACG is to:

- facilitate engagement between Moorabbin Airport, community representatives, local authorities, airport users and other stakeholder groups in relation to airport planning and operations
- allow airport planning and operational issues to be raised with the airport operator
- complement and support ongoing consultation on developments such as Master Plans, Airport Environment Strategies and Major Development Plans; and
- provide stakeholders with information regarding the airport and general aviation.

The Group discuss issues/concerns of the community at large and airport users regarding the operation and development of Moorabbin Airport. Matters for discussion may include, but are not limited to:

- the contribution of the airport to the local, regional and national economy
- development of the airport
- airport operations
- ground transport and access to the airport
- aircraft noise and environmental issues, including noise abatement
- reports by Airservices Australia and Civil Aviation Safety Authority (CASA)
- strategies to ensure the broad community is informed of issues discussed in the group and is encouraged to engage with Members to provide additional information and perspectives; and
- complaints handling procedures.

Membership

Membership (attendees) of the 2020 CACG included;

Organisation/Group	Full Name
Independent Chair/ Australian National Aviation Museum	Ashley Briggs
Dingley Village Community Association	John Cincotta
MARA - Moorabbin Airport Residents Association	Tim Morrissey
MARA - Moorabbin Airport Residents Association	Karen Hastings
Individual - (Former Member of Dingley Heatherton Village Resident Group - now disbanded)	Bruce Reynolds
Mordialloc Village Committee (now disbanded)	Ian Baldock
Kirkhope Aviation	Tony Kirkhope
Tristar Aviation	Adrienne Fleming
Melbourne Flying Services	Steve Galjar
Department of Infrastructure, Transport, Cities and Regional Development	Liam Stocker
Department of Infrastructure, Transport, Cities and Regional Development	Michael Joost
Airservices Australia	Craig Allan
Airservices Australia	Fiona Lawton
City of Kingston - Councillor	Cr Rosemary West
City of Kingston - Councillor	Cr Ron Brownlees
City of Kingston - Councillor	Cr Steve Staikos
City of Kingston - Councillor	Cr George Hua
City of Kingston	Jonathan Guttman
Moorabbin Airport Corporation	Paul Ferguson
Moorabbin Airport Corporation	Narelle Di Toro
Moorabbin Airport Corporation	Alexandra Poles
Moorabbin Airport Corporation	Matt Marais
Moorabbin Airport Corporation	Ed Meszaros
Airservices Australia	Scott Shallies
Airservices Australia	Blair Henderson
Airservices Australia	Chris Kumar

CACG Meeting Dates 2020

- 6 March 2020
- 3 July 2020
- 4 September 2020
- 27 November 2020

Main Agenda Items

The main agenda items at the CACG in 2020 are represented in the table below.

	Topic
1.	Governance + Introductions/Apologies + Calendar items
2.	Minutes of previous meeting + Actions arising from
3.	Correspondence + Letters to the chair
4.	MAC Update + Planning & Development (aviation and non-aviation) + Airport Operations + Community Events
5.	Airservices + Noise Update
6.	Community Support
7.	Other Business

Presentations

There were no additional presentations in 2020 due to COVID-19 restrictions.

**NOISE COMPLAINTS AND INFORMATION SERVICE
MOORABBIN AIRPORT 2019 COMPLAINANT REVIEW**

(The below information has been provided by Airservices Australia, National Noise Complaints and Information Service)

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NOISE COMPLAINTS AND INFORMATION SERVICE

MOORABBIN AIRPORT 2020 COMPLAINANT REVIEW

Complainants

There were 133 individual complainants in 2020. This is a significant increase from 85 complainants in 2019.

The main reason for the increase in complainant numbers in 2020 was the COVID-19 pandemic. Increased working from home requirements increased the exposure of residents to aircraft noise. Increased emergency services operations were required to facilitate responses to the pandemic, training organisations were not subject to restrictions and fewer jet movements at Melbourne Airport enabled other aviation activities within the Melbourne basin.

While complainant numbers increased, movement numbers decreased at Moorabbin Airport. The [Movements at Australian Airport](#) reports show that for 2020 there were 212 692 movements at Moorabbin Airport. As a comparison at the end of November 2019, there had been 259 056 movements.

In 2020, the NCIS implemented monthly reporting data in lieu of quarterly reporting for all airports. It is important to note that if a resident contacts the NCIS once every month, they are noted as one complainant for each of the 12 months, however, when we record the number of complainants for the calendar year they are only counted as one complainant, regardless of how many times they have contacted us.

Chart 1: Complainants per month, average number of complainants per month for the past three years and total number of complainants 2020

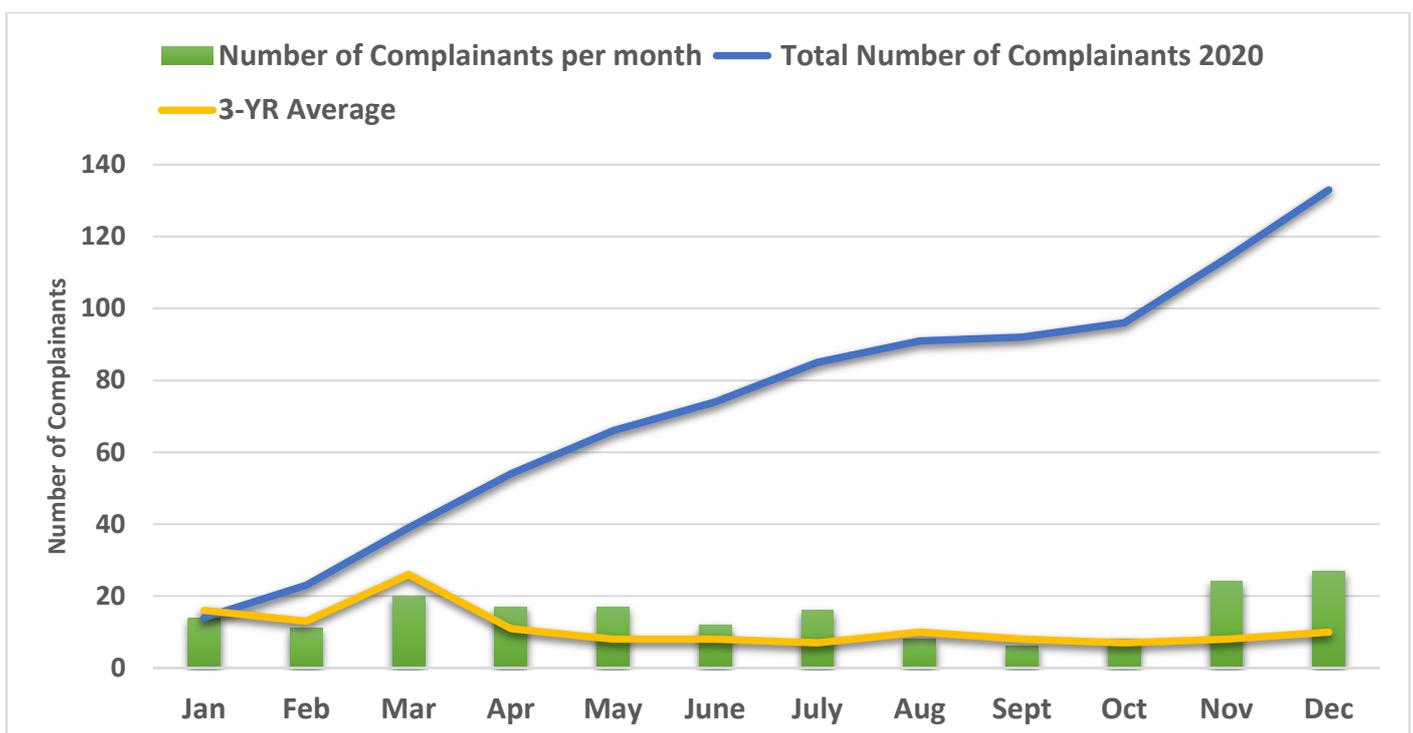


Chart 2: Comparison of complainant numbers 2016 to 2020



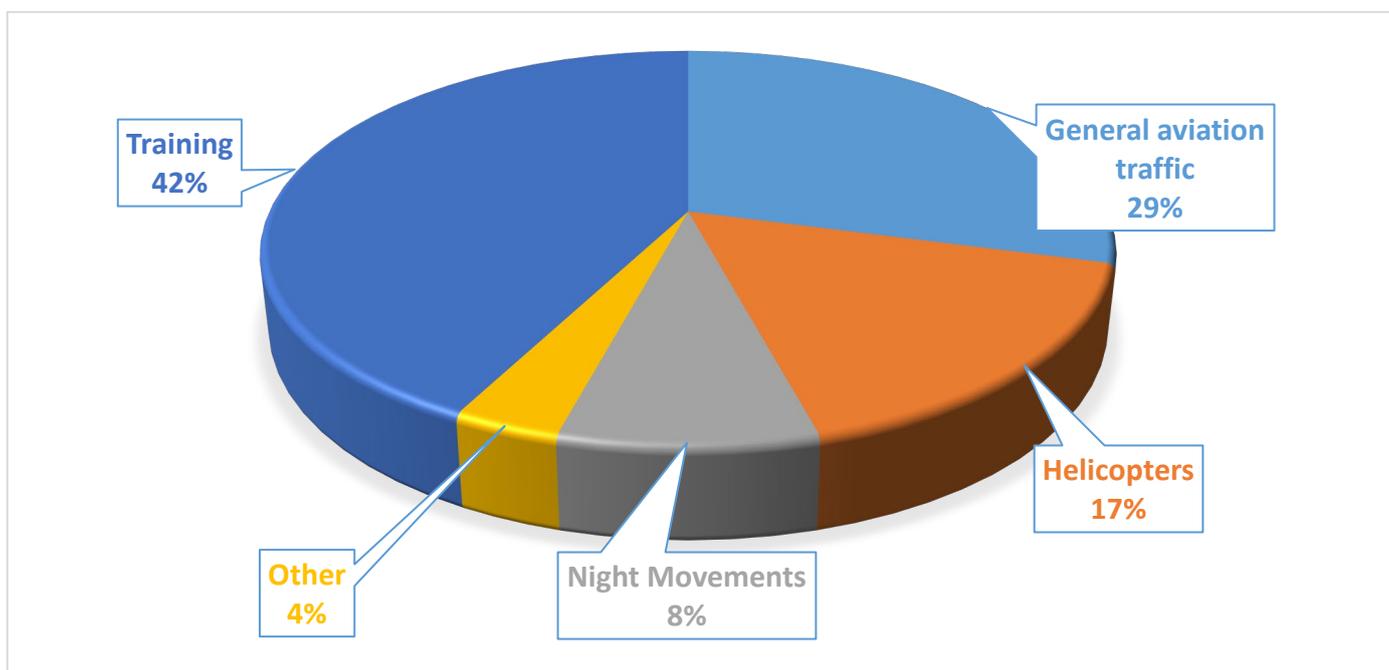
ISSUES

In 2020, the four main issues were Training disturbing 42 percent of complainants, General aviation traffic (29 percent), Helicopters (17 percent) and Night Movements (eight percent).

We have combined the Issues of Not noise related, Property Purchase, Unusual movements and Sport aviation into the Issue of Other in the chart below. Each of these issues recorded one complainant, excepting for Sport Aviation, which recorded two complainants.

An aircraft conducting a missed approach, due to an unsafe landing gear indication was the reason for the concern for the unusual movement while the Sport Aviation concerns were and aircraft conducting aerobatics and drone operations.

Chart 3: Issues raised in 2020



Training

Fixed wing circuit training was the main disturbance to residents under this issue. It affected 48 residents in 11 suburbs. Rotor wing circuit training disturbed four residents, Instrument training, three and operations in the training area seven residents.

General aviation traffic

Standard operations to and from the airport tracking on the standard arrival and departure routes disturbed 37 residents, while instrument arrival procedures disturbed three residents. An aircraft conducting aerial work disturbed one resident.

Helicopters

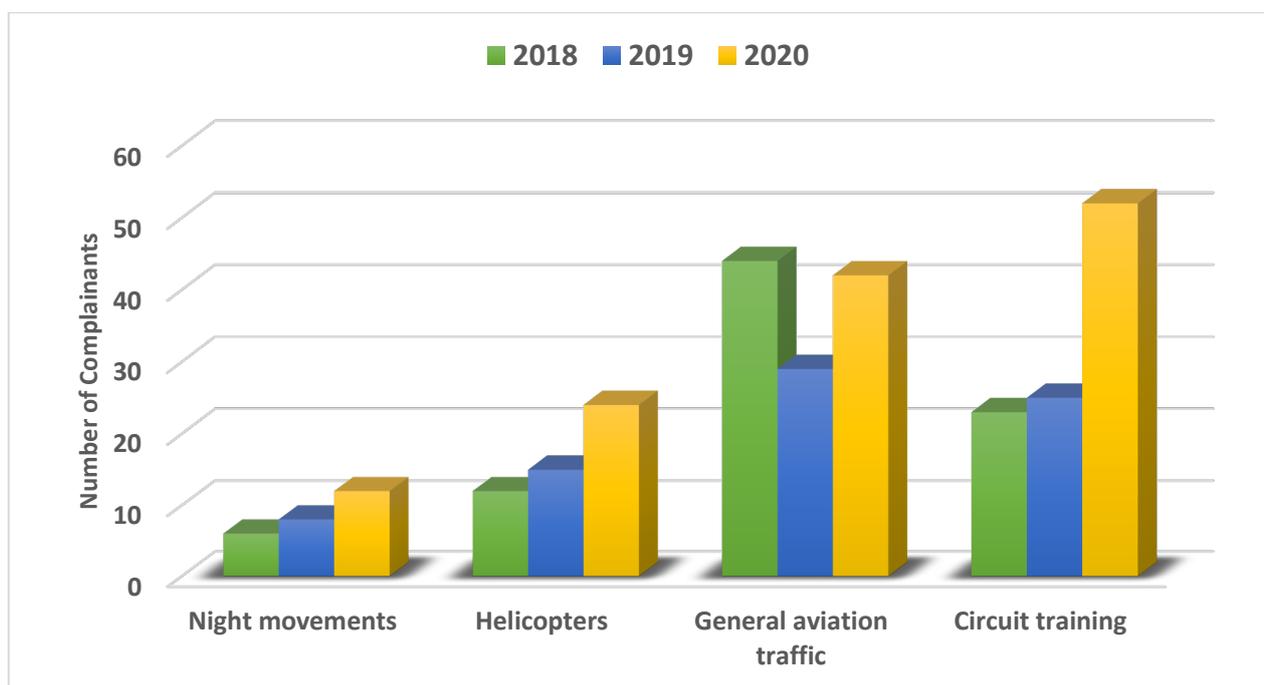
Standard operations to and from the airport disturbed, six residents, Emergency services operations, two and in two cases the Noise Complaints and Information Service (NCIS) was unable to determine the reason for the activity.

Helicopters conducting aerial work disturbed ten residents. Low-level operations early December disturbed the majority of these complainants. Lower altitudes were required to ensure the safety of other aircraft operating at Moorabbin Airport.

Night Movements

Instrument arrival procedures and standard operations to and from the airport disturbed the majority of these complainants.

Chart 4: Main issues of 2020 and complainants affected, with comparison of 2018 and 2019



Suburbs

In 2020, 43 separate suburbs across the greater Melbourne basin recorded complainants, with 24 suburbs recording a single complainant.

Fifteen suburbs recorded between two and five complainants. These suburbs accounted for 29 percent of all complainants, and included Heatherton (5), Aspendale (4), Beaumaris, Botanic Ridge, Clarinda and Mentone, three each.

The suburbs recording the most complainants were Dingley Village, Mordialloc, Cheltenham and Parkdale.

Dingley Village recorded 26 complainants. Dingley Village has consistently recorded the highest number of complainants over the last five years. Dingley Village underlies the training circuit. Regardless of the wind direction or the runway in use, Dingley Village is consistently overflown. In 2020, Dingley Village residents also raised concerns with instrument approach arrivals and training.

Mordialloc recorded 18 complainants. The majority of whom were disturbed by fixed wing circuit training. Other concerns were standard operations to and from the airport both fixed and rotor wing.

Cheltenham recorded 15 complainants. Standard operations to and from the airport, both fixed and rotor wing, were the main concern to these residents. Emergency services helicopter operations and helicopters conducting aerial work were also concerns.

Parkdale recorded 10 complainants. Standard operations to and from the airport, instrument arrival procedures and fixed and rotor wing circuit training were of equal concern to these residents.

Conclusion

Moorabbin Airport's CACG meetings continue to be well supported by members of the local community, aviation operators and various government agencies. Members are actively engaging on agenda items and in group discussion.

Moorabbin Airport continues to play a vital community role as:

- A major centre of economic activity in south east metropolitan Melbourne;
- A mixed use urban site and home to 271 businesses providing approximately 6,490 jobs (73% of workers live within 10km);
- continuing economic activity driving investment and growth;
- facilitating 8.4 million visitations at the airport taking advantage of the aviation, industrial, commercial and retail opportunities;
- playing a significant role in community life - providing employment opportunities, access to retail businesses, goods and services, a space for community events and activities and aviation infrastructure for essential services such as police, firefighting and emergency medical services.

Moorabbin Airport Corporation continues to invest in the Moorabbin Airport site and the surrounding community to maintain a compliant, safe and sustainable airport.

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