



2019  
**ANNUAL REPORT**  
**Community Aviation Consultation Group**

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## Chairman's Letter

Ladies and Gentlemen

Another year has passed and once again I'm extremely grateful for your attendance and engagement. Only by being active and contributing can we continue to achieve positive outcomes for the Airports future and the greater community in general.

As we move forward, we will continue to report on developments which will impact the Airport, the community and seek positive input from the CACG members. We will continue to present guest speakers on various subjects pertaining to the Airports operations. In closing I would like to thank MAC for their continued support of the CACG and in particular Alex Poles because of all of Alex's hard work my task is so much easier as a consequence so thank you Alex.

Regards,  
Ashley Briggs OAM.  
Hangar 11, First Street  
Moorabbin Airport, Vic 3194

## Introduction

This report summarises the activity of the Moorabbin Airport Community Aviation Consultation Group (CACG) from January 2019 to December 2019.

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 2019 CACG included;

Organisation/Group	Full Name
Independent Chair/ Australian National Aviation Museum	Mr Ashley Briggs
Dingley Village Community Association	Mr John Cincotta
MARA - Moorabbin Airport Residents Association	Miss Karen Hastings
Individual - (Former Member of Dingley Heatherton Village Resident Group - now disbanded)	Mr Bruce Reynolds
Mordialloc Village Committee (now disbanded)	Mr Ian Baldock
Royal Victorian Aero Club	Mr Stuart Rushton
Tristar Aviation	Ms Adrienne Fleming
Melbourne Flying Services	Mr Kevin Riant
Department of Infrastructure, Transport, Regional Development and Communications	Ms Kathryn Kominek
Airservices Australia	Mr Paul Sleep
City of Kingston - Councillor	Cr Rosemary West
City of Kingston - Councillor	Cr Ron Brownlees
City of Kingston - Councillor	Cr Steve Staikos
City of Kingston	Mr Jonathan Guttman
Moorabbin Airport Corporation	Mr Paul Ferguson
Moorabbin Airport Corporation	Ms Narelle Di Toro
Moorabbin Airport Corporation	Ms Rebecca Donnet
Moorabbin Airport Corporation	Ms Alexandra Poles
Moorabbin Airport Corporation	Mr Matt Marais
Moorabbin Airport Corporation	Mr Ed Phelps
Department of Infrastructure, Transport, Regional Development and Communications	Christina Rosato
Department of Infrastructure, Transport, Regional Development and Communications	Cindy McTaggart

## CACG Meeting Dates 2019

- 12 April 2019
- 6 September 2019
- 29 November 2019

## Main Agenda Items

The main agenda items at the CACG in 2019 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

Presentations in addition to the above main agenda items included:

- Aviation training and education, Stephen Fankhauser

## Summary of Aircraft Movements at Moorabbin (2019)

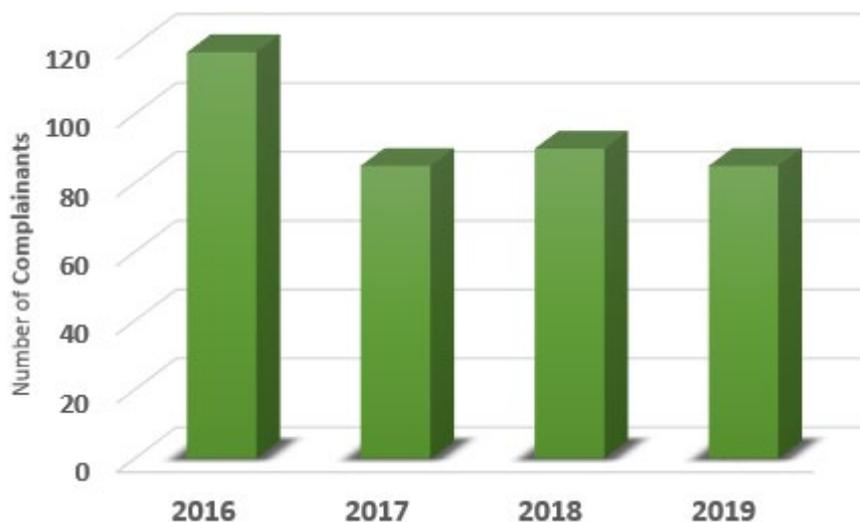
	Between 7 tonnes and 136 tonnes	Under 7 tonnes	Helicopter	Unknown weight	Military	Total
January	60	17210	3460	2482		23212
February	66	16224	3162	2162		21614
March	38	16716	4200	1548	4	22506
April	42	23180	3820	1772		28814
May	60	20654	3470	1212		25396
June	74	19580	2628	1030	6	23318
July	56	18736	2514	650	8	21964
August	68	18524	2416	544	2	21554
September	18	19696	2640	974	10	23338
October	12	21826	3148	1302	4	26292
November	16	17400	3048	548	4	21016
December	16	16864	2338	482	4	19704
					<b>TOTAL</b>	<b>278728</b>

## Summary of Aircraft Noise Complaints (2019)

(The below information is sourced from the Airservices Australia 'Noise Information' website <http://aircraftnoiseinfo.emsbk.com/moorabbin/complaints/>).

There were 85 individual complainants in 2019. This is a decrease from 90 complainants in 2018 but is consistent with 2017, and less than 2016 as shown in the chart below.

Chart 1: Complainant comparison 2016 to 2019



## Issues

The main issues in 2019 were:

- General aviation traffic, 34 percent of complainants
- Circuit training, both fixed and rotor wing, 29 percent of complainants and
- Helicopter operations, 18 percent of complainants.

A comparison of complainants under these main issues and night movements with the preceding three calendar years is provided in Chart 2 below.

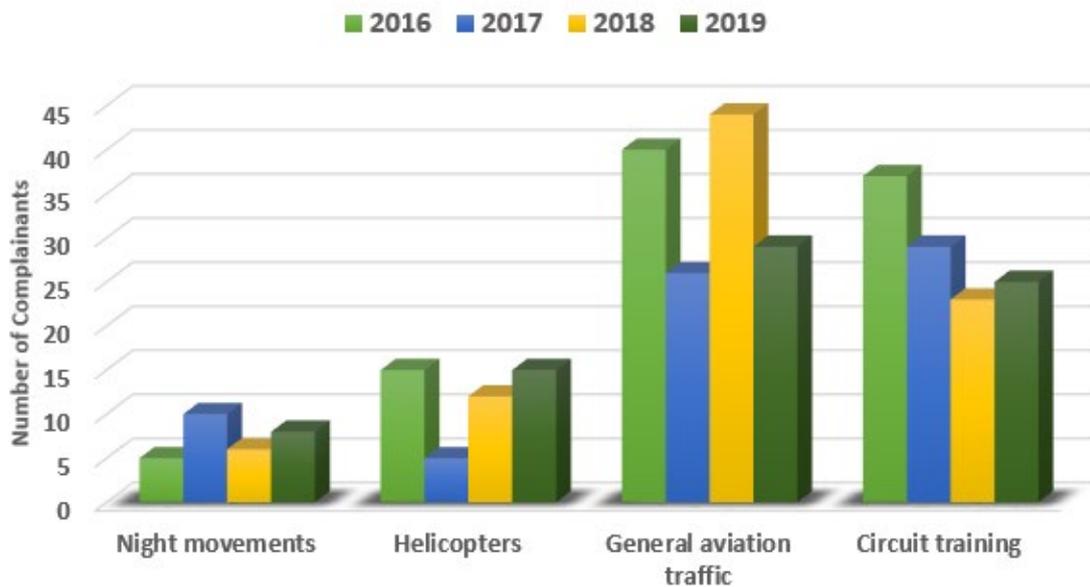
The majority of complainants affected by General aviation traffic are affected by the standard arrival and departure routes to Moorabbin Airport. More information can be found under [Flight Paths](#).

Eighty percent of complainants affected by circuit training were concerned with fixed wing operations while 20 percent were concerned with helicopter circuit training. Four complainants were concerned with operations in the training areas.

The majority of complainants affected by helicopter operations were concerned with emergency services operations.

Overall 36 percent of all complainants were affected by training operations, both fixed wing and helicopter.

Chart 2: Main issues of 2019 and complainants affected, with comparison of 2016, 2017, and 2018



## Suburbs

Twenty-seven separate suburbs across the greater Melbourne basin recorded complainants in 2019, with 18 suburbs recording a single complainant.

Dingley Village recorded the most complainants (19). As can be seen in the chart below, Dingley Village has consistently recorded the highest number of complainants over the last four years. Dingley Village residents were affected by fixed wing circuit training (47%), helicopters including emergency services operations (26%) and general aviation traffic (26%).

Parkdale recorded 14 complainants compared to four in 2018. The majority of complainants (64%) this year were affected by general aviation operating on standard routes or under visual flight rules, compared to 50% in 2018. Other residents in 2019 were affected by circuit training both fixed wing and helicopter, and standard flight path movements.

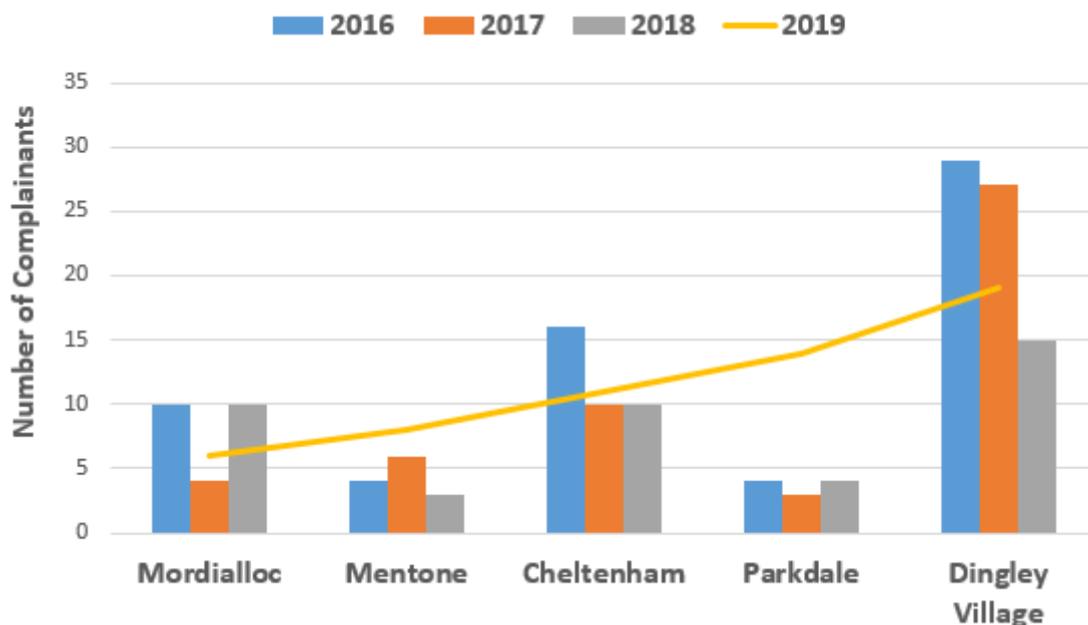
Cheltenham recorded 11 complainants with over 50% concerned with general aviation operating on standard routes or under visual flight rules. Other residents were affected by helicopters, both emergency services and standard operations, night movements, and fixed wing circuit training.

Mentone recorded eight complainants with the majority affected by helicopter operations, both standard operations and circuit training. Two complainants were affected by night movements, one by NDB navigation aid training and the other by emergency services operations.

Mordialloc recorded six complainants with 50% affected by fixed-wing circuit training and 50% by general aviation operating on standard routes or under visual flight rules.

An increase in complainants occurred in 2019 compared to 2018 for all of these suburbs except Mordialloc.

Chart 3: Suburbs recording five or more complainants in 2019 with a comparison of complainant numbers in 2016, 2017, and 2018



## 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:

- Asia Pacific's largest flight training facility with multiple flying schools training approximately 1,250 students annually;
- a place of employment with estate home to over 250 businesses providing approximately 5,100 jobs (60% of workers living locally);
- continuing economic activity driving investment and growth;
- a vital medical access point for regional communities through the services provided by the Royal Flying Doctor Service and Angel Flights;
- home to the Westpac Rescue Helicopter Service and;
- a hub for aerial bushfire support, emergency services and defence forces air wings units for the region; and
- home of the Australian National Aviation Museum.

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