Community Aviation Consultation Group

Meeting Notes - Meeting No 73

Date: 25 September 2015

Meeting: 1:00 pm – 3:00 pm

Venue: Passenger Terminal, Moorabbin Airport

	Topic
1.	**Governance** **Introductions and Welcome** Opening address and welcome by the Chair at 1pm. **Apologies** A list of member attendees & apologies is included at attachment 1. **Membership changes** The Chair advised that there were no membership changes since last CACG meeting. **Amendment to core documents** Nil reported. **Membership status** The Chair advised that a review of membership and terms of reference was currently in progress. **Calendar Items** The next CACG meeting was rescheduled from 4 December 2015 to 11 December 2015. The change of date was agreed by the CACG members in attendance. **CACG Chairs Forum** A key outtake from the forum was to ensure that for a CACG to be successful, full participation is required from all members. **Information Ministerial Communication** Nil reported. **Action items** **CACG Membership and Terms of Reference Review** The Chair advised that the Minister maintained a keen interest in the effectiveness of CACGs and the Department of Infrastructure and Regional Development would respond to requests for assistance in the review. **Flight Training Circuit Design** A representative from Moorabbin Airport Corporation (**MAC**) advised that: • the flight training circuit design report had been finalised and would be attached to the meeting notes and was included in the annual report; • the objective of the review was the identification of potential alternate circuit paths which were safe, compliant with all relevant regulations, provided the best noise mitigation outcomes for local residents, were consistent with the Fly

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	Friendly program, were supported by responsible aviation operators and had the potential for delivering the aviation outcomes of the approved Master Plan; • the report ultimately concluded that the circuit design could not be changed and still comply with CASA regulations; • it was found that no single solution could be identified that would satisfy both the noise issue raised by Dingley Committee Village Association and operator safe operational requirements; • although the circuit design could not be changed due to regulatory requirements MAC continues to investigate alternate initiatives in terms of noise sharing opportunities with the East/West circuits; and • bilateral meetings were currently taking place with key stakeholders regarding alternate solutions for the community. A representative from MAC offered to facilitate a Circuit Training Reference Group (Reference Group) to meet with a technical expert to review the findings of the report. Five CACG members agreed to participate in the Reference Group. **Financial Year 2015 Annual Report** A representative from MAC advised that the report had been finalised and a copy of the report was available on the MAC website.
2.	**Meeting Notes of Previous Meeting** The meeting notes of the 26 June 2015 CACG Meeting were formerly adopted and the Chair advised that these meeting notes were available on the MAC website. All members confirmed they had access to the meeting notes.
3.	**Correspondence** **Letter to the Chair** The Chair advised that a letter was received from the Dingley Village Community Association requesting a meeting with the Chair to discuss the Flight Training Circuit Design. **Letters from members** As above.
4.	**Planning** **Preliminary Draft 2015 Master Plan (DMP)** A representative from MAC advised that: • The DMP was still with the Minister for approval; • MAC had received a late submission from State Government on the Preliminary Draft 2015 Master Plan and was in the process of providing a response; and • MAC had formally invited the State Government to meet on a monthly basis to provide meaningful input into planning issues and was waiting for a response. **Development** A representative from MAC addressed the CACG on the following development: • From June 2014 to December 2015 the airport is on track to have 1,000 additional jobs on site and more than $100 million dollars invested by MAC and the customers on airport infrastructure and developments; • Costco store was on track for opening mid-November 2015; an issue had arisen with part of the Chifley Drive extension road project (fully paid for by MAC), new assessment rules by a third party infrastructure authority will result

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	in short term (1-2 month) motor vehicle access arrangements being required; access will be from Centre Dandenong Road and VicRoads had confirmed that the road network had capacity for the proposed short term access; the project continued to get support from the local community including local schools; MAC had consulted with Council officers and would keep the community informed; • South West corner works were progressing with the frame, roofing and cladding nearly complete and in the process of laying the slab inside; on schedule for practical completion in November 2015; a lease for the 2,000sqm warehouse with a small office had been signed with Netra Hospitality and Hygiene. • Duigan Drive works were progressing on the 500 metre section and intersection; works were due for practical completion by end of October 2015; • Mordialloc Settlement Drain (MSD) - MAC was finalising paperwork with Melbourne Water (MW) and would hand over responsibility for the drain to MW in 2 years; and • Southern drain works were nearly completed with culverts and road still to be completed
5.	**Operations** A representative from MAC advised on MAC operations: • MAC noted that there were positive signs of growth on the aviation side and that MAC were reviewing a number of existing procedures to ensure the community and flight training operators could continue to operate side by side. **Safety** • Airside operational signage upgrade was due to be completed in October 2015; • The 2015 live emergency exercise took place on 15 September 2015; the exercise was well attended by Emergency Services including the Police, Metropolitan Fire Brigade and the SES, as well as representatives of AirServices Australia and Kingston City Council; the scenario was an aircraft crash on-airport, at night; there were a number of lessons from the exercise that would now be incorporated into the airport's emergency procedures; MAC is working closely with Victoria Police to familiarise new police members with the airport and its surrounds; and • There had been several minor incidents at the airport with no injuries since the last CACG. **Airside Layout (Runways, Taxiways and Aprons)** • Southern drainage works were nearly completed (refer section 4 development). **Noise** • Since the last CACG meeting there had been 5 noise related complaints directly handled by MAC - one complaint related to general aircraft noise for Bentleigh East and the other four related to the residential area North West of the airport with three of the four complaints from the same individual alleging aircraft were flying too low in the area; and • All complaints had been investigated and no breaches were found. **Circuit Training Review** • A representative from MAC addressed earlier in CACG meeting.

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	Regulatory changes • No further updates since last meeting. **Airport Operations Manager Report** • Moorabbin Airport had 231,840 movements between August 2014 to July 2015; • Moorabbin Airport was currently ranked the 4th busiest airport in Australia; • there was an upward trend in movements for the first half of 2015, with the second highest number of movements for an Australian airport for the month of April 2015; and • There had been an increasing number of enquiries for new aviation businesses at the airport, consistent with Master Plan forecasts.
6.	**Media Coverage** **Articles** • There were several newspaper articles relating to the Airport since the last CACG regarding FareShare, the Museum's new 737 cockpit, and 2015 Preliminary Draft Master Plan.
7.	**Community Support** A representative from the Australian National Aviation Museum addressed the CACG and reported on the initiatives and events the Museum had undertaken since the last CACG, including taking on work experience students interested in a career in aviation from RMIT University and working with Centrelink to take on volunteers from the work for the dole program; delivery of the 737 Cockpit generating 56,000 people viewing the news coverage on Channel 7 website; future events - Family Cockpit Day, Mustang Car Club Nationals, Aero Jumble A representative from the Royal Victoria Aero Club (RVAC) addressed the CACG and reported on the successful Dawn Patrol which included 27 aircraft and 150 people attending the annual breakfast. A representative from MAC addressed the CACG regarding the following events: • FareShare Launch - MAC had donated 3000sqm of land to FareShare for a period of 33 years for one of metropolitan Melbourne's largest charity vegetable gardens, producing 12 tonnes of vegetables every year. FareShare cook 25,000 meals per week, equating to over one million meals a year for people in need; • Flying School Open Day (MFS) in August; • Several visits from the Navy over the last quarter relating to training and supporting community events (including the Dawn Patrol); • The Airforce participated in the Dawn Patrol with a PC9, which conducted a handling display over the airport; and • RMIT: MAC was included on an Aviation and Aerospace industry panel with over 700 students in attendance from RMIT, Monash Melbourne and Latrobe Universities. Future Events: • MAC Careers Day on 13 April 2016; and • Australian Air League Victoria Group Review

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8.	**Presentations** **Airservices Noise Forum and Monitoring Update** A representative from Airservices Australia (**ASA**) advised that the Noise Monitoring (**NFM**) was now complete and the findings for the four sites would be live on the ASA website by the end of next week. The representative from ASA also advised that ASA were going to conduct a system update in the complaints department and therefore the department would be closed for two weeks during October-November 2015 (dates to be confirmed and would be circulated), and that during this time there would be a five week delay in response time. **KCP Planning Presentation** An external consultant from Tract presented on the proposed extension of Kingston Central Plaza: • The development would add 5 additional tenancies and increase the current car parking spaces to 450; • A notice to the public was at the site for public response; • The site had been examined as to whether the current infrastructure was sufficient to manage the extension by consulting regulators such as the Kingston City Council, the State Government, and South East Water; • A report and recommendation would be provided to the airport in early November 2015 in relation to development approval. **Other Business** The Chair addressed the CACG in relation to CASA's involvement with CACG. Members agreed that standing invitations to CASA should continue and that a specific request could be generated for CASA advice when appropriate. The Chair advised the next CACG would focus on: • Circuit Training Reference Group findings; • Membership and Terms of Reference; and • Noise Monitoring – next step. The meeting was closed by the Chair at 2.55pm. David Hall ……..…….. Chair Attachments: 1. Attendance 2. Flight Training Circuit Design Report 3. KCP Planning Presentation

Attachment 1

Moorabbin Airport CACG

Last Updated 23-9-2015

Full Name	Representing	CACG 25/09/2015
Mr David Hall	Independent Chair	Attended
Mr Ashley Briggs	Australian National Aviation Museum	Attended
Mr John Cincotta	Dingley Village Community Association	Attended
Miss Karen Hastings (1)	Dingley Village Community Association	Attended
Miss Karen Hastings	MARA - Moorabbin Airport Residents Association	
Mr Bruce Reynolds	Individual - (Former Member of Dingley Heatherton Village Resident Group - now disbanded)	Attended
Mr Ian Baldock	Mordialloc Village Committee (now disbanded)	Attended
Mr Charles Gunther	Avia Aircraft	NA
Mr Mark Howe	Blue Demon Aviation	NA
Mr Edward Williamson	CAE Oxford Aviation	Apology
Mr Steve Galjar	CAE Oxford Aviation	Delegates Sent Andrea Roberts Dan Giblin
Mr Matt Rayson	Ground Effect Aviation Pty Ltd	NA
Mr Ray	Ground Effect Aviation Pty Ltd	NA
Mr Tony Kirkhope	Kirkhope Aviation	Attended
Mr Stuart Rushton	Royal Victorian Aero Club	Attended
Ms Adrianne Fleming	Tristar Aviation	Attended
Mr Glenn Buckley	Melbourne Flilght Training	Attended
Ms Elaine Scholes	Novion (formerly Colonial First State - DFO)	Delegate Sent
Mr Matt Mercieca	DFO	Attended
Ms Leonie Horrocks	Department of Infrastructure and Regional Development	Apology
Mr Jim Wolfe	Department of Infrastructure and Regional Development	Apology
Mr Marcelo Alves	Department of Infrastructure and Regional Development	Attended
Mr Rod Burgess	Department of Infrastructure and Regional Development	Apology
Mr Jesse Gillard	Department of Infrastructure and Regional Development	Delegate Sent
Mr David Moore	Airservices Australia	Apology
Mr Kent Quigley	Airservices Australia	Tentative
Craig Allan	Airservices Australia	Attended
Mr Nick Seselja / Ms Kylie Hobday	Airservices Australia	Delegate Sent
Mr Kevin Gould	CASA	NA
Mayor, Cr Geoff Gledhill	City of Kingston	Attended
Cr Ron Brownlees	City of Kingston	Attended
Cr Rosemary West	City of Kingston	Attended
Cr Peter Brown	City of Dandenong	Apology
Mr Tim Richardson	Office of Tim Richardson MP	Attended
The Hon. Mark Dreyfus	Office of Mark Dreyfus MP	Apology
Ms Monica Bladier	Office of Mark Dreyfus MP	Attended
Ms Clare O'Neill	Office of Clare O'Neil MP	Apology
Mr Joshua Sinclair	Office of Clare O'Neil MP	Attended
Mr Andrew Heasley	Department of State Development, Business and Innovation	Apology
Ms Marianne Richards	Department of Transport, Planning and Local Infrastructure	Tentative
Mr David Bergin	Department of Transport, Planning and Local Infrastructure	Apology
Mr Jonathan Guttman	City of Kingston	Attended
Mr Paul Ferguson	Moorabbin Airport Corporation	Attended
Ms Narelle Evans	Moorabbin Airport Corporation	Attended
Mr AJ Wackrow	Moorabbin Airport Corporation	Apology
Marc Grant	Moorabbin Airport Corporation	Apology
Alexandra Poles	Moorabbin Airport Corporation	Attended

Attachment 2

REHBEIN Airport Consulting

24 February, 2014
Our File Ref: M13198AL001
Contact: Nick Borley

Chief Executive Officer
Moorabbin Airport Corporation Pty Ltd
Airport Management Centre
Bundora Pde, Moorabbin Airport
MENTONE VIC 3194

Attention: Mr Paul Ferguson

RE: MOORABBIN AIRPORT CIRCUIT DESIGN CONCEPT FEASIBILITY

1. INTRODUCTION

REHBEIN Airport Consulting was contracted by Moorabbin Airport Corporation (MAC) to undertake a circuit design concept feasibility study. The project investigated potential options for circuit operations at Moorabbin Airport focusing on circuits to the east of the aerodrome from Runways 13L/31R and 17L/35R. The investigation stems from a number of noise complaints received by Airservices highlighting aircraft noise complaints related to the current circuit operations on Runways 13L/31R and 17L/35R.

In order to achieve the project objectives, three (3) major stakeholders were identified in the informal consultation process undertaken. They were;

- Moorabbin Airport Corporation;
- Dingley Village Community Association (DVCA); and
- Flight training organisations based at Moorabbin Airport (3)

Initially, informal and preliminary consultation was undertaken so as to test the viability of the project. A more formal and extensive stakeholder consultation process will be undertaken should the results of this project reflect scope to further develop the concepts explored.

1.1 Project Objective

The objective of the concept feasibility was the identification of potential circuit paths which are:

- Safe;
- Compliant to all relevant regulations;
- Provide best noise outcomes for local residents;
- Are consistent with Fly Neighbourly Agreements;
- Capable of delivering the aviation outcomes of the approved Master Plan; and
- Supported by responsible aviation operators.

1.2 Scope of Service

The scope of services agreed to achieve the project objectives incorporate the following steps:

- Collection and review of applicable data;
- Analysis and review of collected data to identify potential circuit options;
- Undertake initial stakeholder consultation with DVCA, key flying training organisations and regulatory authorities on proposed alternative circuit designs;
- Incorporate stakeholder feedback into alternative conceptual circuit designs; and
- Provide a written report to MAC on the findings of the process.

2. COMMUNITY CONCERN

REHBEIN Airport Consulting commenced discussion with representatives from the Dingley Village Community Association (DVCA) in early December 2013 to consider the ongoing noise issues from Moorabbin Airport circuit traffic and identify various solutions on which to seek further input into their viability with major stakeholders. The DVCA brought to our attention principally two major concerns of the community. These were:

- Continual aircraft noise as a result of repetitious circuit patterns; and
- Safety implications arising from circuit design for both pilots and local residents.

3. OPTIONS AND FEASIBILITY

Following the initial discussion with the DVCA the issues surrounding current circuit designs at Moorabbin Airport were brought to our attention. REHBEIN Airport Consulting has developed three alternative circuit designs summarised below:

- Option 1: Widen Runway 17L/35R circuit to displace the downwind leg further to the east and away from the Dingley area. (See **Figure 1** attached)
- Option 1a: Widen and elongate 13L/31R circuit to avoid residential areas. (See **Figure 2** attached)
- Option 2: Introduce a narrower circuit for runway 17L/35R to keep the downwind leg west of the residential area of Dingley. (See **Figure 3** attached)
- Option 2a Introduce a narrower circuit for runway 13L/31R to avoid residential areas. (See **Figure 4** attached)
- Option 3: Develop a 'non-standard' circuit shape for Runway 13L/31R and 17L/35R utilising industrial and green wedge areas over which the traffic pattern would fly. (See **Figure 5** and **Figure 6** attached)

The desktop developed options were presented to representatives of key resident flying training organisations at Moorabbin Airport, including the respective chief pilots and flying instructors.

Based on the feedback received, our assessment of each option is as follows.

3.1 Option 1/1a: Widening of Circuit

Widening the circuit reduces the level of protection for an emergency landing should an engine failure be experienced. At most points within the current circuit, an aircraft would be able to glide to the airport in the event of an engine failure. Widening of the circuit increases the risk of an off-airport landing in the event of an engine failure. Key operators opposed this option on the grounds of safety and to a lesser extent commercial viability. (i.e. less circuits per hour).

Increasing circuit altitude was considered, as a way of mitigating risks associated with a wider circuit. Operators claim that increasing circuit altitude would create a Moorabbin-only circuit procedure which is contrary to the national system. This would also have implications on traffic handling and over-fly procedures to the western circuit. Airservices, as the ATC service provider, and CASA, the safety regulator, would be required to approve this circuit alteration. Formal consultation with either body was not undertaken in regard to this potential change.

Operators also indicated that widening the circuit would potentially transfer the noise issue to another location rather than resolve the problem.

3.2 Option 2/2a: Narrowing of Circuit

Operators oppose the option of a narrower circuit as it confines the area available for pilots to undertake the required manoeuvring to complete the circuit operation safely. The majority of students performing circuit training are inexperienced; hence the additional workload created by a tight circuit is not conducive to a positive training environment. This is particularly evident in the concept design for Runway 13L/31R which would result in an extremely short Base and Crosswind leg of only approximately 500m.

Based on the geographic dimensions envisaged for the design of a narrower circuit, standard circuit altitudes may result in potentially high descent rates. Lowering of the circuit altitude was also considered. However, operators felt that this design increased risk if the situation arises where an engine failure occurred and added a non-standard procedure resulting in a disjointed training environment for inexperienced pilots.

3.3 Option 3/3a: Non-standard Circuit Pattern

Operators were very reluctant to consider the non-standard circuit pattern with multiple legs. The design is not conducive to a training environment; hence the circuit would be a Moorabbin-only procedure. This increases cockpit workload for both instructor and student, causing potentially safety implications. Although not tested comment was also raised on the management of circuit traffic from an ATC perspective. It should be noted that the bulk of traffic sequencing within the circuit at Moorabbin is based on the sight and follow principle. A non-standard circuit design potentially creates issues in the safe and orderly flow of traffic.

4. FURTHER CONSOLTATION

Late in February 2014 a meeting was convened with representatives from MAC, DVCA and REHBEIN Airport Consulting to report the outcomes of the project to date. The discussions were both positive and productive and it became apparent that changes of the magnitude suggested raised issues with the various stakeholders. Further alternative were suggested and discussed however remain to be examined and tested with other stakeholders. Possible alternatives include:

- Sharing of circuit operations with the western circuit;
- Adopting procedures that when conditions permit 13L/31R be the preferred operational Runway; and
- Limiting the number of aircraft permitted in the eastern circuit at any one time.

5. CONCLUSIONS

Overall, operators endeavour to conduct circuit training safely whilst remaining mindful of the Moorabbin Fly Neighbourly Agreement. Operators were extremely engaged on this matter and were all open to discussion. However, no single solution was identified that would satisfy both the noise issues raised by the DVCA and the desire for operators to safely provide effective and cost efficient training. All operators were concerned with the possible ramifications on their business should non-standard circuit procedures be introduced at Moorabbin Airport.

Should there be any queries in relation to this assessment, or if we can be of any further assistance, then please do not hesitate to contact the undersigned.

Yours faithfully
For and on behalf of
LAMBERT & REHBEIN (SEQ) PTY LTD

N. BORLEY
PRINCIPAL AVIATION CONSULTANT

Enc: Figure 1 Option 1 Typical 17L/35R v Widened Circuit.
Figure 2 Option 1a Typical 13L/31R v Widened Circuit.
Figure 3 Option 2 Typical 17L/35R v Narrower Circuit.
Figure 4 Option 2a Typical 13L/31R v Narrower Circuit.
Figure 5 Option 3 Typical 17L/35R v Non Standard Circuit.
Figure 6 Option 3a Typical 13L/31R v Non Standard Circuit.

6. ATTACHMENT A

Figure 1: Option 1: Runway 17L/35R Typical v Widened Circuit

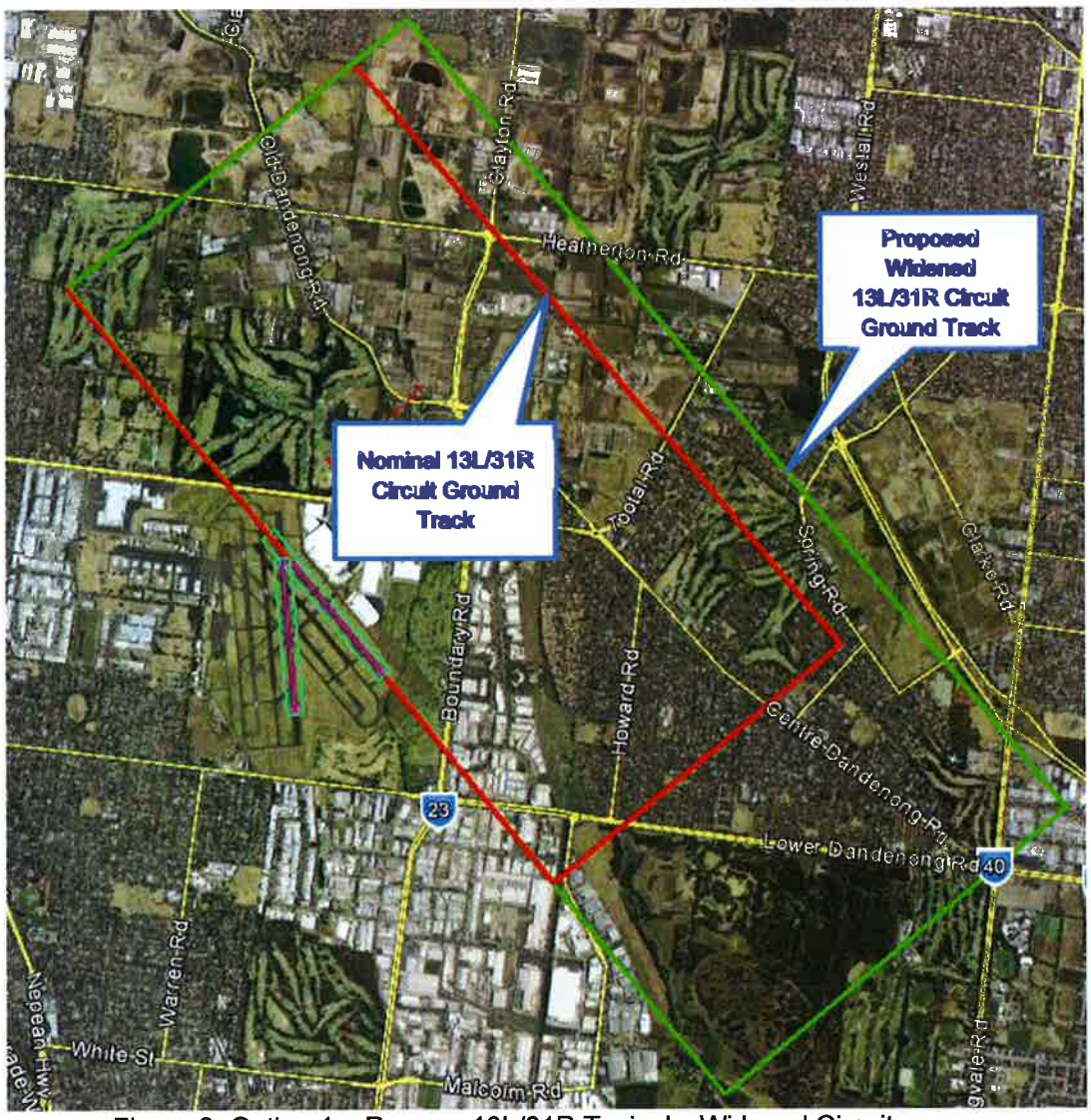


Figure 2: Option 1a: Runway 13L/31R Typical v Widened Circuit

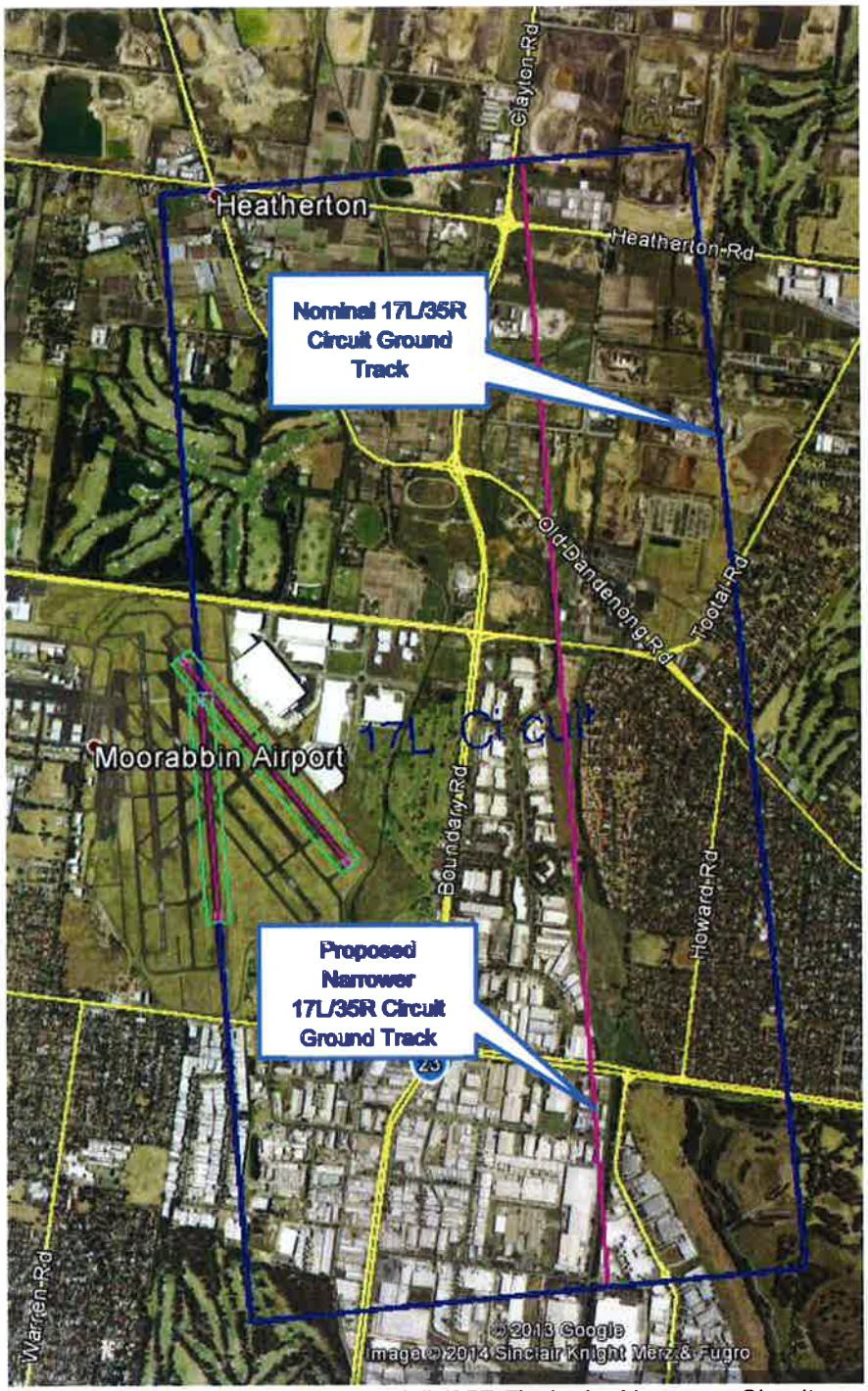


Figure 3: Option 2: Runway 17L/35R Typical v Narrower Circuit

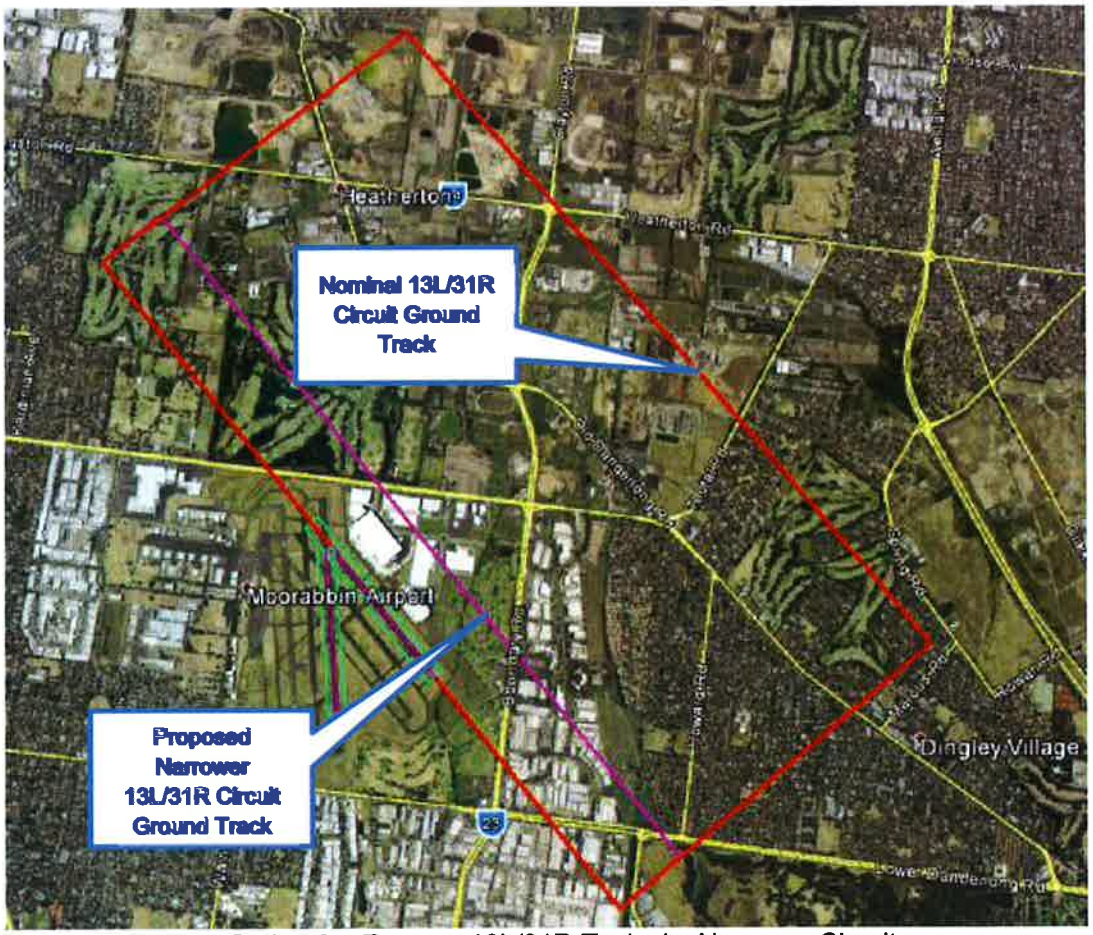


Figure 4: Option 2a: Runway 13L/31R Typical v Narrower Circuit

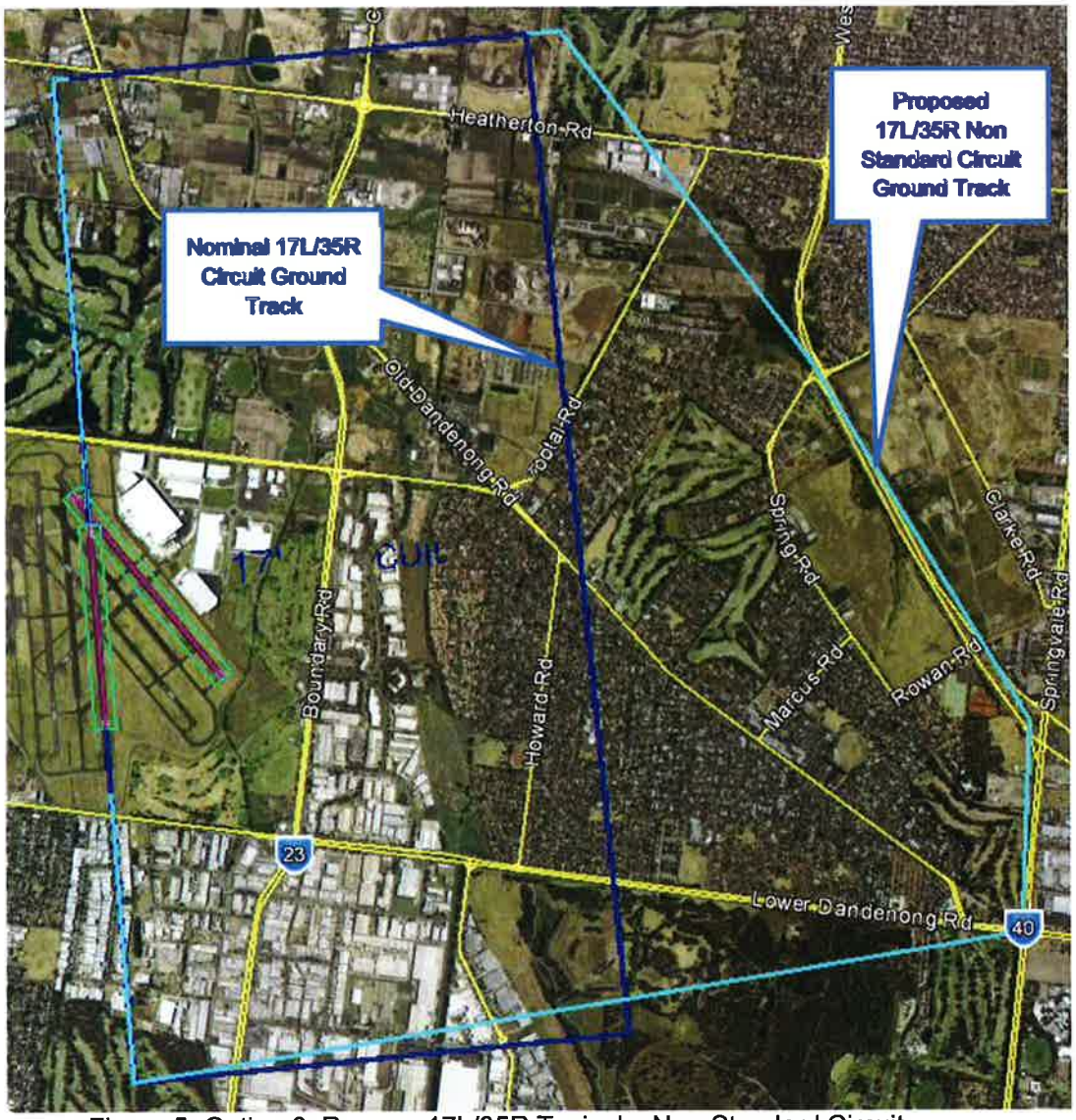


Figure 5: Option 3: Runway 17L/35R Typical v Non-Standard Circuit

Figure 6: Option 3a: Runway 13L/31R Typical v Non Standard Circuit

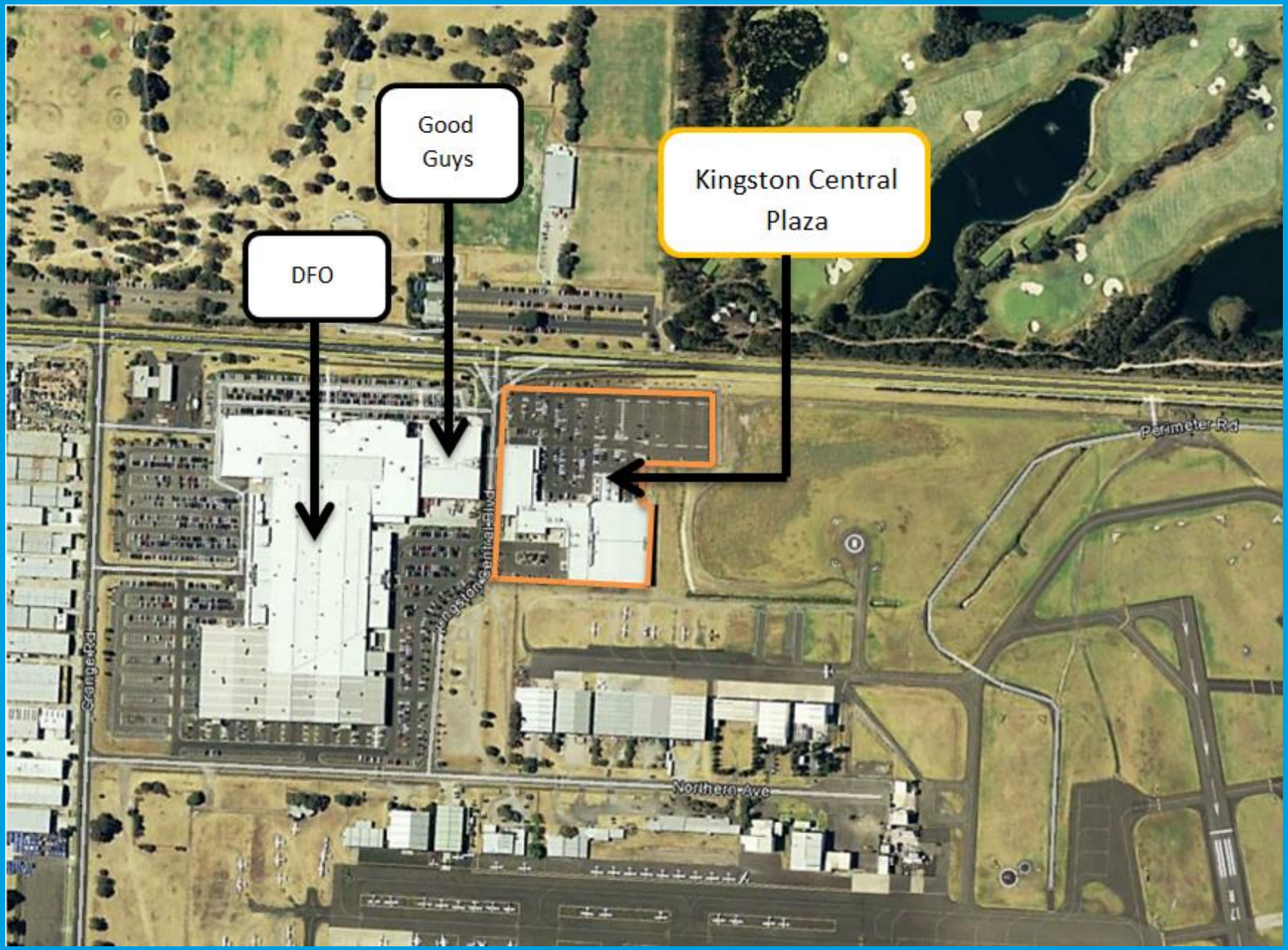
Attachment 3

Proposed Kingston Central Plaza Extension

Outline to Community Aviation Consultation Group

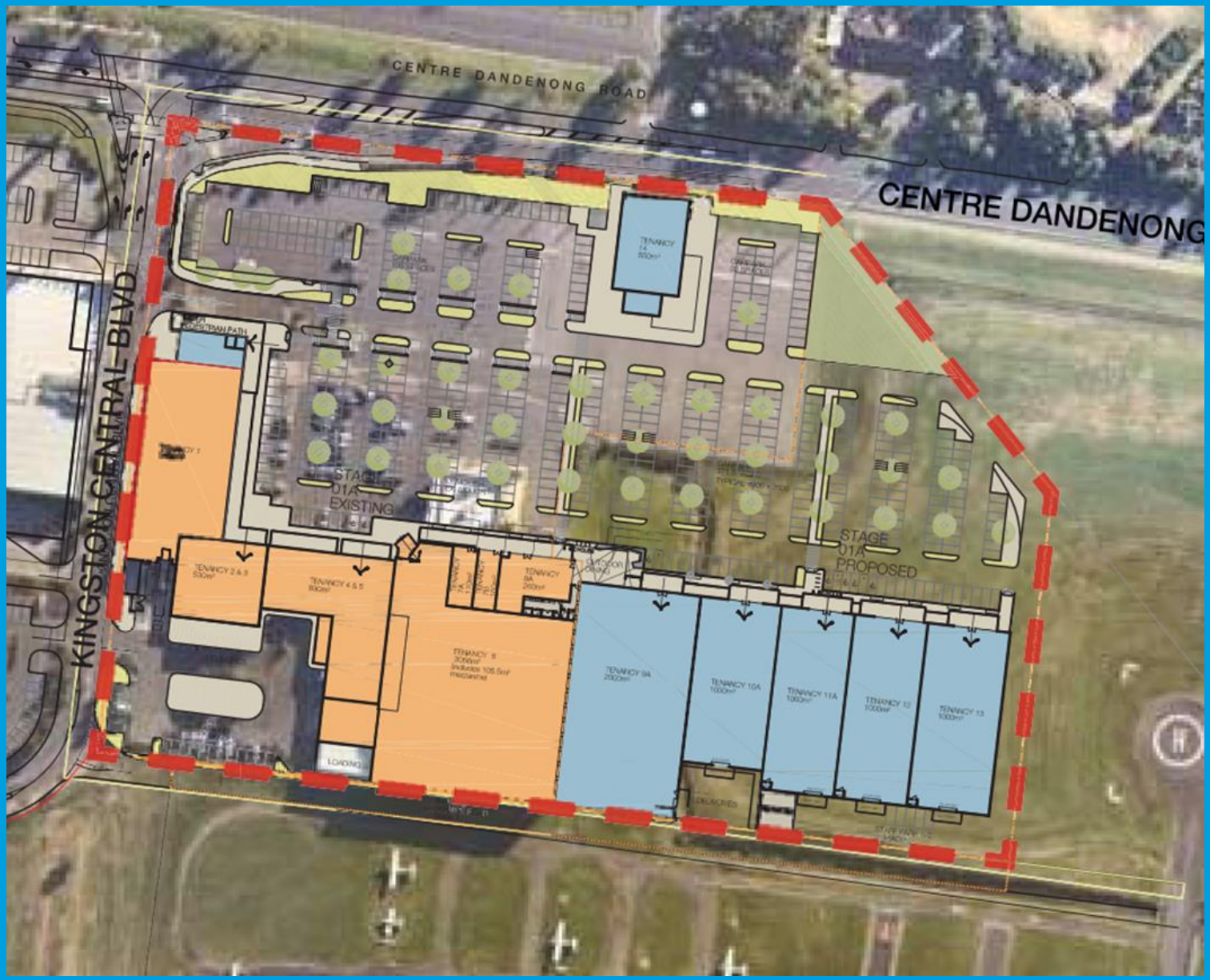
September 2015

Current Kingston Central Plaza



Current Kingston Central Plaza

Proposed Extension



Timelines

5 August 2015	Application Received
26 August 2015	Request for Further Information (RFI) made to developer
27 August 2015	Referral of application to regulators, agencies
14 September 2015	RFI response received from developer
NOW	Referral responses and community comment being received and evaluated
Late October – early November 2015	Report and recommendation to Airport in relation to development approval

Questions?

Moorabbin Airport

Moorabbin
Airport
THANK - YOU