

Community Aviation Consultation Group

Meeting Notes - Meeting No 75

Date: 08 April 2016
Meeting: 1:00 pm – 3:00 pm
Venue: Passenger Terminal, Moorabbin Airport

	Topic
1.	<p>Governance</p> <p>Introductions and Welcome Opening address and welcome by the Chair at 1pm.</p> <p>Apologies A list of member attendees and apologies is included at Attachment 1.</p> <p>Membership changes Nil reported.</p> <p>Amendment to core documents Nil reported.</p> <p>Membership status Please see the Action Item below for further detail.</p> <p>Calendar Items The next CACG meeting will be held on 24 June. The September CACG meeting has been changed and will now be held on 23 September 2016.</p> <p>Information Ministerial Communication A representative of Department of Infrastructure and Regional Development (DoIRD) advised that Minister Truss has been replaced by Minister Chester. Deputy Secretary Andrew Wilson has recently retired and a replacement will be announced shortly.</p>
2.	<p>Action items</p> <p>CACG Membership and Terms of Reference The Chair advised that the CACG Membership and Terms of Reference review is progressing well and a draft would be presented to the Group at the June meeting.</p> <p>Rotary Operator to present to CACG Presentation will be made by the Head of Operations of an on-airport Helicopter operator.</p> <p>Fly Friendly Procedure Guidelines The Group recommended an alteration to the Fly Friendly guidelines at the 5 December 2015 meeting. The Runway Safety Committee response was as below:</p> <p>“It is not practical for all aircraft within the Moorabbin airport circuit to follow the same set pattern. The reasons for this are;</p> <ul style="list-style-type: none"> • Aircraft speed – the faster the aircraft the wider the circuit will be as the aircraft is covering a greater distance as it climbs to altitude and has a wider turn

	Topic
	<p>radius. Smaller/slower aircraft can fly tighter circuits. However this is unsafe when there are a mixture of aircraft in the circuit.</p> <ul style="list-style-type: none"> • Wind speed will vary the circuit as aircraft adjust their track to allow for variations in ground speed. • Sequencing – ATC will ask aircraft to fly variations to the normal circuit pattern to allow safe separation between aircraft dependant on the number of aircraft in the circuit and their speed. This means both the width and length of the circuit will vary continuously throughout the day. <p>The runway safety committee (including CASA and ASA) all agreed that to mandate or even encourage aircraft to fly tight circuits at Moorabbin would not be a safe or practical thing to do”</p> <p>It was noted by the Group that professional pilots possess the ability to fly tighter circuits than less experienced pilots. It was stressed by the Group that the wording of the alteration to the Fly Friendly would be to ‘encourage’ rather than ‘mandate’.</p> <p>Action: Moorabbin Airport would draft an amendment to the Fly Friendly and present to the CACG.</p> <p>Action: Moorabbin Airport to re-issue the Consultant report and re-distribute the Circuit Training Reference Group feedback.</p>
3.	<p>Meeting Notes of Previous Meeting</p> <p>The meeting notes of the 5 December 2015 CACG Meeting were formally adopted and the Chair advised that these meeting notes were available on the MAC website.</p>
4.	<p>Correspondence</p> <p>Letters to the Chair</p> <p>The Chair advised that a letter was received from the Dingley Village Community Association (DVCA) regarding the above matter (Fly Friendly).</p>
5.	<p>Planning</p> <p>Draft Master Plan 2015 status update</p> <p>A representative from MAC advised that MAC will be submitting a response back to the government shortly and it is expected that the Master Plan may be approved by mid-2016.</p> <p>Development</p> <p>A representative from MAC presented on airport developments.</p> <p>Costco</p> <p>Costco is open and trading well.</p> <p>South-West corner works</p> <p>Street landscaping has been completed and the building was handed over prior to Christmas.</p> <p>Duigan Drive</p> <p>Duigan Drive reached practical completion prior to Christmas.</p> <p>Kingston Central Plaza (KCP) Redevelopment</p> <p>Earthworks will be commencing shortly.</p>

	Topic
	<p>Chifley New Warehouse Construction of the warehouse is due to commence in April 2016.</p> <p>Chifley Drive Extension Telstra cable has to be relocated before Viva Energy can commence work on the pipe. Telstra have called for tenders for the works, estimated works to commence June 2016. Viva Energy have appointed a contractor to complete the pipe required works to be undertaken once the Telstra cable has been relocated.</p> <p>Infrastructure Mordialloc Settlement Drain Completed. This will be handed over to Melbourne Water after two summers.</p> <p>FareShare Kitchen Garden Garden beds have been constructed and soil delivered. Shelter and seating for volunteers to be installed in April 2016.</p>
6.	<p>Operations Airport Operations Manager Report A representative of MAC advised:</p> <ul style="list-style-type: none"> • 5 written noise related complaints were submitted to MAC since the last CACG and all were addressed – no deliberate breaches were found. • Moorabbin Airport aircraft movements were 259,000 from February 2015 to January 2016 • No major incidents have been reported since the last CACG.
7.	<p>Media Coverage Articles A MAC representative stated that Moorabbin Airport media coverage since the last CACG encompassed items including the recent aircraft accident at Barwon Heads, Fareshare, Westpac Rescue Helicopter, the Museum events and development.</p>
8.	<p>Community Support Museum A representative of the Museum updated the CACG as follows:</p> <ul style="list-style-type: none"> • The WW1 gallery opened. The focus of the gallery is the action of Victoria in WW1. • New acquisitions are focusing on Australian design and manufacture. • The Southern Autistic Day was a success with students and families. experiencing a day out at the airport. Now in its 25th year. • An aviation-themed show, presented by a local theatre group will be running from April 14th-23rd. • The Aviation Swap Meet has doubled in size this year – all the tables have been booked out. <p>Royal Victorian Aero Club (RVAC) A representative of the RVAC presented to the Group regarding the Annual Dawn Patrol and Able Australia Day and noted that it was good that the airport is becoming a community feature. A Councillor complimented the RVAC on their renovations.</p>

	Topic
	<p>Other Events A representative of MAC updated the CACG on events including Clean-Up Australia Day, sponsorship of the Moorabbin Primary School Fete, the Australian Airports Association Vic Division Meeting and the upcoming Moorabbin Airport Aviation Careers Day.</p>
9.	<p>Presentations</p> <p>Rotary Operator Presentation A representative from Professional Helicopter Services (PHS) presented on helicopter operations at Moorabbin Airport. The presentation is included as Attachment 2.</p> <p>PHS have recently altered their approach/ departure paths at the airport. This maximises forced landing zones and minimises prolonged operations over residential areas. The Group were in favour of the altered path and sought guidance on how other helicopter operators could be encouraged to introduce similar changes.</p> <p>A Councillor requested the flight path be altered to avoid overflying Waterways. PHS stated they would investigate moving the flightpath further north.</p> <p>The Councillor also asked if a change in circuit path was possible. PHS confirmed that the circuit path for helicopters is the same pattern as the circuit path for all other aircraft.</p> <p>Airservices Presentation A representative from Airservices Australia (AsA) presented on helicopter operations at Moorabbin Airport. The presentation is included as Attachment 3.</p>
10.	<p>Other Business</p> <p>Late Items for future consideration The Chair advised of several items for the Group to consider:</p> <ul style="list-style-type: none"> • Speaker for the June meeting. The Group was asked to contact the Chair or MAC with any suggestions. • CACG Chairs Forum. The Group was asked to consider which topics or issues they wish the Chair to raise at the October meeting. <p>Deferred discussions from during CACG meeting None.</p> <p>Question time No questions.</p> <p>The meeting was closed by the Chair.</p> <p><i>David Hall</i></p> <p>.....</p> <p>Chair Attachments:</p> <ul style="list-style-type: none"> • Attendance and Apologies • Rotary Operator Presentation • Airservices Australia Presentation

Moorabbin Airport CACG

Last Updated 30-3-2016



Organisation Type	Organisation/Group	CACG 8/04/2016
Other	Independent Chair	Attended
Community	Australian National Aviation Museum	Attended
Community	Dingley Village Community Association	Attended
Community	MARA - Moorabbin Airport Residents Association	Attended
Community	Individual - (Former Member of Dingley Heatherton Village Resident Group - now disbanded)	Attended
Community	Mordialloc Village Committee (now disbanded)	Attended
Aviation Operator	Avia Aircraft	NA
Aviation Operator	Blue Demon Aviation	NA
Aviation Operator	CAE Oxford Aviation	Apology
Aviation Operator	Ground Effect Aviation Pty Ltd	NA
Aviation Operator	Ground Effect Aviation Pty Ltd	NA
Aviation Operator	Kirkhope Aviation	Apology
Aviation Operator	Royal Victorian Aero Club	Attended
Aviation Operator	Tristar Aviation	Attended
Aviation Operator	Melbourne Flight Training	NA
	Professional Helicopter Group	Presented
Airport Based Business	Novion (formerly Colonial First State - DFO)	Apology
Airport Based Business	DFO	Apology
DIRD	Department of Infrastructure and Regional Development	Apology
	Department of Infrastructure and Regional Development	Apology
	Department of Infrastructure and Regional Development	Apology
	Department of Infrastructure and Regional Development	Apology
	Department of Infrastructure and Regional Development	Attended
Airservices Australia	Airservices Australia	NA
	Airservices Australia	NA
	Airservices Australia	NA
	Airservices Australia	Attended
	Airservices Australia	Attended
CASA	CASA	
Elected Representative - Local	City of Kingston	Appologu
	City of Kingston	Attended
	City of Kingston	Attended
	City of Kingston	Appologu
	City of Kingston	Appologu
Elected Representative - Local	City of Dandenong	Attended
Elected Representative - State	Office of Tim Richardson MP	Apology
Elected Representative - Australian	Office of Mark Dreyfus MP	Apology
	Office of Mark Dreyfus MP	Attended
Elected Representative - Australian	Office of Clare O'Neil MP	NA
	Office of Clare O'Neil MP	NA
Department Officer - state	Department of State Development, Business and Innovation	NA
	Department of Environment, Land, Water & Planning	Attended
	Department of Environment, Land, Water & Planning	Attended
Department Officer - local	City of Kingston	Attended
Moorabbin Airport Corporation	Moorabbin Airport Corporation	Attended
	Moorabbin Airport Corporation	Attended
	Moorabbin Airport Corporation	Attended
	Moorabbin Airport Corporation	Attended
	Moorabbin Airport Corporation	Attended



CACG

Professional Helicopter Services
At Moorabbin Airport

Friday 8th April 2016

— *PHS* —

Summary of PHS

- Helicopter CPL and PPL Licence Training
- Theory Training for CPL and PPL
- Aerial work including Photography, Surveying, Sling Loading operations
- Commercial Charter
- Scenic Flights
- Fire Fighting
- Powerline Inspections
- Engineering and Maintenance

Types of PHS Helicopters

Training Helicopters include;

- Hughes 300
- Robinson R22



Types of PHS Helicopters

Operational Machines include;

- Robinson R44



PHS

Types of PHS Helicopters

Operational Machines include;

- EC130



Types of PHS Helicopters

Operational Machines include;

- AS350



Types of PHS Helicopters

Operational Machines include;

- AS355



Types of PHS Helicopters

Operational Machines include;

- B206L



PHS

Types of PHS Helicopters

Operational Machines include;

- B206



Procedures to enter and exit YMMB control zone

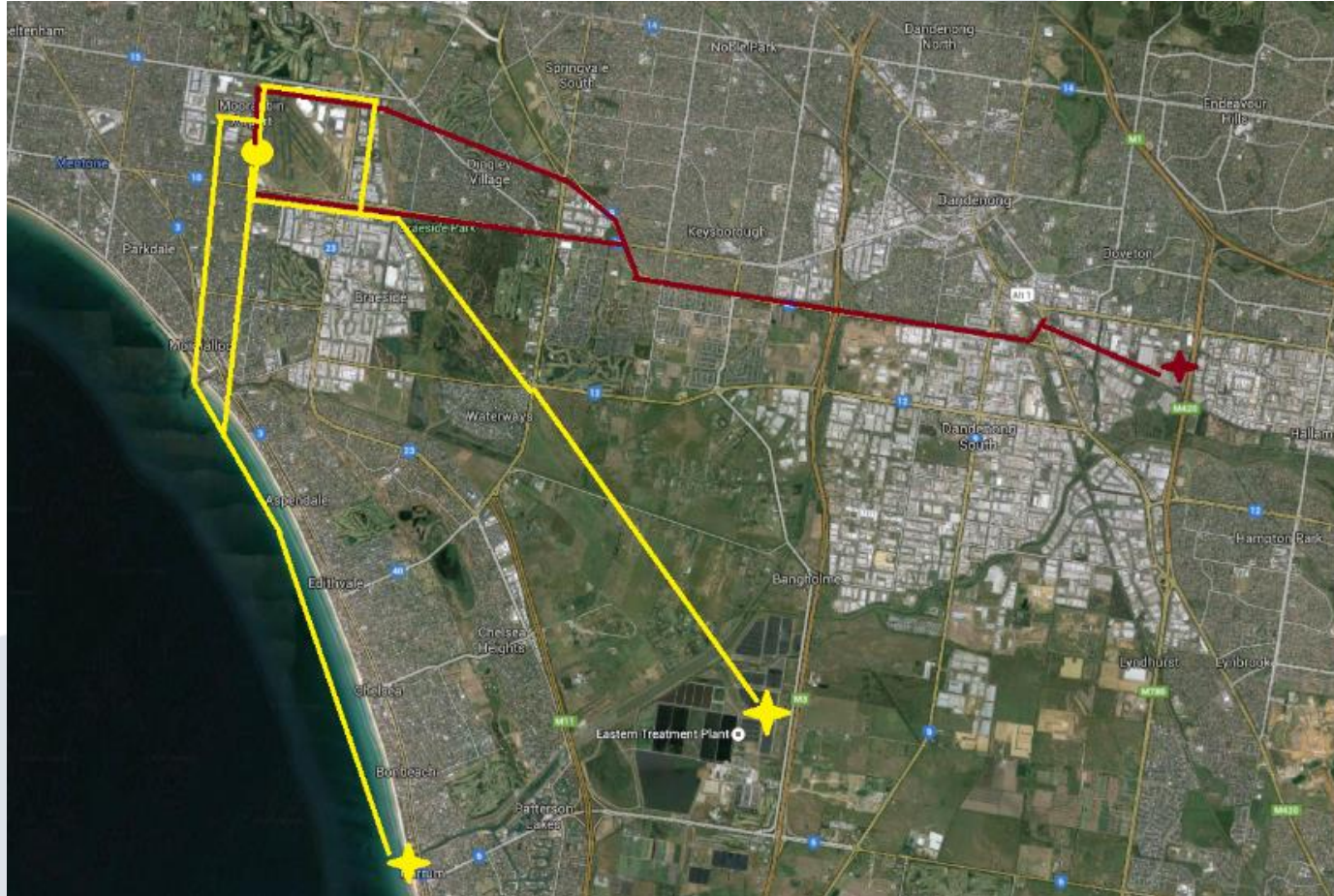
Enter;

- Report at VFR reporting points (Carrum, GMH, Sewerage Works, Academy, Brighton) at height 700ft AGL
- Join circuit at 700ft

Exit;

- Report HLS and intended direction of departure
- Leave circuit at 700ft

Procedures to enter and exit YMMB control zone



Yellow indicates current approach paths

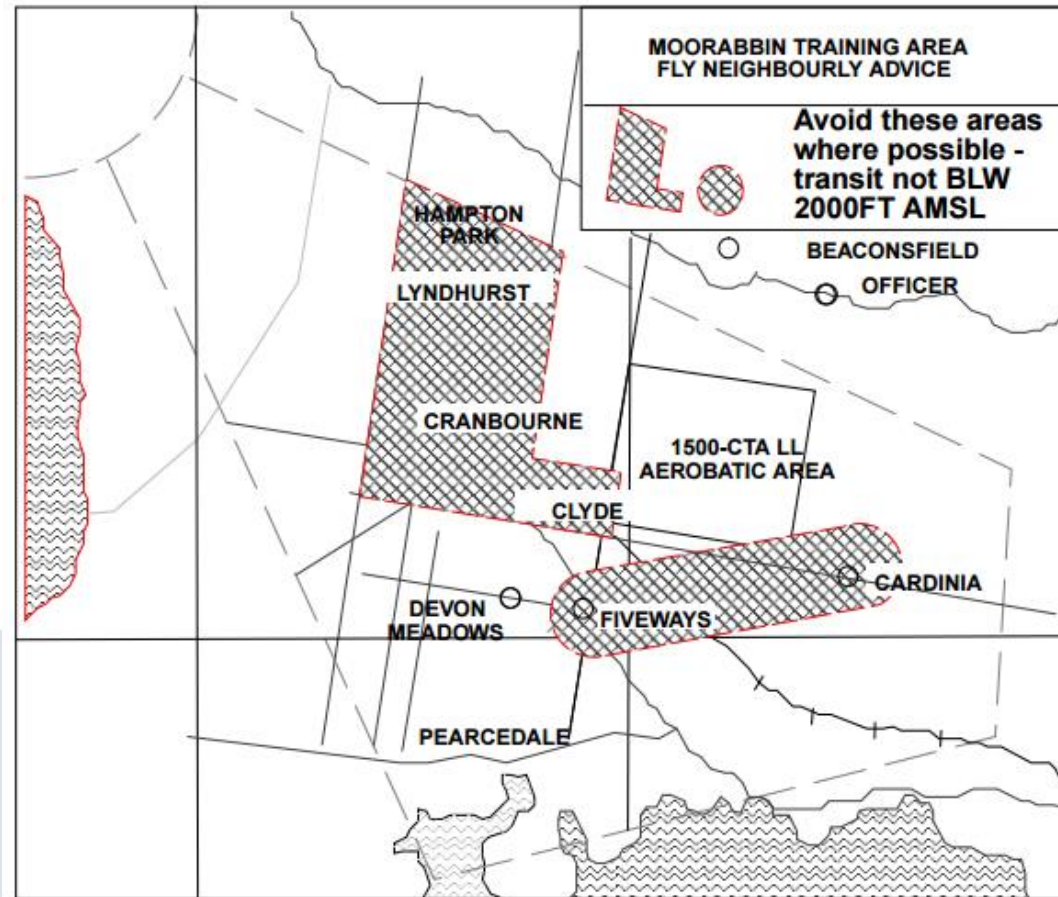
Red indicates
superceded approach
path

Reporting points
indicated by a star

Q: Is there any type of 'Fly Friendly' program pilots are encouraged to adhere to?

- All pilots and students are encouraged to 'fly neighbourly' to avoid flying directly over residential properties
- All efforts are made to fly over green space where feasible

Moorabbin Training Area Fly Neighbourly Advice



Moorabbin Training Area Fly Neighbourly Advice

The ERSA Special Procedures FN5 Moorabbin Training Area Fly Neighbourly Advice state;

- Pilots requested to avoid the following urban areas;
 - Hampton Park / Lyndhurst / Cranbourne and within circles of 1NM or Cardinia and Five Ways
 - Or not operate below 2000 ft over these areas
- Minimise aerobatic procedures below 3000 ft in the aerobatic area after 1000
- Observe recommendation;
 - No air training activity in the Moorabbin Training area after 1000
 - Farm and other buildings should not be used as reference points for training manoeuvres

Q: What are the circuit flying hours?

- Weekdays circuit training is permitted between
0800 – 2100 local time
- Weekends and Public Holidays circuit training is permitted between
0900 – 1800 local time or last light (whichever is sooner)

This is in accordance with the Noise Abatement Procedures in the ERSA

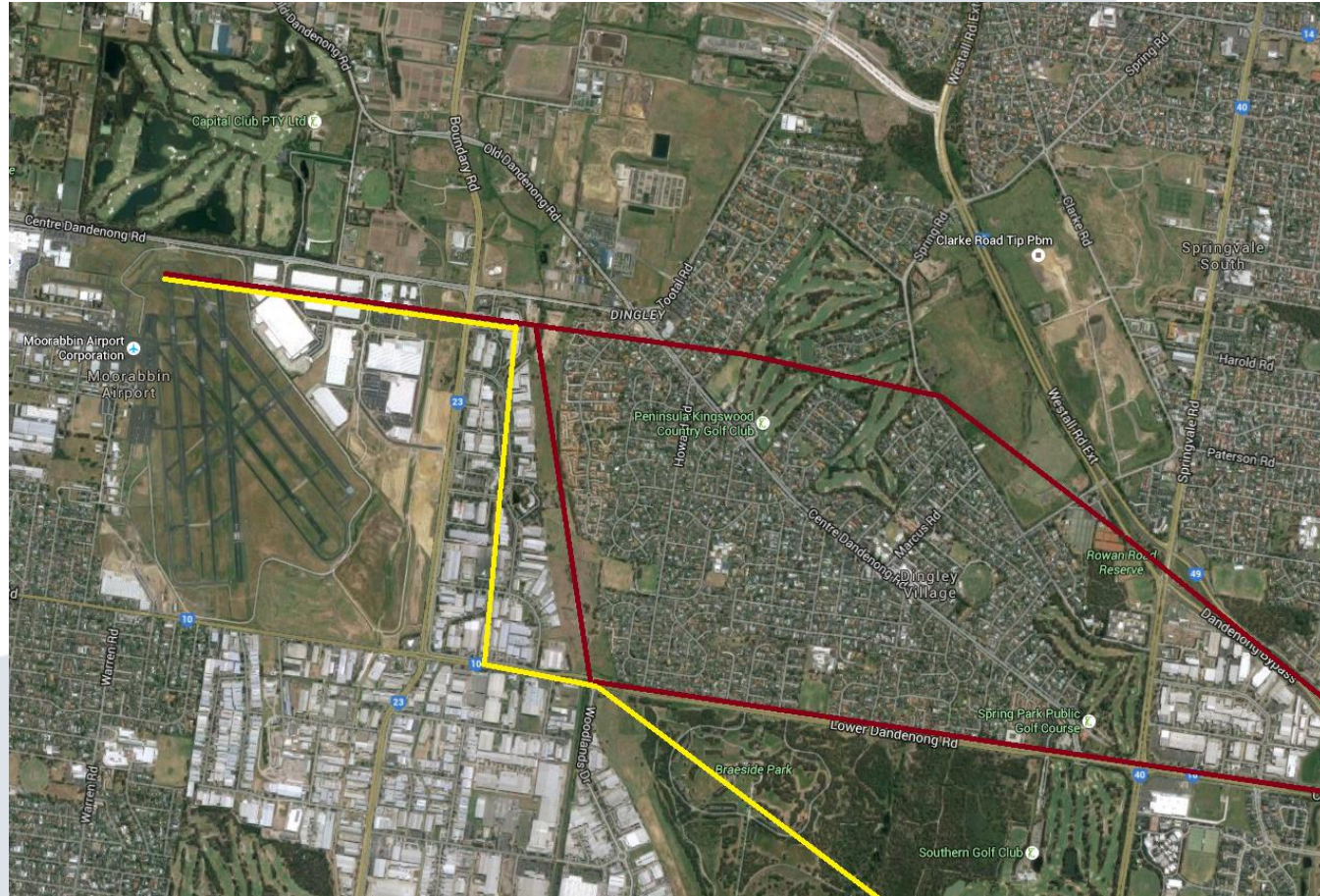
Q: Do trainees fly circuits and what are the route/s available to them?

Blue depicts 13/31 circuit patterns



Yellow depicts 17/35 circuit patterns

Dingley Village



Former approach paths indicated in
red

Current approach paths indicated in
yellow

Q: What are the number of flights over Dingley Village?

(this appears to mainly affect residences between Howard Rd and the airport).

Q: General Overview of Helicopter Training

- Students learn the general handling procedures under instruction over the training area and in the circuit area of Moorabbin Airport
- Student learn the circuit procedures and aerodrome approaches for Moorabbin airport
- Students fly solo in the circuit pattern, then within the training area

Q: General Overview of Helicopter Training (continued)

- Students advance to navigation initially in the training area
- Students then progress to navigation outside of the training area including other aerodromes such as Essendon and regional CTAF aerodromes

Q: General Overview of Helicopter Training (continued)

Hour Requirements for CPL;

- 40 Hrs Dual
- 25 Hrs Solo
- 15 Hrs Dual Cross-Country
- 10 Hours Solo Cross Country
- 3 Hrs Low Level
- **105 Total Hrs**

Professional Helicopter Services

Thank-you for your time

— *PHS* —

Moorabbin CACG

8 April 2016

Rhiannon Eddy
Community Relations

Noise Complaints

Recorded Moorabbin Airport Complainants by Suburb

Moorabbin Airport				
Suburb	Q1 2015	Q2 2015	Q3 2015	Q4 2015
Dingley Village	14	7	10	6
Mordialloc	7	3	1	1
All Other Complainants	27	21	24	29
Total Complainants	48	31	35	36

Issues (in order):

- Helicopters
- Circuit Training
- General Aircraft Noise
- Night Movements
- Scenic Operators
- Aircraft Height

Noise Complaints

1 January 2016 – 7 April 2016

91 Complaints, 47 Complainants

Issues:

- General Aircraft Noise
- Helicopters
- Increased Movements
- Circuit Training
- Aircraft Height
- Fly Neighbourly Agreement

New Noise Reports

- Airservices Australia upgraded its Noise Complaints Management System. As part of the upgrade, improvements have been made to the monthly noise complainant reporting to increase the focus on the 'issue' rather than the complainant.
- The new reporting format will commence this year, with January and February reports provided in the next two weeks.
- Noise reporting for October – December 2015 will be recorded in the [Q4 Aircraft Noise Information Reports](#) only

- Noise monitoring was conducting between October and December 2014. Was first on the schedule for Regional Airports.
- 12 Airports to have temporary Noise monitoring.
- Moorabbin Airport will come up on the schedule again once all other regional airports have had temporary noise monitoring.