

# Community Aviation Consultation Group

Meeting Notes - Meeting No 78

**Date:** 2 December 2016  
**Meeting:** 1:00 pm – 3:00 pm  
**Venue:** Australian National Aviation Museum, Moorabbin Airport

	Topic
1.	<p><b>Governance</b></p> <p><b>Introductions/ Apologies</b>  Opening address and welcome by the Chair at 1pm.  A list of member attendees and apologies is included at <i>Attachment 1</i>.</p> <p>The Chair congratulated Cr. Rosemary West on behalf of the Group for her appointment as Deputy Mayor of the City of Kingston Council and for her appointment as the Councilor representative to the CACG.</p> <p>The Chair acknowledged Cr. Ron Brownlees for his ongoing support of the Moorabbin Airport CACG.</p> <p>The Chair advised the Group that Paul Canavan would be representing Stuart Rushton (RVAC) at the meeting.</p> <p>The Chair acknowledged the significant contribution of Charmaine Crisp from Moorabbin Airport Corporation (MAC) to the running of the CACG.</p> <p><b>Membership changes</b>  As above.</p> <p><b>Amendment to core documents</b>  Terms of Reference, including Membership will be adopted at the March 2017 meeting.</p> <p><b>Calendar Items</b>  The next CACG meeting will be held on 31 March 2017.</p> <p><b>Information Ministerial Communication</b>  Nil reported.</p>
2.	<p><b>Minutes of Meeting</b>  The meeting notes of the 30 September 2016 CACG Meeting were formally adopted and the Chair advised that these meeting notes were available on the Moorabbin Airport Corporation website.</p>
3.	<p><b>Priorities of Meeting</b>  The Chair outlined the priorities for the meeting.</p>
4.	<p><b>Correspondence</b>  <b>Letters to the Chair</b></p>

	Topic
	None.
5.	<p><b>Action items</b></p> <p><b>Draft CACG Membership and Terms of Reference</b>          The Chair confirmed that both the Terms of Reference (TOR), including the membership application form were uploaded to the Moorabbin Airport website and a copy had been emailed to Councilor RW.</p> <p>The Chair advised that several comments had been received regarding the implementation of membership changes. Members of the Group questioned how the ongoing membership of individuals that are not representative of a group would be handled. The Chair stated that he would invite several members to continue their contribution to the Group as guests of the CACG.</p> <p>A member of the Office of Mark Dreyfus MP suggested that Federal and State members should be included as members of the CACG. The Chair and Group agreed.</p> <p>The Chair proposed adopting the TOR and uploading them to the website.</p> <p><b>Moorabbin Airport Land Use (CAE)</b>          A representative of MAC updated the Group on land use for the upcoming CAE accommodation building works (to accommodate 150 student pilots). It was stated that the Moorabbin Airport Master Plan 2015 allows for aviation student accommodation to be built in the proposed location. It was confirmed that Moorabbin Airport is in the Green Wedge location however is not part of the Green Wedge zone. It was stated that the Master Plan is also consistent with the State Planning Scheme. A copy of a briefing note on the matter was made available to all CACG attendees.</p> <p><b>Amendment to Fly Friendly Procedure Guidelines</b>          A representative of MAC stated that the Fly Friendly Guidelines had been amended and were uploaded to the Moorabbin Airport Corporation website.</p> <p>A member of the Group was concerned that moving the traffic from one location to another would affect other Dingley Village residents. The Chair stated that the recommendation of the working group had been implemented as requested.</p> <p><i>Action: Distribute updated Fly Friendly with the meeting minutes.</i>  <i>Action: Integrate Fly Friendly into ERSA if applicable.</i></p>
6.	<p><b>Planning</b>          A representative from MAC updated the Group on the following matters:</p> <p><b>Development</b>  <b>South West corner works</b>          Steel should be installed over the next 1-2 weeks on the new 9000sqm warehouse with small office. A new drainage system was installed to facilitate the works.</p> <p>The Southern Basin retention was increased in size. Water flows from north to south.</p>

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	<p><b>KCP Redevelopment</b>          Works are complete and the Grand Opening will occur on 10th December which will include face painting, sausage sizzle etc. All Group members, family and friends are welcome.</p> <p><b>Chifley New Warehouse</b>          Works are ongoing and due for completion in February 2017. Inclement weather has delayed works.</p> <p><b>Chifley Drive Extension</b>          Works have commenced. However Viva Energy found a previously unknown live Telstra cable when the works commenced which may delay the works. Contractors return to site next week to commence the intersection crossover. Traffic management will be in place on Boundary Road during this time. Estimated completion is 6 weeks due to Christmas break.</p> <p><b>LDR Intersection</b>          A new intersection has been proposed on Lower Dandenong Road (mid-way down) to facilitate an airport internal road.</p> <p>A member of the Group questioned which authority is responsible for traffic light timing (Vic Roads). The Chair suggested inviting a representative from Vic Roads to attend a CACG meeting.</p> <p><b>CAE Oxford Development</b>          Student accommodation was discussed earlier in the meeting. The flight training office to the south of the MAC terminal is in the planning phase with construction due to commence in March 2017.</p>
7.	<p><b>Airservices Update</b>          A member of Airservices updated the Group as follows:</p> <ul style="list-style-type: none"> <li>• Over last 6 months have gone through substantial re-structure, losing 20% of staff. Restructure will continue over next 12 months</li> <li>• 24 noise complainants over last quarter (July – September).             <ul style="list-style-type: none"> <li>○ 2 main issues, general aviation and traffic, training.</li> <li>○ Majority of complainants were from Cheltenham.</li> <li>○ A new issue cited by complainants is aircraft arriving between 11pm and 6am.</li> </ul> </li> <li>• Noise reporting will change             <ul style="list-style-type: none"> <li>○ Reports will be issued over the internet</li> <li>○ Interactive reports</li> <li>○ Should be ready by end of year (once complete, Airservices will send a link to CACG for distribution).</li> </ul> </li> </ul> <p>Members of the Group were told that the intention is to reduce response times to complaints. Approximately 5% of aircraft are not equipped with transponders which makes tracking of those aircraft difficult.</p> <p>A member of the Group requested noise monitors to review the effectiveness of changes to the Fly Friendly.</p>

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	<i>Action: Airservices will request the noise monitors and will report back at the next meeting.</i>
8.	<p><b>Airport Manager Report</b></p> <p>A representative from MAC updated the Group on the following matters:</p> <p><b>CASA Audit</b> 3 CASA auditors visited over 4 days. They audited 5 operational manuals and approximately 50 of our systems and processes including work safety, AEP, obstacle control, safety inspections. The final report is pending however the exit interview indicated that the airport facilities are serviceable and safety outcomes are being met.</p> <p><b>AAA Safety Award</b> Moorabbin Airport was awarded the Metro Airport, AAA Safety Award for the Runway Safety Project. The project was an airport aviation community effort which aimed to reduce the number of incursions at Moorabbin Airport and resulted in a 50% reduction in runway incursions.</p> <p><b>New Safety Initiative</b> CASA and MAC are now partnering in a new initiative. Instruction Markings will be implemented at selected 'hot spots' on the airport in an effort to further reduce runway incursions.</p> <p><b>AEP (Aerodrome Emergency Plan) Exercise</b> The annual AEP exercise was conducted. This year was a table top exercise that included participants from Airservices Australia, aviation training providers, a commercial tenant, City of Kingston and emergency services. The exercise highlighted that the plans are robust however the challenges are to ensure emergency services continue to be familiar with the site and ensure that we have current contact lists etc.</p> <p><b>Vic Police Familiarisation</b> The Victorian Police visited the airport for a familiarisation. A group of 20 police officers attended for a presentation and site tour.</p> <p><b>Fire Season</b> The fire season is almost upon us and the airport is mowing and clearing to prepare. Over 30 aircraft at the airport are involved in fire response. This year, flowing from an SES request, the Erikson Skycrane will be located at the airport from just prior to Christmas which will allow a response to South-Eastern part of the state. 5-6 staff will be based on site. Aircraft will be largely located on the ground however MAC is meeting with the crew next week to educate them on Fly Friendly procedures.</p> <p>The Chair requested information regarding the Skycrane be included on the MAC website.</p> <p><i>Action: MAC to include information regarding Skycrane on the MAC website.</i></p>



Topic
<p><b>Movements</b> Aircraft movements to August 2016 averaged just over 20,000 per month. July/ August figures were around 18,000. The wetter weather made an impact on movement numbers.</p> <p><b>Aviation Capital Works</b> The MAC Board has approved the Capital Plan of over \$1m which will roll out over the next 3-4 months. Works will include re-sealing the 2 main runways which are over 40 years old. Airport lighting upgrades will also continue as will pavement repairs. The Terminal Apron will be expanded by 9,000sqm.</p> <p><b>Training</b> Moorabbin Airport continues to be an important center for aviation training in the region. MAC continues to support Swinburne's Aviation Management course – particularly aviation marketing subject. Approx. 100 students attend the course and MAC participated in lectures, briefings and site tours.</p> <p>The Government has approved supporting an aviation program at Westall Secondary College commencing in 2017 for students in years 7-12. 25 students have already registered for the program and MAC is providing some sponsorship.</p> <p>The Chair suggested the Group ask the college if they would like to nominate a student to attend the CACG. An officer of Kingston Council offered to facilitate the student representative.</p> <p><i>Action: A member of Council to facilitate attendance of student representative from Westall Secondary College.</i></p> <p><b>Circuit Project</b> MAC have engaged a consultant to investigate the possibility of providing circuit training breaks on the eastern side of the Moorabbin Airport circuit. Members of the Group are asked to contact MAC should they be interested in participating.</p> <p><i>Action: Members of the Group interested in participating in the Circuit training study to contact MAC.</i></p> <p>A member of the Council stated that when airport trees were cleared from the Boundary Road fence, members of the CACG were told offset re-planting would occur.</p> <p>Members of MAC stated that tree planting has occurred with the new developments with an average of 50 trees and a couple of thousand shrubs per development.</p> <p>The Chair stated that the MAC Environment Officer had outlined the planning for tree planting at the December meeting two years ago and suggested MAC revisit this and report back to the Group.</p> <p><i>Action: MAC to revisit the 'tree planting' report from the MAC Environment Officer and report back to the Group at the next meeting.</i></p>

9.	<p><b>Community Support</b></p> <p><b>Museum</b>          A representative from the Museum presented on events at the Museum. The Family Open Cockpit Day exceeded 4,500 people, mostly young families. This was triple the number of attendees compared to 2015. Next year, the event will be run over two days with participants including the Royal Vic Aero Club, the Australian Air League and the Royal Flying Doctor Service.</p> <p>The Commonwealth Aircraft Corporation (CAC) 80<sup>th</sup> Anniversary reunion occurred with over 300 ex-employees attending. The CAC became a part of Boeing and Boeing have awarded \$10,000 sponsorship to the Museum to fund youth engagement. The first member to be awarded sponsorship is from the La Trobe valley and learning about composites etc. has now aided him in gaining an apprenticeship.</p> <p><b>Royal Victoria Aero Club (RVAC)</b>          A representative from the RVAC presented on events at the RVAC including the Young Eagles program which has now been running for 12 years. Sponsored by MAC and Airservices, 20 young children were first lectured by special guests from the RAAF and Virgin Airlines on careers in aviation before being taken for a flight. To date, the program has flown almost 1800 children of which 50 have now commenced flight training. One is now a First Officer of a 737 with Ryanair and another is a trainee Air Traffic Controller.</p> <p>RVAC also host 'Able Day in the Sky' together with Able Australia. At the next event, RVAC are expecting 30 people with disabilities will attend.</p> <p>The RVAC representative thanked the Kingston Council for the grant that provided a laptop to facilitate the Young Eagles program.</p> <p><b>Australian Air League</b>          The Chair read an update on behalf of the Australian Air League (AAL). The Victoria Group of the AAL held their annual Group Review at Moorabbin Airport in September with over 200 cadets, parents and friends attending.</p> <p>Over the past two months, 3 separate Air League squadron flying days have been held out of Tristar Aviation at Moorabbin with over 50 Officers, cadets and parents from various squadrons experiencing a scenic flight around the local area.</p>
10.	<p><b>Other Business</b></p> <p><b>Late Items for future consideration</b>          None.</p> <p><b>Other business</b>          None.</p> <p><b>Deferred discussions from during CACG meeting</b>          None.</p> <p><b>Question time</b>          The member for the Mordialloc Village Committee stated that Centre-Dandenong Road has shared bike paths and requested the Council install a pedestrian and bike path. He also stated that the Goodman advertising sign on the corner of Centre-</p>

Dandenong Road and Boundary Road, blocks the view of pedestrian/ traffic at the intersection.

*Action: MAC to review the Goodman signage on the corner of Centre-Dandenong Road and Boundary Road and report back to the CACG.*

The meeting was closed by the Chair at 2:25pm.

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Chair

Attachments: Attendance and Apologies, Fly Friendly, Skycrane article.

CACG Attendance		
Organisation/Group	Full Name	CACG 2/12/2016
Independent Chair	Mr David Hall	Attended
Australian National Aviation Museum	Mr Ashley Briggs	Attended
Dingley Village Community Association	Mr John Cincotta	Attended
MARA - Moorabbin Airport Residents Association	Miss Karen Hastings	Attended
Individual - (Former Member of Dingley Heatherton Village Resident Group - now disbanded)	Mr Bruce Reynolds	Attended
Mordialloc Village Committee (now disbanded)	Mr Ian Baldock	Attended
Royal Victorian Aero Club	Mr Paul Canavan	Attended
Department of Infrastructure and Regional Development	Mr Cameron Rimington	Attended
Airservices Australia	Mr Craig Allan	Attended
Airservices Australia	Mr Chris Bren- Clarke	Attended
City of Kingston	Cr Rosemary West	Attended
Office of Mark Dreyfus MP	Ms Monica Bladier	Attended
City of Kingston	Mr Jonathan Guttman	Attended
Moorabbin Airport Corporation	Mr Paul Ferguson	Attended
Moorabbin Airport Corporation	Ms Narelle Evans	Attended
Moorabbin Airport Corporation	Mr John Nahyna	Attended
Moorabbin Airport Corporation	Ms Alexandra Poles	Attended





# Fly friendly

A good neighbour in the sky



Moorabbin Airport





## Fly friendly

Moorabbin Airport is committed to being a good neighbour in the sky.

We have developed the Fly Friendly program to support flying activities that are considerate of local residents.

The Fly Friendly program identifies practical measures to decrease noise, such as using the least noise-sensitive runways, providing a special test area for aircraft maintenance, limiting training hours and flights over residential areas, and promoting the good behaviour of pilots.

## Limiting training hours

Moorabbin is a significant base for flight training in Victoria.

A vital part of flight training is “circuit training”, which involves repeated take-offs and landings, and flying along a designated path that is within sight of the airport at all times (this is known as an “airfield traffic circuit”).

These circuits are designed for air safety, so that pilots will know where to expect other air traffic, and be able to see and avoid it.

To decrease the noise impact on airport neighbours, circuit training hours are limited to:

Winter	Monday to Friday 8am - 9pm
	Weekends 9am- 6pm or last light, which ever is sooner

Daylight savings

Monday to Friday 8am -10pm  
Weekends 9am-6pm or last light, which ever is sooner

*Note: Moorabbin Airport operates 24 hours a day. Non-training aircraft departing or returning to the airport are not subject to these training limits and may still need to fly around a circuit to land safely.*



## Flying high to lessen noise

Pilots are required by law to maintain a safe altitude at all times, including when flying over residential areas. Aside from landing or taking off, the minimum height a plane will fly is 1,000ft over inhabited areas of 500ft over uninhabited areas or the sea.

Flying around the airport circuit does involve planes being below this height when they are landing or taking off, however as soon as practical pilots will fly at 1,000ft which decreases noise impacts on surrounding areas.

Helicopters operate at a different altitude (700ft above ground level) to maintain a safe distance from planes.

*Note: The Civil Aviation Safety Authority may issue an exemption to altitude requirements for training purposes.*

## Delaying aircraft turns

Because housing surrounds most of the airport, pilots will wait to turn their plane to minimise noise over residential areas (see map to the right).

Plans departing from runway One Seven Right will delay any turn until they have flown past Woodlands Golf Club to decrease noise above homes in Parkdale.

Aircraft departing runway Three Five Left will wait to turn until they are over the Kingston Centre to lessen noise impacts on homes to the north west of the airport.

## Ground running of engines

Running engines when planes are on the ground can create noise well beyond the boundary of the airport, so Moorabbin Airport has a purpose-built structure for aircraft maintenance and testing that channels noise across non-residential areas.

This “test cell” is used when engines are taken out of their plane. When maintenance or testing must take place while the engine is in its plane, the hours and areas where this can happen is limited. In the case of jet aircraft, maintenance is confined to the areas farthest from residential housing.

## Considerate flying

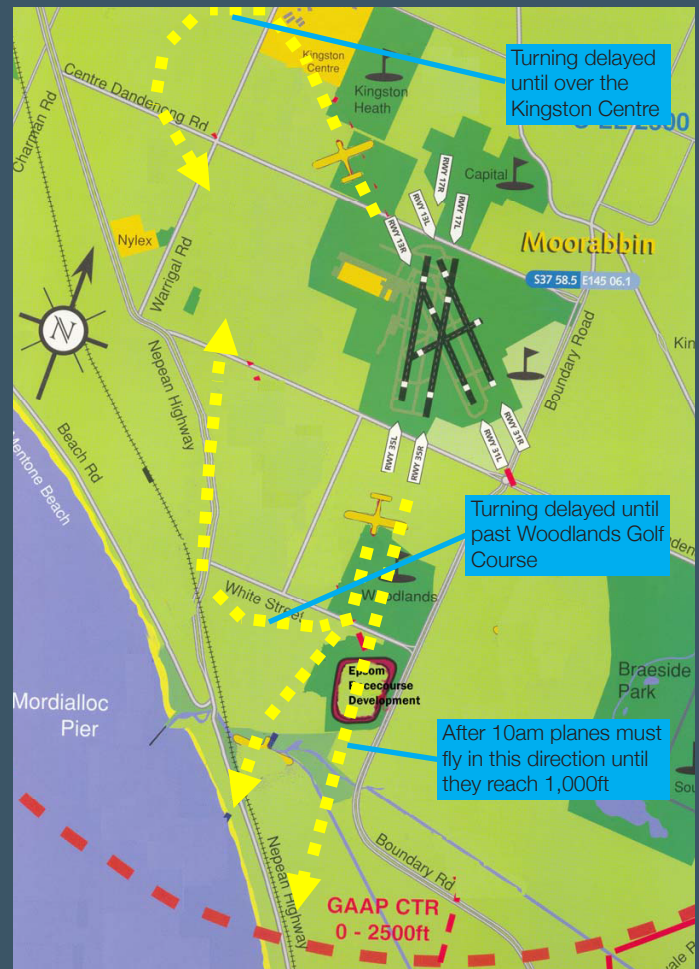
Pilots are encouraged to show good manners when flying from Moorabbin Airport. Through the Fly Friendly program, pilots are asked to:

- Be aware of noise-sensitive areas
- Avoid prolonged engine run-ups
- Avoid flying low at all times, especially over populated areas
- Keep flight circuits as compact as possible, Pilots are requested to fly as tight a circuit as they safely can
- Climb to height as soon as possible and then reduce power to cruise settings
- Minimise noise from aircraft throttle
- Fly across the least noise-sensitive areas
- Reduce noise from helicopters

## Planning around airport noise

Kingston City Council uses a planning tool, known as an overlay, to locally tailor planning controls in areas with special features.

The Airport Environs Policy identifies areas subject to airport noise. The way that land in this overlay can be used is restricted and any new residential development must have specific building features that help to reduce noise for the residents inside.



Residential developments in the Policy area include Kingston Heath in Cheltenham, Epsom Racecourse in Mordialloc and Baltusrol in Heatherton.

If your land is in the Airport Environs Policy area, this will be mentioned on your rate notice from Council.

## Using quieter runways

Flying some planes only from particular runways helps to reduce the noise they make.

There are two runways at Moorabbin Airport that have the biggest impact on residential areas. These runways are 17R (facing South) and 31L (Facing North West).

Some flight and training actions can also create more noise than standard operations. So the Fly Friendly program supports the following:

- Certain types of planes should not use runways 17R and 31L for take off, unless no runway is available
- Practise landings with feathered (or angled) propellers are not permitted
- Simulated engine failure after take off in a plane with one engine is not allowed
- Jet aircraft will not use runway 17R for departures
- Simulated asymmetric operations after take off is permitted from runway 17R





Wind conditions are an important factor in aircraft landing and take off. However, when possible, pilots will use runways that are the least noise-sensitive.

The main north/south runways at Moorabbin Airport (17 and 35) are used 80% of the time. Airservices Australia decides which runways are used when the airport tower is in operation. Outside of those hours, pilots should use quieter runways.

Based on wind conditions and where there is a choice, runways are used in the following order:

- Runways 35 (at night 35R)
- Runways 17
- Runways 13 (at night 13L) and 31

Other runway-related initiatives to reduce noise include flying planes specific direction (known as a runway heading) after 10am until they are at 1,000ft. One runway in the airport (runway 04/22) is only made available when operationally required and it is not available for circuit training at any time.

Current wind and weather information is available by calling 9580 9637.

## Restricted training areas

Most flight training from Moorabbin Airport takes place to the south east of the airport. The training area roughly extends from Moorabbin Airport to Pearcedale, and along the coast to Koo Wee Rup and Pakenham.

To lessen noise from flight training, pilots are asked to avoid residential parts of the training areas, such as Hampton Park, Lyndhurst and Cranbourne. If flying under certain conditions they are also asked to avoid Fiveways Business Park and the City of Cardinia. If it's not possible avoid these areas, pilots are asked to fly at a higher height of 2,000ft.



Another way to keep noise down has been to establish a specific location for aerobatics in the Berwick/Cranbourne area.

## Safety first

Safety is paramount at Moorabbin Airport.

Pilots are expected to make their best efforts to comply with the Fly Friendly program, but there may be times when weather, air traffic procedures and safe separation distances between aircrafts may mean that they are not able to follow all of the Fly Friendly procedures.

## Noise information line

For more information or to discuss airport noise, please call Airservices Australia's noise information line on 1800 802 584.



Ichabod firefighting air crane will be based out of Moorabbin Airport for the 2017 summer.  
Picture Wayne Rigg

Leader

# New Elvis: world's best air crane poised for action at Moorabbin Airport

Sam Bidey, Moorabbin Kingston Leader

January 18, 2017 4:45pm

ONE of the most effective and expensive pieces of firefighting equipment on the planet is now being housed at Moorabbin Airport to protect and defend southeast Victoria.

The US built Erickson S-64 air crane, named Ichabod, moved to the airport from its previous base in Ballarat at the end of December.

Contracted and operated by Kestrel Aviation, the state-of-the-art helicopter is worth more than \$30 million.

Kestrel Aviation managing director Ray Cronin said Ichabod was one of six firefighting air cranes in Australia and part of a global fleet of 20 around the world.



The fire fighting aircraft is somewhat of a cousin to the famous Elvis fire crane which is currently on duty in South America.

Elvis is the nickname of Erickson S-64 Air-Crane which has gained fame in Australia since it was brought in to fight bush fires in the late '90s.



Elvis the famous water crane helicopter..

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Ichabod holds 7,500L of water which it sucks up at a remarkable speed.

“They’ve got a pond snorkel or dam snorkel which will fill the tank in 50 seconds,” Mr Cronin said.

“And we have a sea snorkel — if you are close to the sea you can actually fill the tank while (the aircraft) is still moving.”

Moorabbin Airport CEO Paul Ferguson said the airport is an integral part of Victoria’s fire management response.

Each summer 30 aircraft and 100 crew members based there attend 25 fire events and fly several hundred missions.

“We are thrilled to host Ichabod for the summer,” Mr Ferguson said.

“The airport is a gateway to South East Victoria, the crew live and train locally, and refuelling and helicopter maintenance services are on airport.”

Although Ichabod’s main role will be to respond to incidents in the southeast of Victoria, it could be called to assist interstate if circumstances permitted.

Today it was placed on standby in Albury, ready to respond to fires in southern New South Wales if needed.

Emergency Management Commissioner Craig Lapsley said the aircranes Ichabod and Malcolm (based out of Essendon) were resources that protect the state but with milder conditions in Victoria, were available to assist New South Wales.