

Community Aviation Consultation Group

Meeting Notes - Meeting No 79

Date: 31 March 2017
Meeting: 1:00 pm – 3:00 pm
Venue: Moorabbin Airport, Passenger Terminal

	Topic
1.	Governance Introductions/ Apologies Opening address and welcome by the Chair at 1pm. A list of member attendees and apologies is included at <i>Attachment 1</i> . Membership changes None. Amendment to core documents The Group formally adopted the Terms of Reference, including the Membership Application form. Members were reminded to submit membership application forms. Calendar items The next CACG meeting will be held on 30 June 2017. Information Ministerial Communication Nil reported.
2.	Notes of Meeting The Chair apologised for the technology issue that resulted in some members not receiving the emailed notes of 2 December 2016 meeting. Notes were re-distributed – the Chair advised members that any comments should be received within a fortnight as the notes would then be adopted and uploaded to the Moorabbin Airport Corporation website as the official record of meeting.
3.	Priorities of Meeting The Chair outlined the priorities for the meeting.
4.	Correspondence Letters to the Chair The Chair advised that the Group that Jay.Williams from Kyneton is very interested in establishing something akin to a CACG in Kyneton. He is looking for models that will apply to a small airport. The Chair suggested that the Group could act as mentors for other groups. The Chair stated that he would advise the Group of any further developments.
5.	Action items CACG Membership and Terms of Reference See Item 1 'Amendment to core documents'

Topic
<p>Distribution of Fly Friendly The Chair advised the Group that the amended Fly Friendly had been distributed with the previous meeting minutes.</p> <p>A representative from MAC stated that the Fly Friendly is largely adhered to however further tweaking was to be undertaken as a result of suggestions made by a few of the CACG members. The representative acknowledged that Fly Friendly cannot satisfy all parties, that safety is the main focus of the airport and there is a limitation to how much more tweaking can be done.</p> <p>Student Representative (Westall S.C.) The student representative from Westall S.C., Lewis Duncan, and his teacher, Eva Kesidis, were warmly welcomed by the Chair on behalf of the Group.</p> <p>Airservices Noise Monitoring update The update was deferred to later in the meeting (see Item 9: Airservices Noise Update).</p> <p>Circuit training study update A representative from MAC stated that a member of the Group, John Cincotta, had participated in the Circuit training study with the consultant hired by MAC.</p> <p>The Councilor representative stated that she believed that the Circuit Training Reference Group would be reconvened. The Chair stated that the agreement at the December meeting was that people could nominate themselves to engage with the consultant.</p> <p>The Councilor representative stated that Fly Friendly is about more than just safety and asked why Howard Road had not been referred to in the updated Fly Friendly. A representative from MAC stated that discussions with flight training organisations had indicated that roads are very difficult to identify when flying – highly visible landmarks are normally used. The Councilor representative stated that more landmarks should be used in the Fly Friendly. The Councilor representative asked that this item be readdressed in the next meeting.</p> <p><i>Action: The Councilor representative (Rosemary West) to attend future meetings with Dingley Village representatives.</i></p> <p><i>Action: Circuit training study update to be included on next meeting's agenda.</i></p> <p>MAC Goodman signage update A representative from MAC stated that the Goodman banner on the corner of Centre Dandenong Road and Boundary Roads had been raised as a safety issue at the December CACG meeting due to visibility issues. Action was taken by MAC/ Goodman to improve the visibility by splitting the signage across the corner. The member who had raised the issue (Ian Baldock) stated that he was pleased at how the issue had been addressed and stated that it had occurred within two weeks of the issue being raised at the meeting.</p> <p>Tree Planting update A representative from MAC stated that a 'tree planting' report had not been presented to the Group previously so the action from the last meeting could not be</p>

	Topic
	<p>completed, however, the airport currently has 800 trees, over half planted over the last two years. New developments include a plan to plant an additional 250 trees which equates to roughly 30-50 per hectare. Tree planting or removal at the airport are governed by Airports Act regulations, including Airports Act land clearing guidelines, and require approval from the Airport Environment Officer (AEO). New trees planted on airport must be non bird-attracting species. Further information regarding this can be found in the Moorabbin Airport 2015 Master Plan; Chapter 10 which refers to the airport environment strategy.</p>
6.	<p>Community Consultation & Engagement</p> <p>Mike Rikard-Bell (MRB) of Bruel and Kjaer presented on 'Aircraft Noise Management – A Better Understanding of Annoyance'</p> <p><i>Action: Aircraft Noise Management Presentation to be distributed with the minutes.</i></p> <p>MRB's company has worked at 230 airports around the World on noise monitoring and is studying how best to approach airport noise management in the future.</p> <p><i>Questions:</i></p> <p>The Councilor representative stated that annoyance is due to aircraft going overhead every 30 seconds.</p> <p>MRB responded that if consistency is the issue then you would expect the highest number of complaints under flight paths and at ends of runways. However, studies have shown that where aircraft are consistent, people become habituated to the noise. There is a bigger response to noise from communities that experience change. Everyone has a different response to the same stimulus.</p> <p>A member of the Group stated that community members may be more sensitive to aircraft noise when they arrive home as local road traffic is becoming increasingly heavier – he suggested a freeway to ease road traffic may assist.</p> <p>MRB stated that many factors overlay annoyance and every environment is different and that less than 30% of annoyance can be described by the noise factor itself. 70% is due to other factors.</p> <p>The Chair asked what sensible measures could be recommended by the Group to further improve the situation at Moorabbin? He acknowledged that many operators could not afford newer/ quieter aircraft.</p> <p>MRB stated that the answer is currently unclear. Until now, the industry has been working with the '30%' (noise exposure).</p> <p>A member from the Office of Mark Dreyfus stated that the simple answer is to not allow development near airports however defining 'how far is enough' would be difficult. She stated that making older aircraft quieter is not the answer as we are setting up an expectation that may not be fulfilled.</p> <p>The Councilor representative stated that the majority of complaints are derived from under flight path and south of airport. Not many came from the green wedge as they expect the noise. She stated that the Council thought to re-zone an area to the side of airport to residential but airport opposed it.</p>

	Topic
	<p>A member of Council asked what the difference is between train and aircraft noise?</p> <p>MRB stated that there have been several road, rail and airport studies on the differences. It has been found that people are least sensitive to road noise, and most sensitive to aircraft noise. Noise and annoyance are much more complicated than noise exposure alone and needs to be understood in further depth.</p>
7.	<p>Planning</p> <p>A representative from MAC updated the Group on the following matters:</p> <p>Development There are currently 4,500 people employed in 250 businesses at Moorabbin Airport.</p> <p>South West corner works The new warehouse is due to be completed in May 2017 with landscaping yet to be completed.</p> <p>Chifley New Warehouse (Spectrum Brands) The Spectrum Brands portfolio includes Remington, Russell Hobbs, George Foreman etc. They will be relocating their South-east Asian headquarters to the Moorabbin Airport site.</p> <p>Chifley Drive Extension Works will be completed over the next few weeks. Vic Roads will test the new signalised intersection around Easter.</p> <p>LDR Intersection A new signalized intersection will be built on Lower Dandenong Road to service a new 5,000 sqm and 10,000 sqm development currently in planning. If approval is received, work on the new developments would commence later this year.</p> <p>CAE Oxford Development Surveying work has completed and works are due to commence on the two developments (office and accommodation) shortly. Approximately 150-200 students will be accommodated in dorm-style accommodation.</p> <p>A member of the Group asked if there was an update regarding moving the children's playground.</p> <p>A representative from MAC stated that there was no update at this stage however a number of options were being considered.</p> <p>KCP Stage 2 Planning of KCP Stage 2 includes 8 new 'big box retail' shops, similar to the shops already there. The helicopter landing site will be relocated further east later in the year. This development was approved in the Airport Master Plan and includes rationalisation of taxiways. Further information on this development will be included in the Development section of the Moorabbin Airport Corporation website.</p> <p>North East Precinct Some trees in this precinct will be removed to prepare for future development,</p>

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	<p>possibly 'big box retail', similar to Costco. The trees to be removed are not protected and removal complies with Commonwealth Act regulations. Replacement trees will be planted during the development at approximately 30-50 trees per hectare.</p> <p>A Councilor representative stated that the tragic crash at Essendon Airport may not have occurred if the DFO wasn't there. She questioned if the airport had re-considered planning in light of the event.</p> <p>A representative from MAC acknowledged that the Essendon Airport crash was a tragedy for all involved. He stated that development on airport is subject to a strict regulatory regime as well as a comprehensive planning and development process. Detailed aviation impact assessment and safety cases are conducted for each development. Moorabbin Airport has re-assessed this system and has found that a robust system is in place for developments. Moorabbin Airport would wait until the findings were released before making any changes however are open to learning and changing.</p> <p>The Councilor representative stated that there should be no more large developments on the airport.</p> <p>A flight training operator stated that he was doubtful the outcome at Essendon would have changed, even if the DFO was not located there.</p> <p>The Chair stated that he had written to the Essendon Airport CACG on behalf of the Moorabbin Airport CACG to express sympathy.</p>
8.	<p>Airport Operations Manager Report</p> <p>A representative from MAC updated the Group on the following matters:</p> <p>Capital Investment Program Moorabbin Airport has a \$2m Capital Investment Program to the end of the year and a \$10m capital plan program over next 10 years. Projects include the runway reseal (77,000sqm pavement being resealed) and a 9,500sqm extension of the terminal apron.</p> <p>From a maintenance perspective, \$150K has been spent over last couple of months, both landside and airfield including runway and apron repairs, roads, footpaths and car parks (Museum car park was renewed).</p> <p>Safety – CASA Audit Safety is Moorabbin Airport's no. 1 focus. CASA audit occurred late last year over 4 days with 3 inspectors that reviewed 5 manuals (equates to 1,000 pages). Audit results have been received since the last meeting and indicate that the airport facilities are serviceable and safety requirements are being met. In addition, Moorabbin Airport is now partnering with CASA on the trialing of new pavement marking at runway hold points to further reduce runway incursions.</p> <p>Airport Emergency Planning The aim of the Airport Emergency Plan is to fully engage with emergency services. A group of 20 police from the Victoria Police Emergency Response executive team visited the airport for a familiarisation. Moorabbin Airport is continuing to work with</p>

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	<p>aviation operators and commercial tenants to ensure emergency plans are aligned.</p> <p>Aircraft Movements To the end of January (FY17), there were 140,000 movements, averaging 20,000 per month. There were a couple of quiet months in July/August. As a result, the airport is tracking slightly less than this time last year.</p> <p>Education and Training The close working relationship with Westall S.C is a sign of MAC's commitment to education and training. The GM Aviation also spoke to the Swinburne Aviation Management course last week (150 students, up from 90 last year).</p> <p>The Chair thanked the staff member from Council (Jonathan Guttmann) for facilitating the student involvement at CACG.</p> <p>Avalon Airshow MAC continued its bi-annual support of the Avalon Airshow (been helping for approximately 17 years) which includes MAC staff helping to establish the Avalon East airfield (markings, equipment, working with CASA to attain certification – equates to approximately 14 labour days). Busier days can see 140-150 aircraft on the field.</p> <p>Media Coverage No specific media coverage to report, however Moorabbin Airport has been mentioned in the media in relation to the recent Essendon Airport incident.</p>
9.	<p>Airservices Update</p> <p>Noise Update A member of Airservices updated the Group as follows:</p> <ul style="list-style-type: none"> ○ 117 individual complainants for the 2016 calendar year ○ Main issues for 2016 were training, general aviation traffic, and helicopters ○ An individual complainant may be affected by two or more issues ○ Suburbs with the most complainants were Dingley Village (29), Cheltenham (16) and Mordialloc (10) ○ Complainants from 47 different suburbs <p>Noise Monitoring Update (from Actions)</p> <ul style="list-style-type: none"> ○ Noise monitors availability is under limited contract ○ Baseline required to evaluate effectiveness ○ Noise monitor only provides noise data, doesn't measure compliance ○ Compliance can be measured using air traffic control data <p>A member of the Group asked how often testing of new air traffic routes would occur. It was advised that this would occur every two years and CASA would have to come and fly the changes before the new routes could be approved. This may lead to an increased number of complaints during the testing. Airservices would look at methods for advising the community of future testing.</p> <p><i>Action: Airservices Presentation to be distributed with the minutes.</i></p>

	Topic
10.	<p>Community Support</p> <p>Museum A representative from the Museum presented on events at the Museum. The Boeing Family Day expects attendance of approximately 2000 people. Boeing have been strong supporters of the Museum and its Youth Engagement Program.</p> <p>The Museum wished to acknowledge sponsors WattyI and PPG who both donated money towards the Mustang restoration project.</p>
11.	<p>Other Business</p> <p>Late Items for future consideration None.</p> <p>Other business None.</p> <p>Deferred discussions from during CACG meeting None.</p> <p>Question time None.</p> <p>The Chair stated that the next meeting location would be announced at a later date. The Chair requested members check their email addresses were correct on the contact list provided at the back of the meeting room.</p> <p>The Chair thanked Eva and Lewis from Westall S.C. for attending the meeting.</p> <p>The meeting was closed by the Chair at 2:49pm.</p> <p>..... Chair</p> <p>Attachments:</p> <ul style="list-style-type: none"> o Attendance and Apologies o Aircraft Noise Management Presentation o Aircservices Presentation

CACG Attendance		
Organisation/Group	Full Name	CACG 31/03/2017
Independent Chair	Mr David Hall	Attended
Australian National Aviation Museum	Mr Ashley Briggs	Attended
Dingley Village Community Association	Mr John Cincotta	Apology
MARA - Moorabbin Airport Residents Association	Miss Karen Hastings	Apology
Individual - (Former Member of Dingley Heatherton Village Resident Group - now disbanded)	Mr Bruce Reynolds	Attended
Mordialloc Village Committee (now disbanded)	Mr Ian Baldock	Attended
Tristar Aviation	Ms Adrienne Fleming	Attended
Melbourne Flight Training	Mr Glenn Buckley	Attended
Melbourne Flying Services	Mr Mark Darragh	Attended
Department of Infrastructure and Regional Development	Mr Cameron Rimington	Attended
Airservices Australia	Craig Allan	Attended
Airservices Australia	Mr Chris Bren- Clarke	Apology
City of Kingston - Councillor	Cr Rosemary West	Attended
Office of Mark Dreyfus MP	The Hon. Mark Dreyfus	Apology
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	Marc Grant	Apology
Moorabbin Airport Corporation (KCP representative)	Diem Le	Apology
Moorabbin Airport Corporation	Alexandra Poles	Attended
Bruel & Kjaer	Mike Rikard-Bell	Attended
Westall S.C.	Lewis Duncan	Attended
Westall S.C.	Eva Kesidis	Attended
Airservices Australia	Neil Hall	Attended

Attachment 2: Aircraft Noise Management Presentation

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Aircraft Noise Management

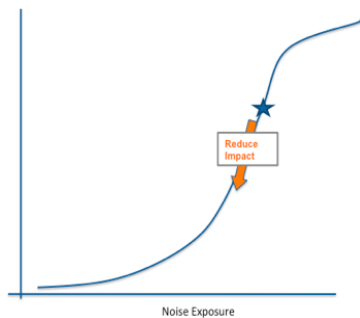
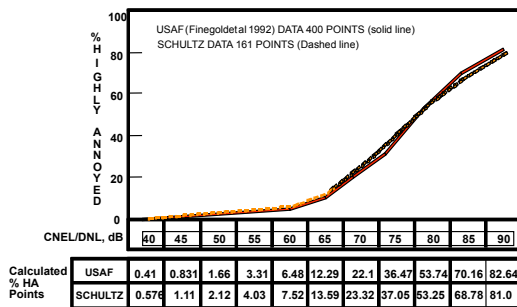
A Better Understanding of Annoyance

Moorabbin Airport CACG Meeting

Community Aviation Consultant Group

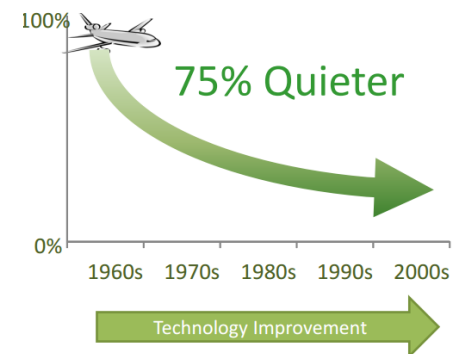
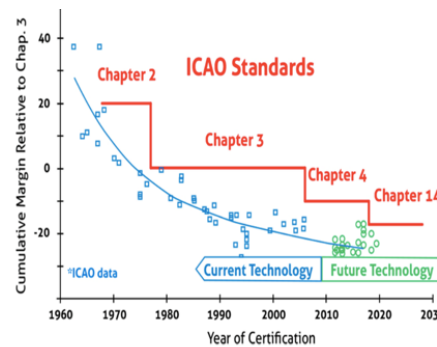
31 March 2017

Traditional Noise Management - built on a solid foundation?



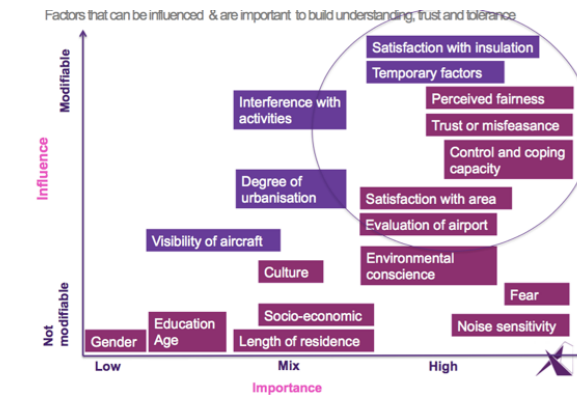
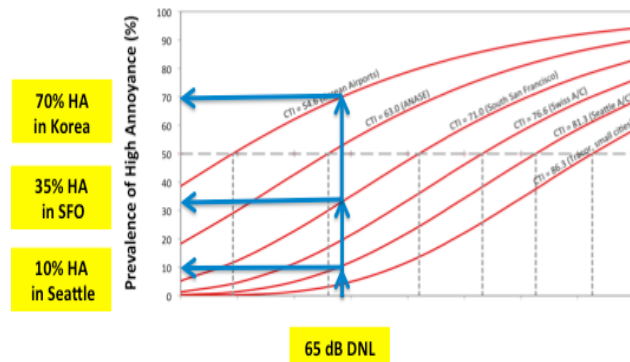
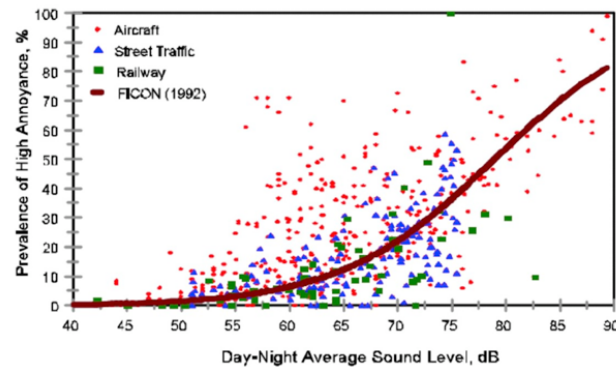
Noise Management Strategy

- Quieter aircraft
- Minimise overflying populations
- Minimise flying at sensitive times
- Quieter procedures
- Compatible land use
- Sound insulation



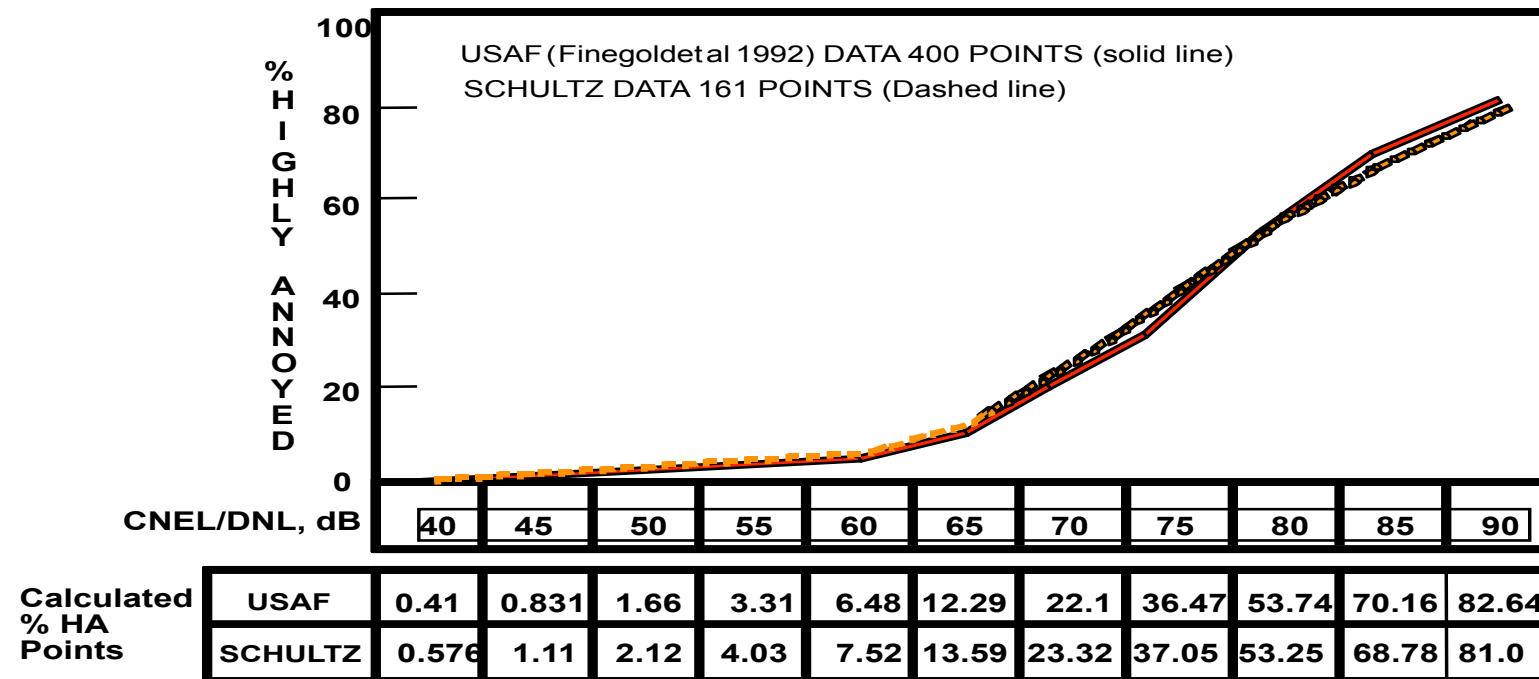


Is Traditional Thinking Working - what's really going on?

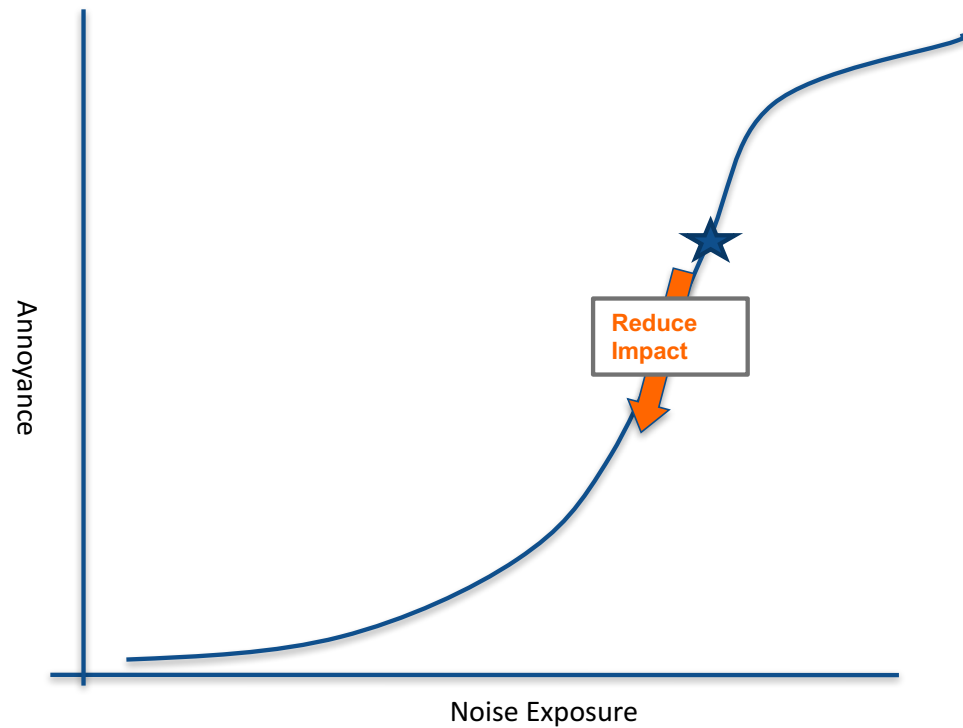


Noise exposure often only explains only 30% of annoyance

The Schultz Curve – the basis for global regulations



Less Noise Exposure = Less Annoyance (?)

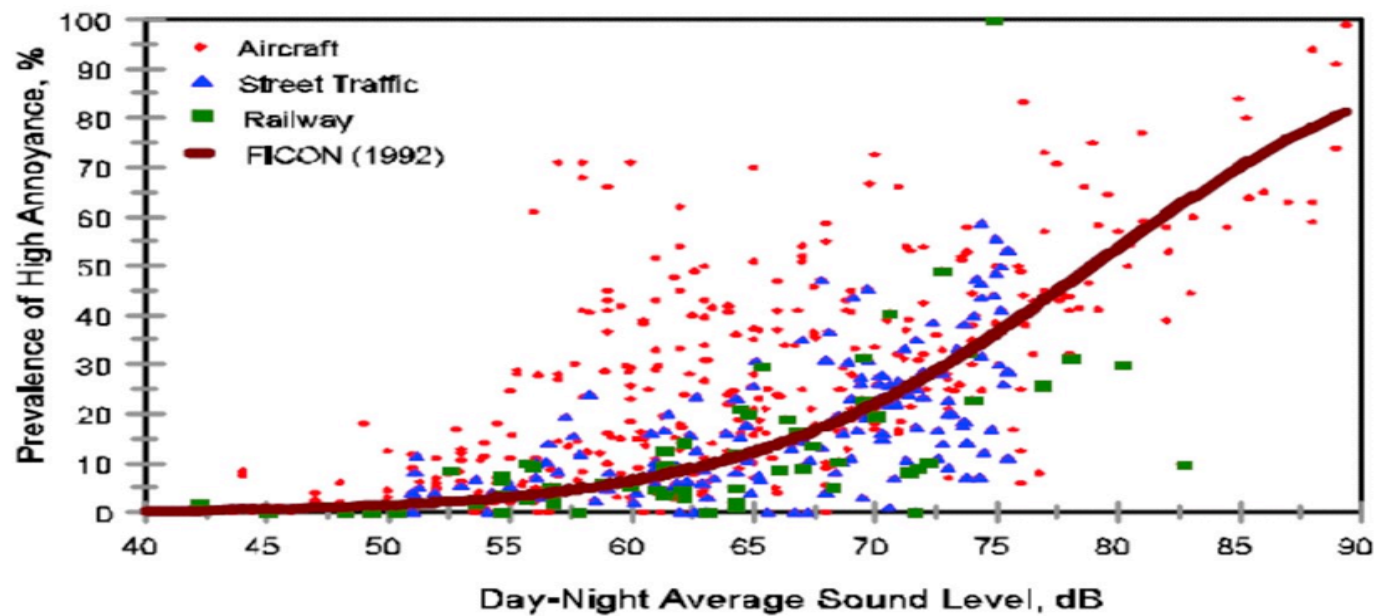


- **Noise Exposure Levers**

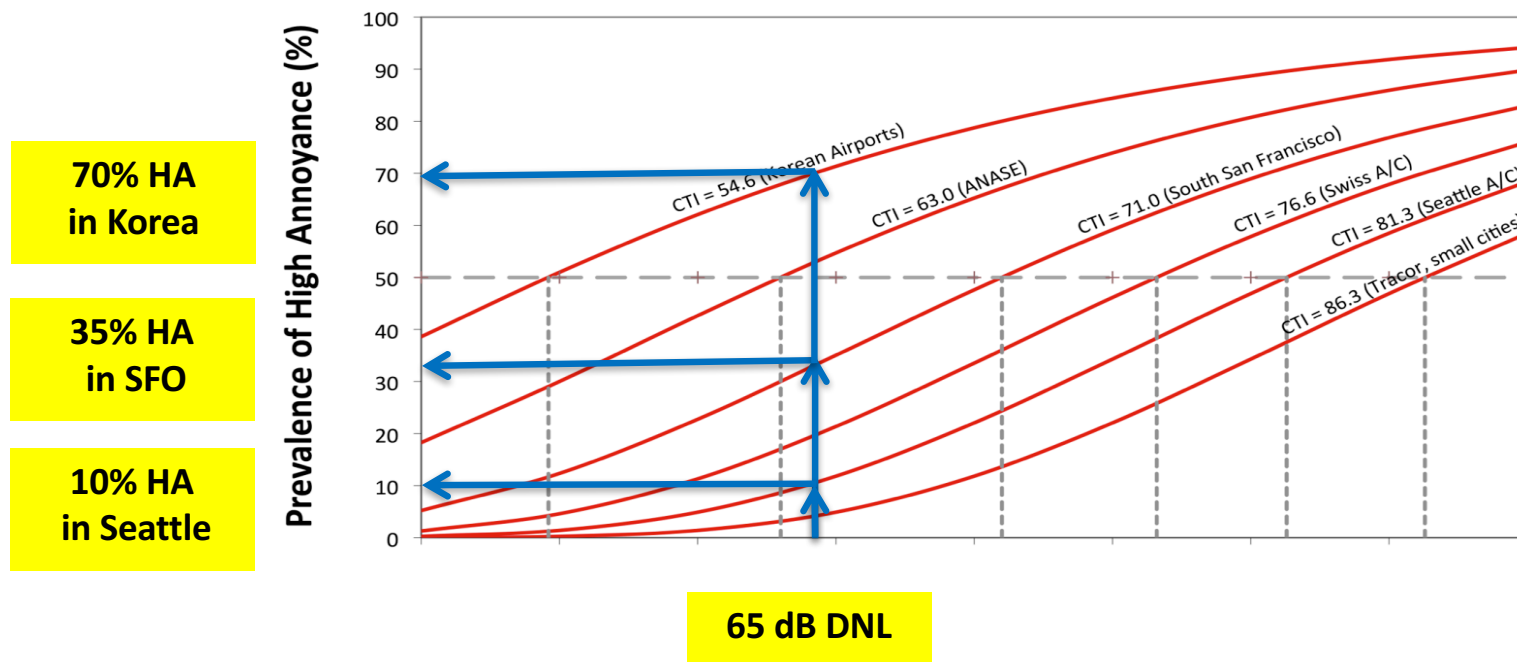
- Quieter aircraft
- Minimise overflying populations
- Minimise flying at sensitive times
- Quieter procedures
- Discourage incompatible development

The Shultz Curve – looking closer at the data

- Reducing noise is just not enough



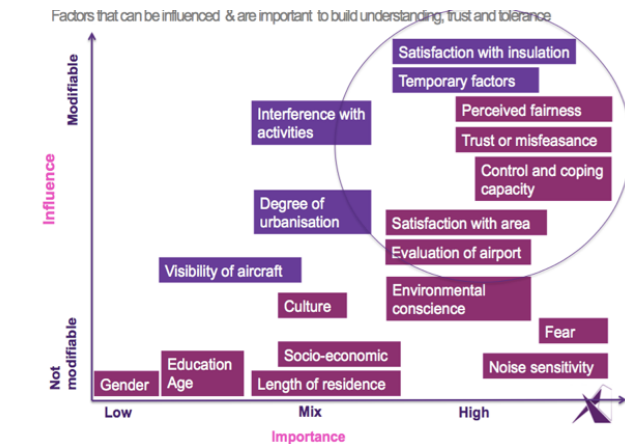
Every Community is Different - what else is influencing annoyance?



Annoyance Magnifiers - what influences annoyance beyond exposure?

Common Annoyance Magnifiers

- Trust – I don't believe what you are saying
- Fear – I'm worried about my
- Control – I have no say in this
- Unmet expectation – you said it would not be louder
- "Unjustified" change – there's no need to change
- Perceived inaction – the solution is obvious, just do it
- Fairness – more than my fair share



Noise exposure often explains only 30% of annoyance

The Goal – securing and maintaining a **Social Licence** to operate

The Macro Trends

- Community annoyance is rising at many airports
- Annoyance often uncorrelated to noise exposure
- Better understanding of annoyance drivers emerging

The Path Forward

- Keep driving the ICAO balanced approach to minimise exposure
- Recognise that annoyance is only loosely linked to exposure
- Recognise that other factors can reduce or increase annoyance
- Engage thoughtfully, focusing on annoyance drivers



Questions?



Attachment 3: Airservices Presentation

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Moorabbin CACG Airservices update

31 March 2017

Neil Hall

Community Engagement Specialist

Request for Noise Monitor to review effectiveness of Fly Friendly

- Noise monitors availability limited under contract with B&K
- Baseline required to evaluate effectiveness – before and after change and this would only occur for major changes such as new runways to determine if our expected (communicated) changes in noise levels are accurate
- Noise monitor will only provide noise levels in a given area – not tracking compliance
- Tracking compliance can be ascertained using air traffic control data
- At a given time or over a period we could determine compliance for delay of turn past Woodlands Golf Course off RWY17R or past Kingston Centre off RWY31L for example using air traffic control data

Airservices to send link for new on line noise reports

- On line noise reports are under development and will be available in the 2nd half of 2017 – link will be distributed once on line

Concerns that response time for noise complaints longer than 15 days

- The NCIS's service charter is to respond within 21 days. This information is on our website at:
<http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/>
- There has been no instance in last 12 months where NCIS has failed to meet that standard

Noise Report 2016

Complainants:

- 117 individual complainants for the 2016 calendar year.
- The closest comparable secondary airport with a similar number of movements per annum as Moorabbin, had 85 individual complainants in 2016.

Noise Report 2016

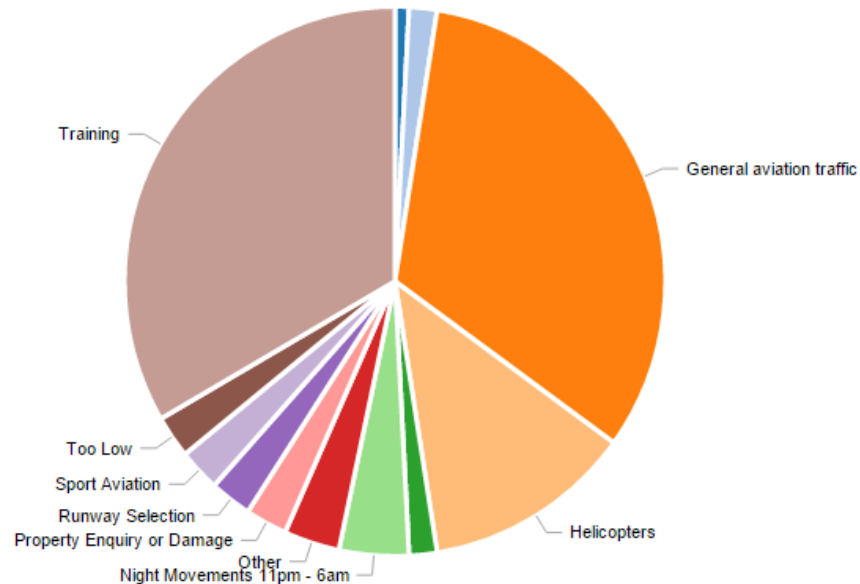
Issues:

- The main issues for 2016 were Training with 40 complainants, General aviation traffic with 39 complainants and Helicopters with 15 complainants. It is important to note that an individual complainant, may be affected by two or more issues.

Noise Report 2016

All issues for 2016

Change of/different/location of flight path Flight Path General aviation traffic Helicopters Increased frequency Night Movements 11pm - 6am Other Property Enquiry or Damage Runway Selection Sport Aviation Too Low Training



Suburbs:

- The suburbs that recorded the most complainants during 2016 were Dingley Village (29), Cheltenham (16) and Mordialloc (10).
- The issue of Training/Circuit training fixed wing affected the suburbs of Dingley Village (20), and Mordialloc (5). Both of these suburbs were affected by rotor wing circuit training with three and one complainant respectively. The issue of General aviation traffic affected a broad range of suburbs often at a greater distance from the airport. The suburb of Cheltenham was affected by the VFR tracking routes (6), and also aircraft involved in air work (5).
- The NCIS recorded complainants from 47 separate suburbs in 2016. 35 suburbs recorded a single complainant.

Noise Report Q4 2016



Complainants:

42 complainants during the fourth quarter. This is nearly double the number of complainants (24) in the third quarter of 2016.

Noise Report Q4 2016

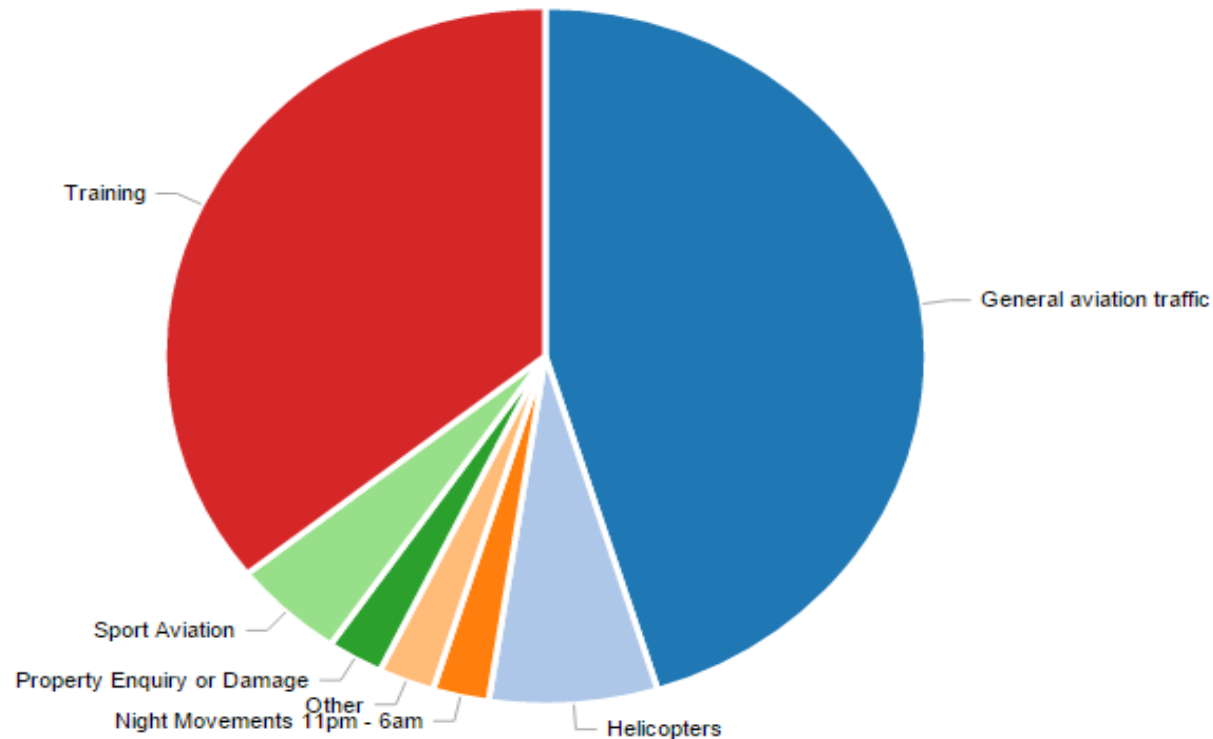
Issues:

- For Quarter 4 2016 the two main issues were General aviation traffic and Training with 19 and 15 complainants respectively.
- This is consistent with the 2016 calendar year.
- 13 complainants under the issue of General aviation traffic were affected by navigational aid testing which was conducted in December and is required under aviation legislation.

Noise Report Q4 2016

All Issues for Q4 2016

● General aviation traffic ● Helicopters ● Night Movements 11pm - 6am ● Other ● Property Enquiry or Damage ● Sport Aviation ● Training



Noise Report Q4 2016

Suburbs:

- The suburbs that recorded the most complainants for Quarter 4 2016 were again Dingley Village with 12 complainants and Cheltenham with six complainants. Dingley Village was most concerned regarding the fixed wing circuit training, while Cheltenham was affected by the flight testing explained above.
- 18 separate suburbs recorded a single complainant.