



## Moorabbin Airport

Community Aviation Consultation Group

Annual Report

*July 2013 to June 2014 Report*



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## Introduction

This report summarises the activity of the Moorabbin Airport Community Aviation Consultation Group (CACG) from July 2013 to the end of June 2014. It also summarises other airport activity relevant to the CACG.

The CACG is an independent forum where community members and organisations can raise issues and express opinions regarding Moorabbin Airport.

All federally leased airports are required to establish CACGs to make sure the community is heard.

These independently chaired groups are a key initiative of the 2009 National Aviation Policy White Paper *Flight Path to the Future* and were a priority for the Government.

The membership of the Moorabbin Airport CACG is made up of a broad cross-section of representatives from industry, regulators and the community. The group meets each quarter.

The purpose of the Moorabbin Airport CACG is to ensure that community views are effectively heard by the airport and to give members the opportunity to obtain information about what is happening on-airport. The CACG is open to resident groups affected by airport operations, local authorities, airport users and other interested parties and is used to exchange information on issues relating to Moorabbin Airport operations and their impacts.

The CACG is for consultation purposes only and is not a decision-making body (as stipulated in the Federal Government's Aviation White Paper). The CACG exists to:

- Provide a forum for the exchange of information and ideas between airport operators, the community, governments, users and other relevant stakeholders;
- Allow the concerns of interested parties to be raised and taken into account by airport operators, thereby fostering a sense of collaboration, empowerment and transparency in decision-making; and
- Contribute to community understanding of airport operations with the added potential outcome of a wider acceptance of the airport's operational needs and thus a greater willingness to resolve potential conflicts.

The CACG provides updates to the community and industry representatives on:

- Airport development activities (including the Airport Master Plan)
- Airport environment initiatives (including the Airport Environment Strategy)
- New airport activity (such as new services) or changes to aviation services
- Planning, regulatory and policy changes affecting the airport
- Changes to airport facilities
- Access issues including for people with special needs
- Economic contribution of the airport

Relevant updates are provided to the CACG from government departments including Department of Infrastructure and Regional Development; Airservices Australia and the Civil Aviation Safety Authority (CASA).

## CACG Terms of Reference

June 2011

1. The Moorabbin Airport Community Aviation Consultation Group (CACG) is to act as a forum ensuring key participants in the operation of Moorabbin Airport and representatives of communities surrounding Moorabbin Airport can understand activities and concerns of others.
2. Membership of the CACG Committee will be:
  - a. **Key participants:** Moorabbin Airport Corporation, the Civil Aviation Safety Authority, Airservices Australia, tenants of Moorabbin Airport.
  - b. **The Community:** Federal and State MP's, City of Kingston, City of Greater Dandenong, State Government of Victoria, organised community groups.
3. The Committee will discuss issues/concerns of the community at large and airport tenants regarding the operation of the airport. These issues will include:
  - Aircraft noise and environmental issues: Issues regarding aircraft noise management and flight paths will be discussed and suggestions made to the responsible authorities, CASA and Airservices Australia, regarding noise abatement procedures and safety measures where these are applicable.
  - Development of the airport: Moorabbin Airport Corporation will provide information from time to time regarding plans for the development of the airport. This will include plans for future developments, steps being taken to implement the Airport Master Plan, ground transport and access issues, proposals that may increase or change aviation services, and any planning or regulatory policy changes that may affect the airport.
  - Ensuring effective complaints handling procedures are in place.
  - Reports by Airservices Australia and CASA on issues affecting the community.
4. Individual members of the committee note issues that affect them and can be actioned within their area of authority.

## General Information

- + The Committee will be chaired by an Independent Chair and secretariat services will be provided by Moorabbin Airport Corporation.
- + Meetings are not open to the public.
- + The committee will meet quarterly.
- + An Annual Report will be available for viewing on the MAC website.

## CACG Membership

The membership of the Moorabbin airport CACG is made up of a broad cross-section of representatives from industry, regulators and the community. The role of each party, and its representatives, are as follows (Attendance records for each meeting are included in Appendix A of this report):

### Independent Chair:

David Hall is the appointed Independent Chair of the CACG. David is a former Director of Consumer Affairs for Victoria and has held this position as the Independent Chair of the CACG for six years.

### Moorabbin Airport Corporation.

Moorabbin Airport Corporation (MAC) is the airport lessee company for Moorabbin Airport. Its role is the maintenance and development of the airport infrastructure and the provision of a safe airport for all users.

### Aviation Industry participants

Moorabbin Airport has multiple flying schools providing flight training to 800 students annually. The airport estate is home to over 300 businesses providing 3,300 full time jobs. There are over 300 aircraft based at Moorabbin Airport.

### City of Kingston

The City of Kingston surrounds Moorabbin Airport and the flight and circuit training paths are largely over City of Kingston areas. Kingston maintains an Airport Environs Overlay regarding aircraft noise. Three councillors and one executive from the council sit on the CACG.

### City of Greater Dandenong

The City of Greater Dandenong is located to the east of Moorabbin Airport. It has an estimated population of 150,000 in 2014 people and lies within the airspace controlled by Moorabbin Airport's tower.

### Federal and State members

Moorabbin Airport falls within the constituencies of Hotham to the north and Isaacs to the south. Alternates for the Representatives of these constituencies attend the CACG.

The State Government Member for Mordialloc also attends the CACG.

### Community Groups

Name of Group	Number of Members	Area Representing
The Moorabbin Airport Residents Association (MARA)	No information provided.	Parkdale, Mordialloc and Cheltenham
Dingley Village Community Association (DVCA)	No information provided	Dingley Village
Dingley Heatherton Village Committee	10 members	Residential areas north and east of the airport.

### Department of Infrastructure and Regional Development (DoIRD)

DoIRD takes an active role in the meetings of the Moorabbin Airport CACG and has sent a number of representatives to each meeting.

### **Airservices Australia.**

Airservices Australia is the airspace manager and tower operator at Moorabbin Airport. It also has responsibility for the Noise Enquiry Unit and noise-related activities. Airservices is normally represented by the Senior Controller (SATC) at Moorabbin and a member of the Airservices Community Relations group.

### **Civil Aviation Safety Authority**

CASA is the aviation regulator and has responsibility for oversight of all aviation operations relating to safety. It has oversight of airports, aircraft, pilots, operating companies, maintenance organisations and Airservices Australia.

## **CACG Meetings July 2013 to June 2014**

### **Meeting Dates 2013 & 2014**

- 20<sup>th</sup> September 2013
- 6<sup>th</sup> December 2013
- 28<sup>th</sup> March 2014
- 27<sup>th</sup> June 2014

### **Main Agenda Items for 2013 and 2014**

- CACG Membership
- Flight Training Circuit Designs
- Aircraft Noise Monitoring
- Airservices
  - Mandatory fitment and operation of transponders.
  - New ASA noise website [www.aircraftnoise.com.au](http://www.aircraftnoise.com.au)
- Merge PCF and CACG
- New Fly Friendly Brochure
- Major Development Plans
  - Drainage Project
  - Future Developments
- Master Plan 2015
- Green Wedge

## Summary of Meeting Action Items as at June 2014

### Outstanding Action Items

Actions	Due Date	Status of Action	Responsibility
<b>Flight training Circuit Design</b>	Sep 14	In Progress	MAC/ CASA
<b>Fly Friendly Presentation</b> Organise to have an operator to come in and explain fly friendly	Dec 14	In Progress	MAC
<b>Mordialloc Settlement Drain</b>	Jun 14	In Progress	MAC
<b>Aircraft Noise Monitoring</b>	Jun 14	In Progress	MAC
<b>Renewal of CACG Membership</b>	Jun 14	In Progress	MAC

### Completed Action Items since last Annual report

Action	Date Arisen	Status	Responsibility
<b>Correspondence</b>  The Chair requested CACG members email him with ideas on how correspondence should be circulated internally/ externally	Dec 13	Complete	CACG Members
<b>Centre Dandenong Road</b>  Who is the party responsible for mowing/ maintenance	Dec 13	Complete	KCC
<b>MAC Major Development Plans</b>  Improvement in information from MAC to CACG concerning MDP	Sep 13	Complete	CACG Members
<b>Long Term Noise Monitoring</b>  Determine requirements to present a case to ASA for permanent noise monitoring	Jun 13	Complete	CACG Members
<b>ASA Fly Friendly</b>  What is involved to change the Fly Friendly Program from a Gentlemen Agreement to a mandatory agreement	Jun 13	Complete	ASA

Action	Date Arisen	Status	Responsibility
<b>Fly Friendly Brochure</b>  Develop FFB into public friendly version	Jun 13	Complete	MAC
<b>MAC Noise Complaint Reporting</b>  Refine Noise Complaint reporting	Jun 13	Complete	MAC
<b>ASA Noise Fact Sheets</b>  Updated Noise Fact Sheets to be provided to CACG members	Jun 12	Complete	MC/ASA
<b>ATC Overview Presentation</b>  ATC overview with the possibility of a tour of the control tower	Jun 12	Complete	MAC/ASA
<b>Circuit Traffic</b>  Table showing current circuit traffic and previous case study for reduced western circuit traffic	Dec 12	Complete	ASA
<b>Department of Transport</b>  Investigate if other CACGs have been successful in altering circuits from standard layouts	Dec 12	Complete	DoIRD
<b>Fly Friendly Brochure</b>  Re-draft existing brochure to a more community friendly wording  Needs clear comments for the hours of airport operation – 24hrs KCC residents kit to include Fly Friendly brochure	Dec 12	Complete	MAC
<b>CTTF Report</b>  Provide MAC with details of member positions on the CTTF Report	Sep 12	Complete	CACG Members
<b>KPI Meeting</b>  KPI meeting between MAC/ASA, reporting to CACG	Jun 12	Complete	ASA



## Progress on Circuit Training Task Force Recommendations

As of September 2013

+ Rec1: Airservices in consultation with the helicopter industry assess the value of standard flight paths being established for helicopters departing and arriving at Moorabbin Airport that would enhance safety and minimise noise impacts on the local community- **Closed – Refer previous minutes**

+ Rec2: MAC continue to strongly promote the adoption of the fly friendly program by all operators at Moorabbin Airport – **KCC and MAC have collaborated on the development of a new version of the Fly Friendly brochure that has been distributed to the public.**

+ Rec3: MAC establish clear procedures for the handling of complaints over possible breaches of the Fly Friendly agreements and regularly report on compliance to the Moorabbin CACG. – **MAC has now established a comprehensive register for tracking complaints. A report on complaints is now a standing agenda item for CACG meetings. – Closed**

+ Rec4: MAC, with assistance from airport users and government\ aviation agencies, continue to undertake an education and awareness program to better inform the local community on airport operations including circuit training – **Both CAE/Oxford and MFS have held open day for the public this year that have been well attended. MAC is also engaging with the State to develop a school education program to help promote the airport within the community. MAC has also drafted its community impact assessment policy for aviation events. This has been used for the recent Dawn Patrol activity.**

+ Rec5: The hours of fixed wing and helicopter circuit training at the airport published in the Airport's Fly Friendly Program be restricted to 0900 to 1800 or last light, whichever is sooner, on weekends, and Victorian public holidays. **Actioned as of 1 April 2012. – Closed**

+ Rec6: MAC, in consultation with Airservices Australia, CASA, and industry, progress a proposal to reduce night hours of circuit training from Monday to Friday to match tower operating hours. The proposal would be subject to completing an assessment of the safety, environmental and economic costs and benefits – **Nil change since last meeting. This summer tower hours will match circuit hours other than Friday nights. ASA report that there is very little circuit activity on Friday nights.**

+ Rec7: The relevant Victorian Government agency, in consultation with the Federal Department of Infrastructure and Regional Development, undertake a review of the future aviation needs of Melbourne and regional Victoria, with particular emphasis on the pilot and helicopter training industries. **This recommendation has been raised (and will continue to be) at the Community Aviation Consultation Group.**

+ Rec8: MAC approach the relevant Victorian Government planning agencies to examine alternative suitable sites for satellite helicopter training for operators based at Moorabbin Airport. **This recommendation has been raised (and will continue to be) at the Community Aviation Consultation Group.**

+ Rec9: Airservices Australia provides the Moorabbin Airport Community Aviation Consultation Group with regular updates of progress with the implementation of the 18 recommendations made by the Aircraft Noise Ombudsman in relation to the better handling of noise complaints – **This is now in place with the Aircraft Noise Ombudsman Report being a standing item on the CACG meeting agenda. - Closed**

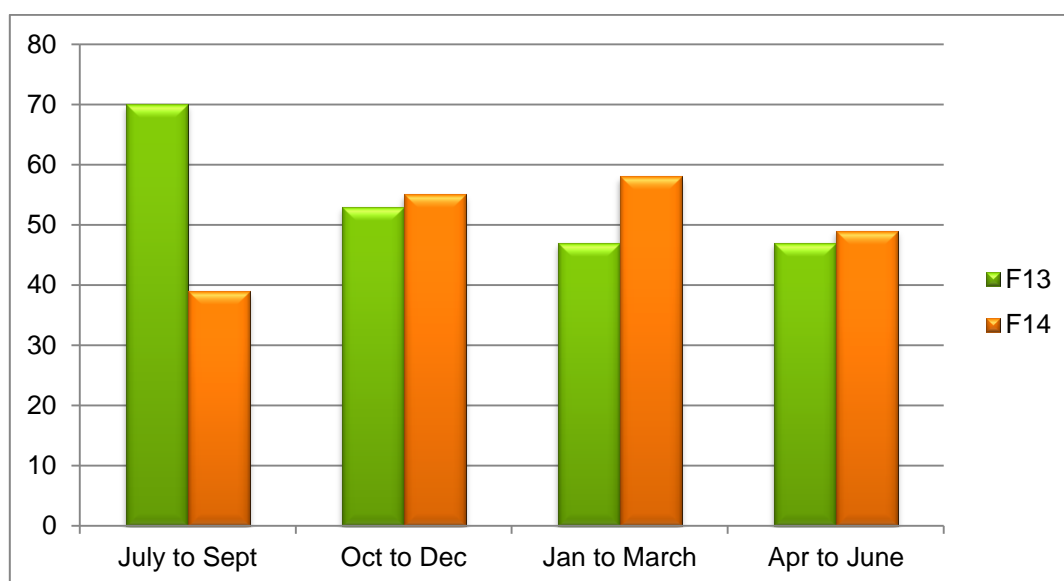
## Summary of Noise Complaints

### ASA Recorded Noise Complaints

Noise complaints are received by both Airservices Australia, through its Noise Inquiry Unit in Sydney and Moorabbin Airport Corporation (MAC).

Between July 2013 and June 2014, Airservices Australia received 201 calls to their 1800 noise complaints line relating to the area covered by Moorabbin Airport. This is a decrease of 7.4% for the same time period last year.

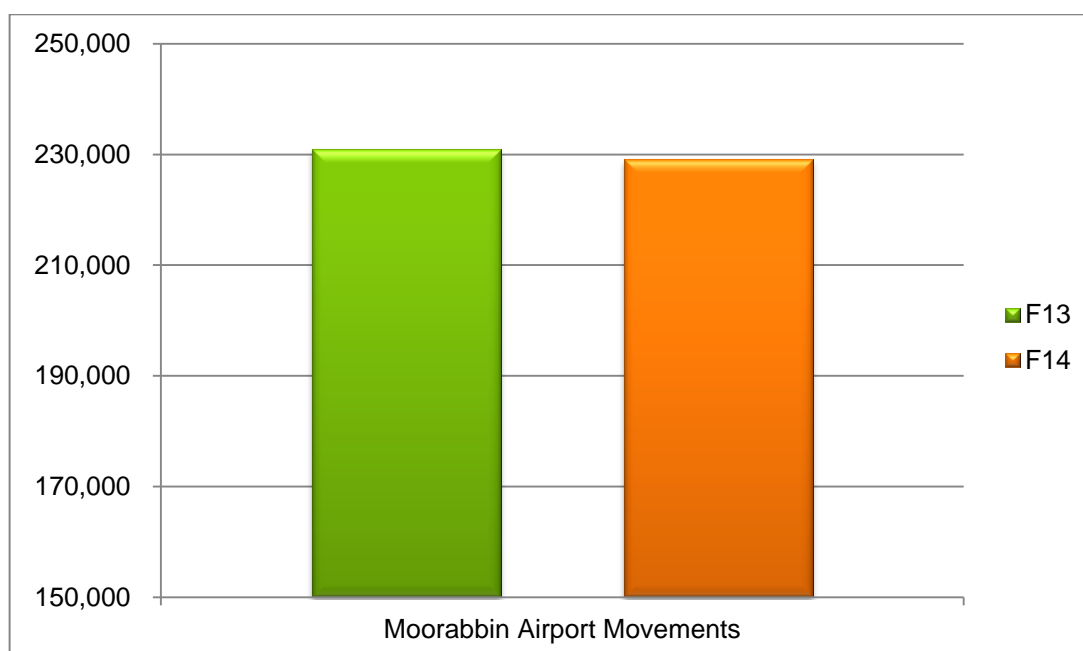
**Table 1 - ASA Reported Noise Complaints**



Reference: Melbourne Basin, Aircraft Noise Information Reports Q3 2013 to Q2 2014.

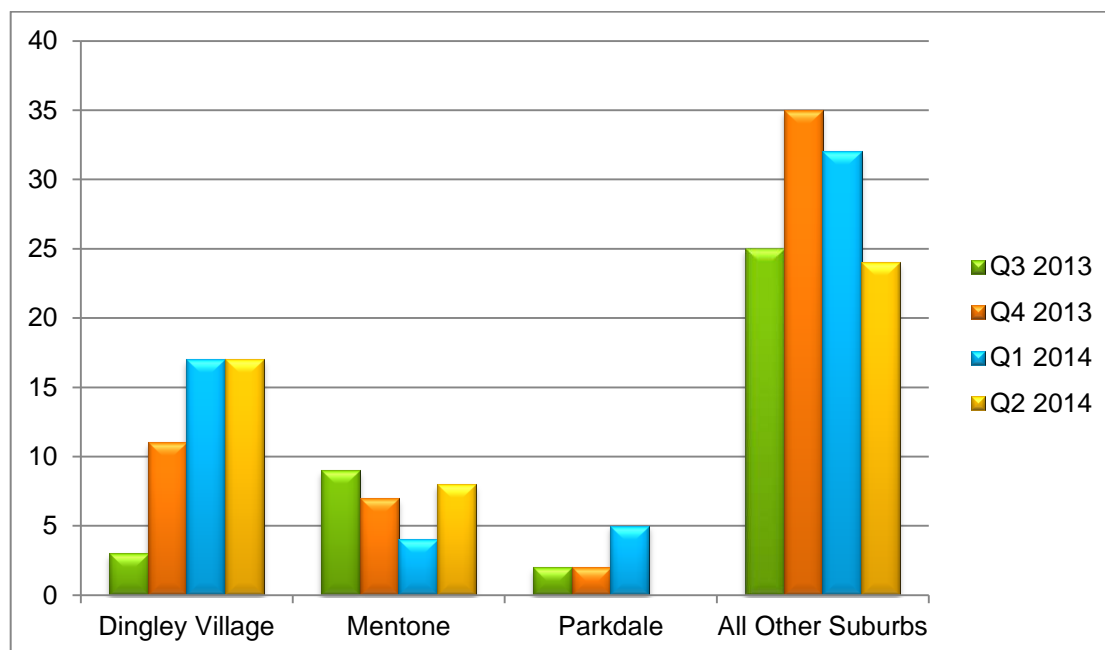
Moorabbin Airport movements were down 0.8% in F14 compared to the same period last year.

**Table 2 - Moorabbin Airport Movements F13 vs F14**



Reference: Australian Airport Movement Summary; Airservices Australia 2013 & 2014 Annual Report.

**Table 3 – Noise Complaints by Suburb F14**



Reference: Melbourne Basin, Aircraft Noise Information Reports Q3 2013 to Q2 2014.

The majority of noise complaints received by the ASA for Moorabbin Airport are from three main suburbs that include Dingley Village, Mentone and Parkdale that representing 42% of total complainants in FY14.

### New Noise Mitigation Measures at Moorabbin

In addition to current noise mitigation measures at Moorabbin Airport published in the F13 Annual CACG Report<sup>1</sup>, several initiatives have commenced.

1. The new “Fly Friendly Brochure” has been published<sup>2</sup>
2. MAC has commissioned Rehbein to undertake an independent review of flight circuits.
3. An aircraft noise website has been published by Airservices  
[www.aircraftnoise.com.au](http://www.aircraftnoise.com.au)
4. Moorabbin Airport Noise Information Pack<sup>3</sup> has been published by Airservices and MAC.  
[www.airservicesaustralia.com/wp-content/uploads/Moorabbin-Airport-Noise-Information-Pack.pdf](http://www.airservicesaustralia.com/wp-content/uploads/Moorabbin-Airport-Noise-Information-Pack.pdf)

<sup>1</sup> Appendix D

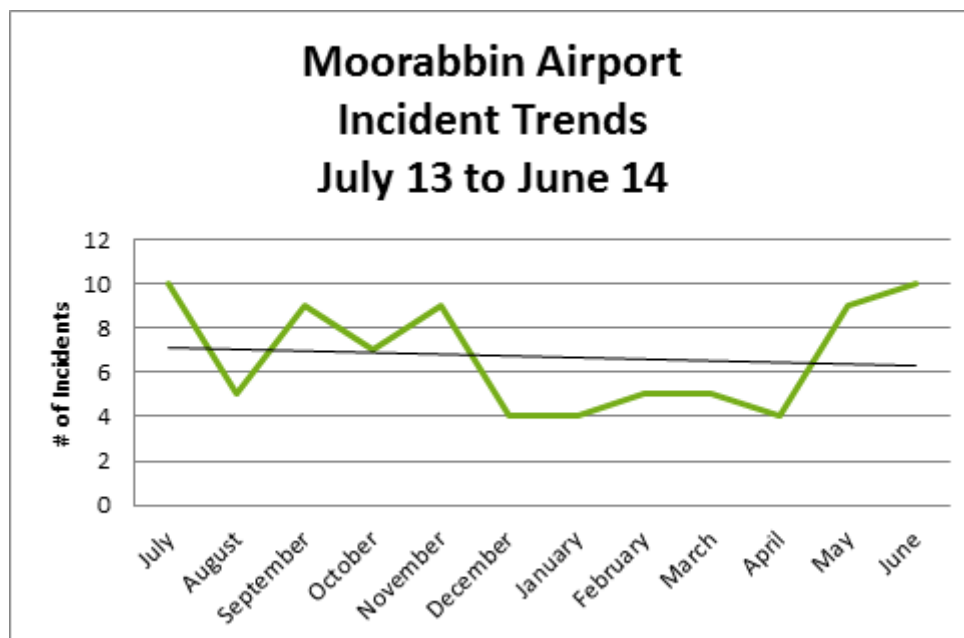
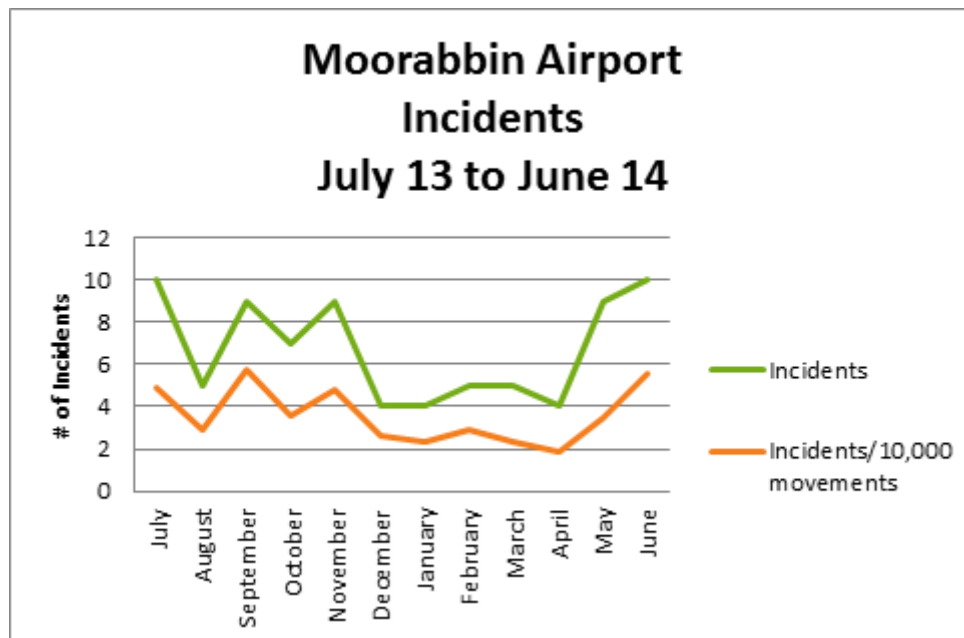
<sup>2</sup> Appendix E

<sup>3</sup> Appendix F

5. Airservices have published a Mandatory fitment and operation of transponders<sup>4</sup>

[www.airservicesaustralia.com/aip/current/sup/a14-h24.pdf](http://www.airservicesaustralia.com/aip/current/sup/a14-h24.pdf)

#### Aircraft Incident Trends at Moorabbin



The above graphs show recorded aircraft incidents at Moorabbin Airport for the last financial year. The lower graph shows these incidents normalized against aircraft movements.

<sup>4</sup> Appendix G

Incidents are down by almost 19% compared with the previous financial year. Both the raw data and the normalised data show downwards trends.

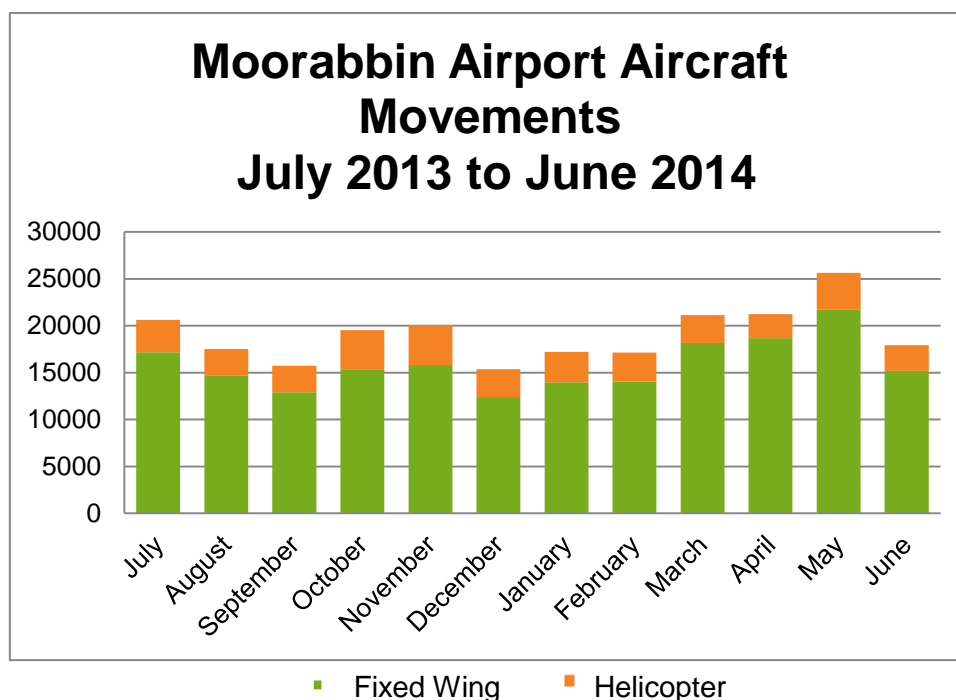
Incident data is taken from a 5km radius around Moorabbin Airport. There were no fatal incidents within this dataset for the 2013-2014 financial year.

### Summary of Aircraft Movements at Moorabbin

Aircraft movements at Moorabbin Airport have been consistent over the last twelve months with a decline of 0.8% when compared to FY13.

MAC has also noted a trend in the type of movements at Moorabbin Airport over the last few years. Historically a large percentage of movements at Moorabbin have been made up of recreational activity. However, since the GFC this has changed with the majority of movements now coming from professional student pilot training organisations.

Month	Fixed Wing	Helicopter	Total
Jul 13	17,188	3,442	20,630
Aug 13	14,702	2,810	17,512
Sep 13	12,894	2,836	15,730
Oct 13	15,378	4,156	19,534
Nov 13	15,816	4,264	20,080
Dec 13	12,382	2,968	15,350
Jan 14	13,952	3,238	17,190
Feb 14	14,030	3,108	17,138
Mar 14	18,168	2,952	21,120
Apr 14	18,678	2,554	21,232
May 14	21,758	3,862	25,620
Jun 14	15,206	2,726	17,932
<b>Total</b>	<b>190,152</b>	<b>38,916</b>	<b>229,068</b>



Airport Name	Airport Movement Rankings year ending June 2014
Sydney (NSW)	327,554
Jandakot (WA)	251,566
Moorabbin (VIC)	229,068
Brisbane (QLD)	219,904
Bankstown (NSW)	219,770

Despite decreasing movement numbers, Moorabbin Airport continues to rank as one of the busiest airports in Australia. This is due to its role as an education centre for flight training, with approximately 800 students currently per year.

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## Summary

Moorabbin Airport's CACG meetings continue to be well attended by members of the local community, and various government agencies.

Good progress has been made on action items resulting from quarterly meetings.

Noise complaints to both ASA and MAC are trending down 7.4% on FY13, and MAC now has a number of comprehensive noise mitigation measures in place that are supported by the local aviation operators including the Fly Friendly Brochure.

Moorabbin CACG continues to provide a forum for expressions of concern about and suggestions for measures to reduce the impacts of aircraft noise on residential areas. There is a continuing focus on Circuit Training. Moorabbin CACG is seeking to pursue a strategic approach. MAC has commissioned Rehbein to undertake an independent review of flight circuits, which is currently being undertaken.

MAC continues to keep the CACG informed of airport activities including development projects and infrastructure upgrades.

MAC continues to be committed to the CACG and working with the CACG to ensure the airport can continue to operate safely while being respectful of the local community's needs.

## Appendix A – CACG Meeting Attendance Records

REPRESENTING	MEMBER	20/09/2013	20/09/2013	28/03/2014	27/06/2014
Chairperson	Mr David Hall	Present	Present	Present	Present
MAC	Mr Paul Ferguson	Present	Present	Present	Present
MAC	Mr Charles Di Petta	Present	NA	NA	NA
MAC	Mr AJ Wackrow	Apology	Present	Present	Present
MAC	Ms Andrea Roberts	Apology	NA	Ms. Colleen Whittaker	NA
MAC	Ms Narelle Evans	Present	Present	Present	Present
Airservices Australia	Mr Paul Sleep	Present	Apology	Present	Present
Airservices Australia	Mr David Moore	Present	Present	Present	Present
Airservices Australia	Mr Kent Quigley	Apology	Apology	NA	NA
Airservices Australia	Ms Elissa Keenan	Apology	Apology	NA	NA
Airservices Australia	Ms Tanya Stefszky	Apology	NA	NA	NA
Airservices Australia	Ms Izabcla Ilieva	Present	Apology	NA	NA
Aircraft Noise Ombudsman's office	Mr. Tim Abberton	NA	NA	Present	NA
Aviation Projects Manager Department of State Development, Business and Innovation	Mr. Andrew Heasley	NA	NA	Present	NA
CAE Oxford	Mr Steve Galjar	Apology	Present	Apology	Apology
CAE Oxford	Mr Mark Emerson	Apology	Mr. Edward Williamson	Apology	Apology
CASA	Mr Graham Taberner	Present	Apology	Apology	Apology
City of Dandenong	Cr Peter Brown	Apology	Mr. Nick S.	Apology	Apology
City of Kingston	Cr Geoff Gledhill	NA	NA	NA	Present
City of Kingston	Cr Ron Brownlees	Apology	Present	Present	Present
City of Kingston	Cr Rosemary West	Present	Apology	Present	Present
City of Kingston	Mr Jonathon Guttmann	Rachel Hornsby	Present	Present	Present
Colonial First State	Ms Elaine Scholes	Apology	Present	Present	Present
Department of Infrastructure & Regional Development	Norm Jones	NA	Present	NA	NA
Department of Infrastructure & Regional Development	Ms Leonie Horrocks	Apology	Apology	Apology	Apology
Department of Infrastructure & Regional Development	Ms Chiara McNabb	Apology	Apology	Apology	Apology



REPRESENTING	MEMBER	20/09/2013	20/09/2013	28/03/2014	27/06/2014
Department of Infrastructure & Regional Development	Mr Rod Burgess	Present	Apology	Apology	Present
Department of Infrastructure & Regional Development	Mr Jim Wolfe	Apology	Apology	Apology	
Department of Infrastructure & Regional Development	Ms Grace Daniel	Apology	Apology	Apology	Present
Department of Infrastructure & Regional Development	Mr Marcelo Alves	Apology	Present	Apology	
Department of Transport	Ms Marianne Richards	Apology	Apology	Apology	
Dingley Heatherton Village (DHV)	Mr Bruce Reynolds	Present	Present	Apology	Present
Dingley Village Community Association	Mr John Cincotta	Present	Present	Apology	Present
Dingley Village Community Association	Ms Karen Hastings	David Madill	Present	Mr. David Madill	Present
Federal Member for Hotham	Ms. Clare O'Neil	NA	Mr. Nick S.	Apology	Apology
Federal Member for Isaacs	Mr Mark Dreyfus MP	Apology	Apology	Apology	Apology
Goodman Property	Mr Michael Ryan	NA	NA	Present	Apology
MARA - Moorabbin Airport Residents Association	Ms Peta Millard	Present	Present	Apology	Apology
MARA - Moorabbin Airport Residents Association	Mr Ian Baldock	Apology	Present	Apology	Present
Melbourne Aviation	Mr Jason Lim	Apology	Apology	Apology	Apology
Moorabbin Flying Services	Mr Gary Smythe	Apology	Apology	Apology	Apology
Office of Mark Dreyfus MP	Ms Monica Bladier	Apology	Present	Apology	Apology
Office of Simon Crean/ Claire O'Neil MP	Ms Viki Perryman	Apology	Apology	Apology	Apology
Office of Simon Crean/Claire O'Neil MP	Mr Noel Pullen	Apology	Apology	Apology	Apology
Professional Helicopter Services	Mr Brett Newman	Apology	Apology	Apology	Apology
Royal Vic Aero Club	Mr Stuart Rushton	Apology	Present	Present	Apology
State Member for Mordialloc	Ms Lorraine Wreford	Present	Apology	Apology	Apology
Tristar Aviation	Ms Adrienne Fleming	Present	Apology	Present	Apology

## Appendix B – CACG Guidelines



### Community Aviation Consultation Groups Guidelines

National Aviation Policy White Paper



Issued - February 2011

## 1 INTRODUCTION

These Guidelines are provided for those establishing, running and participating in Community Aviation Consultation Groups.

Community Aviation Consultation Groups are a mechanism to ensure appropriate community engagement on airport planning and operations.

The following leased federal airports have a responsibility to establish and maintain permanent Community Aviation Consultation Groups:

Adelaide	Hobart
Archerfield	Jandakot
Alice Springs	Launceston
Bankstown	Melbourne
Brisbane	Moorabbin
Camden	Parafield
Canberra	Perth
Darwin	Sydney
Essendon	Townsville
Gold Coast	

These airports vary in size and activity, operate in different communities and have different development and operational plans. The arrangements put in place for one Community Aviation Consultation Group will not necessarily be appropriate for another.

## 2 ROLE AND PURPOSE

- to enable airport operators, residents affected by airport operations, local authorities, airport users, and other interested parties to exchange information on issues relating to the airport operations and their impacts;

- to allow concerns to be raised and taken into account by the airport operator, with a genuine desire to resolve issues that may emerge; and
- to complement and support the consultative requirements already established for Master Plans, Airport Environment Strategies and Major Development Plans.

The goal is that the Community Aviation Consultation Group will assist in ensuring that debate on these issues is well-informed and undertaken in a spirit of collaboration.

Airport operators will be expected to take serious account of recommendations made by the Group.

The Group is just one avenue through which concerns can be raised and does not replace other forums and complaints handling mechanisms established by the airport operator or other authorities (such as the handling of aircraft noise complaints by Airservices Australia). The Group is not an arbitration or decision making body.

### 3 TERMS OF REFERENCE

Each group should establish terms of reference consistent with role and purpose outlined above.

Terms of reference might cover the following:

- Impacts of existing development and operations;
- Plans for future development and steps being taken to implement the airport's Master Plan or develop a new plan;
- proposals to increase or change aviation services;
- noise (including aircraft noise) and environmental issues;
- ground transport and access issues;
- access issues for passengers, including people with disabilities;
- planning, regulatory, and policy changes affecting the airport;
- improvements or changes to airport facilities;
- ensuring effective complaints-handling procedures are in place;
- reports from Airservices Australia and the Civil Aviation Safety Authority on issues affecting the community ;
- the contribution of the airport to the local, regional and national economy; and
- strategies to ensure the broad community is informed of issues discussed in the group.

## 4 COMPOSITION AND BUSINESS

The Group is expected to meet at least three times per year. The constitution and procedural arrangements adopted by the Group should be clear and transparent.

The Group is encouraged to develop strategies to ensure the broad community is informed of any major issues and provided an opportunity for appropriate input.

### INDEPENDENT CHAIR

The Group should be convened by a person who is independent of the airport and able to manage the deliberations of the Group in an impartial manner.

Those airports that do not already have an independent chair in place should work closely with neighbouring local authorities and others to identify and engage an appropriate person for this role.

For subsequent appointments, the Group itself should be involved in the selection process where feasible.

The independent conduct of the Chair is critical for the effective functioning of the Group. An independent Chair will:

- ensure the input of the full membership is sought as to agenda items;
- ensure adequate discussion time is devoted to issues of significance;
- allow for discussion of unanticipated 'other business' at Group meetings;
- ensure agenda materials and papers are meaningful and facilitate effective engagement of members in Group discussions;
- encourage open discussion and a frank exchange of views; and
- monitor effective follow-up of action items.

Any interests, arrangements or associations of the Chair which might reasonably give rise to perceptions of a conflict of interest should be disclosed to the group.

### MEMBERSHIP

Membership of the Group should include persons who can contribute views representative of :

- aviation services and operators at the airport;



- community organisations, resident groups or individuals, ensuring the representation of residents affected by airport development and operations;
- representatives from state, territory or local government bodies; and
- local tourism bodies and business groups.

The size and membership of the Community Aviation Consultation Group will depend upon local circumstances but should be both manageable and sufficient to achieve its objectives.

#### SECRETARIAT

Airport operators are expected to organise and resource appropriate secretariat support for the group.

Duties attached to the secretariat will include:

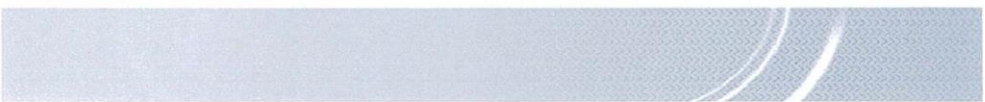
- communication of arrangements made for the Group, including any framework documents such as procedural arrangements and terms of reference, to the membership
- preparation, distribution and publication of records of Group meetings;
- preparation and distribution of meeting agendas;
- ensuring that Group members are notified of meetings and given an opportunity to prepare for meetings;
- supporting the activities of the chair, as required;
- coordinating input to assist the Group on policy, technical and other support issues, where agreed; and
- preparing a report on the Group's work for the purpose of consideration as part of the airport's annual lease review.

#### THE ROLE OF AIRPORT MANAGEMENT

It is important that the airport management participate fully in Group proceedings, offering items for the agenda, attending meetings and providing relevant information on the operation of the airport.

#### THE ROLE OF OFFICIALS AND PARLIAMENTARY REPRESENTATIVES

Commonwealth officials, including officers of the Department of Infrastructure and Transport, and of other relevant agencies such as Airservices Australia and the Civil Aviation Safety Authority, will attend meetings of the group as appropriate, to provide relevant information and assist in discussions if



invited, but will not be formal members. Officials from state or local government organisations and elected parliamentary representatives may also be invited to participate.

## 5 FURTHER INFORMATION

For further information on these guidelines, or other issues relating to the Federal leased airports, please contact the Department of Infrastructure and Transport on (02) 6274 7111 or [www.infrastructure.gov.au](http://www.infrastructure.gov.au)

## Appendix C

### MAC Facts at a Glance

#### Corporate Profile

- Established in 1946 as an aerodrome.
- Opened by Ben Chifley in 1949.
- One of 4 Melbourne privatised airports (Tullamarine, Essendon, and Avalon).
- Private Ownership since 1998.
- Title – Commonwealth lease with 86 years to run (50 year lease + 49 year option).
- Team of 14 managers & staff.
- Master Plan approved in 2010.
- 3,300 direct jobs on airport (up from 600 in 1996).



#### Property

- 21 km south east of Melbourne CBD.
- Easy access to main Melbourne arterial roads including Eastlink Freeway.
- Total airport site is 294 hectares, comprising:
  - 171 ha for aviation
  - 123 ha non-aviation land



## Regulation and Compliance

- Regulated by Federal Government – Department of Infrastructure and Regional Transport under the Airports Act 1996 regime.
- Air traffic services supplied by Airservices Australia.
- CASA oversees safety and issues the Aerodrome Licence required for the airport to operate.
- MAC is the approving authority for development proposals on the airport site.
- MAC provides input to certain off airport developments under the Moorabbin Airport Environs Overlay (a Victorian government planning policy) re noise impacted sites.

## Aviation

- Consistently the 3rd busiest airport in Australia.
- 800 flight students trained each year.
- General trend for commercial based movements not leisure (15 years ago it was the reverse).
- Approximately 4,000T of freight is transported annually to King Island and Tasmania.
- 5 runways, multiple taxiways passenger terminal, hardstand, and grassed parking.
- Largest runway 1335m x 30m
- 126,000sqm of runway asphalt (approx. 250,000sqm if include taxiways & aprons).
- Two runways have lighting and lit taxiways.
- An Airservices Australia manned Air Traffic Control tower.

## Moorabbin Airport Aerial Photo



## Appendix D Current Noise Mitigation Measures at Moorabbin

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### 1. Circuit training.

Circuit training - repetitive touch and go operations - is a vital part of flight training and is required for day and night operations. However such operations are limited to the times published in ERSA which are:

<b>Winter:</b>	Monday - Friday 0800 - 2100 Weekends and public holidays 0900 - 1800 or last light, whichever is sooner.
<b>Daylight saving:</b>	Monday - Friday 0800-2200 Weekends and public holidays 0900 - 1800 or last light, - whichever is sooner.

Moorabbin Airport is open 24 hours per day, 365 days per year. Aircraft departing or returning to Moorabbin are not subject to these limits and it is understood that an aircraft returning after the above agreed hours may be required to perform a circuit of the airport to enter into the landing pattern.

### 2. Altitude

It is good airmanship, and also the law, to maintain a safe altitude at all times and to ensure that when flying over residential areas this is maintained.

- a. Except when in the act of landing or taking off the minimum height fixed wing aircraft will fly is 1,000ft over inhabited areas or 500ft over uninhabited areas or the sea. They must be a minimum of 600metres radius from any building.
- b. Whilst operations in the Moorabbin circuit are defined as being in the act of taking off or landing, as soon as practical aircraft should reach and maintain the 1,000 ft. circuit altitude.
- c. Helicopters operate at a different altitude to maintain safety separation from fixed wing aircraft.
- d. CASA may issue an exemption for training purposes.

### 3. Delayed turns for Noise abatement

Moorabbin airport has intensive residential housing surrounding most boundaries of the airport. The following is thus in place for noise abatement purposes:

- a. Aircraft departing from runway 17Right should delay any turn until they have flown past Woodlands Golf Club, to minimize noise intrusion over residential areas of Parkdale.
- b. Aircraft departing from runway 35L should delay any turn until over Kingston Centre to minimize noise intrusion to residential property immediately to the North West of the airport.
- c. Air traffic control procedures, weather or safe separation requirements may preclude pilots from adhering to these procedures. However they should at all times attempt to comply with the spirit of these procedures.

#### **4. Runway in Use**

Aircraft land and take off into the prevailing wind. The main North/South runways (17 and 35) are used 80% of the time. The Runway in Use is determined by Airservices Australia when the tower is in operation.

- a. Outside of tower hours pilots should use runways which are the least noise-sensitive. Where there is a choice based upon wind the runway in use is chosen in the following order:
  - Runways 35 (at night 35R)
  - Runways 17
  - Runways 13 (at night 13L) and 31
- b. After 2200 local all departures must maintain runway heading until at 1,000ft.
- c. Runway 04/22 is available ONLY when operationally required. Runway 04/22 IS NOT available for circuit training at any time.

#### **5. Operations from runways**

Aircraft noise can be mitigated by operating some aircraft from designated runways only. In particular runway 17R (facing South) and 31L (Facing North West) have the biggest impact on residential areas. Local operators have agreed that;

- a. Jet aircraft: Jet aircraft will not use Runway 17R for departures.
- b. Certain types of aircraft will not use runway 17R or 31L for departure unless no other runway is available. Aircraft include: Cessna 180, Cessna 185, Cessna 206, Cessna 210, Beech BE35/36 with two bladed prop, Cessna C336/C337 Skymaster, "Warbird" aircraft fitted with constant speed props.
- c. Practice landings with feathered propellers will not be permitted.
- d. Simulated engine failure in single engine aircraft after take-off will not be permitted.
- e. Simulated asymmetric operations after take-off will not be permitted from runway 17R.

#### **6. Moorabbin Airport Training Area**

Much airwork training takes place to the south east of Moorabbin Airport. The requirements of the Airservices Australia Fly Neighbourly Advice (FN5) contained in ERSA GEN-SP apply as follows:

- a. Designated areas AM/D314 and AM/D 315 are commonly referred to as the "Moorabbin Training Area". This is approximately bounded by a line from Moorabbin Airport to Pearcedale, then coastal to Koo-wee-rup, then Pakenham to Moorabbin Airport.
- b. Pilots are requested to avoid the following urban areas: Hampton Park, Lyndhurst, Cranbourne and within circles of 1 Nautical Mile of Cardinia and Fiveways joined tangentially. If not possible to avoid these areas pilots should traverse at an altitude not below 2,000ft.
- c. An aerobatic area is established east of the Berwick-Cranbourne Rd and north of Ballarto Rd. In this area pilots are requested to minimize aerobatic manoeuvres below 3,000ft.
- d. Farm and other buildings should not be used as reference points for training manoeuvres.

## **7. Ground running of engines.**

Ground running of engines can cause noise concerns from well beyond the boundary of the airport.

- a. A purpose built engine test cell allows extended running of aircraft engines for maintenance and test purposes; with noise being channelled across non-residential areas. All vehicle-mounted engines on test will use this cell.
- b. Ground running of aircraft engines on airframes will be limited to run-ups on the northern or southern run up bay between the hours of 0800-1800 daily. Jet aircraft may additionally use the southern end of taxiway Echo which is furthest from residential housing.
- c. Run-up of aircraft engines prior to flight will be accomplished in accordance with the operational procedures prescribed for the aircraft type. Extended run-ups will not be undertaken except if required to ensure the safety of flight.

## **8. Helicopter Operations**

The Fly Friendly programme applies to both fixed and rotary wing aircraft. Helicopters can potentially cause considerable noise irritation and thus must conform to the same standard of behaviour as fixed wing operations.

However for safety separation reasons helicopters will operate at different altitudes to fixed wing aircraft.

## **9. Good manners for pilots**

Pilots are also encouraged under the Fly Friendly Agreement to;

- a. Be aware of noise sensitive areas.
- b. Avoid prolonged run-ups.
- c. Avoid flying low at any time and especially over populated areas.
- d. Keep circuits as compact as possible.
- e. Climb to height as soon as possible (based upon aircraft performance) and then reduce power to cruise settings.
- f. Ensure that throttle settings are applied commensurate with minimum emissions of noise, subject at all times to the maintenance of aircraft safety.
- g. When navigating across country look ahead and select the least noise sensitive route.
- h. For helicopter pilots avoid rotor “slap” where possible.

These guidelines form part of the **Moorabbin Airport Conditions of Use 2011** and a specific Fly Friendly Agreement is negotiated with individual flying schools based at Moorabbin Airport.





# 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

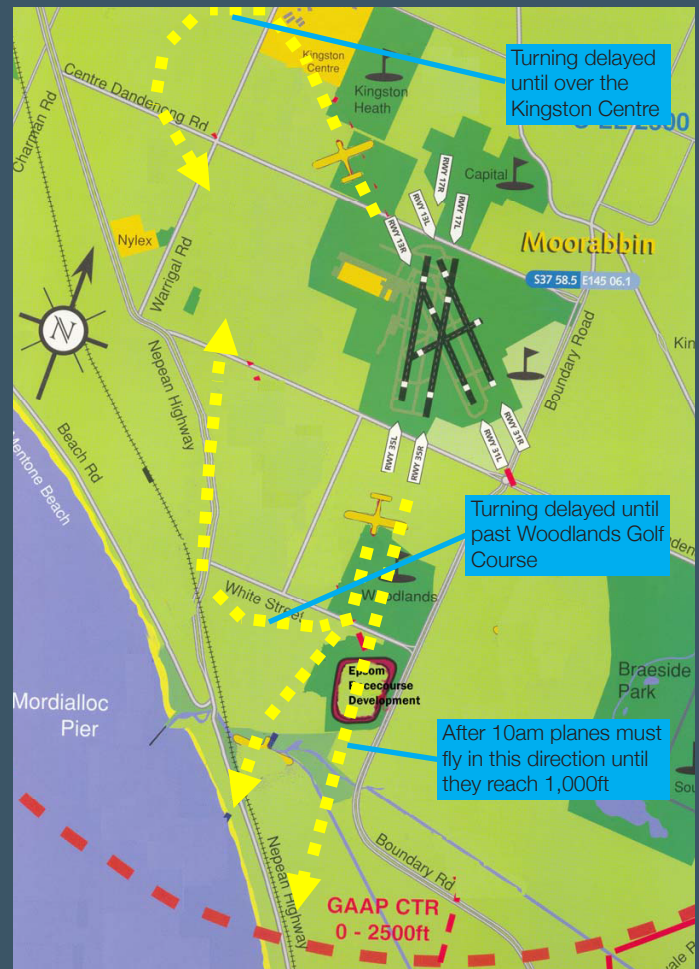
Pilots are encouraged to show good manners when flying from Moorabbin Airport. Through the Fly Friendly program, pilots are asked to:

- 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
- 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.





# **Moorabbin Airport**

## **Noise Information Pack**

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**August 2013**

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## 1. Purpose and scope

The purpose of this document is to provide information on aircraft operations throughout the Moorabbin area to the community. It also outlines Airservices role in the aircraft noise management through providing information about the impacts of aircraft noise through noise monitoring, community engagement and the noise information service.

## 2. Moorabbin Airport

Moorabbin Airport is located approximately 21 km south east of the Melbourne Central Business District and opened in December 1949. For most of the first 40 years of the airport's operation, it was the primary base in Melbourne for recreational flying, and flying training for amateur pilots. Today, the airport is home to over 50 aviation organisations, including 11 flying schools, with about 400 aircraft and helicopters located on site. Moorabbin Airport is one of the busiest airports in Australia with about 250,000 aircraft movements per year.

The airport is open 24 hours a day, with the Air Traffic Control tower being active seven days a week (not during night time). When the tower is closed, pilots must make radio calls to broadcast their position in the airport area.

The location of Moorabbin airport, relative to surrounding airports is depicted in Figure 1 below.

**Figure 1: Locations of airfields in Moorabbin area**



### 3. Runway naming convention and selection

The first two digits of a runway name come from a numbering system which reflects the runways' orientation on a compass. The runway bearing the number 09, for example, would mean that it points east at 90 degrees. A runway can normally be used in both directions, and has a different name to refer to each end. For example, Runway 09 (west to east) would turn into Runway 27 (east to west) when used in the other direction. Some airports have parallel runways, or runways which run 'next to' each other. These are identified by adding Left (L), Centre (C) or Right (R) to the runway number.

The selection of which runway to use is based on weather conditions, degree of traffic and noise abatement procedures. Aircraft generally take-off and land into the wind, or with minimal tail wind for safety and performance reasons. As a result, Air Traffic Control will decide which runway is to be used at any given time depending on wind direction. This often results in different areas around the airport being over-flown by aircraft at different times of the day. This includes helicopter operations where pilots generally make their approach to or depart from the helipad into the prevailing wind. If the wind is calm or light, other factors such as the degree of traffic are taken into account when deciding which runway to use.

Moorabbin Airport has two parallel runways aligned north-south (35L - 17R and 35R - 17L) and another set of two parallel runways orientated north-east to south-west (31L - 13R and 31R - 13L). These are of a similar length from 0.8 to 0.9 km. There is a fifth runway which is shorter (0.5km), aligned south-east to north-west (04 - 22). The runway configuration at Moorabbin Airport is shown in Figure 2.

**Figure 2: Runway configuration at Moorabbin Airport**



#### **4. Air Traffic Control at Moorabbin Airport**

The Air Traffic Control Tower at Moorabbin Airport was constructed from 1975 – 1977 and provides Moorabbin Airport with air traffic services. Moorabbin Airport is one of the busiest helicopter training airports in Australia. Air Traffic Control services are provided over a control zone distance of three nautical miles (about six kilometres) around the Tower and up to 2500ft in the air.

Moorabbin terminal airspace operates at a Class D where air traffic controllers provide services to all flights. The majority of aircraft operating at Moorabbin airport are Visual Flight Rules (VFR) aircraft, however Instrument Flight Rules (IFR) aircraft are also permitted. Air Traffic Control separates all IFR aircraft from each other and provides information on VFR aircraft in the area. VFR aircraft receive traffic information from Air Traffic Control in respect to all other flights and pilots employ their own 'see and avoid' separation system during circuit training procedures.

**Figure 3: Moorabbin Airport, Air Traffic Control Tower**





## 5. Circuit training

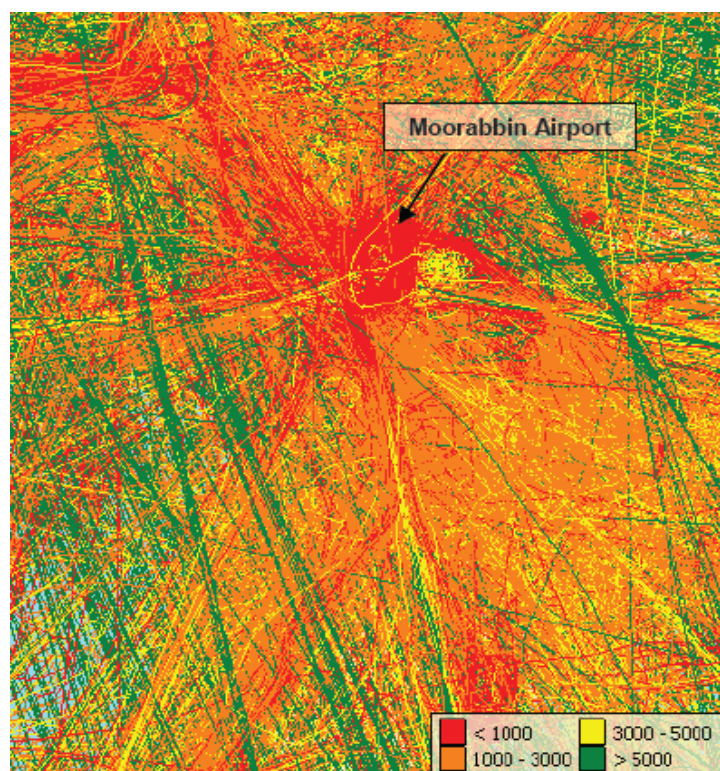
Pilot training is a major activity at Moorabbin airport, provided by 11 flying schools with approximately 800 students per year. This accounts for about 80 per cent of aircraft movements and commercial activity on the airport. The airport is a major employment centre with over 250 flying instructors, 1,500 personnel engaged in aviation activities and 5,000 regular users such as recreational pilots.

Circuit training, the act of repetitive take-offs, approaches and landings, is essential as it is the first stage of practical pilot training. It involves the pilot making approaches to the runway, touching down and then applying power to take-off again. Pilots must follow the instructions of Air Traffic Control regarding the height at which they fly and how they may join or depart the circuit. At airports without a control tower, Civil Aviation Safety Authority (CASA) regulations specify how an aircraft should join a circuit when it approaches the airport from outside its local area.

At Moorabbin Airport, aircraft operations are allocated between the Eastern and Western circuits for safety and noise sharing reasons. Most 'touch and go' training is performed on the Eastern circuit to counterbalance arrivals and departures which take place on the Western circuit. Weather conditions can also affect circuit training, for example if cloud cover is below 1,000ft no VFR aircraft can operate as IFR aircraft have priority.

Figure 3 below shows non jet arrivals and departures over the Moorabbin area for the month of February 2013. The circuit pattern is visible as red and orange rings, which indicate that aircraft are at about 1000ft for circuit operations (height requirements specified by CASA).

**Figure 4: Non jet arrivals and departures for the Moorabbin region, February 2013 (one month)**



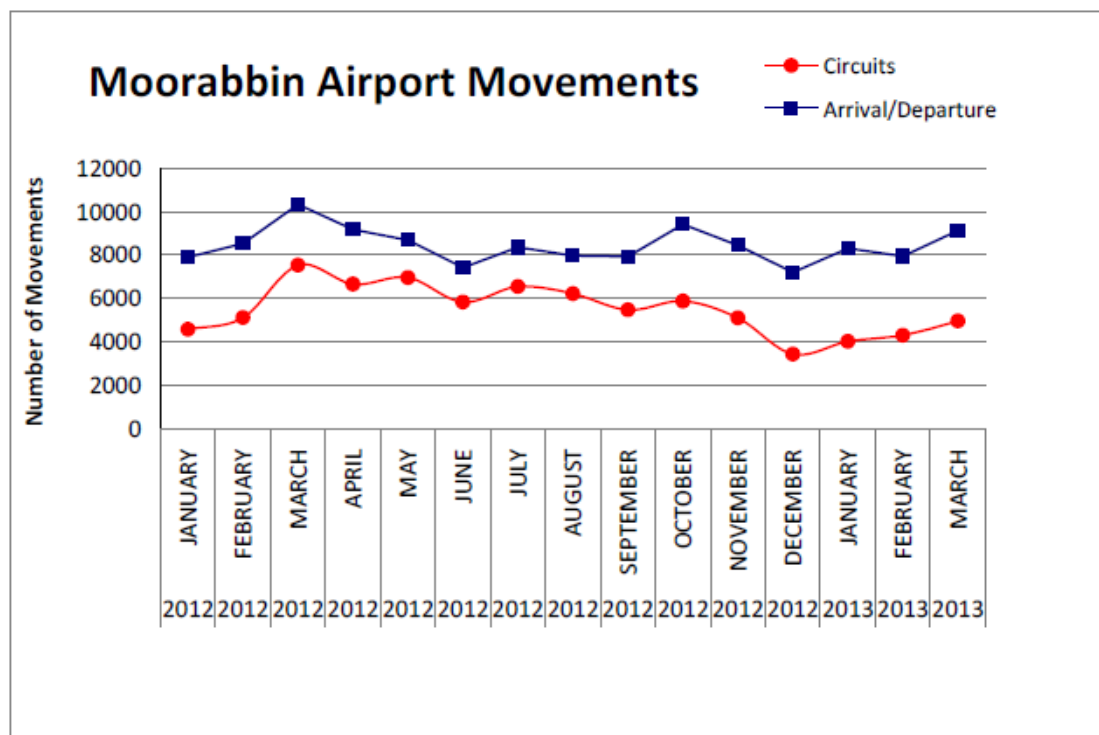
## 6. Aircraft movements

The aircraft currently operating at Moorabbin Airport are generally single or twin engine aircraft or helicopters with a very limited number of jet aircraft movements.

Aircraft movements follow a regular seasonal pattern with peak periods in summer and spring and low periods at Christmas and winter. As shown in Figure 5 below, there was a slight spike in movements for March 2012 as tertiary students generally start their courses in February, and officially start flying in March. This may explain the slight increase in movements in March 2013 as well. There was a slight decrease in movements in December 2012 and January 2013; this was due to courses being over for the year.

Figure 5 shows aircraft movements at Moorabbin Airport for the 15 month period from January 2012 to March 2013.

**Figure 5: Moorabbin Airport movements from January 2012 to March 2013.**



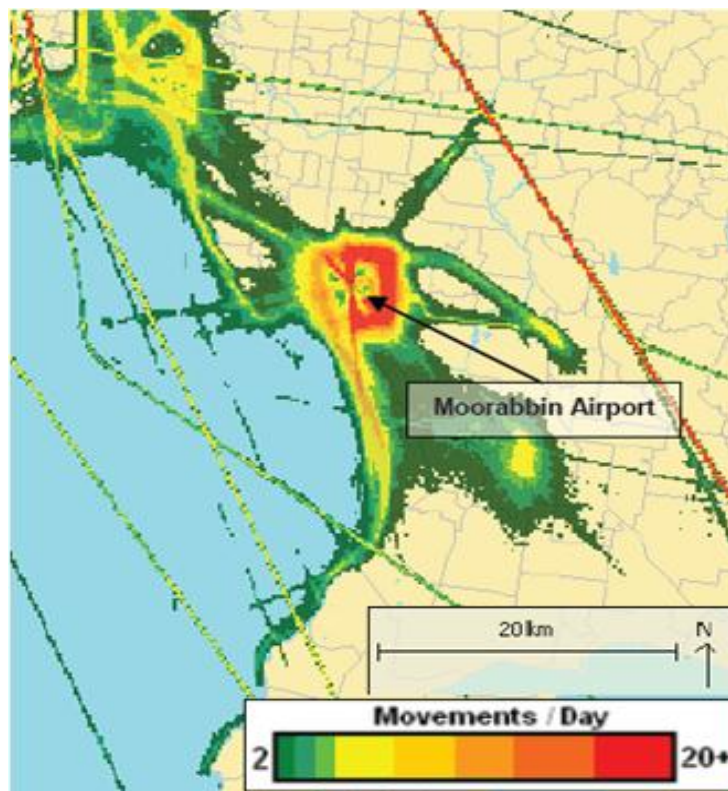
## 7. Track density plots

A track density plot is a map which displays the pattern of aircraft flight tracks that pass over the region around the airport. The region is divided into a set of small grid elements where the number of flights passing over each grid element is summed. This is used to colour each grid element according to the number of over-flights in that region each day. Track density plots are useful in showing underlying track patterns and the concentration of over-flights in a particular area.

The track density plot for all movements over the Moorabbin Airport area for Quarter 1 of 2013 is shown in Figure 5 below. The figure shows the operations out of Moorabbin Airport are either training or en route to the northern and eastern edges of the bay. The remote training area for Moorabbin Airport based aircraft is also visible approximately 10km south of the airport.

The colour coding from green to red represents the range of flight tracks per day from two to 20, this would be about 184 to 1,840 flight tracks for the quarter. If a grid element is not colour coded, this means that the number of aircraft flight tracks that passed over that element during the quarter was on average less than two per day. Therefore, absence of a colour for a grid element does not mean the grid element is free from aircraft over-flights.

**Figure 6: Track density plot for the Moorabbin region, 2013**





## **8. The impacts of aircraft noise**

Although the terms 'noise' and 'sound' are used interchangeably, the term noise is often used to refer to an unwanted sound which can impact on the quality of life. The term sound refers to pressure variations travelling through the air and is measured on a logarithmic scale with the decibel (dB(A)) as the unit of measure. The sound level of typical daytime urban-based activities can vary between 40dB(A) and 80dB(A).

Residents living near the airport can be exposed to the impacts of aircraft noise and this can affect people in different ways. Aircraft noise is influenced by a number of different factors such as how far away an aircraft is, power of the engine and placement of exhaust (muffler) where fitted, humidity, air density and cloud cover. These factors can impact on how sound behaves, for example noise waves from an aircraft can travel up to 10km.

Generally noise from departing aircraft is greater than that of an arriving aircraft. On departure, the noise level experienced on the ground is influenced by a range of aircraft factors such as the type and size, rate at which it climbs and the way it is flown by the pilot.

Improvements in aircraft engine and airframe technologies have resulted in modern aircraft being more efficient and quieter. From an aircraft noise perspective, Australia has one of the most modern fleets of any country.

## **9. Noise Abatement Procedures**

Noise Abatement Procedures (NAPs) are designed to help reduce the impact of aircraft noise on the community. These procedures are comprised of preferred runways, preferred flight paths and noise abatement areas. NAPs are included in the Aeronautical Information Publication (AIP), a package of documents which provides all of the operational information necessary for the safe and efficient conduct of air navigation throughout Australia. NAPs are implemented by Air Traffic Control, however their use is not mandatory and subject to factors such as extreme weather conditions, safety and pilot requirements. All aircraft are expected to observe the NAPs outside of tower hours of operation.

Moorabbin Airport currently operates a Fly Friendly Programme (see attachment 1). The program encourages pilots to operate in a manner which is considerate of local residents and outlines a number of noise abatement procedures such as:

- Delayed turns for departing aircraft to minimise noise intrusion over residential areas over Parkdale
- Preferred runways outside of tower hours which are the least noise sensitive
- Runway operation restrictions e.g. use of jet aircraft may be restricted to only certain runways
- Restrictions on certain training procedures to avoid noise over residential areas
- Procedures to minimise noise emissions from ground running

## **10. Noise and Flight Path Monitoring**

Airservices uses a Noise and Flight Path Monitoring Systems (NFPMS) to determine the contribution aircraft make to overall noise exposure and assess noise levels from aircraft. The NFPMS is also used to assist in the planning of airspace use and enable aircraft noise information to be provided to community groups, individuals and government and industry organisations.

Noise monitors, referred to as environmental monitoring units (EMUs), capture noise events. The data is then matched with Airservices radar data, for aircraft flying in the vicinity of the noise monitor at the time of the event.

Following recommendations made in the 'Review of the Melbourne Environmental Monitoring Units' undertaken by Airservices in 2012, Moorabbin Airport was selected as a short-term noise monitoring location. Airservices conducted short-term noise monitoring at two locations surrounding the Moorabbin airport from 27 August to 24 September 2012. The resulting reports are available on Airservices website at <http://www.airservicesaustralia.com/publications/noise-reports/short-term-monitoring>.

### **10.1 Aspendale**

Aspendale was chosen as one of the locations for short-term noise monitoring as it is an area within close proximity to the inbound point, Carrum. The monitoring results from Aspendale showed that about 80% of noise events were below 60dB(A) and about 12% were between 60dB(A) and 70dB(A), equivalent to conversational speech or a busy office. Noise events due to aircraft movements above 60dB(A) were found to be most common in the weekday hours of 10:00am to 4:00pm and on weekends from 10:00am to 1:00pm.

The most frequent and loudest aircraft types to pass over Aspendale are general aviation aircraft operating to and from Moorabbin Airport.

### **10.2 Dingley Village**

Dingley Village is within the eastern circuit area of Moorabbin airport. The results of the short-term noise monitoring showed that the most frequent and loudest aircraft types to pass over Dingley Village are general aviation aircraft that operate to and from Moorabbin Airport. About 43% of noise events recorded were below 60 dB(A) and 50% were between 60dB(A) and 70dB(A).

Noise events recorded at 60dB(A) or above were most common in the weekday hours of 9:00am to 5:00pm and on weekends in the periods of 9:00am to 4:00pm.

## **11. Community engagement**

Moorabbin Airport operates a Community Aviation Consultation Group (CACG) which meets quarterly. The CACG meetings were established under the Aviation White Paper in 2009 and are independently chaired. The purpose of the CACG is to ensure that key representatives of Moorabbin Airport and the surrounding communities understand each others activities and concerns.

They allow community views to be heard and provide members with an opportunity to obtain information about airport operations. Individual members of the group can raise issues that affect them which may be actioned within their area of authority. CACGs discuss a range of airport matters including aviation and non-aviation

developments and planning or regulatory changes. Moorabbin Airport may also provide information regarding forthcoming plans for the future of the airport.

Community bodies and government agencies can also provide information to the group on issues and policies that may affect future operations of Moorabbin Airport. The CACGs allow for the discussion of various issues such as aircraft noise management and flight paths, where suggestions can be made to the responsible authorities such as Airservices or CASA.

## **12. Making a complaint**

Airservices manages complaints and enquiries about aircraft noise and operations through its Noise Complaints and Information Service (NCIS). Complaints, enquiries and requests for information about aircraft operations received by the NCIS are collected and stored in a database for the purpose of complaint management, analysis of issues and identification of causal factors.

Complaints and enquiries can be made to Airservices through:

- NCIS  
T: 1800 802 584 (freecall)  
F: (02) 9556 6641
- WebTrak  
[www.airservicesaustralia.com/aircraftnoise/webtrak/](http://www.airservicesaustralia.com/aircraftnoise/webtrak/)
- Write to:  
Noise Complaints and Information Service  
PO Box 211  
Mascot NSW 1460

## 13. Further information

### Airservices Resources

*WebTrak* – Airservices provides an internet based system called WebTrak which enables aircraft movements to be observed in near real-time at eight airports around Australia including Melbourne Airport and Essendon Airport. Information on the site has a delay time of 40 minutes and provides data on a map about individual aircraft such as aircraft type, altitude, and destination and noise levels. WebTrak is available on the Airservices website at [www.airservicesaustralia.com/aircraftnoise/webtrak/](http://www.airservicesaustralia.com/aircraftnoise/webtrak/).

*Factsheets* – Factsheets available on Airservices' website contain information on commonly raised topics including management of complaint about aircraft noise, fundamentals of sound, circuit training and seasonal weather patterns. Factsheets can be found at [www.airservicesaustralia.com/aircraftnoise/airport-information/](http://www.airservicesaustralia.com/aircraftnoise/airport-information/)

*Reports* – Airservices produces reports summarising noise data from Melbourne Airport and Essendon Airport and complaints from Melbourne Airport. These reports can be found on the Airservices website at [www.airservicesaustralia.com/publications/reports-and-statistics/noise-reports/](http://www.airservicesaustralia.com/publications/reports-and-statistics/noise-reports/)

*Movements at Australian airports* – Airservices produces reports summarising the aircraft movements at each airport each month. These reports can be found on the Airservices website at <http://www.airservicesaustralia.com/publications/reports-and-statistics/movements-at-australian-airports>

### Other Resources

*Department of Infrastructure and Transport Website* – Information on aircraft noise regulations, airport curfews, factsheets and aviation's role in reducing carbon emissions is available from this website. This site also has a link to the Federal Government's Aviation White Paper which details the Government's aviation policy. [www.infrastructure.gov.au/aviation/](http://www.infrastructure.gov.au/aviation/)

*Civil Aviation Safety Authority Website* – This site provides information on aircraft airworthiness and certification, airspace regulation and issues of aviation safety (for example the rules concerning low flying aircraft). [www.casa.gov.au/](http://www.casa.gov.au/)

*Moorabbin Airport's website* – [www.moorabbinairport.com.au/](http://www.moorabbinairport.com.au/)

*CACG meetings* – [www.moorabbinairport.com.au/CommunityConsultation.asp](http://www.moorabbinairport.com.au/CommunityConsultation.asp)

Phone: (+61 3) 8587 8000

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## **Attachment 1 - Moorabbin Airport Fly Friendly Programme 2011**

### **Fly friendly - be a good neighbour**

Moorabbin Airport is committed to undertaking operations in a Fly Friendly manner. We expect aircraft pilots operating into and from Moorabbin Airport to undertake operations in a manner which is considerate of local residents. The safe operation of an aircraft must be maintained at all times. Air traffic procedures, weather and safe separation requirements may preclude at times your compliance with this programme but you are expected to make your best efforts to ensure your compliance with the spirit of this programme.

#### **1. Circuit Training**

Circuit training- repetitive touch and go operations, is a vital part of flight training and is required for day and night operations. However such operations are limited to the times published in ERSA which are:

Winter: Monday-Friday 0800-2100

Weekends 0800- 2000 or last light, whichever is sooner.

Daylight savings: Monday- Friday 0800-2200

Weekends 0800-2000 or last light (whichever is sooner)

Moorabbin Airport is open 24 hours per day, 365 days per year. Aircraft departing or returning to Moorabbin are not subject to these limits and it is understood that an aircraft returning after the above agreed hours may be required to perform a circuit of the airport to enter into the landing pattern.

#### **2. Altitude**

It is good airmanship, and also the law, to maintain a safe altitude at all times and to ensure that when flying over residential areas this is maintained.

Except when in the act of landing or taking off the minimum height fixed wing aircraft will fly is 1,000ft over inhabited areas of 500ft over uninhabited areas or the sea. They must be a minimum of 600 metres radius from any building.

Whilst operations in the Moorabbin circuit are defined as being in the act of taking off or landing, as soon as practical aircraft should reach and maintain the 1,000ft circuit altitude.

Helicopters operate at a different altitude (700ft) to maintain safety separation from fixed wing aircraft.

CASA may issue an exemption for training purposes.

### **3. Delayed Turns for Noise Abatement**

Moorabbin airport has intensive residential housing surrounding most boundaries of the airport. The following is thus in place for noise abatement purposes:

- a. Aircraft departing from runway 17R should delay any turn until they have flown past Woodlands Golf Club, to minimize noise intrusion over residential areas of Parkdale.
- b. Aircraft departing from runway 35L should delay any turn until over Kingston Centre to minimize noise intrusion to residential property immediately to the North West of the airport.
- c. Air traffic control procedures, weather or safe separation requirements may preclude pilots from adhering to these procedures. However they should at all times attempt to comply with the spirit of these procedures.

### **4. Runway in Use**

Aircraft always land and take off into the prevailing wind. The main North/South runways (17 and 35) are used for 80% of the time. Current wind and weather information is available from an automatic advice services on (03) 9580 9637. The Runway in Use is determined by Airservices Australia when the tower is in operation.

- a. Outside of tower hours Pilots should use runways which are the least noise-sensitive. Where there is a choice based upon wind the runway in use is chosen in the following order:
  - Runways 35 (at night 35R)
  - Runways 17
  - Runways 13 (at night 13L) and 31
- b. After 2200 local all departures must maintain runway heading until at 1,000ft.
- c. Runway 04/22 is available ONLY when operationally required. Runway 04/22 IS NOT available for circuit training at any time.

### **5. Operations from Runways**

Aircraft noise can be mitigated by operating some aircraft from designated runways only. In particular runway 17R (facing South) and 31L (Facing North West) have the biggest impact on residential areas. We thus agree:

- a. Jet aircraft: Jet aircraft will not use Runway 17R for departures.
- b. Certain types of aircraft will not use runway 17R or 31L for departure unless no other runway is available. Aircraft include:
  - Cessna 180
  - Cessna 185
  - Cessna 206
  - Cessna 210
  - Beech BE35/36 with two bladed prop.
  - Cessna C336/C337 Skymaster
  - "Warbird" aircraft fitted with constant speed props.

- c. Practice landings with feathered propellers will not be permitted.
- d. Simulated engine failure in single engine aircraft after take off will not be permitted.
- e. Simulated asymmetric operations after take off will not be permitted from runway 17R.

## **6. Moorabbin Airport Training Area**

Much airwork training takes place to the South East of Moorabbin Airport. The requirements of the Airservices Australia Fly Neighbourly Advice (FN5) contained in ERSA GEN-SP apply as follows:

- a. Designated areas AM/D314 and AM/D 315 are commonly referred to as the “Moorabbin Training Area” This is approximately bounded by a line from Moorabbin Airport to Pearcedale, then coastal to Koo-wee-rup, then Pakenham to Moorabbin Airport.
- b. Pilots are requested to avoid the following urban areas: Hampton Park, Lyndhurst, Cranbourne and within circles of 1 Nautical Mile of Cardinia and Fiveways joined tangentially. If not possible to avoid these areas pilots should traverse at an altitude not below 2,000ft.
- c. An aerobatic area is established east of the Berwick-Cranbourne Rd and north of Ballarto Rd. In this area pilots are requested to minimize aerobatic manoeuvres below 3,000ft.
- d. Farm and other buildings should not be used as reference points for training manoeuvres.

## **7. Ground Running of Engines**

Ground running of engines can cause noise concerns from well beyond the boundary of the airport.

- a. A purpose built engine test cell allows extended running of aircraft engines for maintenance and test purposes; with noise being channelled across non-residential areas. All vehicle-mounted engines on test will use this cell.
- b. Ground running of aircraft engines on airframes will be limited to run-ups on the Northern or Southern run up bay between the hours of 0800-1800 daily. Jet aircraft may additionally use the southern end of taxiway Echo which is furthest from residential housing.
- c. Run-up of aircraft engines prior to flight will be accomplished in accordance with the operational procedures prescribed for the aircraft type. Extended run-ups will not be undertaken except if required to ensure the safety of flight.
- d. Please be mindful of the fact that when there is low cloud the sound from engine run-ups may carry some considerable distance from the airport.



## **8. Helicopter Operations**

This Fly Friendly programme applies to both fixed and rotary wing aircraft. Helicopters can potentially cause considerable noise irritation and thus must conform to the same standard of behaviour as fixed wing operations.

However for safety separation reasons that helicopters will operate at different altitudes to fixed wing aircraft.

## **9. Good Manners for Pilots**

- a. Good manners for pilots includes:
- b. Be aware of noise sensitive areas. Moorabbin Airport is in an urban area.
- c. Avoid prolonged run-ups. Not only do they produce noise but they cost money.
- d. Avoid flying low at any time and especially over populated areas.
- e. Keep circuits as compact as possible
- f. Climb to height as soon as possible (based upon aircraft performance) and then reduce power to cruise settings.
- g. Ensure that throttle settings are applied commensurate with minimum emissions of noise, subject at all times to the maintenance of aircraft safety.
- h. When navigating across country look ahead and select the least noise sensitive route. If you can avoid flying over a residential area then do so.
- i. For helicopter pilots avoid rotor “slap” where possible.

These guidelines form part of the **Moorabbin Airport Conditions of Use 2011** and a specific Fly Friendly Agreement is negotiated with individual flying schools based on Moorabbin Airport.

**Issued by: Moorabbin Airport Corporation Pty Ltd**

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<b>TELEPHONE:</b> 1300-306-630 (local call - Aust wide, except from mobile phone) <b>FAX: 02 6268 5111</b>	<b>AUSTRALIA      AIC</b> AERONAUTICAL INFORMATION SERVICE AIRSERVICES AUSTRALIA GPO BOX 367 CANBERRA ACT 2601	<b>AIRAC</b> <div style="border: 1px solid black; padding: 2px; display: inline-block;"><b>H24/14</b></div>
<b>E-mail:</b> AIM.Editorial@airservicesaustralia.com		<b>DATE: 18 SEP 14</b>

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## **ADS-B, GNSS AND MODE S TRANSPONDER EQUIPAGE MANDATES**

### **1. INTRODUCTION**

1.1 In September 2012 CASA published a notice of final rule making (NFRM 1105AS) regarding aircraft avionics equipage mandates for Automatic Dependent Surveillance-Broadcast (ADS-B), Global Navigation Satellite Systems (GNSS) and Mode S transponders. Full information can be accessed on the CASA website at: [http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC\\_101976](http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_101976)

1.2 The purpose of this circular is to remind operators of their fitment requirements and the relevant dates.

### **2. BACKGROUND**

2.1 Australia is supporting the wider application and use of modern aviation navigation and surveillance technology in its future air traffic management system, including Mode S transponders, ADS-B and GNSS.

2.2 To enable these initiatives, CASA has published a number of dates by which operators must meet minimum equipment specifications in regard to Mode S, ADS-B and GNSS. These are detailed in Civil Aviation Order (CAO) 20.18.

2.3 In order to take full advantage of this modern technology, Airservices Australia is installing additional ADS-B ground stations to enhance coverage and service provision for the lower level operations across continental Australia in addition to that currently available at or

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above FL290. As more ADS-B ground stations are added, some radars will be decommissioned as they reach their end of life date. Surveillance will be increasingly provided to ATC by ADS-B only. ADS-B fitment also facilitates the cockpit display of nearby traffic based on ADS-B transmissions thus increasing efficiency and safety.

2.4 The reason for a specific mandate for Perth area is to provide ATC with a means of surveillance of air traffic beyond and below existing radar coverage. This is necessary for ATC to safely and efficiently separate air traffic whose volume has grown rapidly. This rapid growth has led to airspace congestion as a result of fly-in/fly-out (FIFO) air transport operations to and from Perth and the WA mining areas.

2.5 Air Traffic Control services will be delivered with the expectation of full compliance with the aircraft avionics equipage mandates as specified in CAO 20.18.

2.6 Furthermore, air traffic control separation services are increasingly based on required navigation performance (RNP) standards as specified in CAO 20.91. Increased operational efficiency can be derived through early GNSS fitment allowing RNP derived separation to be applied. In addition, the progressive decommissioning of ground based navigation aids (reducing to the core backup network) will result in an increasing reliance on GNSS-based approaches.

2.7 The benefits for early fitment can be found on the CASA website.

### 3. MANDATE DATES

3.1 The regulatory changes effectively establish mandatory aircraft avionics fitment requirements by certain dates as summarised below:

	4 February 2016	2 February 2017
IFR <i>Note: Equipment configurations vary depending on the type of operation - see CAO 20.18.</i>	GNSS	
All aircraft operating at Brisbane, Sydney, Melbourne and Perth Airports	Mode S	

IFR in Class A,C or E airspace operating in a 500NM arc to the N and E of Perth at all altitudes & flight levels	ADS-B	
IFR at all altitudes & flight levels		ADS-B

3.2 Operators should consult CAO 20.18 for technical standards and/or equipment configurations for avionics fitments.

#### 4. ADVICE FOR OPERATORS

4.1 Operators are encouraged to ensure compliance with the relevant mandates as early as possible. Demand for avionics fitment providers is expected to increase as the mandate deadlines approach.

**4.2 Failure to comply with the relevant avionics mandates will severely impact on the operator's ability to plan via preferred routes and levels and will likely result in the denial of airways clearances or ability to operate to the IFR.**

#### 5. PERTH ADS-B MANDATE - 4 FEB 2016

5.1 From 4 February 2016, all IFR aircraft departing and arriving Perth must be fitted with serviceable ADS-B.

5.2 All IFR aircraft departing and arriving Jandakot Airport on routes to the north and east of Perth, and in controlled airspace, must also be fitted with serviceable ADS-B.

#### 6. GNSS MANDATE - 4 FEB 2016

6.1 It is important that all aircraft operating to the IFR are equipped with appropriate GNSS equipment before February 2016. From this date airspace will be GNSS based PBN airspace. The result will be most IFR flights in OCA will be RNP4 approved, those in enroute CTA RNP2 approved and those in terminal areas RNP1 approved.

6.2 Air Traffic Control separation services are increasingly based on RNP standards and GNSS. Increased operational efficiency will be available through early GNSS fitment and will allow ATC to apply more efficient RNP derived separation. The number of ground based navigation aids will also reduce to a core backup network resulting in increased reliance on GNSS based navigation.

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## **7. ADS-B MANDATE - 2 FEB 2017**

7.1 From 2 February 2017, all IFR aircraft, at all altitudes and flight levels, in all classes of airspace must be fitted with serviceable ADS-B. Failure to comply will result in aircraft not being permitted to operate to the IFR.

## **8. REFERENCES**

- 8.1 Civil Aviation Order 20.18.  
<http://www.comlaw.gov.au/Details/F2013C00121>
- 8.2 Civil Aviation Order 20.91.  
<http://www.comlaw.gov.au/Details/F2012L01570>
- 8.3 Further information on communications, navigation, surveillance (CNS) and Air Traffic Management including the benefits to operators.  
[http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC\\_101663](http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_101663)
- 8.4 Summary of key timelines and avionics requirements.  
[http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC\\_101179](http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_101179)

## **9. CANCELLATION**

9.1 This AIC self-cancels at 1702011600UTC.

**Note:** Expect future publication of associated rules within AIP.

## **10. DISTRIBUTION**

10.1 By Airservices Australia website only.

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# Moorabbin Airport

## Zoning and Land Use Context

*Nevan Wadeson CACG Presentation*

*Overview*

## Contents

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Appendix 2 – Zone controls within Moorabbin Airport under Moorabbin Airport Master Plan (2010)
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Appendix 5 – Constraint Plans (selected) from 1971 Metropolitan Plan
Appendix 6 – Metropolitan Zones and the Urban Growth Boundary (UGB)
Appendix 7 – DSE Letter, 19 November 2003

## 1

## PLANNING OVERVIEW

Moorabbin Airport is shown in its local context in Figure 1 – Moorabbin Airport Aerial Photograph.

The Airport is Commonwealth land and is not included within the Kingston Planning Scheme controls or the jurisdiction of Kingston Council as a planning responsible authority. This is demonstrated by the Airport's depiction in zoning plans under the Kingston Planning Scheme. It has no zone applied; instead, it is noted with the code "CA" recognising it as Commonwealth land. Refer to Appendix 1 - Zone controls under Kingston Planning Scheme in areas surrounding Moorabbin Airport.

The *Airports Act 1996 (Commonwealth)* established the requirement that once leased, the Airport lessee is obliged to prepare an Airport Masterplan to guide the delivery of aviation activities and non-aviation uses. It requires that Masterplans have regard to the State planning framework applying to the locality.

Importantly, the first Moorabbin Airport Masterplan was approved in 1999. It established the land use planning framework for the future of the Airport land. Aviation areas for runways, taxiways, the terminal, hangars and Airside activities were identified. The balance of the land was identified for a mix of commercial, retail and business precincts within the Airport's own Special Use Zone (SUZ) controls. See Appendix 2 - Zone controls within Moorabbin Airport under Moorabbin Airport Master Plan (2010).

Significantly, these approved business and activity use areas predate the future Urban Growth Boundary and its related control framework.



Figure 1 – Moorabbin Airport Aerial Photograph

## 2 PLAN MELBOURNE 2014

The State Government recently approved its Metropolitan Strategic Planning framework – Plan Melbourne. Plan Melbourne now acknowledges Moorabbin Airport as a ‘State Significant Place’ and a ‘Transport Gateway’, recognised for its transport, economic and employment-generating roles.

Figure 2 – Plan Melbourne Southern Sub-region (excerpt) depicts the Airport in the context of the Southern Sub-region designated as part of Plan Melbourne.

At a Metropolitan Strategic level this places the Airport on a par with employment clusters at Monash and Dandenong South, and Metropolitan Activity Centres like Dandenong, Ringwood and Frankston in helping to shape Melbourne and drive productivity and growth through to 2050.

The Airport, through delivery of its successive Masterplans and in conjunction with the surrounding “Kingston Central and Braeside” employment areas, is now a major business and employment precinct. Together with the redevelopment of the adjacent business areas, this employment hub can contribute to the delivery of the 20 minute neighbourhood initiative of Plan Melbourne. Refer to Appendix 3 – Central Kingston and Braeside Employment Precinct.



Figure 2 – Plan Melbourne Southern Sub-region (excerpt)



## 3 GREEN WEDGE ANALYSIS

### 3.1 The 1971 Metropolitan Plan

In 1971 through to 1978, Amendments 3 and 21 to the Metropolitan Planning Scheme introduced a Strategic Planning Framework to guide Melbourne's Planning to 2000 and to accommodate population growth for up to 4 million. It identified key "Growth Corridors" and areas for "Green Wedges" between them.

Appendix 4 – 1971 Metropolitan Plan – Zoning Map shows the Airport in the context of zones and designated green wedges across metropolitan Melbourne.

The 1971 Planning Report includes an extensive 'sieve mapping' analysis of significant land uses, resources, conservation values and flood prone areas. In the Kingston context, two key elements drove the initial zoning outcomes for this area:

- Firstly, the presence of Moorabbin Airport and the need to manage aircraft noise
- Secondly, the extensive sand resources of the area

Importantly there were no flooding, agricultural or conservation values or constraints attributed to the Kingston Green Wedge area in the 1971 plan. These values and constraints, as mapped in the 1971 Plan, are shown in Appendix 5 – Constraint Plans (selected) from 1971 Metropolitan Plan.

The original boundaries in Kingston were not hard and fixed. Areas such as the non-residential land along Kingston Drive in Dingley and the Redwood Gardens industrial estate were originally shown outside the urban area and reserved for sand resources. They were later zoned for residential and industrial use as appropriate.

### 3.2 The Urban Growth Boundary

The 2002 Metropolitan Planning Strategy "Melbourne 2030" was formally introduced by Government in 2003 and an Urban Growth Boundary was proclaimed under the Green Wedge Protection Act 2003.

Land between the Urban Growth Boundary and the outside edge of the Metropolitan Area that was previously zoned for rural, extractive and environmental purposes was largely included within the Green Wedge Zone. Moorabbin Airport, as Commonwealth land, remains unzoned and is not within a Green Wedge Zone.

The planning for non-Commonwealth land outside the Urban Growth Boundary is guided by the Green Wedge zone, the Clause 57 "core provisions" and planning scheme amendments which change subdivision rights for dwellings and which are subject to ratification by Parliament.

Refer to Appendix 6 – Current Metropolitan Zones and Urban Growth Boundary.

## 4 MOORABBIN AIRPORT PLANNING FRAMEWORK

The approved land use planning framework at Moorabbin Airport has evolved through Ministerial approval of the 3 successive Airport Masterplans to date – in 1999, 2004 and 2010.

The State Government has also acknowledged these Masterplans when consulted during their preparation – refer for example to Appendix 7 – DSE Letter, 19 November 2003. In 2010 the Department acknowledged that the Commonwealth ownership of the Airport meant that it “is not subject to Strategic Planning Controls”.

To the wider community it is imperceptible that the current Urban Growth Boundary turns south off Centre Dandenong Road, heading along Grange Road, behind houses and industry, to Lower Dandenong Road and then north up Boundary Road. This is demonstrated in Figure 3 by the existing outlook eastwards along Centre Dandenong Road, looking across the intersection with Grange Road: Moorabbin Airport is clearly a retail, business and employment area with a central open area for aircraft runways. It does not have a Green Wedge zone or exhibit any characteristics of a Green Wedge zoned area.

The Airport land has had a Special Use Zone designation in its successive Masterplans, the first of which predated the Urban Growth Boundary by several years.

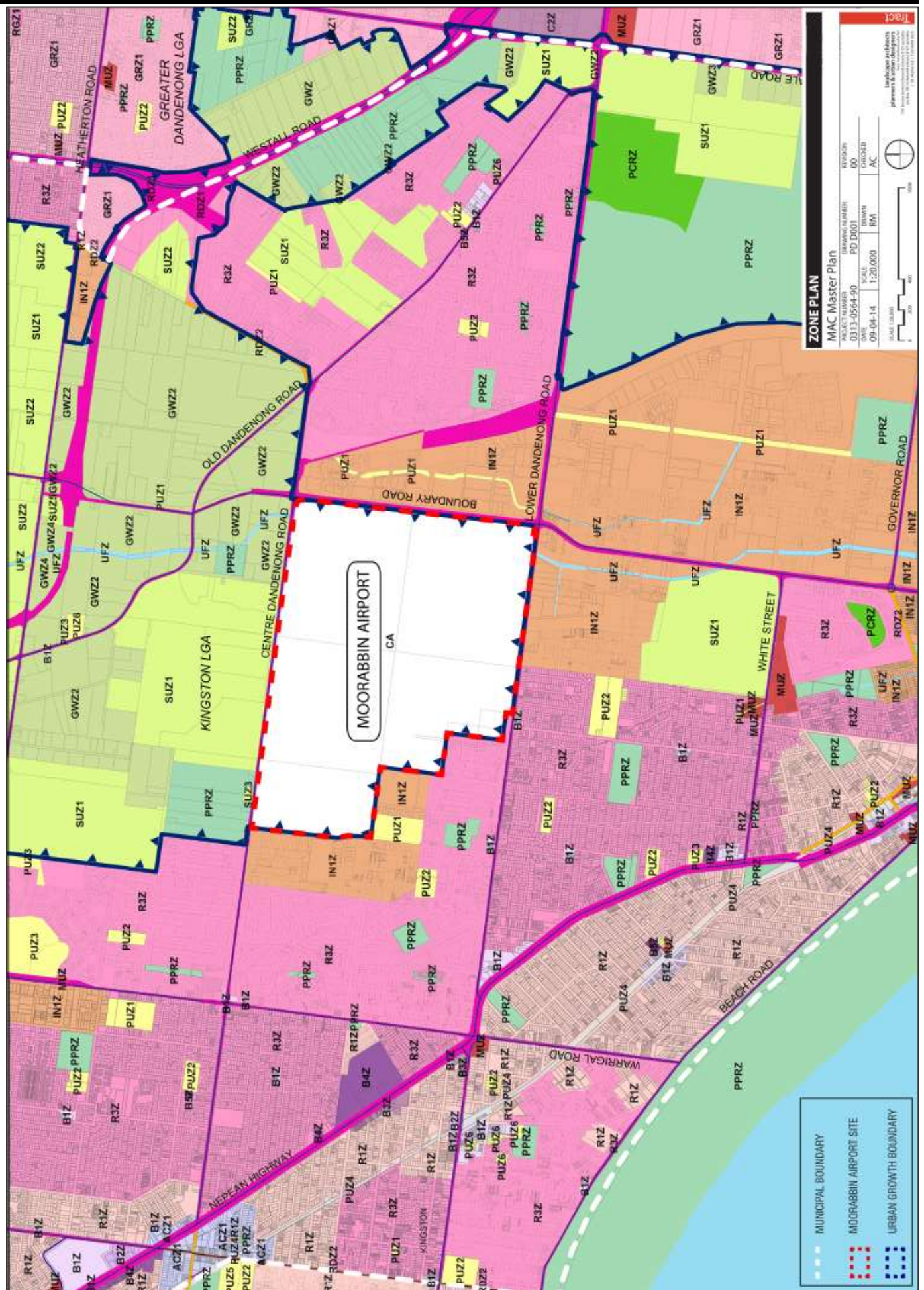
Accordingly the Planning Framework for the airport has been established under the Airports Act and more recently in context with the current Plan Melbourne acknowledgement of its role in southeast Melbourne.



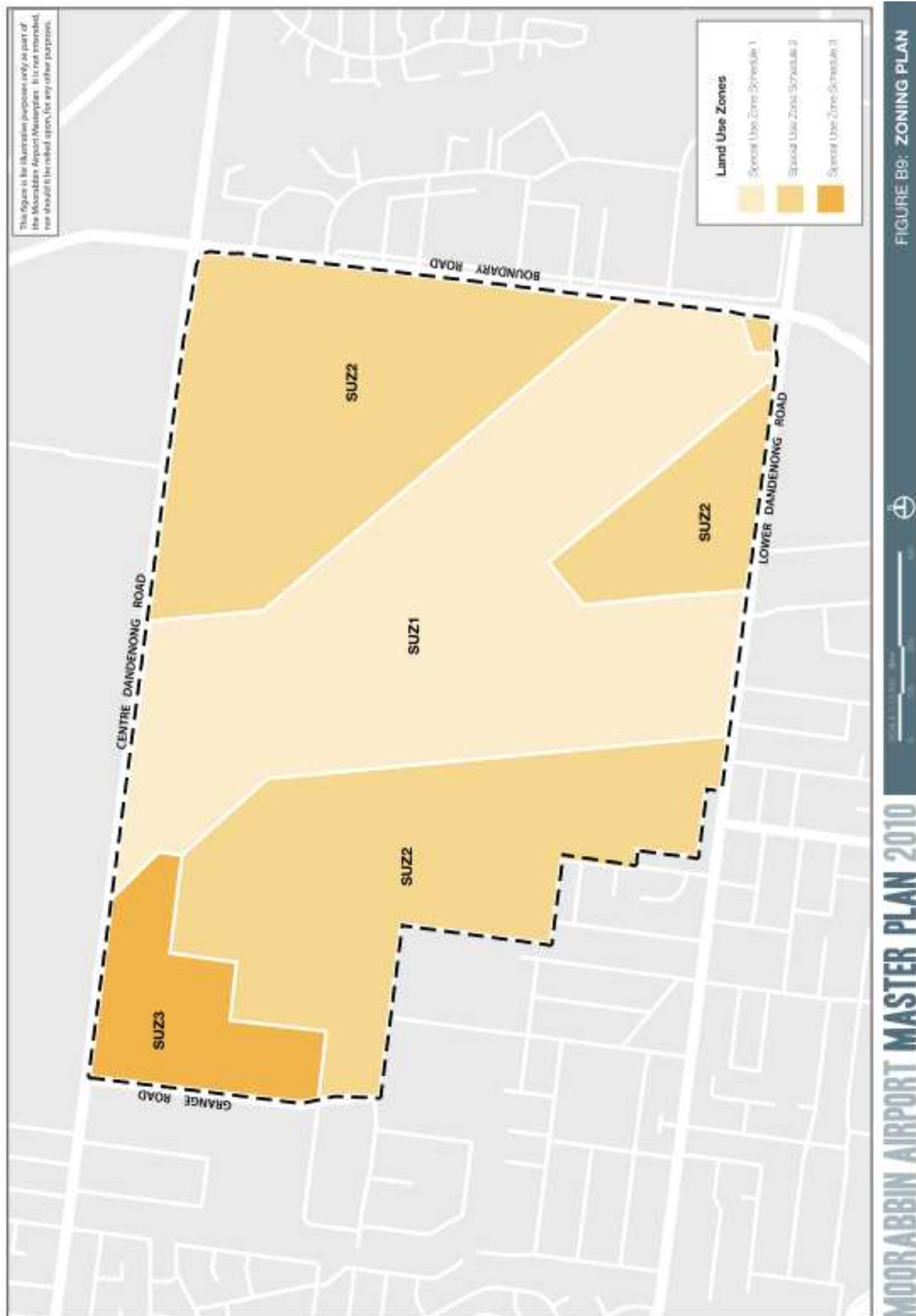
Figure 3 – Outlook eastwards along Centre Dandenong Road at its intersection with Grange Road

## APPENDICES





Appendix 1 – Zone Controls under Kingston Planning Scheme in areas surrounding Moorabbin Airport



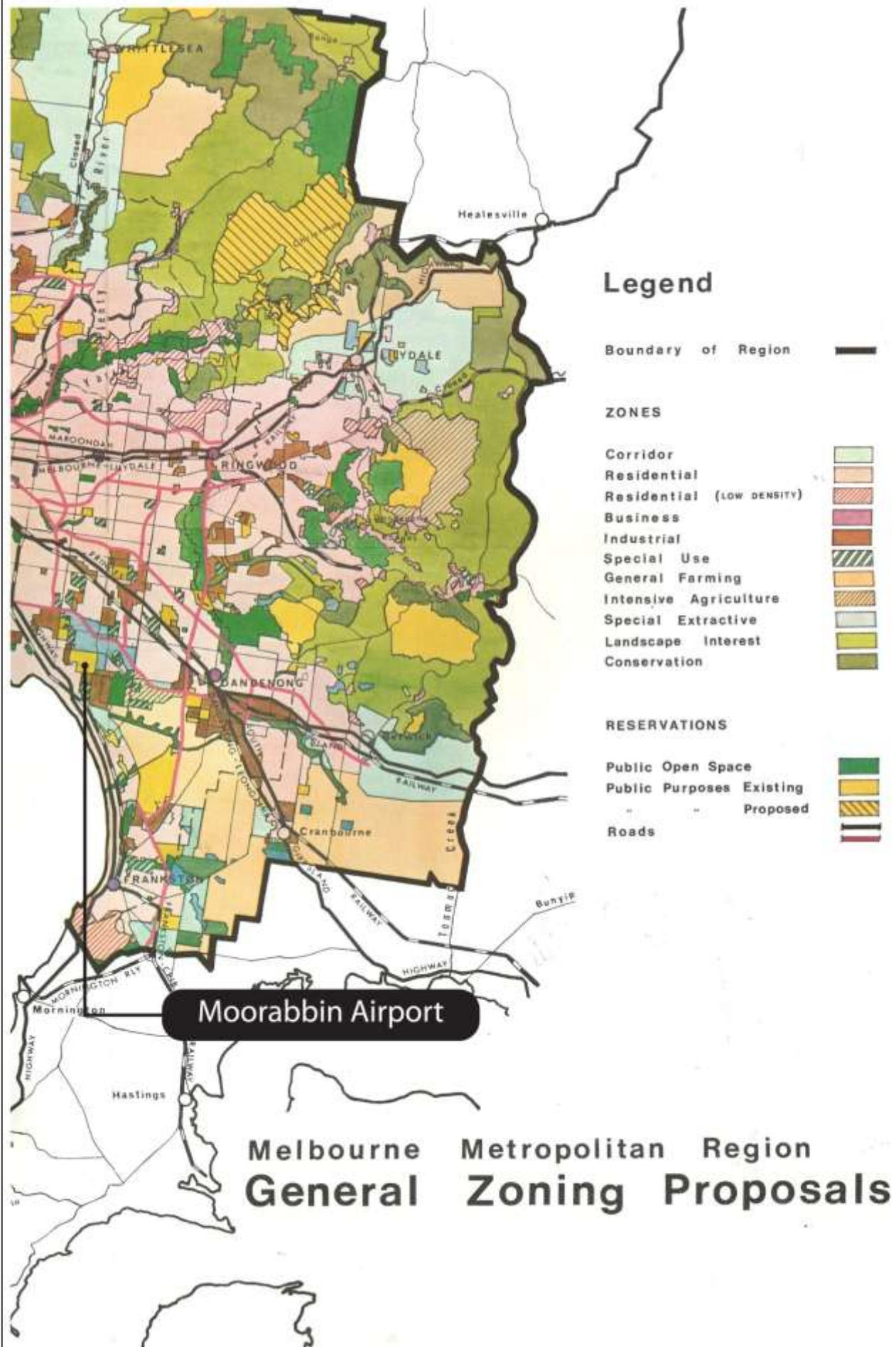
Appendix 2 – Zone controls within Moorabbin Airport under Moorabbin Airport Master Plan (2010)





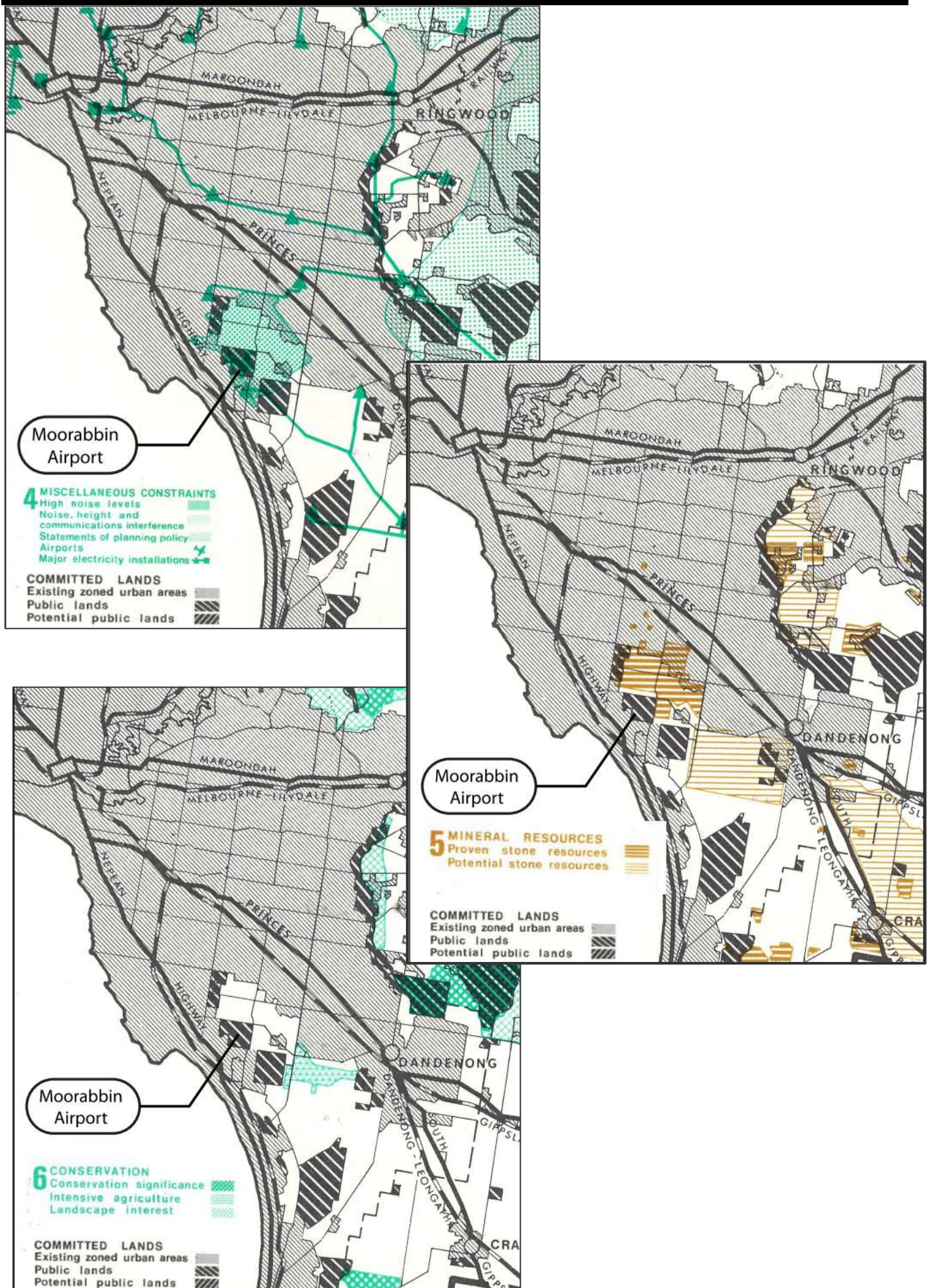
Appendix 3 – Central Kingston and Braeside Employment Precinct (based on Moorabbin Airport Master Plan 2010, Figure A13)





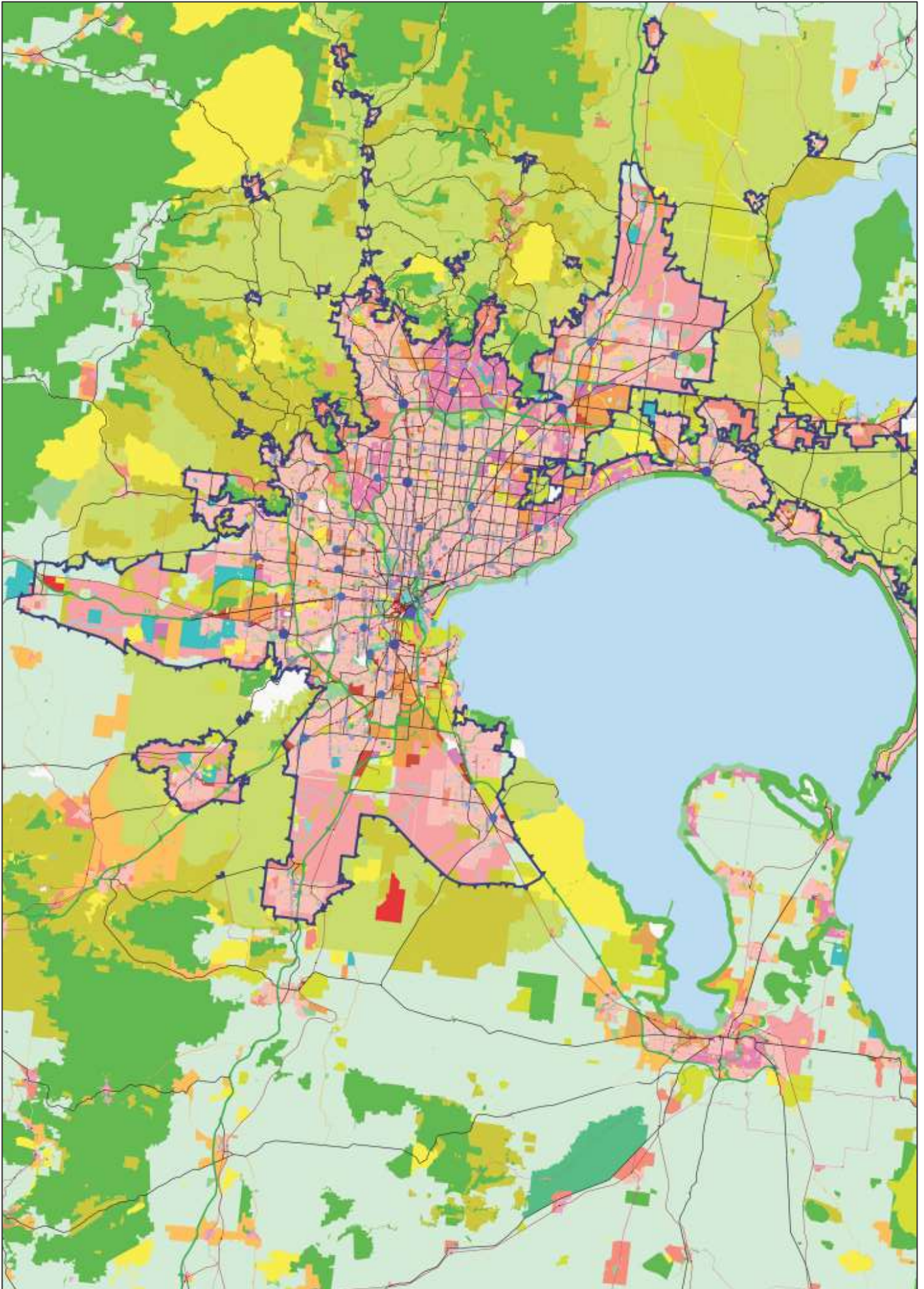
Appendix 4 – 1971 Metropolitan Plan – Zoning Map (excerpt)





Appendix 5 – Constraint Plans (selected) from 1971 Metropolitan Plan





Appendix 6 – Metropolitan Zones and the Urban Growth Boundary (UGB)

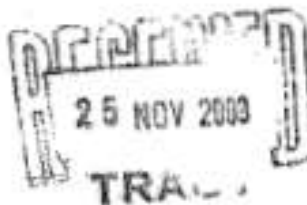


## Department of Sustainability and Environment

Our ref: LA/36/0046/1456

Wednesday, 19 November 2003

Mr Nevan Wadeson  
Tract Consultants Pty Ltd  
PO BOX 181  
Richmond  
VIC 3121



8 Nicholson Street  
PO Box 500 East Melbourne  
Victoria 3002 Australia  
Telephone: (03) 9637 8000  
Facsimile: (03) 9637 8100  
ABN 90 719 052 304  
DX 210098

Dear Mr Wadeson,

### **REQUEST TO MODIFY THE URBAN GROWTH BOUNDARY LAND: Moorabbin Airport - Centre Dandenong Road Moorabbin**

I am writing to advise you of the outcome of the Government's consideration of your request to modify the urban growth boundary (UGB). As you know the UGB was applied to planning schemes as part of the implementation of *Melbourne 2030*.

*Implementation Plan No 1 – Urban Growth Boundary*, released with *Melbourne 2030*, made clear the circumstances where changes to the UGB would be considered. The three main circumstances described in this Implementation Plan are:

1. Anomalies / Transitional cases
2. Designated growth areas – changes that may follow a review of growth area plans,
3. Green wedge townships – application of a UGB to small towns in green wedges.

In each instance a submission would need to demonstrate:

1. Consistency with *Melbourne 2030*
2. Consistency with the State Planning Policy Framework, and
3. Maintain the integrity of any non-urban area affected by a proposed change.

Your submission has been carefully assessed and it is considered that the land occupied by the airport should not be included in the UGB as the land is owned by the Commonwealth Government and is not subject to strategic planning controls. The UGB has therefore been modified to reflect the airport boundary.

Amendment C38 to the Kingston Planning Scheme will modify the UGB and the Minister for Planning has introduced the changes into the Parliament for ratification.

Please see the attached leaflet or visit the web site [www.melbourne2030.vic.gov.au](http://www.melbourne2030.vic.gov.au) for further information or contact the Department on 1800 191 012 if you need to clarify any issues.

Yours sincerely

John Collins  
Deputy Secretary  
Strategic Planning and Sustainability Policy



Find out more about the Department by calling our Customer Service Centre on 136 186 or visit our website at [www.dse.vic.gov.au](http://www.dse.vic.gov.au)