



Community Aviation Consultation Group

Annual Report

July 2014 to June 2015



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Introduction

This report summarises the activity of the Moorabbin Airport Community Aviation Consultation Group (CACG) from July 2014 to the end of June 2015.

The CACG was established in 2011 to enable an effective exchange of information between Moorabbin Airport Corporation (MAC), local authorities, airport users and the local and broader community.

The CACG is an independently-chaired forum which meets quarterly to discuss issues and concerns relating to Moorabbin Airport operations and its impacts. The membership of the CACG consists of a broad cross-section of representatives from industry, regulators and the community.

The CACG is for consultation purposes only and is not a decision-making body. The purpose of the CACG is to:

- provide a forum for the exchange of information and ideas between airport operators, the community, governments, users and other relevant stakeholders;
- ensure that community views are effectively heard by the airport;
- to give members the opportunity to obtain information and provide better understanding of airport operations; and
- allow the concerns of interested parties to be raised and taken into account by airport operators.

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

- airport development activities (including the Airport Master Plan and Major Development Plans)
- airport environment initiatives (including the Airport Environment Strategy)
- new airport activity (e.g. new services) or alterations to existing aviation services
- planning, regulatory and policy changes affecting the airport
- airport facility changes
- ground transport issues and proposals affecting the airport and its users
- access issues including for people with special needs
- economic contribution of the airport

Relevant updates may be provided to the Group 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 B 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 eight 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.

Moorabbin Airport

Moorabbin Airport is the second busiest airport in Australia by aircraft movements and has the greatest cluster of general aviation activity on the eastern seaboard. The airport is an important Victorian transport gateway which supports civil aviation, the local community and regional centres with access to metropolitan services.

Moorabbin Airport:

- is an education and training centre, and is Asia Pacific's largest flight training facility. Moorabbin Airport has multiple flying schools providing flight training to 800 students annually;
- is a place of employment; home to over 300 businesses providing 3,300 full time jobs;
- will see \$570 million invested in the site over the next 20 years;
- is a medical access point for regional communities through the services provided by the Royal Doctors Flying Service and Angel Flights;
- is the home of the Westpac Rescue Helicopter Service;
- provides a hub for aerial bushfire support for the region;
- is a facility accessed by emergency services and defence forces air wings units; and
- is home to The Australian National Aviation Museum, housing and restoring significant aviation memorabilia from planes to uniforms.

(See Appendix C for MAC Facts at a Glance)

City of Kingston

In 2014, The City of Kingston had an estimated population of 153,000 and businesses within the municipality employed over 66,000 people. 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 (2014) people and lies within the airspace controlled by Moorabbin Airport's tower.

Federal and State members

Moorabbin Airport falls within the Federal constituencies of Hotham to the north and Isaacs to the south, and the State constituency of Mordialloc to the south. Alternates for the Representatives of these constituencies are invited to attend the CACG.

Community Groups

The Dingley Village Community Association (DVCA) and the Moorabbin Airport Residents Association (MARA) representing residents in Parkdale, Mordialloc, Cheltenham and Dingley Village are members of the CACG.

Department of Infrastructure and Regional Development (DoIRD)

DoIRD takes an active role in the meetings of the CACG and has been represented consistently throughout the year.

Airservices Australia.

Airservices Australia (ASA) is the airspace manager and tower operator at Moorabbin Airport. It is also responsible for the Noise Enquiry Unit and noise-related activities. ASA is represented by the Senior Air Traffic Controller (SATC) at Moorabbin Airport and the ASA Community Relations Group.

Civil Aviation Safety Authority

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 ASA.

CACG Meeting Dates July 2014 to June 2015

- 26 September 2014
- 5 December 2014
- 27 March 2015
- 26 June 2015

Summary of Main Agenda Items July 2014 to June 2015

- CACG & PCF Review (including CACG Membership)
- Flight Training Circuit Design
- Fly Friendly
- Master Plan 2015
- Major Developments
- Airport Operations
- Aircraft Noise Monitoring
- Community Support

Main Agenda Items for July 2014 to June 2015

Flight Training Circuit Design

MAC engaged specialised consultants to review flight training and circuit design at Moorabbin Airport. The review was instigated in response to continuing concerns expressed by members of the DCVA regarding aircraft noise to the east of the airport.

The objective of the review was the identification of potential alternate circuit paths which are:

- safe;
- compliant with all relevant regulations;
- provide best noise mitigation outcomes for local residents;
- consistent with the Fly Friendly program;
- potential for delivering the aviation outcomes of the approved Master Plan; and
- supported by responsible aviation operators.

Following an initial discussion with DCVA of the issues surrounding current circuit designs at Moorabbin Airport, the consultant developed three alternative circuit designs. The desktop developed options were presented to representatives of flight training organisations at Moorabbin Airport for input. MAC facilitated a meeting with the consultant and DVCA to discuss the outcomes.

The report ultimately concluded that the circuit design could not be changed and still comply with CASA regulations. Therefore, it was found that no single solution could be identified that would satisfy both the noise issue raised by DCVA and operator safe operational requirements.

Although the circuit design could not be changed due to regulatory requirements MAC continues to investigate alternate initiatives in terms of noise sharing opportunities between with the East/West circuits. Bilateral meetings are currently taking place with key stakeholders regarding alternate solutions for the community.

Fly Friendly

The Fly Friendly program has been developed by MAC and adopted by operators to encourage flying activities that consider local residents. The program identifies practical measures to decrease noise by using the least noise-sensitive runways and providing a special test area for maintenance and limiting training hours and flights over residential areas.

The program over the past year has been refreshed by Moorabbin Airport and actively encourages aviation operators to use Fly Friendly procedures with safety being the first priority.

Flight training organisations on airport have confirmed that Fly Friendly is being taught and tested at all levels. A review confirmed that the majority of operators were abiding by the set procedures.

Noise complaints recorded by ASA between July 2014 and June 2015 declined by 24.4% when compared to the same period last year. (Refer to Appendix D for Noise Mitigation Measures at Moorabbin Airport and Appendix E for Fly Friendly Program).

CACG Review and CACG Membership

DoIRD is administering a national review of the CACG process. A presentation was given by DoIRD in December 2014 on 'A Review of Consultative Arrangements for Federally-Leased Airports'.

DoIRD has requested that MAC review its terms of reference (TOR) and membership as part of continuous improvement processes and to ensure the TOR are in keeping with DoIRD guidelines. This is due to be discussed in greater detail in the future CACG meetings during FY16.

Appendix F provides further information on the CACG and PCF review.

Aircraft Noise Monitoring

ASA installed four noise monitors in early October 2014. The locations include Heatherton drain site, Kingswood Golf Club, St. Marks Primary School and Parkdale Secondary School. (Refer to Appendix G for location map of monitors).

The initial reporting of the data at the March CACG meeting provided some abnormalities. ASA addressed these abnormalities with further analysis and presented the results at the June 2015 CACG meeting. This additional analysis indicated that the highest noise recordings at St Mark's Primary School were school singing and the school bell, whilst the highest noise recorded represented golf club hitting and lawn mowers rather than aviation activity.

Aircraft operators and community group representatives requested that ASA undertake further analyses of its noise monitoring data and clarify for CACG patterns of intrusive noise and how monitoring differentiates sources of this noise. CACG members have also requested that all results be presented to CACG prior to being published on the ASA website as part of the process going forward.

The next steps in utilising this data is to review any possible alternatives that would assist the community with ASA management of the air space in line with other regulatory requirements.

Major Developments

The CACG have been consulted and updates provided on various developments on the airport site throughout the year. These include:

- the Mordialloc Settlement Drain
- the retarding basin and additional drainage at the end of Runway 35R
- Phase 1 of the Western Access Road and intersection on Lower Dandenong Road
- two warehouses including office facilities in the southwest corner of the site
- commencement of construction of a large format retailer
- Chifley Drive extension and intersection on Boundary Road

Master Plan 2015

Moorabbin Airport Corporation Pty Ltd (MAC) is required under the Airports Act 1996 (the Act) to submit an airport Master Plan covering a planning period of 20 years and refreshed every 5 years, for approval. A draft airport Master Plan was required to be submitted to the Australian Minister for Infrastructure and Regional Development ("Minister") by June 2015.

The Master Plan is a statutory airport planning document that establishes the strategic direction for the airport, provides for the future use and development of the airport site, ensures that site uses are compatible with local communities and ensures compliance with environmental legislation.

In December 2014 the CACG were provided with an update to the Exposure Draft 2015 Master Plan and in March 2015 an update on the Preliminary Draft 2015 Master Plan (PDMP), prior to public exhibition (Refer to Appendix H & I).

The PDMP envisages:

- On-Airport jobs growing from 3,300 to 8,500 over the next 20 years
- Economic value increasing from \$340 million to \$825 million annually
- \$10 billion of economic activity over the 20 year period
- Investment of \$570 million in high quality facilities and infrastructure
- Building on the Airport's national and international reputation for flight training and aviation excellence.

At the time of this report being written the Draft 2015 Master Plan had been submitted to the Minister of Infrastructure and Regional Development for approval.

Community Support

MAC over the course of the last year has been a proud supporter of various community events on and off the airport grounds. The majority of Aviation Youth engagement and education and local community events were also attended by members of the MAC team.

Emergency Services Support

- Westpac Rescue Helicopter
- Metropolitan Fire Brigade Training Days
- Metropolitan Fire Brigade / Country Fire Brigade Training Day

Aviation Youth Engagement and Education

- Moorabbin Airport Corporation Careers Day
 - 130 students from 6 schools were in attendance
- Australian National Aviation Museum Events
 - Wirraway A20-10 celebrates her 75th birthday
 - Legends of the Skies II
 - Wings Model Show
 - Family Cockpit Day
 - Wings and Wheels
 - Moorabbin Air Museum Squadron, End of Year Parade
 - Family Day for Southern Autistic Children School
 - Melbourne Old School Cruisers Picnic No2.
 - Dove Cockpit
 - FE FC Holden State Titles Show & Shine
 - 50th Anniversary of the Australian Aircraft Restoration Group
 - Peninsula Car Club
- Royal Victorian Aero Club Events
 - Young Eagles Program
 - 74th anniversary of the Battle of Britain Dawn Patrol
 - Royal Victorian Aero Club Celebrating 100 Years of Aviation
 - Able Day in the Sky
- Australian Air League – Awards night sponsorship
- Avalon Air Show
 - Booth
 - Moorabbin Airport Safety Officers assisted with event
- Civil Aviation Safety Authority - Engineering workshop
- Guest Lecture at RMIT on Airport Design and Operations Lecture

Local Community Events

- City of Kingston
 - Kingston Charitable Fund Dinner and Charity Auction
- Mordialloc Community Centre
 - 50 Year Anniversary Booklet of the Mordialloc Community Centre
- Cheltenham RSL
 - Anzac Day March
- Moorabbin Airport Preliminary Draft Master Plan 2015
 - Community Information Sessions
- Kingston Central Plaza Open Day
 - Various community events
- Installation of two bike racks on airport grounds
- Paws to consider – Dog training

Airport Operations

Airport Emergency Procedure

The CASA-regulated desktop emergency exercise was held on 21 August 2014 at the City of Kingston offices. The exercise was a continuance of the 2013 live exercise with the same scenario of two aircraft colliding over the airport. The simulated damage was escalated for the desktop exercise to allow for a greater number of agencies to be involved, participants included MFB, Vic Police, Ambulance Vic, SES, ASSB, CASA, MAC, Kingston Council, Mobil Fuel, DFO and King Island Airlines.

A report summarising actions from the exercise was prepared for the Airport Emergency Committee to implement. As a result of the exercise an independent consultant was engaged by MAC to assist with the review of the airport emergency procedure (AEP). The recommendation of the review resulted in the AEP being revised.

The revised AEP takes a more of a risk-based approach to emergency management and incorporates both reactionary and recovery procedures. The revised AEP was endorsed by the Airport Emergency Committee and training for airport staff has been completed.

The revised AEP will be tested in the full live emergency exercise occurring on 15 September 2015 as per CASA regulation. Further detail will be provided in the September CACG.

Taxiway Bravo Lights

LED edge lighting was installed along Taxiway Bravo in 2014/15. Taxiway Bravo is approximately 1.5km long. The upgrade of lights was due to unavailability of the older fittings and the efficiency and reliability of the new LED system.

Operational Signage Upgrade

MAC, in consultation with the Airport Runway Safety Committee, committed to reviewing the airport's Movement Area Guidance Signs (MAGS). As part of the review a taxiway rationalisation assessment was also carried out.

MAC established that an additional 33 MAGS were required and 6 minor taxiways should be closed to assist with reducing runway incursions (runway incursions at Moorabbin are mostly technical involving aircraft crossing runways without the correct clearances) and increasing situational awareness for pilots at the airport.

The Runway Safety Committee signed off on the project and installation works have commenced.

Avalon Air-Show support

MAC participated in the Avalon Airshow providing a display promoting the airport.

The display was manned by MAC staff throughout the week and was a great success. As part of the display MAC commissioned a promotional video of the Airport. The video included interviews with many of the major aviation operators and services providers at the airport.

Drainage

The works to the large drainage basin (associated with the MSD) on the south east corner of the airport were completed in late 2014. Works to the smaller drainage basin in the south west corner are still ongoing.

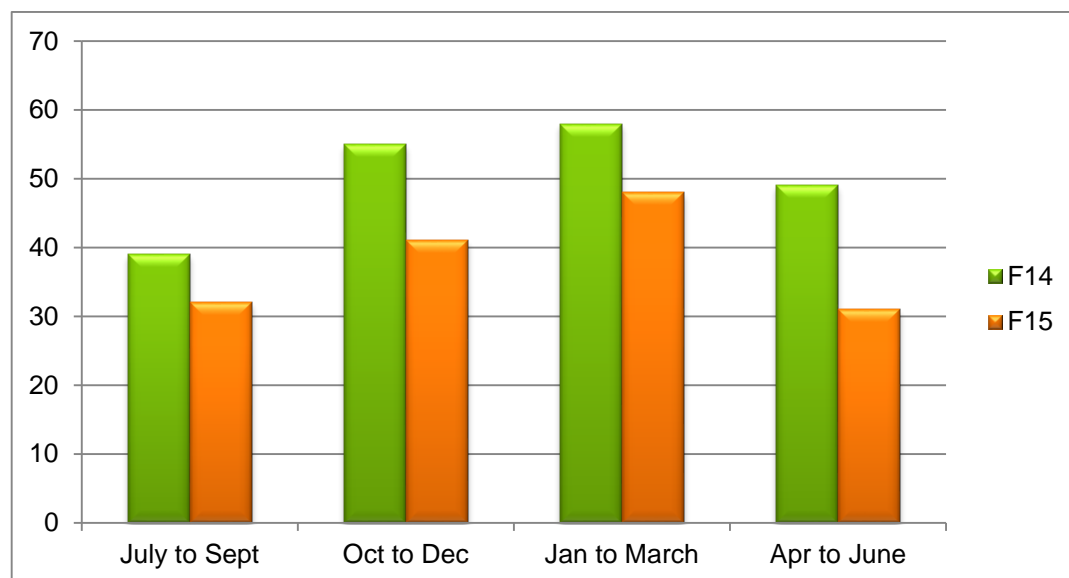
Noise Review

ASA Recorded Noise Complaints

Noise complaints are received by ASA, through its Noise Inquiry Unit.

Between July 2014 and June 2015, ASA received 152 noise complaints relating to the area covered by Moorabbin Airport. This is a decrease of 24.4% for the same time period last year.

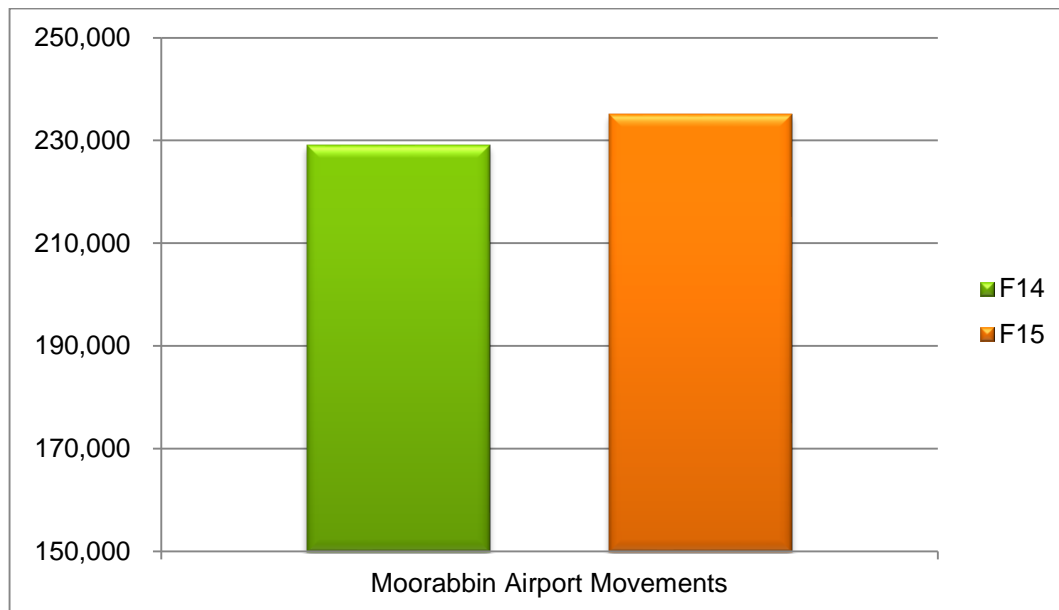
Table 1 - ASA Reported Noise Complaints



Reference: Melbourne Basin, Aircraft Noise Information Reports Q3 2014 to Q2 2015.

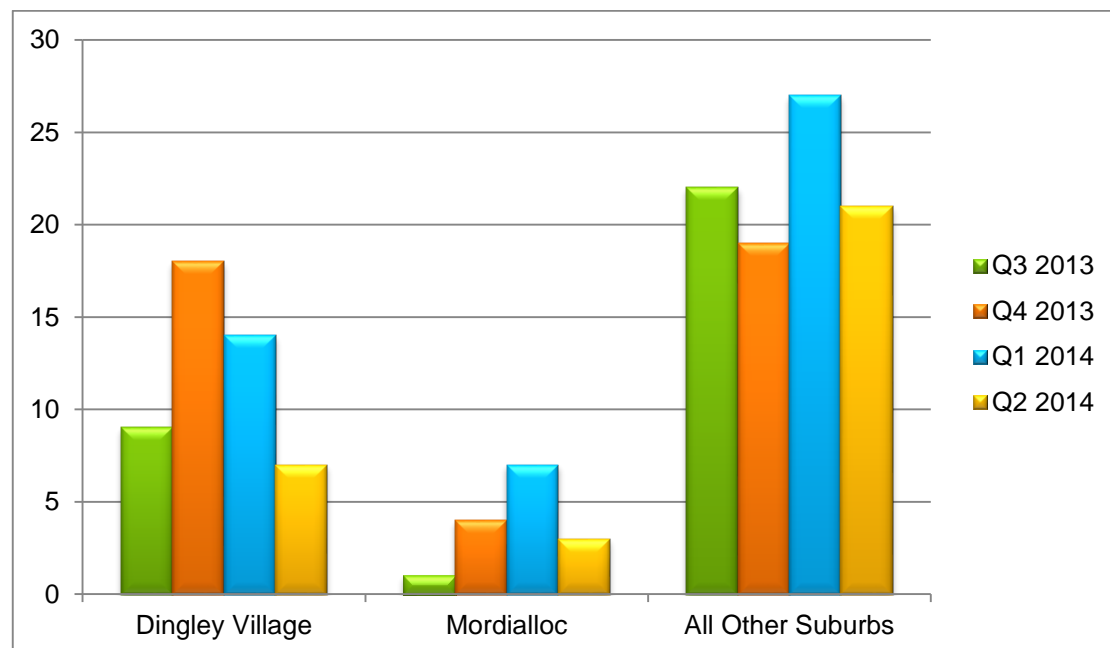
Moorabbin Airport movements increased by 2.6% in FY15 compared to the same period last year.

Table 2 - Moorabbin Airport Movements FY14 vs FY15



Reference: Australian Airport Movement Summary; ASA 2014 & 2015 Annual Report

Table 3 – Noise Complaints by Suburb FY14



Reference: Melbourne Basin, Aircraft Noise Information Reports Q3 2014 to Q2 2015.

The majority of noise complaints received by ASA for Moorabbin Airport are from Dingley Village and Mordialloc representing 42% of total complainants in FY15.

Additional Noise Measures at Moorabbin Airport

Several additional initiatives have commenced including;

1. The new “Fly Friendly Brochure” has been refreshed and published. Refer to Appendix F
2. MAC has engaged specialist consultants to undertake an independent review of flight circuits, which has now been completed.

3. An aircraft noise website has been published by ASA (www.aircraftnoise.com.au)
4. ASA have installed new noise monitors at sites around the airport. Refer Attachment G.

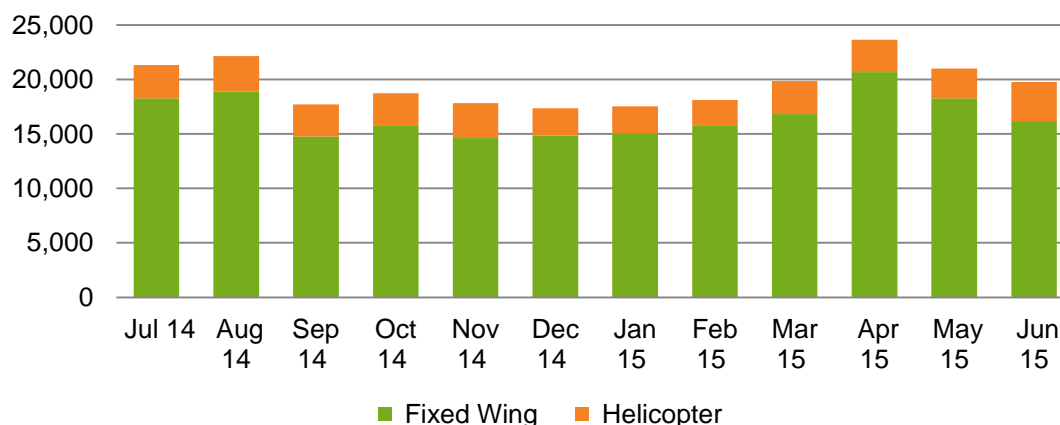
Summary of Aircraft Movements at Moorabbin

Aircraft movements at Moorabbin Airport have been consistent over the last twelve months, increasing 2.6% in FY15, compared to the same period last year.

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 14	18,276	3,036	21,312
Aug 14	18,900	3,234	22,134
Sep 14	14,782	2,942	17,724
Oct 14	15,808	2,944	18,752
Nov 14	14,634	3,196	17,830
Dec 14	14,864	2,504	17,368
Jan 15	15,044	2,490	17,534
Feb 15	15,742	2,380	18,122
Mar 15	16,836	3,034	19,870
Apr 15	20,690	2,944	23,634
May 15	18,278	2,734	21,012
Jun 15	16,184	3,596	19,780
Total	200,038	35,034	235,072

Moorabbin Airport Aircraft Movements July 2014 to June 2015



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.

Airport Name	Airport Movement Rankings year ending June 2014
Sydney (NSW)	331,668
Jandakot (WA)	239,830
Parafield (SA)	236,044
Moorabbin (VIC)	235,072
Melbourne (NSW)	231,402

Summary

Moorabbin Airport's CACG meetings continue to be well attended by members of the local community, aviation operators, and various government agencies. Positive progress has been made on action items resulting from the quarterly meetings.

Aviation operators support of the Fly Friendly refreshed program has resulted in noise complaints to ASA decreasing 24.4% compared to the same period last year.

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.

The CACG Terms of Reference (TOR) and membership review will provide continuous improvement.

Moorabbin Airport has an important role in the supporting the wider community as:

- an education and training centre, and is Asia Pacific's largest flight training facility. Moorabbin Airport has multiple flying schools providing flight training to 800 students annually;
- a place of employment; the airport estate is home to over 300 businesses providing 3,300 full time jobs;
- an investment centre driving economic growth;
- a medical access point regional communities through the services provided by the Royal Doctors Flying Service and Angel Flights;
- the home of the Westpac Rescue Helicopter Service;
- a hub for aerial bushfire support for the region;
- a facility accessed by emergency services and defence forces air wings units;
- the home of the Australian National Aviation Museum, housing and restoring significant aviation memorabilia from planes to uniforms.

Appendix A – 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:

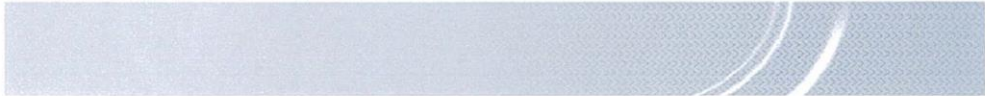
- communication of arrangements made for the Group, including any framework documents such as procedural arrangements and terms of reference, to the membership
- preparation, distribution and publication of records of Group meetings;
- preparation and distribution of meeting agendas;
- ensuring that 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

Appendix B – CACG Meeting Attendance Records

CACG Meeting Table Key

Key	Action
Present	Present
Apology	Not present
RS	Representative sent
NR	No response & no attendance
NA	Not a member for meeting

CACG Meeting Attendance Record

REPRESENTING	MEMBER	19/09/2014	5/12/2014	27/03/2015	25/06/2015
Chair	Mr David Hall	Present	Present	Present	Present
MAC	Mr Paul Ferguson	Present	Present	Present	Present
MAC	Mr AJ Wackrow	Present	Present	Present	Present
MAC	Ms Narelle Evans	Present	Present	Present	Present
MAC	Mr Marc Grant	Present	NA	NA	Present
Department of Infrastructure & Regional Development	Ms Leonie Horrocks	Apology	Apology	Apology	Apology
Department of Infrastructure & Regional Development	Ms Chiara McNabb	Apology	Apology	Apology	Apology
Department of Infrastructure & Regional Development	Mr Rod Burgess	Apology	Apology	Apology	Present
Department of Infrastructure & Regional Development	Mr Jim Wolfe	Apology	Apology	Apology	Apology
Department of Infrastructure & Regional Development	Ms Grace Daniel	Present	Present	NA	NA
Department of Infrastructure & Regional Development	Mr Jesse Gillard	NA	NA	Present	Present
Department of Infrastructure & Regional Development	Mr Marcelo Alves	Apology	Present	Present	Apology

REPRESENTING	MEMBER	19/09/2014	5/12/2014	27/03/2015	25/06/2015
Federal Member for Hotham	Ms Clare O'Neil	Apology	Apology	Apology	RS
Federal Member for Isaacs	Mr Mark Dreyfus MP	RS	RS	RS	RS
Office of Mark Dreyfus MP	Ms Monica Bladier	Present	Present	Present	Present
Airservices Australia	Mr Paul Sleep	Apology	Apology	NA	NA
Airservices Australia	Mr David Moore	Present	Apology	Apology	Apology
Airservices Australia	Mr Nick Seselja	Present	Present	Present	RS
Airservices Australia	Ms Kylie Hobday	NA	NA	NA	Present
Airservices Australia	Mr Craig Allan	NA	NA	Present	Present
CASA	Mr Kevin Gould	NR	NR	NR	NR
Aviation Projects Manager Department of State Development, Business and Innovation	Mr Andrew Heasley	Present	Apology	Apology	Present
Department of Transport	Ms Marianne Richards	Apology	Apology	NR	NR
State Member for Mordialloc	Ms Lorraine Wreford	Apology	NA	NA	NA
State Member for Mordialloc	Mr Tim Richardson	NA	Apology	Present	Apology
City of Dandenong	Cr Peter Brown	Apology	Apology	Present	Apology
City of Kingston	Cr Geoff Gledhill	Present	Apology	Present	Present
City of Kingston	Cr Ron Brownlees	Present	Apology	Present	Present
City of Kingston	Cr Rosemary West	Present	Apology	Present	Present
City of Kingston	Mr Jonathon Guttman	Present	RS	Present	Present

REPRESENTING	MEMBER	19/09/2014	5/12/2014	27/03/2015	25/06/2015
City of Kingston	Ms Rachel Hornsby	NA	Present	NA	NA
Australian Aircraft Restoration Group	Mr Ashley Briggs	NA	NA	Present	Present
Dingley Heatherton Village (DHV)	Mr Bruce Reynolds	Present	Present	Present	Present
Dingley Village Community Association	Mr John Cincotta	Present	Apology	Apology	Present
Dingley Village Community Association	Ms Karen Hastings	Apology	Present	Present	Present
MARA - Moorabbin Airport Residents Association	Mr Ian Baldock	Present	Present	Present	Present
CAE Oxford	Mr Steve Galjar	Present	Present	Present	Present
CAE Oxford	Mr Edward Williamson	Present	NA	NA	NA
Royal Victoria Aero Club	Mr Stuart Rushton	Present	Apology	Present	Present
Tristar Aviation	Ms Adrienne Fleming	Present	Apology	Present	Apology
Avia Aircraft	Mr Charles Gunther	Present	Apology	Apology	Apology
Kirhope Aviation	Mr Tony Kirkhope	Present	Apology	Apology	Apology
Colonial First State	Ms Elaine Scholes	Apology	Present	NR	NA

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 82 years to run (50 year lease + 49 year option).
- Team of 13 managers & staff.
- Master Plan approved in 2010. Draft Master Plan 2015 currently under review by Minister of Infrastructure and Regional Development.
- 3,300 direct jobs on airport (up from 600 in 1996). Projection in Draft Master Plan for this to increase to 8,500 in 2013.



Property

- 21 km south east of Melbourne CBD.
- Easy access to main Melbourne arterial roads including Eastlink Freeway, Dingley Bypass (under construction), Mordialloc Bypass (due diligence stage.)
- 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

- 4th busiest airport in Australia in FY15
- 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

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 and public holidays 0900 - 1800 or last light, whichever is sooner.
Daylight saving:	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

Majority of 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.

Appendix E – Fly Friendly Program

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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.

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

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).

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.

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.

Considerate flying

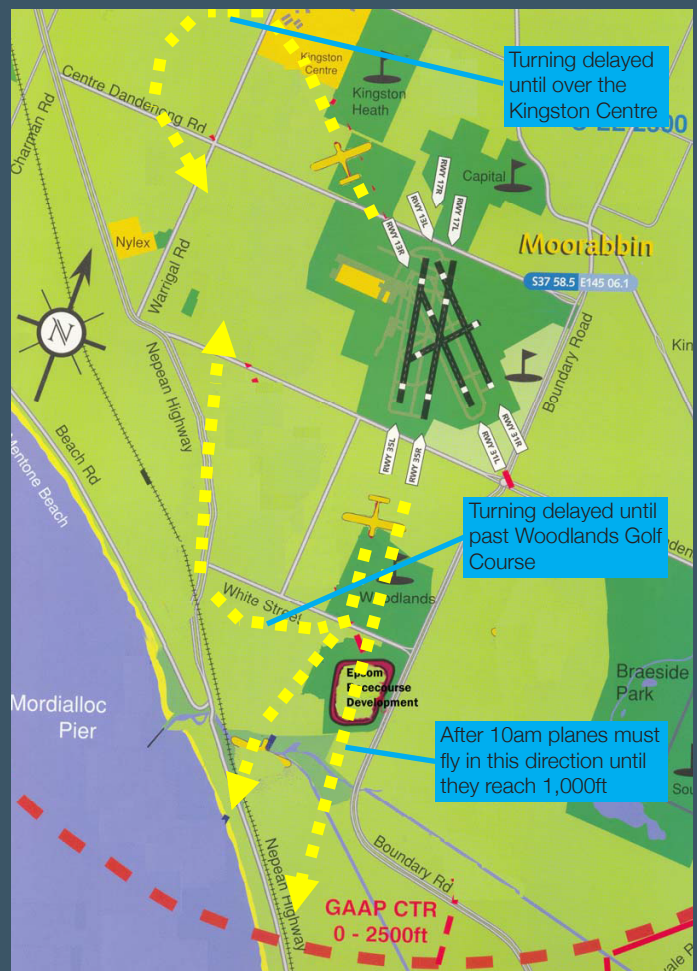
Pilots are encouraged to show good manners when flying from Moorabbin Airport. Through the Fly Friendly program, pilots are asked to:

- 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.

Appendix F – CACG & PCF Review

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Australian Government

Department of Infrastructure and Regional Development

A Review of Consultative Arrangements for Federally-Leased Airports

Moorabbin Airport CACG - 5 December 2014

- Marcelo Alves -

Background

- Community aviation consultation groups (CACGs) and planning coordination forums (PCFs) were introduced in 2011

CACGs...

- Provide for effective and open discussion with local communities about airport operations and their potential impacts
- All federally-leased airports (except Mt Isa and Tennant Creek) operate CACGs

PCFs...

- Allow airport operators to engage with federal, state and local government authorities about town planning and infrastructure
- All primary capital city airports operate PCFs; some other federally-leased airports have also established PCFs

Why do a review?

- In December 2011, the Productivity Commission published a report on *The Economic Regulation of Airport Services*:
 - *“The recent introduction of the consultative forums should be allowed to take their course before other policy options are considered. A review into the efficacy of these measures should commence in 2015.”*
- The purpose of the review is to:
 - assess the effectiveness of CACGs and PCFs; and
 - make recommendations about the future for airport consultative arrangements.

Terms of Reference

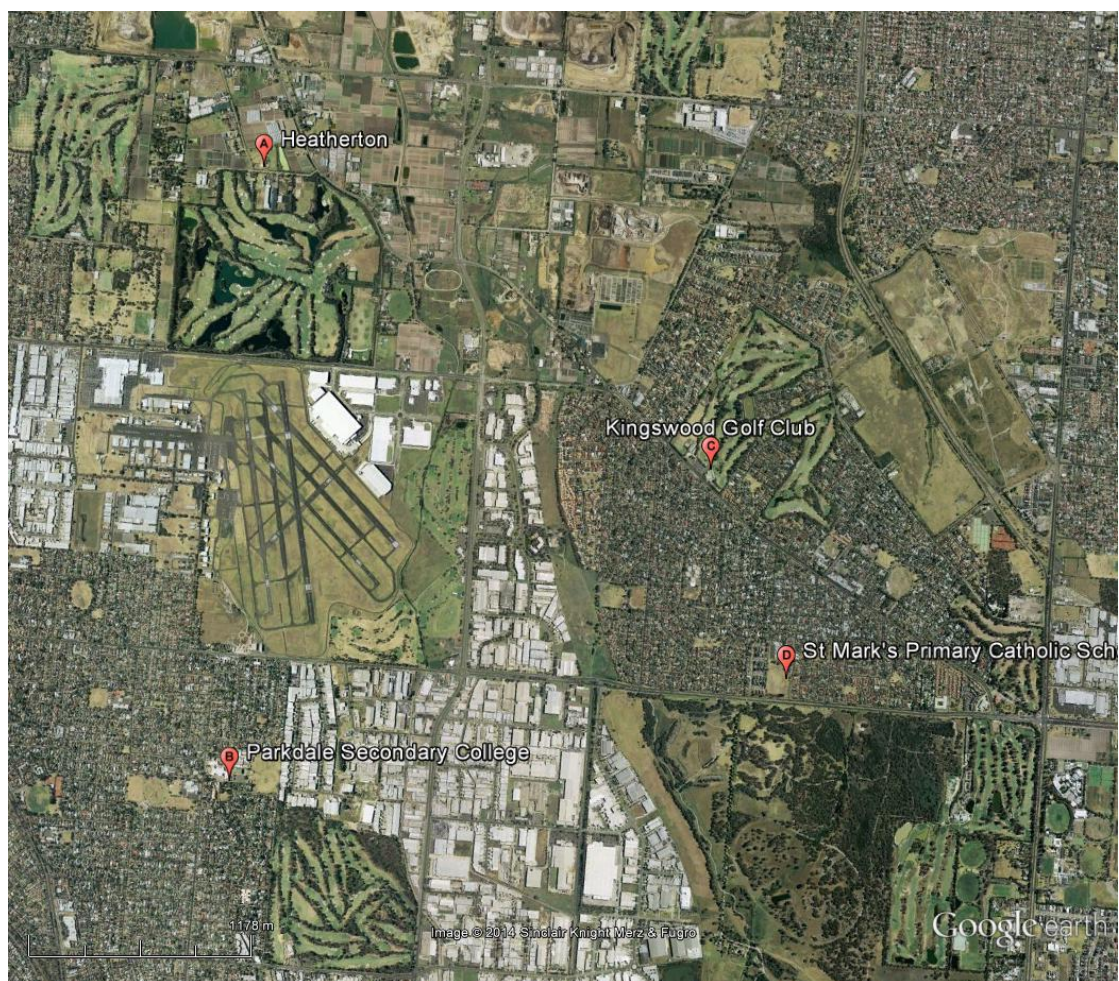
As approved by the Hon Warren Truss MP, Minister for Infrastructure and Regional Development:

- Consider CACGs & PCFs in the context of previous and other existing consultative arrangements.
- Assess the degree to which CACGs & PCFs achieve their intended aims.
- Analyse the financial cost of CACGs & PCFs – for airports and the Department – in the context of the outcomes they deliver.
- Consider how CACGs & PCFs are run, including chair and secretariat arrangements, membership, and timing/frequency of meetings.

Process

- The Commonwealth Department of Infrastructure and Regional Development will administer the review.
- The Department will engage an independent third party to:
 - conduct a comprehensive consultation process, consisting (at a minimum) of:
 - physically attending some CACG & PCF meetings (Feb-Apr 2015); and
 - formally interviewing the Chairs of all CACGs & PCFs;
 - assess relevant data/information and conduct further research; and
 - deliver a report and recommendations (Jun 2015).

Appendix G - Current Noise Monitoring Locations



**Appendix H – Moorabbin Airport Master Plan 2015 - Outline of the Exposure
Draft Master Plan December 2014**

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Moorabbin Airport Master Plan 2015

Outline of the Exposure Draft Master Plan
December 2014

A 20-year Planning Horizon

Once approved by the Minister, the 2015 Master Plan will apply to a **20-year planning period** from **2015 to 2035**.



A Blueprint for the Future

The Airport will be:

- A **compliant, safe and sustainable** metropolitan airport.
- A long-term centre for **general aviation** with the prime role of **aviation training**.
- A **commercial and employment hub** for the local, regional and Victorian communities.



Vision & Objectives

The 2015 Master Plan articulates a vision for the continuing and ultimate operation of Moorabbin Airport.

- The Airport is one of Australia's leading general aviation airports and its premier centre for flight training.
- The Airport will play an increasingly important role in the regional, metropolitan and State economies as a centre of general aviation and aviation training and as a place of economic and employment growth.
- A mix of retail, industrial and commercial activity will leverage the competitive strengths of the Airport and will, in part, subsidise the ordinary operations and forecast growth of aviation activities.

Master Plan 2015 Objectives

Moorabbin Airport 2015 - 2035

- A place of State Significance
- A Transport Gateway
- A place of Learning
- A place of Employment and Business
- A place for Investment
- A place with quality aviation, retail, office and industrial facilities

Master Plan 2015 Objectives

Site Utilisation

Pursuing opportunities which enhance the Airport's economic and social contributions, without conflicting with aviation.



Master Plan 2015 Objectives

Education

Building on the Airport's role as Australia's leading flight training centre.



Master Plan 2015 Objectives

General Aviation

Continuing to serve the general aviation needs of metropolitan Melbourne and regional Victoria.



Master Plan 2015 Objectives

Safety, Security, Safeguarding

Continue significant achievements in safeguarding operation and efficiency in a metropolitan setting.

Master Plan 2015 Objectives

Economic Activity

The Airport is a place of State Significance for its transport, economic and employment functions.



Achievements since the 2010 Master Plan

- **CAE Oxford Aviation Academy**
– 300 domestic and international students
- **Blue Demon**
maintenance, assembly and hangarage services
- Expanded **Australian National Aviation Museum**



Achievements since the 2010 Master Plan

- **Chifley Business Park** – ongoing development and expansion
- **Costco warehouse** – Ministerial approval in August 2014
- Improved, re-aligned **Mordialloc Settlement drain**



An Economic and Social Asset

The 2015 Master Plan outlines the present and future economic and social importance of the Airport:

- **\$340 million per annum** in “on-Airport” economic activity.
- Expected to increase to **\$825 million per annum** (2014 dollars) by 2034.
- 2014 employment – **3,300 direct** (on-Airport); **6,035 indirect** (off-Airport) – **9,335 jobs in total**
- Expected 2035 employment – **8,500 direct, 15,205 indirect** – **23,705 jobs in total**

An Economic and Social Asset

An employment hub within Kingston and south-eastern Melbourne:

- Currently, “on-Airport” jobs represent **5% of total employment** within the City of Kingston.
- The Airport is at the centre of the emerging Kingston Central and Braeside Economic Precinct, which accounts for **30% of total employment** within the City of Kingston.
- Total investment at the Airport of **\$570 million** (in 2014 dollars) over the 20-year Master Plan period
- The Airport will contribute **14,370, or more than 8%**, of 167,310 new jobs required in Melbourne’s south-east by 2031.

A Framework for Land Use

- **Policies, guidelines and procedures** for decisions about land use and development at the Airport.
- Incorporates **Plan Melbourne** and other State-level strategic policies as well as the structure and language of Victoria's planning system.
- Includes:
 - **Land Use Policy** – the strategic overview;
 - **Precinct Policies** for identified parts of the Airport with distinct aviation or non-aviation related uses;
 - **Moorabbin Airport Planning Controls – 2015 Master Plan** – with zone, overlay, planning and design controls equivalent to local planning schemes.

A Framework for Land Use

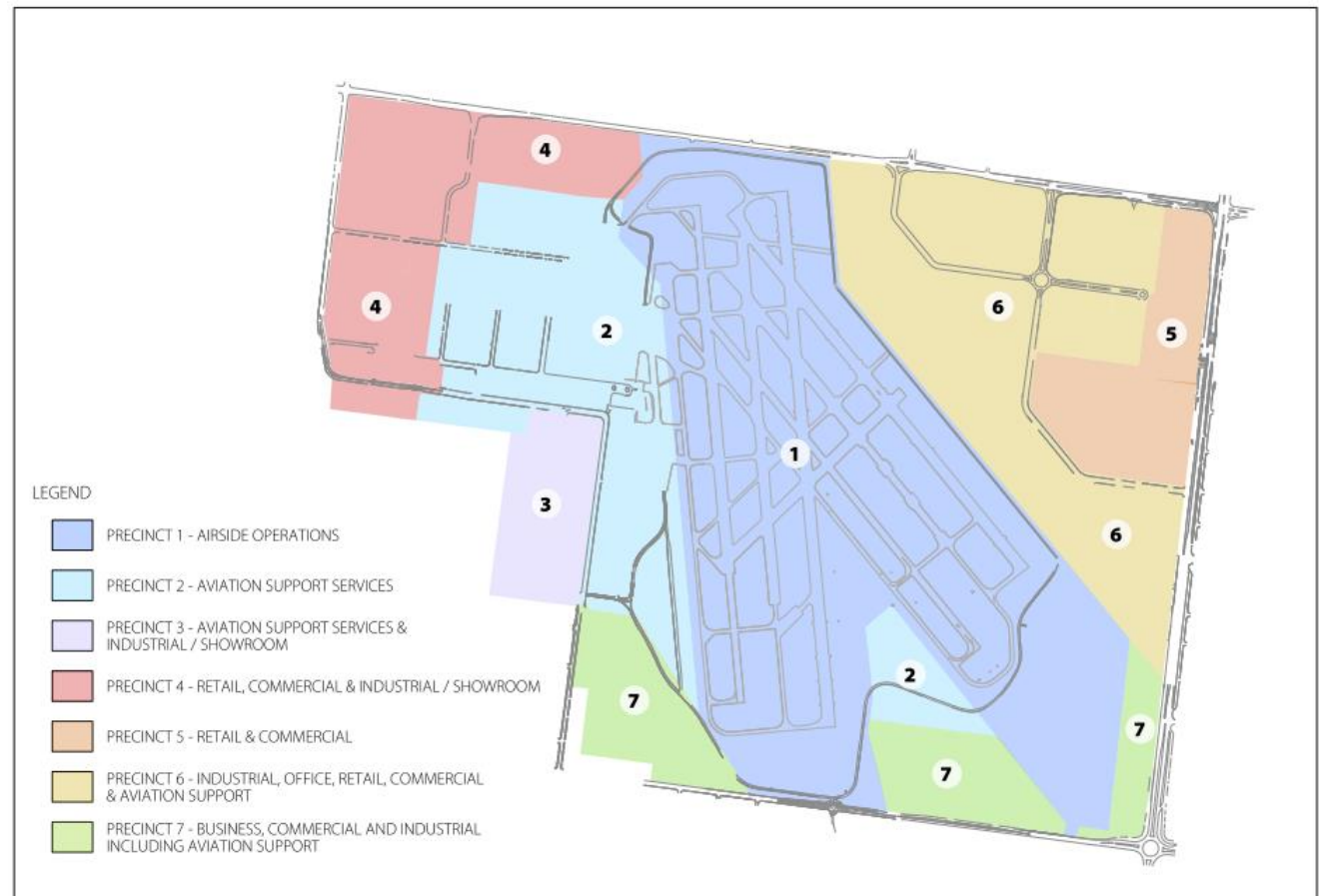
APPROVED MP 2010 PRECINCT PLAN

JUNE 2010



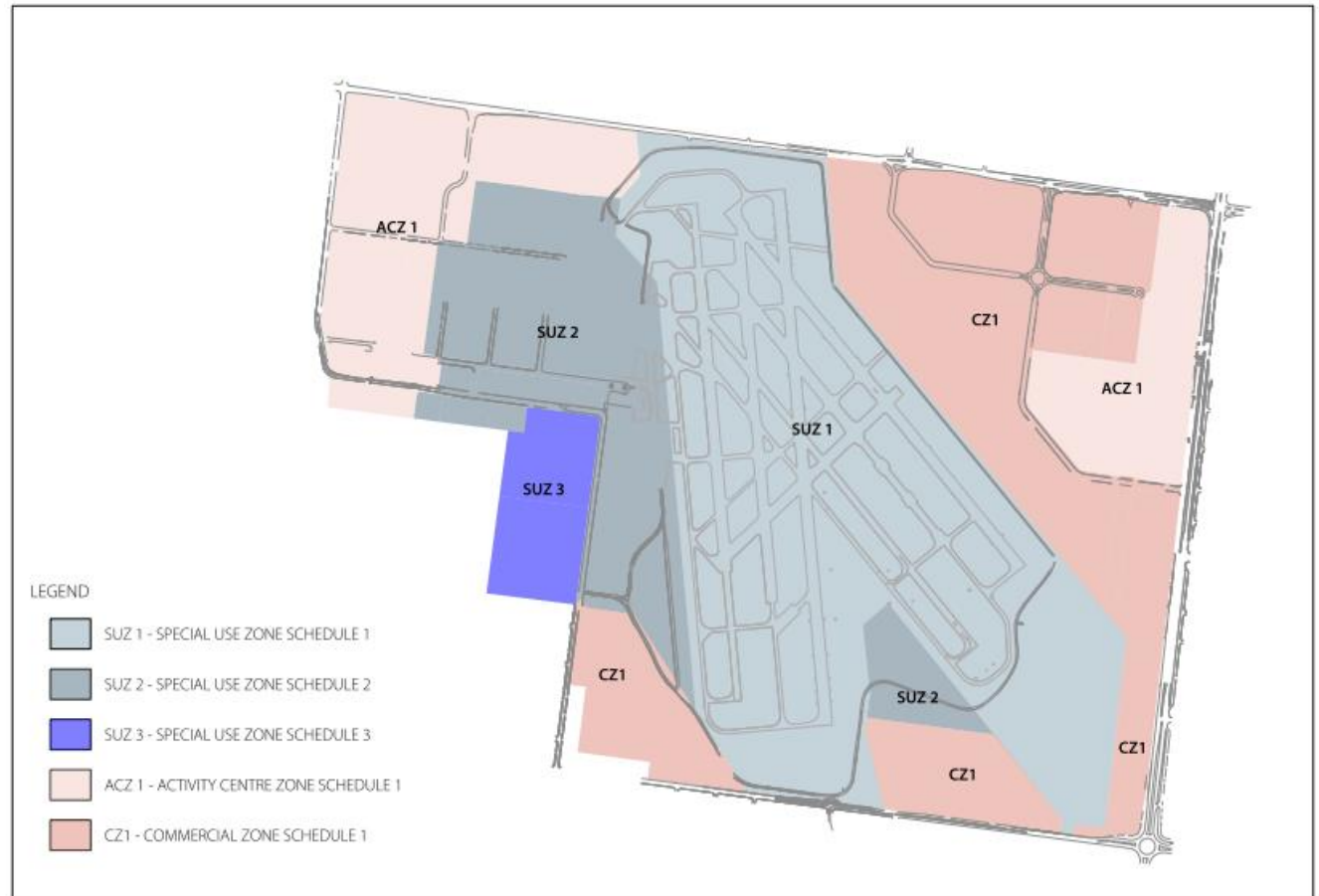
A Framework for Land Use

7 separate precincts to suit aviation and non-aviation uses.



A Framework for Land Use

Planning Zones
based on the Victorian planning system and tailored to the Airport's specific needs.



Aviation Development Plan

Ensuring future land availability for safe, sustainable aviation activity at Moorabbin Airport.



Non-Aviation Development Plan

- A pipeline of development land that will attract Australian and international brands and small and medium businesses.
- Will be consistent with, and support, the Airport's aviation functions.

Ground Transport Plan

Increasing transport choice for employees and visitors by improving walking, cycling and vehicle links through the Airport and to surrounding areas.



Infrastructure Services Plan

Ongoing upgrades and improvements to water, drainage, sewerage, gas, electricity and telecommunications will ensure long-term viability of aviation and non-aviation development.



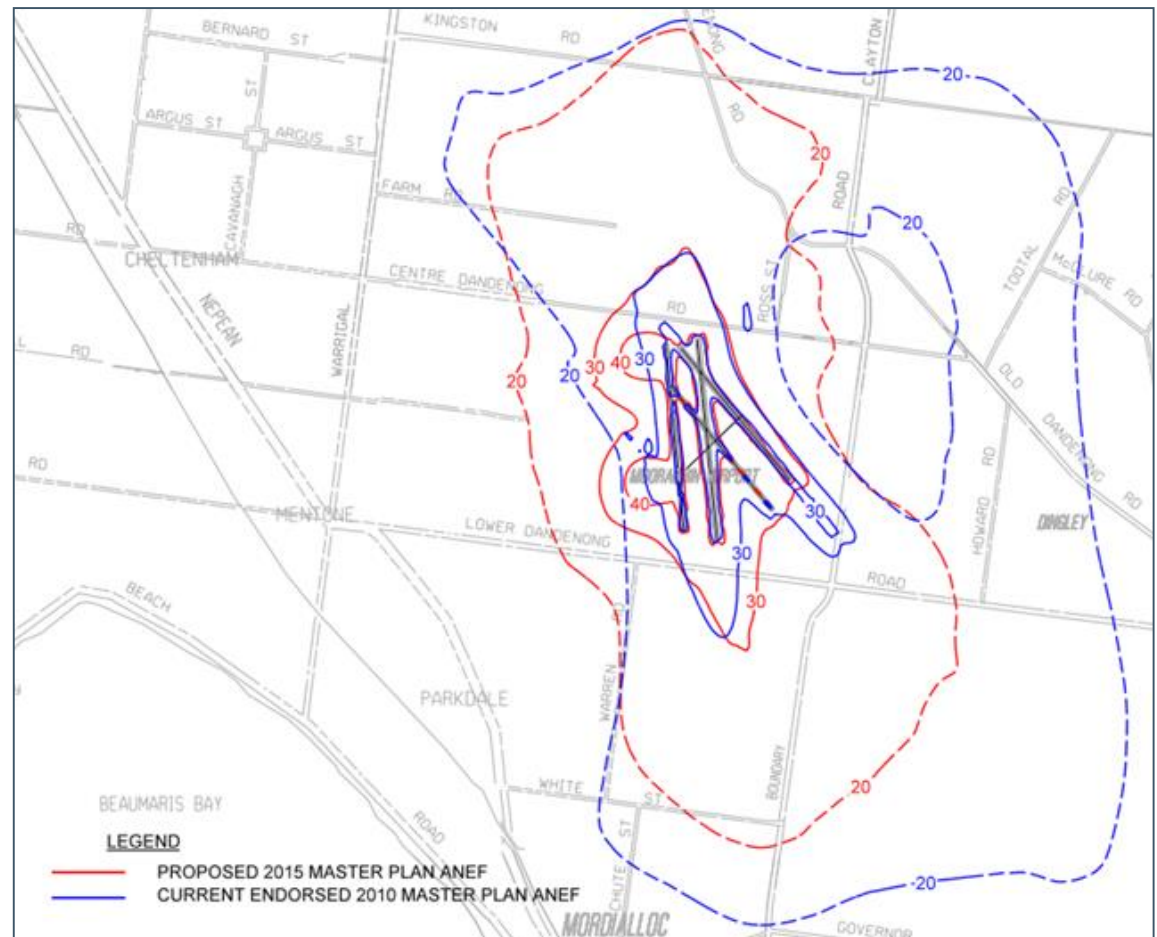
Environment Strategy

The Airport's overarching environmental objectives, including **Environmental Management System (EMS)** and **Environmental Action Plans (EAPs)** in relation to air quality, waste management, soil and groundwater and other environmental risks.



Noise Impacts

Reduction in areas affected by ANEF-20 contour outside the Airport's boundaries (including Dingley), compared to 2010 Master Plan due primarily to change in INM software version.



Noise Impacts

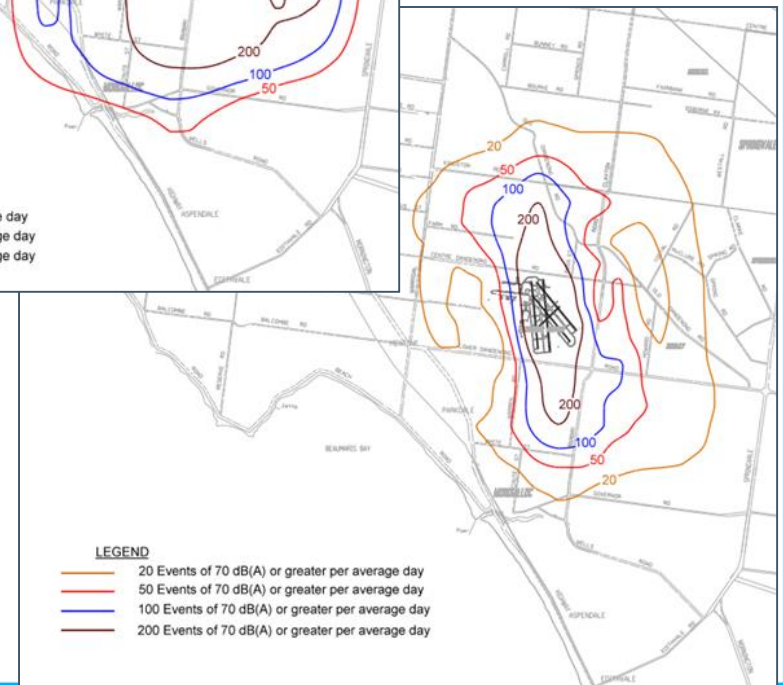
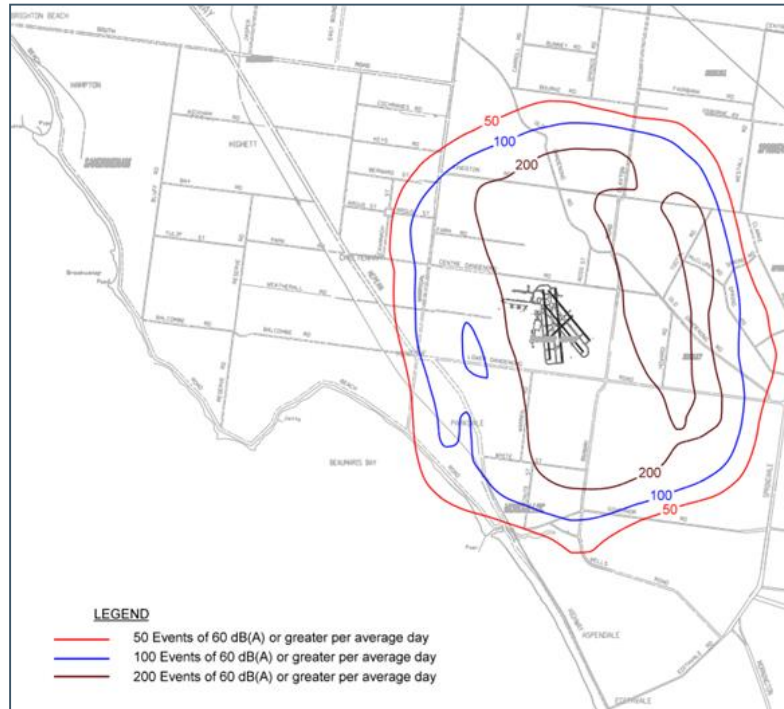
Other reasons for reduction:

- Previous plans to extend runway 13L/31R cancelled
- Fewer jet and large turboprop movements
- Increasing proportion of helicopter traffic
- More accurate information about helicopter types
- More accurate mapping of flightpaths following discussion with Airservices Australia
- Inclusion of proposed northern helipad



Noise Impacts

N60 and **N70**
noise frequency
contour maps will
be included
within the 2015
Master Plan - a
better guide to
noise exposure.



Airport Safeguarding Strategy

Protecting airspace surrounding the Airport from intrusion to ensure the ongoing safety of aviation operations, to protect surrounding communities and to maintain the social and economic benefits deriving from the Airport's operation.



**Appendix I – Moorabbin Airport Master Plan 2015 - Outline of the Preliminary
Draft Master Plan March 2015**

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Moorabbin Airport Master Plan 2015

Outline of the Preliminary Draft Master Plan
March 2015

A 20-year Planning Horizon

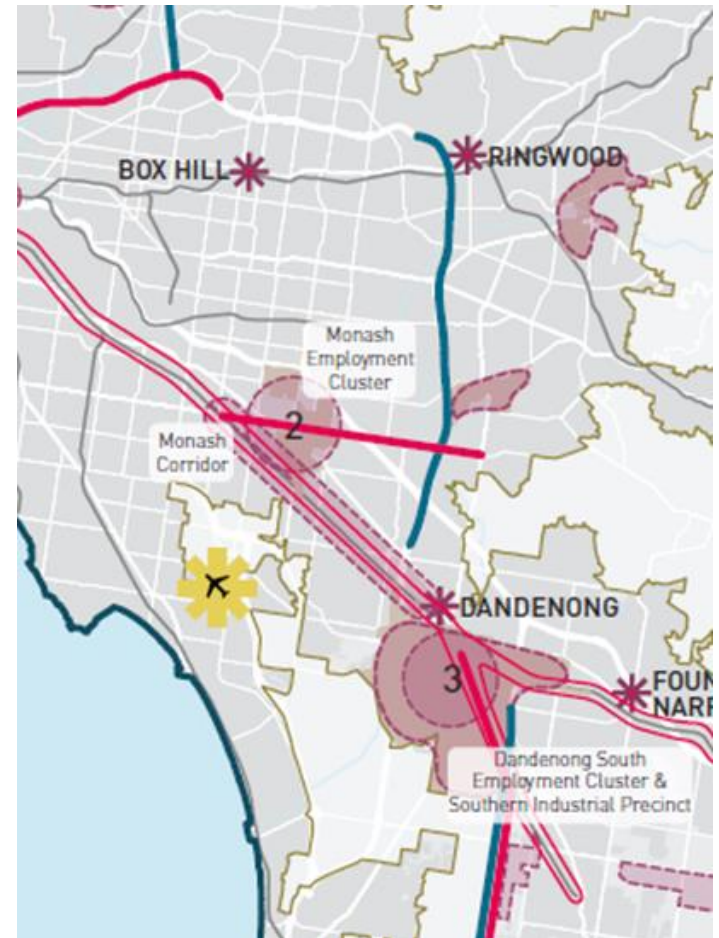
Once approved by the Minister, the 2015 Master Plan will apply to a **20-year planning period** from **2015 to 2035**.



A Blueprint for the Future

The Airport will be:

- A **compliant, safe and sustainable** metropolitan airport.
- A long-term centre for **general aviation** with the prime role of **aviation training**.
- A **commercial and employment hub** for the local, regional and Victorian communities.



Plan Melbourne, 2014

A Transport Gateway and Flight Training Hub



- **230,000 flight movements** in 2014– Australia's third busiest airport
- **800 flight students** from Australia and overseas growing to **1,600** in 2035
- **Emergency services** – including Air Ambulance, Country Fire Authority



An Economic and Social Asset

The 2015 Master Plan outlines the present and future economic and social importance of the Airport:

- **\$340 million per annum** in “on-Airport” economic activity.
- Expected to increase to **\$825 million per annum** (2014 dollars) by 2034.
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- Expected 2035 employment – **8,500 direct**, **15,205 indirect** – **23,705 jobs in total**

An Economic and Social Asset

An employment hub for Kingston and south-eastern Melbourne:

- Currently, “on-Airport” jobs represent **5% of total employment** within the City of Kingston.
- The Airport is at the centre of the emerging Kingston Central and Braeside Economic Precinct, which accounts for **30% of total employment** within the City of Kingston.
- Total investment at the Airport of **\$570 million** (in 2014 dollars) over the 20-year Master Plan period
- The Airport will deliver **3% of employment growth in Melbourne’s Southern Subregion** to 2031.

A Framework for Land Use

- **Policies, guidelines and procedures** for decisions about land use and development at the Airport.
- Incorporates **Plan Melbourne** and other State-level strategic policies as well as the structure and language of Victoria's planning system.
- Includes:
 - **Land Use Policy** – the strategic overview;
 - **Precinct Policies** for identified parts of the Airport with distinct aviation or non-aviation related uses;
 - **Moorabbin Airport Planning Controls – 2015 Master Plan** – with zone, overlay, planning and design controls equivalent to local planning schemes.

A Framework for Land Use



7 separate precincts to suit aviation and non-aviation uses.



LEGEND

- MOORABBIN AIRPORT BOUNDARY
- PRECINCT 1 – AIRSIDE OPERATIONS
- PRECINCT 2 – AVIATION SUPPORT SERVICES
- PRECINCT 3 – AVIATION SUPPORT SERVICES & INDUSTRIAL/SHOWROOM
- PRECINCT 4 – RETAIL, COMMERCIAL & INDUSTRIAL/SHOWROOM
- PRECINCT 5 – RETAIL & COMMERCIAL
- PRECINCT 6 – INDUSTRIAL, OFFICE, RETAIL, COMMERCIAL & AVIATION SUPPORT
- PRECINCT 7 – BUSINESS, COMMERCIAL & INDUSTRIAL INCLUDING AVIATION SUPPORT

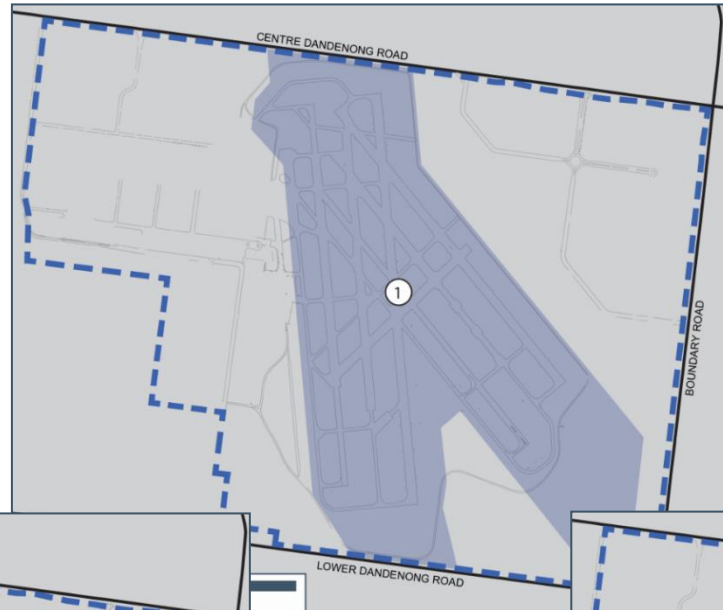
A Framework for Land Use



Precincts

1, 2 and 3:

Aviation,
Aviation
Support and
Industrial/
Showroom



A Framework for Land Use



**Precincts
4 and 5:**
Retail,
Commercial
& Industrial/
Showroom



A Framework for Land Use



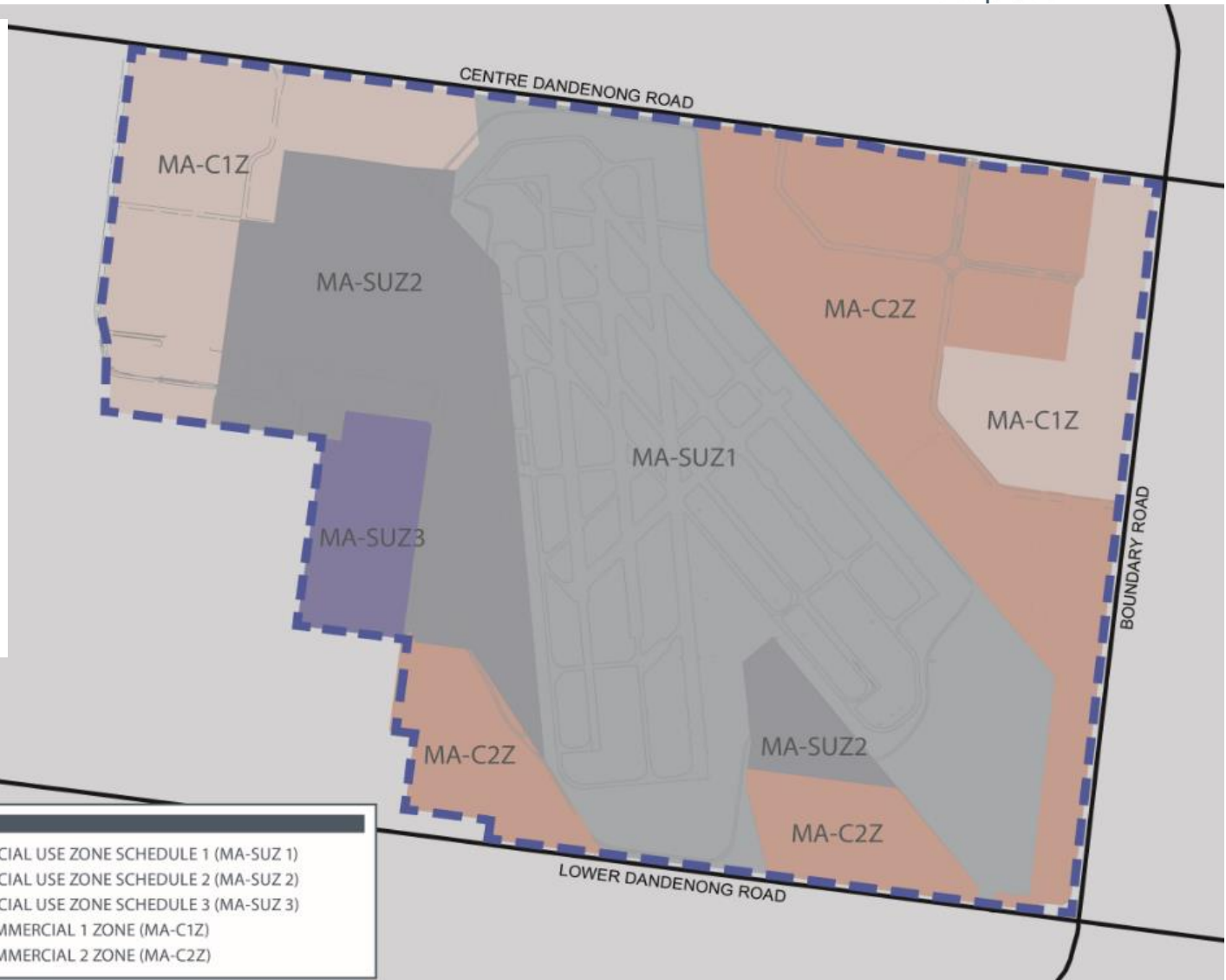
**Precincts
6 and 7:**
Business,
Commercial,
Industrial,
Office, Retail,
& Aviation
Support



A Framework for Land Use



Planning Zones
based on the
Victorian
planning
system and
tailored to
Precinct
objectives.



LEGEND

- MOORABBIN AIRPORT SPECIAL USE ZONE SCHEDULE 1 (MA-SUZ 1)
- MOORABBIN AIRPORT SPECIAL USE ZONE SCHEDULE 2 (MA-SUZ 2)
- MOORABBIN AIRPORT SPECIAL USE ZONE SCHEDULE 3 (MA-SUZ 3)
- MOORABBIN AIRPORT COMMERCIAL 1 ZONE (MA-C1Z)
- MOORABBIN AIRPORT COMMERCIAL 2 ZONE (MA-C2Z)

Aviation Development Plan

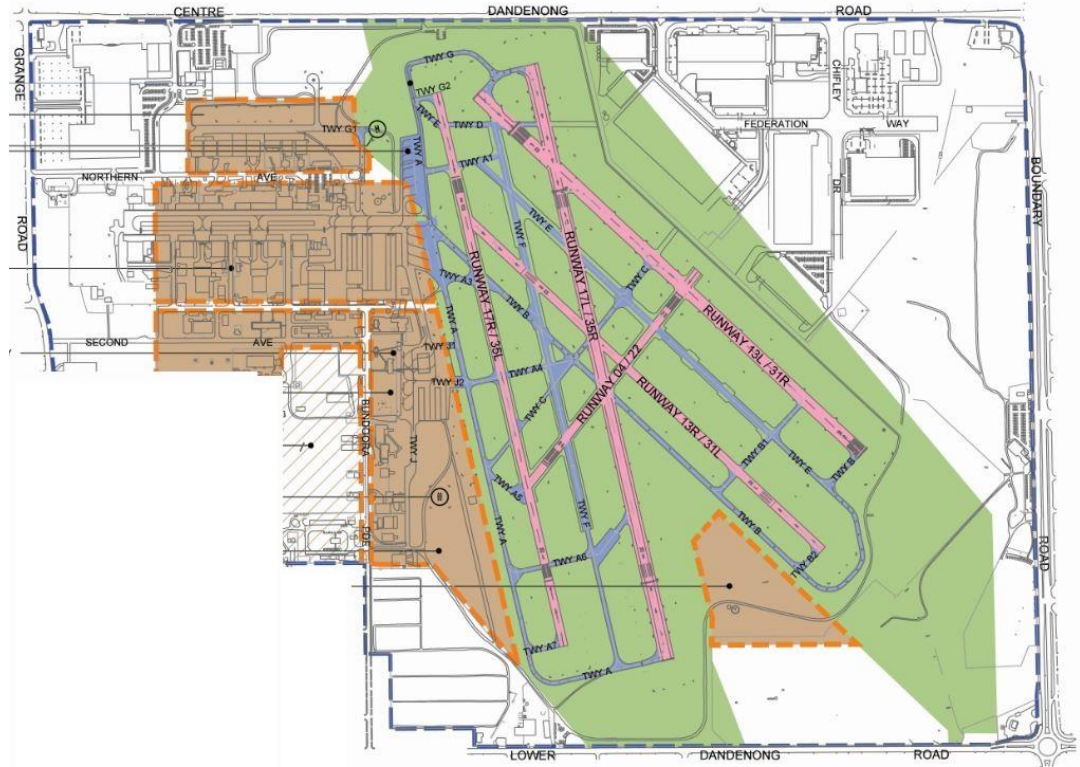
Ensuring future land availability for safe, sustainable aviation activity at Moorabbin Airport.



Aviation Development Plan



- No expansion of Regular Public Transport (RPT) aviation activity.
- Future re-location of Northern Helipad
- New hangars, expanded aircraft parking
- Runway 17L/35R remains the Airport's preferred instrument-approach runway.



Non-Aviation Development Plan



- A pipeline of development land that will attract Australian and international brands and small and medium businesses.
- Will be consistent with, and support, the Airport's aviation functions.



Environment, Infrastructure, Transport



Strategies for:

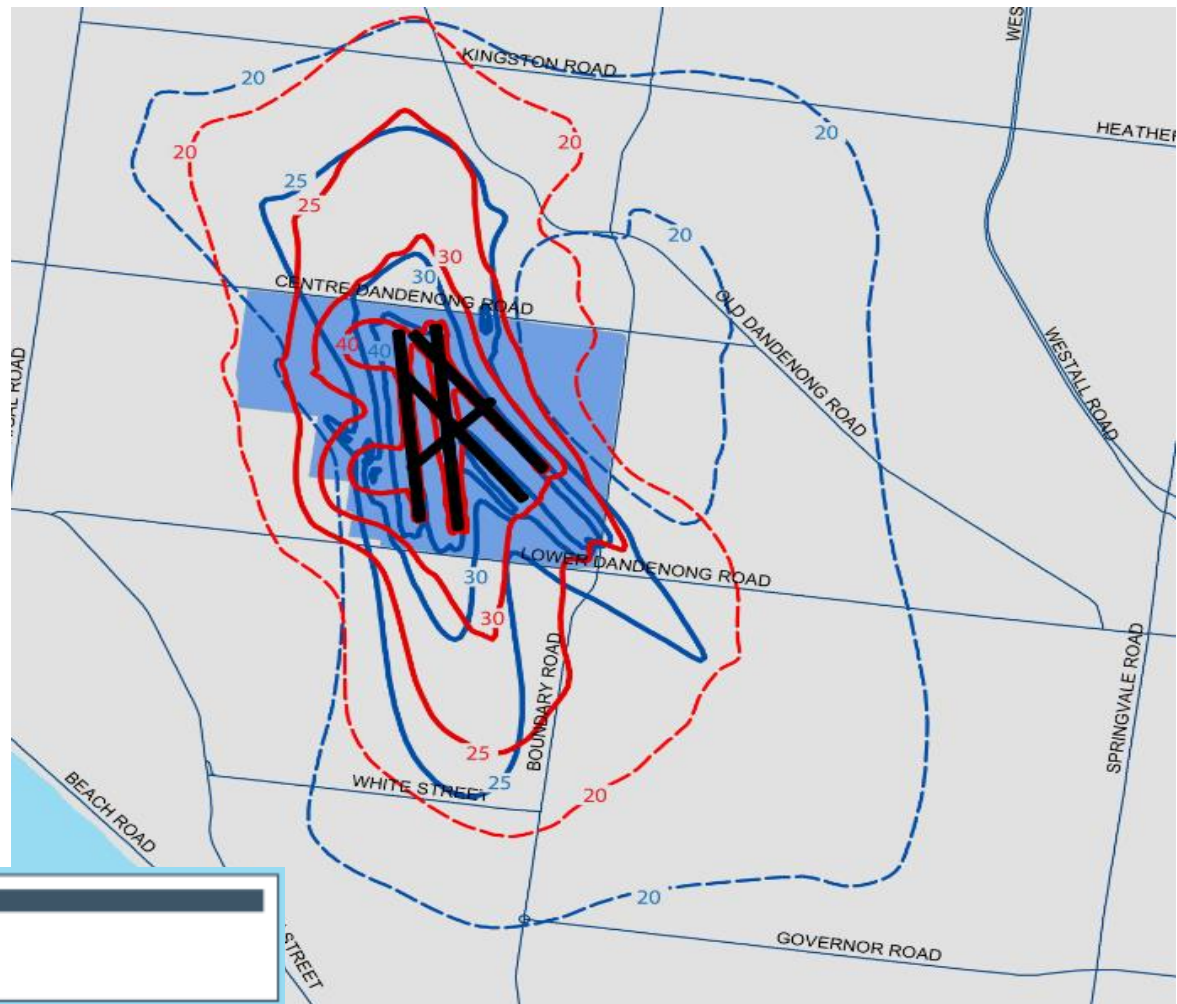
- managing **environmental impact**
- planning for **infrastructure** that meets future needs
- passenger and freight **transport** onto and within the Airport

are integral parts of the Preliminary Draft 2015 Master Plan.



Noise Impacts

Reduction in areas affected by ANEF-20 contour outside the Airport's boundaries (including Dingley), compared to 2010 Master Plan due primarily to change in INM



LEGEND

- 2015 MASTER PLAN ANEF
- 2010 MASTER PLAN ANEF

Noise Impacts

Other reasons for reduction:

- Previous plans to extend runway 13L/31R cancelled
- Fewer jet and large turboprop movements
- Increasing proportion of helicopter traffic
- More accurate information about helicopter types
- More accurate mapping of flightpaths following discussion with Airservices Australia
- Inclusion of proposed northern helipad



Noise Impacts

N60, N65 and N70
noise frequency contour
maps will be included
within the 2015 Master
Plan - a better guide to
noise exposure.



2015 Master Plan Timeline



- **20 March – 17 June 2015:** Preliminary Draft 2015 Master Plan on Exhibition.
- **Ongoing consultation** during the Exhibition Period:
 - Community Information Sessions
 - Commonwealth, State, Local Government agencies
 - Aviation and non-aviation stakeholders
- **25 June 2015:** Submission of Draft 2015 Master Plan to Minister, taking account of submissions during Exhibition Period.

Appendix J – March Airservices Update

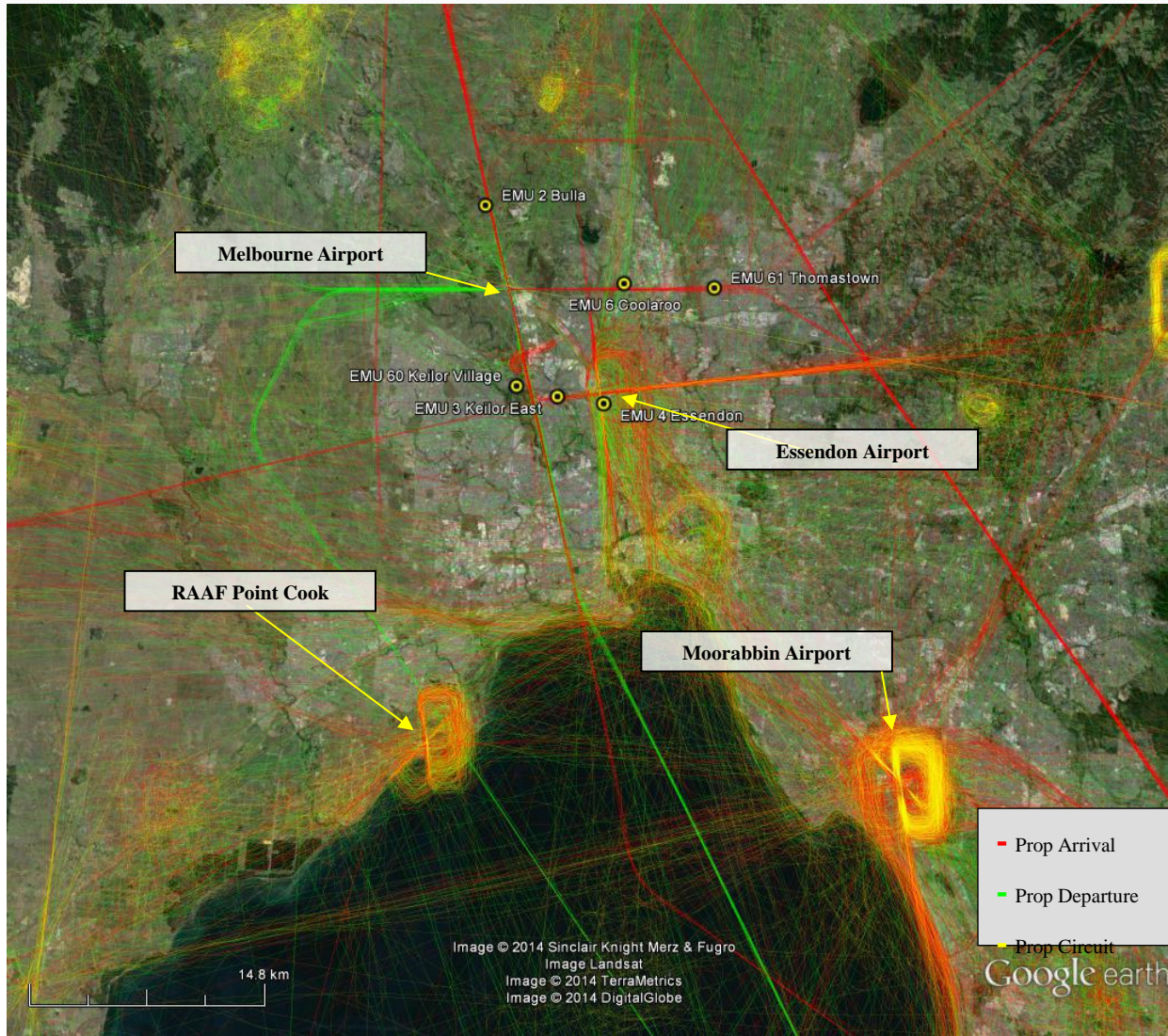
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Moorabbin Airport CACG

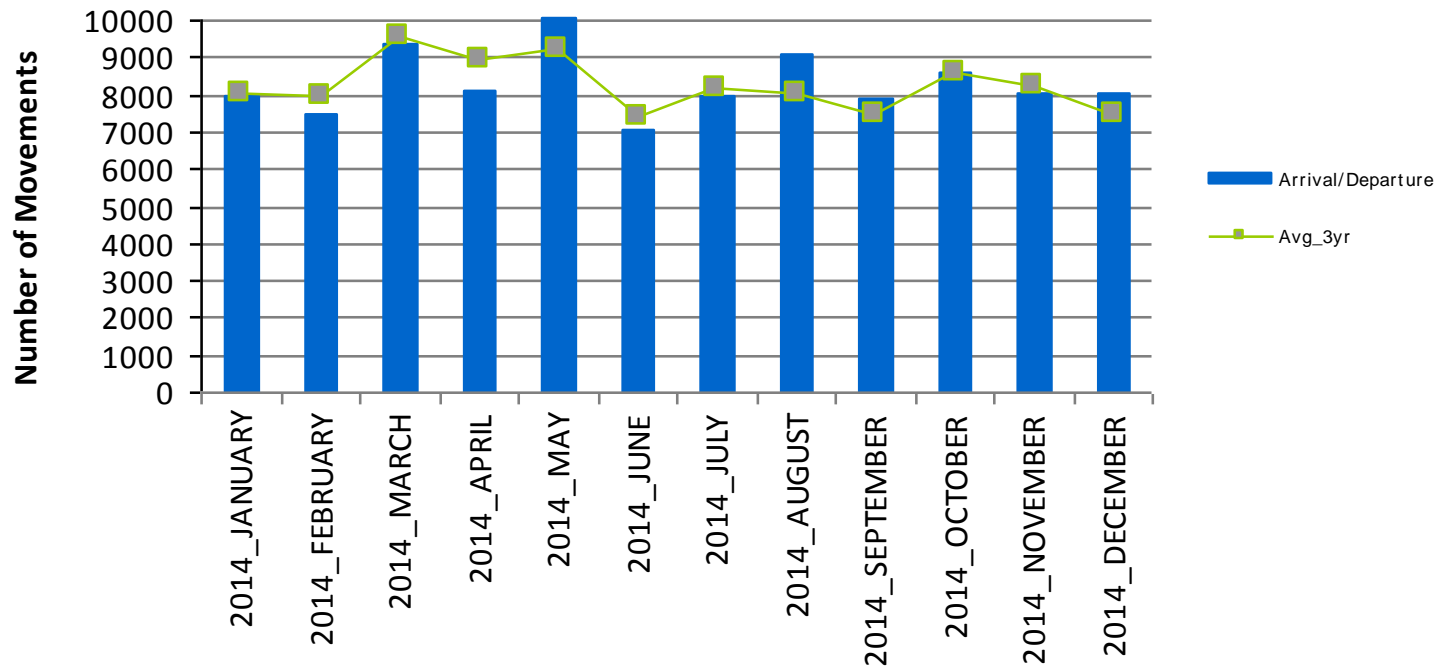
27 March 2015

Airservices Australia Update – Presented by Nick Seselja

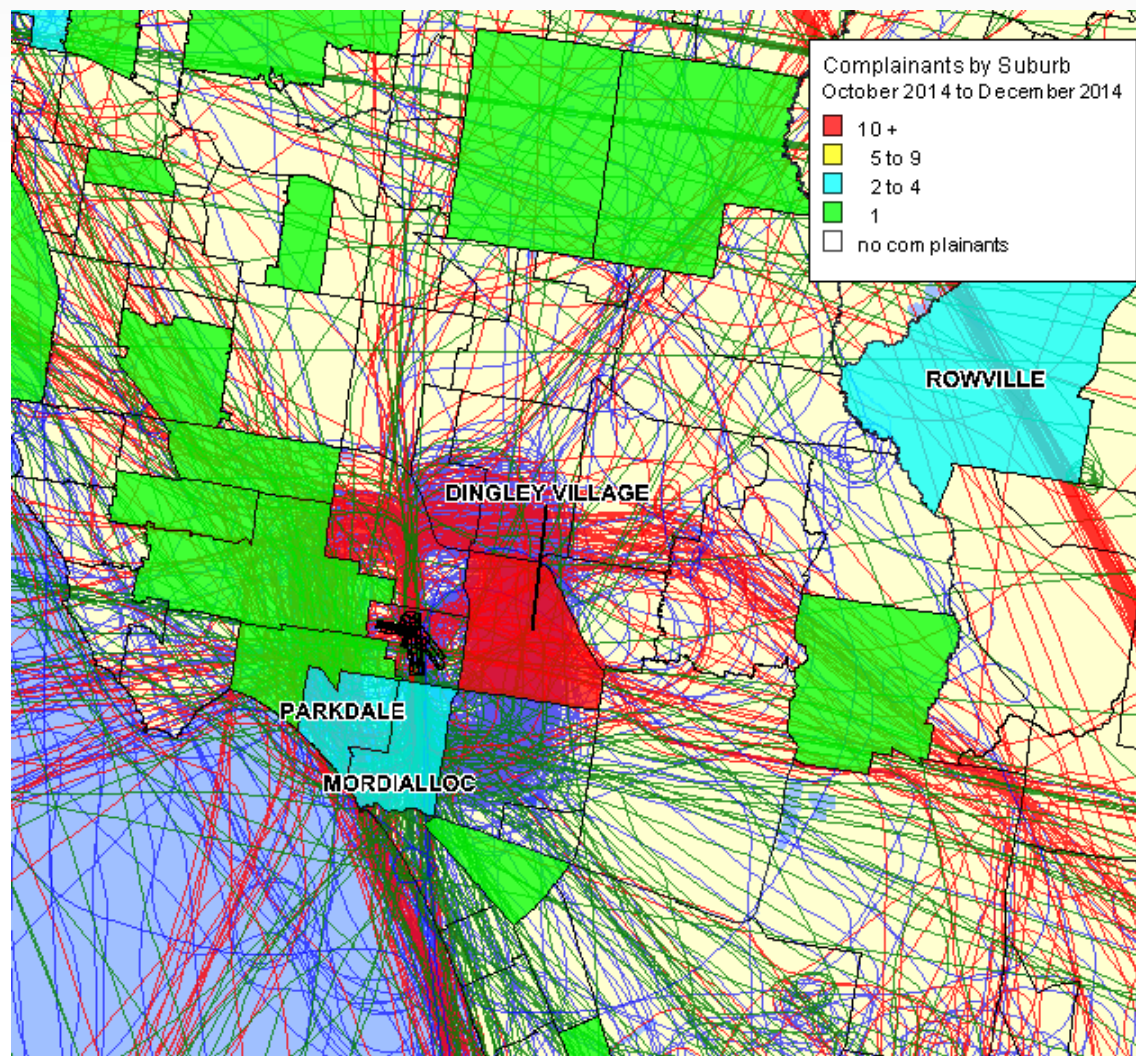
Flight Patterns – Non-jet aircraft



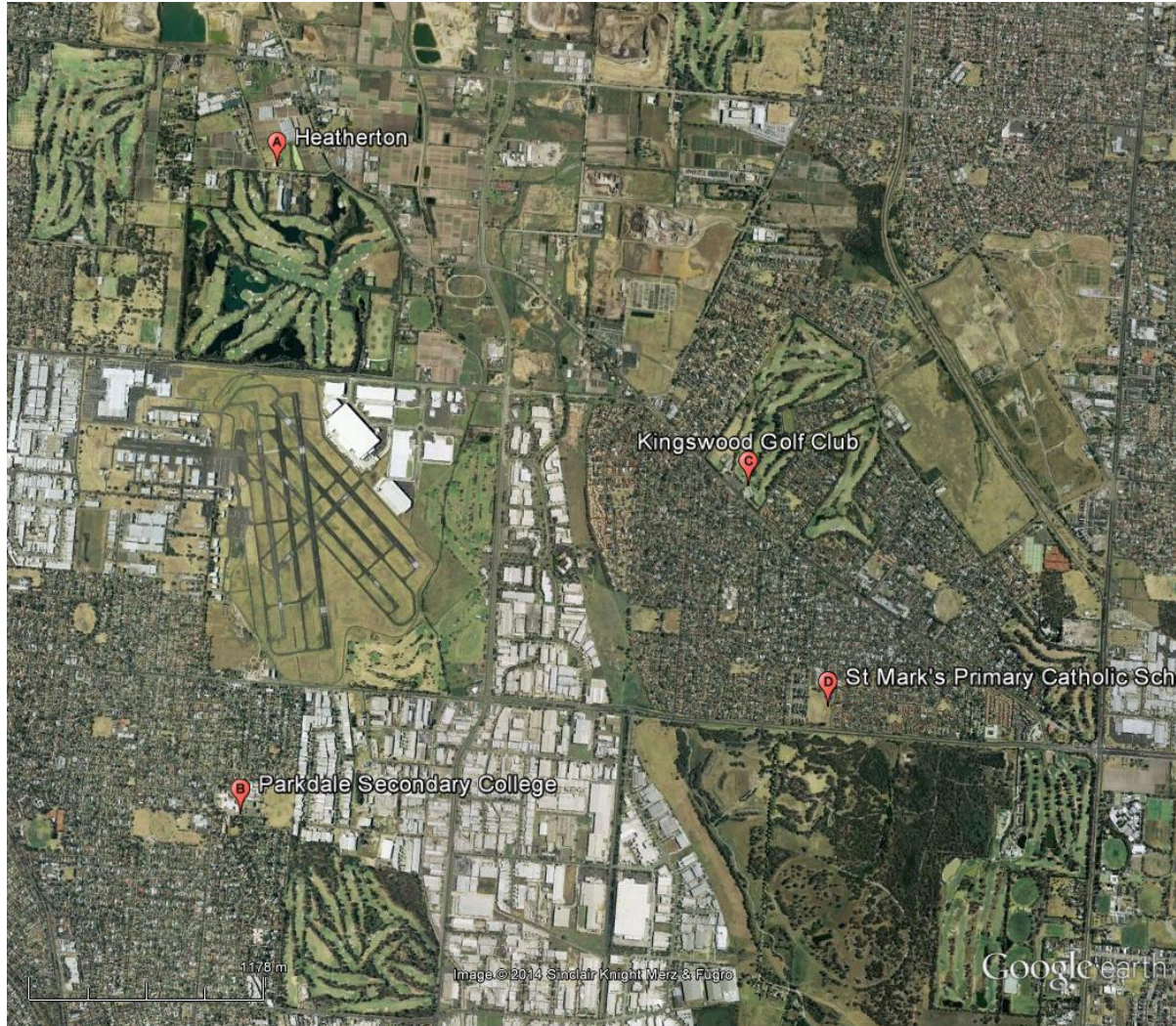
Moorabbin Airport Movements



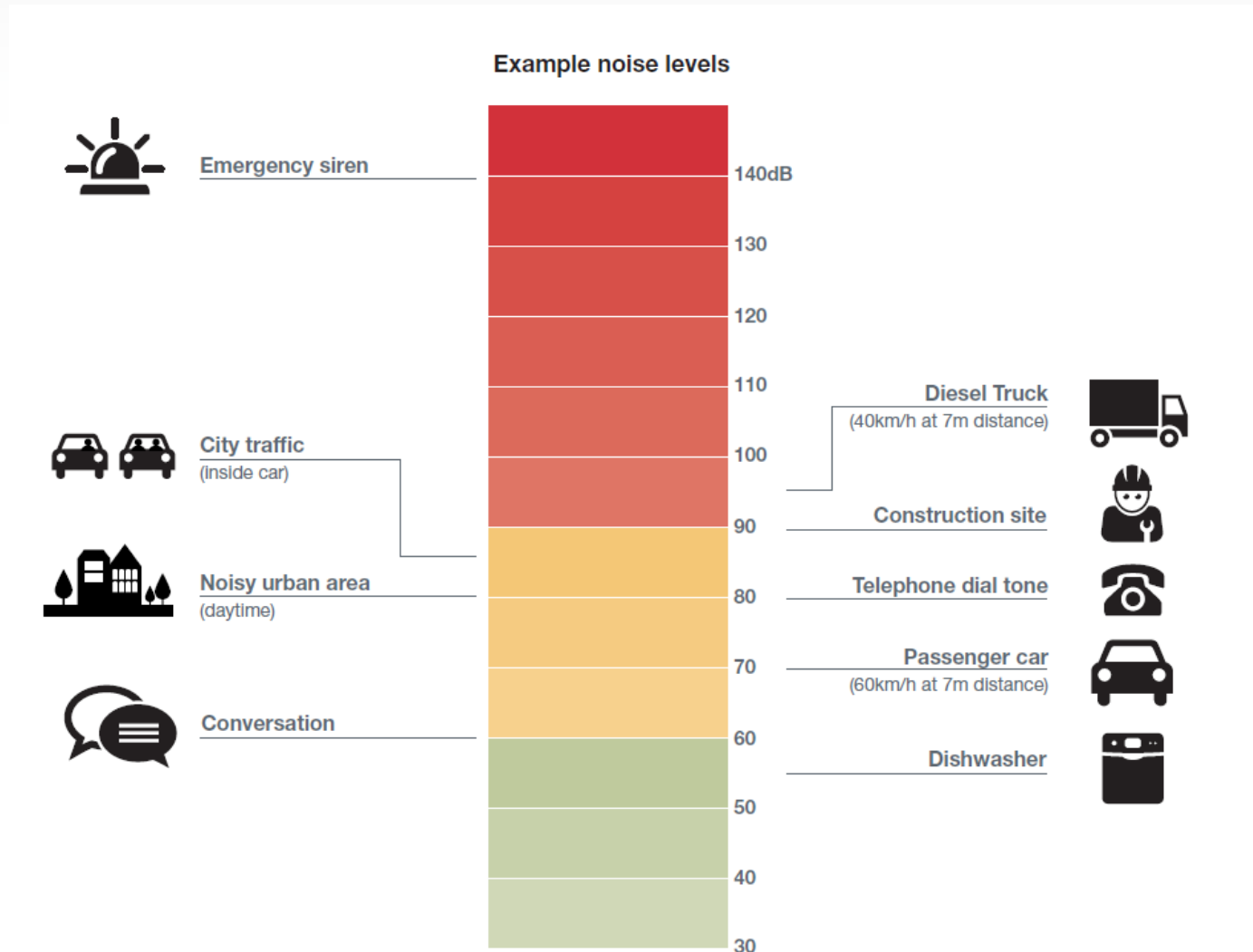
Client density by suburb



Noise monitoring locations



Common Noise Levels



Private Residence, Heatherton

- 1.5 km north of Moorabbin Airport
- 24,605 Moorabbin operations through capture zone
- 13,765 correlated noise events above 60 dB(A)
- Most commonly at 11am, 2pm, 3pm
- 1,774 correlated noise events over 75 dB(A)
- Loudest event 92.9 dB(A) – touch and go operation Runway 17L

Parkdale Secondary College

- 1.75km south of Moorabbin Airport
- 29,527 Moorabbin operations through capture zone
- 13,939 correlated noise events above 60 dB(A)
- Most commonly at 11am, 12pm, 1pm, 2pm
- 1,863 correlated noise events over 75 dB(A)
- Loudest event 92.1 dB(A) – arrival on to Runway 17R

St Mark's Primary School, Dingley Village

- 3km east of Moorabbin Airport
- 20,052 Moorabbin Operations through capture zone
- 9,682 correlated noise events above 60 dB(A)
- Most commonly 10am, 11am, 3pm
- 132 correlated noise events over 75 dB(A)
- Loudest event 91.2 dB(A) – helicopter touch and go

Kingswood Golf Club, Dingley Village

- 2.5km east of Moorabbin Airport
- 21,807 Moorabbin operations through capture zone
- 9,589 correlated noise events above 60 dB(A)
- Most commonly 11am, 12pm
- 183 correlated noise events above 75 dB(A)
- Loudest event 101.7 dB(A) – helicopter arriving

Discussion and questions

- Baseline data
- Start of discussion with CACG

Appendix K – Airport Development and Commonwealth Legislation

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Australian Government

Department of Infrastructure and Regional Development

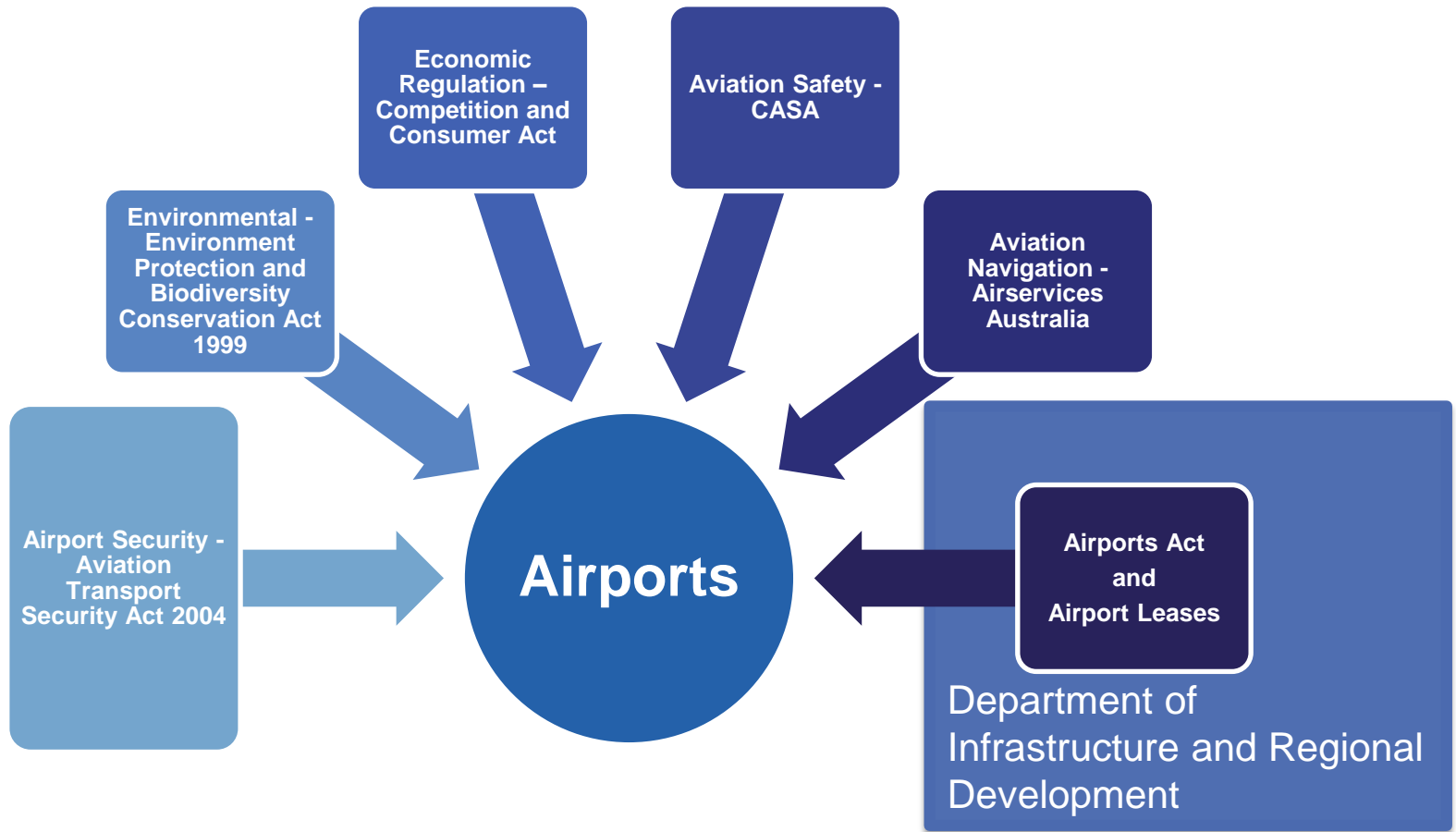
Airport development and Commonwealth Legislation

Rod Burgess, Director—Airports Branch

Department of Infrastructure and Regional Development

Note: This presentation is intended as general information and does not constitute formal advice.

Regulatory framework for Commonwealth Leased Airports



Key personnel for Commonwealth Leased Airports

Airport Building Controller (ABC)

- Regulates building and construction activities at the Airport.
- A contractor appointed by the Commonwealth.

Airport Environment Officer (AEO)

- Responsible for day-to-day oversight of Airport (Environment Protection) Regulations.

Airports Branch

- Work with the ABCs AEOs and the ALC to ensure compliance with relevant Legislation.
- Advise the Minister (or delegate) of development proposals and other matters.

Airport Lessee Company (ALC)

- Private operator of the airport.
- Independent of the Commonwealth Government.

Airports Act 1996- Objectives

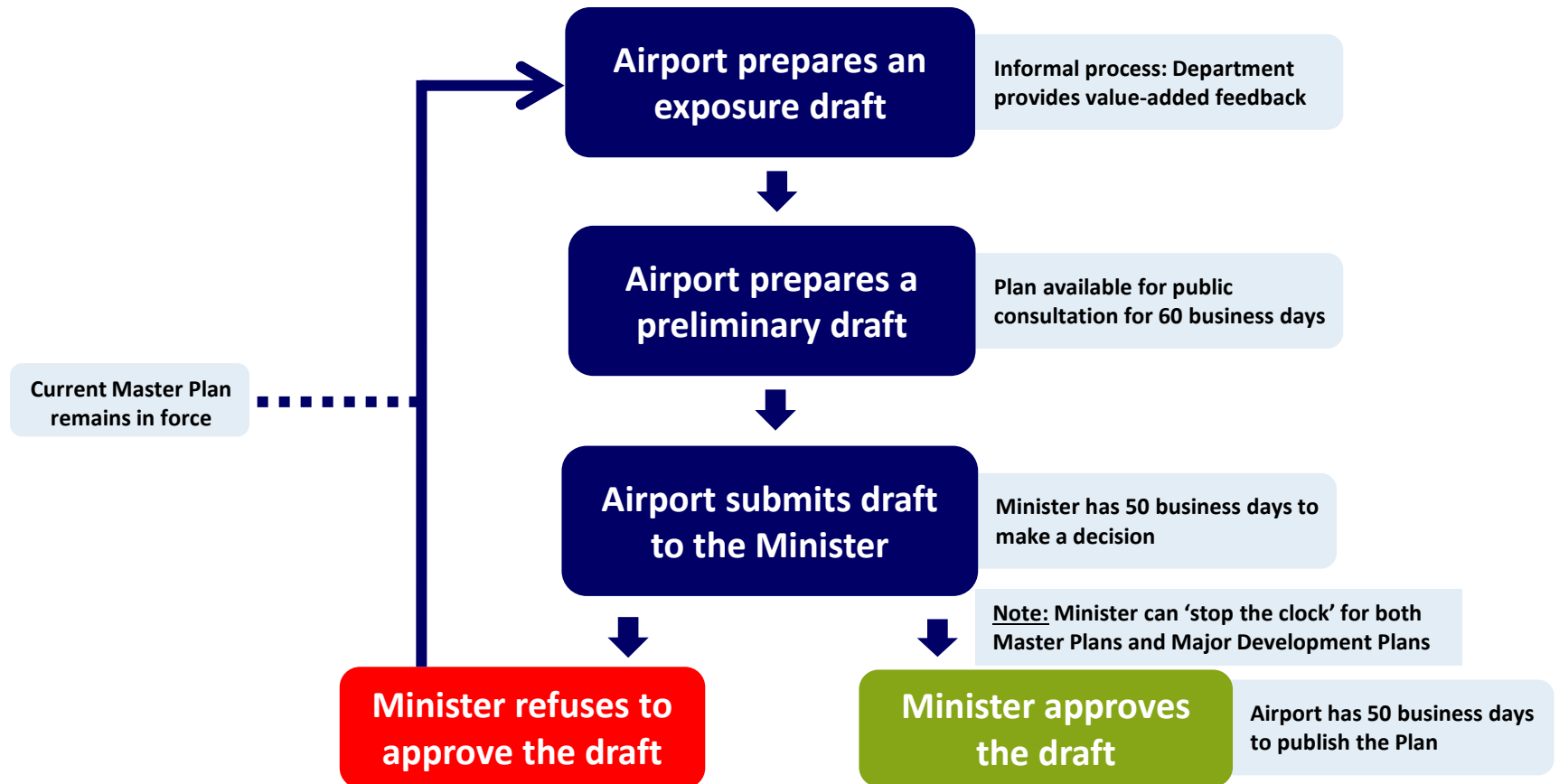
- Promote the sound development of civil aviation in Australia.
- Establish a regulatory system for airports that has due regard to the interests of airport users and the general community.
- Promote the efficient and economic development and operation of airports.
- Ensure majority Australian ownership of the airports and diversity of ownership through airline and cross-ownership limits.
- Implement international obligations relating to airports.
- Facilitate the comparison of airport performance in a transparent manner.

Airport Master Plans

- Master Plans are designed to:
 - (a) establish the strategic direction for development at the airport;
 - (b) provide for development of additional uses of the site;
 - (c) indicate the intended uses of the site;
 - (d) reduce potential conflicts between uses of the airport site, and ensure uses of the site are compatible with surrounding areas;
 - (e) ensure operations at the airport are undertaken in accordance with environmental legislation and standards;
 - (f) establish a framework for assessing compliance with relevant environmental legislation and standards;
 - (g) promote the continual improvement of environmental management at the airport.

Summary adapted from Section 70 of the *Airports Act 1996*.

Master Plan and Major Development Plan Processes



Airport Master Plans

-Public consultation

- Section 79 of the Act sets out a number of requirements on Airports for public consultation for Master Plans. These requirements include:
 - Advising surrounding state and local governments of an airport's intention to provide the Minister with a draft master plan (S79(1A)).
 - Publishing a notice in a newspaper explaining that a Preliminary Draft Master Plan is being prepared and invite public comments for a period of 60 days (s79(1)(a)).
 - Providing copies of public comments to the Minister (s79(2)(a)).
 - Providing a statement to the Minister that demonstrates that the Airport has had due regard to those comments in preparing the draft plan (s79(2)(b)(iii)).
- Confirming, to the Minister, who has been consulted as part of consultations (s80(2)).

Airport Major Development Plans

- Major Development Plans (MDPs) are required for significant developments, usually those valued above \$20 million, including:
 - Constructing new or upgrading existing airside infrastructure (runways, taxiways, etc).
 - Developments with significant environmental or community impacts.
 - Constructing new roads or vehicle access facilities.
 - Development that is likely to have a significant impact on the local or regional community.

Summary adapted from s89(1) of the Act.

Airport Major Development Plans -Required Contents

- The Airport's objectives for the development (s91(1)(a)).
- If the development could affect flight paths at the airport (s91(1)(ea)).
- The likely effect on traffic flows, employment levels and the local and regional economy and community (s91(1)(ga)).
- The Airport's assessment of the expected environmental impacts (s91(1)(h)).
- If the Plan relates to a sensitive development, the Airport must provide justification for this development (s91(1)(k)).
- Must address consistency with surrounding state/ local government planning schemes (s91(4)), and justify any inconsistencies.

Airport Major Development Plans Consultation arrangements

- Section 92 of the Act sets out a number of requirements on Airports for public consultation for Major Development Plans (MDP). These requirements include:
 - Advising surrounding state and local governments of an airport's intention to provide the Minister with a draft MDP (s92(1A)).
 - Publishing a notice in a newspaper explaining that a Preliminary Draft MDP is being prepared and inviting public comments for a period of 60 days (s92(1)(a)) and (s92(2A)).
 - Providing copies of public comments to the Minister (s92(2)(a)).
 - Providing a statement to the Minister that demonstrates that the Airport has had due regard to those comments in preparing the MDP (s92(2)(b)(iii)).

Airport Major Development Plan Assessment Process

- Assessed against section 94(3) of the *Airports Act 1996*;
- Minister must consider a variety of issues, including:
 - Development objectives and assessment of future needs;
 - Impact on airport and other users;
 - Effect that the development will have on the environment and land surrounding the airport;
 - Public Consultations (including outcomes);
 - Views of CASA and Airservices; and
 - Other relevant matters the Minister has regard to.

Questions?

Appendix L – June Airservices Update

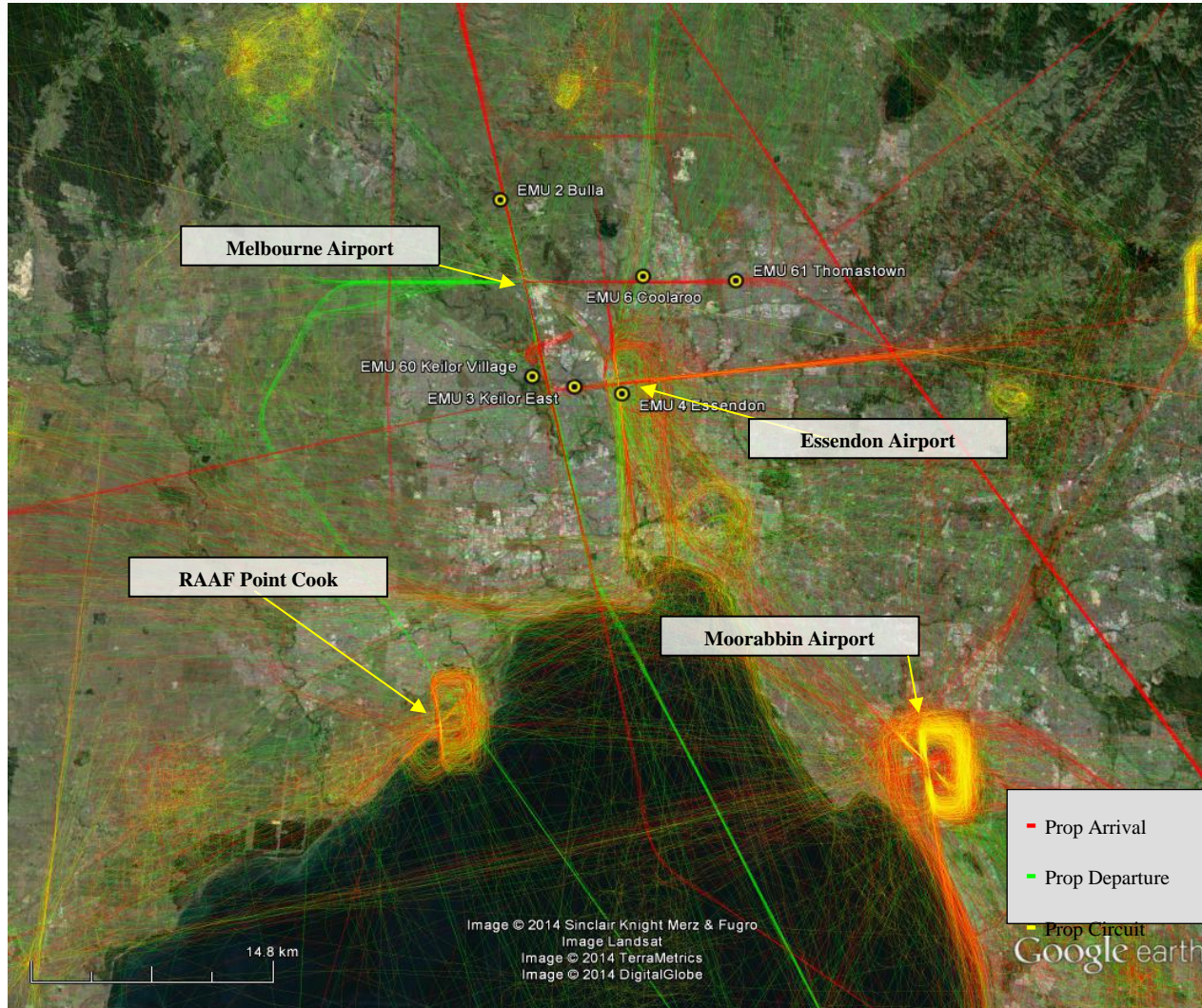
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Moorabbin Airport CACG

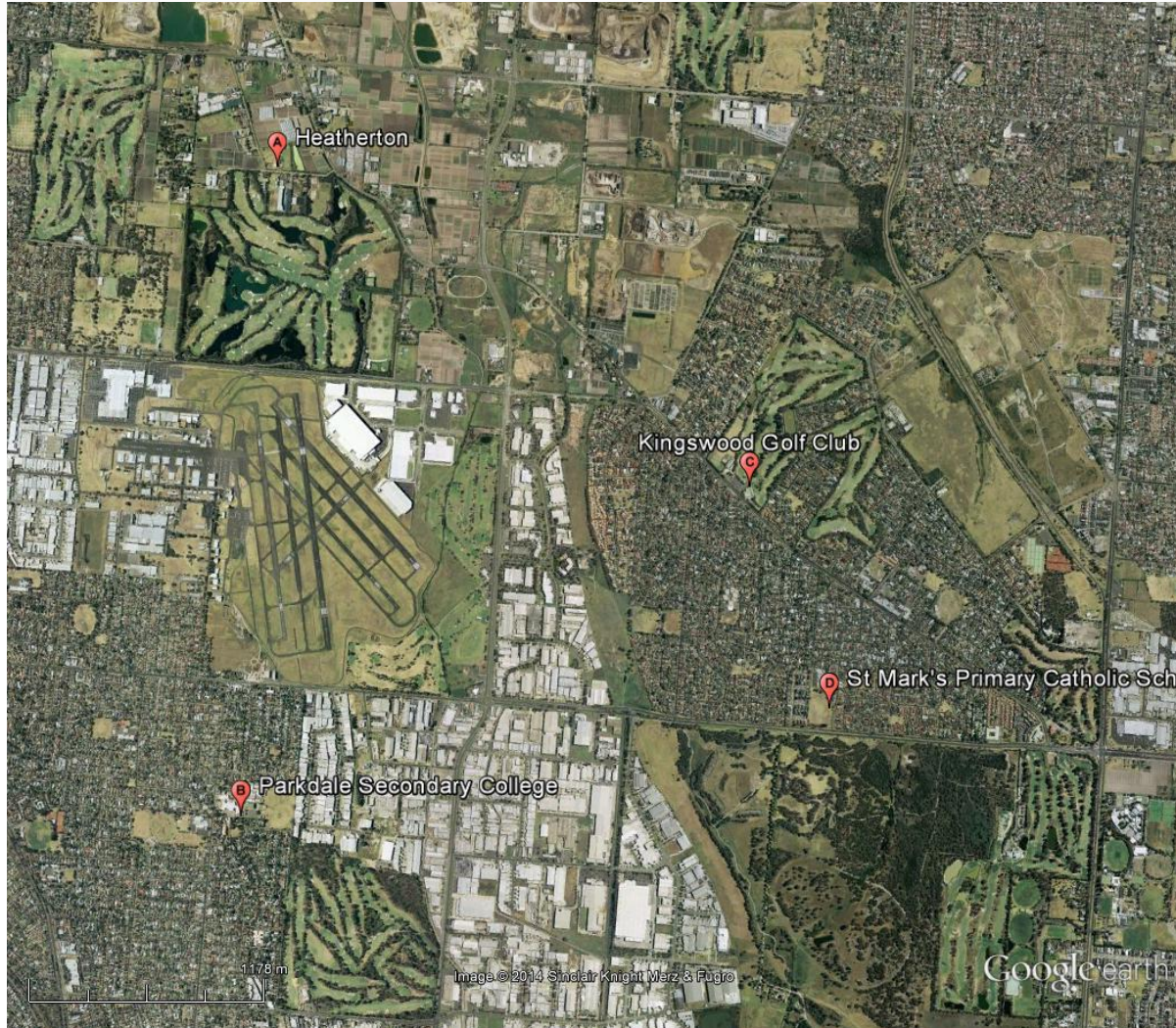
26 June 2015

Airservices Australia Update – Presented by Kylie Hobday

Melbourne Basin ANIR – Q1 2015



Noise monitoring locations



Feedback at March CACG

- Purpose of noise monitoring
- Questions around accuracy – particularly loudest events
- Questions around how noise events are ‘correlated’

Airservices Response

- Re-visited the purpose of noise monitoring
- Reviewed all noise data collected
- Spoke with our contractor and acoustics engineers about the process of correlating noise events

Findings

- Purpose of noise monitoring
- Noise Data reviewed – adjusted reports
- Correlating noise events - factsheet

Going Forward

- Airservices – growing aviation in Australia
- Discussion around noise continues – not a static process
- Seek open and transparent discussion
- Revised noise monitor reports + correlating noise events factsheet available
- Noise Forum



airservices
connecting australian aviation