

Community Aviation Consultation Group

Meeting Notes - Meeting No 71

Meeting Date: 27 March 2015
Place: Terminal Building, Moorabbin Airport

Present & Apologies

Opening address and welcome by the Chairman at 1pm.

A list of member attendees & apologies is included at attachment 1.

Chairman made special mention of two new members: MP for Mordialloc and Chairman of the Australian National Aviation Museum (**Museum**).

Meeting Notes

The meeting notes of the 5 December 2014 CACG Meeting were formerly adopted and the Chairman advised that these meeting notes were available on the Moorabbin Airport Corporation (**MAC**) website.

Action Items

Renewal of CACG Membership

Chairman advised:

- 8 CACG members had completed CAGC membership forms; and
- community groups needed to provide their charter.

Flight Training Circuit Design

Chairman advised that:

- a report on flight training circuit design was being finalised; and
- bilateral one on one meetings were taking place regarding the original proposal.

Fly Friendly

A senior staff member from one of the flight training organisations based on Airport addressed the CACG regarding Fly Friendly (**FF**):

- FF is taught and tested at all levels;
- safety takes precedence; and
- 90% of operators are abiding by the set procedures.

Standing Report

Correspondence

Items of correspondence MAC received in the last quarter were tabled and discussed.

Media

Media articles for the last quarter were tabled and discussed.

Community support

Events on airport that MAC had supported and meetings MAC had attended for the last quarter were tabled and discussed.

An update of museum events was provided by the Chairman of the museum.

Material Issues Review

MAC advised that:

- since the last CACG meeting there had been 4 noise related complaints directly handled by MAC;
- MAC had 235,726 movements February 2014 to January 2015 and, Moorabbin Airport was currently ranked the 3rd busiest airport;
- helicopter movements were down.
- MAC was close to completing the replacement of the remainder of old taxiway lights with new LED lights;
- the airside operational signage upgrade for flight safety was 50% completed;
- there had been an increasing number of enquiries for new aviation businesses at the airport;
- there had been several minor incidents at the airport but no injuries;
- planning is underway for the 2015 live emergency exercise, expected to be completed in 1 to 2 months; the emergency exercise is expected to be held in the Sep/ Oct period.
- MAC had supported the Avalon Airshow by providing specialised grounds staff to help prepare for the event.

Australian Air League

A senior member from one of the flight training organisations based on Airport outlined key features of the Australian Air League (**AAL**).

- AAL is a fully voluntary organisation;
- squadrons are located in VIC, NSW, SA, QLD and TAS;
- AAL is an educational facility with 2 hour weekly meetings;
- the organisation has participants of up to 18 years of age, who can then go on to become officers; and
- it is the 80th Anniversary of the AAL.

Further details are to be found on the AAL website - www.airleague.com.au

Existing Business

Update on current and future developments

MAC advised that:

- an aviation operator has a new contract with a large organisation that would bring 120 cadets onsite annually;
- helicopter operators are expanding hangers and investing in facilities;
- investment and employment figures could be found in the Preliminary Draft Master Plan 2015 currently on public exhibition; and
- the proposed large format retailer is fully approved and the site is being prepared with the building going up within next few months and an expected opening date in November 2015.

CACG Annual Report

The chairman advised the CACG Annual Report 2014 is available on the MAC website – www.moorabbinairport.com.au and was distributed to CACG members at the meeting.

Presentations

Noise Monitoring

A representative from Airservices Australia (**ASA**) gave an update on the noise monitors:

- 3 months of monitoring aircraft noise had been completed;
- the 4 locations monitored were Heatherton drain site, Kingswood Golf Club, St Mark's Primary School and Parkdale Secondary College;
- the Airport Noise Report is available on the ASA website – www.airservicesaustralia.com

The ASA update presentation is included at Attachment 2.

Preliminary Draft 2015 Master Plan

A representative from MAC and invited specialist from Tract, a planning organisation, presented on the Preliminary Draft 2015 Master Plan (**PDMP**), noting that:

- PDMP was now on public exhibition and available to view on the MAC website;
- the period for public comment on the PDMP commenced on 20 March 2015 and was to end on 17 June 2015; and
- public meetings were to be announced shortly.

The PDMP2015 presentation is included at Attachment 3.

The meeting was closed by the chairman at 3.03pm.



Chair

Attachments:

1. Attendance
2. Airservices Australia Update Presentation
3. Preliminary Draft 2015 Master Plan Presentation

CACG Meeting Attendance No. 71

Friday 27 March 2015

Title	Name	Surname	Representing	27 March 2015
Mr	David	Hall	Independent Chair	Yes
Mr	David	Moore	Airservices Australia	Apology
Mr	Kent	Quigley	Airservices Australia	Apology
Mr	Nick	Seselja	Airservices Australia	Yes
Mr	Craig	Allen	Airservices Australia	Yes
Mr	Kevin	Gould	CASA	Apology
Cr	Peter	Brown	City of Dandenong	Apology
Mayor, Cr	Geoff	Gledhill	City of Kingston	Yes
Mr	Jonathan	Guttman	City of Kingston	Yes
Ms	Rachel	Hornsby	City of Kingston	Apology
Cr	Ron	Brownlees	City of Kingston	Yes
Cr	Rosemary	West	City of Kingston	Yes
Mr	Jim	Wolfe	Department of Infrastructure and Regional Development - Federal	Apology
Ms	Jesse	Gillard	Department of Infrastructure and Regional Development, South East Airports	Yes
Ms	Leonie	Horrocks	Department of Infrastructure and Regional Development	Apology
Mr	Marcelo	Alves	Department of Infrastructure and Regional Development, South East Airports	Yes
Mr	Rod	Burgess	Department of Infrastructure and Regional Development, South East Airports	Apology
Ms	Marianne	Richards	Department of Economic Development, Jobs, Transport and Resources	Apology
Mr	Bruce	Reynolds	Local individual - Former Member of Dingley Heatherton Village Resident Group	Yes
Mr	John	Cincotta	Dingley Village Community Association	Apology
Mr	Andrew	Heasley	Department of Economic Development, Jobs, Transport and Resources	Apology
Mr	Peter	Fowler	Department of Economic Development, Jobs, Transport and Resources	Yes
Ms	Clare	O'Neill	Office of Clare O'Neil MP	Apology
The Hon.	Mark	Dreyfus	Office of Mark Dreyfus MP	Apology
Ms	Monica	Bladier	Office of Mark Dreyfus MP	Yes
Mr	Tim	Richardson	Office of Tim Richardson MP	Apology
Ms	Karen	Hastings	MARA - Moorabbin Airport Residents Association	Yes
Mr	Ian	Baldock	Mordialloc Village Committee	Yes
Mr	Charles	Gunther	Avia Aircraft	Apology
Mr	Mark	Howe	Blue Demon Aviation	Apology
Ms	Elaine	Scholes	Colonial First State	Apology
Mr	Matt	Rayson	Ground Effect Aviation Pty Ltd	Apology
Mr	Tony	Kirkhope	Kirkhope Aviation	Apology
Mr	Edward	Williamson	CAE Oxford Aviation	Apology
Mr	Steve	Galjar	CAE Oxford Aviation	Yes
Mr	Stuart	Rushton	Royal Victorian Aero Club	Yes
Ms	Adrianne	Fleming	Tristar Aviation	Yes
Mr	Nevan	Wadeson	Tract	Yes
Mr	Ashely	Briggs	Australian Aircraft Aviation Group	Yes
			MAC Staff – CEO, GMC&C & AOM	Yes

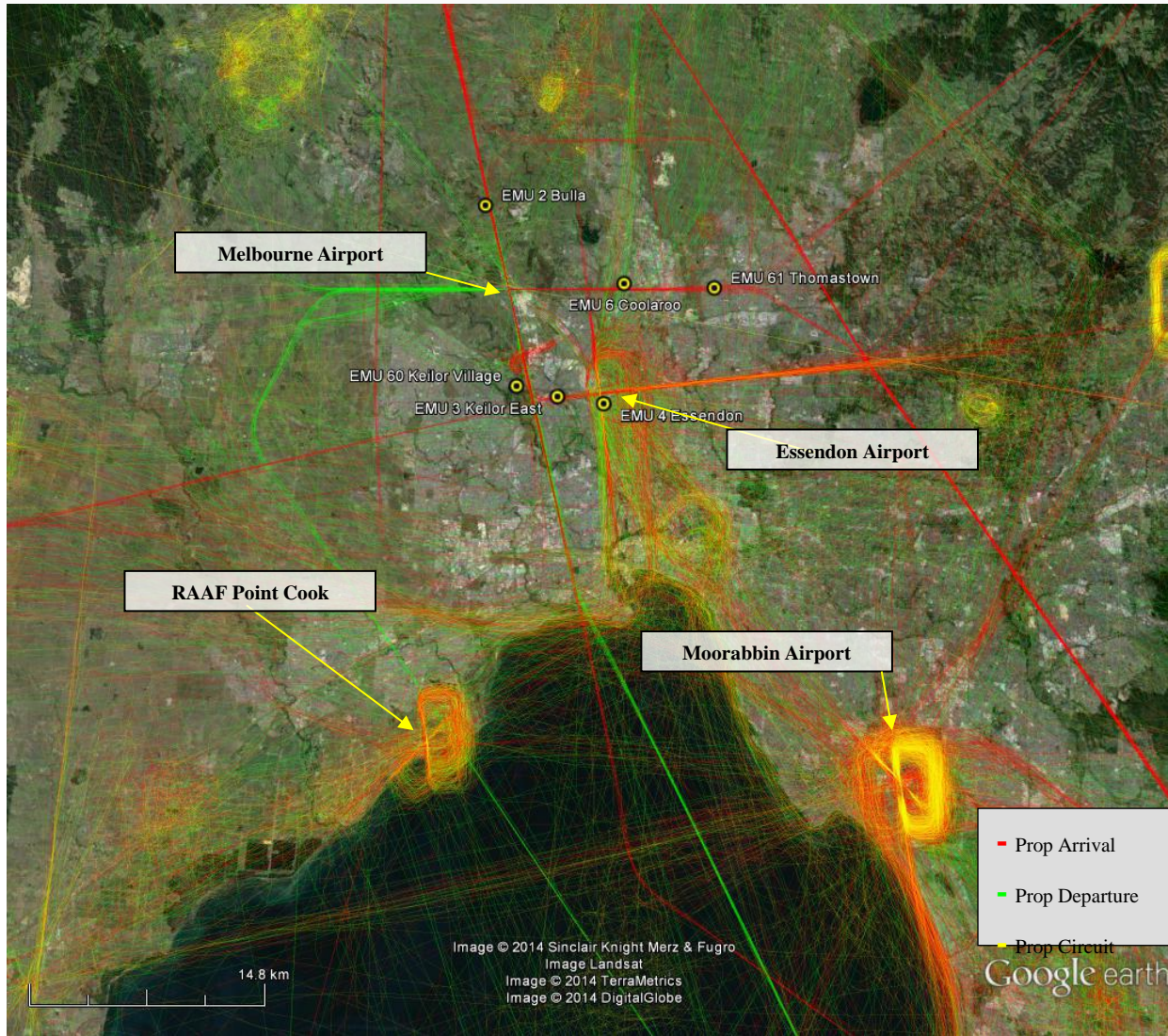


Moorabbin Airport CACG

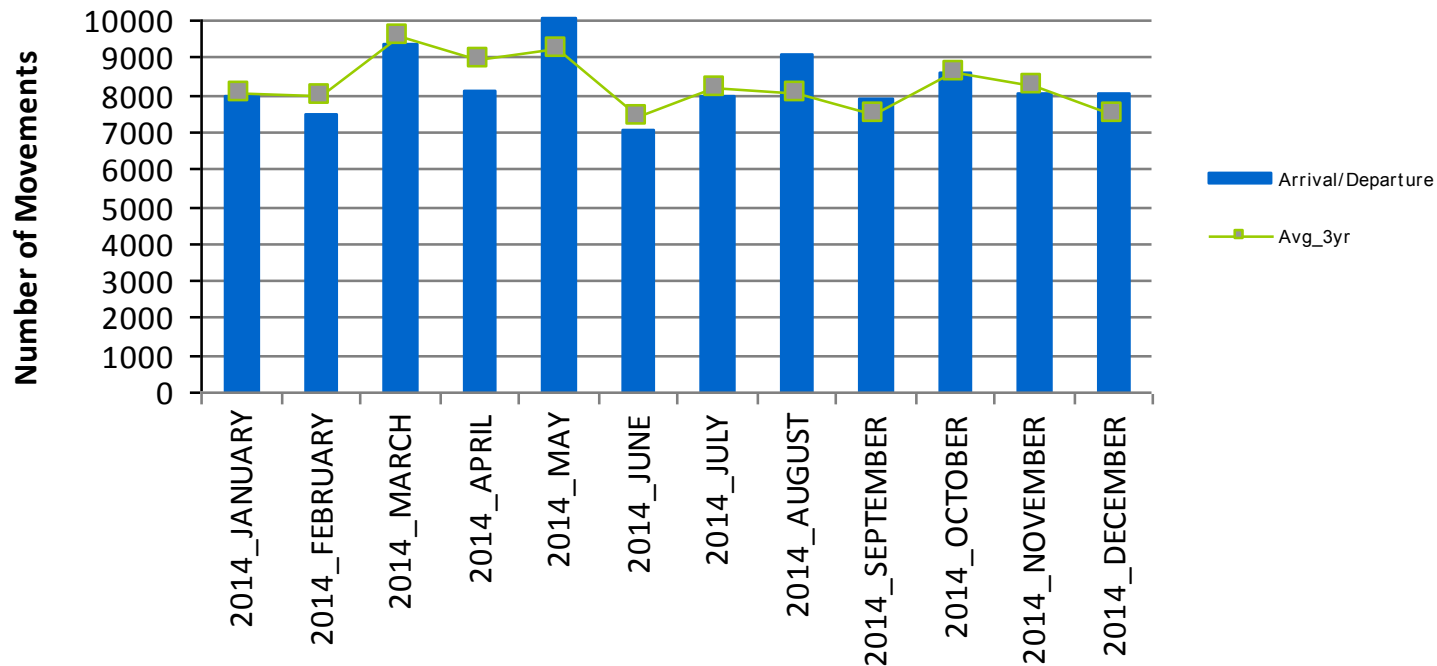
27 March 2015

Airservices Australia Update – Presented by Nick Seselja

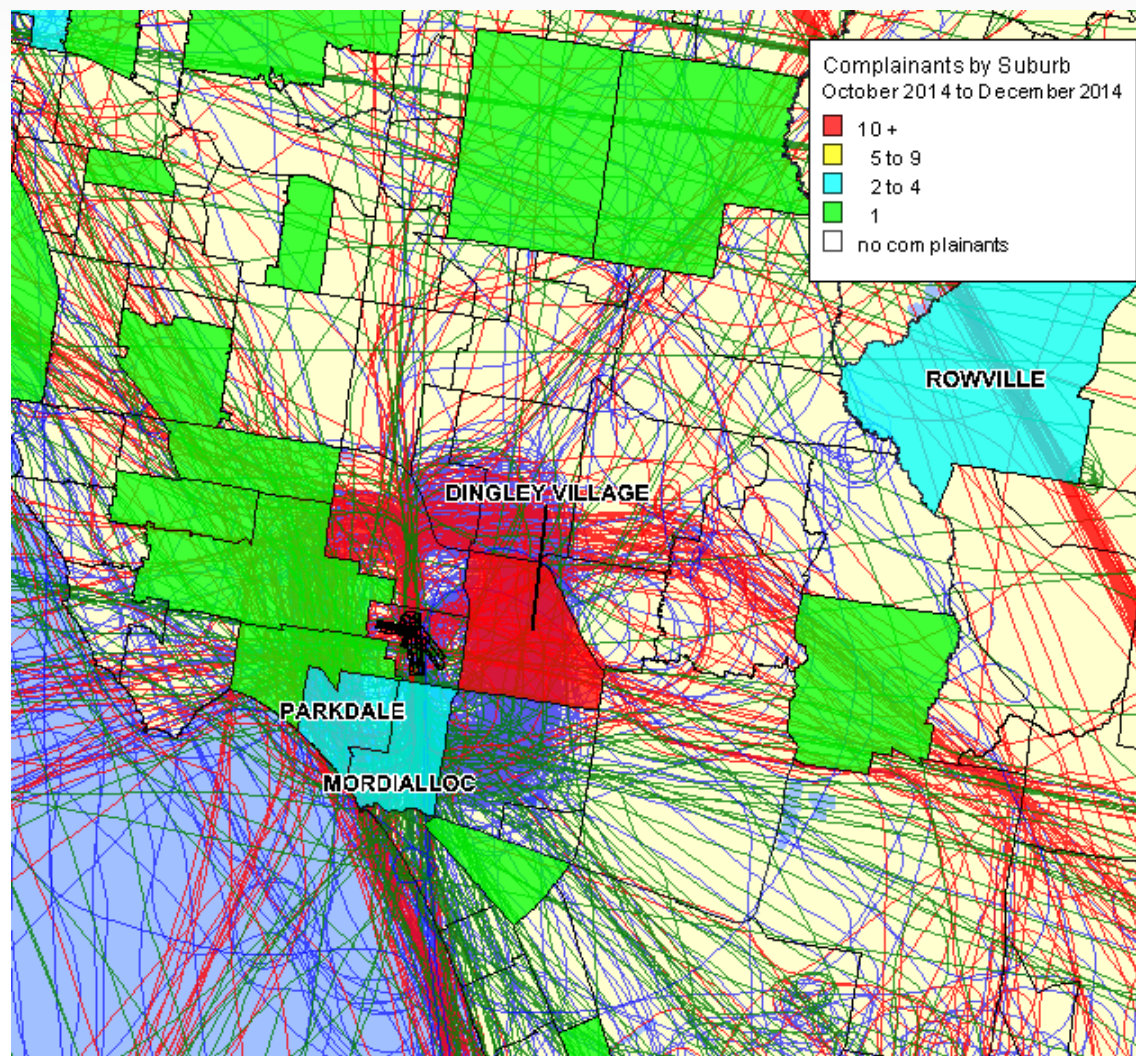
Flight Patterns – Non-jet aircraft



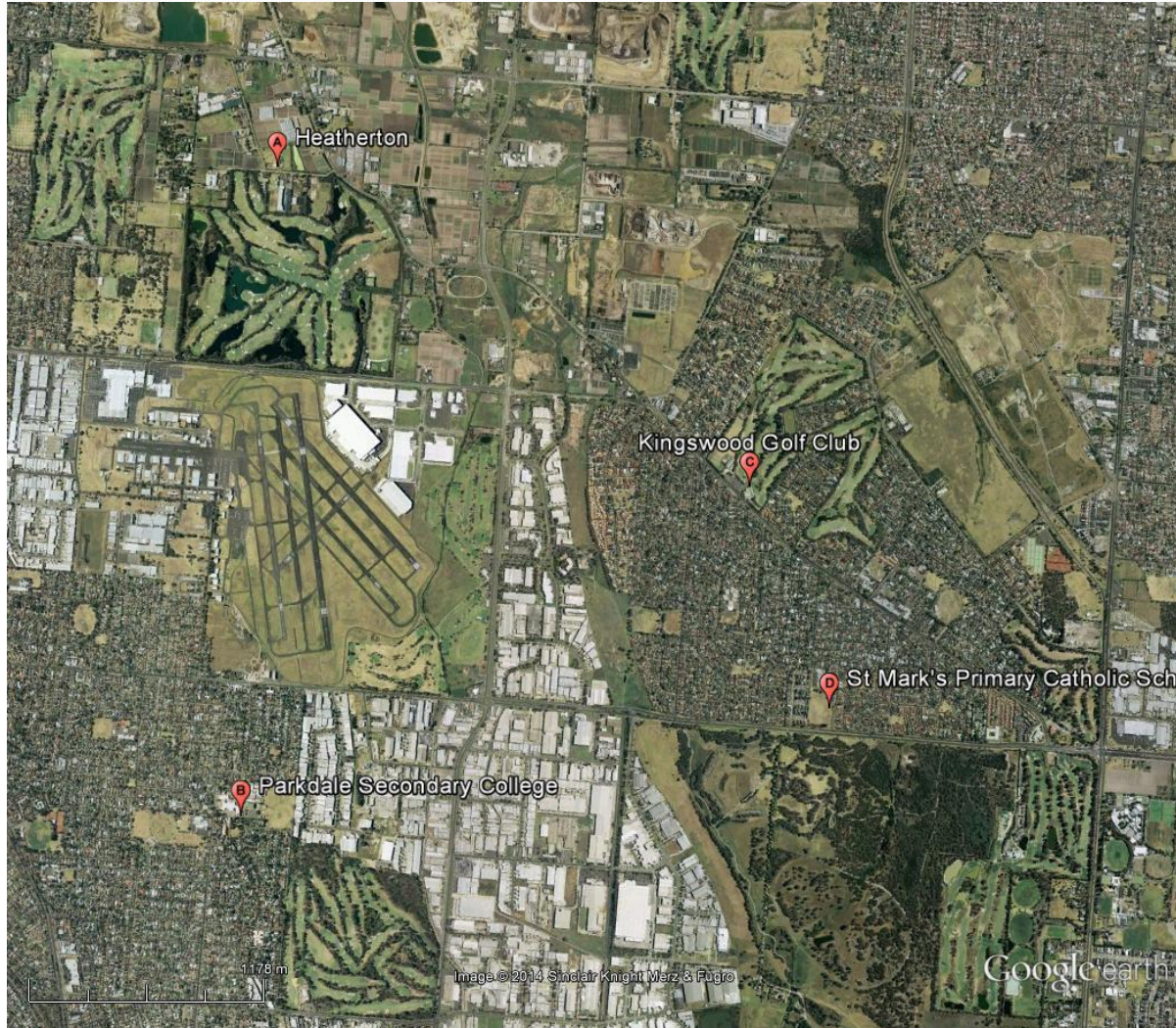
Moorabbin Airport Movements



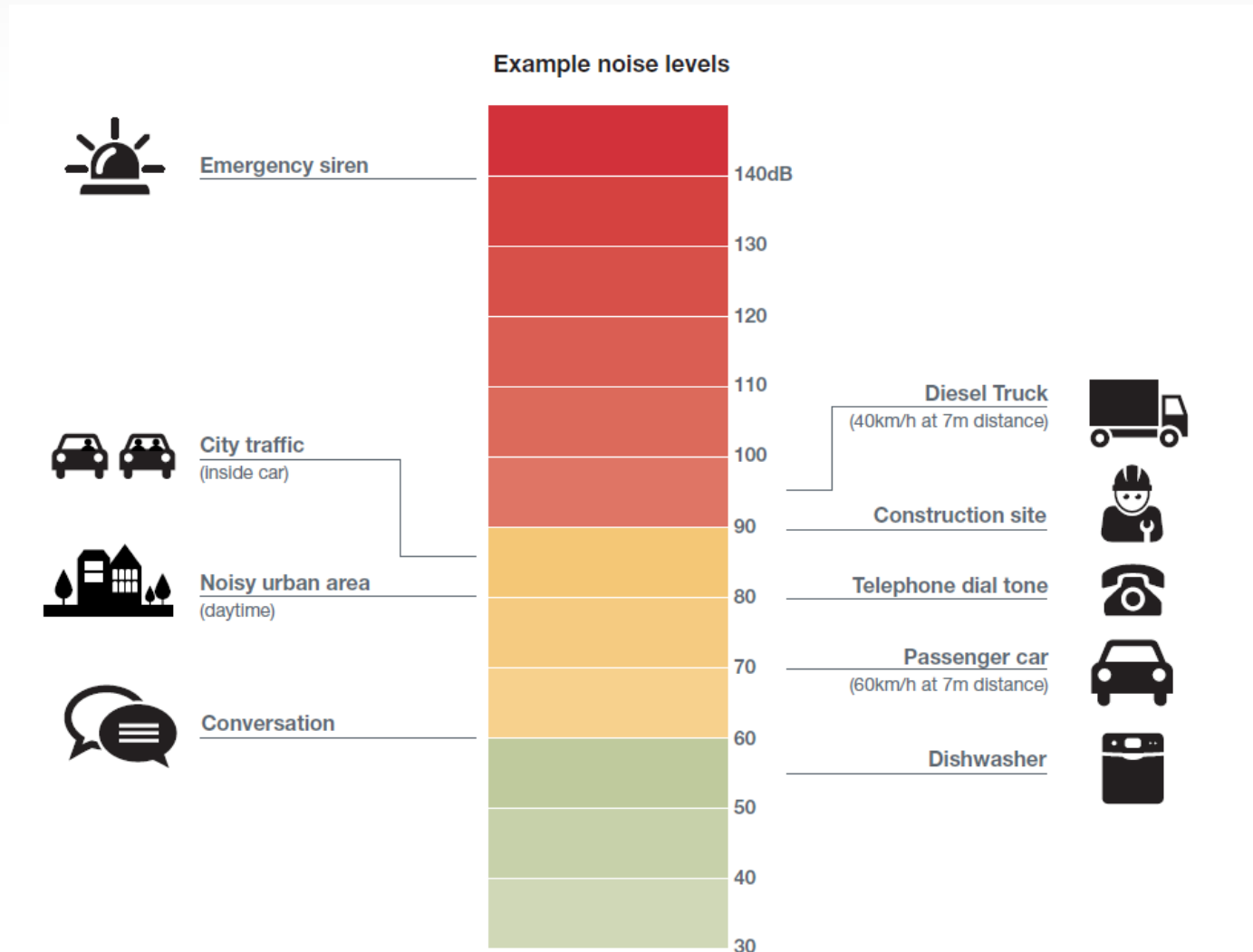
Client density by suburb



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

Moorabbin Airport Master Plan 2015

Outline of the Preliminary Draft Master Plan
March 2015

A 20-year Planning Horizon

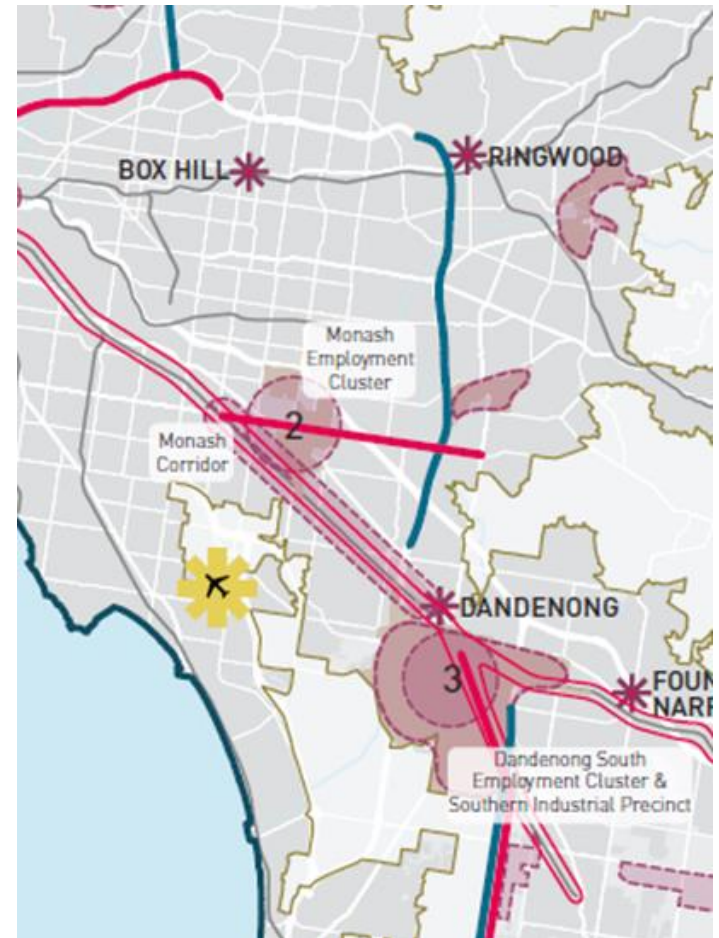
Once approved by the Minister, the 2015 Master Plan will apply to a **20-year planning period** from **2015 to 2035**.



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.
- 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 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

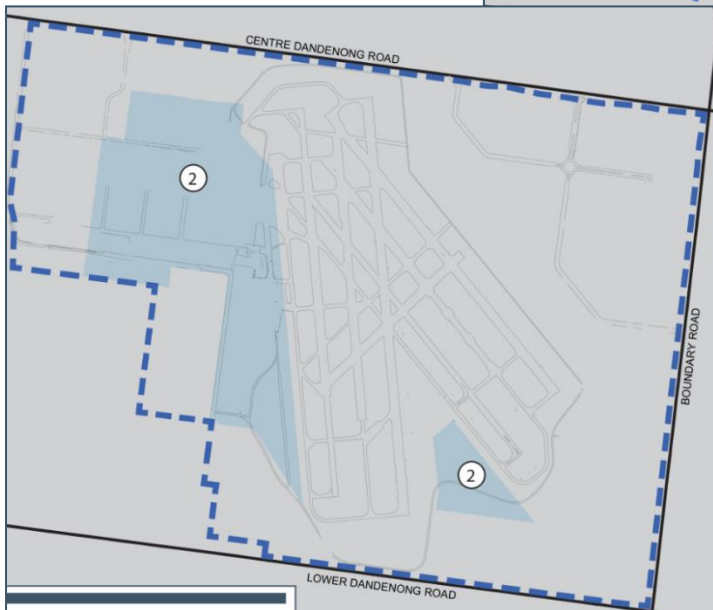
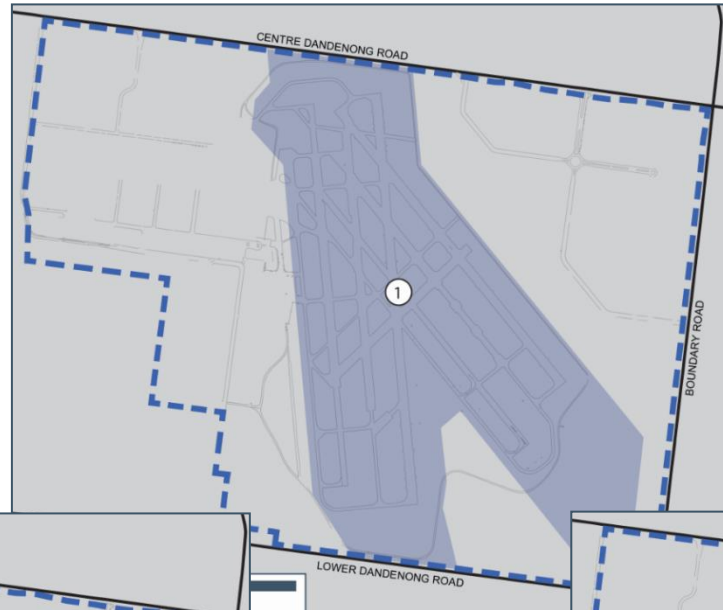
A Framework for Land Use



Precincts

1, 2 and 3:

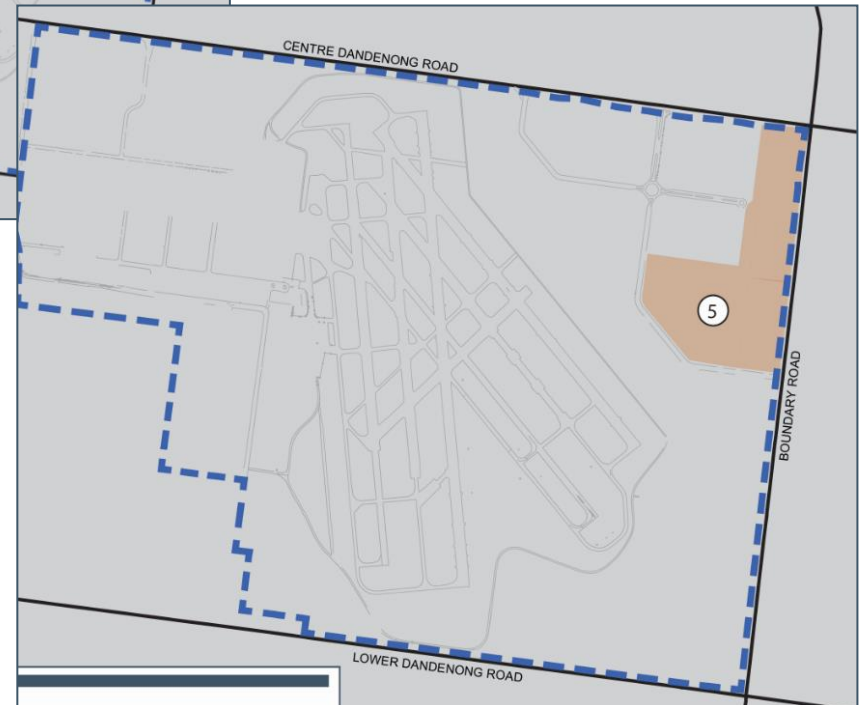
Aviation,
Aviation
Support and
Industrial/
Showroom



A Framework for Land Use



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



A Framework for Land Use



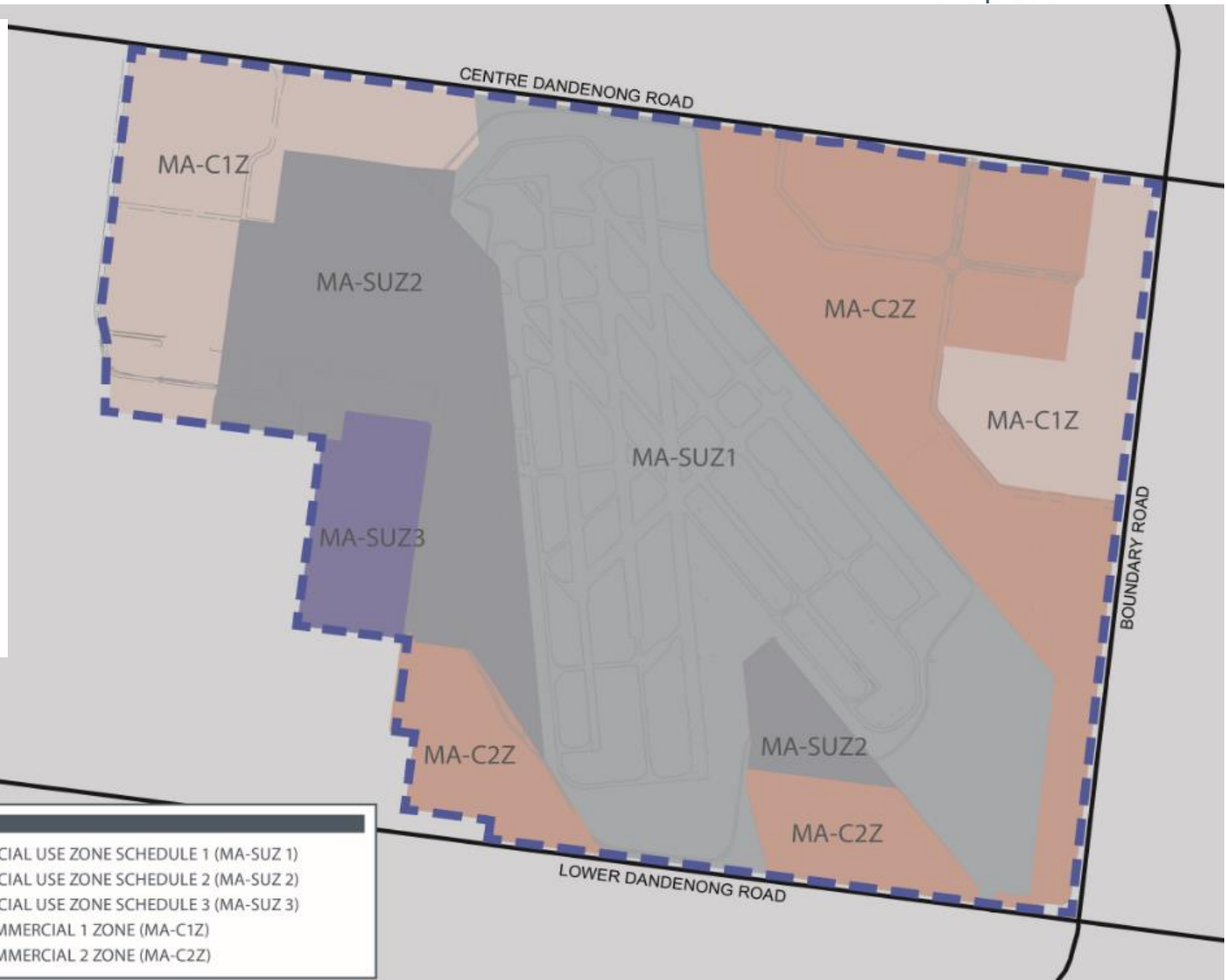
**Precincts
6 and 7:**
Business,
Commercial,
Industrial,
Office, Retail,
& Aviation
Support



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

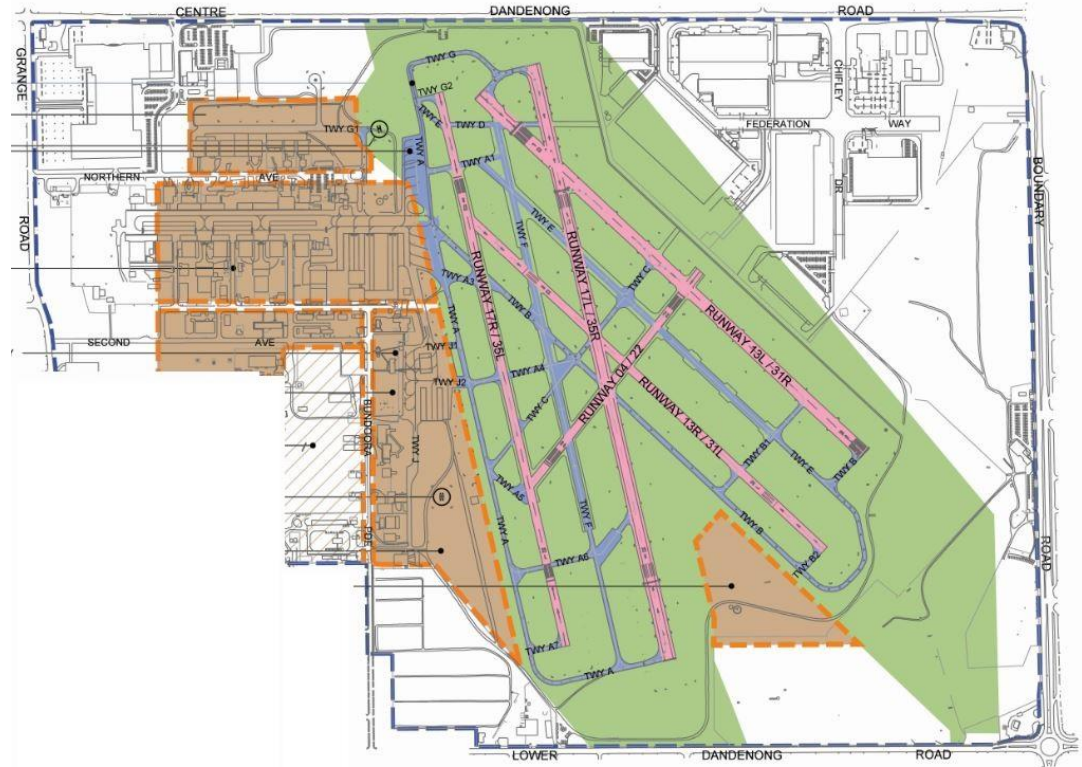
Ensuring
future land
availability
for safe,
sustainable
aviation
activity at
Moorabbin
Airport.



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:

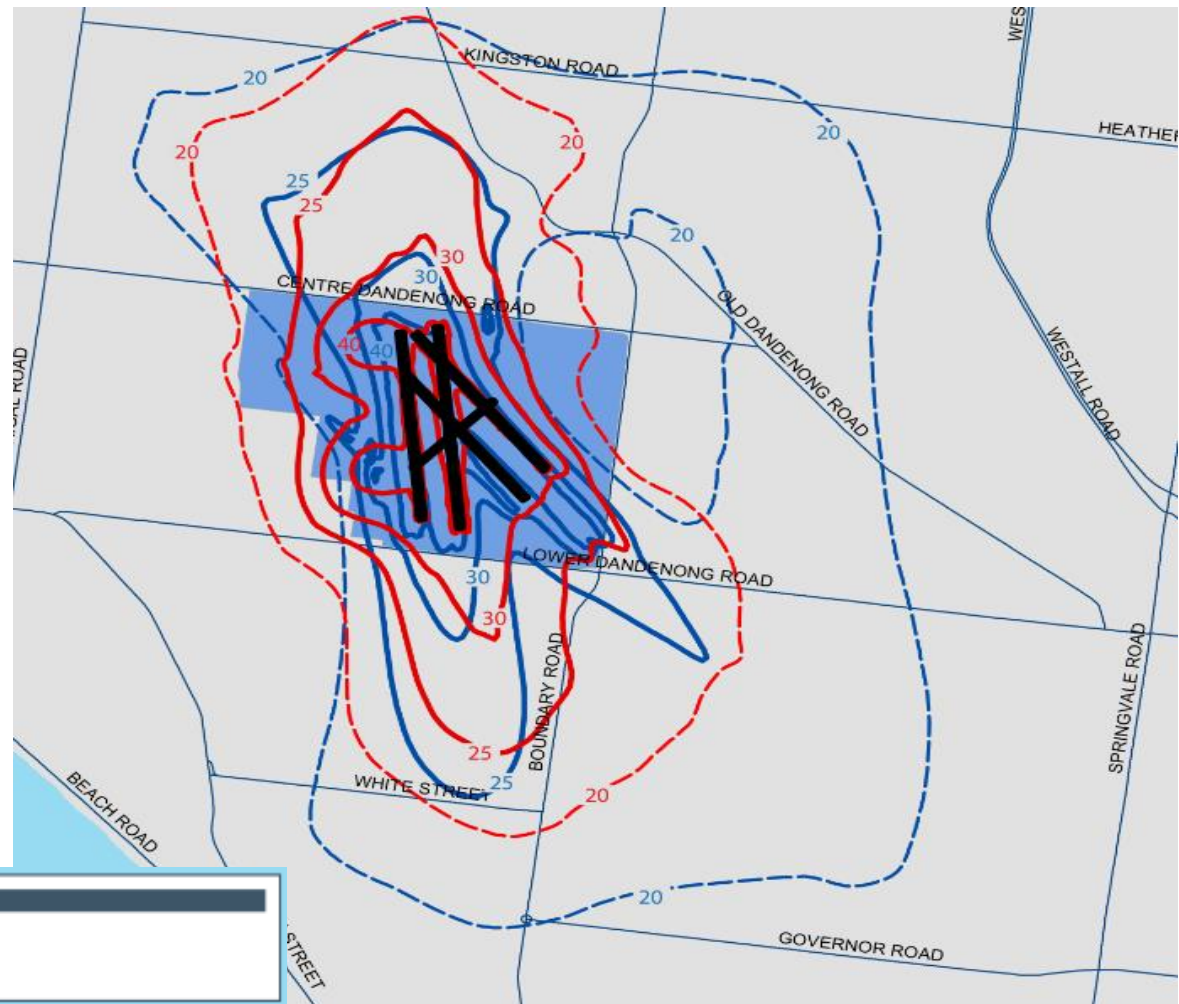
- managing **environmental impact**
- planning for **infrastructure** that meets future needs
- passenger and freight **transport** onto and within the Airport

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.