

Community Aviation Consultation Group Meeting

Meeting Minutes – Meeting No. 81 (Third meeting of 21st year)

Date: 22 September 2017
Meeting: 1.00pm – 2.30pm
Venue: Moorabbin Airport Corporation Terminal Building

1. Governance

- Introductions/Apologies
 - Opening address provided
 - Attendees and apologies included in attachment 1

2. Calendar Items

- Aerodrome Emergency Planning Field Exercise – 5 December 2017

3. Minutes of the previous meeting

- Minutes of previous meeting adopted

4. Correspondence

- No correspondence

5. Action Items

- Nil

6. Airservices Australia presentation

- See attachment 2

7. MAC Presentation

- See attachment 3

- Aviation
 - Aircraft movements for FY17 – 279,000
 - Australia's busiest airport in June 2017 with 27,000 movements
 - MAC to commission working group with members of the CACG to discuss circuit report and potential circuit respite for community members east of the airport
 - Implementing the Circuit Booking System is a priority for MAC
 - System will increase efficiency for circuit flight training, provide a mechanism to manage aircraft movements and reduce congestion during peak periods
 - CAE Oxford Flight Training Development
 - \$3.5m invested, 50 jobs, 220 plantings
 - FY17 aviation investment by MAC included:
 - Runway re-seal of 77,000sqm
 - Taxiway lighting
 - MAG signs
 - Pavement enhancements
 - FY18 aviation investment includes:
 - 9,500sqm terminal apron
 - Alpha taxiway extension and northern helipad relocation
 - Southern helipad works
 - Runway end and taxiway lighting
 - CAE student pilot accommodation to house 150 student pilots
- Planning and Investment
 - Precinct 7 works on Lower Dandenong Road continue with construction of two large warehouses
 - Creating 100 jobs & 70+ tree plantings
 - KCP Stage 2 works yet to commence
 - Include 5,000 plantings (including native trees)
 - Large retail warehouse planned for North Eastern corner of the Airport
 - Continued Precinct E revegetation strategy
 - BP Service station re-modelling
 - Includes landscape plan, replacement of fuel tanks and signage
- Safety Case
 - Whole of airport Safety Case developed to demonstrate MAC's commitment and focus on safety.
 - MAC follow a comprehensive suite of safety systems, policies, procedures and manuals
 - Compliance with airport industry standards and regulatory regimes
 - MAC have a management approach built on industry engagement and participation
 - MAC follow a comprehensive development project approval process including
 - Planning assessment
 - Aviation impact assessment including safety

- Expert wind consultant assessment
 - Consideration of Public Safety Areas/Zones
 - Statutory building compliance approval
 - Stakeholder consultation (including CASA and Airservices)
 - Moorabbin Airport infrastructure purposely designed for flight training, operated and improved over 65 years, including 5 runways, airfield lighting, ASA tower, navigation aids and Bureau of Meteorology weather facilities
 - 75% of aviation operations at Moorabbin Airport are provided by Australia's leading flight training organisations (complying with the higher regulatory safety requirements for operators, aircraft and instructors)
 - Air Traffic Control services provide safe orderly traffic flow for departing and arriving aircraft via established reporting points and standard traffic patterns
- Discussion of Drone usage on and around Moorabbin Airport
 - Drones can be used prior to the tower opening providing the operator has consulted and gained written permission from MAC

8. Aircraft Noise Ombudsman presentation

- See attachment 4
 - ANO formed following 2009 Aviation White Paper
 - Provides independent oversight for:
 - Management of aircraft noise
 - Complaint handling
 - Quality of information and consultation with community
 - ANO is independent and not an advocate for Airservices, Department of Defence or community, offering their services free of charge
 - ANO cannot compel a specific action
 - ANO can only draw on power of persuasion and make recommendations to agencies

9. Next Meeting

- 1 December 2017

Attendance List

Attachment 1

Full Name	Organisation/Group	CACG 22/09/2017
Mr David Hall	Independent Chair	Attended
Mr Ashley Briggs	Australian National Aviation Museum	Apology
Mr John Cincotta	Dingley Village Community Association	Attended
Miss Karen Hastings	MARA - Moorabbin Airport Residents Association	Attended
Mr Bruce Reynolds	Dingley Village	Attended
Mr Ian Baldock	Mordialloc Village Committee (now disbanded)	Attended
Mr Charles Gunther	Avia Aircraft	Apology
Mr Mark Howe	Blue Demon Aviation	Attended
Mr Edward Williamson	CAE Oxford Aviation	Apology
Mr Tony Kirkhope	Kirkhope Aviation	Attended
Mr Stuart Rushton	Royal Victorian Aero Club	Attended
Ms Adrienne Fleming	Tristar Aviation	Apology
Mr Glenn Buckley	Melbourne Flight Training	Attended
Ermin Guido Javier Jr	Head of Operations – APTA/MFT	Attended
Cameron Meyer	Base Safety Officer MFT/ acting Safety Manager APTA	Attended
Mr Ben Hall	Professional Helicopter Group	Attended
Mr Mark Darragh	Melbourne Flying Services	Attended
Ms Elaine Scholes	Vicinity - DFO	Apology
Mr John Fury	DFO	Apology
Ms Leonie Horrocks	Department of Infrastructure and Regional Development	Apology
Mr Rod Burgess	Department of Infrastructure and Regional Development	Apology
Mr Cristhian Cano	Department of Infrastructure and Regional Development	Apology
Mr Cameron Rimington	Department of Infrastructure and Regional Development	Apology
Kathryn Kominek	Department of Infrastructure and Regional Development	Attended
Craig Allan	Airservices Australia	Apology
Mr Chris Bren- Clarke	Airservices Australia	Apology
Simon Galsmark	Airservices Australia	Attended
Paul Sleep	Airservices Australia	Attended
Cr Rosemary West	City of Kingston - Councillor	Attended
Lisa Stewart	City of Kingston - EA for councillors	Attended
Mr Tim Richardson	Office of Tim Richardson MP	Attended
The Hon. Mark Dreyfus	Office of Mark Dreyfus MP	Apology
Ms Monica Bladier	Office of Mark Dreyfus MP	Attended
Ms Clare O'Neill	Office of Clare O'Neil MP	Apology
Ms Joanna Kormas	Department of Environment, Land, Water & Planning	Apology
Mr Matthew Sacco	Department of Environment, Land, Water & Planning	Apology
Mr Andrew M Henderson	Department of Economic Development, Jobs, Transport and Resources	Apology
Mr Jonathan Guttman	City of Kingston	Attended
Mr Paul Ferguson	Moorabbin Airport Corporation	Apology
Ms Narelle Evans	Moorabbin Airport Corporation	Apology
Mr John Nahyna	Moorabbin Airport Corporation	Apology
Marc Grant	Moorabbin Airport Corporation	Apology
Diem Le	Moorabbin Airport Corporation (KCP representative)	Apology
Matthew Marais	Moorabbin Airport Corporation	Apology
Mr Paul Canavan	Royal Victorian Aero Club	Apology
Mike Rikard-Bell	Bruehl & Kjaer	Apology
Lewis Duncan (student)	Westall S.C.	Apology
Eva Kesidis	Westall S.C.	Apology
Narelle Bell	Aircraft Noise Ombudsmen	Attended
Kate Burmeseter		Attended



Airservices Update

**Community Aviation Consultation Group for Moorabbin Airport
22 September 2017**

Paul Sleep

Air Traffic Control Line Manager, Air Navigation Services

Simon Godsmark

Service Delivery Manager, Air Navigation Services

Overview

- Q2, 2017 Report
- Airservices website – Moorabbin Airport
- Reporting on issues across airports

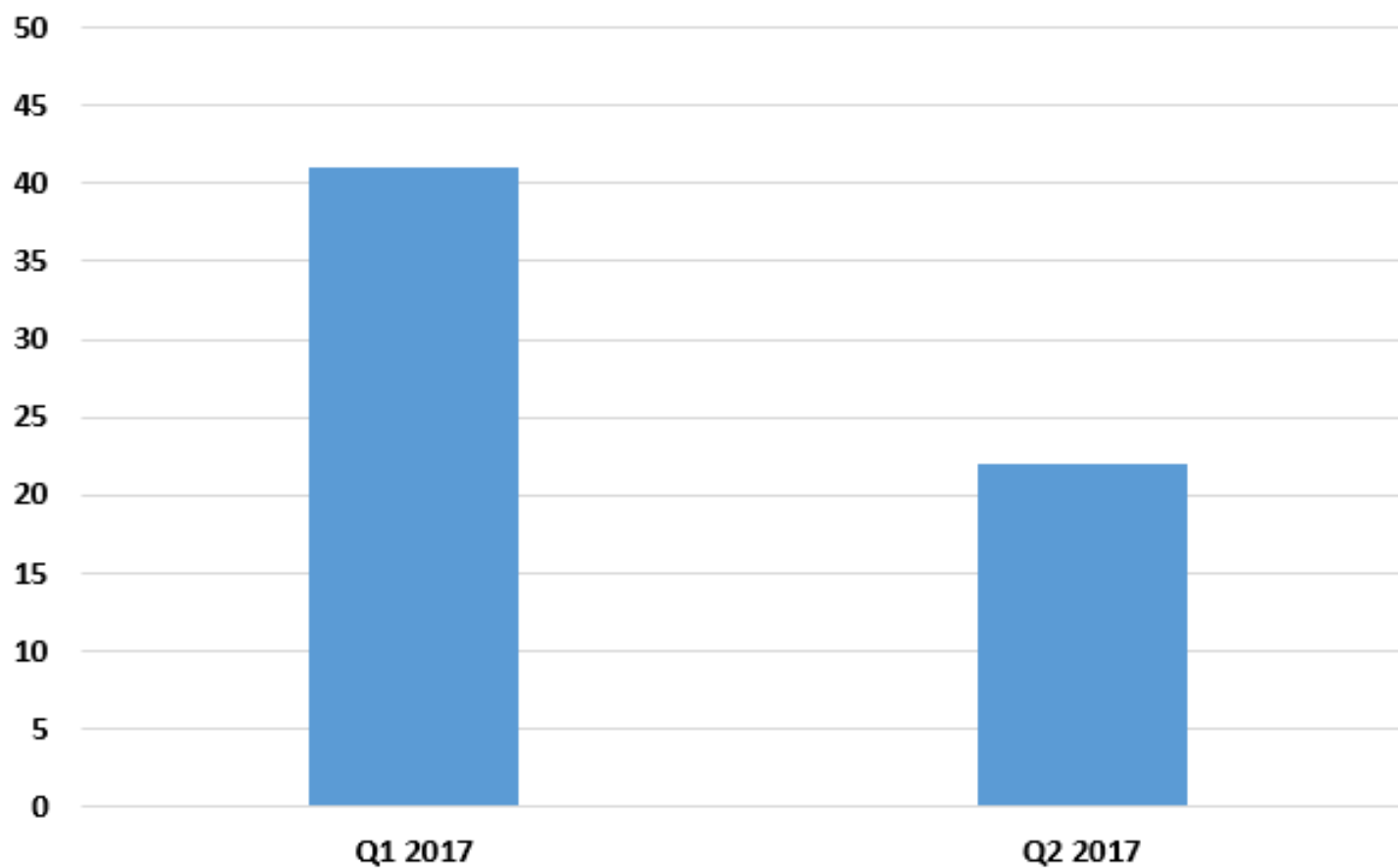


Q2, 2017 Report Summary

- At Moorabbin Airport most complainants raise one of two issues - circuit training activities or general aviation traffic
- Circuit training affects residents in suburbs immediately surrounding the airport such as Cheltenham, Mentone, Parkdale, Mordialloc, Braeside, Dingley Village and Heatherton.
- Historically, suburbs under the [crosswind and base legs](#) of the training circuit tend to have a greater number of complainants than those suburbs under the downwind and final legs. This is not specific to Moorabbin Airport but is seen at most secondary airports in Australia. The suburbs most affected at any given time vary according to which runway direction is being used.
- Complainants raising issues related to general aviation activities may be located under one of the [arrival or departure routes](#) to and from the airport, or they may be from suburbs significant distances from the airport concerned about random movements of aircraft that originated or ended their flights at Moorabbin Airport.

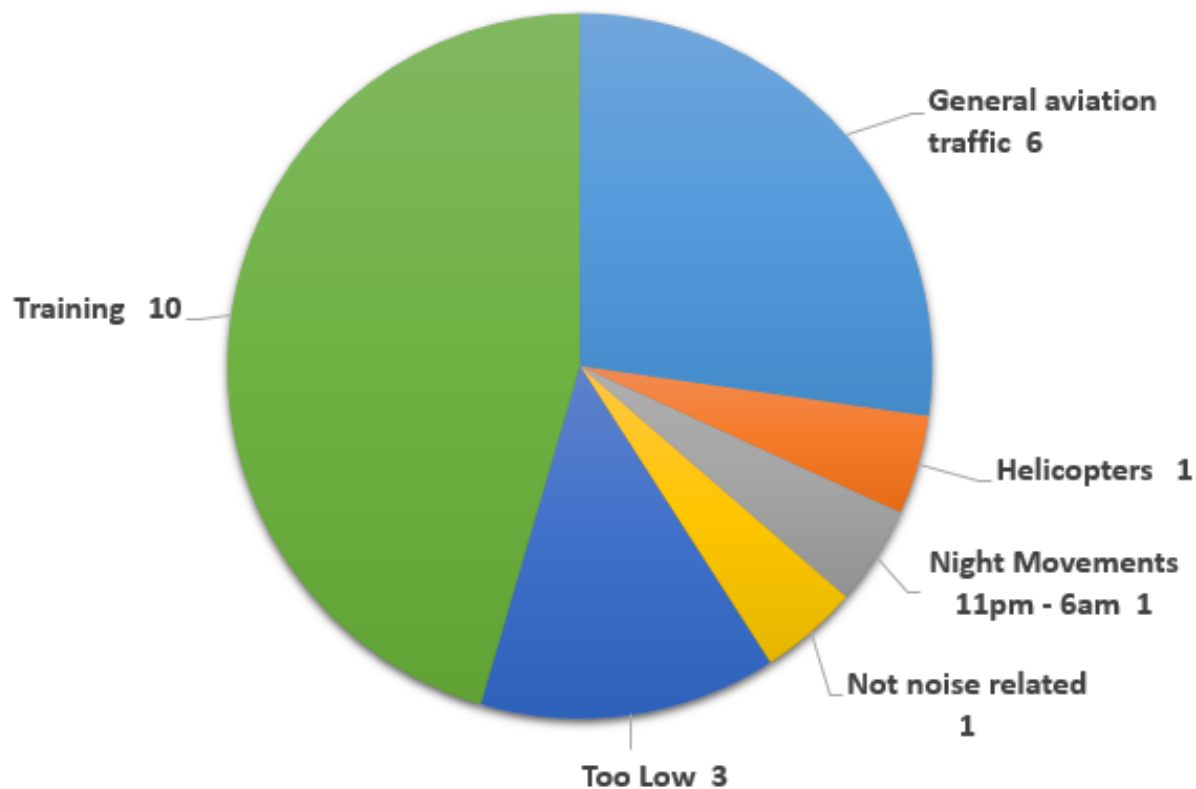
Q2, 2017 Report

Chart 1: Number of complainants comparison



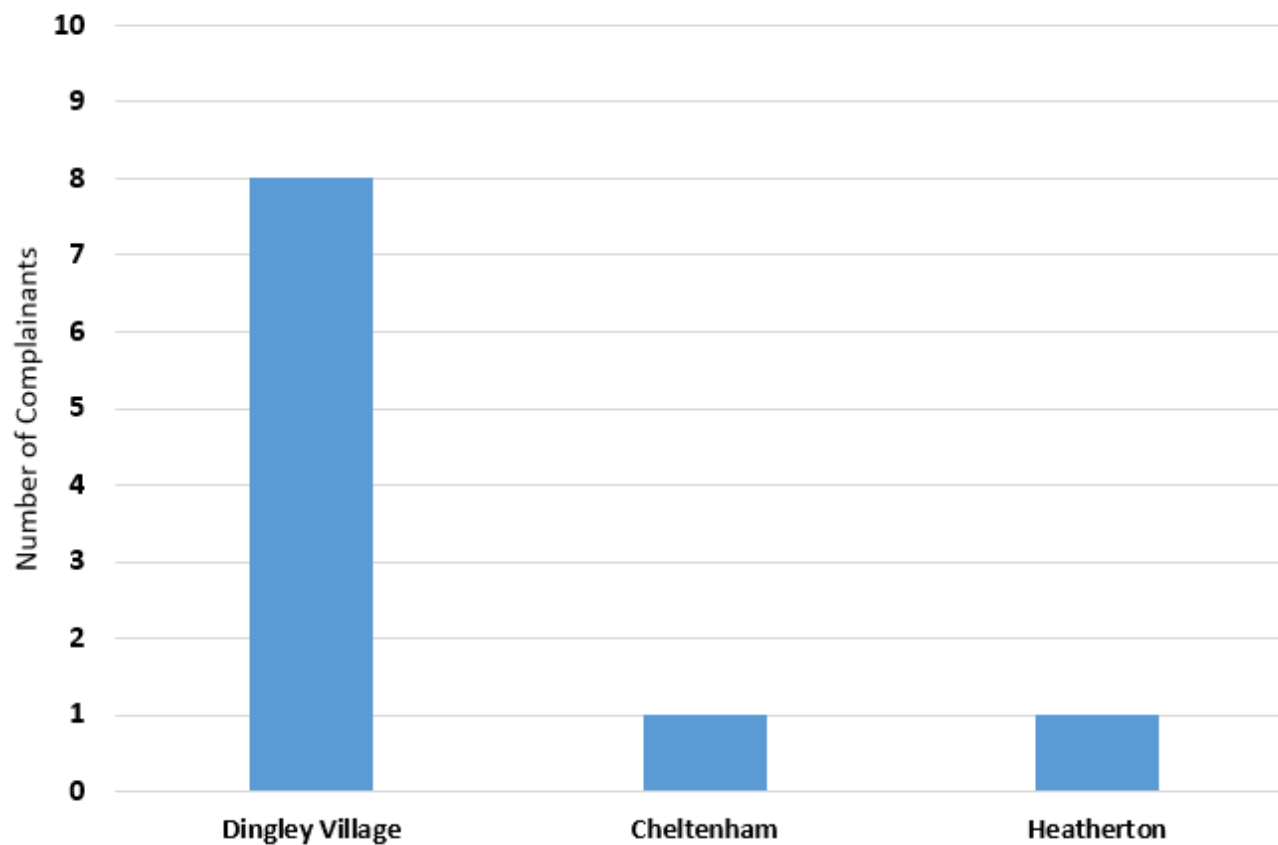
Q2, 2017 Report

Chart 2: Issues



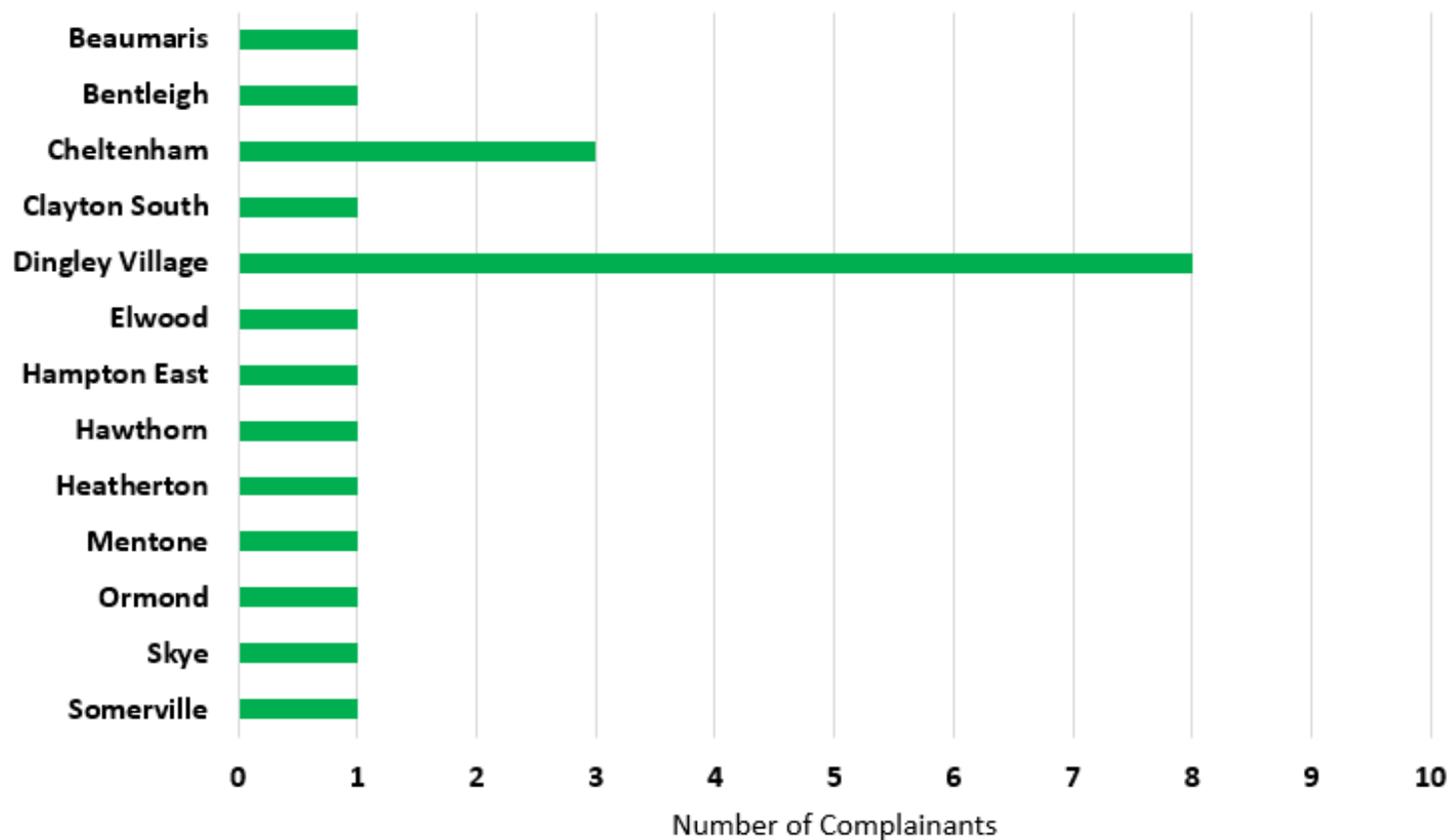
Q2, 2017 Report

Chart 3: Number of complainants raising the issue of circuit training and suburbs



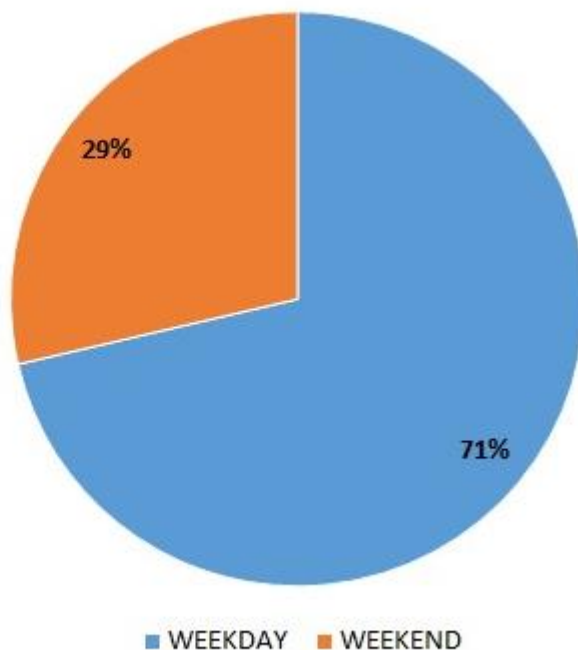
Q2, 2017 Report

Chart 4: Number of complainants and their suburbs



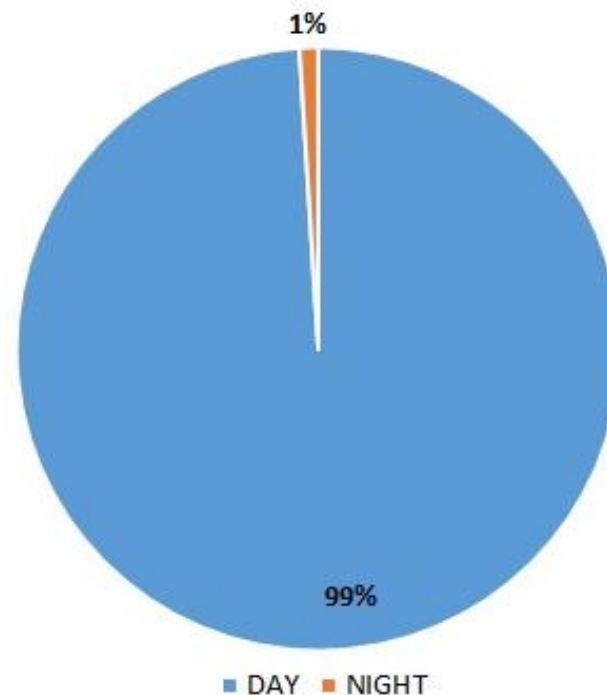
Q2, 2017 Report

Total movements – percentage by weekday / weekend



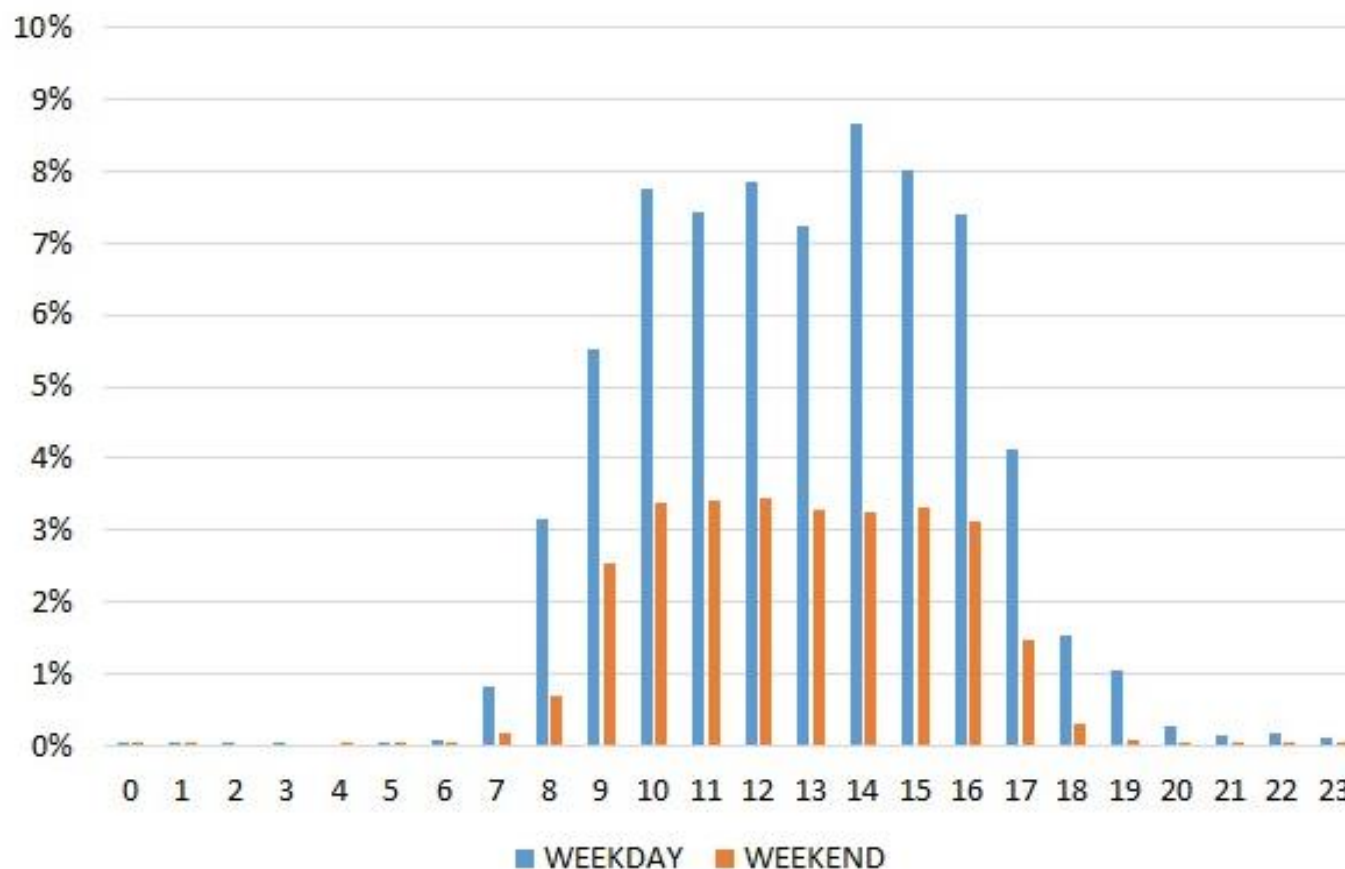
Total movements – percentage by day / night

"Day" is 6am to 11pm and "night" is 11pm to 6am.



Q2, 2017 Report

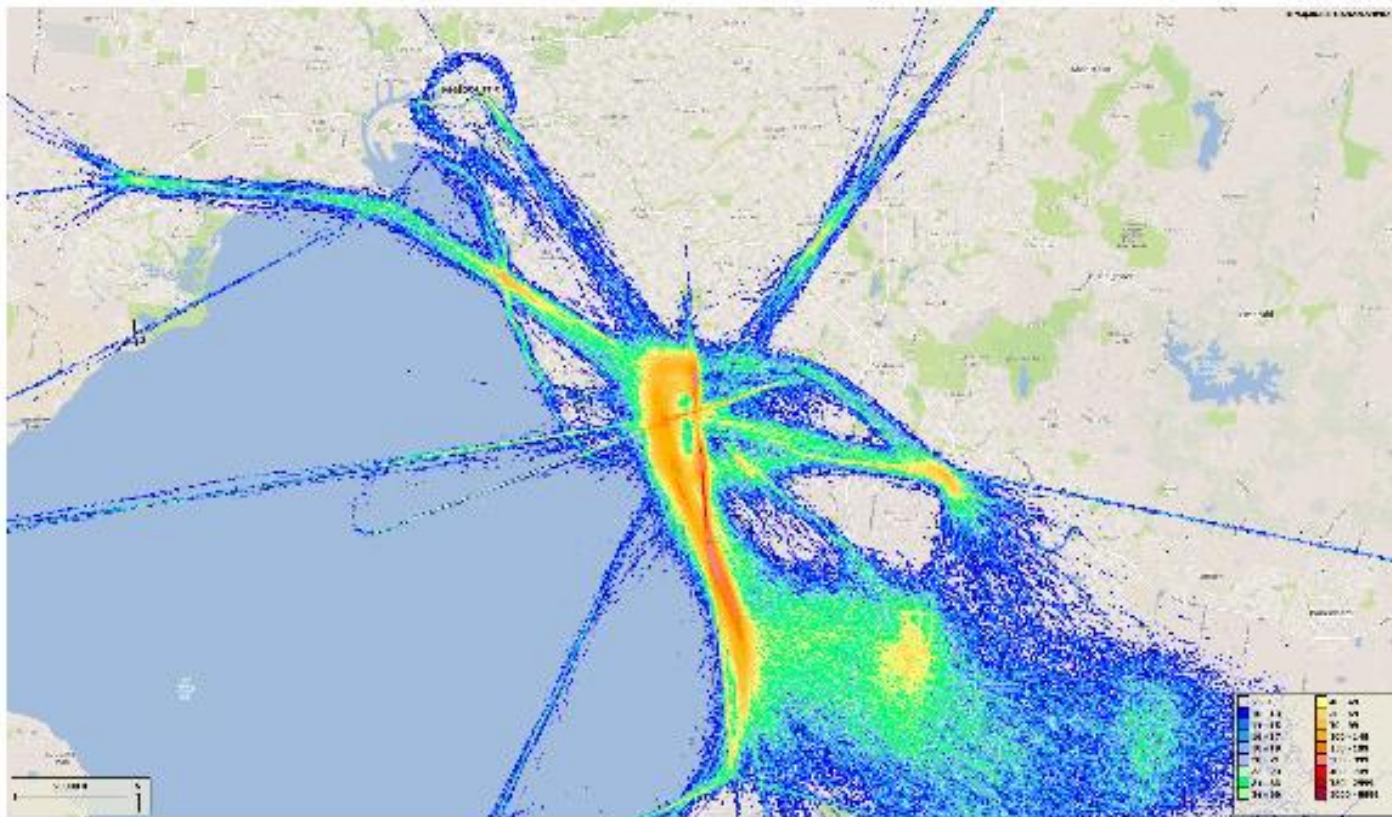
Total movements – percentage per hour by weekday/ weekend



Q2, 2017 Report

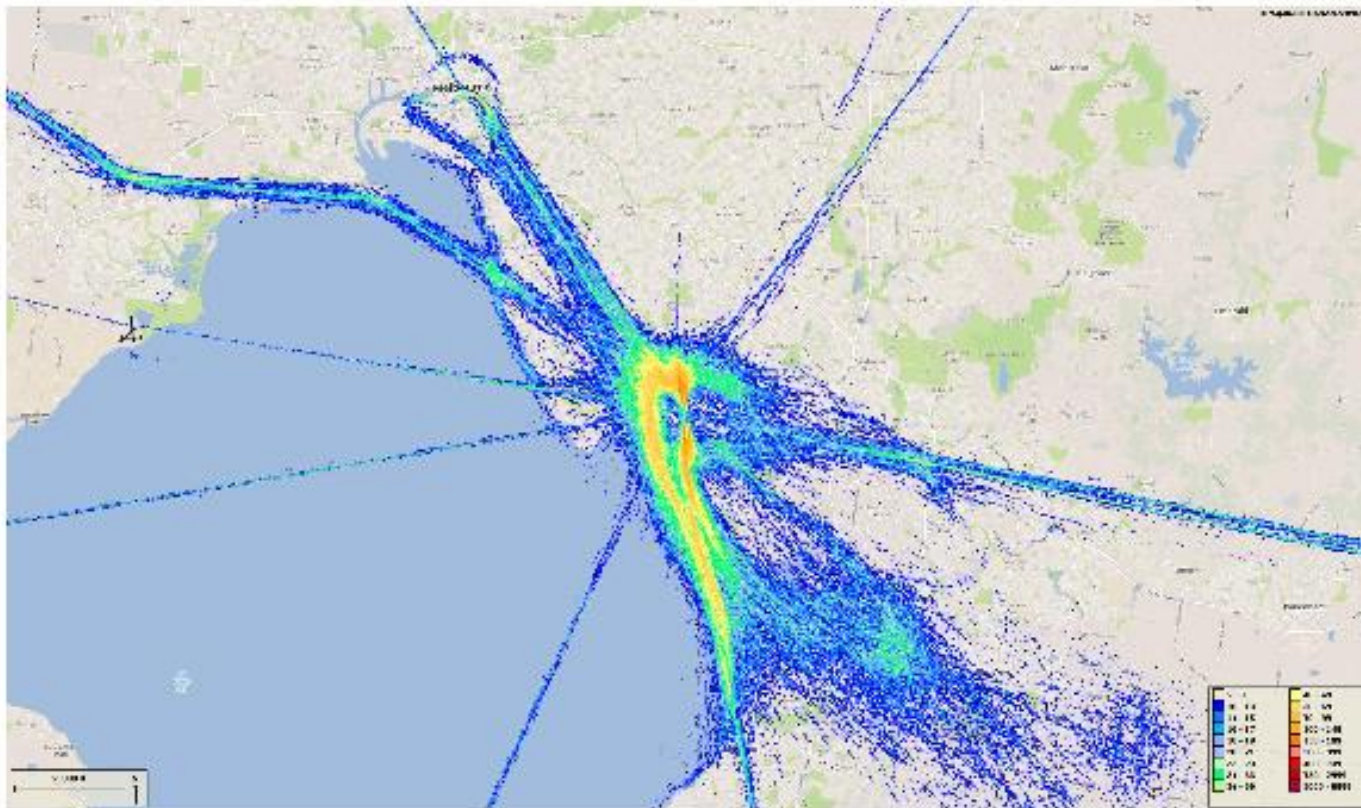
<http://aircraftnoiseinfo.bksv.com/moorabbin/movements/>

Track density – arrivals



Q2, 2017 Report

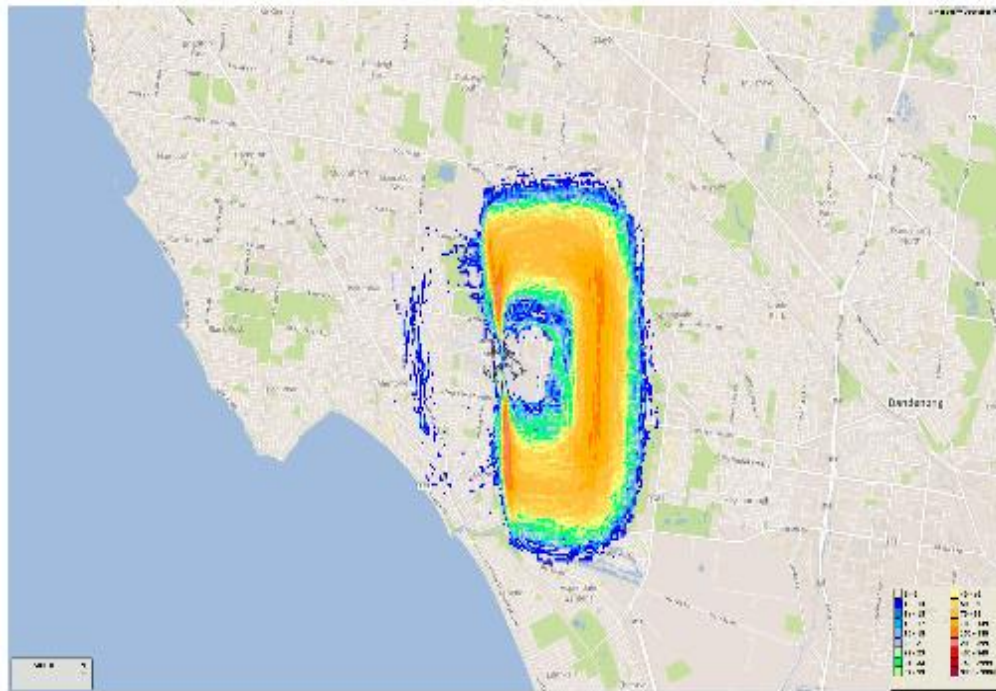
Track density – departures



Q2, 2017 Report

<http://aircraftnoiseinfo.bksv.com/moorabbin/circuit-training/>


Track density - density of aircraft in the circuit over the quarter – April-June 2017



Aircraft Noise – Moorabbin Airport

- Where do I find this report and other information about aircraft noise?
- Information about operations at Moorabbin Airport is available:
 - Flight paths
 - Movements
 - Runways
 - Noise monitoring
 - Investigations and complaints
- This information is updated quarterly to support the community's information needs relating to Moorabbin Airport aircraft noise.
- Website address: <http://aircraftnoiseinfo.bksv.com/moorabbin/intro/>

Aircraft Noise – Moorabbin Airport

Moorabbin Airport

[Intro](#) [Circuit Training](#) [Movements](#) [Flight Paths](#) [Runways](#) [Noise Monitoring](#) [Complaints](#) [Investigations & Community Consultation](#)


Intro

Moorabbin Airport is a general aviation airport primarily used by light aircraft. The main function of the airport is pilot training which now accounts for around two-thirds of the airport's movements.

The airport operates 24 hours a day, seven days a week, however [noise abatement procedures](#) apply. Moorabbin Airport also operate a voluntary Fly Friendly Program which is explained in a [Fly Friendly booklet on the airport's website](#).

Airservices easy-to-understand publication, [Guide to our operations](#), provides explanation about how air traffic control works and insights into everyday occurrences at airports.

Use the menu above to explore information about circuit training, flight paths, runway use, movements, complaints and more.



NCIS Data 2016 – Across Airports

NCIS 2016 Secondary Airport Comparison

Airport	Complainants	Total Movements	Acft < 7 tonnes	Helicopters
Archerfield	134	156,248	107,006	48,968
Bankstown	85	236,010	192,862	41,650
Jandakot	121	238,098	203,948	32,874
Moorabbin	116	236,438	189,778	46,092
Parafield	62	213,990	198,722	14,228

NCIS Data 2016 – Issues & Trends

- By reporting on issues we can identify, analyse, evaluate and report on:
 - Areas of common concern in particular suburbs
 - Areas of common concern across airports
- Noise Complaints and Information Service use information and data to:
 - Determine whether all noise mitigation opportunities have been explored – locally, regionally and nationally.
 - Challenge our own methods and practices to ensure that we continue to provide value.

Where can I get more information?

- Visit the Airservices website for Moorabbin Airport Noise Reports, factsheets and projects (flight path changes).
- Aircraft movement figures are linked to the movements at Australian airports figures.
- Complainant data on the website will be uploaded 6-8 weeks at the end of each quarter. Current report April to June 2017.
- Need more information? Airservices Noise Complaints Information Service (NCIS)

<http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/>

CACG Moorabbin Airport – 22 September 2017



Thank you...





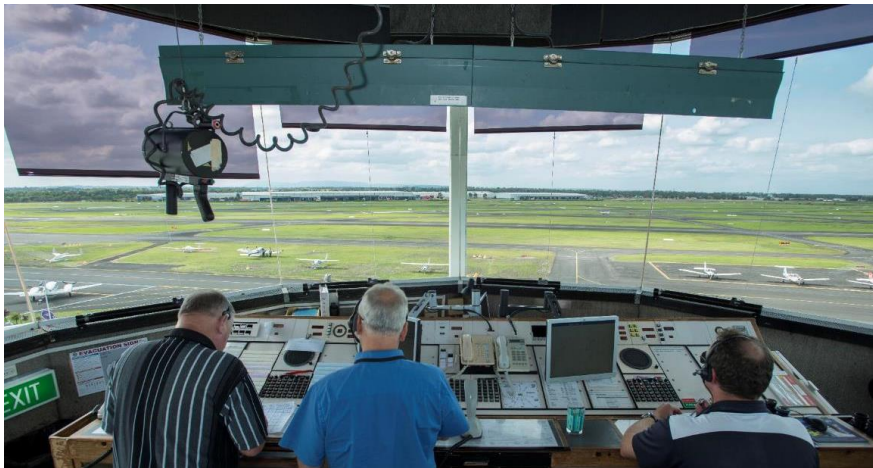
Community Aviation Consultation Group

22 September 2017



Circuit Report

- + Report received
- + Working Group Committee meeting – (October 2017)
- + Opportunity for Eastern circuit flexibility
- + Circuit Booking System is a priority
 - + Gradual increase in flight training / aircraft movement numbers
 - + New flight training organisations
 - + Airfield / circuit congestion – peak periods (30+ min delays)
 - + Different performance standards of aircraft



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22 September 2017



Movements+

- + FY17 – 279,000 Movements
- + FY16 – FY17 ↑13%
- + June 2017 – Busiest airport in Australia
28,000 movements
- + (Insert FY17 Movement Table)



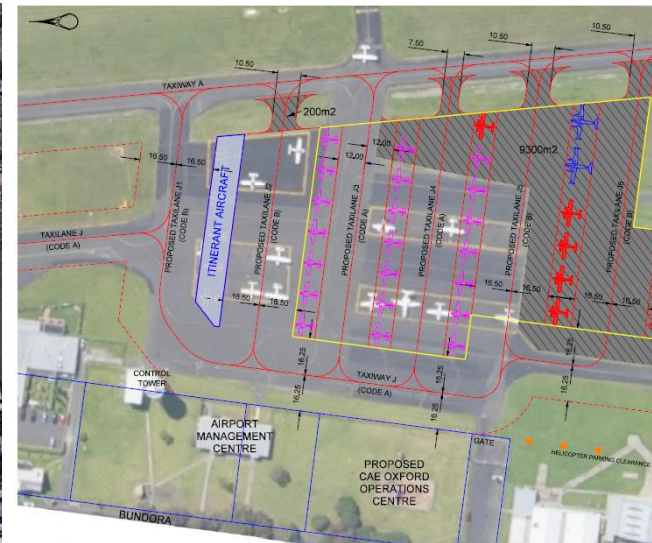
Aviation Capital+

- + Runway Reseal
 - + \$1M Invested
 - + 3 day delivery
 - + 7mm Overlay
 - + 77,000sqm Runway
- + CAE Oxford Training Facility
 - + \$3.4M Invested
 - + 50 Jobs
 - + 2,031sqm Facility
 - + 220 Plantings
- + CAE Oxford Student Accommodation
 - + 150 Bed Facility
 - + 650 Pilots over 8 Years



Planned Aviation Capital+

- + \$1.5M To Come in 2017
 - + NHLS and TXY A Extension
 - + Terminal Apron Extension
 - + Runway Lighting
 - + Pavement Repairs
 - + Facility Presentation Enhancements



Education

- + RMIT Aviation Study Tour Visit
- + RMIT Aerospace Engineering Student Visit



Community

- + Presentation to Aviation Museum
- + 38th Dawn Patrol
- + Australian Air League Review



AEP Debrief and Upcoming Exercise

- + 1 AEP Activation Debrief
 - + Full Emergency August 8th
 - + Twin engine aircraft with landing gear failure indication
 - + AEP Implemented
 - + Aircraft landed safely
- + Planned full field exercise early December 2017



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Planning – Non Aviation

- + Lower Dandenong Road Precinct 7 works commenced
 - + 2 x Large Warehouses
- + Kingston Central Plaza Stage 2
- + Large format retail warehouse (Decathlon) development application received
- + Precinct E re-vegetation offset program



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Airport Safety Case



Safety Case - Objectives +

- + Demonstrate developments are planned, assessed and managed to achieve acceptable and compliant safety outcomes – risks managed to a level that is “as low as reasonably practical” (ALARP)
- + Demonstrate safe and compliant airport and operations
- + Framework to drive further improvement
- + Better understand aviation safety
 - 80% of aviation accidents attributed to human error
- + Improve stakeholder communication
- + Respond to increasing regulation and regulator requests



Safety Case - Approach+

- + Whole of Airport
 - Key stakeholders
 - Operators
 - Aircraft
 - Infrastructure
 - Operational Environment
 - Systems, processes and procedures
 - Accident and Incident History

- + Key safety features
 - Operational
 - Infrastructure
 - Planning



Safety Case - Operational Features

+ World Leading Flight Training Organisations

- Average of 15 years on airport experience
- 75% of movements
- Top 3 operators account for 50% of movements
- Modern fleet: Cessna 172S + Piper Warrior + Cirrus = 50% of movements
- Higher standards: maintenance, instructors, medical, training



+ Small Aircraft

- 99.9% of movements: Codes 1A, 2B + Rotary

+ Little RPT

- 12,000 pax pa

+ Incident / Accident Analysis

- 14 years/3.6m movements
- Human factors
- No “on-airport/off airfield” accidents
- No injuries/fatalities to people on ground

+ Safety Management System

+ Experienced MAC team

- Average 16 years experience

+ Industry engagement

Safety Case – Infrastructure Features

- + Favourable airport site
 - Low topographical variation and predictable weather patterns
 - Surrounding open space and recreational use zones
- + Purposely designed for flight training
 - Operated and improved for over 65 years
- + Runway alignment
 - 96% of movements on runways clear to airport boundary or low intensity future use
- + Runway lengths & widths
 - Over specification
 - Take-off and landing distance available up to 5 times that required
- + ATC Tower / Class D airspace
 - One of only 29 airports



- + Cross wind runway
- + Aviation Development Plan
 - 60% of site protected for aviation
 - Continued infrastructure improvements: \$2.5mil in 2017

Safety Case – Planning Features

- + Moorabbin Airport Master Plan 2015
 - All developments comply
- + On-Airport Development Approval Process
 - Compliance with regulatory standards
 - Stakeholder consultation
- + Aviation Impact Assessments
 - Conservative assumptions
- Windshear
 - NASF Compliance – Best Practice assessments
- Public Safety Areas
 - No Victorian legislation
 - Assessed against QLD standards
 - Airport complies
- OLS
 - Airport complies
 - MAC assessment standard exceeds CASA requirements



Safety Case – Next Steps

- + CASA
- + Flight Trainers / Airport Users
- + CACG / DIRD
- + Airspace
- + Review / Update



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AIRCRAFT NOISE OMBUDSMAN

www.ano.gov.au



What does the Aircraft Noise Ombudsman actually do?

Moorabbin CACG

22 September 2017

Presented by Narelle Bell and Kate Burmester

Who are we?

- 2009 Aviation White Paper
- Commenced Sep 2010
- Independent oversight and review of aircraft noise management by Airservices Australia and Defence:
 - complaint handling
 - information
 - consultation



What is an Ombudsman?

- A feature of Australian administrative law, the aim of which is to review administrative decisions and actions to continuously improve their quality.
- Has extensive investigation powers.
- Is independent of the administration whose actions are reviewed.
- Is neutral, not an advocate.
- Offers its services free of charge.

What does an Ombudsman do?

- Independently investigates and seeks to resolve complaints and systemic issues.
- Makes recommendations for changes in administrative practices and systems.
- Provides a quality assurance mechanism and fosters public accountability.

What can the ANO do?

- The ANO Charter provides broad investigative powers. It requires that Airservices:
 - *“provide the requested information”*
 - *“do anything else that the ANO reasonably considers may assist in the review of the complaint”*
 - *“cooperate with the investigation of a complaint”*
(paragraphs 36-39 of the ANO Charter).

What can the ANO do?

We can:

- investigate and resolve complaints – largely by explanation, negotiation and consultation, sometimes by pursuing changes.
- make recommendations to the Airservices Board and publish these on our website.
- monitor emerging issues with a view to proactively suggesting improvement actions.

What can the ANO not do?

- The ANO has **no power to compel specific action** – we draw on the power of persuasion through authoritative and reasoned argument.
- We **cannot make recommendations to any agency or organisation, other than Airservices and Defence** – we can express a view.
- We **cannot set limits** or decide what is an ‘acceptable’ level of aircraft noise – we can explain the regulatory framework for noise and we can seek improvements.

What can we do to resolve complaints?

- The ANO investigates by asking questions, obtaining documents, having discussions, doing research and considering the full range of facts and perspectives relevant to an issue
- We strive for a balanced and well informed conclusion that takes account of safety, legal, policy, operational, technical, community and local factors
- When we identify a noise improvement opportunity we pursue it to its reasonable and logical conclusion
- We take care to explain our conclusions to both the complainant and to the agency

Can the ANO reduce aircraft noise?

- Directly: by identifying and pursuing noise improvement opportunities through Airservices
 - e.g. curfew departure path at Sydney
- Indirectly: by influencing aviation stakeholders to change
 - e.g. Wagga Council pursuing Fly Neighbourly Agreement following ANO guidance, info and support
- Indirectly: through systemic reviews that drive improvements in Airservices' management of noise
 - e.g. change management procedures now better consider noise impacts

Is that it?

The ANO can also:

- review and influence the quality of information provided to the community by Airservices, its engagement with the community, the way it handles complaints and pursues noise improvements
- bring other parties into discussions to promote collaboration, make suggestions, create discussions, air issues, promote understanding, negotiate, facilitate cross fertilisation and generate new ideas

... working towards better noise outcomes

What have we learned?

- Noise sensitivity is **subjective** and **variable**
- Communities that **value** the airport or aviation **tolerate** more noise
- Community concerns are about **annoyance** as well as decibels
- Being **kept in the loop** - with good quality information, sound complaint handling systems and effective engagement - **does make a difference**



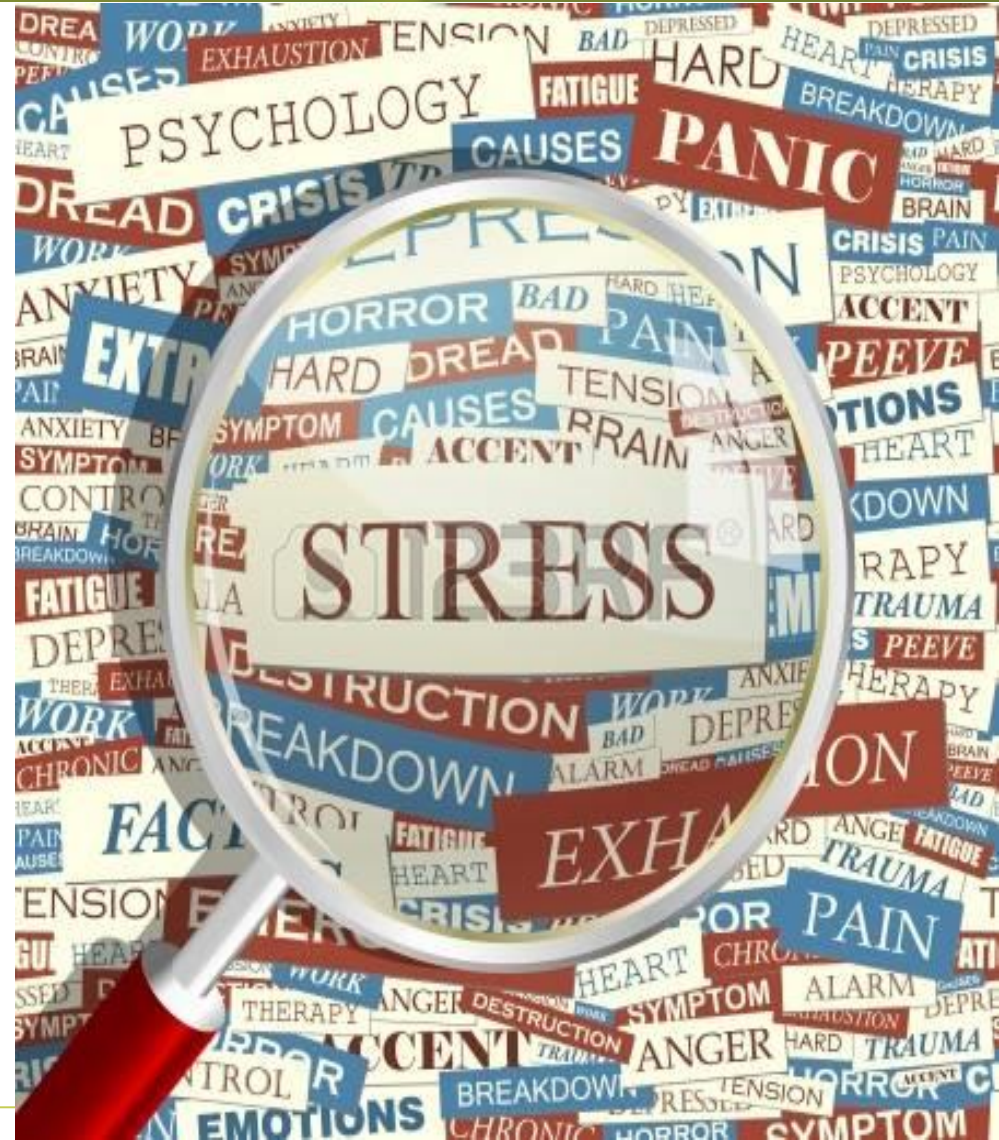
Is it all about the noise?

Absolutely!!! But that's just the start... many variables may affect a person's experience of aircraft noise:

- Timing
- Frequency
- Direction
- Duration of noise (constant drone, loud sudden noise)
- Type of noise (helicopters, fixed wing, historical, etc)
- Periods of respite and predictability
- Expectations versus reality

Additional factors magnify annoyance

- Lack of trust
- Fear of future expansion
- Lack of control
- Unmet expectations
- Unjustified change
- Perceived inaction
- Perceived unfairness



The aircraft noise dilemma

- The community needs what aviation gives it - movement of people and goods, facilitation of broad economic growth, employment opportunities, public and emergency services.
- Aviation wants to continue to grow to meet a growing demand (from the broader community).
- Much of that growth comes at a cost to the community, many of whom will not benefit directly from it. And the cost is not imposed equally across the community.

How does society decide what's fair?

- Aviation needs **permission**, through regulatory mechanisms and through government 'checks-and-balances', to operate and develop in the way it wants to.
- It also needs the **permission of the community** whose withdrawn permission can give rise to tighter regulation and other limits on operations.

Essentials for the community

- Access to realistic, descriptive forecasts of aircraft noise
- Information that supports informed lifestyle choices
- Opportunities to engage and influence decisions
- Avenues for review and recourse

→ Confidence that what can reasonably be done has been



What could be done, should be done

Yes, 'buyer beware'

BUT...

have others done enough?

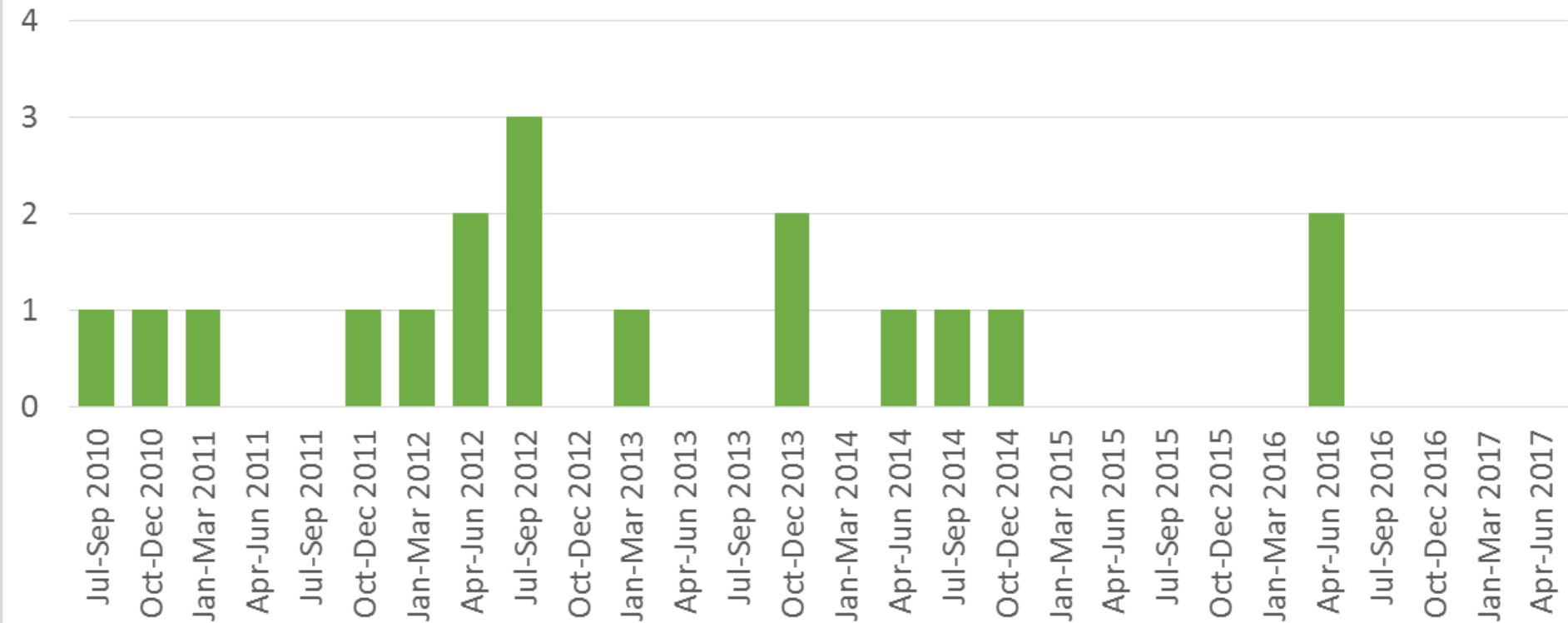
- Airports / aviation industry
- Land-use planning
- Property development
- Real-estate agents
- Government



ANO tests this principle with Airservices and shares our insights with other stakeholders

Moorabbin Airport and ANO complaints

Complaints to the ANO about
Airservices' handling of issues at Moorabbin



Moorabbin Airport and ANO complaints

Key themes:

- Impacts of circuit training – noise and safety
- Airservices can't change anything
- Calls for changes to regulations to limit noise and relocation of training activity to a different airfield
 - Only one complaint reviewed by the ANO that resulted in change (Dec 2013): circuit activity after 10pm – Airport management reinforced Fly Friendly Program's circuit hours with operators

Moorabbin Airport and ANO complaints

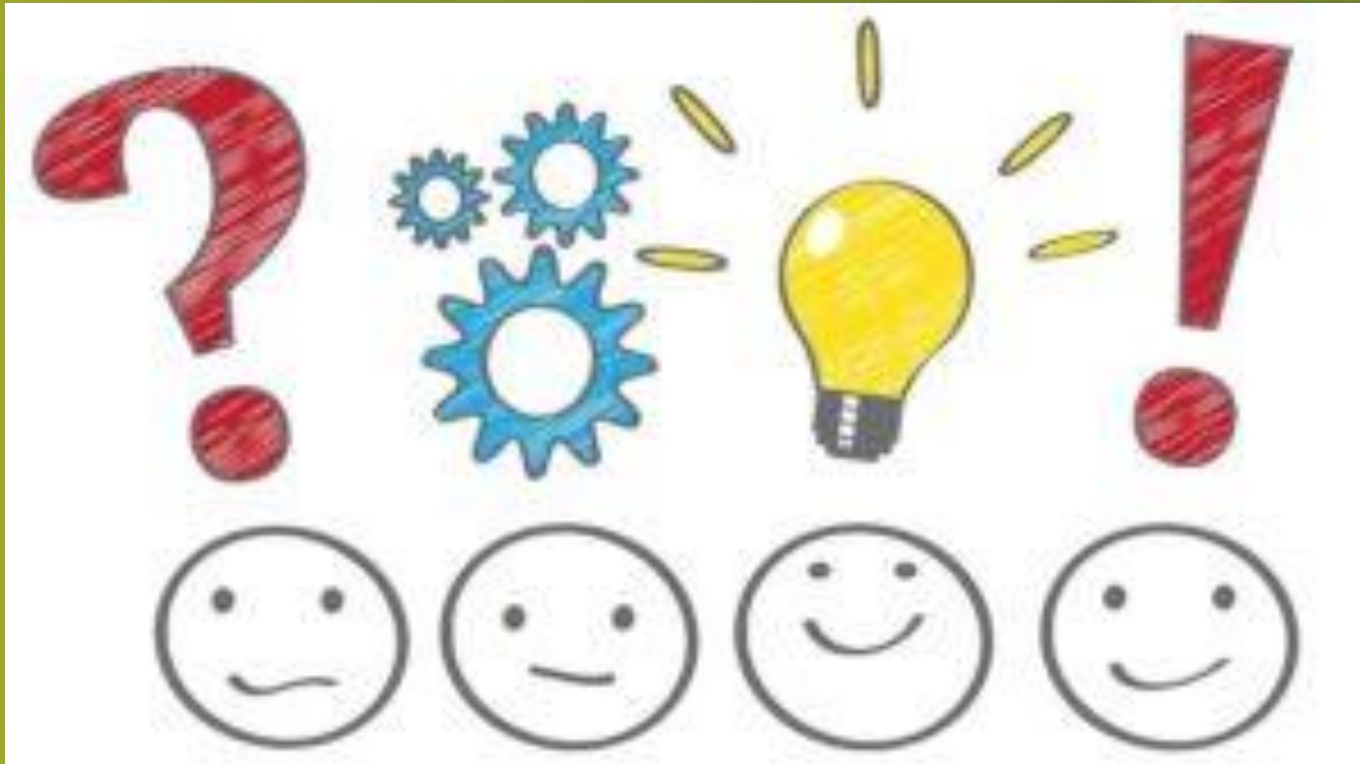
- Community is seeking a different balance between:
 - the interests of nearby communities and
 - the impacts from the airport and flight training
- ANO is pressing Airservices to:
 - engage more broadly with communities about this balance
 - seek and pursue noise improvement opportunities
 - enhance information about aircraft noise and impacts
 - facilitate better practice noise management across the aviation industry, including better community engagement

What can be done to address fixed wing training impacts?

Some measures implemented or considered at other training airports include:

- varying/restricting circuit hours
- respite periods (no flying/restricted flying) for sensitive times, e.g. around 11am on Remembrance Day, all or part of Christmas Day and ANZAC Day
- preference for less noise sensitive runways
- curriculum review to maximise training in simulators
- conducting circuits at other airfields, where practicable

Thank you



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