

Community Aviation Consultation Group Minutes - Meeting No 64

Date: Friday 28 June 2013
Place: Terminal Building, Moorabbin Airport

Introductions & Apologies

The Chairman opened the meeting at 1 pm and carried out introductions and apologies. Refer to Attachment 1 for Member attendance. Special mention was made of the serious illness of founding member Tom Uren: suitable recognition of his sustained contribution to CACG and its predecessor MAACC.

Welcome to new members -

NIL

Minutes of Previous Meeting

The minutes of the previous meeting were accepted by the CACG members and it was advised that they would be available on the MAC website.

Guest Speaker

Paul Sleep (Moorabbin Tower Manager) from Airservices Australia

Paul Sleep introduced himself and illustrated the role of ATC in general and in particular for Moorabbin Airport with a power point presentation "What the Tower does"

Moorabbin has approximately 250 to 300 thousand movements per annum. Paul explained that the control tower only controls a very small area around the airport with a radius of approximately 3nm (5km).

A limit of 5 simultaneous flights in the circuit has been set for after tower hours.

Paul explained how aircraft are managed when arriving and departing from the airport and how the circuits are designed to ensure there is a safe and orderly follow of traffic at the airport.

Paul Sleep agreed to provide a copy of his presentation to the CACG members. This will be distributed with the minutes of this meeting. Refer to attachment 3.

Action Items

The CACG discussed actions arising from the prior meetings. Updates regarding each outstanding item were provided and the CACG noted that each item was either in the course of being actioned or was identified as completed.

For CACG members to be able to give feedback in regards to the revised Fly Friendly Brochure the text will be distributed with these minutes. The members agreed to set the end of July as a sufficient timeframe for feedback

Refer to Attachment 2 for Action Items.

Standing Reports

Correspondence

The Airport Operations Manager reported that

- + MAC wrote to CASA on the 21st of May asking for a definitive answer to the questions of whether the circuit shape at Moorabbin can be changed to avoid residential areas – CASA responded on the 28th of May by forwarding a response they had given the CACG in 2011 to a similar question when responding to the Circuit Training Task Force. CASA's rules governing circuits align with ICAO's (international Civil Aviation Organisation) which is what pilots currently fly at Moorabbin. This is a standard across the whole of Australia and is internationally recognised for its safety. CASA's response does allow for variations in height and distance from the runway depending on the performance of the aircraft.
- + The Dingley Village Community Association wrote to MAC requesting a meeting to discuss circuit track issues – MAC declined the meeting requesting that the issues be raised at the CACG meeting for all members to discuss.
- + Notifications by ASA about new noise information reports can be found at <http://www.airservicesaustralia.com/publications/noise-reports>
- + Notifications by ASA about movement reports can be found at <http://www.airservicesaustralia.com/publications/reports-and-statistics>

Airservices Australia's representative explained that Moorabbin Airport is included in the Melbourne Basin Noise report.

- + Further reports on noise monitoring for Aspendale and Dingley Village <http://www.airservicesaustralia.com/publications/noise-reports/short-term-monitoring>

Noise Complaints

- + Since the last CACG meeting (22 March 2013) there has been a total of nine noise related complaints that were directly handled by Moorabbin Airport Corporation.
- + Two of the nine complaints involved helicopters. None resulted in violations.
- + Most of the calls involved airspace occurrences rather than noise related occurrences. MAC has most likely been contacted as it is for most people living around the airport the first aviation contact that comes to mind. However most of these types of complaints need to be referred to CASA or ASA as MAC has no authority over airspace violations (low flying, circling over houses etc.).
- + Five of the nine complaints involved residents that live greater than 10km from the airport.
- + Two of the complaints involved an aircraft test flight at 2000ft above the airfield.

Movements

- + From January until May Moorabbin Airport had approximately 97,700 movements.
- + In ASA's movement summary only flights during tower hours are included
- + Moorabbin is the third busiest airport in Australia after Sydney and Jandakot.

Media Coverage

- + Herald Sun – Article about Kirkhope Aviation – donated prize as part of the Kingston Plaza Festival.
- + Kingston City Council – couple of articles in their new letter about Moorabbin Airport retail proposal.

Material Issues Review

- + Taxiway A project has commenced and is nearing completion.
- + Full emergency exercise is planned for the last quarter of 2013
- + MAC has a new Property Manager – Anthony Gill
- + New above ground fuel tanks have been installed at the airport
- + Avia opened their new simulator facility. The Hon. Gordon Rich-Phillips officially opened the facility
- + MAC CEO attended a state government sponsored aviation trade mission to South East Asia to help promote the facilities and businesses based at Moorabbin Airport.
- + MAC continues to conduct a major clean-up of landside areas

Circuit Training Taskforce Report – Progress on Recommendations

- + **Rec1:** Airservices in consultation with the helicopter industry assess the value of standard flight paths being established for helicopters departing and arriving at Moorabbin Airport that would enhance safety and minimise noise impacts on the local community.
 - *ASA reported that helicopters are subject to the same regulations as fixed wing planes. Helicopters use the same flight circuits as planes and are treated as another aircraft but may fly at 700ft within 3nm (5km).*
 - *Airservices Australia (Moorabbin Tower) confirmed that a review was conducted in consultation with local Helicopter operators of Helicopter Routes in late 2012.*
 - *All CACG members agreed that this recommendation is closed off.*
- + **Rec2:** MAC continue to strongly promote the adoption of the fly friendly program by all operators at Moorabbin Airport
 - *Since the last meeting MAC has prepared a letter to send to airport operators asking them to renew their commitment to the fly friendly program along with refresher material.*
 - *The Fly Friendly Brochure has been revised and put into a more public friendly format for better understanding.*
- + **Rec3:** MAC establish clear procedures for the handling of complaints over possible breaches of the Fly Friendly agreements and regularly report on compliance to the Moorabbin CACG.
 - *MAC has now established a comprehensive register for tracking complaints. A report on complaints is now a standing agenda item for CACG meetings.*
- + **Rec4:** MAC, with assistance from airport users and Gov. Aviation agencies, continue to undertake an education and awareness program to better inform the local community on airport operations including circuit training
 - *Nil change since last meeting. Fly Friendly brochure is relevant.*

- + **Rec5:** The hours of fixed wing and helicopter circuit training at the airport published in the Airport's Fly Friendly Program are restricted to 0900 to 1800 or last light, whichever is sooner, on weekends, and Victorian public holidays.
 - *Actioned as of 1st of April 2012 - closed.*
- + **Rec6:** MAC, in consultation with Airservices Australia, CASA, and industry, progress a proposal to reduce night hours of circuit training from Monday to Friday to match tower operating hours. The proposal would be subject to completing an assessment of the safety, *environmental and economic costs and benefits*
 - *Night circuit training hours have been reduced from 11pm to 10pm.*
 - *These changes are in line with new proposed tower hours other than Friday nights where aircraft can fly circuits beyond tower hours – however, the tower manager reports that circuit training activity is very low most Friday nights.*
 - *Members agreed that this recommendation is closed.*
- + **Rec7:** The relevant Victorian Government agency, in consultation with the Federal Department of Infrastructure and Transport, undertake a review of the future aviation needs of Melbourne and regional Victoria, with particular emphasis on the pilot and helicopter training industries.
 - *Nil change since last meeting. It was agreed that this matter, along with recommendation 8 below, is best progressed through the Planning Coordination Forum.*
- + **Rec8:** MAC approach the relevant Victorian Government planning agencies to examine alternative suitable sites for satellite helicopter training for operators based at Moorabbin Airport.
 - *Nil change since last meeting other than asking for input into this issue at planning forum.*
- + **Rec9:** Airservices Australia provides the Moorabbin Airport Community Aviation Consultation Group with regular updates of progress with the implementation of the 18 recommendations made by the Aircraft Noise Ombudsman in relation to the better handling of noise complaints.
 - *This is now in place with the Aircraft Noise Ombudsman Report being a standing item on the CACG meeting agenda.*

Community Support

- + Kingston Central Plaza - Fête
- + Holden Car Club – State Titles
- + Honda Car Club
- + Young Eagles
- + Annual Kingston Charitable Fund Dinner and Charity Auction

Presentations

- + Airservices Australia – “What the Tower does”
- + MAC – “Moorabbin Airport Circuit Pattern”

Existing Business

Due to the prolonged time for discussion regarding the Circuit Training Task Force Recommendations all members agreed to defer the points listed below until the next meeting on 20th September 2013. Refer attached 4 for a summary update.
The meeting closed at 3.30pm.

Major Development Plan Update

Mordialloc Settlement Drain

New Business

Other Business



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Chairman

- Attachment 1: Attendance
- Attachment 2: Action Items
- Attachment 3: Presentation ASA
- Attachment 4: V1_MDP_Development_Notes (not presented)