

Community Aviation Consultation Group Minutes - Meeting No 61

Date: Friday 28 September 2012
Place: Terminal Building, Moorabbin Airport

Present & Apologies

The Chairman opened the meeting at 1 pm and carried out introductions. Refer to Attachment 1 for member attendance and apologies.

The CACG was advised that Mr Rod Burgess would now represent the Department of Infrastructure and Transport (DoIT).

Minutes

The minutes of the previous meeting were accepted by the CACG and would be available on the MAC website.

The Chairman advised that in the absence of the CACG providing feedback to the contrary, generally member organisations, rather than individuals, would be detailed in minutes and correspondence that is made available on the website. The revised approach has been adopted for privacy reasons.

Guest Speaker

The Chairman of the Melbourne Airport CACG, Mr Darrell Treloar, delivered a presentation of the history, CACG membership and challenges of the Melbourne Airport CACG.

Presentation notes are provided at Attachment 2.

Action Items

The CACG discussed actions arising from the prior meetings. Completed actions were advised and are detailed in Attachment 3. 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 ongoing.

Standing Reports

Secretariat

The Terms of Reference (TOR) were discussed regarding the reporting of complaints received by MAC and Airservices Australia. An Action Item has been raised with a view to better informing the CACG on complaints received.

Correspondence

MAC wrote to the Minister for Infrastructure and Transport, 23 July 2012, providing an update on the implementation of Circuit Training Taskforce Recommendations.

Media Coverage

- + The Kingston City Council Mayor issued an Airport Noise Advocacy Bulletin.
- + Multiple media outlets covered an incident at the airport on 17 September 2012 that involved the activation of a full emergency response for a training aircraft. There were no injuries sustained to the solo pilot. The Emergency Plan was carried out in accordance with established emergency procedures.
- + The Royal Victorian Aero Club Dawn Patrol was held on Sunday 16 September 2012.

Material Issues Review

- + MAC has commenced works on upgrading the taxiway lighting in the northern precinct. The project will be completed in October 2012 and will support safe aircraft operations.
- + MAC is continuing with its maintenance program of hangars.
- + Heli-Serv, a helicopter operator, has completed a refurbishment of its administration and hangar facilities.
- + MAC has executed agreements with Avia Aviation, an organisation that offers aircraft sales and acquisition, aircraft management, aircraft rental and fractional ownership.
- + MAC has executed agreements with a parachuting operation, Skydive the Beach.
- + MAC has produced a community information guide that can be found in Attachment 4.
- + Michael Ryan has joined the MAC team as Senior Project Manager. Michael has substantial experience regarding the maintenance and delivery of infrastructure.

Circuit Training Taskforce Report – Progress on Recommendations

An update was provided on the recommendations resulting from the Circuit Training Taskforce as detailed in Attachment 5.

The CACG was advised that there were a variety of views put forward regarding the primary function of Moorabbin Airport as a training facility, particularly in so far as this training activity impacted local residents.

It was acknowledged that the airport has been a part of the local community since the 1940's, was a major employer and centre of economic activity and that in recent years, aircraft movements had decreased by nearly 40% from 400,000 to approximately 250,000.

Airservices Australia advised that a trial period extending the tower operation hours to coincide with the hours of circuit training, Monday through Thursday, had commenced. The trial will be in force until 2012 with a review conducted on completion.

It was noted by the CACG that the measure would not reduce the number of aircraft in the circuit area or the community impacts of circuit training. It was acknowledged that the core role of the airport is flight training.

Two members expressed concern that the Circuit Training Taskforce Report did not represent the views and constructive suggestions of the organisations they represent.

Noise Complaints

An overview of the noise complaints received by MAC was provided. Further details can be found at Attachment 6.

The CACG noted that under the Australian aviation regulatory regime Airservices Australia managed community concerns; broadly, for above ground noise issues and that MAC managed community concerns arising from ground based activity.

Existing Business

Major Development Plan Update

The main points outlined in a visual presentation for the MDP update include the following:

- + The Exposure Draft MDP (EDMP) is currently with DoIT for consideration prior to being publically exhibited. Feedback was expected in the next few weeks.
- + This update builds on previous updates provided as a part of the consultation process.
- + Further MDP updates will be provided to CAGG during the public exhibition process.
- + MAC has undertaken extensive consultation during the preparation of the MDP with stakeholder representatives including Federal, State, Local and the community. Stakeholders will be able to provide feedback during the public consultation and on an ongoing basis. The Wesfarmers MDP represents substantial benefits for both the airport and the south east of Melbourne.
- + The proposal is consistent with and implements a proposal under the approved MAC Master Plan 2010 and the Moorabbin Airport Environment Strategy.
- + The proposal is contained within a land area surplus to aviation needs. The proposal does not impact on aviation operations.
- + It provides benefits to the airport population including services, potential employment for student pilots and facilitation of infrastructure provision to aviation operations.
- + The proposal provides a number of substantive social, economic and other benefits to the local community, infrastructure providers, the local transport network and the south east region. At the operation stage the proposal will provide an estimated 270 direct jobs (estimated 245 indirect jobs), whilst also providing jobs during construction.
- + Proposal consistency with State and Local policy has been assessed.
- + The proposal has been informed by the preparation of extensive technical and design reports including social, economic, traffic, environmental and infrastructure. These reports will be publically exhibited with the MDP.

Estimated project timings can be found in Attachment 7.

The MDP flora and fauna outcomes were discussed. Outcomes will be managed in accordance with the Master Plan, Environment Strategy and Environment Management Plan. Consistency with State policy/process has been considered and implemented. Detailed reports and process will be publically exhibited.

The issue of consistency of the Wesfarmers proposal with the Kingston scheme was raised.

It was noted that the Moorabbin Airport site was subject to a Commonwealth regulatory regime, including a planning scheme consistent with the Airports Act and Master Plan. As a part of the Master Planning and Wesfarmers MDP preparation; consistency with Victorian and Local planning policy must be considered and the reasons for any inconsistency explained. This will form part of the publically exhibited MDP.

The Committee discussed issues regarding publishing MDP submissions. The Department of Infrastructure and Transport has provided further input as set out at Attachment 8. In line with DoIT's comments relating to confidentiality and other airport MDP submissions to the Minister, Moorabbin Airport's current policy is not to publish submissions.

It was noted, and confirmed by Kingston, that MAC had provided copies of submissions made to the Minister with respect to the 2010 and 2004 Master Plan Council submission on request by Council.

Kingston Council Planning Amendment C111

Decision on consideration of an Advisory committee is still to be advised by DPCD.

Amendment C111 could be a case study that will be monitored under the NASAG guidelines.

MAC requested that consideration be given to the matter of southern extension be considered as an option in any advisory committee given that Panel was unable to consider this option (but concluded that this could be a viable option).

Southern Road Extension

No further comments or updates were provided.

New Business

Annual Report

It was noted that the CACG Annual Report was in progress.

CACG Membership Request

A request for membership was received from an airport aviation tenant. This request for membership was agreed upon by the members.

CACG Chairs Forum

The Chairman advised the CACG he attended the CACG Chairs Forum in Canberra on 18 September 2012. Notes taken by the Chairman are provided at Attachment 9.

Farewell & Recognition

The Chairman announced that Dingley Village Community Association representative, Mr Paul Phillips had tendered his resignation from the CACG. The CACG unanimously extended its gratitude and thanks for his contribution to the CACG over the past ten years.

Other Business

The Chairman noted a concern had been raised regarding aircraft tracking to the south of the airport were not complying with the Fly Friendly program and turning into a circuit short of agreed paths. The Fly Friendly initiative objectives include safety, operator needs and community issues.

The CACG was updated regarding the Mordialloc Settlement Drain (MSD) which will provide significant storm water management benefits to the local community at the airport's cost. 85% of the storm water flows on Moorabbin Airport come from off airport.

The MSD project was part of the Master Plan 2010 and has received authority functional approvals. Works include site preparation, vegetation removal and construction of an open swale drain. It was expected that the MSD would be works be materially completed in 2013.

The first stage of the MSD project will include Stage 2 clearance of the eastern airport precinct in readiness for the MSD project. Trees and large shrubs with ground coverage to remain in situ. Works are expected to commence mid to late November. (Stage 1 included clearance of the former main buildings and fixtures).

A concern was raised by a community member regarding the number and height of trees on airport land in the southern precinct and in particular on Lower Dandenong Road.

MAC advised the CACG that the trees in that precinct were regularly surveyed and maintained. There are many alternate tree species that are more appropriate for airports.

Maintenance of the northern boundary of the airport and the clarification of the airport boundary was discussed. Council was responsible to maintain off airport areas, including the area between the road and footpath and MAC was responsible for the strip along the fence where that was on airport leased land.

The next CACG meeting was advised as Friday 7 December 2012.

The meeting closed at 3:00 pm.



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Chairman

- Attachment 1: Attendance
- Attachment 2: Melbourne CACG Presentation Notes
- Attachment 3: Action Items
- Attachment 4: Community Guide
- Attachment 5: Circuit Training Taskforce Update
- Attachment 6: Noise Complaint Report
- Attachment 7: MDP Project Timing
- Attachment 8: DoIT Response
- Attachment 9: CACG Chairs Forum

Attendance

Community Aviation Consultation Group

Date: Friday 28 September 2012

Time: 1 pm – 2:30 pm

Venue: Passenger Terminal, Moorabbin Airport

Member	Representing
Mr David Hall	Chairman
Mr Paul Ferguson	MAC
Mr Charles Di Petta	MAC
Mr AJ Wackrow	MAC
Ms Sue Long	MAC
Mr Greg Harrison	AECOM
Mr Darrell Treloar	Guest: Chair Melbourne CACG
Mr Rod Burgess	Federal Department of Infrastructure and Transport
Mr Jim Wolfe	Federal Department of Infrastructure and Transport
Ms Marianne Richards	Department of Transport
Mr Noel Pullen	Office of Simon Crean MP
Ms Monica Bladier	Office of Mark Dreyfus MP
Cr Rosemary West	City of Kingston
Mr Jonathan Guttmann	City of Kingston
Mr Paul Sleep	Airservices Australia
Mr Graham Taberner	CASA
Mr Ian Baldock	Independent
Mr Bruce Reynolds	Dingley Heatherton Village
Mr Paul Phillips	Dingley Village Community Association
Mr John Cincotta	Dingley Village Community Association
Mr Stuart Rushton	RVAC
Mr Steve Galjar	CAE Oxford Aviation

Apology

Community Aviation Consultation Group

Date: Friday 28 September 2012

Time: 1 pm – 2:30 pm

Venue: Passenger Terminal, Moorabbin Airport

Member	Representing
Ms Chiara McNabb	Federal Department of Infrastructure and Transport
Mr Mark Dreyfus MP	Federal Member for Isaacs
Mr Mark Cenin	Airservices Australia
Ms Peta Millard	MARA
Mr Tom Uren	Mordialloc Village Committee
Ms Lorraine Wreford	State Member for Mordialloc
Cr Ron Brownlees	City of Kingston
Cr Peter Brown	Greater City of Dandenong
Mr Graeme Rogers	Office of Airspace Regulation
Mr Mark Darragh	Moorabbin Flying Services
Mr Brett Newman	Professional Helicopter Services

MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP
Presentation Notes for Moorabbin Airport CACG, Friday 28 September 2012

Our History	Features of our Group	Challenges
<ul style="list-style-type: none"> ➤ Formed at the start of 2011 in response to the Aviation White Paper. ➤ Already a Noise Abatement Committee in existence. ➤ Still have both and a PCF. ➤ Held our first meeting held on 24 March last year. ➤ Our membership comprises: <ul style="list-style-type: none"> • 3 community members (E/W/S approaches) • 2 reps from AMAC • 1 x THC • 1 x BARA • 1 x DPCD; and • self. • ToR provide for a rep. from Committee for Melbourne. ➤ In addition, reps from DoIT, AirServices and Melbourne Airport attend in an advisory capacity. ➤ Meet quarterly and have held 7 meetings to date. ➤ Adopted formal Terms of Reference at our second meeting and in February this year we conducted a strategic planning day, resulting in a 3 year Strategic Plan being adopted in May. ➤ We have also submitted 2 Annual Reports to Melbourne Airport. ➤ Have brought and will leave a copy of ToR, Strategic Plan and Annual Reports. 	<ul style="list-style-type: none"> ➤ Enjoy great support from Melbourne Airport. ➤ CEO and a number of senior officers attend every meeting. ➤ Our meetings are open to the public. ➤ Attendance has varied from a handful of people up to 200 at our last meeting. ➤ We have a standard agenda format with the first half hour devoted to questions and submissions from the public. ➤ People wanting to address the meeting are asked to complete a "Speaker's Request" form. ➤ Try to capture names and contact details of people attending with a view to creating a data base of interested persons. ➤ Local MPs occasionally attend. ➤ Active Keilor Residents' and Ratepayers' Association. ➤ Web site hosted by Melbourne Airport. ➤ Have made submissions to Victorian and Federal Governments. ➤ Have commented on MDPs and development proposals at the airport. ➤ Closely involved with consultation processes associated with the new Master Plan, currently being prepared. ➤ Have developed and report on KPIs 	<ul style="list-style-type: none"> ➤ The key challenges we face are captured in the four strategies identified in our Strategic Plan. ➤ The strategies are: <ul style="list-style-type: none"> • Airport Development and Growth • Community Engagement • Safeguarding the Airport • Sustaining the CACG. ➤ Our challenges are: <ul style="list-style-type: none"> • How can we promote better community understanding of the airport? Eg. What is happening on the airport and why? • What are those things that are non-negotiable and those where changes can be made in response to community concerns? • How can we enhance community awareness of our CACG and stimulate a wider community interest in our activities? • To what extent and how should we become involved in addressing aircraft noise issues? • How can we contribute to ensuring that inappropriate development doesn't occur around Melbourne Airport and compromise the airport's future? • How can we sustain ourselves? I.e. maintain the energy and interest of our CACG members over the longer term?

Outstanding Action Items

Community Aviation Consultation Group

Outstanding Actions	Date Raised	Status of Action	Responsibility
Fly Friendly Brochure <ul style="list-style-type: none"> KCC residents kit to include Fly Friendly brochure. 	June 12	Outstanding	RB/KCC
ASA Noise Fact Sheets <ul style="list-style-type: none"> Updated Noise Fact Sheets to be provided to CACG members. 	June 12	Outstanding	MC/ASA
Fly Friendly Brochure <ul style="list-style-type: none"> Localised letterbox drop. 	June 12	Outstanding	MAC
MAC Airport Presentation <ul style="list-style-type: none"> Overview of airport history. 	June 12	Outstanding	MAC
KPI Meeting <ul style="list-style-type: none"> KPI meeting between MAC/ASA, reporting to CACG. 	June 12	Outstanding	MAC / ASA
ATC Overview <ul style="list-style-type: none"> ATC overview with the possibility of a tour of the control tower. 	June 12	Outstanding	MAC/ASA
Councillor MDP Update <ul style="list-style-type: none"> Update new KCC Councilors on the MDP project 	Sept 12	Outstanding	MAC
Fly Friendly Brochure <ul style="list-style-type: none"> Re-draft existing brochure to a more community friendly wording. 	Sept 12	Outstanding	MAC
Terms of Reference - Complaints <ul style="list-style-type: none"> Review and present standard reporting framework and procedures. 	Sept 12	Outstanding	MAC
Airport Correspondence <ul style="list-style-type: none"> Clarify airport email contacts and respond to resident emails. 	Sept 12	Outstanding	MAC
MDP Email Address <ul style="list-style-type: none"> Update Noel Pullen on unanswered MDP email. 	Sept 12	Outstanding	MAC
CTTF Report <ul style="list-style-type: none"> Provide MAC with details of member positions on the CTTF Report. 	Sept 12	Outstanding	CACG Members

Ongoing Action Items

Community Aviation Consultation Group

Ongoing Actions	Date Arisen	Actioned	Responsibility
Airport Site Tour <ul style="list-style-type: none">• Organise an airport site tour.	June 12	Ongoing	MAC

Completed Action Items

Community Aviation Consultation Group

Completed Action	Date Arisen	Actioned	Responsibility
Secretariat – Update core documents <ul style="list-style-type: none"> Update CACG 'constitution' amending references to personnel. 	Mar 12	Done	MAC
Agenda <ul style="list-style-type: none"> Include standing agenda items for material issues, media, progress on Circuit Training Taskforce Recommendations. 	Mar 12	Done	MAC
Aircraft Noise Ombudsman Presentation <ul style="list-style-type: none"> Distribute a copy of the ANO presentation. 	Mar 12	Done	MAC
Planning Coordination Forum <ul style="list-style-type: none"> Update the CACG on relevant items. 	Mar 12	Done	MAC
Support Group <ul style="list-style-type: none"> To identify counseling services for community members impacted by aircraft noise. 	Mar 12	Lifeline contact number: 13 11 14	MAC
Fly Friendly Brochures <ul style="list-style-type: none"> To distribute Fly Friendly brochures 	Mar 12	Done	MAC
Membership Presentation <ul style="list-style-type: none"> Powerpoint presentation to be sent out with minutes. 	June 12	Done	MAC
Membership Criteria <ul style="list-style-type: none"> Membership Information to be distributed to members. 	June 12	Done	MAC
MAC Website <ul style="list-style-type: none"> Upload Annual CACG Report. 	June 12	Done	MAC
Waypoint Report <ul style="list-style-type: none"> Waypoint report to be attached to minutes. 	June 12	Done	MAC
MAC Organisation Chart <ul style="list-style-type: none"> Distribute a current MAC chart. 	Mar 12	Done	MAC
Melbourne Airport CACG Chair <ul style="list-style-type: none"> To invite Darrell Treloar to present to MACACG – September/December 2012. 	Mar 12	Done	MAC

Completed Action	Date Arisen	Actioned	Responsibility
Terms Of Reference <ul style="list-style-type: none"> Annual Report to be listed in TOR. 	June 12	Done	MAC
MAC Website <ul style="list-style-type: none"> Upload core CACG documents onto website. 	June 12	Done	MAC
Southern Road Extension <ul style="list-style-type: none"> Agenda item for September 12 meeting. 	June 12	Done	MAC
Agenda Notice <ul style="list-style-type: none"> Trial using Outlook for Agenda Notices. 	June 12	Done	MAC
New Membership <ul style="list-style-type: none"> Extend invitation to attend CACG to Melbourne Aviation. 	Sept 12	Done	MAC
MDP Public Submissions <ul style="list-style-type: none"> Clarify what MDP submissions are publically available. 	Sept 12	Done	MAC/DoIT

Aircraft Noise Mitigation by the Aviation Community

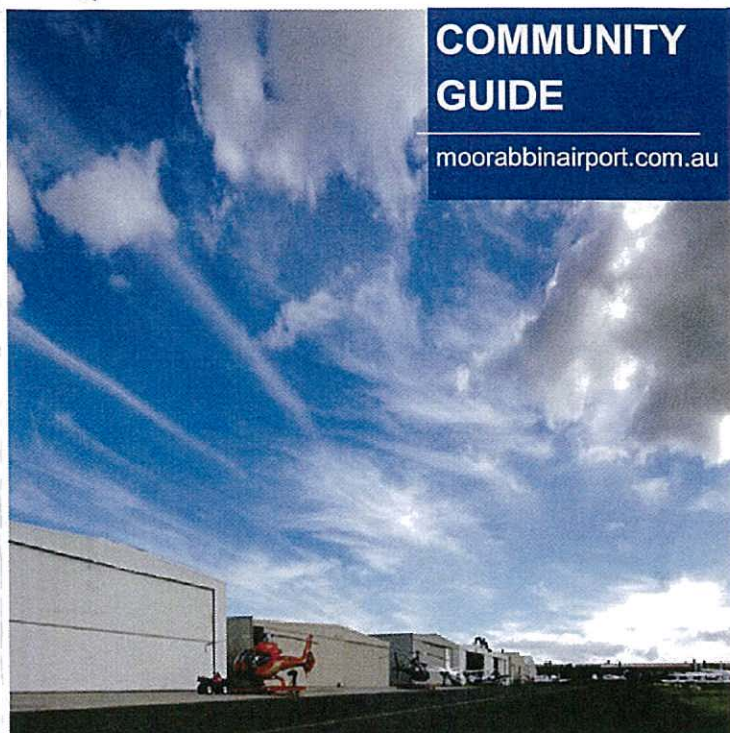
- Designed flight paths (altitude, turns, movements)
- Runway selection includes noise sensitivities
- Limited hours for circuit training
- Fly Friendly agreements with aircraft operators
- Aircraft engine testing in 6m walled off area
- Community aviation consultation meetings
- Supporting future training at satellite sites
- Airservices Information hotline -1800 802 584
- Noise complaint handling procedures



Moorabbin Airport

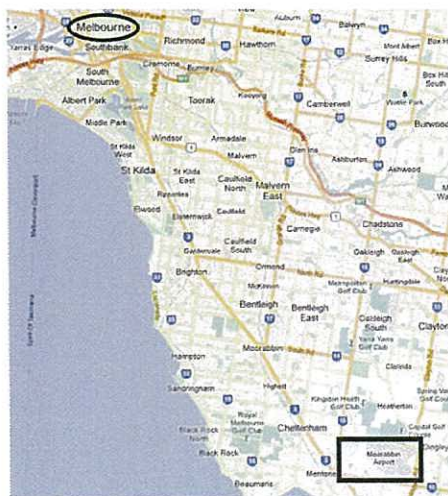
COMMUNITY GUIDE

moorabbinairport.com.au



3300 Full time jobs 300 Businesses
800 Students annually 400 Based aircraft

Where We Are



Australian National Aviation Museum

- Australian aircraft
 - Largest Australian aviation museum
 - School & Seniors Tours
- www.aarg.com.au



Contact Details: Moorabbin Airport Corporation
66 Bundora Parade
Moorabbin Airport
MENTONE VIC 3194

- | | | |
|--------------|---------------|-------------|
| * Gipsy Moth | * Beaufighter | * Boomerang |
| * DC3 | * Wirraway | * Kittyhawk |

12 First Street, Moorabbin Airport,

Pilot Training

- The core role of the airport is to provide aviation infrastructure to support flight training
- 10 flying training organisations
- Pilots trained at Moorabbin fly services for:
 - * Major airlines
 - * Charter
 - * Freight
 - * Military
 - * Aero medical
 - * Aerial surveyors
 - * Aerial photographers
 - * Mail & couriers
 - * National Parks
 - * Air ambulance
 - * Search & rescue
 - * Fire management
 - * Rural Australia
 - * Flight Training



A Metropolitan Airport

- 21km south east of the CBD
- 60+ years of operations in the Kingston area
- 171 hectares for aviation
- 5 paved runways - more than any Australian Airport



- Airports operate in an airport network
- Moorabbin is designed for light aircraft movements
- Providing light aircraft operators with metropolitan airport access minimises aircraft congestion at larger airports
- Separating light aircraft activity to Moorabbin allows on time passenger and freight movements at Melbourne, Essendon and other Victorian airports
- Moorabbin plays a key role in the delivery of safe and efficient aviation activity for Victoria and Australia.



- Quality Discount Shopping on Centre Dandenong Road
- 420 parking spaces
- 8 specialty retailers



Moorabbin Airport Major Development Plan



- First airport major development since 1998
- Located on the north east corner of the airport
- Wesfarmers Group - local employer since 1956
- Jobs: 270 full time, 245 indirect, 90 construction
- 537 parking spaces
- Coles, Kmart, 1st Choice, Officeworks
- Ecological sensitive design
- Public consultation October 2012
- Open for business in 2015
- Infrastructure improvements for roads, power, water

Attachment 5

Circuit Training Report - Progress on Recommendations

+ Recommendation 1

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.

Still to action. This topic was discussed at the recent Runway Safety committee meeting which both Airservices and helicopter operators in attendance. It was felt that standardising flight paths for helicopters would not enhance safety as it would increase the chances of collision by concentrating aircraft into the same narrow corridors of airspace. Members also expressed concern that standardising flight paths for helicopters would concentrate and increase helicopter noise for those living under these paths. Helicopters make up 20% of all movements at Moorabbin yet only contribute to 15% of noise complaints. Concentrating helicopter activity is likely to see the number of complaints increase in these areas.

+ Recommendation 2

MAC to continue to strongly promote the adoption of the Fly Friendly program by all operators at Moorabbin Airport.

Weekend/public holiday limits have been put in place, and Fly Friendly brochure has been made and continues to be promoted among operators.

+ Recommendation 3

MAC to 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.

Completed.

+ Recommendation 4

MAC, with assistance from airport users and government aviation agencies, continue to undertake an education and awareness program to better inform the local community on airport operations including circuit training.

MAC will increase the information on its website and in 2012 will prepare a pamphlet for distribution within the City of Kingston that further explains the effects of airport operations.

In November 2011 a national noise forum was convened by Airservices Australia and the Australian Airports Association. Two action items from this forum are:

- Further work to be done on the Airservices 'Webtrak' community noise information website to enhance the information available to the public on a nationwide basis.
- A series of information packs/pamphlets be developed to explain the impact and effect of aircraft operations on communities.

+ Recommendation 5

The hours of fixed wing and helicopter circuit training at the airport published in the airport's Fly Friendly brochure be restricted from 0900 to 1800 or last light, whichever is sooner, on weekends and Victorian public holidays.

Completed.

+ Recommendation 6

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.

Unfortunately, no consensus could be reached on this recommendation at the recent Runway Safety committee. MAC will need to arrange a separate meeting between all parties to discuss this. However, the local Airservices Tower Manager has proposed a trial of additional tower hours from Monday to Thursday (experience has shown there is little demand for night flying on Friday nights) prior to Christmas to allow the tower to be on watch during night circuit training. Once the trial is complete a review of the trial will be conducted. This trial is still awaiting CASA approval.

+ Recommendation 7

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.

MAC continues to cooperate with relevant government agencies. MAC will commence work on the draft of its new Master Plan in 2013. As part of this process MAC will review the future use of the airport including the use by pilot training industries. The draft of the Master Plan will be submitted to the Federal Department of Infrastructure and Transport for approval.

+ Recommendation 8

MAC approach the relevant Victorian Government planning agencies to examine alternative suitable sites for satellite helicopter training for operators based at Moorabbin Airport.

This is an ongoing issue that MAC is continuing to investigate. MAC is currently reviewing areas used by helicopter operators for training within the airport's boundaries. The results of this review will determine the urgency to establish alternative training sites for helicopters. A recent meeting between MAC and Airservices local representatives determined that in the short term there is adequate space within the airport's boundaries to safely accommodate the current level of helicopter training.

+ Recommendation 9

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

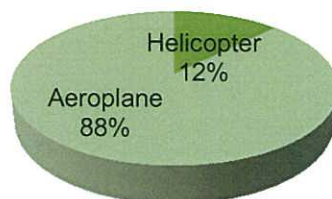
Completed and in operation.

Attachment 6

Noise Complaint Report

Date of Complaint	Aircraft Type	Details	Investigated	Violation	follow up action
22-Jul-12	Aero	Complainant claims aircraft was accelerating over houses instead of complying with fly friendly programme	Y	N	Referred compliant to 1800 number – no evidence found of violation
16-Jul-12	Heli	Helicopter, hovering and flying low in Bayside last night, around midnight. loud and constant near house in Black Rock	Y	N	email sent - unable to identify aircraft
16-Jul-12	Aero	General enquiry about update on 9 recommendations and also info on RVIC dawn patrol	Y	N	email sent - update on 9 recommendations and directed to MAC website plus info sent on dawn patrol
12-Aug-12	Aero	Noise complaint about continuous noise between 2-4pm	Y	N	Email sent
11-Sep-12	Aero	The flying school aircraft were flying after 9:00pm last night (10 September 2011) and the plane did not cease its training circuits until well after 9:30pm.	Y	Not sure	email sent - unable to identify aircraft or nature of activity
17-Sep-12	Aero	Aircraft over house at 6am - wanted to know if they came from YMMB	Y	N	Unable to confirm aircraft came from Moorabbin – regardless no violation for type of airspace.
16-Sep-12	Aero	Dawn Patrol compliant	Y	N	Dawn Patrol – media release sent out.
19-Sep-12	Aero	Wanted to know about circuit training hours and what penalties if pilots break these rules	Y	N	called to explain system and gave 1800 number for any future complaints

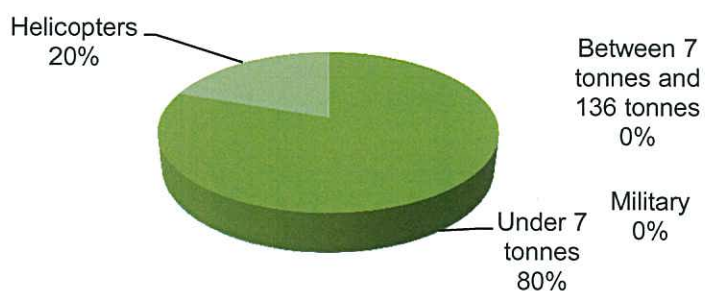
Moorabbin Airport Noise Complaints Handled by MAC July to September 2012



Movements

Aircraft Type	Between 7 tonnes and 136 tonnes	Under 7 tonnes	Helicopters	Unknown Weight	Military	Total
MOORABBIN YMMB (reported by Air Services July 2011 to June 2012)	54	203824	49956	0	14	253848

YMMB Aircraft Movement FY 2011/12



Rankings

Sydney	313580
Jandakot	259392
Moorabbin	253848
Bankstown	240086
Parafield	233052

Attachment 7

Project Timing

Project Timing



Date Range	Milestones
August – September 2012	Lodgement and appraisal of the Exposure Draft Major Development Plan
October 2012 – December 2012	Public Exhibition of Preliminary Draft Major Development Plan Duration: 60 business days
December 2012 – February 2013	Respond to stakeholder and community submissions and prepare Draft Major Development Plan including a Supplementary Report
March – mid May 2013	Assessment of Draft MDP by the Minister for Infrastructure and Transport (including DOIT, SEWPAC and CASA). Duration 50 business days
May 2013	Approval of the MDP by Minister for Infrastructure and Transport
June – December 2013	Prepare detailed design and seek secondary approvals, tender works, engage contractor
January 2014	Commence construction
Early 2015	MAC handover of tenancies to retailers

Attachment 9

Response provided by DoIT

Availability of Submissions on a Preliminary Draft Major Development Plan

In relation to submissions made in response to the public release for comment by an airport operator of a preliminary draft major development plan (MDP), it is at the discretion of the airport operator to publish submissions received and its response. If the airport operator decides to publish submissions received it must seek prior permission to publish the submission from the author (unless they are already public).

The Department of Infrastructure and Transport has confirmed that comments received as part of the consultation process (and the airport's response to those comments) form part of the formal submission which goes to the Minister for Infrastructure and Transport for consideration. The Department treats these submissions (including the consultation comments and airport response) as confidential unless otherwise specified by the authors of the submissions.

If the consultation comments and airport response held by the Department was the subject of a Freedom of Information (FOI) request, the authors of these documents would be consulted to provide their views on possible public release.

If the author does not consent to the document being released, the Department's authorised FOI decision maker must take the author's views into consideration when making their final decision on the documents. Any such decision would be subject to the provisions and review rights outlined in the FOI Act.

Attachment 9

Forum of CACG Chairs, Canberra 18 September 2012

- The Forum was organised around the theme “the good, the bad and the ugly” of Chairs’ experiences of Consultation Groups. I was able to report unequivocally that from my perspective there was nothing “ugly” about Moorabbin CACG! And nothing specifically “bad” either.
- There is much that is “good”. We [Moorabbin CACG] have identified a number of areas where we can gain more traction (fly higher?) – among them clarification of principles and protocols of membership; moving towards a comprehensive strategic plan for MCACG; and a sharpened focus on *Fly Friendly* and Circuit Training Task Force initiatives.
- The Department of Infrastructure and Transport provided an analysis of the issues or topics covered by CACGs, drawn from Minutes of meetings.
- DoIT outlined its plans for “Noise Mitigation and Change Processes” that will, in the first instance, bring increased direct involvement with CACGs.
- Commander Michael Chew of Australian Federal Police detailed the *Airport Watch Program* – the airport equivalent of *Neighbourhood Watch*. The program operates only at the major capital city airports.
- Many CACG chairs wished for greater involvement of DoIT in:
 - a) establishing better (more realistic and up-to-date) measures of ‘perceived noise’ from aircraft – i.e. taking into account subjective impacts of aircraft noise as well as objective decibel readings;
 - b) proactive intervention on planning and construction policy and practice to minimise encroachment on ‘buffer’ space and consequent increased exposure to aircraft noise; and
 - c) assertive leadership on ‘full and transparent disclosure’ by property owners and their agents selling or renting properties impacted by aircraft noise.
- The Department Secretary (Mike Mrdak) and Deputy Secretary (Andrew Wilson) gave ‘overviews’ of the state of and trends in aviation in Australia, international influences, and economic and policy imperatives. [Key points as per my summary of the *Waypoint Conference* attached to the Minutes of our June 2012 meeting.] Each stressed the determination of the Department to encourage and assist CACGs in fulfilling their charters.
- I expect there will be more to report (at the December meeting) after the summary of proceedings becomes available.

David Hall

October 2012