

# MINUTES of the MOORABBIN AIRPORT COMMUNITY AVIATION CONSULTATIVE GROUP

**24<sup>th</sup> JUNE 2011**

Venue: Moorabbin Airport Management Centre  
66 Bundora Parade, Moorabbin Airport, Mentone.

<b>PRESENT:</b>	<b>REPRESENTING:</b>	
Mr David Hall	Chairperson	DH
Mr Phil McConnell	MAC	PMcC
Mr Paul Ferguson	MAC	PF
Mr Charles Di Petta	MAC	CdP
Mr Tony Aiezza	MAC	TA
Ms Sue Long	MAC	SL
Ms Lorraine Wreford	State Member for Mordialloc	LW
Mr Noel Pullen	Office of the Federal Member for Hotham - Simon Crean MP	NP
Ms Monica Bladier	Office of the Federal Member for Isaacs - Mark Dreyfus MP	MB
Cr Ron Brownlees	City of Kingston	RB
Cr Rosemary West	City of Kingston	RW
Mr Jeremy Parkinson	Federal Department of Infrastructure and Transport	JP
Mr Jim Wolfe	Federal Department of Infrastructure and Transport	JW
Mr Paul Sleep	Airservices Australia	PS
Mr Mark Cenin	Airservices Australia	MC
Mr Graham Taberner	CASA	GT
Mr Graeme Rogers	Office of Airspace Regulation	GR
Mr Tony Rijs	City of Kingston	TR
Mr Tom Uren	MARA/ Mordialloc Village Committee	TU
Mr Bruce Reynolds	Dingley Heatherton Village (DHV)	BR
Mr Paul Phillips	Dingley Village Community Association	PP
Ms Adrienne Fleming	Tristar Aviation	AF
Mr. Gary Smythe	MFS	GS
Mr Geoff Harris	Oxford Aviation	GH
Mr Stuart Rushton	RVAC	SR
Mr Mark Darragh	MFS	MD
<b>APOLOGIES:</b>		
Mr Adam Sullivan	Federal Department of Infrastructure and Transport	AS
Ms Katie Conn	Federal Department of Infrastructure and Transport	KC
Mr Brett Newman	Professional Helicopter Services	BN
Mr Steve Galjar	Melbourne Flight Training	SG
Mr Joe Biviano	Dingley Village Community Association	JB

## **1. WELCOME**

- The Chairman opened the meeting at 1300 and welcomed attendees.
- Apologies were noted.
- DH congratulated Tony Rijs on his retirement and acknowledged his contribution to this committee over the past 12 years.
- PMcC presented a bottle of champagne to Tony Rijs on behalf of the committee.

## **2. ACCEPTANCE OF PREVIOUS MINUTES.**

Corrections to the Minutes of the previous meeting held on 18<sup>h</sup> March 2011 were made by PMcC, (a copy was attached to the current meeting's agenda) and are available for viewing on the MAC website.

## **3. MATTERS ARISING FROM LAST MEETING.**

### **3.1 Terms of Reference.**

- PMcC stated that the Terms of Reference had been finalized. These will be used as a guide for consultative group such as CACGs. They are considered a useful starting point and as such, have been accepted.

### **3.2 Fly Friendly Agreement.**

- PMcC confirmed that 8 of the 11 Moorabbin Airport based flying schools had signed the Fly Friendly Agreement. The remaining schools were expected to sign shortly.
- PMcC made note of having sighted the Moorabbin Airport Fly Friendly poster at Lilydale airfield.
- TU questioned whether flying schools had accepted the Fly Friendly proposal.
- PMcC confirmed that flying schools were accepting of the Fly Friendly proposal and were implementing it into their student syllabus.
- DH reinforced that the Fly Friendly program was a guideline for students and pilots as part of an education and awareness program.

## **4. CACG INDEPENDENT CHAIRS REPORT.**

- DH gave a briefing on the first meeting of the CACG Independent Chairs held in Canberra on 7<sup>th</sup> June 2011. It was hosted by the Department of Infrastructure and Transport, and the meeting was attended by only 9 of the 21 airports which have CACGs in place.
- DH indicated that the meeting was constructive and made the following points:
  1. The CACG would be an evolving process.
  2. Various airports were found to have different approaches.
  3. The Moorabbin Airport CACG was identified as the most appropriate model as a basis for other groups.
  4. Minutes of the meeting were not yet available.
  5. A presentation was given by the Noise Ombudsmen who provided advice for the Chairs of such committees. Advice given included that the groups should operate on the same basis and should not re-address issues that cannot be resolved any further.
  6. Discussed the totality of environmental impacts for airports and there were some useful leads for Brisbane and Perth Airports in particular.
- DH conveyed that the Minister had a high level of interest in what happens during these meetings.
- On summarizing the meeting, DH stated that the CACGs were advisory groups for department and airport operators rather than an open forum.
- PMcC indicated that Ron Brent (Noise Ombudsmen) would like to be present at this meeting as soon as possible.

## **5. ATSB REPORT.**

- PMcC asked for comments relating to the ATSB Report findings into the mid-air collision between two aircraft, 3km NW of Moorabbin Airport on the 27<sup>th</sup> August 2008. No comments were received.
- PMcC advised that at the time of the accident, Moorabbin was a GAAP airport. As a result of improving safety, the airport changed status to a Class D aerodrome with associated procedures changed. Additionally, there was an increase in staffing at the control tower.
- It was noted that as the accident is still subject to a Coroner's Inquest, this may have impacted on the lack of forthcoming comments.

## **6. CIRCUIT TRAINING TASKFORCE.**

- PMcC advised that the minutes had been finalized for the Circuit Training Taskforce.
- PMcC reported that his written submission to the Minister had not yet been finalized (currently at about 80 pages). PMcC expects this to be completed within the next couple of weeks.
- PP asked if the submission could be circulated before it is given to the Minister.
- PMC replied that the findings will be documented, including all comments, submissions and view points and presented directly to the Minister. Should the Minister wish to make this document public, then MAC would do so if requested.
- DH reminded the group that the Circuit Training Taskforce was created as part of the Master Plan and that MAC was highly commended for the work that has been put into it.

## **7. DEVELOPMENT APPLICATION IN CHIFLEY BUSINESS PARK.**

- DH indicated that there was no need to discuss Chifley Business Park development application as the issue had been put to Council and CACG and no comments had been received.

## **8. MARA AGENDA ITEMS.**

### ***8.1 Office of Airspace Regulation Aeronautical Study of Melbourne.***

- TU indicated that the above document was difficult to understand for a non-aviation person. TU was concerned that the report talked about 'danger' and 'danger areas' and requested an explanation of the study and why the community had not been consulted or informed.
- GR stated that the aeronautical study was an in-depth study focusing on the airspace of 45 NM around Melbourne. The study targets stakeholders who are users of the airspace such as Airports and Airservices. The following points were made:
  1. The study is essentially an industry technical report, although it is not intended to exclude anyone.
  2. The Regulations state that an airspace assessment be carried out every 5 years.
  3. The depth of the study is carried out due to local changes.
  4. The purpose of such a study is to assess whether the airspace is fit for purpose
    - Is the airspace fit for activity?
    - Are the procedures acceptable and appropriate for the airspace?
  5. He welcomes questions or comments at any time in regard to understanding the study.
- TR suggested that the training activity areas identified as 'danger' should be changed.
- GR explained that flying training does not need danger areas, however an area is identified because there is cautionary activity occurring (either in the air or on the ground). Activities could be in the way of aerobatic training or live firing ranges.
- PMC explained danger areas, pointing out local areas on a wall chart in the room.
  1. Danger areas mark an area of potential activities that could include dangers such as live firing ranges, aerobatic training or parachuting.
  2. Highlighting a danger area gives a pilot the option of going around or through such an area.

- DH asked GR who can initiate a proposal for change.
- GR replied anyone can initiate changes. Danger areas are relatively simple to change following a risk assessment. Danger areas are marked as a warning in an advisory capacity that other activities are happening in the area and to be vigilant. Those boundaries are non binding.
- GS stated that if boundaries were removed, flying schools would still need to advise of an area for training as they are required to nominate their own training boundaries.
- JW questioned the impact on noise if boundaries are removed.
- GR suggested little impact on noise. If there is a modification to the shape, there may be a very slight change.
- GS envisaged that there will be a change in the future due to the amount of residential development occurring near the airport and there will be a need to move further to the east (which may already be happening now).
- MB asked if the boundary of the danger area covers the Tooradin parachuting area.
- GR stated that the activity or reason is what causes this area to be a danger area.
- DH stated that we are addressing issues outside 45 NM of Melbourne. What is jurisdiction beyond 45NM?
- GR replied that 45NM is just an arbitrary limit.
- TU questioned whether this is protection of aircraft rather than people affected by the impact of aircraft.
- GR reiterated that a danger area is a notification or advisory for aircraft, a measure to ensure a pilot's awareness of what activity is occurring around them.
- TU enquired if there is a simplistic publication available.
- DH stated that the document is an industry draft, therefore technical. The draft is produced for industry comment and therefore, it's explained in a technical language.
- GR stated the document is for a target audience but will be happy to take on board any comments.
- DH questioned how many industry responses have been received.
- GR confirmed that responses had been received.
- DH will look into obtaining a publication in 'layman's' terms.

### **8.2 *Airservices Australia Telephone Complaint Line.***

- TU described a call he made recently about a noisy and low flying aircraft. The call was made after hours and the message directed him was to leave his details. The message went on and on and at the end advised to call another number. TU felt that if ringing with a complaint, redirection should have been made earlier.
- MC confirmed the Airservices noise complaint number as correct and explained the process of leaving a message. The requested information included a name, contact number and details for the reason of the call. The point of answering to leaving a message is about 30 seconds.
- PMcC advised TU that he had called the MAC switchboard number.
- TU agreed that there was confusion in that he had contacted PMcC. The message he received gave a number of information options and advice, however at the end of giving his details he was returned to another area.
- TU questioned whether this could be improved upon.
- PMcC agreed to look into this.

### **8.3 *Low Flying Aircraft.***

- TU confirmed that PMcC had investigated his complaint regarding the low flying, noisy aircraft. The aircraft had been identified as an itinerant aircraft from Adelaide. TU had concerns about the aircraft and was told that other flying schools had also made comment on the issue of the pilot not complying with the Fly Friendly policy.

- PMcC advised TU that his comments were not entirely correct. He explained that the aircraft was a Beechcraft Bonanza, an aircraft type with a louder engine than most aircraft based at Moorabbin Airport. The aircraft was using Rwy17R rather than Rwy17L and this could have attributed to the aircraft seemingly be low flying. The pilot was identified and approached and advised about the Fly Friendly program.
- PS asks if the tower had put the aircraft on that particular runway.
- PMcC confirmed the tower had directed the aircraft to use Rwy17R.
- DH asked if there had been any other occurrences.
- TU replied there had not been.
- TU voiced that the incident was extreme and advised he has not made a noise complaint for about 2-3 years. MARA appreciates what MAC does and expects the government agencies to act on this rather than MAC.
- PMcC confirmed that if MAC gets a complaint it will be investigated.

#### **9. OWNERSHIP OF MOORABBIN AIRPORT CORPORATION PTY LTD.**

- PMcC advised the meeting of the sale of the airport, transferring ownership from Goodman Holdings to the Goodman Group. Paul Ferguson was introduced as the CEO of Moorabbin Airport.
- PF thanked the group for the warm welcome and as introduction, gave a brief summary of his experience in aviation that included his involvement at both Bankstown and Sydney airports. After a brief on the transfer of company ownership it was highlighted that it would be 'business as usual' at ground level. PF was looking forward to meeting everyone.
- TU asked whether PMcC or PF would be his contact.
- PMcC confirmed there would be no change in contacts at MAC.

#### **10. REQUEST FROM THE CITY OF GREATER DANDENONG.**

- PMcC discussed the receipt of a letter from the City of Greater Dandenong requesting to be included in the CACG.
  1. 2 submissions had been received for consultation from the City of Greater Dandenong in the past 15 years.
  2. PMcC and CdP have previously met to discuss the Master Plan with the City of Greater Dandenong.
  3. The City is affected by noise.
  4. It is not affected by circuits.
  5. PMcC indicated that it would be valid to accept the nomination and invite one representative to attend the meeting.
- LW indicated that the inclusion of the City of Greater Dandenong would further create a large, unwieldy group and would see only one representative as being practical. She questioned why there are several representatives from various organizations.
- DH explained that there must be a well balanced group to address consultation groups, rather than simply have an efficient working group, although it may be more efficient to have fewer members.
- RB acknowledged that prior to amalgamation there were representatives from Mordiallic and other councils.
- LW stated that for efficiency, one person from each representative group would be sufficient and would like to see one representative for consistency.
- TU said that this organisation has worked well over the years and would want both Federal members attending and all councillors continuing to attend as they have different views. We should not let this experience go. We would like to see two Federal members represented.

- DH agreed with TU. He indicated that there is a point of consistency and remembers PP requesting other representatives to attend and that was denied. He suggested that there be 1 representative from the City of Greater Dandenong.
- LW did not want to stop group involvement but has concerns on the numbers.
- PMcC acknowledged 2-3 years ago, there was a struggle to have any Government representatives attend.
- MB saw no suppression of views from anyone and cannot see why a representative from City of Greater Dandenong should not attend.
- PP indicated that the CACGs are concerned about safety and noise issues but is unsure what the City of Greater Dandenong's interest would be.
- PMcC replied to PP that the concern is aircraft noise around Dandenong and also comments associated with development works at and around the airport. PMcC had no issues with the City of Greater Dandenong being represented.
- NP, on behalf of Simon Crean, stated that we must represent businesses with the need to take into account that constituents are business as well and so representing all aspects of an issue.
- DH stated that over the years the group has addressed many issues other than safety issues and aircraft noise, adding the following:
  1. For the time being we will live with the inconsistencies given the fruitful discussions.
  2. We make every effort for people who want to be heard, to be heard.
  3. Did ask departmental people to explain their individual areas of expertise and responsibility.
  4. Will invite a representative from the City of Dandenong to attend CACG meetings.

#### 11. OTHER BUSINESS.

- PMcC advised that the annual report for the financial year 2010-2011 will be available next month. He made note that the statistics were based on the 2010 calendar year, and the report will contain aviation safety and noise complaints logged at Moorabbin Airport.
- PP requested PMcC to include traffic figures in the report.
- PMcC confirmed that traffic information is included.
- TU would like to follow up Brett Newman's suggestion of further discussions involving helicopters and the invitation of a helicopter flight.
- PMcC advised that an invitation is also open for fixed wing aircraft and he would be happy to arrange a flight for any of the committee members.
- DH suggested a change in agenda to include an item for Quarterly Actions Completed.
- Additional agenda item 'Quarterly Actions Completed' was agreed to by the committee.
- RW questioned whether RVAC had given up its training role at Coldstream.
- SR advised that Coldstream is not closing, simply a change in aerodrome ownership. There was no effect on their Moorabbin operations as no circuit training was conducted at Coldstream.
- PMcC advised of his involvement in a group investigating how to address aircraft noise and, as an industry, present such information in a simple form to the general public.
- DH requested PMcC extend an invitation to Ron Brent to attend the next meeting.

TR was again congratulated on his retirement.

DH advised the next meeting as **16<sup>th</sup> September 2011** and thanked everyone for their attendance.

The Meeting concluded at 2:20pm.