

**MINUTES OF THE MOORABBIN AIRPORT AVIATION
CONSULTATIVE COMMITTEE
17th September 2010**

**AT THE MOORABBIN AIRPORT MANAGEMENT CENTRE
BUNDORA PARADE MENTONE**

PRESENT:	REPRESENTING	
Mr David Hall	Chairperson	DH
Mr Phil McConnell	MAC	PMcC
Mr Charles Di Petta	MAC	CDP
Mr Tony Aiezza	MAC	TA
Ms Adrienne Fleming	Tristar Aviation	AF
Mr Stuart Rushton	RVAC	SR
Mr Sandy Wilson	Oxford Aviation (OA)	SW
Cr Ron Brownlees	City of Kingston	RB
Cr Rosemary West	City of Kingston	RW
Ms Monica Bladier	Office of Federal Member for Isaacs - Mark Dreyfus MP	MB
Mr Tom Uren	MARA/ Mordialloc Village Committee	TU
Mr Bruce Reynolds	Dingley Heatherton Village (DHV)	BR
Mr Paul Phillips	Dingley Village Community Association	PP
Mr Joe Biviano	Dingley Village Community Association	JB
Mr Nic Pearl (visitor)	Department of Infrastructure and Transport (DIT)	NP
Mr Jim Wolfe (visitor)	Department of Infrastructure and Transport (DIT)	JW
Apologies		
Mr. Gary Smythe	MFS/Airport Tenants Association	GS
Mr Brett Newman	Professional Helicopter Services	BN
Mr Kent Quigley	Airservices Australia	KQ
Mr Kevin Storan	Airservices Australia	KS
Mr Owen Richards	CASA	OR
Mr Graeme Rogers	CASA	GR
Mr Tony Rijs	City of Kingston	TR
Ms Marianne Richards	Victorian Department of Transport	MR
Mr Mark Dreyfus MP	Federal Member for Isaacs	MD
Mr Stan Stapor	Office of Federal Member for Hotham - Simon Crean MP	SS
Ms Janice Munt MP	State Member for Mordialloc	JM

	ACTION
<p>1. GENERAL</p> <ul style="list-style-type: none"> • Chairman opened the meeting at 1300. • Mr Nic Pearl and Jim Wolfe representing the Aviation and Airports Branch within DIT were welcomed. Mr Pearl and Mr Wolfe were visitors to the meeting observing the community consultation process at Moorabbin Airport. Mr Masterman is part of a team developing guidelines for Community Consultative Groups and is attending following an invitation by PMcC. 	
<p>2. ACCEPTANCE OF PREVIOUS MINUTES</p> <ul style="list-style-type: none"> • The Minutes of the meeting 25th June 2010 were accepted. 	
<p>3. MATTERS ARISING</p> <ul style="list-style-type: none"> • TU indicated that although he is not connected to the web, he is still able to get the MAACC Meeting Minutes that are located on the MAC website. • With regard to people's names, PMcC included names on the draft copy and there was an option for people to opt out their names, however no-one opted out. • All at the meeting agreed with the process of placing the Meeting Minutes on the MAC website and to include the names of attendees. <p>4. AIRPORT MASTER PLAN</p> <p>4.1. Update</p> <ul style="list-style-type: none"> • PMcC advised the meeting that the Master Plan was approved on 25th June 2010 and was announced by the Minister on 6th July 2010. PMcC then proceeded to distribute copies of the Master Plan to all in attendance and made arrangement for those members not in attendance to receive a copy. <p>Within 50 business days of the Master Plan being approved, a Notice of Approval was published and it can now be found on the MAC website</p> <ul style="list-style-type: none"> • PMcC advised that changes to the draft Master Plan were made after consultation with the Department of Infrastructure and Transport (DIT). <p>For example, should MAC wish to carry out retail development (eg, Coles), it will be subject to a Major Development Plan (MDP) process where there are no guarantees of success. The MDP process itself takes approximately 12 months to complete which includes the approval's process. Unlike a Master Plan, the Minister can approve an MDP and include additional conditions and there is a lot more detail when preparing an MDP.</p>	

As part of approving the Master Plan, the Minister asked MAC to develop two taskforces - one to address the issues surrounding circuit training and the other to address helicopter training. PMcC advised that the issues would be addressed in one group called the "Circuit Training Taskforce"

When asked about the role of the above group in relation to the Public Consultation Forum (PCF), PMcC explained that the PCF was focused on issues surrounding development works at the Airport rather than flying-related issues.

- RW asked whether the Southern Rd extension was included in the approved Master Plan.
- CDP responded indicating that it was included and there is a statement in the Master Plan indicating this.
- DH asked whether it was a statement of intent only.
- CDP stated that the whole Master Plan is a statement of intentions, but that further approvals may be required depending on the developments that would take place.
- DH appreciated the abbreviations and definitions included in the Master Plan that assisted in understanding the document.
- CDP further explained that the Master Plan has policy and implementation structures in place.
- DH, on behalf of the group wished to thank MAC for providing all a copy of the Master Plan.

4.2. MARA Agenda Item 1: Master Plan

- TU asked whether when the Minister reviewed the MAC submissions, did he provide an explanation for anything that was rejected.
- NP advised that the Minister does not make his assessment public and that he reviews the whole of the document in an holistic manner and which included aspects such as training circuits, helicopters and noise. However, the assessment doesn't go into the detail of each individual aspect.
- PMcC explained that MAC had to respond to each of 110 points raised by KCC and the responses, along with the submission were provided to the Minister.
- RB queried the road entry points to the Airport.
- CDP and PMcC both indicated that MAC has consulted with VicRoads regarding entry points, traffic volumes and the future growth of the Airport. As a result of the consultation, a traffic management plan was developed, however this traffic management plan was not included in the Master Plan.
- TU asked, using the road access as an example, why didn't the Minister explain any of the rejections to the public?
- CDP explained that the Minister required a lot of detail with regard to MAC addressing every comment it received.
- DH suggested that the FOI process be used if anyone wanted to access any document through the Department.

5. FLY FRIENDLY AGREEMENT

5.1. Update

- PMcC prepared an agreement based on discussions at previous meetings where a group was to be established to address this Fly Friendly Agreement (FFA) issue. The group met about a month ago.

This agreement addresses issues such as good flying manners, and those flying schools that subscribe to this voluntary agreement will commit to educating their pilots.

FFAs in the UK and the USA were consulted for context and PMcC wants to create an FFA brochure to provide to residents within the KCC.

- BR indicated that residents in this area will need to be made aware of the FFA and what it's for. He indicated that the Airport should have open days to enhance the link between the community and the Airport.
- PMcC stated that he would prefer an Airport Chamber of Commerce address this.
- BR stated that there will still be people objecting to the noise regardless of what achievements are made in the FFA.
- PMcC indicated that he would like this committee to agree on the FFA terms of reference, general information and timetable.
- SW from OA indicated that they already teach FFA concepts and would welcome something more formal

5.2. MARA Agenda Item 2: Fly Friendly

- TU expressed his gratitude to the FFA subcommittee attendees - particularly OA and Airservices Australia. However, he was disappointed that no other flying schools were involved and is concerned that the other flying schools may not be interested in such an agreement.
- PMcC advised that he will be writing to all the flying schools, charter operators and private pilots. He advised that in his initial discussions, many individuals are supportive of the FFA
- AF indicated that she did not attend the sub-committee meeting because she felt that OA's attendance was adequate in representing all flying schools.
- NP asked whether there are any conditions of use on the Airport.
- PMcC indicated there were.
- NP asked why not put such agreements as a condition even if it is not enforceable.
- PMcC did not agree with including non-enforceable conditions.
- NP advised that Jandakot and Gold Coast Airports do.
- PP asked whether there are any legal obligation on flying training.
- PMcC advised that CASA is the organisation that manages flying training and it would not want to incorporate non-enforceable conditions of use and raise expectation

amongst the local residents.

- RW indicated that she appreciated NP's comments from council's perspective.
- RW asked whether NP could provide a report at the next meeting on the situation at Jandakot, Gold Coast and any other relevant Airport.
- TU asked PMcC whether CASA was in the loop on the FFA
- PMcC indicated that they weren't because it is not an aviation safety issue.
- RW would like NP to advise on the enforceability of FFAs and indicated that Greg Russell (Airservices Australia) had offered to give a community presentation.

NP

NP

6. CIRCUIT TRAINING TASK FORCE

- PMcC tabled Attachment 3 - *Moorabbin Airport Master Plan 2010: Training Circuits Task Force*.

PMcC explained that this document was a Master Plan initiative. He indicated that TU, JB, KCC, SR and other flying schools would be invited to attend the next meeting of the *Moorabbin Airport Master Plan 2010: Training Circuits Task Force* on Friday, 19th November.

- PP commented that it appeared to be a good structure and saw this process to be a good problem solving process. However, he indicated that 1 meeting for deciding on actions (Meeting 3) may not be enough and he would like an independent Chair like MAACC.
- PMcC indicated that the 1st meeting may take a whole day whilst the other meetings are likely to be a morning or afternoon meeting. .DH opened the discussion indicating
- PP reiterated Meeting 3 may need to be more than 1 meeting.
- PMcC stated that flying schools must be considered in this process as it is their livelihoods and the State government will need to look at the amenity of other areas if there is any consideration of relocating or amending circuit training areas.

PMcC indicated that the Premier would like to see more regional or satellite areas for circuit training.

- DH asked whether the number of meeting could be extended.
- PMcC advised that he is open to change.
- NP stated that there should not be an issue, if there is a delay in finalizing a *Training Circuits Task Force*. within a month or 2 of the 12 month period following the approval of the Master Plan in June 2010.
- JW suggested that Airservices Australia should be involved in such a group.
- PMcC stated that he would be writing to Greg Russell and Kent Quigley from Airservices Australia. He indicated that the challenge would be to get CASA involved.
- DH asked the MAACC group whether it supports this approach to establishing a *Training Circuits Task Force*..
- TU indicated that MARA supports this proposal.

- RW indicated that council would support this process. RW further indicated that she will draft a policy on flying training that would make a clear statement on behalf of the mayor.
- JB asked whether CASA could give any information on what can be done.
- JW indicated that Airservices Australia is the most important contributor to this process.
- PMcC indicated that he didn't agree and that it is CASA that is the most important contributor to this process.
- JW asked whether circuits could be made better from a noise and safety point of view.
- TU asked whether there was any chance that larger aircraft would come to do flying training around Moorabbin Airport.
- PMcC answered no.
- DH indicated that this was a ministerial request that addressed circuit training only and there is support for the proposal.

7. REMAINING MARA AGENDA ITEMS

7.1. MARA Agenda Item 3: Aircraft Noise Ombudsman

- PMcC indicated that he would be pleased to write to the *Aircraft Noise Ombudsman* and invite him to the MAACC meetings. He indicated that the person appointed to the role was a Mr Ron Brent.
- JW advised that noise complaints were still to go to the current noise complaints number.

7.2. MARA Agenda Item 4: Recent Safety Concerns

- PMcC indicated that in a recent incident, an aircraft had crashed into the yard of a home near Lower Dandenong Road about 150m short of the Airport boundary. He stated that it was currently under investigation by the ATSB.
- SR indicated that they are working with the ATSB on the investigation and the incident did not involve training pilots but that it was an aircraft that was chartered for private aerial photography work.
- RW asked whether there was any truth to the rumour that the aircraft had run out of petrol.
- PMcC indicated that the 2nd incident was a simple hard landing on the Airport and that there were no injuries. Both pilots in the aircraft were CPLs.
- TU asked why wasn't there any fire involved in both recent aircraft crashes.
- PMcC explained that most accidents are hard landings where the fuel cell is not damaged. The last death on the Airport as a result of an aircraft crash was in 2002, and most accidents are similar to vehicle bingles on the road.

7.3. MARA Agenda Item 5: Noise Emissions

- SR explained that aircraft engines (and therefore the associated noise emissions) and other components cannot be changed otherwise the aircraft is not considered certified by the manufacturer. An approved aircraft that is certified is not allowed to change unless it is a jet aircraft where changes can occur and certification be maintained. When certified aircraft are upgraded, there are no changes that would alter their certification.

7.4. MARA Agenda Item 6: RAAF Use of Moorabbin Airport

- TU asked whether there was any truth to the rumour that RAAF aircraft would use Moorabbin Airport.
- PMcC firmly indicated that whilst there were occasional visits by RAAf aircraft (The Roulettes for example) there was definitely no plan to base RAAF aircraft at Moorabbin. He suggested the “rumour” might relate to the current tender process for RAAF training involving East and West Sale airports.

8. OTHER BUSINESS

- DH asked whether the aviation consultation guidelines were finalised yet .
- NP advised that they were not yet completed and they were to go to the Minister in the next few weeks.
- MB asked about Aviation Identification Cards.
- PMcC advised that an ASIC is now required for all Airports where there is an RPT services (such as Moorabbin Airport with King Island Airlines). At Moorabbin Airport, our exemption from requiring an ASIC ceased on 10th September 2010 and MAC has carried out an extensive education system of users of Moorabbin Airport.
- TU asked PMcC when he will be in touch with other members of the Circuit Training taskforce.
- PMcC advised that he would issue the invites to all those attending today’s meeting at the end of the meeting.
- TU asked whether it was possible for BR to also be involved in the taskforce due to his experience.
- PMcC advised that the community representation would comprise representatives from DVCA, MARA and Kingston Council to keep numbers to a manageable level. If BR wished to take part he could be nominated by one of these bodies.

Meeting Conclusion

- DH wished PMcC well on his upcoming 3 week holidays to the USA, and thanked TA

for the meeting minutes.

The meeting concluded at approximately 1500.

Post Meeting

- PMcC handed TU and JB invites to the *Moorabbin Airport Master Plan 2010: Training Circuits Task Force Meeting on Friday, November 19th*.

9. Next Meeting

10th December 2010.

Dates for the 2011 meetings to be confirmed

Moorabbin Airport Fly Friendly Agreement

Fly Friendly- be a good neighbour.

As an operator of general aviation flying activities at Moorabbin Airport (The Organization) is committed to undertaking operations in a Fly Friendly manner. We voluntarily commit to undertaking our operations in a manner which is considerate of local residents. We understand that this agreement is a voluntary agreement, and that the safe operation of an aircraft must be maintained at all times. Air traffic procedures, weather and safe separation requirements may preclude us from complying with this agreement but we agree that we will make our best efforts to ensure our organization complies with the spirit of this agreement.

1. Education.

It is important that members of our organization are aware of this agreement.

- a. We will ensure that all pilots operating on behalf of the Organization are aware of this agreement, and (if applicable) we will incorporate this Agreement into our student pilot training syllabus.
- b. Where issued we will publish educational material provided by Moorabbin Airport Corporation, Airservices Australia and CASA for the benefit of members of our organization.

2. Circuit training.

Circuit training- repetitive touch and go operations, is a vital part of flight training and is required for day and night operations. However we agree to limit such operations to the times published in ERSA which are:

Winter:	Monday-Friday 0800-2100 Weekends 0800- 2000 or last light, whichever is sooner.
Daylight savings:	Monday- Friday 0800-2200 Weekends 0800-2000 or last light, -whichever is sooner.

Moorabbin Airport is open 24 hours per day, 365 days per year. Aircraft departing or returning to Moorabbin are not subject to these limits and it is understood that an aircraft returning after the above agreed hours may be required to perform a circuit of the airport to enter into the landing pattern.

3. Altitude

It is good airmanship, and also the law, to maintain a safe altitude at all times and to ensure that when flying over residential areas this is maintained.

- a. We agree that except when in the act of landing or taking off the minimum height fixed wing aircraft will fly is 1,000ft over inhabited areas of 500ft over uninhabited areas or the sea. They must be a minimum of 600metres radius from any building.
- b. Whilst operations in the Moorabbin circuit are defined as being in the act of taking off or landing we will ensure that as soon as practical our aircraft reach and maintain the 1,000 ft circuit altitude.
- c. Helicopters operate at a different altitude (700 ft) to maintain safety separation from fixed wing aircraft.
- d. We understand that CASA may issue an exemption for training purposes.

4. Delayed turns for Noise abatement

Moorabbin airport has intensive residential housing surrounding most boundaries of the airport. We thus agree to the following for noise abatement purposes:

- a. Aircraft departing from runway 17Right are requested to delay any turn until they have flown past Woodlands Golf Club, to minimize noise intrusion over residential areas of Parkdale.
- b. Aircraft departing from runway 35L are requested to delay any turn until over Kingston Centre to minimize noise intrusion to residential property immediately to the North West of the airport.
- c. We understand that air traffic control procedures, weather or safe separation requirements may preclude members of our organization from adhering to these procedures. However we will at all times attempt to comply with the spirit of these procedures.

5. Runway in Use

Aircraft land and take off into the prevailing wind. The main North/South runways (17 and 35) are used for 80% of the time. Current wind and weather information is available from an automatic advice services on (03) 9580 9637. The Runway in Use is determined by Airservices Australia when the tower is in operation.

- a. Outside of tower hours we agree to use runways which are the least noise-sensitive. Where there is a choice based upon wind we agree to use runways in the following order:

Runways 35 (at night 35R)
Runways 17
Runways 13 (at night 13L) and 31

- b. After 2200 local all departures must maintain runway heading until at 1,000ft.
- c. Runway 04/22 is available ONLY when operationally required. Runway 04/22 IS NOT available for circuit training at any time.

6. Operations from runways.

Aircraft noise can be mitigated by operating some aircraft from designated runways only. In particular runway 17R (facing South) and 31L (Facing North West) have the biggest impact on residential areas. We thus agree:

- a. Jet aircraft: We agree that jet aircraft will not use Runway 17R for departures.
- b. We agree that certain types of aircraft will not use runway 17R or 31L for departure unless no other runway is available. Aircraft include:
 - Cessna 180
 - Cessna 185
 - Cessna 206
 - Cessna 210
 - Beech BE35/36 with two bladed prop.
 - Cessna C336/C337 Skymaster
 - “Warbird” aircraft fitted with constant speed props.
- c. Practice landings with feathered propellers will not be permitted.
- d. Simulated engine failure in single engine aircraft after take off will not be permitted.
- e. Simulated asymmetric operations after take off will not be permitted from runway 17R.

7. Moorabbin Airport Training Area.

Much airwork training takes place to the South East of Moorabbin Airport. As an organization we agree to observe the requirements of the Airservices Australia Fly Neighbourly Advice (FN5) contained in ERSA GEN-SP as follows:

- a. Designated areas AM/D314 and AM/D 315 are commonly referred to as the “Moorabbin Training Area” This is approximately bounded by a line from Moorabbin Airport to Pearcedale, then coastal to Koo-wee-rup, then Pakenham to Moorabbin Airport.
- b. Pilots are requested to avoid the following urban areas: Hampton Park, Lyndhurst, Cranbourne and within circles of 1Nautical Mile of Cardinia and Fiveways joined tangentially. If not possible to avoid these areas pilots should traverse at an altitude not below 2,000ft.
- c. An aerobatic area is established east of the Berwick-Cranbourne Rd and north of Ballarto Rd. In this area pilots are requested to minimize aerobatic maneuvers below 3,000ft.
- d. Farm and other buildings should not be used as reference points for training maneuvers.

8. Ground running of engines.

Ground running of engines can cause noise concerns from well beyond the boundary of the airport. We agree to the following:

- a. A purpose built engine test cell allows extended running of aircraft engines for maintenance and test purposes; with noise being channeled across non-residential areas. All vehicle-mounted engines on test will use this cell.
- b. Ground running of aircraft engines on airframes will be limited to run-ups on the Northern or Southern run up bay between the hours of 0800-1800 daily. Jet aircraft may additionally use the southern end of taxiway Echo which is furthest from residential housing.
- c. Run-up of aircraft engines prior to flight will be accomplished in accordance with the operational procedures prescribed for the aircraft type. Extended run-ups will not be undertaken except if required to ensure the safety of flight.

- d. We will instruct our engineers to be mindful of the fact that when there is low cloud the sound from engine run-ups may carry some considerable distance from the airport.

9. Helicopter Operations.

This Fly Friendly agreement applies to both fixed and rotary wing aircraft. Helicopters can potentially cause considerable noise irritation and as an organization we agree, where we operate helicopters, to apply the same standard of behaviour as fixed wing operations.

However for safety separation reasons we understand that helicopters will operate at different altitudes to fixed wing aircraft.

10. Good manners for pilots.

We agree to teach the members of our Organization a common sense code of good manners for their operations. This will include:

- a. Be aware of noise sensitive areas. Understand that Moorabbin Airport is in an urban area.
- b. Avoid prolonged run-ups. Not only do they produce noise but they cost money.
- c. Avoid flying low at any time and especially over populated areas.
- d. Keep circuits as compact as possible
- e. Climb to height as soon as possible (based upon aircraft performance) and then reduce power to cruise settings.
- f. Ensure that throttle settings are applied commensurate with minimum emissions of noise, subject at all times to the maintenance of aircraft safety.
- g. When navigating across country look ahead and select the least noise sensitive route. If you can avoid flying over a residential area then do so.
- h. For helicopter pilots avoid rotor "slap" where possible.

As an authorized representative of(The Organisation) I agree to committing our Organisation to the spirit of this agreement. I will ensure that this agreement is distributed to all members of my organization involved in aviation.

Signed.

Date