

## MINUTES OF THE MOORABBIN AIRPORT AVIATION CONSULTATIVE COMMITTEE 18<sup>th</sup> March 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 Tony Aiezza	MAC	TA
Ms Lorraine Wreford	Member for Mordialloc. Parliament of Victoria	LW
Mr Darren Olsson	Airservices Australia	DO
Mr Stuart Rushton	RVAC	SR
Cr Ron Brownlees	City of Kingston	RB
Mr Tony Rijs	City of Kingston	TR
Ms Monica Bladier	Office of Federal Member for Isaacs - Mark Dreyfus MP	MB
Ms Vicki Mastihi	Office of Federal Member for Hotham - Simon Crean MP	SS
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 Mark Emerson	Oxford Aviation	ME
Ms Sue Long	MAC	SL
Ms Katie Conn	Department of Infrastructure and Transport	KC
Mr Adam Sullivan	Department of Infrastructure and Transport	AS
Mr Steve Galjar	Melbourne Flight Training	SG
<b>Apologies</b>		
Mr Noel Pullen	Office of Federal Member for Hotham	NP
Mr Charles Di Petta	MAC	CDP
Ms Adrienne Fleming	Tristar Aviation	AF
Mr. Gary Smythe	MFS/Airport Tenants Association	GS
Mr Brett Newman	Professional Helicopter Services	BN
Mr Kent Quigley	Airservices Australia	KQ
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

## 1. General.

Chairman opened the meeting at 1300 and welcomed attendees.

Apologies were made.

It was advised that MAACC/CACG agenda and minutes would be available on the MAC website ; [www.moorabbinairport.com.au](http://www.moorabbinairport.com.au).

## 2. Acceptance of previous minutes.

The Minutes of the previous meeting, held on 10<sup>th</sup> December 2011, were accepted.

## 3. Matters arising from last meeting.

3.1. **TU asked for an update report on progress in simulator training..** Aware that Oxford Aviation includes simulator training specifically for airline type cadets. Could this be extended beyond airline trainees and how is this viewed by CASA and ASA

- ME (Oxford) explained that simulators being used by Oxford Aviation are airline specific. Used only by cadets earmarked for airlines. It does halve the amount of practical airborne flying training they are required to do. Simulator training is not available for general ab-initio training.
- (TU) Is there potential for general training? (ME) Yes, however, regulations don't allow it at this point in time. Technology is improving and there is the possibility of it being available in the future.
- SR mentioned that simulators could be used where possible but will not replace ab initio training and therefore will not decrease circuit training.
- ME felt that simulator training would have little impact on reducing circuit training as it will not replace the practical training of take-offs and landings.
- DO pointed out that simulator training has no impact on ASA and is a CASA issue.
- PMcC reinforced that simulator training will only become more affordable when CASA change their rules and regulations for their use. There is still the need for the practical circuit training.
- ME said that if simulators are highly utilized then there is a cost benefit improvement.
- TU suggested that this is a subject worth pursuing because of the gains to be made to the community. How can interest be carried forward on the topic of simulators?
- PMcC replied that this is a technical issue but in terms of changing rules, queries will need to be directed to CASA, bearing in mind this will not significantly decrease flying training circuits. PMcC is not sure that flying schools will embrace this as they do have an economic interest in aircraft flying.
- TU asked PMcC if he would communicate on this committee's behalf.

- DH feels that the minutes of this meeting will do that.
  - SG said that in testing for licences, a student with more flight simulator training is less stable and has a greater lack of situational awareness (important when flying under VFR rules). Doubts that simulator training would reduce circuit training. However, it can be cost effective if added to existing qualifications.
  - PP asked whether students who play computer games are better at using simulators?
  - ME found that an interesting question. Perhaps, but you still require the practical experience. It would reduce time on radio procedures and cross-country training and being familiar with the cockpit and instruments.
- 3.2. **Update on Noise Abatement details in ERSA:** DH asked ASA to reply to MARA's question on noise abatement.
- DO has spoken to Kevin Storan (ASA). With request for an outcome, this will be documented in the later half of the year.
  - PMcC gave a progress report of the Circuit Training Taskforce: see report in Item 7.

#### **4. Major Development Plan Triggers “Significant Impact on the local community”**

- PMcC – Drafted in January 2011. All 21 Federally leased airports were extensively consulted. A Major Development Plan (MDP) is another further consultation process to the Master Plan (MP) and up until now it was linked largely to runway extension and other works over \$20M
- KC –the Airports Act 96 has been revised, and now features a trigger where there is an impact on the local community this is termed “significant impact: and the discussion paper details likely examples.
- AS would like to see improved community and airport relations and consultation arrangements. Significant impact triggers to allow community to have an opportunity to be consulted, eg. Traffic impacts, emissions. Airport development intergrated into communities and communities consulted.
- PMcC indicated that a MDP would usually be at a minimum cost of \$1M and a major step to put one in place. The Airports Association has concerns about the “loose” nature of possible triggers. For instance: a new hangar development. This could be objected to on the grounds of increasing aircraft on the airport, leading to increased noise. This should be treated as a frivolous or vexatious objection given the purpose of the site as an airport. A warehouse development within the existing Chifley Park could be objected to by those who maintain the airport is Green wedge and should thus have no development at all. Putting on Airports Association hat, raising capital is an issue for airports as planning certainty is needed this paper does not provide certainty.
- Adam would like genuine feedback on the AAA views.
- RB is concerned about the exemption from council planning controls for airports. Should a supermarket be planned, the increased traffic on infrastructure in the local area impacting on safety.

- DH asked for a definition of community and what the Minister's expectation for groups such as this one are
- Adam stated a need to consider information from the community group forums such as what is being held here today.
- Adam stated that the Minister will be advised by such groups, not individual persons and is not expecting CACG to respond collectively. Confirms MAAC is important.
- TR agreed with PMcC about the grey areas and lack of clarity. Previous guidelines, whilst not all-encompassing, were clear. If guidelines are not made clear a small development could be caught up in an MDP.
- PMcC agreed the MDP needs certainty. As an Airports Association director airports are concerned with the vagueness of the development. The Airports Act appeared adequate but it is vague. It's important to state that airports need to fund their own futures. A need to develop the site as a whole to retain as a whole. The community doesn't want to subsidise airports.
- LW would like to see more detail in the paper.
- DH directed comments to Adam. Would it be helpful to the Minister for a group such as this to present comments? We would hope that the government would be able to weigh up credibility of impacts from groups such as this to get a common understanding of issues.
- AS said that of airport proposed developments, if groups or individuals made comment, the Minister would seek CACG advice.
- KC confirmed other triggers are still there.
- TU said the document doesn't indicate development plans or applications will be advertised.
- Adam says it's not specifically clear because you have the Act to fall back on.
- MB asked if any effort was made to tie in with the state planning scheme.
- TR said no.

## **5. Community Aviation Consultation Groups.**

- PMcC handed out documents and guidelines for all federal leased airports and give an overview of what it means for MAACC.
- - requested name change to Moorabbin Airport Community Aviation consultation Group (CACG).
- - changed terms of reference that increase its terms to more than just noise (one group to look at both issues).
- - will be more informed on development works (on website have a building application register) now will come back to groups but issue on timing for smaller developments.
- DH stated that firstly this is a consultation group, therefore, not driven by outcomes. It is up to attending members to offer feedback to their constituencies. Success has been the awareness of Fly Friendly program and the Noise Abatement discussions.
- DO is complimentary about Moorabbin Airport and the group. Would like to use this as an example for other airports.

- TU brought up the subject of industry forums. TU would like an invitation or information on any that are operating.
- PMcC has previously suggested that the aviation industry form a Chamber of Commerce.
- DH noted this.
- ME advised that an industry group is in the early stages of forming.
- Through discussion some suggested changes to the Terms of reference were added:
  - The notation that Airservices Australia, CASA and the DoIT be named as “guests” of the group but that they would normally attend all meetings
  - Suggested by LW, that an annual report be published by the Chair and this, together with Minutes of the Meetings, be published on the MAC website.
  - That individuals be allowed to address the CACG on specific issues if sponsored by a CACG member and approved in advance by the Chair.

A revised Draft Terms of Reference is attached with these amendments included. This will be finalized at the next meeting.

## 6. Planning Coordination Forums

- PMcC – PCF’s are vital for airports and their developments. However they were basically written for capital city airports which have big issues, eg. land access. In Moorabbin’s case, it was asked to establish a PCF by the Minister when he approved the MP. Because there is little practical example from other airports as yet MAC is unsure how it will happen and be organized. However it is likely a PCF will be established shortly and this will require consultation with councils and state government.
- AS – there will be a ‘feeling out’ process and the roles will differ:
  - CACG – how things impact on site airport,
  - PCF – more involvement in planning off airport.
- DH asked KC how many CACG were currently operating.
- KC replied there were 19 at present. (none at Mt Isa or Tennant Creek).
- DO advised that Townsville and Sunshine Coast will be replicating CACGs.
- DH asked TU if he is happy with explanations given.
- TU replied that community groups need to be kept informed and has concerns at council’s involvement and the federal government not dealing with ground level groups such as this one.
- AS confirmed that local government will be involved in both groups

## 7. Report on progress of Circuit Training Taskforce.

- PMcC gave a progress report of the Circuit Training Taskforce:
- Third meeting was held 17<sup>th</sup> March 2011
- Looking at the issue of circuit training -
  - Pattern of flying training
  - Volume of traffic.
- Industry responses have been received except from a few flying schools and CASA.
- There is a diversity of views and expectations on what can be done.
- Minutes of the meeting are being prepared.
- After the final meeting in May, PMcC will present the findings to the Minister.
- TU asks if the outcome will be published on the website.
- PMcC advised that the findings will be documented and presented directly to the Minister. The Minister may well choose to request MAC publish this and MAC would do so if so requested.
- RB refers to the article published in the paper with the councils view on the airport and advises he has had one email in response.
- PP Felt the taskforce meeting was very positive although disappointed in the government regulators around the table who did not want to put forward possible changes.
- PMcC explained the challenge for the taskforce is to clearly document what the issues are,- the taskforce is not an enforcement role.
- LW asks if she can have input into the process of the taskforce.
- PMcC replied that when the taskforce was established the government was in caretaker mode and was in fact the previous administration. The task force meeting have been staging meetings to develop experience and viewpoints.
- LW was concerned that she will not be represented and bureaucrats may not be relaying information back to the state government.
- PMcC advised that bureacrats are briefing the Minister, Gordon Rich-Phillips and that he had also briefed the Minister so that he had adequate knowledge.
- PMcC stated the taskforce was created as part of the Master Plan. The focus group will carry out the job while state government has been invited and supplied four people to represent.

## 8. Mara Agenda Items.

- 8.1.1 **request for DoIT representatives to explain how they communicate to the community.** AS broadly described how DoIT will engage with consultation groups sitting in on these forums primarily as observers. Correspondence will be made through the office.

- 8.1.2 KC described how her branch regulates the Airport Act, MP, building and environmental control matters.
- AS described how his branch regulates what aircraft flies, permits required to fly, curfew administration at airports (Essendon, Sydney, Coolangatta and Adelaide) old and noisy aircraft and the insulation collection levy that was recently ceased.
- Further details on aviation, aviation environments and airports can be found on: [www.infrastructure.com.au](http://www.infrastructure.com.au).
- KC advised, from the airports branch, they regulate but do not monitor contractual arrangements of lease.
- *(Prior to leaving the meeting ME announced that Friday 25 March will be the grand opening of Oxford Aviation Academy.)*
- AS is happy to communicate any matters of concern and help out where he can anytime.
- **8.2.2 ASA Environmental branch.** DO gave an ASA update advising that three new personnel will be available to provide a presence at CACG's. The Ombudsman's report on aircraft noise reporting was finalized. There were 18 recommendations, one was looking at the complaints management; not necessarily to resolve complaints but at least provide better information.
- BR mentioned that yesterday there was a twin aircraft doing circuits, as someone in the streets, what do you do about reporting the noise?
- DO suggests get as much information as possible and contact PMcC. DO compliments PMcC for his excellent response in relation to handling noise complaints.
- MB said PMcC has nothing to do with aircraft once in the air.
- PMcC agreed but is always happy to explain and help people understand the situation.
- DO summed up that ASA will need to look at the issues and a standard response which at present will need improving, something to work towards.
- 8.2.3 DO is happy to share information between other CACG's.
- DH wrote to the Minister and received a positive response to Chairs meeting occasionally.
- DO advised that Moorabbin Airport was used as a baseline for other airports. Noise forum groups will be working with ASA to develop better communications.
- TU would like to see better communication between and ASA and the Department.
- **8.3 Fly friendly** PMcC apologized that the Fly Friendly agenda items have not yet been finalized due to the huge volume of work on other noise-related issues such as the task force.
- 8.3.2 SR cannot see Moorabbin flying schools establishing a formal committee responsible for continuing adherence to the agreement at this stage because flying schools tend to operate on their own.
- TU wondered if '*dob in a pilot*' for not observing the Fly Friendly agreement would work.
- SG advised that there is talk of forming an operators and tenants group. The CFI's meetings are working well.

## **8. Other Business.**

- PMcC raised the issue of aircraft certified in the “adventure flight” category by CASA. They may not have proper noise certification for a number of reasons and before they can operate from an airport they need the approval of the airport operator and to have consulted with the local council.
- One operator intends to operate a CT4 2 seat trainer for use by the Air Training Corps. It will operate out over Port Phillip Bay. There are currently 4 such aircraft at Moorabbin which are normally certified and the only reason this falls into the “adventure flight” category is that it is an ex-RAAF aircraft. A demonstration of this aircraft will be arranged for council and any other interested party but he has no objections as it is typical of most aircraft currently at Moorabbin and is operating at low frequency for a worthy community role.
- The second is an ex-Singapore Airforce jet trainer, which has not yet requested to operate but may do so. The engine is a modern jet engine as fitted to four Citation business jets currently quite legally at Moorabbin. However the aircraft looks large and is clearly a military jet. Should this operator request it be based at Moorabbin MAC would clearly liaise extensively with Council.
- AS said that his department will be issuing the permits to fly.

DH advised the next meeting as 24<sup>th</sup> June and thanked everyone for their attendance.

Meeting concluded at 3:00pm.

# DRAFT      **Moorabbin Airport Community Aviation Consultative Group**

## **Terms of Reference    March 2011**

1. The Moorabbin Airport Community Aviation Consultative Group (CACG) is to act as a forum so that key participants in the operation of Moorabbin Airport and representatives of communities surrounding Moorabbin Airport can understand each others activities and concerns.
2. Membership of the Committee will be:
  - a. **Key participants from Industry:** Moorabbin Airport Corporation, tenants of Moorabbin Airport.
  - b. **The Community:** Federal and State MP's, The City of Kingston (Executive and Council) Victorian State Department of Infrastructure, Organised Community groups.
  - c. **Permanently invited Guests of the CACG:** Airservices Australia, Civil Aviation Safety Authority, Department of Infrastructure and Transport
3. The Committee will discuss issues/concerns of the community at large and airport tenants regarding the operation of the airport. These issues will include:
  - Aircraft noise and environmental issues: Issues regarding aircraft noise management and flight paths will be discussed and suggestions made to the responsible authorities, CASA and Airservices Australia, regarding noise abatement procedures and safety measures where these are applicable
  - Development of the airport: Moorabbin Airport Corporation will provide information from time to time regarding plans for the development of the airport. This will include plans for future developments, steps being taken to implement the Airport Master Plan, ground transport and access issues, proposals that may increase or change aviation services, and any planning or regulatory policy changes that may affect the airport.
  - Ensuring effective complaints handling procedures are in place.
  - Reports by Airservices Australia and CASA on issues affecting the community.
4. Individual members of the committee note issues that affect them and can be actioned within their area of authority.
5. An Annual report will be compiled by the Chair and forwarded to the Minister for Infrastructure and Transport, and will be available on the MAC website.

### **General Information.**

- The Committee will be chaired by an Independent Chair and secretariat services will be provided by Moorabbin Airport Corporation. .
- Meetings are not open to the public. However individuals may be allowed to address the CACG on specific issues if sponsored by a CACG member and approved in advance by the Chair..
- The committee will meet quarterly.

