

**MINUTES OF THE MOORABBIN AIRPORT AVIATION
CONSULTATIVE COMMITTEE
25th JUNE 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 Pablo Mueller	Oxford Aviation (OA)	PM
Cr Lewis Dundas	City of Kingston	LD
Cr Ron Brownlees	City of Kingston	RB
Cr Rosemary West	City of Kingston	RW
Mr Tony Rijs	City of Kingston	TR
Mr Tim Lisle-Williams	Office of Federal Member for Isaacs - Mark Dreyfus MP	TLW
Ms Bella Mentor	Office of Federal Member for Isaacs - Mark Dreyfus MP	BM
Mr James Campbell	Office of Federal Member for Hotham - Simon Crean MP	JC
Mr Stan Stapor	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 Asa Masterman	Department of Infrastructure, Transport, Regional Development and Local Government (DITRDLG)	AM
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
Ms Marianne Richards	Victorian Department of Transport	MR
Ms Janice Munt MP	State Member for Mordialloc	JM

<p>1. GENERAL</p> <ul style="list-style-type: none"> • JB indicated that future e-mails to the Dingley Village Community Association (DVCA) are to be sent to the Secretary of the DVCA - David Madill on dmadill@tpg.com.au. • Chairman opened the meeting at 1300. • Mr Asa Masterman representing the DITRDLG was welcomed. Mr Masterman was a visitor 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. 	ACTION
<p>2. ACCEPTANCE OF PREVIOUS MINUTES</p> <p>The Minutes of the meeting 26th March 2010 were accepted.</p>	
<p>3. MATTERS ARISING</p> <ul style="list-style-type: none"> • DH questioned whether in future there was an intention for the meeting minutes to be placed on the MAC website. • PMcC indicated that a draft of the meeting minutes would be initially circulated via e-mail with a deadline for comments, after which they would be placed on the MAC website. <p>3.1. MARA 1.1 - Noise Ombudsman</p> <ul style="list-style-type: none"> • PMcC advised that the Noise Ombudsman position had been advertised. • AM advised that he would find out the details of the application and attach them to the minutes. <p>3.2. MARA 1.2 - Noelene Warry e-mail</p> <ul style="list-style-type: none"> • TU indicated that he had not yet progressed Noelene Warry's e-mail to Kent Quigley and will address this e-mail's issues through MARA. <p>4. AIRPORT MASTER PLAN</p> <p>4.1. Update</p> <ul style="list-style-type: none"> • PMcC advised that the MAC was awaiting the Minister's decision on the draft Master Plan with today (ie, 25th June 2010) being the final day for consideration by the Minister. As at the end of the meeting, MAC had not yet been contacted regarding the status of the draft Master Plan. 	<p>PMcC</p> <p>AM</p> <p>TU</p>

- *Edit: Update Post Meeting: The Master Plan was approved by the Minister on 25th June 2010 and announced by the Minister on 6th July 2010.*
- PMcC further advised that the Environment Strategy had been approved on the 25th February 2010 and within 90 days, a Notice of Approval was published and it can now be found on the MAC website.
- TR indicated that the Airports Act (Airports Amendment Bill 2010) was up for reading in Parliament and wanted to know what changes would be in place with regard to the Master Plan process.
- PMcC advised that there were substantial changes to the Master Plan process, the establishment of Community Consultative Groups would be mandatory and for future Master Plans more detail of actual planned developments would be required for the first 5 years life of the Master Plan.

5. WEBSITE PUBLICATION

5.1. MAACC Meeting Minutes

As indicated previously in Section 3, PMcC advised that a draft of the meeting minutes would be initially circulated via e-mail with a deadline for comments, after which they would be placed on the MAC website.

5.2. Building Application Register

- PMcC advised that details of building applications on the Airport were now on the MAC website.
- TU asked for clarification as to the purpose. PMcC advised it was to provide greater transparency so the public could find details of planned developments.
- PP enquired whether the public could object to any building application on this register.
- AM advised that that this was a register of building approvals, not planning approvals. There is no provision for public objection.

6. FLY NEIGHBOURLY AGREEMENT

- DH opened the discussion indicating that there are non-mandatory procedures, loosely called “Fly Friendly” in place at Moorabbin Airport and that other airports have similar, but more formal, agreements.
- PMcC indicated the Fly Neighbourly procedure is not a formal agreement, however now would be the time to start a formal agreement. MAC has produced a poster for pilots and flying schools, and MAC has had discussions with flying schools who are in general agreement but still want a non-mandatory agreement in place.
- PMcC asked attendees how does the committee want to take this forward?

A General Discussion followed:

- TU applauded PMcC suggestion and in moving forward, the Airservices Australia

proforma should be used which provides a series of guidelines that could be used as a starting point.

- PMcC suggested that the Maroochydore agreement could be used as an example and it could be adapted to suit the Moorabbin Airport situation. In preparing such a document for Moorabbin Airport, this group and flying schools could be involved together to establish a Fly Neighbourly Agreement for Moorabbin Airport.
- SR advised that he would be reluctant to sign any agreement that could hinder safety
- PMcC indicated that a balance needed to be struck rather than adopt extreme views. For example, pilots should be sensitive to the fact their flight paths takes them over housing. But conversely it is unrealistic to expect aircraft not to fly over housing as the airport is an urban airport.
- RB suggested that an appropriate sub-committee be established..
- PMcC indicated that there needs to be an appropriate terms of reference and people must understand that fly friendly will not result in a stop to flight training.
- DH stated that there needed to be a general awareness raising of flying over houses whilst considering safety, and people needed to understand how the Airport functions. DH then asked whether there was anything feasible that could be achieved to get an acceptable fly friendly agreement in place.
- JB stated that there already is another group and questioned why another group (ie, sub-committee) was needed.
- RW asked whether there could be adjustments to the training circuits to keep them away from being over homes. She was referred to the previous answer.
- SR indicated that the City Council allowed homes to be inappropriately developed around the Airport and that the Airport was here first.
- JB responded with the fact that times have changed and people are becoming more militant and may carry out protests.
- DH pointed out that TU said that setting up a new Fly Neighbourly Agreement at Moorabbin Airport was the best information he has had in over 10 years.
- TU said that as a resident of this area, what he wanted was that those pilots who fly over this area's homes, do so courteously whilst considering safety. To date, he felt that this message has not been understood by the flying community. What he wants is for RVAC, Oxford, Tristar and all other pilots is to get involved.
- TR advised that community expectations have now changed and that circuit training work has increased. The feedback council was receiving was from circuit training occurring on weekends, public holidays, night-time and other recreational times that impacts the residents most. TR suggested that a working group be established to address all these issues.
- TR advised that when people contact council, it is usually as a last resort and their advice is that they have no authority to do anything..
- RW asked PM whether the circuit training area could be changed.
- PM advised that unfortunately, pilots needed lights to follow and therefore they need to fly over areas where markers could be seen at night.
- RW indicated that she would want "*Fly Neighbourly*" to be more authoritative and wanted Greg Russell to give a community presentation with Airservices Australia and

CASA present.

- RB advised that council had made a submission to reduce the night-time flying hours because they believe that there has been an increase in night flying over time and they would like to see punitive controls in place like fines. He indicated that there needed to be a specific set of rules.
- PMcC stated that with defined rules there must be evidentiary proof of breaches which would not be simple.
- PMcC cautioned that a Fly Friendly agreement will only work if the relevant parties (flying schools) are willing to sign up to it. Putting unrealistic targets will not help anyone.
- He also cautioned that designing a Fly Friendly Agreement is essentially designed a code of conduct for pilots. It is not a forum for discussing areas such as circuit training times.

Conclusion and decision for action:

- DH asked for an agreement on establishing a working group to consider:
the facts of flying, the principles of flying friendly and match them up to get a policy in place
- TU asked that a small committee be created with BR (from DHV), PM (from OA), someone for Airservices Australia and PMcC who will convene this group.
- TU indicated that it would be appropriate for someone like TR from the City of Kingston to have input as well.
- It was agreed that PMcC would establish a sub-committee to provide input into a possible Formal Fly Friendly Agreement. This would consist of MAC, Oxford Aviation(Pablo Mueller), Bruce Reynolds, Airservices Australia(Kevin Storan to be invited) and City of Kingston (Tony Rijs). Sub-Committee to report back as soon as possible.

7. MARA AGENDA ITEMS

7.1. Environment Strategy 2010

- TU wanted environmental information about Moorabbin Airport to be put out in the public.
- TA advised the Environment Strategy is a public document- and this is the major control measure in place at Moorabbin Airport. MAC undertakes inspections of facilities and tenants and there has been a general improvement in the environmental performance at the Airport . MAC provides a report to the DITRDLG (MAC's landlord) every year which is reviewed by the DITRDLG environmental personnel. In addition, the DITRDLG has its regulator - the Airport Environment Officer who regularly visits, inspects facilities and oversees environmental management programs at the Airport.

7.2. Retention of Trees

- RW asked about the trees that had been removed on the golf course.
- TA advised that MAC had reports undertaken by independent consultants in 1998 and

in 2008 that addressed the flora and fauna values on the Airport. The reports found no fauna species listed under the Commonwealth EPBC Act or the Victorian FFG Act.

The only recommendation made was in relation to protecting the few remnant Coast Manna Gum and Red Gum trees.

TA advised that the decommissioning of the trees was related to the golf course works and any trees that were recognized for their conservation values have not been, and would not be impacted by the golf course works as a result of MAC's environmental management practices.

- RW asked about barrel drains being constructed to replace the existing Mordialloc Settlement Drain as stated in the draft Master Plan.
- CDP advised that MAC had consulted at length with Melbourne Water with regard to stormwater management and in particular the Mordialloc Settlement Drain which is not a natural water course. Furthermore, discussions with Melbourne Water have also addressing the environmental aspects associated with its redirection.
- TU asked at what stage are the plans for doing the drainage works.
- CDP advised that MAC is only at the design principles stage with Melbourne Water with hydraulic issues needing to be further developed.
- BR asked about the earthworks on the former golf course.
- CDP explained that they are dam filling works associated with the demolition of the former golf course.
- TU asked whether the earthworks are in preparation for the Wesfarmers development (ie, Coles)
- CDP replied no.
- RW wanted to know if MAC protected the tree's understorey
- TA advised that the previous reports did not identify any understorey that required protection
- RW stated that the reports were only done some 6 months ago.
- TA advised that the reports were carried out in 1998 and 2008 and both identified no understorey that required protection.
- RW asked about MAC's tree removal policy, particularly in light of the trees removed on the golf course and with regard to the Victorian Native Vegetation Management Framework.
- TA advised RW that all the trees removed from the golf course were exotic grassland or exotic planted vegetation. Therefore, they were not Victorian native vegetation and therefore the Victorian Native Vegetation Management Framework does not apply.
- RW asked that MAC provide a tree replacement policy.
- TA advised that MAC adopts internal guidelines. In response to the RW question on tree replacement, the MAC policy is to use the *Port Phillip and Western Port - Native Vegetation Plan 2006* as a guide in managing its remnant native vegetation (as identified in the flora and fauna reports) and employing external consultants that can provide advice on responses and offset requirements for clearing remnant vegetation and scattered trees. Also used in such assessments will be external consultants that provide aviation safety advice associated with the planting of native vegetation and

trees and their potential to attract bird and animal hazards.

7.3. Master Plan Update

- See Section 4 - MAC awaiting imminent response from the Minister today (26th June 2010).

7.4. JetStar Training Programme (Oxford Aviation)

- PMcC advised that JetStar is working with Oxford Aviation to develop a flight training program at Moorabbin Airport.
- PM advised that the training to be provided at Moorabbin Airport should result in a reduction in the amount of circuit flying to the regulatory minimum, therefore minimizing the amount of flying time and therefore reducing the associated environmental impact.
- TR asked whether there would be an increase in the number of students
- PM advised that there would be an increase, but that it would not be significant as there would also be a substitution in the type of student training with OA.

7.5. Senate Reference Committee Hearings into Airservices handling of Noise

- TLW indicated that the Senate Enquiry was held on Friday, May 21st 2010 at Melbourne Airport and representatives from Kingston Council, DVCA and MARA attended.
- PMcC advised that there had been over 200 written submissions, including many from around Perth. He was unable to attend the public hearing for personal reasons but MAC had made a written submission.
- The findings are now available at:
http://www.aph.gov.au/senate/committee/rrat_ctte/aircraft_noise/report/index.htm

7.6. Community Aviation Consultation Group Guidelines

- AM advised that guidelines were being developed and the Department had asked for submissions. The Guidelines are being viewed as an evolving set of principles that would develop and/or change over time. An example of a principle being suggested was having an independent Chair as is the case at Moorabbin Airport..
- PMcC advised that he supported the guidelines and suggested that regulatory bodies and airports should be participants, as well as airlines where applicable.
- RW asked who controls who participates in such a group
- AM answered that the guidelines do not prescribe participants
- PMcC indicated that the Airport does have a role on who should be part of the group.
- TU stated that with reference to the independent Chair, he believes that it should not

change too often due to the amount of aviation knowledge that requires understanding.

7.7. Report into Mid-air Collision in August 2008

- SR advised that there will be no comment on the mid-air collision until the final ATSB report is published.

8. OTHER BUSINESS

- TU asked how does the Control Tower operate
- PMcC showed the meeting a chart he had prepared comparing tower operating hours and circuit training times from June 2010 (transition to Class D operations) to the previous operation as a GAAP airport. He indicated that the Control Tower operating hours have increased significantly .
- Airservices Australia were not at the meeting as so could not explain in detail how the tower operates.
- BR suggested that someone from Airservices Australia should provide TU with a tour of the Control Tower.
- DH asked whether the tour of the Control Tower can be extended to other members of this group
- PMcC advised that he will contact Airservices Australia's Kevin Storan and try to organise a tour.
- DH wished to thank Mr Asa Masterman for his attendance, advice and participation in the meeting.

The meeting concluded at 1500.

9. Next Meeting

17th September 2010.

Tentative date for the remaining 2010 meeting:

10th December