

**MINUTES OF THE MOORABBIN AIRPORT AVIATION  
CONSULTATIVE COMMITTEE  
26<sup>th</sup> MARCH 2010**

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

<b>PRESENT:</b>	<b>REPRESENTING</b>	
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. Gary Smythe	MFS/Airport Tenants Association	GS
Mr Kent Quigley	Airservices Australia	KQ
Mr Owen Richards	CASA	OR
Cr Lewis Dundas	City of Kingston	LD
Mr Mark Dreyfus MP	Federal Member for Isaacs	MD
Ms Monica Bladier	Office of Federal Member for Isaacs - Mark Dreyfus MP	MB
Mr Shane Vaughan	Office of Federal Member for Hotham - Simon Crean MP	SV
Ms Janice Munt MP	State Member for Mordialloc	JM
Cr Ron Brownlees	City of Kingston	RB
Cr Rosemary West	City of Kingston	RW
Mr. Tom Uren	MARA/ Mordialloc Village Committee	TU
Mr. Bruce Reynolds	Dingley Heatherton Village	BR
<b>Apologies</b>		
Mr Phil Betts	Oxford Aviation Academy	
Mr Brett Newman	Professional Helicopter Services	
Mr. Stuart Rushton	RVAC	
Mr Kevin Storan	Airservices Australia	
Mr Graeme Rogers	CASA	
Ms Marianne Richards	Victorian Department of Transport	
Mr. Tony Rijs	City of Kingston	
Mr. Paul Phillips	Dingley Village Community Ass	
Mr. Joe Biviano	Dingley Village Community Ass	

	ACTION
<p><b>1. GENERAL</b></p> <ul style="list-style-type: none"> <li>Chairman opened the meeting at 1300.</li> </ul>	
<p><b>2. ACCEPTANCE OF PREVIOUS MINUTES</b></p> <p>The Minutes of the meeting 11<sup>th</sup> December 2009 were accepted.</p> <p><u>David Warner's departure</u></p> <p>Committee wished to thank David Warner (former Operations Manager) for his contribution to the MAACC and wished him the best in his new role at Airservices Australia in Canberra.</p>	
<p><b>3. MATTERS ARISING</b></p> <p><b>Agenda Item 1.1. Attachment 2: Fly Neighbourly Information provided by TU</b></p> <p>TU put a covering note together regarding “Fly Neighbourly Objectives” and attached the Airservices Australia “Fly Neighbourly Agreements - Guidelines for their preparation and use” which TU indicated should be implemented at Moorabbin Airport and managed by Airservices Australia, CASA and MoorabbinAirport Corporation (MAC).</p> <p>TU indicated that the Aviation White Paper contained an example being Essendon Airport and he suggested that we should review what happens at Essendon Airport to manage aircraft noise which includes greater community involvement. What there is a Moorabbin Airport is material inserted into ERSAs which is a voluntary code that is generally not followed. TU suggested that what is needed is a regulatory prescriptive code.</p> <p>KQ indicated that there are no regulatory obligations to apply the “Fly Friendly” process on any operator. That is, there are no regulatory powers under the Act and therefore it cannot be enforced.</p> <p>GS stated that there are about 10 Fly Neighbourly Agreements around Australia, but it is very difficult around Moorabbin Airport.</p> <p>DH agreed with TU to discuss the White Paper with reference to the noise ombudsman who may assist with noise issues. This will be discussed at length at the next meeting.</p> <p>KQ indicated that the Essendon Airport Committee was working closely with the community, but there was no direction as yet provided. KQ stated that there was no timeframe as yet to establish a noise ombudsman and its operation is yet to be determined in terms of addressing and managing noise. The report was sent to the Minister in April 2009 and awaits further action.</p> <p>TU stated that he wants a similar process to that of the Essendon Airport Noise Committee where the community, all regulators and operators all work together. He</p>	

believes that the impact on the community is greater from Moorabbin Airport (than from Essendon Airport) and that it is more worthy than Essendon on having such a committee based on the number of movements. TU stated that he wants a “Fly Neighbourly Agreement” and a working group like the White Paper Essendon Airport Committee (see Chapter 14 from the White Paper, commencing on page 205)

RW asked why Essendon Airport was used as the consultative group example.

PMcC replied that when the last Essendon Master Plan was approved the Minister “requested” that this group be established as there was no existing consultative group. It was a working group to come up with recommendations rather than a permanently established consultative committee such as Moorabbin has. PMcC stated that in the White Paper the existing operation of the MAACC is illustrated and this compares almost exactly to the model the Minister will mandate for all leased airports.

DH confirmed that Moorabbin Airport model does appear to be a forum for community involvement (as indicated by ministerial advisors). DH asked whether it would be a good idea to have a separate noise sub-committee.

Both PMcC and MD indicated that it would not be a good idea as it would lead to false expectations (ie expectation would be falsely raised). MD indicated that it was important to have realistic expectations and the situation at Moorabbin Airport was much better than at many other airports.

JM thought it a good idea to have a national noise ombudsman as it would be seen as an independent process.

PMcC stated that MAC would back a national noise ombudsman.

KQ indicated that there is currently a Senate inquiry under way which has received over 100 submissions and is next scheduled to meet in April.

MD has asked that this Senate Committee meeting hear at the City of Kingston.

TU stated that MARA has made a submission to the Senate inquiry.

RW indicated that the City of Kingston has also made a submission.

DH indicated that in summary, this committee wants to know more about the noise ombudsman role, more about what is happening at Essendon Airport, and advice from those involved in assessing the White Paper.

RW wants an item on the next Agenda to be the establishment of a committee to establish a “Fly Neighbourly Agreement”.

DH stated that the noise ombudsman was expected to address issues around aircraft noise and “Fly Neighbourly Agreements” and is expected to have some sort of monitoring role.

PMcC indicated that “Fly Neighbourly Agreements” are not enforceable and that there are no sanctions.

TU pointed out on page 7 of the White Paper that the Essendon Airport Committee had to report findings to the Minister so why could the MAACC do the same?

PMcC explained again that the Essendon Airport group was set up specifically to put recommendations to the Minister because there was no previous agreement.

## **4. AIRPORT MASTER PLAN**

### **4.1. Update**

- PMcC advised that the Master Plan was lodged in August 2009 and that it was subject to 2 “stop-the-clocks”. The first was due to the late Victorian Government submission that was very detailed and required a detailed response from MAC. The second was due to more questions from the Department and a response was currently being prepared for submission in the near future.

RW asked whether the proposed extension to Southern Road was still possible.

CDP explained that the proposed extension was retained in the current Draft Master Plan.

## **5. WHITE PAPER ON AVIATION**

### **5.1. Update**

- PMcC indicated that it appears that the White Paper concentrated far too heavily on the Federally-leased Airports and less heavily on the other large areas of aviation in Australia. From the point of view of Moorabbin the three areas of interest are:
  1. general aviation (the Minister indicated that it was important for general aviation to survive);
  2. airport planning and development (Master Plans will require much more detail and more consultation with Moorabbin Airport being held up as an example);
  3. aircraft noise (establishing an aircraft noise ombudsman that MAC supports).

DH commended Moorabbin Airport on its submission.

TU indicated that there is no community consultation and that MAC has too much control. He doesn't understand how consultation is really happening? With the Moorabbin Airport model in mind, TU would like the local community to be able to tell MAC, CASA and others what their concerns are, but he would like there to be outcomes.

DH stated that he understood this committee to be a forum for advocacy and a forum for gathering information.

PMcC indicated that one of the White Paper suggestions was to publish consultative meeting minutes on the relevant Airport's website. This way, the meeting's findings are open to the public.

JM left the meeting at this point for another appointment.

## 6. CASA DIRECTIONS TO AIRSERVICES REGARDING GAAP AIRPORTS

### 6.1. Update

KQ from Airservices Australia indicated that we will be transitioning to a Class D aerodrome on 3 June 2010. Such a transition will impact on the number of aircraft that can enter the Moorabbin Airport training circuit, as well as:

- increasing the overall aviation safety around the Airport; and
- increasing the hours that the control tower will operate to day-light hours which is yet to be finalised.

TU indicated that he had an inquiry from the Leader Newspaper regarding GAAP to Class D, and he wanted to know what information could be provided to the journalist.

KQ indicated that he would provide information to TU attached to these minutes on the information that could be provided to the Leader Newspaper.

**KQ**

When asked by a member of the MAACC, OR stated that when Moorabbin transitions to Class D, which provides stricter control of airspace, there will not be an imposed “cap” on the number of aircraft allowed in the circuit, as is the temporary arrangement at present under GAAP conditions. This is only when the tower is operational.

AF and GS left the meeting at this point for other appointments.

KQ advised that there will be an increase in staffing at the Moorabbin Airport tower as a result of the changes. In response to a question from an MAACC member, managing aircraft noise is not the role of the control tower, it is the safety of aircraft on the Airport and in the air.

TU asked how many aircraft would there be in a circuit and how many controllers would manage the aircraft in a circuit.

OR provided a technical answer with the emphasis on aircraft safety.

## 7. CURRENT AIRCRAFT MOVEMENT STATISTICS

PMcC tabled information (“Moorabbin Aircraft Movements - Monthly) dating back to 1997 on the monthly aircraft movements at Moorabbin Airport to the end of January 2010. He explained that a spike in 2008 was due to a flying school providing a limited flight training program. December and January each year has a lower number of movements due to air turbulence, conversely March and April has more movements due to an increase in flying school movements.

There was a total of 310348 movements for the 2009 calendar year.

## **8. AGENDA ITEM FROM MARK DREYFUS MP (LETTER FROM DEP'T OF INFRASTRUCTURE TO MD QC MP)**

MD indicated that there is better departmental awareness regarding the flight training operations at Moorabbin Airport with particular reference to helicopter training and the associated concern of the Dingley Village Community Association.

MD left the meeting at this point for another appointment.

## **9. MARA AGENDA ITEMS**

### **9.1. Agenda Items 1 - 3**

- Already addressed in previous discussions during the meeting.

### **9.2. Agenda Item 4 - Noise reduction: ANIBAL propeller**

- PMcC advised that there was an article about this quieter propeller in a 2008 or 2009 technical magazine, but he believes that there has been no further development as there is a lack of any further reference material available.

### **9.3. Agenda Item 5 - Engine Exhaust Noise**

- TU suggested that if silencers have been fitted to some aircraft, why can't they be fitted to all?
- PMcC advised that the fleet of training aircraft at Moorabbin Airport is amongst the most modern in Australia. He also pointed out that noise from aircraft is also generated from sources other than the engine exhaust. In addition, all new aircraft are now supplied with a '*noise certificate*'.
- OR also pointed out that certified aircraft cannot usually be altered or modified as it may affect the aircraft's performance and safety beyond the manufacturer's specifications

### **9.4. Agenda Item 6 - RAPAC**

- OR indicated that this is a group that is co-ordinated by CASA to discuss air management issues and includes members such as Qantas, Virgin, the RAAF, Airservices Australia and CASA. It is an operator-oriented users group and it is a forum for industry players to have input into CASA and Airservices Australia, similar to the Class D industry forums (and therefore not applicable as a community consultation forum).

### **9.5. Agenda Item 7 - E-mail from Ms Warry to Airservices**

- TU indicated that this letter was relevant because there is a lack of communication between industry and the community.

No further response or comment provided.

## 10. OTHER BUSINESS

- PMcC advised that the exemption from displaying ASICs for the last 5 years will shortly cease and so from September 2010, anyone on the Airport must have an ASIC, a VIC (ie, Visitor Identification Card) or be a passenger. This is because all airports with any RPT services will have this requirement imposed on them.
  
- RW enquired about skydiving activities around the Mordialloc and Parkdale area.
- PMcC advised that there was currently a trial occurring at Elwood beach authorized by the City of Port Phillip. Any requests for information on this activity should be directed to CASA who certify skydiving operations. PMcC also advised RW that she contact the City of Port Phillip on the process of endorsing or otherwise such an activity.
  
- RW asked why the golf course buildings were being demolished.
- CDP advised that it was part of the development and associated clearing works.
  
- RW wished to thank MAC for its assistance with the Southern Autistic Flying Group.
- PMcC advised that there were approximately 120 kids and families involved on the day and flying in the DC3. The Young Eagles by RVAC also operated on the day and there was a wedding on the Airport as well on this day. PMcC pointed out that all of the above activities may be an issue that will require management when the ASIC exemption ceases.

The meeting concluded at 1500.

## 11. Next Meeting

**25<sup>th</sup> June 2010.**

Tentative dates for the remainder of 2010 meetings:

17<sup>th</sup> September; 10<sup>th</sup> December