

# MOORABBIN AIRPORT

PRELIMINARY  
DRAFT

# MASTER PLAN

# 2009

# 35

# R

April 2009



**Moorabbin Airport**

# Note

This Master Plan has been prepared by Moorabbin Airport Corporation (MAC) in accordance with the provisions of Part 5 of the Airports Act 1996 and the Regulations made under that Act.

This Master Plan is a revision of the approved 2004 Master Plan and continues the overall themes and strategies described in the 2004 Master Plan.

The Master Plan includes a number of objectives and strategies which have been formulated in response to various internal assessments, forecasts, analyses and assumptions undertaken or made by MAC as part of its strategic planning processes and to discharge its obligations under the Airports Act. The assessments, forecasts, analyses and assumptions made or undertaken should not be used or relied upon by any other person or for any other purpose.

It should be noted that the strategies and scenarios described are indicative only and their inclusion should not be read as an assurance that any or all of them will occur.

# Contents

## Part A Moorabbin Airport Master Plan Context

|          |  |           |           |   |           |
|----------|--|-----------|-----------|---|-----------|
| <b>1</b> | <b>Introduction . . . . .</b>                    | <b>12</b> | <b>7</b>  | <b>Airport Protection . . . . .</b>   | <b>42</b> |
| 1.1      | Master Plan Structure                            | 13        | 7.1       | Prescribed Airspace   | 43        |
| 1.2      | Master Plan Preparation                          | 13        | 7.2       | Aircraft Noise Measurement and Forecasting:<br>the Australian Noise Exposure<br>Forecast (ANEF)   | 44        |
| 1.3      | Airports Act 1996 Requirements                   | 14        | 7.3       | Aircraft noise mitigation and information.  | 50        |
| 1.4      | Master Plan Consultation Process                 | 14        | 7.4       | Flight Paths  | 52        |
| <b>2</b> | <b>Vision and Objectives . . . . .</b>           | <b>16</b> | 7.5       | Flight Paths: Runway Operations   | 54        |
| <b>3</b> | <b>Moorabbin Airport . . . . .</b>               | <b>18</b> | 7.6       | Flight Paths: Moorabbin Training Area   | 56        |
| 3.1      | Site Context & History                           | 19        | <b>8</b>  | <b>Environmental Management . . . . .</b>   | <b>58</b> |
| 3.2      | Airport Land Use and Operations                  | 20        | 8.1       | Introduction  | 59        |
| <b>4</b> | <b>Airfield . . . . .</b>                        | <b>24</b> | 8.2       | 2009 Draft Environment Strategy   | 59        |
| 4.1      | Design Aircraft                                  | 25        | 8.3       | The Management of Potential Environmental<br>Impacts related to the Master Plan<br>Implementation | 60        |
| 4.2      | Legislative Requirements                         | 26        | 8.4       | Environmental Aspects   | 61        |
| 4.3      | Aircraft Safety                                  | 26        | 8.5       | Continual Environmental Management<br>Improvement of the Airport Community                        | 65        |
| 4.4      | Aerodrome Certificate                            | 27        | 8.6       | Communication and Consultation  | 65        |
| 4.5      | Airfield Operational Infrastructure              | 27        | <b>9</b>  | <b>Ongoing Consultation . . . . .</b>   | <b>66</b> |
| <b>5</b> | <b>Aviation Business &amp; Support . . . . .</b> | <b>32</b> | 9.1       | Moorabbin Airport Aviation<br>Consultative Committee  | 67        |
| 5.1      | Corporate and General Aviation                   | 33        | 9.2       | Additional Consultation   | 69        |
| 5.2      | Helicopters                                      | 33        | <b>10</b> | <b>Strategic Context . . . . .</b>  | <b>70</b> |
| 5.3      | Pilot Training                                   | 34        | 10.1      | Context   | 71        |
| 5.4      | Control Tower                                    | 34        | 10.2      | Economic Benefits and Opportunities   | 78        |
| 5.5      | Nav aids   | 35        | 10.3      | Economic Activity and Master Plans  | 81        |
| 5.6      | Fuel Facilities                                  | 35        | 10.4      | Strategic Locational Advantages   | 81        |
| 5.7      | Terminals  | 35        | <b>11</b> | <b>Infrastructure Context . . . . .</b>   | <b>82</b> |
| <b>6</b> | <b>Aviation . . . . .</b>                        | <b>36</b> | 11.1      | Background  | 83        |
| 6.1      | Aircraft Movements                               | 37        | 11.2      | Former Moorabbin Airport Golf Course  | 84        |
| 6.2      | GA Movement Forecast                             | 37        | 11.3      | Infrastructure Works  | 86        |
| 6.3      | Fleet Mix  | 39        | 11.4      | Infrastructure Consultation Summary   | 91        |
| 6.4      | Based Aircraft                                   | 40        | <b>12</b> | <b>Planning Context. . . . .</b>  | <b>92</b> |
| 6.5      | Regular Public Transport (RPT)                   | 40        | 12.1      | Airports Act 1996   | 93        |
| 6.6      | RPT Market Potential                             | 41        | 12.2      | National Policy Context   | 93        |
| 6.7      | Airport Requirements for RPT Jet Operation       | 41        | 12.3      | State Planning Context  | 94        |
|          |  |           | 12.4      | Regional Planning Context   | 97        |
|          |  |           | 12.5      | Local Planning Context  | 98        |
|          |  |           | 12.6      | Consistency with the Airports Act 1996  | 103       |

## Part B Moorabbin Airport Master Plan Implementation Framework

|          |  |            |
|----------|--|------------|
| <b>1</b> | <b>Implementation Framework Structure . . . . .</b>                      | <b>108</b> |
| 1.1      | Implementation Framework Structure                                       | 109        |
| 1.2      | Land Use and Development Approvals                                       | 110        |
| 1.3      | Planning Approvals Process   | 111        |
| <b>2</b> | <b>Land Use Policy . . . . .</b>   | <b>114</b> |
| 2.1      | Strategic Policy Considerations  | 115        |
| 2.2      | Vision and Objectives  | 115        |
| 2.3      | Land Use Strategy  | 116        |
| <b>3</b> | <b>Precinct Policy . . . . .</b>   | <b>118</b> |
| 3.1      | Precinct A – Airside Operations  | 120        |
| 3.2      | Precinct B – Airport Support Services                                    | 122        |
| 3.3      | Precinct C – Existing Retail & Commercial                                | 124        |
| 3.4      | Precinct D – Industrial, Office, Retail, Commercial and Aviation Support | 126        |
| 3.5      | Precinct E – Business and Commercial including Aviation Support          | 128        |
| <b>4</b> | <b>Land Use and Development. . . . .</b>                                 | <b>130</b> |
| 4.1      | Special Use Zone   | 132        |
| 4.2      | Advertising Signs  | 142        |
| 4.3      | Car Parking  | 145        |
| 4.4      | Loading and Unloading of Vehicles  | 148        |
| 4.5      | Design Principles for New Development                                    | 149        |
| 4.6      | Definitions  | 150        |

## Part C Appendices

|   |     |
|---|-----|
| Appendix A – Endorsed ANEF  | 156 |
| Appendix B – Correspondence from Department of Sustainability and Environment       | 158 |
| Appendix C – Extract from Kingston Planning Scheme – Airport Environs Overlay (AEO) | 160 |
| Appendix D – Abbreviations  | 162 |
| Appendix E – References   | 164 |

## List of Figures

|  |     |
|--|-----|
| Figure A1 – Locality Plan  | 21  |
| Figure A2 – Existing Airport Layout  | 23  |
| Figure A3 – Aviation Facilities  | 31  |
| Figure A4 – Prescribed Airspace (OLS)  | 45  |
| Figure A5 – Prescribed Airspace (PANS-Ops)   | 47  |
| Figure A6-1 – Long Range ANEF  | 48  |
| Figure A6-2 – 2009 / 1998 Long Range ANEF Comparison                                 | 48  |
| Figure A7 – Runway 17L, 17R, 35L, 35R – Arrivals, Departures and Circuits            | 53  |
| Figure A8 – Runway 13L, 13R, 31L, 31R – Arrivals, Departures and Circuits            | 55  |
| Figure A9 – Departures and Arrivals – Helicopters                                    | 57  |
| Figure A10 – Site Context  | 73  |
| Figure A11 – Indicative Workforce Location   | 75  |
| Figure A12 – Regional Accessibility  | 77  |
| Figure A13 – Local Accessibility   | 79  |
| Figure A14 – Proposed Site Infrastructure  | 85  |
| Figure A15 – Extract from Industrial Land Use Policy – Kingston Planning Scheme      | 99  |
| Figure B1 – Application Assessment Process   | 112 |
| Figure B2 – Moorabbin Airport Indicative Land Use                                    | 117 |
| Figure B3 – Airport Precinct Plan  | 119 |
| Figure B4 – Precinct A – Airside Operations  | 121 |
| Figure B5 – Precinct B – Airport Support Services                                    | 123 |
| Figure B6 – Precinct C – Existing Retail & Commercial                                | 125 |
| Figure B7 – Precinct D – Office, Retail, Commercial, Industrial and Aviation Support | 127 |
| Figure B8 – Precinct E – Business and Commercial including Aviation Support          | 129 |
| Figure B9 – Zoning Plan  | 131 |

# Foreword

## Preliminary Draft Master Plan

The Moorabbin Airport Corporation (MAC) has achieved much in our first decade as the airport lessee company for Moorabbin Airport. We are pleased to provide this Preliminary Draft Master Plan (2009) to set out our continued strategy for the protection, operation and growth of Moorabbin Airport for the next 20 years and beyond.

This is the third Master Plan we have prepared to ensure the ongoing strong and coordinated protection and management of Moorabbin Airport as a strong General Aviation airport.

The MAC purchased the current 49 year lease in 1998, with an option for a further 50 years. The airport remains Commonwealth land and the Airports Act 1996 requires that every five years the owners of privatised Airports prepare a Master Plan for the land use of the Airport over the following 20 years of the lease.

This Preliminary Draft Master Plan (2009) reflects a comprehensive re-examination of the demand forecast for aviation activities on this site and planning for the airport site as a whole.

The MAC continues to be committed to strengthening the airport operational capacity through dedicated management and attracting new aviation businesses.

**Moorabbin Airport gained the prestigious accolade of “Regional Airport of the Year 2006” awarded by the Australian Airports Association.**

In part this was due to the successful development of the airport as a centre of aviation excellence and especially pilot training.

We aim to maintain Moorabbin Airport as Victoria's premier location for pilot training, services for General Aviation aircraft and a base for recreational pilots.

In addition, due to its inner south-eastern metropolitan location, Moorabbin Airport has the ability to offer more convenient and user-friendly transportation options to both business and leisure travellers.

The ongoing promotion of both aviation and commercial businesses will significantly contribute to the future employment and economic success of the south-east Melbourne and the State of Victoria.



**Patrick Goodman**

Chairman  
Moorabbin Airport Corporation Pty Limited

# Executive Summary

35  
R

# MOORABBIN AIRPORT MASTER PLAN 2009

## Airport Overview

Moorabbin Airport is home to over 50 aviation organisations, including 11 flying schools and some 350 aircraft and helicopters are located on the 294 hectare site.

In recent years, Moorabbin Airport has evolved with a strong role in providing career oriented commercial flying training. It is now one of the major airports in the world performing this essential training role in addition to general aviation functions.

The Airport is located in the inner south east metropolitan region, 21km from the Melbourne Central Business District. It provides key General Aviation facilities to the region's 1,480,000 population (2006) which is forecast to grow to 1,825,000 over the next 22 years.

The preliminary draft Master Plan (2009) acknowledges and responds to this evolution of the aviation business. Importantly, this Master Plan continues to ensure that the necessary planning and infrastructure is in place to support the development and evolution of Moorabbin's aviation and business activity in accordance with the Airport Act requirement to comprehensively plan for the next 20 years.

Importantly, the airport cannot operate simply on revenues derived from aviation activities. Investment in and returns from non-aviation activities are essential to facilitate the significant cost of operating the airport. These diversified revenues are required to facilitate the significant and necessary investment in aviation development, operations and airport infrastructure, in order to ensure the ongoing viability and growth of the airport and aviation activities.

The Moorabbin Airport Corporation (MAC) will protect and develop Moorabbin Airport as an efficient and significant state and regional airport, that strongly contributes to the aviation function, employment, community and economic needs of south east metropolitan Melbourne.

The MAC will continue to attract aviation and business tenants of the highest quality, through the provision of an exceptional aviation and business environment. This Master Plan reinforces the strategic airport and land use planning outcomes established in the 1999 and 2004 Master Plans.

## Master Plan Approval Process

This preliminary Draft Master Plan (2009) has been prepared to continue to guide the planning for aviation, infrastructure, business and employment activities at Moorabbin Airport for the next 20 years. The public is able to provide written comments on this Master Plan. The public exhibition, notification and response period for comment is 60 business days. All submissions are required to be acknowledged, analysed and responded to in the preparation of a Draft Master Plan for approval by the Commonwealth Minister for Infrastructure, Transport, Regional Development and Local Government.

The 2004 Master Plan remains current during the review and approval process for the Master Plan 2009.

## Aviation Strategy

The 2009 Master Plan continues the process of forecasting and planning for the future of aviation and its protection and development at Moorabbin. Importantly maintenance of the Obstacle Limitation Surface (OLS) requirement continues to protect long term airport operation.

It sets out the key aviation requirements and details how they are protected for the future as part of the evolution of the wider southeast metropolitan region.

In preparing this preliminary Draft Master Plan significant reviews and updated assessments of projected aviation requirements have been completed. It recognises the evolving aviation role that will apply to the airport through the planning horizon of this Master Plan.

In particular, aircraft movement numbers have varied considerably from year to year since MAC commenced its leasehold. In the early 2000s annual movements peaked at approximately 250,000. Since 2007, annual movements have increased to above 300,000 and towards 400,000 in 2008, due largely to a significant increase in commercial flying training at Moorabbin airport. Leisure flying continues to stagnate, primarily due to cost pressures. Commercial flying training, especially of overseas students, is a major continuing requirement for the airport to accommodate.

During the life of this Master Plan aviation training and aircraft support services will provide a substantial base for the use of Moorabbin Airport, both in terms of aircraft movements and supporting land use activities. Pilot training is provided to approximately 800 students annually with 400 instructors servicing this major export earning activity for Victoria.

In addition to general aviation uses, this Master Plan continues to plan for potential Regular Public Transport (RPT) services to other Australian capital cities. At present, this proposed airport use remains an opportunity rather than a near term likely outcome, but is an appropriate use to include in future land use assessment.

The overall aircraft movement rate forecasts form the basis of a "Long Range ANEF", the standard noise exposure forecast utilised in Australia. The Long Range ANEF in this Master Plan is based on a maximum of 500,000 estimated movements per annum.

Moorabbin supports a very wide regional catchment, providing direct air connection opportunities to regional Victoria, Tasmania and Australian mainland areas. The airport services and provides facilities, both airside and landside, for a wide range of people from metropolitan Melbourne and beyond.

This Master Plan provides the context and strategy for both the ongoing and growing aviation function of the airport and the compatible use of key precincts for a range of airside and landside uses and employment generating opportunities.

### **Airport Role and Strategy**

The land use precincts surplus to specific aviation requirements were established through the approved 1999 and 2004 Master Plans and are reviewed in this 2009 Master Plan but remain substantially the same.

This 2009 Master Plan continues to support the implementation of land uses that support and enhance the airport and the south east's regional economy and community whilst at the same time ensuring that the long term growth of aviation activity is protected and enhanced.

Moorabbin Airport is serviced by an extensive existing network of aviation and service infrastructure. This infrastructure network will continue to be upgraded through the life of this 2009 Master Plan.

The existing infrastructure network capacity is progressively being upgraded as new businesses and services are provided on the Airport site. Major storm water drainage management improvements are being implemented along with improved linkages to the existing and planned road transport infrastructure.

New major drainage and storm water retention works will help mitigate potential flooding of runways, infrastructure and importantly downstream industrial and residential development.

A planned public road connection through the western precincts of the airport will reduce the current limitation of linkages between Lower Dandenong and Centre Dandenong Roads. Centre Dandenong Road has become an important link in the regional Principal Public Transport Network grid and provides for improved public transport services to the various precincts of the airport. This new north-south road connection will further improve local network and airport accessibility.

Land uses proposed at Moorabbin Airport consider E.S.D principles such as energy efficiency/ natural ventilation/ orientation/ glazing/ shading, materials use and water harvesting.

The City of Kingston Planning scheme acknowledges the role that Moorabbin Airport plays in the State's economic and transport infrastructure and recognises that land which is not required for aviation is becoming increasingly utilised for a diversity of retail and commercial activities which supply a significant number of jobs to the local economy. Importantly, the Chifley Business Park provides an opportunity to accommodate corporate tenants in a contemporary campus style environment offering a range of support facilities. The D.F.O and Kingston Central Plaza provide local, on site and subregional retail facilities.

Moorabbin Airport currently supports in the order of 3000 jobs on site, a significant increase from the 600 employees on site on purchase of the Airport by MAC in 1998. This has been achieved through the implementation of successive Master Plans over the last 10 years. These on-site jobs also support a further 6000 indirect jobs in the wider economy. The airport labour force is attracted from a large catchment predominantly in the south eastern and eastern suburbs of Melbourne.

In this context Moorabbin Airport fulfils important roles both as an aviation and commercial centre helping to support current and growing job provision within the City of Kingston. This key function is supported by the Airports historic location at the inner end of the south eastern growth corridor of Melbourne. As a key aviation, business and employment location the Airport enjoys immediate proximity and access to extensive transport infrastructure. It is located on the Principal Public Transport Network and has major arterial route connections to Melbourne's expanded regional arterial and freeway network.

The provision of increased employment opportunities at Moorabbin Airport supports the states recent 'Melbourne @ 5 million' policy objective to increase employment opportunities close to major suburban residential locations.

This policy acknowledges that the 'Monash-Kingston' area is an employment area with significant potential for jobs growth. Moorabbin Airport increasingly provides significant employment and economic activity from the mix of aviation and business uses at the Airport. The economic and community benefits to the local and regional economies include:

- Improved regional aviation and training services.
- New aviation, industrial and commercial and business activities.
- Aviation growth through business linkages on site and use of on-Airport facilities.
- Businesses opportunities for local and regional business operators.
- Improved service provision to the community via business and infrastructure improvements.
- Significant new local employment opportunities

## Land Use Strategy

The Implementation Framework in Part B of the Moorabbin Airport Master Plan 2009 provides strategic policy and land use planning controls to ensure the vision and objectives for the airport are implemented in accordance with the Indicative Land Use plan. This plan identifies the areas set aside for both air side and land side activities. The plan acknowledges that substantial additional and upgraded infrastructure will be delivered during the life of the Master Plan.

The Airside land comprises the area to which the non travelling public does not have access. This land provides for airport operations and aviation infrastructure. The Master Plan has been prepared to ensure the protection of this land for the Airport's key aviation functions.

The landside land areas comprise the balance area of the Airport grounds. Access to landside areas is partly restricted within secured aviation areas and is otherwise not restricted and the public has free access. This land includes the passenger terminals, hangars, aviation businesses and other commercial, retail and business operations.

This 2009 Master Plan identifies several Precincts within the airside and landside areas. The descriptions of these Precincts include key objectives concerning existing and future land use and strategies to continue to manage the landside area.

As has been demonstrated through the ongoing implementation of the 1999 and 2004 Master Plans there are opportunities at the Airport to provide for significant increases in employment provision. Both aviation and business uses support the ongoing protection and operation of the airport and provide services and activities to support and enhance the Airport, Kingston and wider south eastern metropolitan economy and community.

**MOORABBIN AIRPORT  
MASTER PLAN  
2009**

**35  
R**