Community Aviation Consultation Group Meeting
Meeting Minutes – Meeting No. 81 (Third meeting of 21st year)

Date: 22 September 2017
Meeting: 1.00pm – 2.30pm
Venue: Moorabbin Airport Corporation Terminal Building

1. Governance

- Introductions/Apologies
  - Opening address provided
  - Attendees and apologies included in attachment 1

2. Calendar Items

- Aerodrome Emergency Planning Field Exercise – 5 December 2017

3. Minutes of the previous meeting

- Minutes of previous meeting adopted

4. Correspondence

- No correspondence

5. Action Items

- Nil

6. Airservices Australia presentation

- See attachment 2

7. MAC Presentation

- See attachment 3
Aviation
- Aircraft movements for FY17 – 279,000
  - Australia’s busiest airport in June 2017 with 27,000 movements
- MAC to commission working group with members of the CACG to discuss circuit report and potential circuit respite for community members east of the airport
- Implementing the Circuit Booking System is a priority for MAC
  - System will increase efficiency for circuit flight training, provide a mechanism to manage aircraft movements and reduce congestion during peak periods
- CAE Oxford Flight Training Development
  - $3.5m invested, 50 jobs, 220 plantings
- FY17 aviation investment by MAC included:
  - Runway re-seal of 77,000sqm
  - Taxiway lighting
  - MAG signs
  - Pavement enhancements
- FY18 aviation investment includes:
  - 9,500sqm terminal apron
  - Alpha taxiway extension and northern helipad relocation
  - Southern helipad works
  - Runway end and taxiway lighting
  - CAE student pilot accommodation to house 150 student pilots

Planning and Investment
- Precinct 7 works on Lower Dandenong Road continue with construction of two large warehouses
  - Creating 100 jobs & 70+ tree plantings
- KCP Stage 2 works yet to commence
  - Include 5,000 plantings (including native trees)
- Large retail warehouse planned for North Eastern corner of the Airport
- Continued Precinct E revegetation strategy
- BP Service station re-modelling
  - Includes landscape plan, replacement of fuel tanks and signage

Safety Case
- Whole of airport Safety Case developed to demonstrate MAC’s commitment and focus on safety.
  - MAC follow a comprehensive suite of safety systems, policies, procedures and manuals
  - Compliance with airport industry standards and regulatory regimes
  - MAC have a management approach built on industry engagement and participation
  - MAC follow a comprehensive development project approval process including
    - Planning assessment
    - Aviation impact assessment including safety
• Expert wind consultant assessment
• Consideration of Public Safety Areas/Zones
• Statutory building compliance approval
• Stakeholder consultation (including CASA and Airservices)
  ▪ Moorabbin Airport infrastructure purposely designed for flight training, operated and improved over 65 years, including 5 runways, airfield lighting, ASA tower, navigation aids and Bureau of Meteorology weather facilities
  ▪ 75% of aviation operations at Moorabbin Airport are provided by Australia’s leading flight training organisations (complying with the higher regulatory safety requirements for operators, aircraft and instructors)
  ▪ Air Traffic Control services provide safe orderly traffic flow for departing and arriving aircraft via established reporting points and standard traffic patterns

• Discussion of Drone usage on and around Moorabbin Airport
  o Drones can be used prior to the tower opening providing the operator has consulted and gained written permission from MAC

8. Aircraft Noise Ombudsman presentation

• See attachment 4
  o ANO formed following 2009 Aviation White Paper
  o Provides independent oversight for:
    ▪ Management of aircraft noise
    ▪ Complaint handling
    ▪ Quality of information and consultation with community
  o ANO is independent and not an advocate for Airservices, Department of Defence or community, offering their services free of charge
  o ANO cannot compel a specific action
    ▪ ANO can only draw on power of persuasion and make recommendations to agencies

9. Next Meeting

• 1 December 2017
<table>
<thead>
<tr>
<th>Full Name</th>
<th>Organisation/Group</th>
<th>CACG 22/09/2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr David Hall</td>
<td>Independent Chair</td>
<td>Attended</td>
</tr>
<tr>
<td>Mr Ashley Briggs</td>
<td>Australian National Aviation Museum</td>
<td>Apology</td>
</tr>
<tr>
<td>Mr John Cincotta</td>
<td>Dingley Village Community Association</td>
<td>Attended</td>
</tr>
<tr>
<td>Miss Karen Hastings</td>
<td>MARA - Moorabbin Airport Residents Association</td>
<td>Attended</td>
</tr>
<tr>
<td>Mr Bruce Reynolds</td>
<td>Dingley Village</td>
<td>Attended</td>
</tr>
<tr>
<td>Mr Ian Baldock</td>
<td>Mordialloc Village Committee (now disbanded)</td>
<td>Attended</td>
</tr>
<tr>
<td>Mr Charles Gunther</td>
<td>Avia Aircraft</td>
<td>Apology</td>
</tr>
<tr>
<td>Mr Mark Howe</td>
<td>Blue Demon Aviation</td>
<td>Attended</td>
</tr>
<tr>
<td>Mr Edward Williamson</td>
<td>CAE Oxford Aviation</td>
<td>Apology</td>
</tr>
<tr>
<td>Mr Tony Kirkhope</td>
<td>Kirkhope Aviation</td>
<td>Attended</td>
</tr>
<tr>
<td>Mr Stuart Rushton</td>
<td>Royal Victorian Aero Club</td>
<td>Attended</td>
</tr>
<tr>
<td>Ms Adrienne Fleming</td>
<td>Tristar Aviation</td>
<td>Apology</td>
</tr>
<tr>
<td>Mr Glenn Buckley</td>
<td>Melbourne Filght Training</td>
<td>Attended</td>
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<tr>
<td>Ermin Guido Javier Jr</td>
<td>Head of Operations – APTA/MFT</td>
<td>Attended</td>
</tr>
<tr>
<td>Cameron Meyer</td>
<td>Base Safety Officer MFT/ acting Safety Manger APTA</td>
<td>Attended</td>
</tr>
<tr>
<td>Mr Ben Hall</td>
<td>Professional Helicoter Group</td>
<td>Attended</td>
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<tr>
<td>Mr Mark Darragh</td>
<td>Melbourne Flying Services</td>
<td>Attended</td>
</tr>
<tr>
<td>Ms Elaine Scholes</td>
<td>Vicinity - DFO</td>
<td>Apology</td>
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<tr>
<td>Mr John Fury</td>
<td>DFO</td>
<td>Apology</td>
</tr>
<tr>
<td>Ms Leonie Horrocks</td>
<td>Department of Infrastructure and Regional Development</td>
<td>Apology</td>
</tr>
<tr>
<td>Mr Rod Burgess</td>
<td>Department of Infrastructure and Regional Development</td>
<td>Apology</td>
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<tr>
<td>Mr Christian Cano</td>
<td>Department of Infrastructure and Regional Development</td>
<td>Apology</td>
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<tr>
<td>Mr Cameron Rimington</td>
<td>Department of Infrastructure and Regional Development</td>
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<tr>
<td>Kathryn Kominek</td>
<td>Department of Infrastructure and Regional Development</td>
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<tr>
<td>Craig Allan</td>
<td>Airservices Australia</td>
<td>Apology</td>
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<tr>
<td>Mr Chris Bren- Clarke</td>
<td>Airservices Australia</td>
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<tr>
<td>Simon Galsmark</td>
<td>Airservices Australia</td>
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<tr>
<td>Paul Sleep</td>
<td>Airservices Australia</td>
<td>Attended</td>
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<tr>
<td>Gr Rosemary West</td>
<td>City of Kingston - Councillor</td>
<td>Attended</td>
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<tr>
<td>Lisa Stewart</td>
<td>City of Kingston - EA for councilors</td>
<td>Attended</td>
</tr>
<tr>
<td>Mr Tim Richardson</td>
<td>Office of Tim Richardson MP</td>
<td>Attended</td>
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<tr>
<td>The Hon. Mark Dreyfus</td>
<td>Office of Mark Dreyfus MP</td>
<td>Attended</td>
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<tr>
<td>Ms Monica Bladier</td>
<td>Office of Clare O’Neill MP</td>
<td>Attended</td>
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<tr>
<td>Ms Clare O’Neill</td>
<td>Office of Clare O’Neill MP</td>
<td>Apology</td>
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<tr>
<td>Ms Joanna Kormas</td>
<td>Department of Environment, Land, Water &amp; Planning</td>
<td>Apology</td>
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<tr>
<td>Mr Matthew Sacco</td>
<td>Department of Environment, Land, Water &amp; Planning</td>
<td>Apology</td>
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<tr>
<td>Mr Andrew M Henderson</td>
<td>Department of Economic Development, Jobs, Transport and Resources</td>
<td>Apology</td>
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<tr>
<td>Mr Jonathan Gutman</td>
<td>City of Kingston</td>
<td>Attended</td>
</tr>
<tr>
<td>Mr Paul Ferguson</td>
<td>Moorabbin Airport Corporation</td>
<td>Apology</td>
</tr>
<tr>
<td>Ms Narelle Evans</td>
<td>Moorabbin Airport Corporation</td>
<td>Apology</td>
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<tr>
<td>Mr John Nahyna</td>
<td>Moorabbin Airport Corporation</td>
<td>Apology</td>
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<tr>
<td>Marc Grant</td>
<td>Moorabbin Airport Corporation</td>
<td>Apology</td>
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<tr>
<td>Gien Le</td>
<td>Moorabbin Airport Corporation (KCP representative)</td>
<td>Apology</td>
</tr>
<tr>
<td>Matthew Marais</td>
<td>Moorabbin Airport Corporation</td>
<td>Apology</td>
</tr>
<tr>
<td>Mr Paul Canavan</td>
<td>Royal Victorian Aero Club</td>
<td>Apology</td>
</tr>
<tr>
<td>Mike Rikard-Bell</td>
<td>Bruel &amp; Kjaer</td>
<td>Apology</td>
</tr>
<tr>
<td>Lewis Duncan (student)</td>
<td>Westall S.C.</td>
<td>Apology</td>
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<tr>
<td>Eva Kesidis</td>
<td>Westall S.C.</td>
<td>Apology</td>
</tr>
<tr>
<td>Narelle Bell</td>
<td>Aircraft Noise Ombudsmen</td>
<td>Attended</td>
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<tr>
<td>Kate Burmeseter</td>
<td></td>
<td>Attended</td>
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</tbody>
</table>
Airservices Update

Community Aviation Consultation Group for Moorabbin Airport
22 September 2017

Paul Sleep
Air Traffic Control Line Manager, Air Navigation Services

Simon Godsmark
Service Delivery Manager, Air Navigation Services
Overview

- Q2, 2017 Report
- Airservices website – Moorabbin Airport
- Reporting on issues across airports
Q2, 2017 Report Summary

- At Moorabbin Airport most complainants raise one of two issues - circuit training activities or general aviation traffic

- Circuit training affects residents in suburbs immediately surrounding the airport such as Cheltenham, Mentone, Parkdale, Mordialloc, Braeside, Dingley Village and Heatherton.

- Historically, suburbs under the **crosswind and base legs** of the training circuit tend to have a greater number of complainants than those suburbs under the downwind and final legs. This is not specific to Moorabbin Airport but is seen at most secondary airports in Australia. The suburbs most affected at any given time vary according to which runway direction is being used.

- Complainants raising issues related to general aviation activities may be located under one of the **arrival or departure routes** to and from the airport, or they may be from suburbs significant distances from the airport concerned about random movements of aircraft that originated or ended their flights at Moorabbin Airport.
Q2, 2017 Report

Chart 1: Number of complainants comparison

Q1 2017

Q2 2017
Q2, 2017 Report

Chart 2: Issues

- Training: 10
- General aviation traffic: 6
- Helicopters: 1
- Night Movements 11pm - 6am: 1
- Not noise related: 1
- Too Low: 3
Q2, 2017 Report

Chart 3: Number of complainants raising the issue of circuit training and suburbs

- Dingley Village: 8
- Cheltenham: 1
- Heatherton: 1
Q2, 2017 Report

Chart 4: Number of complainants and their suburbs

- Beaumaris
- Bentleigh
- Cheltenham
- Clayton South
- Dingley Village
- Elwood
- Hampton East
- Hawthorn
- Heatherton
- Mentone
- Mentone
- Ormond
- Skye
- Somerville

Number of Complainants
Q2, 2017 Report

Total movements – percentage by weekday / weekend

- **WEEKDAY**: 71%
- **WEEKEND**: 29%

Total movements – percentage by day / night

- **DAY**: 99%
- **NIGHT**: 1%

“Day” is 6am to 11pm and “night” is 11pm to 6am.
Q2, 2017 Report

Total movements – percentage per hour by weekday/weekend
Q2, 2017 Report

http://aircraftnoiseinfo.bksv.com/moorabbin/movements/

Track density – arrivals
Q2, 2017 Report

Track density – departures
Q2, 2017 Report
http://aircraftnoiseinfo.bksv.com/moorabbin/circuit-training/

Track density - density of aircraft in the circuit over the quarter – April-June 2017
Aircraft Noise – Moorabbin Airport

• Where do I find this report and other information about aircraft noise?

• Information about operations at Moorabbin Airport is available:
  • Flight paths
  • Movements
  • Runways
  • Noise monitoring
  • Investigations and complaints

• This information is updated quarterly to support the community’s information needs relating to Moorabbin Airport aircraft noise.

• Website address: http://aircraftnoiseinfo.bksv.com/moorabbin/intro/
Aircraft Noise – Moorabbin Airport

Moorabbin Airport is a general aviation airport primarily used by light aircraft. The main function of the airport is pilot training which now accounts for around two-thirds of the airport’s movements.

The airport operates 24 hours a day, seven days a week, however noise abatement procedures apply. Moorabbin Airport also operate a voluntary Fly Friendly Program which is explained in a Fly Friendly booklet on the airport’s website.

Airservices easy-to-understand publication, Guide to our operations, provides explanation about how air traffic control works and insights into everyday occurrences at airports.

Use the menu above to explore information about circuit training, flight paths, runway use, movements, complaints and more.
NCIS Data 2016 – Across Airports

NCIS 2016 Secondary Airport Comparison

<table>
<thead>
<tr>
<th>Airport</th>
<th>Complainants</th>
<th>Total Movements</th>
<th>Acft &lt; 7 tonnes</th>
<th>Helicopters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Archerfield</td>
<td>134</td>
<td>156,248</td>
<td>107,006</td>
<td>48,968</td>
</tr>
<tr>
<td>Bankstown</td>
<td>85</td>
<td>236,010</td>
<td>192,862</td>
<td>41,650</td>
</tr>
<tr>
<td>Jandakot</td>
<td>121</td>
<td>238,098</td>
<td>203,948</td>
<td>32,874</td>
</tr>
<tr>
<td>Moorabbin</td>
<td>116</td>
<td>236,438</td>
<td>189,778</td>
<td>46,092</td>
</tr>
<tr>
<td>Parafield</td>
<td>62</td>
<td>213,990</td>
<td>198,722</td>
<td>14,228</td>
</tr>
</tbody>
</table>
NCIS Data 2016 – Issues & Trends

• By reporting on issues we can identify, analyse, evaluate and report on:
  • Areas of common concern in particular suburbs
  • Areas of common concern across airports

• Noise Complaints and Information Service use information and data to:
  • Determine whether all noise mitigation opportunities have been explored – locally, regionally and nationally.
  • Challenge our own methods and practices to ensure that we continue to provide value.
Where can I get more information?

- Visit the Airservices website for Moorabbin Airport Noise Reports, factsheets and projects (flight path changes).

- Aircraft movement figures are linked to the movements at Australian airports figures.

- Complainant data on the website will be uploaded 6-8 weeks at the end of each quarter. Current report April to June 2017.

- Need more information? Airservices Noise Complaints Information Service (NCIS)
  http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/
Thank you...
Community Aviation Consultation Group

22 September 2017
Circuit Report

+ Report received
+ Working Group Committee meeting – (October 2017)
+ Opportunity for Eastern circuit flexibility
+ Circuit Booking System is a priority
  + Gradual increase in flight training / aircraft movement numbers
  + New flight training organisations
  + Airfield / circuit congestion – peak periods (30+ min delays)
  + Different performance standards of aircraft
Community Aviation Consultation Group
22 September 2017
Movements

- FY17 – 279,000 Movements
- FY16 – FY17 ↑13%
- June 2017 – Busiest airport in Australia
  28,000 movements

- (Insert FY17 Movement Table)
Aviation Capital

- Runway Reseal
  - $1M Invested
  - 3 day delivery
  - 7mm Overlay
  - 77,000sqm Runway
- CAE Oxford Training Facility
  - $3.4M Invested
  - 50 Jobs
  - 2,031sqm Facility
  - 220 Plantings
- CAE Oxford Student Accommodation
  - 150 Bed Facility
  - 650 Pilots over 8 Years
Planned Aviation Capital

+ $1.5M To Come in 2017
  + NHLS and TXY A Extension
  + Terminal Apron Extension
  + Runway Lighting
  + Pavement Repairs
  + Facility Presentation Enhancements
Education

+ RMIT Aviation Study Tour Visit
+ RMIT Aerospace Engineering Student Visit
Community

+ Presentation to Aviation Museum
+ 38th Dawn Patrol
+ Australian Air League Review
AEP Debrief and Upcoming Exercise

- 1 AEP Activation Debrief
  - Full Emergency August 8th
  - Twin engine aircraft with landing gear failure indication
  - AEP Implemented
  - Aircraft landed safely
- Planned full field exercise early December 2017
Community Aviation Consultation Group
Planning – Non Aviation

+ Lower Dandenong Road Precinct 7 works commenced
  + 2 x Large Warehouses
+ Kingston Central Plaza Stage 2
+ Large format retail warehouse (Decathlon) development application received
+ Precinct E re-vegetation offset program
Community Aviation Consultation Group
Airport Safety Case
Safety Case - Objectives

+ Demonstrate developments are planned, assessed and managed to achieve acceptable and compliant safety outcomes – risks managed to a level that is “as low as reasonably practical” (ALARP)

+ Demonstrate safe and compliant airport and operations

+ Framework to drive further improvement

+ Better understand aviation safety
  • 80% of aviation accidents attributed to human error

+ Improve stakeholder communication

+ Respond to increasing regulation and regulator requests
Safety Case - Approach

+ Whole of Airport
  • Key stakeholders
  • Operators
  • Aircraft
  • Infrastructure
  • Operational Environment
  • Systems, processes and procedures
  • Accident and Incident History

+ Key safety features
  • Operational
  • Infrastructure
  • Planning
Safety Case - Operational Features

+ World Leading Flight Training Organisations
  • Average of 15 years on airport experience
  • 75% of movements
  • Top 3 operators account for 50% of movements
  • Modern fleet: Cessna 172S + Piper Warrior + Cirrus = 50% of movements
  • Higher standards: maintenance, instructors, medical, training

+ Small Aircraft
  • 99.9% of movements: Codes 1A, 2B + Rotary

+ Little RPT
  • 12,000 pax pa

+ Incident / Accident Analysis
  • 14 years/3.6m movements
  • Human factors
  • No “on-airport/off airfield” accidents
  • No injuries/fatalities to people on ground

+ Safety Management System
  + Experienced MAC team
    • Average 16 years experience

+ Industry engagement
Safety Case – Infrastructure Features

+ Favourable airport site
  • Low topographical variation and predictable weather patterns
  • Surrounding open space and recreational use zones

+ Purposely designed for flight training
  • Operated and improved for over 65 years

+ Runway alignment
  • 96% of movements on runways clear to airport boundary or low intensity future use

+ Runway lengths & widths
  • Over specification
  • Take-off and landing distance available up to 5 times that required

+ ATC Tower / Class D airspace
  • One of only 29 airports

+ Cross wind runway

+ Aviation Development Plan
  • 60% of site protected for aviation
  • Continued infrastructure improvements: $2.5mil in 2017
Safety Case – Planning Features

+ Moorabbin Airport Master Plan 2015
  • All developments comply

+ On-Airport Development Approval Process
  • Compliance with regulatory standards
  • Stakeholder consultation

+ Aviation Impact Assessments
  • Conservative assumptions

  • Windshear
    o NASF Compliance – Best Practice assessments

  • Public Safety Areas
    o No Victorian legislation
    o Assessed against QLD standards
    o Airport complies

  • OLS
    o Airport complies
    o MAC assessment standard exceeds CASA requirements
Safety Case – Next Steps

+ CASA
+ Flight Trainers / Airport Users
+ CACG / DIRD
+ Airspace
+ Review / Update
What does the Aircraft Noise Ombudsman actually do?

Moorabbin CACG
22 September 2017

Presented by Narelle Bell and Kate Burmester
Who are we?

- 2009 Aviation White Paper
- Commenced Sep 2010
- Independent oversight and review of aircraft noise management by Airservices Australia and Defence:
  - complaint handling
  - information
  - consultation
What is an Ombudsman?

- A feature of Australian administrative law, the aim of which is to review administrative decisions and actions to continuously improve their quality.
- Has extensive investigation powers.
- Is independent of the administration whose actions are reviewed.
- Is neutral, not an advocate.
- Offers its services free of charge.
What does an Ombudsman do?

- Independently investigates and seeks to resolve complaints and systemic issues.
- Makes recommendations for changes in administrative practices and systems.
- Provides a quality assurance mechanism and fosters public accountability.
What can the ANO do?

- The ANO Charter provides broad investigative powers. It requires that Airservices:
  - “provide the requested information”
  - “do anything else that the ANO reasonably considers may assist in the review of the complaint”
  - “cooperate with the investigation of a complaint” (paragraphs 36-39 of the ANO Charter).
What can the ANO do?

We can:

• investigate and resolve complaints – largely by explanation, negotiation and consultation, sometimes by pursuing changes.

• make recommendations to the Airservices Board and publish these on our website.

• monitor emerging issues with a view to proactively suggesting improvement actions.
What can the ANO not do?

- The ANO has \textit{no power to compel specific action} – we draw on the power of persuasion through authoritative and reasoned argument.

- \textit{We cannot make recommendations to any agency or organisation, other than Airservices and Defence} – we can express a view.

- \textit{We cannot set limits or decide what is an ‘acceptable’ level of aircraft noise} – we can explain the regulatory framework for noise and we can seek improvements.
What can we do to resolve complaints?

• The ANO investigates by asking questions, obtaining documents, having discussions, doing research and considering the full range of facts and perspectives relevant to an issue

• We strive for a balanced and well informed conclusion that takes account of safety, legal, policy, operational, technical, community and local factors

• When we identify a noise improvement opportunity we pursue it to its reasonable and logical conclusion

• We take care to explain our conclusions to both the complainant and to the agency
Can the ANO reduce aircraft noise?

• Directly: by identifying and pursuing noise improvement opportunities through Airservices
  – e.g. curfew departure path at Sydney

• Indirectly: by influencing aviation stakeholders to change
  – e.g. Wagga Council pursuing Fly Neighbourly Agreement following ANO guidance, info and support

• Indirectly: through systemic reviews that drive improvements in Airservices’ management of noise
  – e.g. change management procedures now better consider noise impacts
Is that it?

The ANO can also:

• review and influence the quality of information provided to the community by Airservices, its engagement with the community, the way it handles complaints and pursues noise improvements

• bring other parties into discussions to promote collaboration, make suggestions, create discussions, air issues, promote understanding, negotiate, facilitate cross fertilisation and generate new ideas

... working towards better noise outcomes
What have we learned?

- Noise sensitivity is **subjective** and **variable**
- Communities that **value** the airport or aviation **tolerate** more noise
- Community concerns are about **annoyance** as well as decibels
- Being **kept in the loop** - with good quality information, sound complaint handling systems and effective engagement - does **make a difference**
Is it all about the noise?

Absolutely!!! But that’s just the start... many variables may affect a person’s experience of aircraft noise:

• Timing
• Frequency
• Direction
• Duration of noise (constant drone, loud sudden noise)
• Type of noise (helicopters, fixed wing, historical, etc)
• Periods of respite and predictability
• Expectations versus reality
Additional factors magnify annoyance

- Lack of trust
- Fear of future expansion
- Lack of control
- Unmet expectations
- Unjustified change
- Perceived inaction
- Perceived unfairness
The aircraft noise dilemma

• The community needs what aviation gives it - movement of people and goods, facilitation of broad economic growth, employment opportunities, public and emergency services.

• Aviation wants to continue to grow to meet a growing demand (from the broader community).

• Much of that growth comes at a cost to the community, many of whom will not benefit directly from it. And the cost is not imposed equally across the community.
How does society decide what’s fair?

• Aviation needs permission, through regulatory mechanisms and through government ‘checks-and-balances’, to operate and develop in the way it wants to.

• It also needs the permission of the community whose withdrawn permission can give rise to tighter regulation and other limits on operations.
Essentials for the community

- Access to realistic, descriptive forecasts of aircraft noise
- Information that supports informed lifestyle choices
- Opportunities to engage and influence decisions
- Avenues for review and recourse

→ Confidence that what can reasonably be done has been
What could be done, should be done

Yes, ‘buyer beware’

BUT...

have others done enough?

- Airports / aviation industry
- Land-use planning
- Property development
- Real-estate agents
- Government

ANO tests this principle with Airservices and shares our insights with other stakeholders
Moorabbin Airport and ANO complaints

Key themes:

• Impacts of circuit training – noise and safety
• Airservices can’t change anything
• Calls for changes to regulations to limit noise and relocation of training activity to a different airfield

➢ Only one complaint reviewed by the ANO that resulted in change (Dec 2013): circuit activity after 10pm – Airport management reinforced Fly Friendly Program’s circuit hours with operators
Moorabbin Airport and ANO complaints

- Community is seeking a different balance between:
  - the interests of nearby communities and
  - the impacts from the airport and flight training
- ANO is pressing Airservices to:
  - engage more broadly with communities about this balance
  - seek and pursue noise improvement opportunities
  - enhance information about aircraft noise and impacts
  - facilitate better practice noise management across the aviation industry, including better community engagement
What can be done to address fixed wing training impacts?

Some measures implemented or considered at other training airports include:

- varying/restricting circuit hours
- respite periods (no flying/restricted flying) for sensitive times, e.g. around 11am on Remembrance Day, all or part of Christmas Day and ANZAC Day
- preference for less noise sensitive runways
- curriculum review to maximise training in simulators
- conducting circuits at other airfields, where practicable
Thank you