

## Community Aviation Consultation Group Meeting

Meeting Minutes – Meeting No. 84 (Second meeting of 22nd year)

**Date:** 8 June 2018  
**Meeting:** 1.00pm – 3.00pm  
**Venue:** Moorabbin Airport Terminal

Item	Topic
1.	<p><b>Governance</b></p> <p><b>Introductions/Apologies</b>            Opening address and welcome by the Chair at 1.10pm            A list of member attendees and apologies is included in Attachment 1.</p> <p><b>Calendar Items</b>            The next CACG meeting will be held on 31 August.</p>
2.	<p><b>Minutes of the previous meeting</b>            Minutes of the previous meeting were adopted.</p> <p><b>Actions arising from previous meetings</b>  <i>Action:</i> MAC to investigate ability to make the Circuit Booking System available for viewing to the public. John Nahyna addressed the action during the Airport Operations update stating that the Circuit Booking System is currently in a trial phase and is being refined so would not be made available to the public at this time. <i>Action closed.</i></p> <p>The City of Kingston Councillor asked if the Essendon Airport ATSB report is available. A representative from MAC confirmed the report had not yet been released (ATBS Preliminary report: <a href="https://www.atsb.gov.au/publications/investigation_reports/2018/air/ao-2018-048/">https://www.atsb.gov.au/publications/investigation_reports/2018/air/ao-2018-048/</a>)</p>
3.	<p><b>Correspondence</b>            None.</p>
4.	<p><b>New Draft Public Safety Zone Guidelines</b>            Sharyn Owen, representing DIRDC, presented on the new Draft Public Safety Zone Guidelines (Attachment 2).</p> <p>A representative from the DVCA asked for further information regarding noise frameworks. DIRDC responded that Councils are required to consider the framework when assessing development applications.</p> <p>City of Kingston Councillor asked if a development application had been received for the Kingswood Golf Course redevelopment. DIRDC responded that there is no automatic referral from Councils to the Commonwealth Government.</p>
5.	<p><b>MAC Update</b></p> <p><b>Planning &amp; Development</b>            MAC provided an update on the below:</p> <ul style="list-style-type: none"> <li>• Unicharm moved from Redwood Gardens to Moorabbin Airport on Monday .</li> <li>• CAE Oxford practical completion on 06/03 and relocated end of March.</li> <li>• Second warehouse on Lower Dandenong Road warehouse practical completion scheduled mid-August.</li> <li>• Third Lower Dandenong Road warehouse scheduled for completion mid-September. Tenants for warehouse two and three will be announced at the next CACG.</li> </ul>

	<ul style="list-style-type: none"> <li>• Duigan Drive extension scheduled for second half of 2018 which will connect the last 300m of road to Bundora Parade. Bundora Parade will remain a no-through road (pedestrian access only).</li> <li>• CAE flight student accommodation communal building is nearing completion. Concrete slabs are being installed for the accommodation pods with expected completion September/October.</li> <li>• Hargrave Place is complete with signalized intersection expected to be completed by end of June.</li> <li>• KCP left in/ left out has opened. Bevmarks Beds is operational. Guzman Y Gomez due to open soon. A KCP Centre Manager office will be installed. Traffic flow analysis is being conducted.</li> <li>• Infrastructure works have commenced (Telstra, WAG pipeline) in the north-east corner. Alternative solution for shared bike path will considered. MAC to advise at the next CACG.</li> <li>• DFO have re-branded.</li> <li>• Moorabbin Airport website is being updated with completion expected shortly.</li> </ul> <p><b>Airport Operations</b> MAC provided an update on airport operations:</p> <ul style="list-style-type: none"> <li>• New CAE apron constructed alongside the new CAE office with a total \$50m invested from CAE/MAC.</li> <li>• Enhanced runway lighting on the two main runways.</li> <li>• Safety Case developed over the last six months.</li> <li>• Infrastructure improvements <ul style="list-style-type: none"> <li>○ Runway end/ runway threshold lights replaced</li> <li>○ Storm water drains</li> <li>○ Markers/ markings</li> <li>○ North-western works to commence including an extension to Taxiway A, new northern helipad, new run-up bays</li> </ul> </li> <li>• Circuit booking system introduction end of 2017. MAC continuing to evolve/ improve the system.</li> </ul>
6.	<p><b>Airservices: Noise Update</b></p> <p>Airservices provided an update on the below:</p> <ul style="list-style-type: none"> <li>• OneSky will be implemented shortly (military &amp; civil controllers)</li> <li>• NDB holding altitude not going ahead at this stage.</li> </ul> <p>Runways 13/31 in use more than normal for this time of year so complainant numbers have increased on the western side. Data available on website.</p> <ul style="list-style-type: none"> <li>• Airservices Amendment Bill – Airservices to report back at the next CACG.</li> </ul> <p>Representative from DVCA asked if circuit traffic could be accommodated on the western side of the circuit. Airservices confirmed that circuits could be accommodated on the western side when not too busy.</p>
7.	<p><b>Community Support</b></p> <p>Members from the Museum, RVAC, and MFS presented to the Group on the following:</p> <ul style="list-style-type: none"> <li>• The Museum held a dedication for a Canberra bomber Aircraft recently restored. A Sabre has recently been donated and the aircraft will be at Moorabbin in July.</li> <li>• RVAC Young Eagles was held with approximately 25 children introduced to flying and was sponsored by MAC.</li> <li>• Air League squadron is now the largest in Victoria with approximately 40 members. AAL member is currently training as an apprentice with Briggs Aero (Ashley Briggs) and as an MFS pilot.</li> <li>• MFS hosted Women in Aviation conference last weekend, promoting aviation to young women with representative pilots, ATC, mechanics, Boeing and cabin crew. A successful event with 30 attendees.</li> </ul>

8.	<p><b>Other Business</b> City of Kingston Councillor (Rosemary West) enquired after David Hall. The Group agreed to invite David Hall for an official farewell.</p> <p>Meeting closed 2.10pm</p>
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**New Actions**

Item	Action	Responsible
1	Update on Airservices Amendment Bill	Craig Allen
2	Group to invite David Hall for official farewell	Ashley Briggs

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## Attachment 1 – Attendees and Apologies

### Attendees

Organisation/Group	Full Name
Independent Chair/ Australian National Aviation Museum	Mr Ashley Briggs
Dingley Village Community Association	Mr John Cincotta
MARA - Moorabbin Airport Residents Association	Miss Karen Hastings
Individual - (Former Member of Dingley Heatherton Village Resident Group - now disbanded)	Mr Bruce Reynolds
Mordialloc Village Committee (now disbanded)	Mr Ian Baldock
Royal Victorian Aero Club	Mr Stuart Rushton
Melbourne Flying Services	Mr Mark Darragh
Airservices Australia	Mr Craig Allan
City of Kingston - Councillor	Cr Rosemary West
Office of Mark Dreyfus MP	Ms Monica Bladier
City of Kingston	Mr Jonathan Guttman
City of Kingston	Mr George Hua
Moorabbin Airport Corporation	Mr Paul Ferguson
Moorabbin Airport Corporation	Ms Narelle Di Toro
Moorabbin Airport Corporation	Mr John Nahyna
Moorabbin Airport Corporation	Ms Alexandra Poles
Department of Infrastructure and Regional Development	Ms Sharyn Owen
Department of Infrastructure and Regional Development	Ms Holly Ainslie
Department of Infrastructure and Regional Development	Ms Millisha-Maree Salvemini

### Apologies

Organisation/Group	Full Name
Kirkhope Aviation	Mr Tony Kirkhope
Airservices Australia	Mr Paul Sleep
Office of Tim Richardson MP	Mr Tim Richardson
Office of Mark Dreyfus MP	The Hon. Mark Dreyfus

Attachment 2 – Draft Public Safety Zone Guidelines Presentation

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Australian Government

Department of Infrastructure, Regional Development and Cities



*NASF Draft Guideline I -  
Managing the Risk in Public  
Safety Zones at the Ends of  
Runways*

# National Airports Safeguarding Framework (NASF)

- Developed by the National Airports Safeguarding Advisory Group (NASAG)
  - Commonwealth, state transport and planning officials, ALGA, Defence, CASA, Airservices.
- Agreed by governments in 2012.
- National land use planning framework to:
  - minimise aircraft noise-sensitive developments near airports; and
  - ensure aviation safety is recognised in land use planning decisions.

# New draft NASF PSZ Guideline

- Targeted consultation conducted Sept/Oct 2017.
- NASAG is now seeking public comment on a proposed new NASF draft Guideline I – *Managing the Risk in Public Safety Zones at the Ends of Runways*.
- Like the NASF guidelines already in place, it will be the responsibility of each jurisdiction to implement the Guideline into land use planning systems.
- The aim is to inform a consistent approach.
- Queensland, the UK, USA and much of Europe have PSZ policies in place.



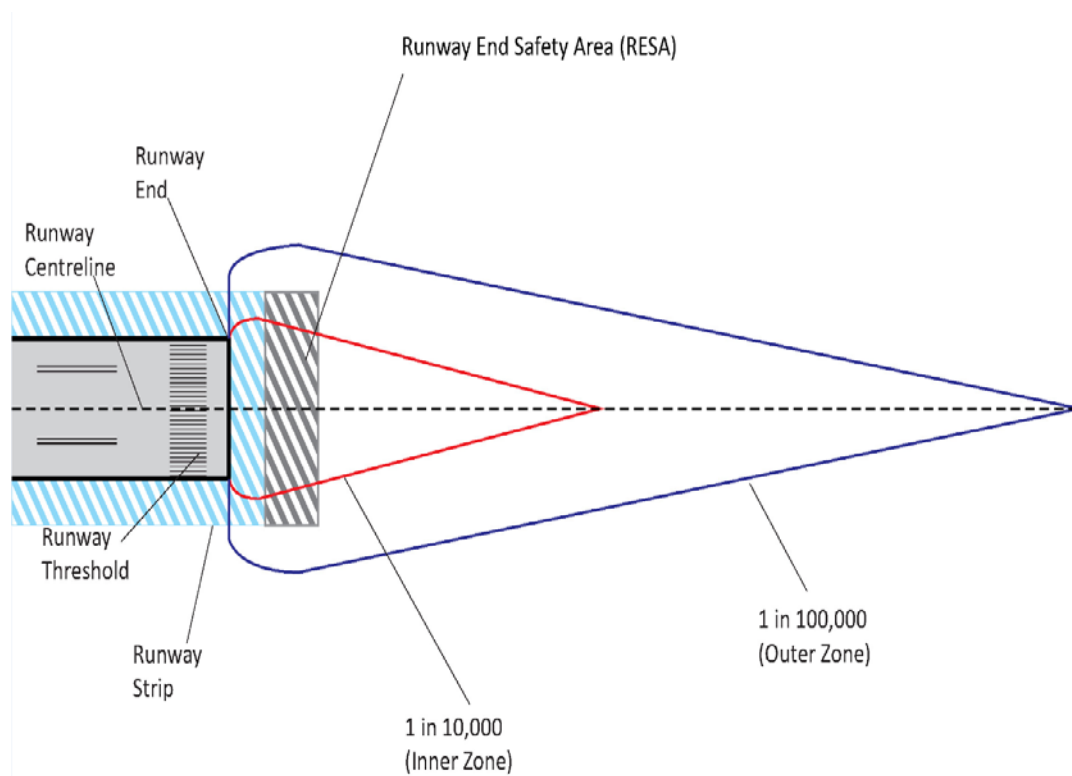
# What is a Public Safety Zone (PSZ)?

- Designated area of land, on or off-airport, at the end of a runway within which development may be restricted in order to control the:
  - number of people on the ground; and
  - storage of hazardous materials within the zone.
- Takes the shape of an elongated triangular or four-sided zone tapering away from runway end.

# How is a PSZ determined ?

- Identifies the area within which any person living or working for a period of a year, has approximately a 1 in 100,000 chance per year of being fatally injured as a result of an aircraft accident.
  - depends on statistical chance of accident occurring
  - relates to each airport's unique set of operations.
- Compared to other risks we take everyday, this is a very low risk.

# Example of triangular PSZ (not to scale)



# Example of four-sided PSZ



# Why consider PSZs at airports?

- By encouraging new developments to be compatible with their proximity to the end of runways, PSZs reduce the risk of an aircraft accident affecting people who live, work or travel near airports.
- Australia has an excellent safety record but, in the unlikely event that an aircraft crashes, the introduction of PSZs limits the consequences of such an accident.

# Who is responsible?

- Commonwealth responsible for 22 federal airports and will expect them to consider public safety risk.
  - 1000m trapezoid-shaped zone has been identified at runway ends of Western Sydney Airport.
- State, territory and local governments responsible for development assessment approvals concerning
  - land outside the boundaries of federal airports; and
  - on and around other airports.

# How will the Guideline work?

- Guideline is not retrospective - PSZs will not be applied to existing properties.
- The draft Guideline is consistent with both the UK and Queensland approaches to PSZ where they have been in place for a number of years.
  - Draft Guideline recommends using either Qld template or airport-specific modelling (applying UK method).
- Jurisdictions can either:
  - Proactively identify and map PSZs; or
  - Assess public safety risk on case-by-case basis.

# Consultation

- Draft Guideline I and supporting documentation can be found on the Department's website at:  
[https://infrastructure.gov.au/aviation/environmental/airport\\_safeguarding/nasf/public\\_consultation\\_nasf.aspx](https://infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/public_consultation_nasf.aspx)
- **Any Questions?**
  - **Sharyn Owen, Director, Airport Safeguarding**
  - **02 6274 6125 or [sharyn.owen@infrastructure.gov.au](mailto:sharyn.owen@infrastructure.gov.au)**
- Please submit your feedback by **COB Thursday 12 July 2018** to [safeguarding@infrastructure.gov.au](mailto:safeguarding@infrastructure.gov.au).
- Please share with other stakeholders/networks.