



# Fly friendly

A good neighbour in the sky



Moorabbin Airport



## Fly friendly

Moorabbin Airport is committed to being a good neighbour in the sky.

We have developed the Fly Friendly program to support flying activities that are considerate of local residents.

The Fly Friendly program identifies practical measures to decrease noise, such as using the least noise-sensitive runways, providing a special test area for aircraft maintenance, limiting training hours and flights over residential areas, and promoting the good behaviour of pilots.

### Limiting training hours

Moorabbin is a significant base for flight training in Victoria.

A vital part of flight training is “circuit training”, which involves repeated take-offs and landings, and flying along a designated path that is within sight of the airport at all times (this is known as an “airfield traffic circuit”).

These circuits are designed for air safety, so that pilots will know where to expect other air traffic, and be able to see and avoid it.

To decrease the noise impact on airport neighbours, circuit training hours are limited to:

Winter	Monday to Friday 8am - 9pm
	Weekends 9am- 6pm or last light, which ever is sooner

Daylight savings

Monday to Friday 8am -10pm  
Weekends 9am-6pm or last light, which ever is sooner

*Note: Moorabbin Airport operates 24 hours a day. Non-training aircraft departing or returning to the airport are not subject to these training limits and may still need to fly around a circuit to land safely.*



### Flying high to lessen noise

Pilots are required by law to maintain a safe altitude at all times, including when flying over residential areas. Aside from landing or taking off, the minimum height a plane will fly is 1,000ft over inhabited areas of 500ft over uninhabited areas or the sea.

Flying around the airport circuit does involve planes being below this height when they are landing or taking off, however as soon as practical pilots will fly at 1,000ft which decreases noise impacts on surrounding areas.

Helicopters operate at a different altitude (700ft above ground level) to maintain a safe distance from planes.

*Note: The Civil Aviation Safety Authority may issue an exemption to altitude requirements for training purposes.*

## Delaying aircraft turns

Because housing surrounds most of the airport, pilots will wait to turn their plane to minimise noise over residential areas (see map to the right).

Plans departing from runway One Seven Right will delay any turn until they have flown past Woodlands Golf Club to decrease noise above homes in Parkdale.

Aircraft departing runway Three Five Left will wait to turn until they are over the Kingston Centre to lessen noise impacts on homes to the north west of the airport.

## Ground running of engines

Running engines when planes are on the ground can create noise well beyond the boundary of the airport, so Moorabbin Airport has a purpose-built structure for aircraft maintenance and testing that channels noise across non-residential areas.

This “test cell” is used when engines are taken out of their plane. When maintenance or testing must take place while the engine is in its plane, the hours and areas where this can happen is limited. In the case of jet aircraft, maintenance is confined to the areas farthest from residential housing.

## Considerate flying

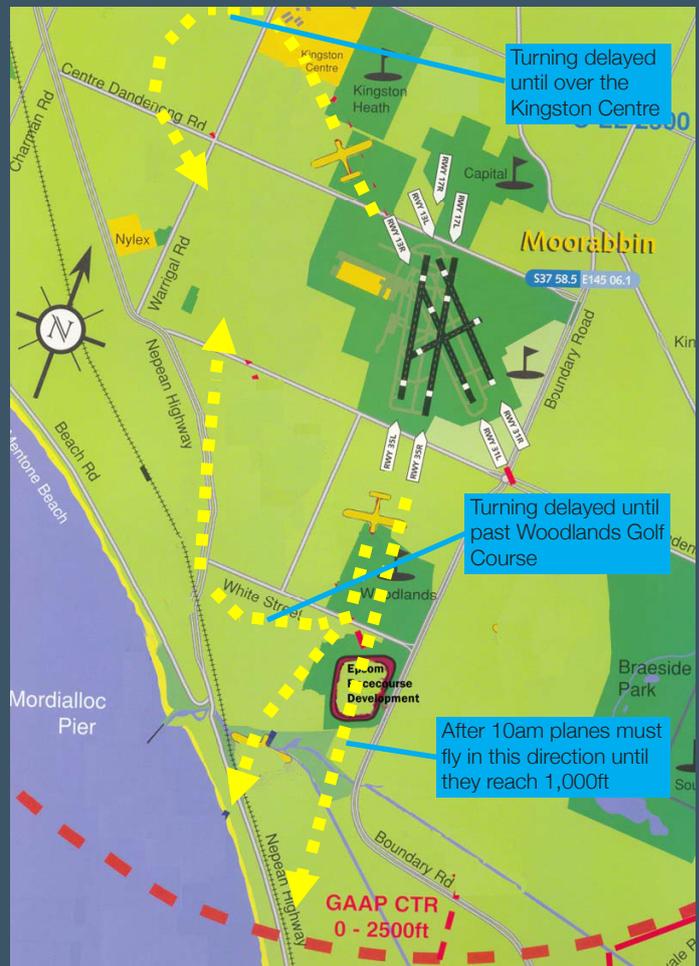
Pilots are encouraged to show good manners when flying from Moorabbin Airport. Through the Fly Friendly program, pilots are asked to:

- Be aware of noise-sensitive areas
- Avoid prolonged engine run-ups
- Avoid flying low at all times, especially over populated areas
- Keep flight circuits as compact as possible
- Climb to height as soon as possible and then reduce power to cruise settings
- Minimise noise from aircraft throttle
- Fly across the least noise-sensitive areas
- Reduce noise from helicopters

## Planning around airport noise

Kingston City Council uses a planning tool, known as an overlay, to locally tailor planning controls in areas with special features.

The Airport Environs Policy identifies areas subject to airport noise. The way that land in this overlay can be used is restricted and any new residential development must have specific building features that help to reduce noise for the residents inside.



Residential developments in the Policy area include Kingston Heath in Cheltenham, Epsom Racecourse in Mordialloc and Baltusrol in Heatherton.

If your land is in the Airport Environs Policy area, this will be mentioned on your rate notice from Council.

## Using quieter runways

Flying some planes only from particular runways helps to reduce the noise they make.

There are two runways at Moorabbin Airport that have the biggest impact on residential areas. These runways are 17R (facing South) and 31L (Facing North West).

Some flight and training actions can also create more noise than standard operations. So the Fly Friendly program supports the following:

- Certain types of planes should not use runways 17R and 31L for take off, unless no runway is available
- Practise landings with feathered (or angled) propellers are not permitted
- Simulated engine failure after take off in a plane with one engine is not allowed
- Jet aircraft will not use runway 17R for departures
- Simulated asymmetric operations after take off is permitted from runway 17R



Wind conditions are an important factor in aircraft landing and take off. However, when possible, pilots will use runways that are the least noise-sensitive.

The main north/south runways at Moorabbin Airport (17 and 35) are used 80% of the time. Airservices Australia decides which runways are used when the airport tower is in operation. Outside of those hours, pilots should use quieter runways.

Based on wind conditions and where there is a choice, runways are used in the following order:

- Runways 35 (at night 35R)
- Runways 17
- Runways 13 (at night 13L) and 31

Other runway-related initiatives to reduce noise include flying planes specific direction (known as a runway heading) after 10am until they are at 1,000ft. One runway in the airport (runway 04/22) is only made available when operationally required and it is not available for circuit training at any time.

Current wind and weather information is available by calling 9580 9637.

## Restricted training areas

Most flight training from Moorabbin Airport takes place to the south east of the airport. The training area roughly extends from Moorabbin Airport to Pearcedale, and along the coast to Koo Wee Rup and Pakenham.

To lessen noise from flight training, pilots are asked to avoid residential parts of the training areas, such as Hampton Park, Lyndhurst and Cranbourne. If flying under certain conditions they are also asked to avoid Fiveways Business Park and the City of Cardinia. If it's not possible avoid these areas, pilots are asked to fly at a higher height of 2,000ft.



Another way to keep noise down has been to establish a specific location for aerobatics in the Berwick/Cranbourne area.

## Safety first

Safety is paramount at Moorabbin Airport.

Pilots are expected to make their best efforts to comply with the Fly Friendly program, but there may be times when weather, air traffic procedures and safe separation distances between aircrafts may mean that they are not able to follow all of the Fly Friendly procedures.

## Noise information line

For more information or to discuss airport noise, please call Airservices Australia's noise information line on 1800 802 584.