



Australian Government
Civil Aviation Safety Authority

AIR NAVIGATION, AIRSPACE AND AERODROMES

File Ref: F15/4269-1

5 February 2021

Mr Phil McClure
Assistant Secretary, Airports Branch
Department of Infrastructure, Transport, Regional Development and Communications
GPO Box 594
CANBERRA ACT 2601

Dear Mr McClure

Moorabbin Airport – 2021 exposure draft Master Plan (edMP)

I refer to your request seeking comment from CASA on the Moorabbin Airport edMP prepared by the operator, Moorabbin Airport Corporation (MAC).

Airside infrastructure

The edMP indicates there will be no changes to runway and taxiway infrastructure during the immediate eight-year planning cycle. The document advises the existing runway and taxiway infrastructure is adequate to handle the aircraft type mix and movement volumes.

CASA notes the document variously refer to the airport having five and ten runways. For consistency, CASA recommends that the document refers to five runways.

CASA seeks engagement with DITRDC to understand the aviation facilities development plan. The plan appears to propose, among other things, additional hangars and aviation facilities in the vicinity of runways.

CASA notes the proposal to change the code number of Runway 17L/35R from Code 3 to Code 2 and the code number of Runway 17R/35L from Code 2 to Code 1. CASA seeks engagement with DITRDC to discuss this proposal.

CASA advises that it is not entirely accurate to suggest that Code 3 runways are required only by larger aircraft types. CASA would appreciate advice on the basis of the statement that the runways are constructed for light GA and have an MTOW rating of 5,700kg. CASA notes that MAC has previously identified Code 3C aircraft as being suitable for operations at the airport.

CASA would appreciate an expanded discussion on why MAC consider that safety issues would arise when Code C aircraft are scheduled with smaller aircraft types.

CASA takes the opportunity to commend MAC for its initiatives to reduce the rate of runway incursions.

CASA commends MAC for identifying the potential for urban developments in the prescribed aerial training area to affect training operations. CASA recommends that DITRDC engage with the Victorian Government through NASAG regarding land use planning policies to safeguard aircraft operations in the prescribed aerial training areas.

Safeguarding matters

CASA notes the potential for significant expansions in non-aviation development.

CASA recommends that DITRDC should take the lead in obtaining an understanding of potential safeguarding implications. In 2017, CASA worked with MAC regarding the potential for building induced wind effects to affect aircraft operations.

CASA notes the proposal to amend prescribed airspace to accommodate potential developments. Given the potential expansion plans, CASA recommends that DITRDC should provide policy guidance to all stakeholders on safeguarding implications.

Yours sincerely,



Brad Parker
Acting Branch Manager

Released under Freedom of Information Act 1982



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AIR NAVIGATION, AIRSPACE AND AERODROMES

File Ref: F15/4269-1

8 March 2022

Mr Phil McClure
Assistant Secretary, Airports Branch
Department of Infrastructure, Transport, Regional Development and
Communications
GPO Box 594
CANBERRA ACT 2601

Dear Mr McClure,

Moorabbin Airport – 2022 draft Master Plan (dMP)

I refer to your request seeking comment from CASA on the Moorabbin Airport dMP prepared by the operator, Moorabbin Airport Corporation (MAC).

CASA provided comment to DITRDC on the exposure draft Master Plan (edMP) on 5 February 2021. Following our discussions with DITRDC on 12 February 2022, MAC wrote to DITRDC and delivered a presentation on 28 February 2022 which was also attended by CASA.

Aviation Development Plan

CASA notes that MAC has estimated the capacity of the airport to be significantly lower than the corresponding figure in previous masterplans. The dMP indicates that one of the drivers for this reduction is CASA standards relating to the number of aircraft permitted in the circuit.

MAC may be referring to a 2009 Direction limiting the number of aircraft in the circuit which expired 12 years. CASA advises that there is no current regulatory restriction on the number of aircraft permitted in the circuit and considers the statement that 'airspace regulations reduce theoretical airspace capacity by 50% in circuits' to be inaccurate.

The dMP states that MAC proposes to change the runway code of the two principal runways from Code 3 to Code 2 (RWY 17L/35R) and from Code 2 to Code 1 (RWY 17R/35L).

CASA does not agree with the statement 'Code 3 aircraft cannot safely operate from Moorabbin Airport', as Code 3 aircraft could operate from Moorabbin at reduced operating weights.

CASA has considered the statements made in the MAC letter dated 28 February 2022 regarding the safe operation of Code C aircraft alongside small aircraft types. CASA advises that the Office of Airspace Regulation (OAR) monitors airspace risk and would seek to apply proportionate controls as required and notes Code C aircraft operations routinely coexist with smaller aircraft throughout Australia.

In summary, CASA advises there are no safety reasons to amend the runway coding as proposed and this issue is a policy matter for DITRDC to consider, noting the potential implications at other leased federal airports.

Safeguarding matters

CASA notes the potential for significant expansions in non-aviation development.

In 2017, CASA worked with MAC regarding the potential for building induced wind effects to affect aircraft operations. The mitigation identified involved AIP entries regarding the existence of windshear and turbulence.

Additional non-aviation development in the vicinity of runways may require similar mitigations. CASA recommends that DITRDC should take the lead in obtaining a holistic understanding of potential safeguarding implications as the number of non-aviation developments increase.

CASA notes the proposal to amend prescribed airspace may facilitate additional developments in the vicinity of runways. Given the potential non-aviation development expansion plans, CASA suggests that further policy guidance on safeguarding implications of the changes to prescribed airspace may be beneficial.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Adrian Sloutjes', written over a diagonal watermark that says 'Released under the Freedom of Information Act 1982'.

Adrian Sloutjes
Acting Branch Manager



Australian Government
Civil Aviation Safety Authority

AIR NAVIGATION, AIRSPACE AND AERODROMES

File Ref: F15/4269-3

27 April 2023

Mr Phil McClure
 Assistant Secretary, Airports Branch
 Department of Infrastructure, Transport, Regional Development,
 Communications and the Arts
 GPO Box 594
 CANBERRA ACT 2601

Dear Mr McClure,

Moorabbin Airport - draft Master Plan (dMP) document, March 2023

I refer to your request dated 27 March 2023 seeking comment from CASA on the 2023 Moorabbin Airport dMP document prepared by the operator, Moorabbin Airport Corporation (MAC).

I am advised that the then Deputy Prime Minister refused to approve the 2022 dMP document on 29 March 2022.

The contents of the current dMP document as they relate to matters for which CASA has responsibility is substantially the same as that of the 2022 dMP document for which we provided comment in March 2022.

Accordingly, CASA's response has not changed and please refer to our letter dated 8 March 2022 which is attached for your convenience.

For any further information or advice, do not hesitate to contact Dilip Mathews22

Yours sincerely,

Digitally signed by Adrian
 Sootjes
 Date: 2023.04.27 15:53:05
 +10'00'

Adrian Sootjes
 Branch Manager