

From: [Sarah Capenerhurst](#)
To: [Safeguarding](#)
Subject: HPE CM: Kingston submission- NASF Wildlife strike
Date: Friday, 16 December 2022 3:41:10 PM
Attachments: [image001.png](#)
[image002.png](#)
[image006.png](#)

Hi

Re: NASF Guideline C

The NASF identifies that wildlife strikes (birds, bats and flying foxes) can cause major aircraft damage and reduce safety. Careful land use planning and land management near the airport can significantly influence the risk of wildlife hazards such as avoiding land uses which attract birds. At present, Council provides our relevant Airport (Moorabbin Airport Corporation) an opportunity to formally comment on planning applications which impact upon the operation of the Airport. It is noted that Moorabbin Airport is a general aviation airport, which services regional and rural Victoria, NSW and Tasmania as well as incorporating a significant training component.

It is recommended that the Committee review Part A and B papers from the Melbourne Airport Environs Safeguarding Standing Advisory Committee (MAESSAC). A substantial discussion occurred in part b report around wildlife strikes and how to attempt to address this issue (please note that it had Melbourne Airport in mind with no discussion around General Aviation airports- which are a different model).

Embedding the NASF principals and guidelines into the scheme would ensure that there is consistency across all airports within Victoria. Due to the impact upon private property rights, it is important that this is done in a manner which provides Council and the community an opportunity to comment on the translation through any future changes if something were to be introduced. Kingston are bound by five additional municipalities some of whom would be affected by the 13km radius. It is highly unlikely that our neighbouring Councils are aware of this consultation given they have no airport in their municipality yet could potentially impact upon them.

A planning practice note is really required around all aviation planning. This would provide guidance to planners when making decisions. Whether this is done at State or Federal level (arguably at a federal level would ensure consistency across Australian airports). At present there is a lack of training for planning professionals around airport planning.

As always happy to discuss further,

Thanks,

Sarah Capenerhurst

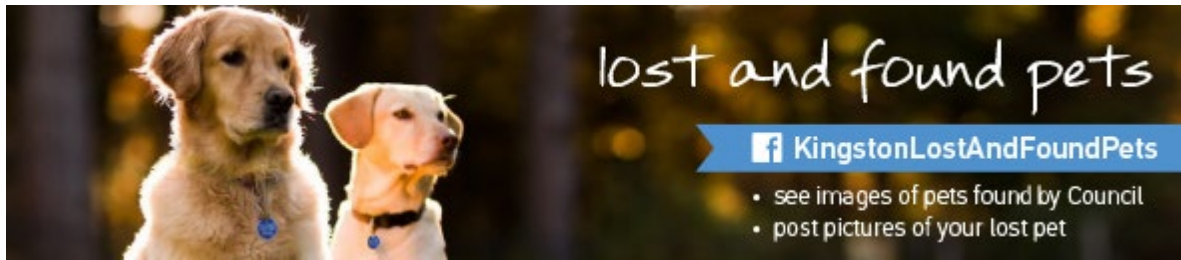
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