

**CIRCUIT TRAINING AT MOORABBIN AIRPORT**  
**Report To Minister July 2011**

**Recommendation 1:** *Airservices Australia, in consultation with the helicopter industry, assess the value of standard flight paths being established for helicopters departing and arriving at Moorabbin Airport that would enhance safety and minimise noise impacts on the local community. (Great if anything comes of it and if the flight paths are sensible i.e. don't involve the current joy riding along the coastline and perhaps instead make use of the large expanses of industrial and green wedge areas.)*

**Recommendation 2:** *MAC continue to strongly promote the adoption of the Fly Friendly Program by all operators at Moorabbin Airport. (The report is peppered with references to the current token Fly Friendly program – there is only one small area of relevance at the Southern end of the airport and it does little for most residents. This recommendation is meant to give readers the impression that this is something responsible and comprehensive happening but this is not the case at all. Also it's totally up to pilots whether they want to bother with Fly Friendly.)*

**Recommendation 3:** *MAC establish clear procedures for the handling of complaints over possible breaches of Fly Friendly agreements and regularly report on compliance to the Moorabbin Airport Community Aviation Consultation Group. (Wonderful, after a dozen years there is finally going to be a "process". Not that this is being done for any identifiable reason nor is there reference to any intended outcome.)*

**Recommendation 4:** *MAC, with assistance from airport users and Government aviation agencies, continue to undertake an education and awareness program to better inform the local community on airport operations including circuit training. (So we are going to be told that planes are flying over our homes!)*

**Recommendation 5:** *The hours of fixed wing and helicopter circuit training at the airport published in the Airport's Fly Friendly Program be restricted to 0900 to 1800 or last light, whichever is sooner, on weekends, and Victorian public holidays. (Basically every daylight hour! Well at least our young children and babies will have a hope of sleeping if it is adopted.)*

**Recommendation 6:** *MAC, in consultation with Airservices Australia, CASA, and industry, progress a proposal to reduce night hours of circuit training from Monday to Friday to match tower operating hours. The proposal would be subject to completing an assessment of the safety, environmental and economic costs and benefits. (Ah, how will the economic costs of people's amenity and happiness will be factored into the assessment? Will it surprise anyone if we read a year from now that aviation companies make more money if they continue their training and joy flights on the weekends?)*

**Recommendation 7:** *The relevant Victorian Government agency, in consultation with the Federal Department of Infrastructure and Transport, undertake a review of the future aviation needs of Melbourne and regional Victoria, with particular emphasis on the pilot and helicopter training industries. (This was thrown in for good measure. It has nothing to do with solving the problems but will introduce commentary on the importance of aviation training which will then be used to justify continuation of aviation interests.)*

**Recommendation 8:** *MAC approach the relevant Victorian Government planning agencies to examine alternative suitable sites for satellite helicopter training for operators based at Moorabbin Airport. (It's staggering that noisy helicopters managed to set up base at Moorabbin in the first place but this is certainly a welcome recommendation – provided it also includes the helicopter sight seeing industry which hammers the coastline.)*

**Recommendation 9:** *Airservices Australia provides the Moorabbin Airport Community Aviation Consultation Group with regular updates of progress with the implementation of the 18 recommendations made by the Aircraft Noise Ombudsman in relation to the better handling of noise complaints. (Well this is happening anyway. Last time we checked the Ombudsman was encountering the same bewildering web of buck passing that residents have encountered for years and being given the same worn reasons why aviation needs to continue to do whatever it pleases.)*