

**The following 9 pages summarise the
160 Page Moorabbin Airport Master Plan.**

Be aware that comments you make and submit to the Moorabbin Airport Corporation relating to the Master Plan will be “summarised” by MAC and then sent to the Minister. For this reason we encourage you to submit your comments to the Moorabbin Airport Corporation and also directly to The Hon Anthony Albanese MP, Minister for Infrastructure, Transport, Regional Development and Local Government, PO Box 6022 Parliament House, Canberra ACT 2600

Moorabbin Airport Residents Association (MARA)

Comment & Preface to the Airport Master Plan:

The Moorabbin Airport Master Plan which has been prepared by the Moorabbin Airport Corporation (MAC) is profoundly laced with comments about jobs and economic contribution to the South East economy. With more than a hundred references to employment, its political intent is not only obvious but embarrassingly so. Without any particular rationale it proposes a contribution of more than 8000 jobs since it took over the airport lease ten years ago. Nowhere is there a proper cost benefit, economic or employment assessment of the airport or airport trade-offs on the local or more importantly greater Melbourne economy. Building shops, offices and warehouses on airport premises for the subsequent lease revenue is not an economic windfall from aviation. Moreover in the absence of MAC, the same investment and development would have been derived based on need and opportunity at the hands of other non aviation entrepreneurs within the city. The only difference being other entrepreneurs would not have been anointed with the freedoms of an airport lease and the associated do it yourself planning opportunities.

MAC proposes Regular Public Transport (RPT) from Moorabbin Airport, something akin to the activities at Melbourne or Avalon airports. The modest projections for passenger aviation in Victoria mean that any plans for RPT from Moorabbin (eg 60-100 seater jets) will simply be a displacement of economic activity from other airports which are already dealing with such transport. This was confirmed by an independent report commissioned by the government before the Airport Lease was offered to MAC. The displacement of RPT from other airports will be at a net economic cost because Moorabbin is not currently suited to public transport and needs to invest in new infrastructure and this is aside from the likely generic low cost flavour of such

RPT carriers which will eat into the RPT economy . In any case MAC proposes that the airport is not viable from an aviation perspective so the bottom line continues to be economic contribution from commercial land development at the site not from the aviation plans. It goes without saying that economic contribution from land development is possible without compromising the safety and amenity of the residents of the city of Kingston. It is bizarre that we should even be considering economic contributions from commercial retail leases in an airport master plan. Unfortunately MAC has played its economic trump card so many times that people have started to believe it, including it seems, the local City Council which is conspicuous in its absence from most of the Moorabbin Airport debate. It may well be possible to install shops and offices on a leased aerodrome but why is this supposed to come at a cost to safety and amenity and why should the Local Council or MAC feel that such investment forgives any negative social or environmental impact of the Moorabbin Airport now or into the future?

There is no question that bringing in overseas student pilots to fly low over the City of Kingston day after day and imposing noise and plane crash fatalities on local residents is a rather perverse economic model by any reckoning. It can't even be said that the trainee pilots move into industry and benefit the Australian economy because most of them return to their homes in other countries.

It is not being suggested that the airport has to be shut down to restore some sort of community fairness and balance but increased airport activity is certainly unconscionable and is nothing to do with Australians having a general aviation facility at Moorabbin and little to do with net economic gain or jobs in the South East of Melbourne.

The notion of turning Moorabbin Airport into a something akin to Melbourne or Avalon airport with the introduction of commercial jets would be quite disastrous and would severely compromise the remaining amenity of an otherwise unique and beautiful coastal municipality. Almost doubling training activity levels from pre-lease averages would be similarly disastrous. The expansion plans will steal the freedoms and planning rights of other property holders in the City of Kingston. The latter is a forgotten and negative economic variable which for some reason is not considered relevant to the debate. How perverse is it that I have a job at the Moorabbin DFO but I can't sell my home because it is now captured under a new environs overlay caused by the increased noise at the airport. And how undemocratic is it that there is no authentic public consultation on this likely planning impost?

Summary of the Moorabbin Airport MasterPlan Impacts on Residents of the City of Kingston

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The MAC purchased the current 49 year lease in 1998, with an option for a further 50 years.

The MAC continues to be committed to strengthening the airport operational capacity through dedicated management and **attracting new aviation businesses.**

We aim to maintain Moorabbin Airport as Victoria's premier location for **pilot training**, services for General Aviation aircraft and a base for **recreational pilots.**

Moorabbin Airport has the ability to offer more **convenient and user-friendly transportation options to Both business and leisure travellers.**

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Importantly planning and infrastructure is in place to support the maintenance of the **Obstacle Limitation Surface (OLS)** requirement continues to protect long term airport business activity

MARA Note: This refers to the desire of MAC to place Planning restrictions on residents in the City of Kingston so that they can continue to increase airport activity without having to deal with residents complaining about aircraft and the noise. The bottom line is that people will lose property freedoms and rights which they currently have.

...aircraft movement numbers have varied considerably from year to year since MAC commenced leasehold. **In the early 2000s annual movements peaked at approximately 250,000.** Since 2007, annual movements have increased to above 300,000 and towards **400,000 in 2008**, due largely to a significant increase in commercial flying training at Moorabbin airport. Leisure flying continues to stagnate, primarily due to cost pressures. Commercial flying training, especially of **overseas students**, is a major continuing requirement for the airport to accommodate.

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In addition to general aviation uses, this Master Plan continues to plan for potential Regular Public Transport (RPT) services to other Australian capital cities.

MARA Comment: Imagine Moorabbin airport operating like Avalon or Melbourne Airport!

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The plan acknowledges that substantial **additional and upgraded infrastructure** will be delivered during the life of the Master Plan.

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This 2009 Master Plan continues the process of forecasting and planning for the future use of the Airport. Commercial **flying training, especially of overseas students**, is a continuing requirement and will for the life of this Master Plan make up a substantial amount of use for Moorabbin Airport...

Successive Master Plans have provided for the development **Regular Public Transport (RPT) services from Moorabbin to other Australian capital cities**. This 2009 Master Plan retains the intention and, of necessity, devotes a large amount of detail to explain the **technical requirements** that would need to be met to provide for and service this opportunity.

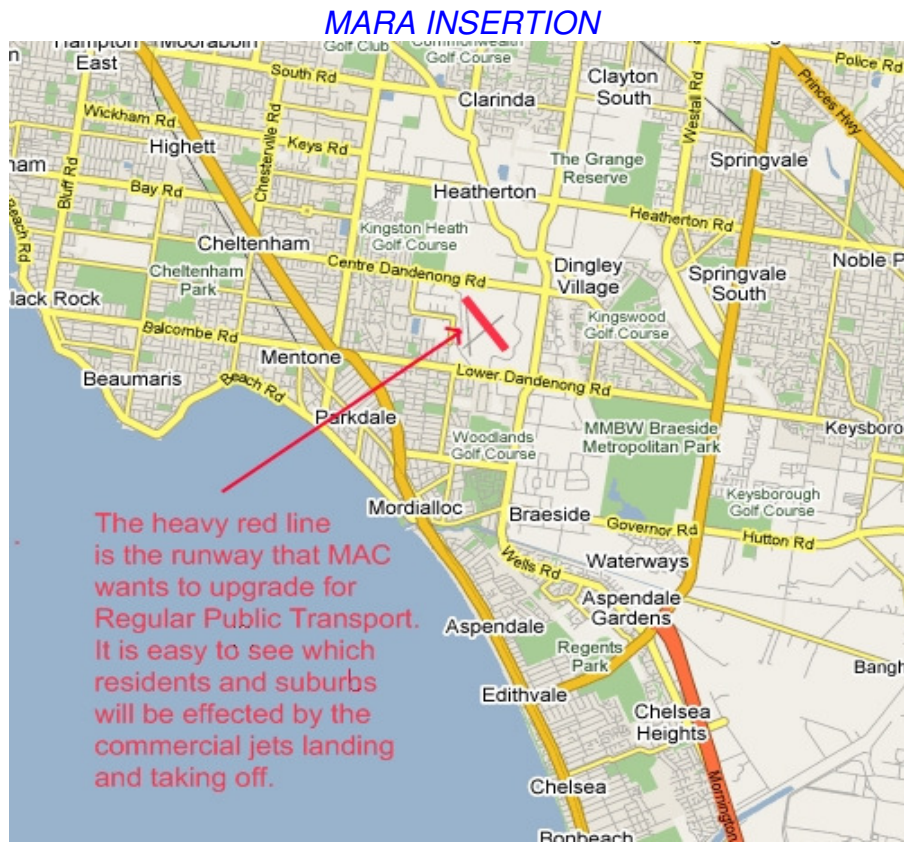
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Facilities which would need to be developed or improved **For [Regular Public Transport] RPT activity** include **runway 13L/31R** and a taxiway link to a new passenger terminal apron.

...40-50 seat turboprop, would appear to be at the limits of current technical capacity.

Moorabbin can serve as an origin/destination port for both the business and leisure traveller by providing a viable and attractive alternative to Melbourne Airport. It could offer high frequency and equivalent service levels, with typical regional turbojet aircraft. The largest suitable aircraft is **currently** a code 3C

aircraft. This class is typified by the Embraer Regional Jet 170 (ERJ170) aircraft with seating capacity for approximately 70 passengers:



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In the longer term, if the slighter larger ERJ190 (Code 4C) is introduced (approximate 100 passenger aircraft), consideration may be given to the development of a central runway (13C/31C) in order to achieve the greater runway length required to operate this aircraft.

Helicopter facilities will allow unrestricted use by aircraft with a maximum rotor diameter of 15 metres, although detailed planning will ensure sufficient flexibility to accommodate the occasional larger helicopter.

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The need for a runway extension would stem from an introduction in RPT jet services and in particular, the introduction of an ERJ170 type aircraft.

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For introduction of RPT services, a new Aerodrome Rescue and Fire Fighting Service (ARRFS) facility will be required once annual passenger numbers exceed 350,000.

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During April 2008 flying reached new heights with over 40,000 movements for the month mainly due to an increase in flying training.

The busiest days in the month exceeded 2,000 on four occasions.

MARA comment: 2000 movements in one day is about one plane every 15 seconds landing or taking off.

These planes are flying over people's homes and in such a high concentration are an almost certain recipe for more aircraft disasters and fatalities.

Los Angeles International Airport has roughly 1700 movements per day and is considered one of the busiest general aviation airports in the world. To suggest that Moorabbin has gotten out of control would not be an overstatement.

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The movement analysis for a Long Range forecast 500,000 annual movements includes the following assumptions,

60% of the time traffic levels could be at .. 575 movements ...

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Because of its urban location, Moorabbin Airport is a possible location for the development of night freight traffic . .

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Previous Master Plans have predicted the development of medium capacity RPT services to capital cities using 100 seat jet aircraft and the current ANEF includes 12,500 movements per year of such [jet] aircraft. Market research identifies a niche market business-orientated service, on the main Australian capital city corridors, with a main focus on traffic to and from Moorabbin, Bankstown (Sydney) and Brisbane. This market comprises those passengers who would normally pay full economy fares on mainstream carriers.

Extensive development of Moorabbin Airport would be required to support a jet RPT operation.

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As outlined in Section 4.5.1 consideration may be given to the development of a central runway (13C/31C) order to achieve a greater runway length as required to operate a Code 4C aircraft. As such the prescribed airspace makes provision for this in order to preserve the long term potential requirement.

The protection of the airfield allows for growth in current activity and the possible introduction of RPT jet.

An Australian Noise Exposure Forecast (ANEF) is a forecasting methodology that is used ... to produce a chart of varying degrees of aircraft noise exposure.

The Long Range ANEF is ... an enlargement of the area affected by [current] ANEF contours.

MARA Comment: The City of Kingston adopted the last ANEF as the basis for a city planning overlay. The overlay placed restrictions on how people could use their properties. MAC is saying that it wants to increase the area (and hence number of residences) effected by the Airport noise forecast. This will lead to an impact on more residents in the City of Kingston in terms of their existing freedoms and rights over their homes and properties.

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The following residential areas now appear within the ANEF20 contour: Some areas of Dingley, the junction of White Street and Chute Street, and a small area near Farm Road. The ANEF contour also extends into the Epsom estate, Kingston Heath estate and the Baltusrol estate

The increase in ANEF coverage, especially the increase in the ANEF20 level, is largely attributable to more accurate computer modelling but is actually a confirmation of fact that Dingley is affected by aircraft noise.

Moorabbin Airport Corporation does not control aircraft in flight and this Master Plan cannot address directly operational issues or procedures pertaining to aircraft noise.

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In areas between 20 and 25 ANEF notice that the land is subject to aircraft noise is made available to the public through notifications on rates notices issued by the Council.

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There is a coastal transit route established just off the coastline for aircraft not operating from Moorabbin who wish to transit the Moorabbin control area.

Most aircraft operating from Moorabbin Airport use an area to the south east of the airport for general training tasks.

Aircraft perform simulated engine failure manoeuvres which involve the engine being taken back to idle speed whilst the pilot goes through various emergency procedures.

An aerobatic area has been established in a lightly populated area near Cranbourne for aerobatic manoeuvres.

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The main source of ground-based noise emissions at the Airport is the ground-running of aircraft engines. However, during construction works such as a runway

extension or a significant building project, there is potential for excessive noise emissions from plant and equipment.