

Preliminary Draft Master Plan submissions
Moorabbin airport Corporation Pty Ltd.
Airport Management Centre
Bundora Pde. Mentone. Vic. 3194

Mr. B.
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22 - 07 - 09

Dear Sir

I started working at Moorabbin Airport in 1970 at that time the main training schools were the Victorian Aero club. Shuttes, Civil Flying School to name but a few. These organizations used mainly Cessna 172, and Piper warriors. At the same time the airlines were using Boeing 727, 737, 707, DC 9 Foker F27, and 1000. All these early Jet aircraft made a lot of noise and as a consequence created much resistance from the general public living near airports here in Australia and the rest of the world. As a result the airline industry was forced to create better quieter and more fuel-efficient airliners and noise abatement procedures to be good and responsible neighbours. Today the modern airliner is a very powerful and relatively quiet aircraft. Even Bib Stilwells (Civil Flying Services) first low bypass Learjets introduced into Moorabbin in the early 1970s are no longer able to fly in Australia due to noise. However the later model high bypass learjets are able to fly outside noise curfews. Modern turboprop aircraft are also now quieter than their earlier types.

I have lived under the flight path in the Eastern sector of Moorabbin circuit area for the last 22 years. In this time absolutely no attempt has been made by the flight training organizations or Airservices to become responsible and acceptable neighbours by reducing noise levels. These aircraft that create incredible noise over my house all day are the same antique 40 year old aircraft that I flew when I was learning to fly. I acknowledge that some are newer versions of the same type but there has been no attempt to quieten this ancient technology. The Piper Warrior is by far the most noisy training aircraft while the Cessna Citation jet and some ultralites are acceptably quiet, so it can be done.

When the circuit is full the aircraft are about ten seconds apart so we get the noise from several aircraft at the same time and when they are this close the noise is continuous. Even though the noise level is probably not breaking any statutory limits it is very high, making conversation or listening to television difficult, particularly if you are having a BBQ or other outside entertainment. After a few constant hours it becomes very frustrating and has the potential to become a health hazard. At least at Sydney International they keep changing the runway configuration to relieve the residents and share the noise where possible, particularly on weekends. At Melbourne Airport there are lots of noise sensitive areas we are kept away from. We shouldn't have to put up with this noise in the year 2009 because the light aircraft operators haven't bothered to update their equipment.

I have been in the aviation industry for 39 years and have flown over 20,000 hours in various categories' of aircraft. Over the years I have defended the operation of Moorabbin Airport and all the revenue it raises and the people it employs. It has now come time to revisit Moorabbin Airports position relating to it being a responsible corporate citizen.

- Moorabbin Airport is now surrounded by suburbia. Given it was there first It doesn't lessen the irresponsibility of circuit training over populous area.
- Its operators have failed to update its equipment causing unnecessary noise pollution for all residents.
- Most training aircraft have technology that is over 40 years old.
- Circuits flown by training pilots with under 50 hours experience.
- Too many aircraft in the circuit at any one time.
- MAC has reduced safety by promoting commercial building on the airport for profit.

It is time for circuits to be carried out at satellite fields away from populous areas, same as Essendon. This is not a disadvantage as students have to learn how to depart and arrive and training can be incorporated while transiting. The airport is a great municipal asset but should now only be available for arrivals and departures.

As for the golf course closure, it is a poor decision to close a public asset to increase the activity of Moorabbin airport when it really should be reducing. Sadly it is time to restrict the circuit training at Moorabbin Airport, update the training fleet, and apply responsible noise abatement procedures.

Failure to give more than lip service to these more than reasonable and sensible requests means the loss of my support for Moorabbin airport and I will join the growing numbers who want the airport closed and the golf course extended.

Yours Faithfully