

Planning for compatible development

While improved predictors of aircraft environmental impacts would be of assistance to persons potential purchasing real estate around greenfield airports, they would be of little benefit for existing airports where the damage has been well and truly done.

Much can be achieved in the area of safeguarding in relation to restriction caused by public disamenity, with or without the use of elaborate predictors, by simply making changes to air operations, as suggested in the NAP Green Paper and other steps more fully canvassed in my submission to the Moorabbin Airport Master Plan.

- Groups of aircraft in quick succession
- Dispersal of flight paths
- Observing turn restrictions on departure
- Banning formation flying
- Helicopter overlays
- Cessation of circuit training
- Cessation of ab initio flying

Public safety zones (PSZs) and third party risk

PZSs are supported, however one must point out that for an airport like Moorabbin, with large numbers of ab initio and other circuit flyers potentially coming into conflict, runway-end PSZs would be meaningless, as crashes can occur anywhere in the circuit. This has been born out by actual experience. An aircraft piloted by a student pilot crashed on a residential property on 27 August 2008.

It should be noted that MAC is planning to introduce jet RPT flights from Moorabbin, using a runway pointed over residential areas [Runway 13/31], rather than one directed over non-residential areas. Thus they are proposing to create new operations affecting what would be an automatic bespoke PSZ. Even with a generic 1000 metre long¹ PSZ, Moorabbin would encroach on a public park and a childrens' playground.

¹ Discussion on 9/07/09 with Nicholas Dowie, Section Head, Airports Planning, Policy and Environment, Aviation and Airports Division, Department of Infrastructure, Transport, Regional Development and Local Government

It is noted that PSZs are mainly in connection with new developments and that remedial action in existing situations or encroachments has rarely been called for. However, it does call into question the granting of new airport operations (uptick in passenger transport using larger and faster jet aircraft) in circumstances where PSZs are otherwise warranted but for existing development. Thus any proposed Master Plan operations should be disallowed where the operations infringe potential PSZs.