

Sent: Thursday, 26 June 2008 3:14 PM
To: Aviation Statement
Cc: Joe Biviano; David Madill; Anna Emanuel
Subject: Submission from MARA, Inc.

To the Relevant Officer,
Department of Infrastructure, Transport, Regional Development and Local
Government
Please find below a Submission from MARA, Inc. regarding the Issues Paper, April
2008 - TOWARDS A NATIONAL AVIATION POLICY
Attachments are displayed below in the body of the email.
regards,
Anna Emanuel
Secretary,
MARA, Inc.

M. A. R. A. Inc.
(MOORABBIN AIRPORT RESIDENTS ASSOCIATION INC.)
TOM UREN PRESIDENT
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26th June, 2008
The Hon. Anthony Albanese MP
Minister,
Department of Infrastructure, Transport, Regional Development & Local
Government,
GPO Box 594,
CANBERRA, ACT 2601

SUBMISSION from: Moorabbin Airport Residents Association, Inc.
RE: TOWARDS A NATIONAL AVIATION POLICY – ISSUES PAPER April 2008

1. We welcome the opportunity to raise Community concerns regarding the **NOISE**, and other harmful effects caused by the **noxious** and **unrestrained** Light Aircraft Industry operating at Moorabbin Airport in the City of Kingston. Its harmful effects cover the suburbs of Mordialloc, Parkdale, Mentone, Cheltenham, Heatherton, Springvale and Dingley.
2. **Moorabbin Airport is different. It is the busiest Airport in Australia for aircraft movements. It deals mainly with old, noisy light aircraft (majority over 30 years old), as opposed to general aviation traffic elsewhere. The majority of activity is light aircraft used by Flying Schools for daily, repetitive circuit training.**
3. This Issues Paper seems to us to be little more than a smoke screen pretending to involve local communities when successive Federal governments and public servants have long been aware of our concerns and have chosen to ignore them.

4. If this Submission process is serious, we invite you to address our community about the issues. We will arrange the venue. However, I suspect that the matter was in train prior to the last election, and the current Labor Govt. will contribute no more than the Liberal/Nationals did in their 11 years of privatisation-dominated policies, after initial introduction by Labor.
5. Politicians of all persuasions tell Australians seeking homes that a land shortage is the cause of prohibitive costs. Moorabbin Airport is an ideal area of land suitable for residential development, supported by commercial and green recreation space.
6. The Airport site is surrounded by public infrastructure, paid for by the local community and handed over to a private developer at a meagre cost for profit. Moorabbin Airport Corporation puts nothing back into our community. They don't have the decency, nor feel an ethical need to contribute to Council budget or rates over Airside land.
7. You are aware that MAC, with Government consent, is proceeding to resume the Moorabbin Public Golf Course for commercial building development. This will be an undertaking unprecedented for its cynical use of the commercial profit motive - the gift of a publicly-owned recreation and sporting facility to a group of rapacious and seemingly unstoppable developers.
8. It should be noted that the use of this facility was and is affordable to the not-so-rich people of Kingston. The retired, the families and individuals need to maintain their health through recreation and gentle exercise in the ever-shrinking proclaimed green wedge that is being eroded for profit here.
9. If Government will not stop this closure, MAC should be required to contribute some of their HUGE Capital Gain, (\$8.5 - \$50 million) to a NEW Golf Course facility, supported by the Federal Government, in recompense for Govt. not excluding the Golf Course land from the initial Lease.
10. It is my belief that you have the legal right, through the Planning Controls to stop this miscarriage of justice. Perhaps you would like to explain to the residents personally about the above planning decision and your future decisions on the matter.
10. Attachment 1 Appendix A
This is a copy of correspondence with the Victorian Govt. "Dept. of Sustainability and Environment, of Wednesday 19th November, 2003. Planning exemption appears to exist only due to the land occupied by the Airport being owned by the Commonwealth Government. Planning consent could surely be returned to the Victorian Govt. with Commonwealth Govt. agreement and some stipulated conditions.
11. Noise Complaints The phone no. given for this purpose, 1800 802 584 Sydney, offers NO assistance, advice or immediate action to aggrieved and adversely affected residents. It merely gathers statistical information. This is provided to Govt. Depts. and Airfield operators who take no action, never publish it, never enquire into its consequences, and generally ignore it totally. They then tell the public

that they don't have a problem. It should not be called a Noise Complaints line, since no complaints are ever meaningfully dealt with.

12. The Complaints Line only works part-time, not at weekends or Public Holidays and not after 5pm daily. A large segment of the Kingston population have their BBQ's and other outdoor lifestyle pursuits ruined day by day by a small section of people (mostly non-residents) who are cashed-up aviators and National and International flying students.
13. Affected residents are entitled to recourse and relief through a source who have on-the-spot authority; to provide prompt action and investigation of disruptive noise or any other problem.
14. No other industry is given the freedom to pollute as are these federally licensed, and unconcerned entities. While there is no local or state ability to regulate or supervise them, the local communities suffer. The near-continuous noise intrusion adversely affects the health of a large number of our communities. There is medical information available to support this claim.
15. MAC—Residents-Consultative Committee-Industry Tenants Assn.-Communication
Consultation barely exists – with rejection or 'No Action' by either Govt., MAC or Industry.
16. Over the past 11 years the level of noise has escalated with increasing flight movements. Sometimes it is impossible to hear conversations outside our residences, and at times it is unbearable. Ever increasing development of commercial buildings has seen significant increase in traffic movements and road congestion. This is exacerbated by traffic signals required only to service MAC airport developments, with even more road signals authorised for installation.
17. When the community attempts communication to or from Govt. and Govt. Depts. they are referred back to the MAC Consultative Committee, where any proposals are vetoed by them. Presumably because they are Administrators delegated by Govt., (which no other commercial concerns are), they see no need to listen to local concerns or act with consideration or fairness. They don't see themselves as accountable, as all levels of Government must, and do.
18. At a recent Consultative meeting, MAC Manager, Mr. Phil McConnell replied to a question from MARA that he had not written a 'noise consideration' advice to Airport users. For 10 years he has considered verbal advice as the superior communication method. This method, of course, cannot be verified or confirmed.
19. At the same meeting, we were instructed by a CASA Officer, Mr. McAlister, that if we didn't like the noise we should, 'move from the district'. A letter in reply from Acting CEO of CASA, Mr. Carmody seem to support that view.
20. We assume this view applies to the hundreds of residents who share the same noise concerns and ask again that CASA reply to our question so that we, MARA, can advise the community. We attach separate correspondence on this matter – Attachment 2 - Appendix B.

22. Air Services Australia 'Fly Neighbourly Agreement' – AERU CBI 18987 MARA has asked unsuccessfully on three separate occasions, via the Consultative Committee procedure, for a 'Fly Neighbourly Agreement' based on "Airspace and Environment Regulatory Unit" Guidelines, to be put in place. At Moorabbin, with MAC as Administrators, we consider that the adoption of this format will bring joint responsibility or Airport-based Operators to work jointly on community noise and other concerns.
23. The current guidelines 'Fly Friendly' program, as mentioned in the 2004 approved Master Plan is ineffective and ignored my most. We doubt that many of the Moorabbin-based operators are aware of the contents of the Master Plan, the same is true for the wider base of operators from Essendon and elsewhere, who fly into our area and use Moorabbin systems.
24. Transponders The installation of Transponders on all Moorabbin-based aircraft will, we understand, identify all aircraft and reduce the time currently taken in pre-circling the airport in landing procedures. We consider urgent regulation should be enacted to enable this.
25. Potential Larger Aircraft The community live in constant fear of the likely arrival of a 60-seat Jet Aircraft Fleet operating out of Moorabbin. We were last confronted with this possibility when the Stoddard Group mounted a proposal for this. More recently, rumours of further proposals by Tiger Air and Lindsay Fox operations are causing great agitation amongst our residents.
26. We fear more noise, more air pollution, more traffic congestion, more discomfort and aggravation. From past responses, by both MAC and the Federal Government and its public service depts., we know no one will listen or act upon our concerns and problems. No one wants to know. We are referred back and forth between the two in a never-ending and totally unproductive bureaucratic game of 'pass the problem'.
27. Aviation Noise Ombudsman We wrote in support of your proposed Bill of 20th Sept. 1999. We note mention of your Govt.'s pre-election Proposal in this regard and re-state our position. Such an appointment will be of some limited support to our cause. But we believe that matters under his review will generally be lost due to the negative attitudes that exist within Govt. Departments, public service staff and Regulators who have Aircraft Industry bias.
28. Security Recently the taxpayers funded a substantial security upgrade at Moorabbin Airport to protect the aircraft of private individuals and, we assume, the MAC operated facilities. It is our understanding that leasing the facility was a cost-reduction initiative. Why was this security upgrade not a MAC cost? Mac advised that the upgrade was not a community protection initiative.
29. User-Pays Principle In these days of the Federal Govt. advocating support for hard-pressed families and others in need, why is this industry for the wealthy receiving any taxpayer funds (emergency excepted) to operate Moorabbin Airport?

30. Security upgrades for commercial purposes should be at Lessee's cost. If aviation companies and operators need trained personnel, surely that should be at their cost also, as should be the case of international trainees.
31. If this industry uses publicly-owned facilities and government-employed staff, they should be required to return a profit to the Govt.
32. By comparison with the Road Transport Industry, the Govt. seems intent on forcing their operating cost beyond reason, thereby adding to the cost of every purchase made by individuals, families and business.
33. Page 21 (Issues Paper, April 2008) 4.2 Aircraft Noise – bulleted points
 - Could the ANEF system be improved? **YES!** Federal, State and Local Govts. and Airport Administrators should all play a role. Administrators (eg. MAC) should be held responsible to co-ordinate communications, and Federal Govt. to act on recommendations.
 - Airport-Community Partnerships? **YES!** Airport Administrators subject to local and State laws as is any other commercial industry. Genuine response and action to community concerns. Administrator's behaviour accountable and reportable to ALL levels of Govt.
 - Aircraft noise impact information-sharing? **YES!** Stop residential development in ALL regular departure routes.
 - Curfew and night time access? **YES!** Moorabbin restrict Flight Movements to the time period 08.00 to 20.00 hrs, daily, except emergency craft.
 - Noise Enquiry/Complaint service effectiveness? **NOT at all effective!** There should be a readily available local line direct to Airport whilst it is open for operation.

SUBMITTERS

Dingley Village Community Association Inc. Submission is supported in full by MARA Inc. We embrace their concerns and suggestions. In reviewing this submission, consider their comments as ours. We would like both submissions to be read as one.

The reverse is not the case as DVCA have not had the opportunity to review our statement.

Tom Uren - President

Moorabbin Airport Residents Association, Inc.