

The Hon Anthony Albanese. MP.  
Minister for Dept. of Infrastructure -  
Transport - Regional Development  
and Local Government.

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Submission concerning: ~~Towards~~ a National Aviation Policy.

Issues Paper. 2008.

With Moorabbin Golf Course's northern half lost to golfers, it is hoped that the front nine holes will be given some respite to allow community opinions to be heard.

The commercial and industrial development of the offices and factories on the airport is contrary to the primary objective of a safe airport.

These are adequate space for all aircraft, especially those in trouble.

In 1960, occasional aircraft noise was a gentle reminder that an airport was close by. Nearly fifty years later, a wide range of flying craft appear to be competing for airspace above us. It is Australia's busiest airport and the effects are felt by local communities.

Lately fatalities have increased and worried residents have started to ask why.

Opinions can range from -

Tower communication - language problems - traffic volume - aircraft to aircraft sighting - lack of full qualifications - fitness of pilots and age - unfamiliar terrain - weather variation - knowledge of landing sites - etc.

M.A.C Media Officer Gibson commentary on the Cheltenham fatality said:

"Accidents like this are extremely rare." I believe we are very lucky; there are over 23 schools within 4 kilometers of Moorabbin Airport boundary fence and two planes did collide; one got back to base. The other missed Silver St. State School by 60 metres. The children were at play!

Mr. McConnell, Airport Manager said after the crash - "out of almost 3 million flights a year, there have been only 3 or 4 serious accidents in the past 10 years." How does he assess an accident? A family of 4 en route to Merimbula were lost in November 2007. The Pilot had a 1963 license, no instrument training and had failed to obtain weather forecasts etc. before leaving. (Herald-Sun Jan. 7th 2009)

Perhaps the pilot with instrument upgrade could have won thru the weather problem?

A large multiple accident is rare at Moorabbin but unless the warning signs are heeded it could happen. I hope safety measures more stringent are introduced so that novices practice away from Moorabbin and only the competent and well qualified pilots fly the busy skies over Melbourne and its crowded suburbs.

Could helicopters that tend to be quite noisy fly roughly on the line of the arterial road routes? Has it been tried?

Summary.

- (a) To try and retain more open space for emergencies, call a stop to complete buildout by MAC Goodmans.
- (b) If golf can be enjoyed, as it is now, under the south east flight path, both golfers and MAC are winners.
- (c) A retarding basin can be varied to contain the possibility of a rare flood. Melbourne water should be invited to participate and perhaps design. Less building, less water.
- (d) How can M.A.C take control of Melbournes creeks that enter the airport and relinquish control on the opposite boundary. Mr. Peter Fitzgerald (A.M.A.C) posed the question - "Should all non-aeronautical commercial developments on airport land be subject to the same land use planning legislation as similar developments outside the airport?"  
(He and I would welcome an answer.)
- (e) The airport land is still owned by the Commonwealth of Australia, and, M.A.C Goodmans have received a very cheap 'head leasehold' and up to date have shown an arrogant disregard for any goodwill public concessions.
- (f) Well regarded observers have commented on the lack of monitoring and implementation of the M.A.C, Master Plans. They should be scrutinised with neither fear nor favour.
- (g) The airport is surrounded by 5 busy roads. If MAC are allowed to complete their grand plan over the entire airport, then the extra traffic lights required will cause chaotic breakdown. There is a disaster looming on our roads, and MAC must be persuaded to stop and discuss with local traffic authorities future road problems before they get worse.

Minister Albanese, Thank you for introducing this very necessary paper.



Ronald Dix

Resident and Member of Save the Golf Course Working Group