



Dingley Village Community Association Inc.

(c/o 2 Mungari St , Dingley Village, 3172. Ph 9551 5442, dmadill@tpg.com.au)

February 2009

The Officer in Charge,
Department of Infrastructure, Transport, Regional Development & Local Government,
P.O. Box 594,
CANBERRA ACT 2601.

Dear Sir/Madam,

Re Dingley Village Community Association (DVCA) submission to
The National Aviation Policy Green Paper.

The Dingley Village Community Association (DVCA) has, as one of its major objectives, **“the enhancement of the character and environment of the Village”**. In pursuing this objective it aims to reduce, or at least contain, the excessive aircraft noise over Dingley Village and the surrounding residential areas.

Dingley Village is situated on the east side of Moorabbin Airport and has over 10,000 residents. Other heavily populated suburbs on the perimeter of the airport are : Mordialloc and Parkdale on the south, Cheltenham, Mentone and Moorabbin on the west and Cheltenham, Clayton and Heatherton on the north.

DVCA has representation on the Moorabbin Airport Aviation Consultative Committee (MAACC).

The DVCA has made a very comprehensive submission to the Issue Paper in June 2008 in regard to the Moorabbin Airport activities and the detrimental effects they have on the 100,000 or more people living on the perimeter of the airport.

We feel that the Green Paper has not adequately addressed the noise, safety and environmental issues which we have clearly detailed. At Moorabbin Airport we have the situation where private aviation enterprises, unwanted development and inappropriate businesses are protected by Commonwealth land control rules, regardless of what the community, State Government, Statutory Organisations or Local Councils say.

When the Labour party was in opposition, we clearly recall that Senator Kerry O'Brien, Anthony Albanese MP and Simon Crean MP were very supportive of having an Aviation Industry Ombudsman. The Green Paper now makes NO mention of this independent Officer. An independent Aviation Industry Ombudsman would be able to evaluate, investigate and report to the Government the very important issues that the community has in regard to noise, safety and environment amenity.

Specific Responses to the Green Paper:-

Page 190 – Aviation & Noise – Overview of Issues.

Paragraph 1 - We support the ICAO statement about aircraft noise. In regard to the Moorabbin Airport the DVCA feels that, unlike at large international airports, residents could be relieved from

the excessive aircraft noise impact by moving the very noisy circuit flight training operations to country Victoria. We feel, for example, that Mangalore Airport, near Shepparton, or Tyabb Airport, near Cranbourne, are well suited for aircraft flight training on a 24 hour a day basis.

We support that Moorabbin Airport remains as a functional airport, albeit with more community say in its development.

Paragraph 2 - We support the Government in its endeavour to improve dialogue between the affected communities and airport operators to better manage the impact of aircraft noise. So far the dialogue and consultation effort, between the operators and the communities, has been entirely ineffective. The operators, politicians, CASA and ASA have largely ignored all complaints. An Ombudsman would be invaluable in improving this unsatisfactory situation.

Paragraph 3 - The affected communities need information sharing and involvement in decision making; however, above all the community wants peace and quiet. That is, a reduction in noise pollution, and improved safety for them and their families. It is not acceptable to have inexperienced pilots conducting noisy and repetitive circuit training over densely populated residential areas.

Paragraph 4 - The effective control of land use.

The statement acknowledges that Airports, such as Moorabbin Airport, need a lot of space to conduct pilot training. Unfortunately, in past years State and Federal Governments allowed developers to build houses near the airport. As the population grew, the flight training has grown also. It is to our disbelief that in the last 10 years the Federal Government has allowed private enterprise, such as the Moorabbin Airport Corporation (MAC), to build industrial and commercial buildings on the airport land. If Moorabbin Airport is allowed to grow, as MAC wishes, there will be an airport covered with buildings and bitumen with two 'gun barrel' take off and landing runways. With an estimated aircraft movement of 400,000 to 450,000 per year, just imagine what this will do to the quality of life and safety and traffic around the airport.

State and Local Government may be able to advise on noise zones for new residential development, however due to Commonwealth control, they can do nothing about existing residential area's noise problems.

Whilst there are numerous constructive measures for reducing aircraft noise impact, presented in the Green Paper (page 193), we believe there is a serious lack of effort devoted to preventing noise in the first place. If aircraft were silent, there would be no noise complaints! While figure 10.1 (page 194) shows a marked reduction in noise from large passenger aircraft, this achievement is meaningless for Moorabbin Airport. Also, while newer planes are quieter, most of the planes flying from Moorabbin are noisy, older aircraft.

If the Federal Government is serious about addressing noise complaints then it should, as a matter of urgency, accelerate the 'hush kitting' of all aircraft. Pilots will claim reduced performance from noise suppression modifications, however, the muffling devices could be inactivated above a certain height ceiling. The Government could subsidise the cost of 'hush kitting' aircraft for private owners. Those owners whose planes are unsuitable for noise suppression devices or who refuse to fit such devices, could be required to move to rural airports.

There has been a clear failure of the Master Plan system in that the Commonwealth Government has given up control of many airports (via leasing) and is now powerless to prevent inappropriate aviation, and especially non-aviation development, on airport sites. Community consultation is not working and we are the living proof of the present hopeless situation, by being captives to the whim of property developers.

Clearly, the only practical solution to this ridiculous situation is for the Minister to immediately introduce legislation to bring airports under the control of State and Local Gov. planning schemes. This would obviate the need for any compensation to lease holders but would finally allow local communities to have some really meaningful input into airport development.

The DVCA supports the Government in maintaining a vibrant aviation industry with high quality aircraft and optimum safety standards however, due to noise and safety issues we do not support flight training over residential areas.

We do support the need for an independent Aviation Industry Ombudsman with real powers to address our complaints.

We do not support organisations, such as MAC, being able to run roughshod over the wishes and needs of local communities.

Mr. Giuseppe Biviano, President DVCA.

Dr. David Madill, Secretary DVCA