

My name is Linton Hayres. Our company is Aircraft Propellers and Spares (Aust) P/L. It was established in 1955 at Moorabbin Airport. Over the years we have occupied a number of rented premises on the Airport, but for the last 20 years have been in a building we own and pay ground rental on. We are the largest manufacturer of Aircraft Control Cables in Australia, and the only one who can manufacture and test English control cables. When the current lease expired, I made several attempts to renew it, but the Moorabbin Airports Corporation (MAC) were not interested in a long term lease. My building, along with another ten, are scheduled to be demolished to make way for commercial premises in the 2021 Master Plan. As of this time, there has been no direct communication or consultation related to the 2021 Plan. We have not been offered alternative premises or compensation.

The best place to start any review of the Airports Acts and the behaviour of the Metropolitan Airport lessees such as the MAC, is in previous Master Plans. In the 2010 Masterplan, Page 31, there is an aerial view of the Airport prior to much of the current commercial development.



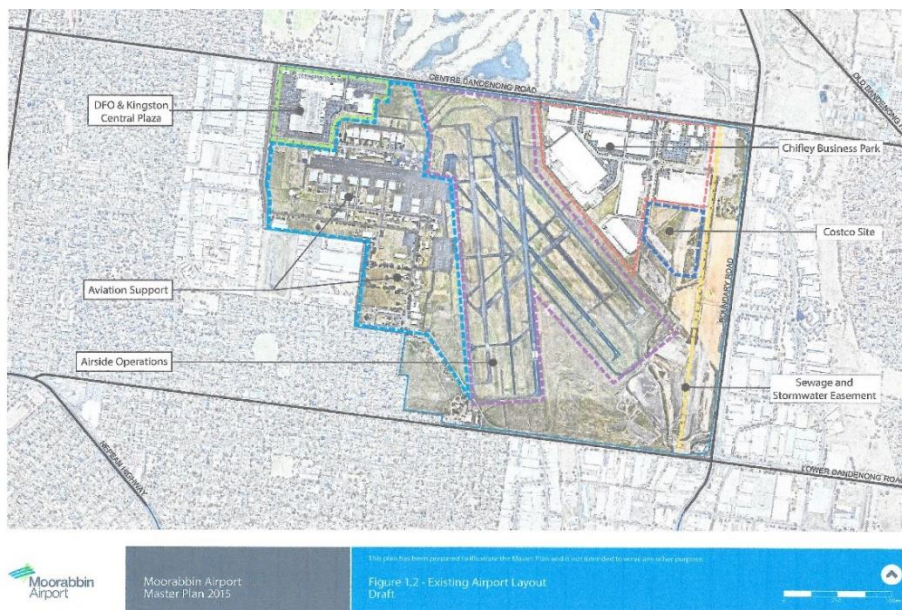
Moorabbin Airports 2010 Master Plan P.31

Two things are of interest here. One is the amount of vacant land with direct access to the runways/taxiways. The other is the Engine Test cell which simply doesn't exist. The same Master Plan, Page 85 shows a potential extension to the runways, future hangar and aviation expansion. Once again none of this has been done. None of it is now possible given subsequent development.

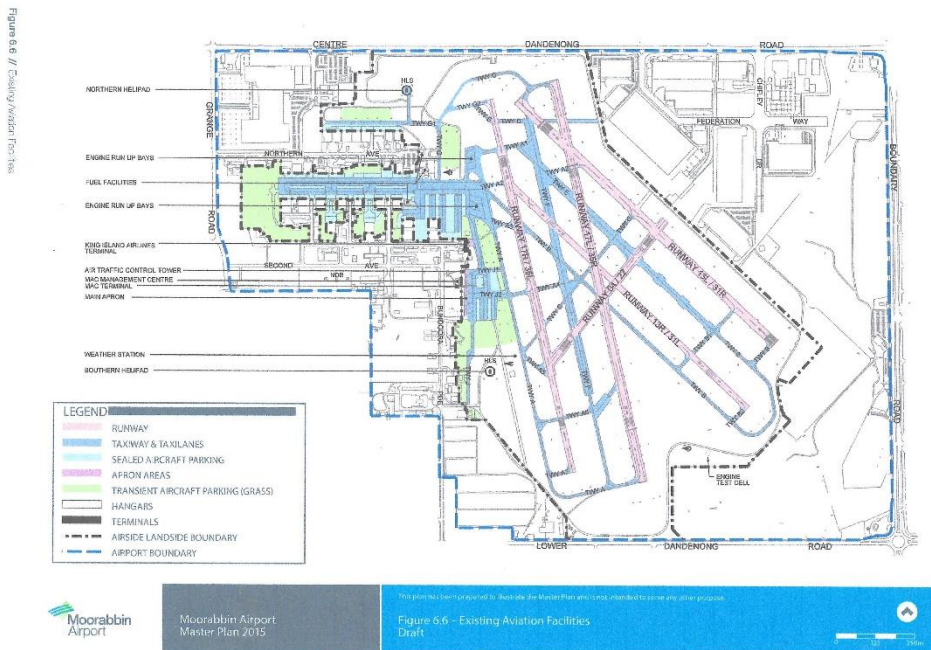


Moorabbin Airports 2010 Masterplan P.85

The 2015 Masterplan, had it been implemented would have revolutionised Aviation at Moorabbin Airport. Pages 17 and 128 (below) show the existing airport as of 2015. Note that none of the works listed in the 2010 Plan were done.

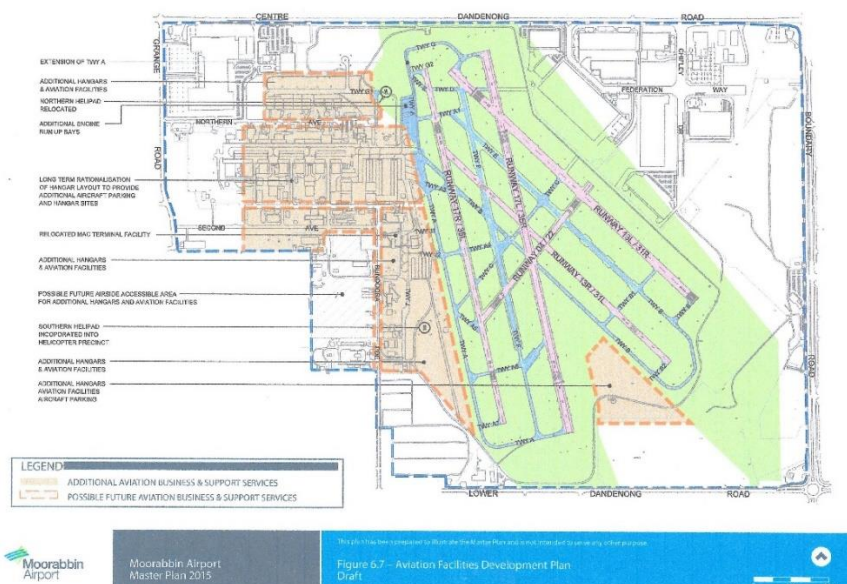


Moorabbin Airport 2015 Master Plan P.17



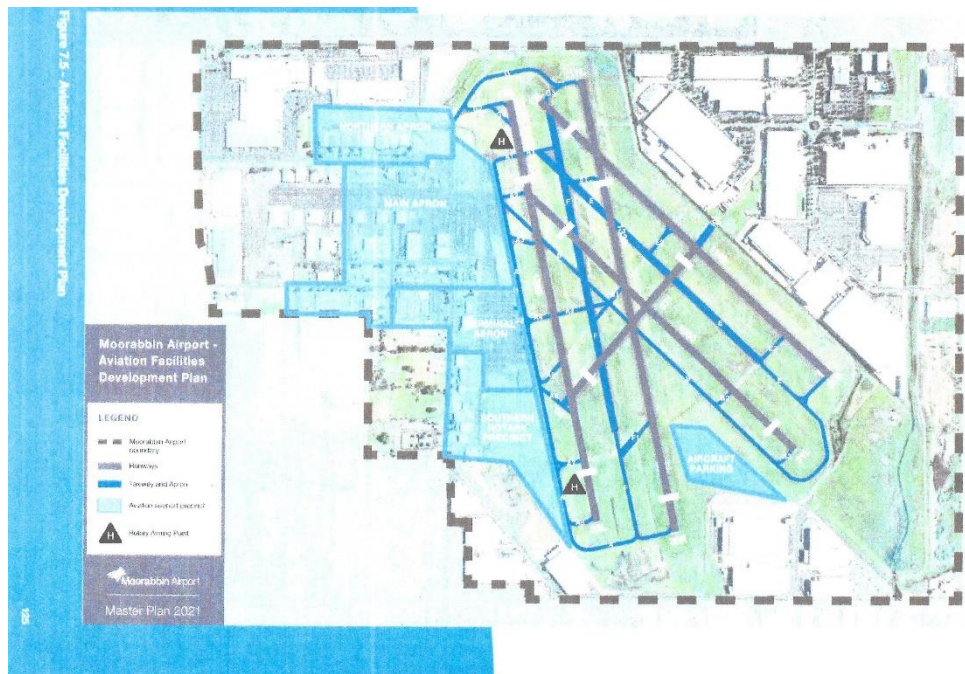
Moorabbin Airport 2015 Master Plan P.128

Page 129 (below) shows development planned along the South West corner of the airport which, had it proceeded would have totally changed the airport for the better. The same Page has an area on the Western Boundary for Long Term Rationalisation. Whether it was by design or accident, the drawing is slightly wrong and does not show the actual area the MAC “decommissioned” by demolishing hangars. The area was contracted toward the East and included more Aviation Infrastructure than the plan indicated. None of the proposed Aviation developments were done, only the commercial warehouses.



Moorabbin Airport 2015 Masterplan P.129

The 2021 Masterplan has virtually nothing proposed for Aviation Infrastructure other than a rather fanciful plan to provide parking for 100 aircraft between Runways 35R and 31L. This is presumably to compensate for lost parking due to commercial development on the Western boundary. The 2021 Masterplan does not include a current aerial view of the airport other than on Page 125 (below) This shows what will be the remaining Aviation Maintenance and aircraft parking area. It does not show that much of the area to the west of the blue shaded part is already covered in commercial buildings and a road not mentioned specifically in previous plans.



Moorabbin Airport 2021 Masterplan P.125

It is plain to see the MAC has never taken any notice of the spirit of the Airports Acts. Likewise it is obvious that The Department of Infrastructure has simply rubber stamped these plans and never checked to see that they have been carried out.

The three pictures (below), are of the main area used for aircraft maintenance and parking prior to 2018. Note the number of hangars and the large aircraft parking area in the first photo.

The second photo shows the large decrease in available parking area and the removal of 5 hangars of varying sizes as it is today. Already a considerable reduction of Aviation Infrastructure.

The third photo is a mock up showing how the same area could look if the 2021 Master Plan is allowed to proceed. A further 6 hangars and 5 support facilities will have been removed along with a large amount of aircraft parking. I estimate it will result in approximately 1/3 of the available area for maintenance and aircraft parking will have been lost.



Airport maintenance and parking area 2018



The same area with commercial buildings under construction where hangars were.



The same area could potentially look like this if the 2021 Master Plan is implemented.

It is plainly obvious from next photo which shows a much larger view, that there has been no additional aviation infrastructure other than administrative and accommodation.

Mt Moorabbin PFAS mound, listed as Aviation Infrastructure



Aerial view of Moorabbin Airport 2021. The area inside the red line is all that is available with tarmac access. The two black arrows indicate drainage areas.

What appear to be patches of dirt in the lower foreground, are now commercial buildings. The soil removed from this area was PFAS contaminated and removed to the Northern boundary of the airport to form a large mound, covered in fabric and planted out. It shows as a white triangle (arrowed) and is colloquially known as Mt Moorabbin. It and the drainage retention basins on the southern boundary included by the MAC in the Aviation Infrastructure Area. The area inside the redline is all that is left with runway access. It shows that, with current and proposed developments approximately 1/3 of the area currently used for maintenance and parking will have been lost.

This clearly shows that none of the proposed Aviation development in previous plans has been done. All possible space with direct access to runways/taxiways is now taken up with commercial development.

The conclusion which must be drawn from the preceding information is that the MAC has no interest in aviation and only does what is mandated in the Airports Act. This relates mainly to runway maintenance and little else. Existing Airport Infrastructure at Moorabbin Airport is treated as a nuisance to be removed where possible. The fate of existing long term tenants is of no interest. The previous "decommissioning" consisted of hand delivering eviction notices giving the tenant 6 months to vacate. There was no consultation, no warning and no offers of alternate premises. Subsequently some offers were evidently made for smaller buildings along Northern Avenue but at greatly increased rentals for lesser premises.

The Airports Act must be changed to ensure the continued presence of General Aviation at this airport and other Metropolitan Airports. It may well be too late for Moorabbin Airport. As of today there is no real chance of an expansion of aviation due to commercial developments. If the 2021 Master Plan is executed, many of the affected businesses will have three choices. Move, close or sadly there is no third option. Who is going to buy a business on a Metropolitan Airport when the lessee can evict you at any time forcing an expensive move to where? Without tarmac access, maintenance is not possible. Without maintenance, aviation cannot flourish. The current Airports Act has been abused by the Airport Lessees to the detriment of existing Aviation Infrastructure. Costs have risen dramatically, businesses have been forced to move or close. I for one, despite our long history at Moorabbin Airport, should this 2021 Master Plan be allowed to proceed, will be forced to close the business. Sadly for my loyal employees, all of whom are over 50, it most likely means they will never be employed in Aviation again. If they can get a job at all. I am sure the architects of the Airports Act never realised the potential consequences of allowing Commercial Interests to run rampant on Commonwealth Ground.

Linton Hayres

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