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From: [Linton Hayres](#)

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To: Aviation Reform

Subject: Airports Act 1996 review Part 1B

Sensitivity: Normal

The definition of an airport site would be subject to a lot of variations. The most important would be that existing Aviation Infrastructure – hangars, taxiways, aircraft parking, runways and all buildings involved in aviation support be referenced when defining a particular airport. Moorabbin Airport is much diminished from what it was as an airport when the current leaseholder took over. Had the 2021 Moorabbin Airport Master Plan been accepted, Moorabbin would have been unable to continue business as usual. There is simply nowhere left with tarmac access for affected Maintenance and Flight Schools to move to. Airport Lessees should not be able to simply demolish existing aviation infrastructure with offering a viable, equivalent alternative. This should be made part of a reformed Airport Act. Moorabbin Airport is a totally different place to what it was. We are now having B-Double trucks constantly going through the airport or parking seemingly wherever they feel like. Moorabbin Airport could now be defined as a Commercial Development with an airstrip in the middle.

In terms of Infringements and Penalties, Airport Lessees who either fail to carry out Master Plans, or simply carry out unauthorised works should be held to account. Again in the case of Moorabbin Airport, the 2010 and 2015 Master Plans, while full of weasel words like “could”, “possible” or “potential”, indicated works related to aviation infrastructure. An engine test cell, hangars along Duigan Drive being the most notable. In the event, none of it has been carried out. Worse, the potential hangar sites on Duigan Drive, all with direct runway access, are now occupied by mega warehouses. This has prevented any possible expansion of aviation activity in this area. It was the only remaining vacant area suitable for large hangars. There is now no area left for expansion. I believe the Airports Act should be changed to have strong penalties for this kind of action. It seems the current attitude of Airport Lessees is it is better to ask forgiveness than permission because there are no consequences. I seriously doubt that the hangars which were demolished at Moorabbin Airport contrary to the Masterplan, would have been had there been strong penalties in place. If Metropolitan Airports are to continue in their present form, there must be legislative protection for them.

Best regards

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