

Submission to Senate Standing Committee on Rural and Regional Affairs and Transport: Rural and Regional Affairs and Transport References Committee

Enquiry: The Effectiveness of Air Services Australia's Management of Aircraft Noise

Thank you for the opportunity to comment.

Firstly, circuit flying training is a major source of aircraft noise over residential areas, and, particularly where this involves uncontrolled growth, it presents a noise management issue of itself. I would therefore like to counter the Moorabbin Airport Corporation's (MAC) "background" contention before the Committee that the National Aviation Policy (NAP) supports unrestrained/disproportionate growth of flying training, particularly through training of international students, at suburban airports.

As a matter of public policy, support of general aviation should not mean support for sustenance of non-viable businesses or growth reliance of businesses purely through increased flying training involving the importation of, or imposition of undue environmental effects on residents surrounding airports. The NAP tends to only provide encouragement for super growth of export of flying training where this would take place at regional airports. This recognises the inherent lack of equity involved whereby residents surrounding suburban airports bear the burden in the interests of the whole country. The Committee should note that MAC, albeit understandably, has failed to make this important distinction in its submission.

Whilst not noted by MAC, this important matter has come to the attention of the Victorian State government which has sought the winding back of flying training over residential areas by transfer of training to regional airports.

Secondly, and on the other hand, I would like to support MAC's comments on the lack of tools available to anyone to bring about modification of environmentally unacceptable behaviours, whether in contravention of "fly friendly" missives or not. Something must be done to give teeth to any directives aimed at modifying flight paths, or at the cessation of undesirable flying practices (e.g. formation flying) and phasing out noisy aircraft.

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