

Victoria  
Australia

TO: Committee Secretary  
Senate Standing Committee on Rural and Regional Affairs and Transport  
P.O.Box 6100  
Parliament House  
Canberra  
A.C.T. 2600

**RE: Inquiry into the effectiveness of Airservices Australia's management of aircraft noise**

Dear Committee Secretary:

I live three (3) kilometers North of the central runway at Moorabbin Airport, Melbourne, Victoria, and have lived at this address for over 50 years. All that time Moorabbin Airport was what one would term a "good neighbour", with little aircraft intrusion into the residential area in which I live. However, in the last two years some person made a decision to increase the number of aircraft training schools at the airport and utilize the airspace over our residential area in Cheltenham, three kilometers from the airport, for pilot training. The consequence has been, apart from a recent mid-air and fatal collision, a succession of planes of various sizes, mostly all very noisy, performing "loops" over my and neighbours houses, (plus the recent addition of extremely noisy helicopter movements), flying so low that one can stand in the backyard and read the registration under the wings of many aircraft. I would estimate some planes are flying loops at an altitude of about 150 to 200 metres above my home bombarding from above properties below with noise which if emitted from a vehicle on the road would breach EPA (Environmental Protection Authority, Victoria) regulations requiring the vehicle being removed from the road. However, these planes cause a much louder noise affecting even more residents than do vehicles on the road, and seem to do so with immunity.

It is becoming increasingly difficult to identify planes because an increasing number are flying with no registration visible from the ground looking up: it appears the registration so common underneath the planes is gradually being removed, and I wonder at the legality of such and certainly suspiciously wonder as to the reasons for it.

Additionally, increasing numbers of planes are now flying at night time and early in the morning. I have counted as many as four planes circling within a two kilometer radius of my home at 11.30 at night, and being woken at 4.15 in the morning by a large plane which I have noticed frequently being used for pilot training during the day. It would seem that night time training is now being undertaken at any time.

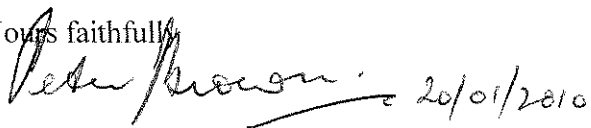
As I have mentioned, I have lived at this property for over 50 years and commercial aircraft have never been a problem. They would take off and land at Moorabbin Airport over industrial and farming land and when taking off would immediately fly to high altitudes. Now, thousands of trainee flights are flying low-altitude above our homes all day and well into the night, seven days a week with even greater air traffic on public holidays when trainee pilots do not have to work and can pursue their flying.. At the very least a curfew needs to be introduced to protect our homes from the noise we are inflicted with all day. Better still, close the airport to pilot training.

I enclose emails I have sent over the past two years to a number of people and organizations complaining about aircraft noise. I trust you will find them illuminating and occasionally (unfortunately) amusing.

Air Services Australia, in my view, has been totally ineffectual monitoring aircraft noise emanating from the trainee pilots. I am cynical enough to think that some of the planes trainees are flying deliberately no longer have their registration letters visible so that they can escape detection and fly with the immunity from action that Air Services Australia appears to have conferred on Moorabbin Airport air traffic.

I trust that you find the enclosed emails provide a sufficient and detailed history of the noise problem which has developed dramatically over the past two years.

Yours faithfully

A handwritten signature in black ink, appearing to read "Peter J. Brown", followed by a date "20/01/2010". The signature is written in a cursive style.

Peter J. Brown  
B.Comm(Melb) LL.B(Melb) LL.M(Mon) T.S.T.C

## Brown, Cr Peter

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**From:** Brown, Cr Peter  
**Sent:** Tuesday, 22 December 2009 2:35 PM  
**To:** 'craig'  
**Cc:**  
**Subject:** RE: Resident Letter - Moorabbin Airport

Very interesting, Craig.

I had no idea Aspendale was so badly affected.

It seems the learner pilots from the chart you attached just love the scenic route along the beach. Last year at Sandringham I became aware for the first time in over 35 years just how much aircraft traffic there was following the coastline.

At my place in Cheltenham which was never bothered by aircraft until the last two years, I can stand in my back yard and read the registration under the planes wings, they fly so low. Imagine the noise of some.

I recently reported two trainers "tailgating" about 150-200 metres apart over my place, despite the recent changes to the regulations.

The aircraft movements do not appear to be policed.

The Council area in the City of Greater Dandenong which I represent, includes Keysborough, and now residents are starting to become aware of increased low-level flying over Keysborough. Waterways (Kingston) now experiences descending aircraft in a landing pattern.

Of course for Moorabbin Airport Corporation, all the traffic movements (take-offs and touchdowns) equal revenue for each movement, so MAC has a deep financial interest in seeing the number of movements increasing from 350,000 movements a year to the in excess of 500,000 according to their master plan. That represents almost a fifty per cent increase in what is currently experienced.

The irony is that if many of these planes were vehicles on the road, they would be forced off the roads for noise pollution, but they can fly 100 metres above our homes where there is no barrier to the noise, with impunity, and it seems tacit approval by Federal, State and some sections of local government as being "good for business".

The airport was originally established in its present location because it was remote from residential areas specifically to ensure that aircraft operations did not impact on residential amenity. Now the thinking is that airspace over our homes is no longer worthy of protection from the impact that our forefathers so justifiably worried about.

Regards,

Cr Peter Brown  
Paperbark Ward  
City of Greater Dandenong

-----Original Message-----

**From:** craig  
**Sent:** Monday, 21 December 2009 2:56 PM  
**To:**

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## Brown, Cr Peter

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**From:** craig  
**Sent:** Sunday, 4 October 2009 3:47 PM  
**To:** Brown, Cr Peter  
**Subject:** RE: Another noisy Sunday

Peter yes it is out of control. The Carrum (coastal) route inbound and outbound over Mordialloc and Aspendale is also ridiculous on the weekend and during much of the week. In addition the coastal route seems to provide excellent "views" for the low flying helicopters which drone up and down the beach hour after hour - perhaps only surpassed by the Battle of Britain manoeuvres which involved 5 planes flying low and in formation over Aspendale and Mordialloc at 7am a few Sundays ago.

I have a feeling that something is going on at Air Services and flight and circuit training routes are being "re-engineered" in the lead up to reclassification of the airport – largely as a result of the shocking Ambidji (June 2009) discovery that the airport poses "an intolerable societal risk" for us.

I am in the process of establishing a point of contact at Air Services. I take it that someone is giving new directions to the planes! I doubt these route experiments are being left to the discretion of the air traffic controllers. Unfortunately the response so far from Air Services has been profoundly patronising. I have found CASA more accommodating in terms of providing insights into the regulatory side of things but when it comes to the crunch, Air Services and CASA play hot potato with the issues. I believe the community is entitled to the same level of disclosure which I imagine MAC is currently enjoying in relation to these matters.

Thanks for your efforts.

Craig  
PlaneCrashZone.com  
MARA

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**From:** Brown, Cr Peter  
**Sent:** Sunday, 4 October 2009 12:16 PM  
**To:** info@plane crashzone.com  
**Cc:** I  
**Subject:** Another noisy Sunday

Hello (rather than "good morning"...how can it be good when from 8.00am low-flying planes continually noisily loop overhead in pursuit of the income for the flying schools and the training for income-earning of the overseas students creating the noise on what should be a quiet Sunday):

Somewhat uniquely I live in Cheltenham East about 800 metres west of the site of the August 2008 crash, although I represent Keysborough area in the municipality of Greater Dandenong, as many of my email addressees will be aware. The frequency of the disturbance to the quality of life in Cheltenham East has been well documented, but I feel it important to convey the spread of the training planes low overhead into the area I represent in Keysborough South. Residents in that area are now complaining to me about the increased noise of low-flying planes over the Coomoora Road area whilst it is very apparent that there has been increased low-flying activity near "Springers" at Tatterson Park in recent times as well as over Waterways in the City of Kingston. I get the impression that the volume of traffic is increasing to the point that the MAC is utilising every available area of air-space from Cheltenham East to Keysborough South. I like the occasional bet and sometimes go to the Mentone TAB and on Saturdays I have noticed increased frequency of low-flying light aircraft over Mentone to the West of the Nepean Highway.

One plane in particular is an absolute shocker for its noise, no doubt a consequence of its size. It looks like a passenger jet from the 1950's and makes a noise from hell and I have seen it and more unfortunately heard it flying over both Cheltenham East and Keysborough South on different days as it goes through its loops.

I have tried to find just what CASA required in July this year in terms of aviation regulations as I believe a change was made. Could you assist me in finding it please?

I have complained to the Moorabbin Airport Corporation and their response is the same as the publican who

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will not accept responsibility for the noisy behaviour of drunken patrons as they find their way home: once they leave the premises they are not my responsibility. The MAC response is to contact Air Services Australia. Too bad they are in Sydney!!

It is abundantly clear to anyone with half a brain that the airport traffic is out of control. I have lived in this year area since 1949 and the airport was no problem until the last couple of years. There has been a change in management and direction and it is an uncontrolled change for the very worse affecting thousands of residents from Keysborough to Cheltenham and Mentone. What do I care about more: the jobs of a couple of hundred people or the residential amenity of a few thousand? Do the sums! Close the thing down if it cannot be controlled. It once could, now it seems Dracula is in charge of the blood-bank. The blood bank is closed at the weekends, so too should the pilot training permissions.

Regards,

Cr Peter Brown  
Paperbark Ward  
City of Greater Dandenong

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Unless otherwise stated, any views or opinions presented are solely those of the author.

**Thank You.**

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No virus found in this incoming message.

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Version: 8.5.409 / Virus Database: 270.14.3/2410 - Release Date: 10/03/09 18:34:00

**Brown, Cr Peter**

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**From:** Brown, Cr Peter

**Sent:** Monday, 14 September 2009 4:37 PM

**To:**

Cheltenham 3192 Vic

14 September 2009

To Recipients as addressed:

Honorable Justin Madden, Minister for Planning  
Civil Aviation Safety Authority  
Councillor Rosemary West, City of Kingston  
Administration, Moorabbin Airport Corporation

Dear Addressees:

I write to express my increasing concern and frustration at the apparently uncontrolled use of Moorabbin Airport as a pilot training centre. I have lived at the present address, approximately three and one-half kilometers from Moorabbin Airport since 1950. The Airport has always been a good neighbour with very little traffic concerns generated until the past couple of years when the level of pilot trainees flying over my home in Cheltenham has reached "plague" proportions, generating noise and reducing the residential amenity of the area in a way which is totally unacceptable; it is unacceptable for the corporate owner, Goodmans, and the proliferation of privately-owned pilot training businesses to use the airspace over residential homes in the pursuit of private profit, generating levels of noise which would be unlawful emanating from vehicles on the road at similar distances from properties; in addition to the occasional fatal accident.

Traffic is increasing at night with late night flights until about 11.30pm, and judging from the noise are probably trainee pilots practicing their night flying, judging from the noise and altitude.

Yesterday morning, the catalyst for this letter occurred: at approximately 7.10 AM, I was awoken by a very low-flying plane, a particularly noisy one, followed by three other low-flying aircraft movements until 7.30AM, equally as noisy. The traffic abated until about 10.00AM.

I logged the number of flights over my home, or within about 200 metres from it but above it as follows: all traffic except one was flying in a South-Easterly direction: 11.55AM, 12.00Noon, 12.08, 12.14, 12.19, 12.24, 12.24(different plane flying in the opposite direction at a much higher altitude), 12.29, 12.30, 12.31. Eleven traffic

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movements over the same property at a low altitude within 36 minutes. One plane displayed no registration under the wing, and two other planes only had registration under one wing. (I am unsure what the exact legal requirements are.)

The noise level some of these aircraft make is not tolerated on the road by either EPA legislation or the Motor Car Act, yet these aircraft bombard residents from above with no barrier to the sound.

The MAC and the pilot training schools seem to be acting without control to the detriment of the residential amenity of thousands of homes, and are in my view creating a public nuisance which I would dearly love to see be actioned as a class-action with a **Rylands.v.Fletcher** type challenge being made against the Moorabbin Airport Corporation.

The increasing frequency of low-flying noisy aircraft has exceeded what is reasonably tolerable and action against those responsible needs to be taken at a number of levels. I would request that this complaint be seriously considered.

Yours faithfully

Peter Brown B.Comm(Melb) LL.B(Melb), LL.M(Mon), T.S.T.C

## Brown, Cr Peter

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**From:** Brown, Cr Peter  
**Sent:** Monday, 9 March 2009 11:58 AM  
**To:**

**Cc:**  
**Subject:** AIR TRAFFIC ACTIVITY AND NOISE ON A PUBLIC HOLIDAY

Dear Councillors:

Bearing in mind that today (Labour Day Monday 9 March) is a public holiday and a day during which the quiet enjoyment of one's home and back yard might be presumed as a given, I took the opportunity to sit in my back yard in the sun to read a Council (Greater Dandenong's) agenda, and other documents, about 9.45am. I became increasingly agitated by the volume of planes flying over my property in Cheltenham East about 2.75 kilometres from Moorabbin Airport, that I put the agenda down and commenced a log of air traffic as it flew overhead in a North Easterly direction, with most aircraft flying almost vertically above my property or sufficiently close to the boundaries at about 200 feet above my home with most registrations readable. Here is the log I kept from 10.08am until 11.13 am. Clearly I had insufficient time to pick up documents to read as I was busy logging the aircraft activity. At 10.21 I started to record the registrations, and after that some registrations were not easily read if the plane was flying East of my property but clearly audible and above the Coolac Street/Cheltenham East Primary school flight path, about 200 metres to the east of my property.

10.08 VH ???  
10.11 VH ???  
10.13 VH ???  
10.17 VH ???  
10.19 VH ???  
10.21 VH ROM  
10.22 VH??V  
10.26 VH WHV  
10.31 VH WHV  
10.36 VH WHV  
10.39 VH ??W  
10.40 VH WHV  
10.45 VH WHV  
10.48 VH RQO  
10.49 VH JIO  
10.50 VH ???  
10.56 VH ?PN  
10.56 VH ???  
10.58 VH HAB  
11.02 VH ???  
11.06 VH ??G  
11.07 VH???  
11.13 VH ???

You will note the multiple flyovers of aircraft VH WHV, which is a larger than usual plane.

What bloody right does some mercenary operator uncontrolled at Moorabbin Airport think they have to turn the airspace above my home and that of my neighbours almost three kilometres away from the airport into "business space" with the equipment (aircraft) emitting noise levels which if they were at street level or on the streets be prohibited because of EPA breaches or be in breach of Council planning/noise controls, and even worse on a day designated as a public holiday?

If the documented continual flyovers of VH WHV (look above, no pun intended!) does not prove that some ignorant, insensitive and avaricious individual and/or corporation has within the last 12 months since this problem has been first noticed in Cheltenham (now I understand what Dingley residents have been complaining about for years), designated new flight paths over Cheltenham East to turn our airspace into a



pilot training facility 24 hours a day seven days a week, nothing will.

Regards,

Cr Peter Brown  
Paperbark Ward  
City of Greater Dandenong

**Brown, Cr Peter**

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**From:** Brown, Cr Peter  
**Sent:** Monday, 23 February 2009 2:09 PM  
**To:** 'aviationstatement@infrastructure.gov.au'  
**Subject:** MOORABBIN AIRPORT: CONTROL IT OR CLOSE IT!

Submission to National Aviation Policy Statement

I enclose a copy of an email I sent to the Councillors of the City of Kingston outlining my concerns at the uncontrolled use and development of Moorabbin Airport. I am also mindful of the seizing of the Moorabbin Municipal Golf Course located adjacent to the airport and part of the airport buffer zone to feed the growing monster of industrialization which is occurring within the Moorabbin Airport precinct for which the Moorabbin Aircraft Corporation is the planning authority with local and State Government having few if any planning controls and even less ability to make meaningful contribution to what is occurring there. The airport masterplan designed by the Moorabbin Aircraft Corporation is concerned only with maximising economic return to its monopolistic position at the expense of local residential amenity: planes revving overhead all day in which was once a quiet area with BDouble trucks using two lane residential roads 24 hours a day to access the Moorabbin Airport industrial zone are the consequences of the uncontrolled and out of control development of the airport. To have the owner of the site, MAC being the responsible planning authority with no local or State government planning control represents an outrageous abuse of power facilitated by the Commonwealth Government when the control of the airport was removed from Federal and responsible control to a free enterprise corporation seeking to maximise profits whatever cost to the local residential environment.

Peter Brown

Cheltenham 3192  
 Victoria

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**From:** Brown, Cr Peter  
**Sent:** Sunday, 22 February 2009 11:09 PM  
**To:**  
**Subject:** MOORABBIN AIRPORT: CONTROL IT OR CLOSE IT!

Councillors:

Notwithstanding my being a Councillor of Greater Dandenong, I have lived at the present address one way or another, since 1950. Years ago, to see and hear the planes at Moorabbin Airport one travelled the two and half kilometres to the airport. Now they come to you so close that one can read their registration as they noisily fly regularly overhead. No one can convince me that the flight paths of the planes have not been changed and routed over Cheltenham East.

Today would have been a quiet Sunday but for the incessant looping of aircraft over our properties as the pilot training schools are obviously open for business now, even (especially) on a Sunday. It was a day of national mourning, but the mourning that was closest to my thoughts was mourning the loss of peace we once enjoyed in Cheltenham East, not only during the week but especially on a Sunday. It seems a national day of mourning should not impede 24/7 flying schools training over residential property, should it? It is bad enough during the week during normal business hours. Now at weekends we experience increased noisy air traffic and the volume of air traffic in the night time has also increased, as it has in the early hours of the morning with what appear to be commercial carriers flying in and out from about 6.00 am onwards. My understanding is that the control towers are not staffed late at night or early in the morning. Can pilots just come and go as they please?

Would I be right in concluding that air traffic is now being diverted from Essendon to the unregulated environment at Moorabbin?

Who in their right mind would give an airport 24 hour uncontrolled flying over a residential area? That is what Moorabbin Airport appears to have become.

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Who in their right mind would allow training schools to establish and then train their customers seven days a week (and it seems, nights) in the airspace above homes which are well away from the airport in aircraft which are so noisy that if they were vehicles operating on the road would be taken off the road for breach of EPA noise regulations? Who gave these training schools this "right" to disturb the residential amenity of peoples homes in a very broad area so that they could make money by training overseas students who have shown a propensity to crash their plane over residential property because they could not understand the English instructions? (This is not supposition but I believe leading evidence in a coronial enquiry into last August's mid-air collision over Cheltenham East.) I recognise the likelihood of another fatality is remote, but is at much shorter odds than people may think, as no lesson appears to have been learned from that fatal crash judging by light aircraft, commercial aircraft and the horrendously noisy and increasingly prevalent helicopters that now criss-cross each others' paths in ever-increasing numbers.

I am aware of Council limitations in this matter, but Councillor advocacy in opposition to these issues should not be limited.

Moorabbin Airport I expect will become a key electoral issue in this area at the next state election. Notwithstanding my political affiliations I will support( for what my humble effort is worth) any candidate who is prepared to adopt a "Moorabbin Airport: Control it or Close it" policy and I know many other residents feel the same and all floods start with a trickle!

Regards,

Cr Peter Brown  
Paperbark Ward  
City of Greater Dandenong

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Unless otherwise stated, any views or opinions presented are solely those of the author.

**Thank You.**

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**Thank You.**

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**Brown, Cr Peter**

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**From:** Brown, Cr Peter  
**Sent:** Thursday, 28 August 2008 10:00 AM  
**To:** 'complaints@casa.gov.au'  
**Subject:** AIR CRASH IN CHELTENHAM: WARNINGS IGNORED SINCE FEBRUARY

Dear Complaints officer:

I forward to you a number of emails I have sent since last February to local members of Parliament, local councillors and the local media detailing event after event of low-flying planes crossing each other's path within minutes and in some cases seconds of each other, over my property which is about 1000 metres from the crash site yesterday in Cheltenham East. I have referred to the air traffic over our residential area as "out-of-control" months ago warning of an impending tragedy. My complaints were mainly ignored. I have a tree one hundred feet high in my front yard. Planes appear to fly just above it so close to the ground that you can read the registration on the planes, as the following ignored emails prove. I have phoned in complaints to the Moorabbin Aircraft Corporation to complain only to hear a recorded message which stated that the Corporation "is not responsible for aircraft when they have left the airport".

I will be providing these emails as evidence to the Australian Transport Safety Bureau and the Victorian Coroner.

I would be interested to see if criminal negligence can be disproved.

Regards

Peter Brown

Cheltenham 3192

-----Original Message-----

**From:** Brown, Cr Peter  
**Sent:** Wednesday, 27 August 2008 4:15 PM  
**To:** Brown, Cr Peter;  
**Cc:** '

**Subject:** RE:

FYI

-----Original Message-----

**From:** Brown, Cr Peter  
**Sent:** Friday, 4 April 2008 2:03 PM  
**To:** '  
**Cc:** '

**Subject:**

The Editor: Moorabbin Kingston Leader

20/01/2010

email: moorabbin@leadernewspapers.com.au

Dear Editor:

Your report (Leader April 2) of the representations made by the Mayor, Councillor Nixon and Councillor Rosemary West, to the Federal Transport Minister, to review and control the unabated aviation, industrial and commercial growth of the airport precinct was good news, and the two Councillors are to be commended for their efforts to bring this out-of-control corporation back within a planning and legislative framework which takes into account the local residential and natural environment.

The MAC has publicly announced that 2007-8 has been a record year for aircraft movements, and possibly for their non-aviation uses also. Therefore it seems absolutely ludicrous that under these and many other circumstances they remain the responsible planning authority. I find it an appalling abrogation of State and Federal planning controls that the MAC is the responsible planning authority (see page 60, section 7.5.2 of the Moorabbin Airport Final Master Plan.) No wonder they do what they like. How wrong it is that the MAC, 67% owned by Goodman's, an investment company and 33% owned by other private investors are given the power to not only make critical planning decisions with respect to the MAC, but also to sit in judgment as the responsible authority of the decisions they have made. They are required to consult, but the final decision is theirs and that of their Board who controls the personnel on the planning committee. They would not dare to make any decision which would compromise their profitability. Goodman's first, residents.... Leave if you do not like our decision. Who in their right mind would enable the commercial operator to be the arbiter of what are appropriate planning decisions for their property? It is like putting Dracula in charge of the blood bank.

Coincidentally, the rents are apparently being hiked up so much at the airport that the aviation uses are moving offsite providing greater financial opportunities for the MAC to pursue profits by marginalising aviation and pursuing industrial and retail. If they want to maximise their non-aviation uses, close the airport!

The State Government deserves criticism for failing to adequately build road infrastructure such as the Dingley By-pass to service this commercial monolith, and the Federal Labor Government must redress the damaging development excesses created by the Howard Government which facilitated the uncontrolled privatisation of the airport, previously a community facility, to the benefit of privateers who are accountable only to themselves.

Ultimately a decision needs to be made whether to close the airport and concentrate on other commercial uses with appropriate infrastructure support, or operate the airport with appropriate curfews and air traffic limits. At the moment there are no controls on anything!

On balance, residents would benefit if the airport use ceased and was relocated into the country which was the case when the airport originally opened. It has had its day.

Peter Brown

Original Message-----

**From:** Brown, Cr Peter

**Sent:** Wednesday, 27 August 2008 4:12 PM

**To:** '.....'

**Brown, Cr Peter**

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**From:** Brown, Cr Peter  
**Sent:** Wednesday, 27 August 2008 4:12 PM  
**To:**

**Cc:**  
**Subject:** Plane Crash...another reminder ignored

Yet another warning....ignored

-----Original Message-----

**From:** Brown, Cr Peter  
**Sent:** Sunday, 24 February 2008 12:10 PM  
**To:**

**Subject:** Low-flying Aircraft over Cheltenham East

Councillors:

I spent last Thursday, February 21 at home most of the day and got little peace from low-flying aircraft over my home and obviously over all the homes in the flight path over Cheltenham East. Aircraft were flying so low over the properties that from my back yard I could read clearly on many aircraft the painted registration letters on their livery. This occurred all morning and afternoon and the flight pattern was clearly that of descending aircraft as they looped in an easterly direction to land.

It is now Sunday morning and quite a number of large aircraft, commercial twin engined as distinct from the smaller Cessna-type craft are also looping low over East Cheltenham as they make their descent towards Moorabbin Airport and other aircraft are proceeding at a higher altitude but none the less noisy as they proceed in a northerly direction and gain height as they do.

I have lived at the present address for over 40 years and cannot recall the noise and volume of aircraft that is now flying overhead at the rate of what seems one every 3 to 5 minutes. As I have mentioned before in unanswered emails, the evidence is suggesting that flight paths have been changed. What was wrong with the flight paths over the tips, golf courses and industrial estates that now sees the aircraft flying over densely populated Cheltenham and for that matter, Mentone?

I have telephoned the Council offices to complain and been told that it is not a Council responsibility and that I should call the airport. I did that and was told that the person who may be able to respond to my questions was not available, and no, they did not know when he would be available.

One significant responsibility of Councils is an advocacy role on behalf of residents. What I have observed and received is a conspiracy of silence of an ineffectual and uncaring elected body.

I will keep pursuing this matter, for you need to understand that as each BDouble roars past at night and each plane buzzes the homes below during the day, we residents are to use the words of the character played by the late Peter Finch, "GETTING AS MAD AS HELL, AND (WE) AREN'T GOING TO TAKE IT ANY MORE".

As surely as night follows day, two things are becoming abundantly obvious: the out-of-control Moorabbin Airport Corporation needs to be brought within reasonable planning controls from the point of view of its role as an industrial and commercial retailing centre, closed as an airport and relocated to the country from which geographical precondition it began its existence, and the arrogant and unresponsive Councillors, and I regard all Kingston Councillors in this way especially the most silent do-nothing Councillor Alabaster who it is we residents misfortune to have claiming to represent us, must all be defeated at the next election. Your lack of concern as evidenced by your total failure to respond to the concerns I am making on behalf of many people

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is arrogant in the extreme. The analogy I would draw is that you do not respond to upset residents who have good cause to be upset in the way that bad teachers complain that they get students who do not know anything, or bad doctors who complain that the only people who make appointments to see them are ill.

Peter Brown

-----Original Message-----

**From:** Brown, Cr Peter

**Sent:** Thursday, 21 February 2008 9:31 AM

**To:**

**Subject:** Was it a lawnmower or chainsaw that woke me at 2.23 am this morning?

Councillors:

It was neither. It was an aircraft either going to or coming from Moorabbin Airport.

If it was a lawnmower or chainsaw then to my knowledge it would be actionable under EPA legislation. For all the years I have lived here I have not noticed any aircraft problem before, until now, which suggests to me that the flight paths at Moorabbin airport have recently been changed without any public referral and the volume of aircraft during the day provides substantial evidence that this may be the case.

Moorabbin Airport was originally established where it is because it was in the country well away from residential dwellings, amongst other factors. Now it seems an increased volume of air traffic is being intentionally routed over residential areas comprising thousands of homes.

It would not just have been myself who was disturbed at 2.23 this morning, but no doubt many others, logically hundreds of other homes, which brings me to the next few questions.

Was there a curfew at Moorabbin Airport and has it been removed? Are aircraft legally permitted to come and go from the airport at all hours of the day or night? ARE THERE ANY AIR TRAFFIC CONTROLLERS ON DUTY AT 2.23 IN THE MORNING OR AT ALL TIMES AIR TRAFFIC IS USING THE AIRPORT? WHAT IS THE RISK ELEMENT TO RESIDENCES AT 2.00 IN THE MORNING OF NIGHT FLIGHTS ESPECIALLY IF THERE ARE NO AIR TRAFFIC CONTROLLERS ON DUTY?

For what reason is air traffic now flying over the residential areas of Cheltenham and Highett and Moorabbin, and the Warrigal Road end of Mentone when for all the years since the establishment of the airport from my recollection it has not?

At the very least, unless a curfew from 6.00pm until 8.00 am is imposed and enforced for air traffic at the airport, then the airport must be closed down and probably should be anyway....residential dwellings should not form the flight paths for the type of very noisy aircraft that do drop out of the sky with some regularity and which would not meet EPA requirements should they be of the type of equipment which operates on the ground.

What did the Council know of this change to traffic routing? Why is the Council so ineffectual in all matters relating to the worsening residential amenity of this airport and its increasing and uncontrolled industrial base totally unrelated to the increasing air traffic which is now itself becoming an eroder of residential amenity?

The airport must go. Site controls MUST be restored to a new and competent Council.

Peter Brown

-----Original Message-----

**From:** Brown, Cr Peter

**Sent:** Wednesday, 20 February 2008 6:19 PM

**To:**

**Subject:** Moorabbin Airport Traffic: Planes and B Doubles

Councillors:

Have a look at tonight's news and tomorrow's papers for coverage of the impact of resident

**Brown, Cr Peter**

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**From:** Brown, Cr Peter  
**Sent:** Sunday, 2 March 2008 11:49 AM  
**To:** 'moorabbin@leadernewspapers.com.au'  
**Cc:**

**Subject:** AIR TRAFFIC OVER CHELTENHAM

The Editor  
Moorabbin Leader

Dear Sir/Madam,

Perhaps by publishing this letter you may break the conspiracy of silence which seems to subsist between the Kingston Council and Moorabbin Airport Corporation and the local elected Members of Parliament. Our elected officials' silence is only being broken by the sounds of BDouble trucks at our front doors and the noisy drone of planes overhead in Cheltenham.

Twelve months ago with the opening of the South-eastern Australian distribution centre of Coca-Cola Amatil, we saw introduced into our local roads network in Cheltenham, BDouble trucks which pass within 6 metres of bedrooms until 1.00AM and resume about 5.00 AM.

If that was not bad enough, we are now subjected to aircraft flying above our homes day and night, at such a low altitude you can stand in the back yard and read the registration letters on the planes, such as VH FBF and VH TAU, both of which passed overhead within four minutes of each other at 11.00AM this Sunday morning, as have hundreds of planes within the last two weeks.

The evidence all points to the out-of-control Moorabbin Airport Corporation changing the flight paths of planes away from the industrial area and golf courses adjacent to Moorabbin Airport, to the residential area between Nepean Highway and Warrigal Road. How was this enabled to happen?

I have lived in my home for 40 years and rarely did planes fly overhead. Now there is a highway in the sky above our homes with planes flying so low with such engine noise that if they were a vehicle on the ground would attract environmental protection prosecutions.

With the exception of Cr. West, the Kingston Councillors have not responded to any emails and calls to the airport have been fobbed off.

Two things become obvious. Firstly at the next Council election all sitting Councillors need to be defeated and replaced by Councillors who engage in advocacy and not acquiescence to the economically voracious and legislatively and planning out-of-control Moorabbin Airport Corporation. Secondly, when my grandparents established market gardens in this area it was subsequent to then that the airport was established where it presently is, to take traffic and noise away from residential areas. That objective now fails dismally: the airport must close. We need new Councillors and new local members of Parliament who can drive that change.

Peter Brown