Committee Secretary
Senate Rural and Regional Affairs and Transport References Committee

Robert Bleazby
28 – 01 - 10

Dear Sir

I started working at Moorabbin Airport in 1970 at that time the main training schools were the Victorian Aero club, Shuttes, Civil Flying School to name but a few. These organizations used mainly Cessna 172, and Piper warriors. At the same time the airlines were using Boeing 727, 737,707, DC 9, Foker F27, and 1000. All these early Jet aircraft made a lot of noise and as a consequence created much resistance from the general public living near airports here in Australia and the rest of the world. As a result the airline industry was forced to create better quieter airliners and noise abatement procedures to become good and responsible neighbours. Today the modern airliner is a very powerful and relatively quiet aircraft.

The first low bypass Learjets introduced into Moorabbin in the early 1970s are no longer able to fly in Australia due to their noise. However the later model high bypass learjets are able to fly outside noise curfews. Modern turboprop aircraft are also now quieter than their earlier types.

I have lived under the flight path in the Eastern sector of Moorabbin Airport circuit area for the last 22 years. In this time absolutely no attempt has been made by the flight training organizations or Airservices Australia to become responsible and acceptable neighbours by reducing noise levels. The aircraft that create this incredible noise over my house all day are the same antique 40 year old technology that I flew when I was learning to fly in 1970. I acknowledge that some of these aircraft are newer versions of the same type, but there has been no attempt to quieten or modernise this ancient technology over the last 40 years. The Piper Warrior is by far the most noisy training aircraft while the Cessna Citation jet and some ultralites are acceptably quiet, so it can be done. Helicopters are also very noisy and fly over the residential areas at even lower altitude than fixed wing aircraft. These piston-engined aircraft have no noise suppression in the exhaust and have only straight through pipes just long enough to clear the aircraft fuselage. The training type aircraft have fixed pitch propellers, which revolve at the same speed as the engine. The noise of this ancient technology continually flown 300 meters above our residents is unacceptable in the 21st century.

When the circuit is full the aircraft are about twenty seconds apart so the residents get the noise from several aircraft at the same time. When they are this close the noise is continuous. Even though the noise level is probably not breaking any statutory limits it is very high, making conversation or listening to television difficult, particularly if you are having a BBQ or other outside entertainment. This is particularly annoying when night circuit training is being conducted. After a few constant hours it becomes very frustrating and has the potential to become a health hazard. The residents are becoming increasingly frustrated and at a loss to know what to do about it.

At least at Sydney International they keep changing the runway configuration and approaches to relieve the residents and share the noise where possible, particularly on

weekends. At Melbourne Airport there are several residential noise sensitive areas that aircraft are kept away from and prohibited from flying lower than 3000 feet. Residents shouldn't have to put up with this noise in the year 2010 because the general aviation operators haven't bothered to update their equipment.

Due to some recent incidents at Moorabbin airport Airservices Australia reduced the amount of aircraft conducting circuits from seven down to six per circuit. There are two circuits, one in the East and the other in the West. Several months later after a so called education program to alert pilots of the dangers of running into each other, Airservices Australia increased the amount of aircraft in any one circuit to eight. Obviously this is on behalf of the training organisations. The maximum of eight aircraft in each circuit does not take into account helicopter training, or arrivals and departures of larger noisier general aviation aircraft, like Navajo, Seneca, Barons etc. There was no consideration by Airservices Australia of the effect of aircraft noise on the local residents with this economic decision. There has never been any noise consideration on residents in the past. It may be time to create a noise committee for Moorabbin Airport with representation from local councils, residents, and other interested parties, similar to that of the major airports. Many residents are frustrated by aircraft noise but are unable to easily find a body to vent this frustration.

We are led to believe Moorabbin Airport raises a lot of revenue and employs many people. So we are not calling for the closure of the airport. Given that Moorabbin Airport was there first when the area was just countryside and the noise from the technology didn't matter. It is now surrounded by residential areas using the same outdated technology.

It is time for noisy circuit training to be carried out at satellite fields away from populus areas, same as Essendon airport. This is not a disadvantage as students have to learn how to depart and arrive and training can be incorporated while transiting. The airport is a great municipal asset and should now be restricted for arrivals and departures only, not circuit training.

It is time to restrict the noisy circuit training at Moorabbin Airport, update the ancient training fleet, apply responsible noise abatement procedures and legislate that Moorabbin Airports Corporation and Airservices Australia become responsible corporate citizens.

Yours Faithfully

Robert Bleazby