

Senate Rural and Regional Affairs and Transport References Committee

Questions on Notice - 21 May 2010

MELBOURNE

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

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SENATE RURAL AND REGIONAL AFFAIRS AND TRANSPORT REFERENCES
COMMITTEE

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

Public Hearing Friday, 21 May 2010

Questions Taken on Notice – Melbourne Airport

Hansard, RRA&T 20-21

Senator O'BRIEN—With respect to weather circumstances, is it regularly the case that the east-west runway would be more suitable or less suitable than the north-south runway for arriving and departing aircraft?

Mr Richardson—The wind is predominantly the way that some of the air traffic control is managed. They are northerly, southerly and westerly winds. We very rarely get an easterly wind, so you might see one per cent of departures per year actually departing into an easterly direction. In terms of the runway split, the 2009 movement statistics on the Airservices website indicated roughly 60 per cent of aircraft movements are on the north-south runway and about 40 per cent are on the east-west runway. The issue would be more in relation to the long-haul flights, so the longer destinations with high cargo and fuel load, needing and requiring a longer runway for take-off than a 2.7 kilometre. That would be where the north-south runway would come into play for those larger aircraft.

Senator O'BRIEN—In terms of take-off to the north versus take-off to the south?

Mr Richardson—I can get that for you. I do not have it with me right now.

Hansard, RRA&T 26

Senator STERLE—Most of my questions have been asked, but I would like to ask Mr Richardson about the 200,000 aircraft movements per annum. I expect that you would take this on notice, but if you have the information then please throw it at us. Can you tell us how many movements there are between 11 pm and 5 am or 6 am, and can you break them into passenger movements and freight movements?

Mr Richardson—I could not do the latter.

Senator STERLE—You can take it on notice.

Mr Richardson—I am just reading from Airservices website. There are the statistics in the quarterly reports that Airservices produce that split into day- and night-time movements. For example, in October 2009 there were 1,291 night-time aircraft movements over the whole month.

Senator STERLE—What do you determine as night time?

Mr Richardson—That is 11 pm to 6 am.

Senator STERLE—Is that just for October?

Mr Richardson—The month of October.

Ms Dixon—By way of a general figure—and we will follow up with the detail—somewhere between 80 and 90 per cent of all freight is carried in the belly of passenger craft, so there is probably a more limited number of pure freight facilities that are offered over that, but we will come back to you on that.

16 June, 2010

Christine Charity
Senate Standing Committee on
Rural and Regional Affairs and Transport
via email

Dear Ms Charity,

Re: Senate inquiry into Airservices Australia's management of aircraft noise

Melbourne Airport appreciated the opportunity to present at the recent Senate inquiry into Airservices Australia's management of aircraft noise on 21 May 2010.

Please find below Melbourne Airport's response to questions asked on notice during the inquiry.

Hansard, RRA&T 20-21

Senator O'Brien – *In terms of take-off to the north versus take-off to the south?*

The North-South runway accounts for 49.5% of all departures. This breaks down as follows:

North-South runway departures (calendar year 2009)		
Runway usage departures	Movement numbers	% of total departures
16 (take-off to the South)	16177	16.9%
34 (take-off to the North)	31201	32.6%

Hansard, RRA&T 26

Senator Sterle - *"Can you tell us how many movements there are between 11 pm and 5 am of 6 am and can you break them into passenger movements and freight movements?"*

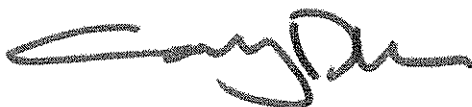
There were 14,298 night movements for the calendar year of 2009 which equates to 7.41% of all movements.

Ms Dixon – *By way of a general figure – and we will follow up with the details – somewhere between 80 and 90 per cent of all freight is carried in the belly of passenger craft..."*

Whilst it is not possible to specifically break down the night movements between passenger and freight, 85% of all freight is carried in the belly of a passenger aircraft.

Should you wish to discuss the above responses in further detail, please do not hesitate to contact me on (03) 9297 1804.

Yours sincerely,



Carly Dixon
Corporate and Public Affairs Manager

SENATE RURAL AND REGIONAL AFFAIRS AND TRANSPORT REFERENCES
COMMITTEE

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

Public Hearing Friday, 21 May 2010

Questions Taken on Notice – Tyabb and District Ratepayers, Environment and
Business Group Incorporated

Hansard, RRA&T 41-42

Mr Davis—Would do nothing about it, correct. We have approached the council on several occasions and made argument that, under the Victorian Local Government Act, they do have the power to make local law, and they have come up with all the reasons in the world why they cannot.

Senator O'BRIEN—Have they given you anything in writing that you can share with us?

Mr Davis—Yes, we could share that with you.

Senator O'BRIEN—That would be useful. Thank you for that.

Mr Davis—Not today, but I would be able to forward that on.

Senator O'BRIEN—That is fine. Have you any communications from the owner of the airfield about their attitude to noise management?

Mr Davis—Certainly we have solicitors letters from the local airfield about it, yes.

Senator O'BRIEN—Are you happy to supply those to the committee?

Mr Davis—Yes, absolutely.

Hansard, RRA&T 45

Mr Davis—There would be a simple way to get a general view, and that would be through the publication *En Route Supplement* from Airservices Australia, which lists all airfields in Australia, but would not list perhaps some of the more private ones where people would not have visitors coming in. But that ERSA would certainly list the hundreds of airfields throughout Australia. I think there are also private publications that give pilots a guide of what airports are available to them. Perhaps I could follow that up and if that was available I could forward that to you.

Senator BACK—That would be good, if you would table that with the committee.

Hansard, RRA&T 48

Senator BACK—So, I do not know how you reached your figure of 30,000 per annum.

Mr Davis—We got it three ways. The Ambidji Group did a report for the state government in 2000, and they estimated 30,000 movements. The GHD Associates that did the Airfield and Environs Review in 2004 estimated 24,000, I think. So, whilst there was some discrepancy, it is still significant.

Senator BACK—But it was of that order?

Mr Davis—We can only go on those figures, but we have also done some measurements too

and, as you say, on weekends it is significant. I am also able to supply—and you say you are nonplussed—email traces of all of those statements I have made, if the senator was interested in receiving them.

CHAIR—That would be useful, thank you.



9th June 2010

Ms. Jeanette Radcliffe
Committee Secretary
Senate Rural and Regional Affairs and Transport References Committee
P O Box 6100
Parliament House
CANBERRA ACT 2600

Dear Ms Radcliffe,

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

Thank you for the opportunity to respond to the submission by Messrs Davis and Chalke, under the banner of TRBEG.

The transcript of the testimony of Messrs Davis and Chalke is distressing, as is some Senators' apparent acceptance that it truly represents the facts relating to Tyabb airport.

We will attempt to put the record straight.

1 Background to the Dispute

We are unsure of the reasons, but it appears that a neighbourhood squabble between Mr. Davis and two Stuart Road residents over hangars (but not involving the aero club or airport operations) escalated into a bitter war against the airport.

At a Council Forward Planning meeting on 18 July 2005, held to discuss the airport, Mrs. Valerie Davis stated, "We would not be here tonight if our neighbours, two PAC members and non-residents, Peter Bernardi and Bill Leary, had not attempted to build hangars on their properties."

Unfortunately, Mr. & Mrs. Davis have enlisted a few other neighbours and this local disagreement has escalated into a battle for the airport's survival. Along the way, truth has been a casualty, many false rumours have been spread, misinformation is rife, and the airport's operators and businesses have suffered.

2 TRBEG (sometimes known as TRDBEG)

The Tyabb Ratepayers, Business and Environmental Group Inc. was incorporated in 2003. It was seen mainly as an anti-airport lobby group, however not all members now agree with this stance.

Despite its name, the TRBEG does not admit all ratepayers or businesses to its membership. We are advised that this is in contravention of the Model Rules which the incorporated association has adopted. The positions of TRBEG President and Secretary are usually filled by Mrs. Chalke and Mrs. Davis, who seem to swap those two positions from time to time.

An aero club member who attended an early meeting of TRBEG reported that no minutes were taken and that she was threatened with eviction from the meeting for taking notes. Nonetheless, the notes she did manage to take indicated clearly that the original agenda was to close the airport.

Messrs Davis and Chalke have divided the local community. Our experience is that most of the local community enthusiastically supports the airport. Our neighbours express to us the opinion that they wish Messrs Davis and Chalke would cease their harassment of aircraft operators and leave the airport alone for the use and enjoyment of all.

We believe that the evidence given to the Senate by two members of this group, and under its banner, does not represent the views of the wider Tyabb community.

We question Mr. Chalke's "guesstimate" of membership numbers. Mr. Chalke has been, and probably still is, a committee member of TRBEG, and his wife is the President; he should be able to give an accurate answer. (PAC's audited membership as at 5/6/10 is 582.)

Our observations are that attendance at TRBEG meetings is in the order of 12-20 people, representing maybe 7 households. This number coincides with CASA information that almost all complaints derive from the same handful of families.

Mr. Chalke has previously been contacted by the PAC's solicitor to rescind false allegations published in the media.

We note the Chair's opening statement "*It is also a contempt to give false or misleading evidence to a committee*".

3 Noise

Numbers of movements

Mr. Davis asserts that there are 30,000 movements a year at Tyabb. To support this figure he mentions the (now largely discredited) 10 year old Ambidji report on the "Capacity of Aviation Facilities in the Port Philip Region". The figures in this report were based on estimates, assuming the closures of Essendon and/or Point Cook, neither of which has eventuated.

There is no mechanism in place to count movements at Tyabb or at any other similar airport that we are aware of. Even Moorabbin and Avalon count movements only during hours that the tower is manned. However, counting at Tyabb was undertaken by consultants for a period of approximately one month during Jan-Feb 2007. The Graham E. Harding (a division of Heggies P/L) noise report ⁽¹⁾ says that 2,547 "aircraft events" were recorded over the period).

These "aircraft events" included taxiing, which is not considered an "aircraft movement" at any other airport and is not included in any figures published by AirServices. Including taxiing events is "double dipping". In order to compare "apples with apples" the taxiing events must be removed and the resulting monthly figure is 1,546, equating to an annualised figure of roughly 18,550 movements.

By comparison, Moorabbin airport reported 310,000 movements last year. There are additional, but uncounted, movements when the tower is not manned, being roughly the night time hours. This equates to almost 18,000 movements every 3 weeks.

We are able to state that PAC's flying school and aircraft hire hours are accurately recorded and independently audited. They show a compounded increase in flying hours of less than 1% per annum since 1973/74, before which date we do not have records. By comparison, general aviation overall has experienced 2% growth since 1993 and this growth is expected to continue for the next two decades.

Days of high utilisation

In an attempt to show an example of very high utilization of the airport, Mr. Davis states, "*We had an instance last week where a resident had 35 movements in an hour, and left his property and rang council to complain about the noise and the movements, stating that he felt that that was excessive for a small airfield.*" Mr. Davis knows well the reason for these aircraft movements.

On 8th May, PAC hosted a FunFlight event for the Heartkids organisation. Peninsula Aero Club (PAC) members donated their time and aircraft to take around 40 seriously ill children and their families for a 20 minute flight as part of a day out, a break from the stress of dealing with a sick child. Club members also provided lunch and other entertainment. For more information on FunFlight see <http://www.funflight.org>.

The aero club runs or hosts several charity events throughout the year. When these events are scheduled, the club letter drops local residents alerting them to the anticipated increase in activity and

inviting them to join in. Although Mr. Chalke's residence is not within the main traffic area associated with the airport, the club makes a point of ensuring that he receives notification.

At last November's FunFlight event, involving over 150 families, a PAC member donated four of her aircraft for a 15 minute "mini airshow". Even though Mr. Chalke had been advised of the CASA sanctioned event, he complained to CASA about the entertainment for the children. Mr. Chalke puts his personal and very temporary annoyance above the enjoyment that these struggling families experience. Sad, and very selfish, we think.

"Warbirds"

Currently there are 15 "warbird" aircraft at Tyabb. While these fly on a noise permit, being aircraft of historic significance, only 6 could be considered "noisy". The other 9 aircraft do not make more noise than many general aviation aircraft.

The reason they have no noise data is not necessarily that they do not comply; it is simply that they do not exist in sufficient numbers to warrant the enormous expense of testing.

Because it is believed that the "less noisy" aircraft would easily comply, the Australian Warbirds Association Ltd. is currently in discussions with DoTaRS regarding more cost effective testing.

"Warbird" Aircraft

"Senator STERLE—It is just alarming, because getting back to the number of aircraft that you have, and I would not be silly enough to assume that all 30 war birds take off and land every day.

Mr Chalke—No."

While this exchange is ambiguous, in the context we understand it to mean that Mr. Chalke is confirming that *"all 30 war birds take off and land every day."* This is completely untrue.

Firstly, we are talking about 6 aircraft (or 15 if those that have not yet been shown to be compliant are included).

Secondly, almost none of the 6 aircraft, and very few of the other 9 aircraft, fly more frequently than an average of 1 day per month. This can be substantiated beyond doubt by the aircraft's flight records in the form of the aircraft's Maintenance Release, which by law must be filled in on every day that an aircraft flies.

An analysis of our complaints register shows that complaints against warbirds were rare until 2005 when land immediately south of the airport was purchased by two club members, who also happened to own warbird aircraft. Mischievous rumours about massive expansion of the airport, Australia Post distribution centres and Boeing airliners triggered a flood of objections and complaints which were targeted at the purchasers of the land, and their aircraft. We also say that warbirds are a 'soft target' because noise assessments have not been carried out (even though they may prove to be compliant), and they may be the "thin edge of the wedge" in moves to close the airport altogether.

It should be noted that the warbirds are not a recent addition at Tyabb. Since the early 1980s Tyabb has been known worldwide for its collection of vintage, historic, antique and ex-military aircraft. PAC's extremely popular, award winning, charity airshows rely almost entirely on the generosity of the owners of these rare aircraft which form the nucleus of the show.

RA-Aus aircraft

Mr. Chalke: *"The growth part of the general aviation market is not the Cessnas and the Pipers and the standard light aircraft, but it is in fact the RAA, Recreational Aviation Australia, ultra-lights, as they are called, which have these non-exempt noise certificates."*

We agree that the growth area is indeed in Recreational Aviation Australia aircraft. However many of these aircraft are eligible for standard VH- registration, and have been shown to be noise compliant.

Far from being noisy, weighing less than 614 kg., and being powered by engines of about half the horsepower of the average family car, the sound they emit is less than that of the smallest Cessna.

Noise Monitoring

“Senator BACK—Presumably weekends would be fairly intolerable in Tyabb?”

Mr Davis—Some are. I guess that is something else that people do not understand. These movements are compressed into the weekends.”

The Heggies report⁽¹⁾ on noise monitoring and video recording carried out during four weeks during January/February 2007, stated:

“... it can be seen that on average there are more aircraft events later in the day on a weekday than on a weekend, and that the events start earlier and finish later on a weekday. Furthermore, weekend mid mornings appear to be busier than weekdays, however, there would not appear to be a significant difference between the total number of aircraft events between weekdays and weekends.”

The 3 locations selected for this monitoring were as close as possible to the noise source, ie. within less than 70 metres, with the most distant being approximately 200 metres. This is not how aircraft noise is measured. In accordance with ICAO we understand noise calculations for the type of piston-engined aircraft which fly at Tyabb are based on a noise measurement point which must be “... on the extended centerline of the runway at a distance of 8200 ft (2500m) from the start of takeoff roll.” (For airliners the measurement point is 6.5 km). The locations appear to have been chosen to maximise an adverse result.

Two of the monitoring points were at the two closest houses whose occupants are not sympathetic to the airport, being 62 Mornington-Tyabb Road and 38 Stuart Road,

We do not deny that the house at 62 Mornington-Tyabb Road is a noisy place to live. It is on a busy road, very close to the northern threshold of the airport’s main runway, and opposite an aircraft maintenance business and a concrete works. The previous occupants enjoyed the airport; the present occupants, who have lived there for maybe 8 years, do not.

The Heggies report⁽¹⁾ says about the 62 Mornington-Tyabb Road property, “The measured noise results at no. 62 Mornington-Tyabb Road were dominated by the noise from passing traffic. Only occasionally was there a dominant peak of noise that could be associated with an aircraft event, typically the Agusta 109 helicopter, but also the noise from aircraft outside the Old Aircraft Company hangar building opposite.”

38 Stuart Road is owned by Mr. Peter Davis. Mr. Davis purchased at this location to be near the airport so that he could enjoy his flying and his friendships with other aero club members. Until the altercation with his neighbours erupted, Mr. Davis owned a Beech Bonanza and part-owned three large Navajo Chieftain aircraft. He has since given up flying, sold his aircraft and embarked on his anti-airport campaign.

AS2021

Mr Chalke states “On every single day of monitoring the noise levels at those properties exceeded Australian standard 2021. AS2021 is the standard for acceptability of land for housing under aircraft noise.” This is false, misleading and an inversion of the purpose of AS2021, ie. putting the cart before the horse.

The purpose of AS2021 is to determine whether land near an existing airport is suitable for various types of development. It is not intended to be used to limit an existing airport after the fact.

The GHD report⁽²⁾, p. 14 explains: “Australian Standard AS2021 outlines the Australian Noise Exposure Forecast system, the setting of noise levels associated with particular aircraft, and the planning for the development of dwellings in proximity to airports. This is a useful planning tool, but is not useful for dealing with noise complaints retrospectively.”

Australian Noise Exposure Forecast system (ANEF)

In May 2004 Council and PAC commissioned Sinclair Knight Merz⁽³⁾ to produce an ANEF for Tyabb. As the figures have never been ratified by AirServices, there is dispute as to whether the finished report is an ANEF or an ANEC (Aircraft Noise Exposure Concept).

Even allowing that the figures merely give an indication of aircraft noise at Tyabb, we are advised that they would have to change radically for the plots to be much different.

As they stand, they show only 1 house, being at 62 Mornington-Tyabb Road, as being within the 20-25 ANEF contour. 38 Stuart Road is the only house within the 15-20 contour, being on the outside edge of the 20 ANEF contour. There are 4 residences within the 15 contour.

4 "Tyabb going the way of airfields world wide?"

Despite Mr. Chalke's oral evidence that "*There is a large and growing number of small airfields, often privately owned, which are unlicensed and unregistered*", in fact the reverse is true. Airports are closing around Australia at an alarming rate.

The Aircraft Owners and Pilots Association (AOPA) is currently running a campaign to stop or reduce the closure of small airports around the country. The December 2009 edition of AOPA Magazine lists 240 airports closed in the past 10 years (Appendix 1). Since that list was drawn up, Geelong has also closed.

Berwick, Moorooduc, Pakenham, Geelong, Lovely Banks [Geelong area], Laverton and Werribee airports have all been lost to Melbourne aviation in recent times. There have been no new airfields in the Melbourne area to our knowledge.

5 "Private, recreational airfield"

Despite Mr. Davis's oral evidence that "*It is basically a private recreational facility*", the Mornington Peninsula Airport is much more than that.

In a 2007 VCAT decision⁽⁴⁾ the Tribunal members stated that "... although a significant part of the activities carried on in relation to the airfield are recreational flying, we note that there are other activities. It provides a link to other airports such as Moorabbin and Tullamarine and there is some commercial traffic. A good deal of the flying is by light aeroplanes and there are limitations preventing its use by heavy aircraft and jet aircraft. However, the airfield is also used for various emergency services involving aircraft, particularly helicopters."

The airport is set up as a fire-fighting base with a PhosCheck depot, and fire-fighting aircraft are sometimes based here during periods of extreme fire danger.

The related aviation businesses on or adjacent to the airport, together with the aero club's flying school and fuel sales, create employment for some 50 people. Flow-on effects to local businesses generate further employment.

Members have invested in the area by purchasing land adjacent to the airport and building commercial hangarage, while others have purchased residential blocks with access to the airport as a lifestyle choice (as did Mr. Davis).

6 Airport support for the community

In addition to the above-mentioned uses and benefits, the aero club supports the local community and other charities.

Bi-annual Air Show – proceeds of which go to local causes. The recent air show in April this year contributed over \$47,000 to the Tyabb CFA, local men's health projects, the Tyabb football and cricket club, and Lions club. Past air shows have benefited The Bays Hospitals, Rosebud Hospital Maternity Wing, local CFA and numerous other beneficiaries.

FunFlight – an annual event held in November – volunteers offer children and teenagers touched by a life changing illness or other adversity, a flight and a day of aviation based entertainment, together with their families. Sometimes includes a brief flying display.

Pink Lady Day – an annual event to raise awareness of breast cancer. (A day is also being planned for September this year to raise awareness of prostate cancer.)

Schools program – Currently almost 70 children from 3 nearby schools are participating in our flight training program which has been running for 6 years. To date, 105 school children have obtained their pilot's licence before leaving school. Some of these are now flying for airlines or have been accepted into the Australian Defence Force.

School visits – We receive between 20-30 visits every year from schools whose classes are studying transport or aviation or other related subject. These children spend a few hours at the aero club and businesses at the airport, learning about aviation.

Work experience – The aero club and businesses at the airport all accept Year 10 work experience students from local schools.

Other visits – Service clubs, retirement homes, car clubs, motor bike clubs, special needs children's schools, aviation enthusiasts from Australia and overseas, and many other groups all enjoy frequent, organised and informative tours of the airport. There is rarely a day when someone doesn't come to the airport to see the rare historic aircraft. There is no charge for any of these visits; the airport businesses cover the cost of staff to guide and inform the visitors.

7 Community Consultation

Despite Mr. Chalke's statements implying that PAC has intractably refused to participate in community consultation, this is not true. We believe that local community support is vital to the future of the airport. Time constraints for this response prevent us from compiling a list of the meetings we've attended with TRBEG representatives, community representatives, Council officers, and "facilitators". This list can be provided at a later date if required.

Eventually we did take legal advice. Following all of these meetings, the Council set up a "Community Liaison Group". PAC attended the first two meetings despite it being evident that the group was numerically stacked against the airport interests. Legal advice regarding the terms of reference for this group warned that PAC's attendance would be tantamount to handing total control of the airport to the stacked Liaison group and Council. Council was advised of our reason for not attending, but did not alter the terms of reference.

To gauge the true feelings of our neighbours and to provide an opportunity for the community to have its say, PAC holds annual open days which include a forum for the local community to ask questions and/or complain about our operations. Feedback from attendees indicates that the airport is highly regarded by most of our neighbours, who take great pride in the well-maintained airport with its collection of rare and historic aircraft. They say they regard the airport as part of the town's identity. Unfortunately, few of these people have time to make submissions, taking the status quo for granted. And so the "silent majority" is again ignored for the sake of the very few. We say that the TRBEG is not a representative group on this matter.

8 Fly Neighbourly

Despite Mr. Davis' oral evidence that "We have no recourse to anybody, not even a local Fly Neighbourly guideline", in fact PAC has had a "Fly Neighbourly Policy" in place for over 20 years. One of the "local rules" under this policy is to conduct all circuits to the East, avoiding the residential area where Mr. Chalke has come to live. The circuit pattern on the main North-South runway is over land zoned Green Wedge or Special Use – Port [of Hastings] Related.

In more recent years, this policy has evolved into a "Fly Neighbourly Advice". All pilots flying at Tyabb are expected to abide by this advice.

Because pilots flying in to Tyabb from other airports were not always aware of our conditions and sometimes inadvertently breached them, this advice was sent to all flying schools and aero clubs in Victoria.

While we call this document Tyabb's "Fly Neighbourly Advice", it is not recognised as such by AirServices. Indeed there are only 13 areas in Australia for which a Fly Neighbourly Advice is published in the ERSA.

After several years of lobbying RAPAC we managed to have our Fly Neighbourly Advice published in the ERSA in late 2007 as a Noise Abatement Procedure (Appendix 2). The full text of the Fly Neighbourly Advice is available on the PAC website (<http://www.pac.asn.au/fly-neighbourly>).

Again Mr Davis implies that there is no noise abatement procedure at Tyabb. He says, *"The other difficulty we have is that currently airports such as Moorabbin, Archerfield and Jandakot do have noise mitigation procedures. They have special procedures to mitigate the effects of aircraft noise on the local residents. In particular, the war birds that we speak about, and the noisier of the light general aircraft, are not permitted to use certain runways at Moorabbin before a certain time. They are not permitted to use other runways at all. Yet, in Tyabb, where we have exactly those same aircraft flying, and noisier aircraft flying, there is no restriction and no protection. We have no recourse to anybody, not even a local Fly Neighbourly guideline."*

Moorabbin's Noise Abatement Procedure does limit take offs on Rwy 17R and Rwy 31L, but Mr. Davis omits to mention that there is no restriction on the runways immediately parallel, ie. Rwy 17L and Rwy 31R. The advice also states "unless no other RWY AVBL". That is, if there is an operational requirement, then these runways are available for use, and take off is permitted.

The restriction on Rwy 17R before 0900h applies to all aircraft, not just those mentioned.

We state that Tyabb's Fly Neighbourly guidelines, published in ERSA as a Noise Abatement Procedure, are more comprehensive than those of Moorabbin.

It is important to stress that any form of enforceable Fly Neighbourly procedure, with associated sanctions, may be contrary to safety of flight. When necessary for safety, pilots must be permitted to take whatever action is deemed appropriate without fear of retribution and without being deemed to be guilty until proven innocent. The final decision as to conduct of flight must always rest with the pilot in command.

9 Complaints Handling

PAC has maintained an incident reporting and complaints handling system for over 20 years. CASA has satisfied itself that the system in place is appropriate and that complaints are followed up.

Unfortunately, beginning in 2005 members of the Ratepayers Group, acting on rumours of all night freight operations and Boeing 737s at Tyabb, made numerous spurious complaints. These lies were not conducive to good relations or trust.

Our records show that there are now very few complaints, in the order of perhaps one every two months, and rarely related to noise. Complaints lodged with PAC are always addressed, even if they are spurious.

However this does not mean that there are no complaints. In recent years, the few remaining dedicated members of the anti-airport lobby group have discovered that if they complain to Council, CASA, AirServices and other government agencies, when the complaint is referred to PAC, it is "de-identified" in accordance with the Privacy Act.

Consequently, the complaints are quasi-anonymous and we find that the complaint often bears little resemblance to the truth. For example, many complaints have related to aircraft which were not at

Tyabb at the time, or were securely locked in hangars. The campaign amounts to harassment, but we are unable to face our accusers.

Because PAC administers the Fly Neighbourly Advice, it is only by complaining to PAC that any problems can be addressed. The tactic of complaining to everyone except PAC would seem to imply that the complainants would prefer to use any perceived or imagined breach as an opportunity to add to the file, rather than fixing any real problem. "Sling enough mud and make sure some of it sticks".

CASA

Personnel from both CASA and Council have advised they estimate that over 95% of the complaints about Tyabb on their files derive from Messrs Davis and Chalke.

CASA is well aware, and has stated publicly, that the standard of operations at Tyabb exceeds the industry norm and that they have very few issues with us.

In 2007 CASA released an educational DVD to assist small airports to develop their own Safety Management System. CASA used the PAC SMS as an example of how it should be done.

CASA has diligently and thoroughly investigated every complaint, but it's apparent that Messrs Chalke and Davis do not accept the umpire's decision. Referring to a response to the Community Liaison Group from CASA's Complaints Commissioner, the Liaison Group's February 2008 minutes recorded that "Concerns were expressed at the use of the words 'frivolous' and 'vexacious' by CASA in their response." CASA has tried to be even handed, but mischievous allegations eventually wear thin.

We state that of all the complaints investigated by CASA, only one incident, which was inadvertent, has been found to have substance.

10 Aircraft Numbers

Mr Chalke states, "There are approximately 30 of ex military aircraft registered on the main VH aircraft register [at Tyabb]." This is untrue. There are presently 15 "warbirds" based at Tyabb. In 2000, there were 17, ie. a reduction of 2 in the last 10 years.

Mr Chalke says, "Tyabb ... has now over 150 aircraft."

And "The enthusiastic amateurs who fly these sorts of aircraft thought, 'It is a bit difficult to stick around here at Moorabbin, let's go down to Tyabb, where there is a much more relaxed regulatory regime.' That is what is happening. They are aggregating down there."

These statements appear designed to suggest there has been an influx of aircraft, particularly noisy ones, at Tyabb.

Our figures show a different picture:

Type	2000	2010	Change
VH- Registered:			
General aviation (Cessnas, Pipers, etc.)	101	106	+5
Experimental but not "warbird"	2	2	0
Ex-military ('warbird')	17	15	-2
Subtotal VH- Registered	120	123	+3
RA-Aus Registered:			
Light sports aircraft	2	18	+16
"Trikes" (comparable to powered hangglider)	15	10	-5
Subtotal RA-Aus Registered	17	28	+11
TOTAL	137	151	+14

Far from an increase in the aircraft types targeted by Messrs Chalke and Davis, our figures show that the 'warbirds' and "trikes" (ultralights) have decreased in number.

As an example of how the truth can be presented in such a way as to mislead, we note Mr. Chalke's statement: *"There has been an explosion of people importing ex-military aircraft from all over the world, bringing them here to fly them for adventure flights, the 'Come and enjoy the jetfighter experience' sort of adventure flight."* This statement is true. However it falsely implies that this is occurring at Tyabb. There has been no influx of warbirds at Tyabb, there are no jet aircraft operating at Tyabb, and no 'adventure flights' are being conducted at Tyabb.

11 Nearby Schools

Mr. Chalke states that *"Just over 2,000 kids who go to school in Tyabb are affected by this noise."* In fact there are 3 schools in close proximity to the airport with enrolled attendance being less than 1,350. This figure was provided by the Principal of Flinders College and can be verified by referring to the Victorian Government "MySchool" website.

When shown the transcript of Mr. Chalke's statement, responses were -

- Tyabb Primary School Principal: "It doesn't come from us. We've never had a problem with aircraft noise. Very few aircraft even fly over us."
- Tyabb Railway Station Primary School Principal: "It's not a problem. If a plane occasionally flies overhead, the kids love it. It's good having the airport there because it's part of our Emergency Management Plan. The Senators can ring me if they want."
- Flinders Christian College Principal – "We've never had any issues with noise from the airport."

12 Harassment of airport operators

Without wishing to labour this point too much, and we do not allege that these actions are directly attributable to either Mr. Chalke or Mr. Davis, there have been some disturbing incidents at the airport. Briefly, we have been subjected to sabotage, dumped offal, obscene graffiti, and a tax audit. The physical harassment has ceased since the aero club and aircraft maintenance businesses installed security video recording equipment. The spurious allegations continue.

13 Land use around airports

Despite Mr. Chalke's oral evidence that, *"the airfield is actually located on land currently zoned green wedge. There is a green wedge running right down the middle"*, the Mornington Peninsula Airport (MPA) at Tyabb, with the exception of most of the rarely used East-West runway, is in fact zoned "SUZ3 – Special Use Airfield" in recognition of its regional significance (Appendix 3). The purpose of this zoning is "To provide for the coordinated use and development of land in the vicinity of the Tyabb Airfield."

Mr. Chalke says *"The airstrip has actually evolved virtually in the middle of the town."* The reverse is true. The airport was constructed in a "vermin infested swamp" in general farming land. If Mr. Chalke had lived in Tyabb at the time, he would have known that there was one general store, a post office, maybe 80 houses, no pub, and two churches. The edge of town has come to the airport.

In 2002 the airport's owners Peninsula Aero Club (a not-for-profit company limited by guarantee) and Westport Airfield Pty. Ltd. entered into a Section 173 agreement⁽⁵⁾ with the Mornington Peninsula Shire Council under the Victorian Planning and Environment Act 1987. Under this agreement, Council has an obligation to –

- 3.1.1 to support and encourage the location and development of activities associated with and sympathetic to the operation of the function of the Airfield abutting or in close proximity with the Airfield consistent with the planning controls applying to the facility.

3.1.2 to develop and implement and maintain effective planning controls to ensure that the safety and amenity buffers around the Airfield are protected.”

Unfortunately, Council has not fully honoured this agreement. In the 2007 VCAT decision⁽⁴⁾ on development of hangars adjacent to the airport at Tyabb, the Tribunal members stated –

- “... the basic strategic planning that is relevant to this case has long since been put in place.”
- “The extent to which there may have been failures of strategic planning they are not in relation to the location and continued operation of the airfield. If anything, it has been the lack of consideration of the desirability of separation in allowing close by residential development.”
- “Secondary considerations as to the nature of uses surrounding the airfield area, and what sort of uses should be allowed in close proximity thereto, may have been neglected by the council.”
- “If incompatibility or amenity problems were perceived, such residential development should not have been allowed in such close proximity.”
- “This is a situation where the residential newcomers, since they have in fact been allowed to come, must defer to the needs of the airfield, rather than vice versa. . That does not mean that the airfield or activities of the airfield should go out of their way to impose unnecessary burdens on users of surrounding land, but it does mean that residential late comers cannot expect to be on an equal footing or to expect that the needs and activities of the airfield will be curtailed or receive only equal consideration to their wishes and desires.”

The full text of the VCAT decision is most informative and is available at <http://www.austlii.edu.au/au/cases/vic/VCAT/2007/1931.html>

In 2005 Council permitted a subdivision of approximately 140 residential lots in close proximity to the airport. Peninsula Aero Club’s objection resulted in a Section 173 agreement being placed on each title which alerted purchasers that an operational airfield is in close proximity. We consider this to be a step in the right direction, but an absolute minimum requirement. We do not receive complaints from these new residents.

14 Other clarification

- Mr. Chalke makes an issue of anomalies that he says he perceives in the Air Navigation (Aircraft Noise) Regulations 1984. We find the regulations fairly straightforward, and suggest that a man of Mr. Chalke’s apparent intelligence should find so as well. We suspect this is an attempt to muddy the waters and insinuate that we are somehow operating within a “loophole”. This is not the case. The public has a genuine and legitimate interest in these historic aircraft and so they are permitted to fly.

Nor is the procedure confusing. It is clearly set out in AirServices’ two page information paper on the Air Navigation (Aircraft Noise) Regulations (Appendix 4).

- **Senator BACK**—*As to the management of the airport, let us call it, how many, if any, of those are actually local in the Tyabb area?*

The answer is that 6 out of 11 committee members live within 1 mile of the airport. All but one live in the Mornington Peninsula Shire. All but two live within 8 km.

- **Mr Davis**—*“In the olden days, the responsible committees deemed that night circuits were not appropriate at the airport, and therefore the members upheld that.”*
Night circuits have always been a part of the training and recency requirements. Night circuit training later than 1 hour after last light or 8:00 pm, whichever is later, is strongly discouraged

and very rarely occurs. The radio frequency for activating the runway lights is not published, to prevent other flying organisations conducting night training at Tyabb. Our Fly Neighbourly advice says "Night circuits are not available for visiting aircraft".

- **Mr Davis**—*There is one north-south runway. There is an emergency east-west, but CASA years ago deemed that it was unsafe. It is purely used for emergency purposes.*

The east-west runway is fully operational and completely safe for aircraft whose performance is adequate for its dimensions. It is shorter than the main North-South runway, under our planning permit its use is not permitted by aircraft over 2,041 kg, and its approach and departure paths pass over residential areas. For these reasons it is not the preferred runway and its use is discouraged unless operationally required.

- Much has been implied by the oft-repeated phrase "regulatory void". In fact, operators at Tyabb are subject to all the same regulations that exist at any other airport.

- **Mr Davis**—*"Friendships have been lost."*

Mr Davis was a hard-working and well-liked member of Peninsula Aero Club. Both he and his wife served on the club's committee of management, and both took on the role of Secretary of the club for a year each.

We fail to understand why Mr. Davis' energies are now turned so vehemently and bitterly against the airport, the aero club, and a pastime that he used to enjoy so much. It is sadly true that all his past friendships have been lost to him.

- **Senator STERLE**—*Your group has made it obvious to all and sundry that you are not opposed, but you want restrictions like one or two flights a day, and that is not being kept a secret?*

It would be counter-productive to admit that they want the airport closed because that would stir up the silent majority. And Mr. Davis may truly believe that the airport can survive with further restrictions on its operations. However it is not in doubt that closure of the airport was the original intention of TRBEG and we believe it remains the ultimate goal of one or two people. It should be unthinkable that a few people could restrict operations, damage existing businesses, and get rid of the aircraft that most of the local community takes great pride in.

- An aircraft engine overhaul and maintenance facility has been operating at Tyabb since 1972. Overhauled engines used to be test run in the open air. Because the noise of engine testing is deemed to be "industrial noise" the owner of the engine workshop spent a considerable amount of money constructing an indoor sound proof engine testing station. Despite these measures, Mr. Chalke continued to complain. EPA representatives on-site to investigate the complaints were unable to discern from Mr. Chalke's property that an engine was running.

- Far from being open slather, operations at Tyabb are restricted by the planning permit applying to the airport. Restrictions mentioned on the planning permit include:
 - Take-offs and landings by aircraft with an all up weight at take off between 2,041kg and 5,670kg are limited to 10 per day. Aircraft in this category are not permitted to take off or land at night.
 - Jet aeroplanes are not permitted.
 - Aircraft with an all up weight of more than 2,041kg are not permitted to use the East-West runway.

Tyabb already operates with more restrictions than apply at any other airport that we know of.

A brief history of the airport is attached (Appendix 5).

15 Summary

- Airports are vital infrastructure and need protection from people who move into the vicinity and then make it their hobby or life's vocation to close the airport.

- The airport's regional significance was declared by the Minister for Planning and it was zoned "Special Use".
- The Mornington Peninsula Airport at Tyabb is appropriately zoned and Council has agreed to protect it from inappropriate development.
- A more robust system is required to compel councils to protect airports from inappropriate development.
- A more robust system is required to compel councils to include notifications on title of all new developments in the vicinity of airports.
- We do not accept that the views of Messrs Davis and Chalke are representative of the community.
- We do communicate with the local community.
- We do have Fly Neighbourly guidance in place.
- We do have a good reputation with CASA.
- We do operate within the bounds of our current restrictions and have self-imposed further guidelines.
- We have felt harassed to the detriment of health, safety and damage to businesses.

To quote Mr. Chalke one final time: *"one of the troubles with causes, any causes, the environment, feminism or whatever, is they always attracts zealots, people who are passionately committed and will crush or crash through in selling their ideas, no matter what anyone else believes, and that sort of behaviour can really alienate a lot of average Aussies. We don't like extremists, we don't like zealotry, we like the calm simple life."*

This is a very rushed response due to time constraints and there is much more we could add. Some of the material referred to may not have been included and we would be happy to provide any additional material that the Senators may wish to see. Equally, we are most willing to answer any questions which may arise as a result of this response or any other submission.

Again, we very much appreciate the opportunity to respond to some of the more blatant and damaging errors.

Yours faithfully,



Allan Schwarze
President, Peninsula Aero Club

REFERENCES

- 1 Graham E Harding & Associates (A Division of Heggies) Report 40-1308R1 30 Apr 2007
- 2 GHD – Tyabb Airfield and Environs Study, Background Issues Paper May 2004
- 3 SKM – Mornington Peninsula Airport – Tyabb, ANEF Report 6 May 2004
- 4 VCAT P305 2007+ Hoban v. Mornington Peninsula SC
- 5 Section 173 agreement between Council and the airport owners

Where have our airports gone?

By Brian Bigg

The views and opinions expressed in this article are those of the author and do not necessarily represent the views and opinions of AOPA. Your reaction is encouraged. Contact: editor@aopa.com.au



Do you know what happened to our airports? Let me tell you what I think. We - you and I in the flying community - let the government give them away.

We sat there smug in the belief that the government couldn't really be stupid enough not to see the long term and strategic value of an airport to a community.

And do you know what? Amazingly, they were that stupid.

They were so stupid, we didn't believe they could be so stupid.

The government just gave them away. Hundreds of them. Millions and millions of dollars worth of ground and facilities, paid for over a period of a hundred years - all from our taxes. (Just because they were Commonwealth property, doesn't mean the Commonwealth owned them. We paid for them every time we put in a tax return.)

And the reason we sat there and let them do it was because we were getting a damned good deal at the time. I was paying \$3 a day to park my aircraft at a major city secondary airport. And I could land and take off and use all the airspace for so little money compared to what everyone else in the world expected to pay, it was laughable.

I had a pilot friend here from Europe who dug out a hundred dollar note when our flight was over to help pay for the flying charges. When I smugly told him it was all but free, he didn't believe me.

Europe declares support for GA

In an historic acknowledgment of general aviation's contributions, the European Parliament has adopted a sweeping resolution that sets forth principles to preserve, foster, and promote GA across the continent.

For more information visit: <http://www.europarl.europa.eu/sides/getDoc.do?type=TA&language=EN&reference=P6-TA-2009-0036>

So I wasn't about to tell anyone out loud, in case someone in authority found out and started charging me a proper amount. It's a sad fact, but flying in most of the world is just for rich people, just like golf, sailing and tennis. If you fly in Europe, you are telling your friends and colleagues

you have serious dough behind you.

Not in Australia, where activities which need large amounts of land such as flying and golf, have been traditionally cheap because we have so much land. So we sat there smug in the belief that the government and community needed the airport so much we would continue to fly pretty cheaply. But we came unstuck with the previous government.

Former CASA Chairman, Dick Smith, was specific where the fault lay. "The problem was caused under John Anderson's tenancy as Minister for Transport," says Dick.

"John is a very nice bloke, but undoubtedly he was one of the worst Ministers responsible for aviation Australia's ever had. He was also there for the longest period."

The mantra of the previous government that the 'market is the god' caught aviation in its seductive trap. The government was in power a long time and had seen many times how privatisation was wonderful for it's own bottom line.

No more headaches being the owner of a service people liked to complain about (we're all looking at you, Telstra). No more subsidising the costs of providing those services. Aviation, it believed, was long overdue for such a makeover.

But, like the economy generally and the share market in particular, the laissez faire attitude the government assumed would fix all problems in aviation, was flawed. Aviation business is, by its nature, a monopoly. There can only be one in town and its customers can't shop around for a better deal. And owners of monopolies just love deregulation and privatisation.

Current President of AOPA Australia, Phillip Reiss, says the government got it very wrong. "The government either chose to ignore or overlooked the point that aviation is first and foremost, an infrastructure service to the community," says Phillip.

"Consider a road through a small town. Maintenance on the road is paid for by the council. The road doesn't pay for itself, but the council recognises it needs the road because it provides an obvious service to the community"

So the government knew it could kill a whole flock of endangered birds with the one stone and rushed through legislation to farm off our airports.

Do you know who likes airports? Well, obviously pilots, plane spotters and duty free shoppers, of course.

Interested in where planes are in the world at any time?

Visit www.planespotting.net
You'll need a big bright coloured parka and a camera with a one metre long lens.

But who else likes airports, which are giant blocks of near empty land close to major centres of population, used apparently infrequently by people with little or no political clout?

Question: If you were giving away a blood bank, who would be lining up to get it? Here's a hint, they have prominent canine teeth and sleep a lot in the daytime.

Who likes airports when the areas in which they are located are crying out for real estate development?

Sharks.

Pilots and sharks. And which do you think is smarter and more on the ball when governments are giving away things for free?

Pilots? No, for the most part instead of getting together to bid for these free airports, we sat there smug in the belief the government wouldn't give away our airports to people who don't like aeroplanes, people who wouldn't appreciate the value of an airport to a community.

But in many cases they did. They just handed them to the sharks who knew the real value of the land we landed on and believed there was money in them thar hills.

But, there was a problem.

It appears the government was just thinking about the millions it could harvest from the biggest airports. It's obvious when you read the Airports Act 1996, that they were thinking about SYD-MELB-BRIS and not thinking about the hundreds of smaller places that make up the rest of aviation in this country (anyone who read my article on ASIC cards will find an echo here).

To read the entire Airports Act 1996 visit:

<http://www.comlaw.gov.au/ComLaw/Legislation/ActCompilation1.nsf/0/BA147558EE841557CA256F7100502D82/Sfile/Airports1996.pdf>

Or easier still, type "Australian Airports Act" into Google.

Where have our airports gone?

The vast majority of our airports have never been real businesses. They've never been required to show a profit, never expected to provide first class facilities and security.

All we've wanted as pilots is a long enough strip of dirt and maybe a rusty old hangar (for to sit in the open doorway on a hot day and complain about the heat and the state of the strip of dirt).

As it turns out, the money men quickly discovered that only the biggest of our airports would be worth the dough, so there was serious bidding for the dozen or so places where the sharks could see a good profit was to be made.

For the hundreds of other airports swept along in the government's one size fits all policy, it was like a raffle where you didn't even know you'd bought a ticket. The local council was called and told, "Hey congratulations, you've just won an airport."

Few, if any, of the local councils had people working for them who understood both how to run an airport properly, or who could turn an airport into a profitable business overnight or even in five years. Of course, it begs the question of what would have happened if the local council had said, "We don't want it, Mr. Government. Take it away."?

Is your local council aviation progressive or regressive?

Email editor@aopa.com.au
And we'll tell the world

The Federal Government sweetened the deal and gives councils some money to look after our airports, but many airports in many country centres just sit there, a drain on their local communities, a burden on councillors struggling to find cash for other, and in their eyes, more important things the community needs.

In a couple of centres, smart councils saw an opportunity and began planning

to expand their airport services, knowing that it brings in jobs and tourists and money. But many others, while perhaps not directly controlled by real estate agents, are certainly heavily influenced by them. They saw the land as eminently exploitable.

After the handover, at least two new airport owners tried to build shopping centres on their airport land. (What about a fly-through bottle shop or takeaway food outlet?) Another tried to have the entire airport relocated 90kms further out of the city and turn the current site they were given into a housing estate.

The regulations specifically mention that old people's homes can't be built in airport environs, but that's what one cash-strapped council is still fighting tooth and nail to do.

At another airport, which since the handover has become the major secondary GA landing strip near the major city, the main runway is often closed for car racing so a popular TV show can film there. Students and other airport users at this location are required for days at a time to use the grass secondary strip.

Yet another council just closed their airport completely and leased the land to a leisure park operator. Admittedly, in this case, pilots of small planes still get to use the strip, but the point stands. How much faith can the aviation industry have in those new owners?

PLAYING MONOPOLY

To find out where Monopoly began visit www.monopoly-history.com

When airports were handed to the new owners, the new owners set out to immediately make some money. And nothing in the Airports Act prohibits them from doing that. They are, after all, companies in the legal sense and a company's job is to make the maximum amount of profit for its shareholders as it is legally allowed to do. (Parked at Sydney airport recently? \$15 an hour or \$52 a day has got to be the highest fee at any airport in the world.)

For parking prices at Sydney airport visit www.sydneyairport.com.au/SACU/Domestic-Parking.html#Shortstayrates

Anecdotally, everything went up virtually overnight by 50%. AOPA was told of prices having gone up by 100%. Even experienced and large companies could not tolerate such a rise in their costs by 50 or 100% and stay healthy.

One former tenant of a Victorian airfield told me that when his new owners moved in they banged the rent up every year to the point that few of the airport tenants, other than those chasing the overseas students (where the only real money is), could afford it.



"They act like feudal lords," the former tenant says.

"And we were their serfs. We were told if we didn't like it we could clear off, which is what we were forced to do."

Dick Smith agrees the model is flawed. "Major airports such as Sydney, with tens of millions of passengers, can be privatised and make good money for organisations like the Macquarie Bank because the charges are spread over its many millions of passengers," says Dick.

"However, this cannot be done at secondary airports because the income base is not as great.

"If they try to raise the income to a reasonable level for the investor, in the end the general aviation industry will go broke.

"Privatising a general aviation airport like Bankstown, for example, is like privatising a city park and getting Macquarie Bank to charge visitors an amount of money to give a return based on the value of the land in the city. It would be impossible and preposterous."

We can't expect any sympathy from CASA either. The new boss of the agency, John McCormick told me in a recent interview, "Aviation is an expensive business. If you can't afford to be in it, you shouldn't be in it."

AOPA Australia President Phillip Reiss knows exactly where the problem lies. "Allowing monopoly owners is absolutely wrong," says Phillip.

"In America they have anti trust laws to protect airport tenants. "Here we

don't take anti-trust laws seriously.

"The biggest problem is that at airports, customers can't go anywhere else. There is no alternative. So airport owners can charge what they like. It's unlike any other business."

When the prices shot up, airport companies, which had existed quietly, and happily not charging customers big fees, were either forced to pass along the rises, or close up shop.

The customers, we pilots, voted with our feet. Ten thousand of us have joined the RA-Aus. Why? Increased government regulation of GA and soaring costs are the two most common reasons.

People with too much invested in an airfield are forced to stay on - screaming about their lot but no one's listening. Others gave the game up entirely. Which is okay for us, but it is becoming the death of general aviation in this country.

With fewer and fewer planes to service, LAMEs are becoming harder and harder to find. There's just not that much money in it after they pay their new airport rents. And aircraft mechanics are really stuck. How does a LAME look for a better deal at a cheaper location down the road?

Most senior people in the industry believe the only answer is for the government to buy back the secondary airports.

But can you see that happening?

No one can.

So with fewer and fewer local students coming through, it won't be long before passengers on Qantas and Virgin are flying behind only foreign pilots.

GA flying will become a plaything only of the rich as it is elsewhere in the world, which will be sad.

And because we won't be using our airports much, the new owners will be quite justified in saying to the government, "No one is using it these days and we aren't making any money from it. Is it okay that we use just a tiny little bit of the airport to build a block of apartments?"

And you know already how the government will answer that.

Bend over and kiss your airfield goodbye. ■

Any chance in getting your flying group together and making a bid to sublease your airfield from the council?

If they don't want it and don't see its potential, that's their bad luck.

Bankstown Airport

SOS Airports Inc

(Save our Secondary Airports)
Postal Address: P.O. Box 287, Georges Hall, NSW - 2198
Tel: +61 2 9797 1022, Fax: +61 2 9774 5516
membership email & web address: sosairports@aherz.net.au

27 September 2009

To all interested parties who are concerned about the activities of Big Business on Secondary Airports Australia-wide

As you will be aware the Airports Act 1996 was established to protect the future of general aviation at airports which were ultimately privatised by the Federal Government. We believe the intention of this Act is clear. Similarly, it is obvious to anyone that much of the construction that has occurred on privatised airports, and in particular Bankstown Airport, does not have any connection to general aviation. This unrelated development is being undertaken on publicly owned land i.e. Commonwealth owned, which was originally acquired for the purpose of general aviation. We believe the existence of buildings like schools, shopping centres, bus depots and potentially freight depots may be challenged should a constitutional argument be raised about the validity of such uses. We also believe it can be sustained that the pursuit of such uses, which are unrelated to general aviation, have detrimentally impacted

- (i) on general aviation and the small undivided businesses that have made up and supported general aviation in this country, and
- (ii) on the standards of safety and best practice which should be paramount in such an environment.

We draw your attention to enclosure 1 that outlines this argument.

The Federal Government now appears to be recognising that airport leasing companies may not been acting consistently with the intention of the Airports Act. It now appears the government intends to ensure that not only the letter of the law be followed, but also the spirit of what was intended by that law. We also enclose a copy of a recent letter from the Minister for Infrastructure, Transport, Regional Development and Local Government to Bankstown Airport Limited which presents one aspect of the Government's policy on this matter.

As shareholders of the companies that own the lease of Bankstown Airport and control the activities that occur on the airport, we feel obliged to place you on notice that we intend to promote and support full and open discussion on this issue and assist in maintaining any challenge against any airport owner which pursues activities on airport land that are unrelated to general aviation or detrimental to the future of general aviation in this country or to the safe and efficient conduct of it. We further believe it is entirely appropriate for this disclosure to be referred to any party seeking to deal with or finance any such activity.

Opinions of senior legal figures and constitutional lawyers exist, supported by authority, that support a constitutional challenge against

- (i) the activities of airport owners which are unrelated to general aviation, and
- (ii) the power of the relevant Minutes to ordain such activities in documents such as "Master Plans."

This must be pursued by all who are interested in the future of general aviation and the proud history this industry has had in this country and in its development. This is also of great importance to the concept of "use" of public land particularly where that land was acquired for a specific purpose and this purpose is diluted over years by commercial operators and their avarice.

Yours sincerely,

Darrin Ward
President

Where have our airports gone?

Closed Airfields

Remember any of these airfields? These are the airfields we've lost since 2000. Some were just strips on properties which have changed hands. Others were proper airfields. Either way we can't land on them any more.

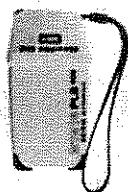
AAYKA	QLD	WACS
ABINGTON STATION	NSW	WACS 3356/3357
ADORA DOWNS HOLIDAY FARM	QLD	WACS
ALDERLEY	QLD	WACS 3233
ALMORA	QLD	WACS 3220
ANGAS DOWNS STATION	NT	WACS
ANGLESEA	VIC	WACS 3469/3470
ANNA DOWNS	WA	WACS 3462
AROLETHAN	NSW	WACS
ARDOCH	QLD	WACS 3341
ARGLY (FARMVEST)	QLD	WACS
BAMAWM	VIC	WACS 3468/3470
BARPEP	VIC	WACS 3468/3470
BARMERA	SA	WACS 3458
BARINGO	QLD	WACS 3341
BARNSTAPLE	QLD	WACS 3341
BATTERY	QLD	WACS 3219
BEAUFORT	VIC	WACS 3469
BEENBOONA	QLD	WACS
BEENFIELD	QLD	WACS
BIG LAKE	QLD	WACS
BIRAMOOD	NSW	WACS 3355
BIRNAWAY	NSW	WACS 3357
BLACKBRAES	QLD	WACS 3219
BORNWARRAH	VIC	WACS 3470
BOCRABEE	WA	WACS
BOGGABRI	NSW	WACS 3357
BOGINDERRA	NSW	WACS 3457
BOOLA BOOLKA	NSW	WACS 3458
BOONAMERRIE	QLD	WACS 3233
BOONCKE	NSW	WACS
BOORT 1	VIC	WACS 3469
BOORT 2 (Windarra)	VIC	WACS
BORUNG VIC	WACS	3469
BOWIE	QLD	WACS 3234
BRANCHES CREEK	TAS	WACS
BRIDGEWATER 2	VIC	WACS 3469
BRONTE	TAS	WACS
BURTA	NSW	WACS 3458
CABRAMURRA	NSW	WACS 3470
CAMBERRA	NSW	WACS 3456
CAPERTEE	NSW	WACS 3456/3457
CARA MIA	NSW	WACS 3356
CARAGABAL - EMERGENCY STRIP	NSW	WACS
CARGOON	QLD	WACS 3234
CASTERTON (2)	VIC	WACS 3469
CATTLE RUINS	VIC	WACS 3469
CHUDLEIGH PARK	QLD	WACS 3219
COBURN	NSW	WACS
COLLECTOR 1 (Werriva)	NSW	WACS
CONMURRA STATION	SA	WACS 3469
COOMBURRAH	QLD	WACS 3356
COONDER BRIDGE	VIC	WACS 3469
CRADLE MOUNTAIN	TAS	WACS
CRESCENT HEAD	NSW	WACS
CULGOA	VIC	WACS 3458
CUNYU	WA	WACS 3345
DALMIJR	QLD	WACS 3355
DARKAN (Hillman Farm)	WA	WACS 3462
DARNICK	NSW	WACS 3458

DELLA	SA	WACS 3355
DERGHOLM	VIC	WACS 3469
DONALD (2)	VIC	WACS 3469
DOTSWOOD	QLD	WACS 3219
ELMORE 4	VIC	WACS
ERRIBA	TAS	WACS
EUROPAHABELA	NSW	WACS 3357
FISH CREEK	VIC	WACS 3470
FORTNUM GOLD MINE	WA	WACS
FUNNY HILL (Binda)	NSW	WACS 3457
GERMAN CREEK	QLD	WACS 3234/3235
GLADEVALE	QLD	WACS 3233
GLENGOWER	VIC	WACS 3469
GLENPATRICK	VIC	WACS 3469
GLENROW	NSW	WACS 3356
GLENTHOMPSON 2 (Kookaburra)	VIC	WACS 3469
GOODWOOD (Basil's Road)	TAS	WACS 3356
GRASSDALE 1	VIC	WACS 3469
GRASSDALE 2	VIC	WACS 3469
GREGORY DOWNS 2	QLD	WACS 3220
GREGORY DOWNS STATION	QLD	WACS 3220
GRENFELL	NSW	WACS
GROVES GAP	VIC	WACS 3470
HAGAN'S LAGOON	QLD	WACS 3112
HAIG	WA	WACS 3353
HAMPTON	WA	WACS 3353
HANGING ROCK	NSW	WACS
HARBUTT RANGE	WA	WACS
HARVEST HOME	QLD	WACS
HAYLOCK	NSW	WACS
HAWICK	SA	WACS 3458
HELENSVALE	QLD	WACS 3112
HENTY	NSW	WACS 3456/3457
HEYFIELD	VIC	WACS 3470
HOPETOUN	WA	WACS 3461
HORSE HAIR PLAIN	VIC	WACS 3470
HYDEAWAY BAY	QLD	WACS 3234/3235
HYDEN	WA	WACS 3462
IBIS CREEK	QLD	WACS 3234
INDULKANA	WACS	
JACKSON	QLD	WACS 3342
JERRAMUNGUP 2	WA	WACS 3462
JONDARYAH 2 (Adelong)	QLD	WACS
JUDITH ROYAL	QLD	WACS 3233
KARMONA	QLD	WACS 3342
KARONIE	WA	WACS 3352
KATHERINE GORGE	NT	WACS 3109
KEEN-GEA	QLD	WACS 3234
KENCHERABING	QLD	WACS
KENMARE	VIC	WACS
KEVIN DOWNS	QLD	WACS
KIMBERLEY	NSW	WACS 3458
KINGS CANYON	NT	WACS
KITCHENER	WA	WACS 3352
KNOWSLEY	VIC	WACS 3469
KOOLYAHOBING	WA	WACS 3351
KOONGARRA	VIC	WACS
KYNNANA	NSW	WACS 3357
LAGLAN	QLD	WACS
LAKE MUNGO	NSW	WACS 3458

LAJRA	NSW	WACS 3357
LAVERTON	VIC	WACS 3469/3470
LEEDERVILLE	WA	WACS
LEDINGATHA 2	VIC	WACS 3470
LESLIE MANOR 3	VIC	WACS 3469
LEYBURN	QLD	WACS 3340
LIDDELL	NSW	WACS 3456
LONG HILL	TAS	WACS
LONGWARRY	VIC	WACS 3470
LONGWOOD 1	VIC	WACS 3469/3470
LORRAINE STATION	QLD	WACS
LOVELY BANKS	VIC	WACS 3469/3470
LYNDHURST	SA	WACS 3355
MACANDER	QLD	WACS
MACARTHUR 1 (Werravongurt)	VIC	WACS
MANSFIELD 2	VIC	WACS 3470
MANSFIELD 3	VIC	WACS 3470
MATHESONS BORE	SA	WACS 3354
MEATHAN	VIC	WACS 3458
MEREDITH	VIC	WACS 3469/3470
MEREPAH	QLD	WACS
MERRIWA	NSW	WACS 3456
MIDDLECAMP	NSW	WACS 3458
MILPA	NSW	WACS 3355
MILTON	NSW	WACS 3456
MINILANG	NT	WACS 3098
MOORODUC	VIC	WACS 3469/3470
MOOROOK	SA	WACS 3458
MOUNT CARBINE	QLD	WACS 3219
MOUNT GIBSON MINE	WA	WACS 3351
MOUNT SHANNON	QLD	WACS 3355
MOUNT WEDGE	NT	WACS 3232
MOUNT WILLIAM	TAS	WACS 3356
MOUNT WOOD HOMESTEAD	NSW	WACS
MYWYN	QLD	WACS 3219
NARRIKUP 1	WA	WACS 3462
NARRIKUP 2	WA	WACS 3462
NORTH HEAD	QLD	WACS
NORTH KALKEE	QLD	WACS
NOSMILLOR	QLD	WACS
NYORA HOMESTEAD	NSW	WACS 3356
OLIVE DOWNS HOMESTEAD	NSW	WACS 3355
ORABARBINA	SA	WACS 3355
ORMLEY (Robrevort)	TAS	WACS 3356
ORLUNGUL	QLD	WACS 3357
PADDY'S STATION	QLD	WACS 3220
PAKENHAM	VIC	WACS
PARA PARK	VIC	WACS
PENNESHWAY Kangaroo Island	SA	WACS
PENSHURST 2	VIC	WACS 3469
PENSHURST 3	VIC	WACS 3469
PILLIGA	NSW	WACS 3356/3357
PINE CREEK	NT	WACS 3109
POMONAL	VIC	WACS 3469
PORPHYRY	WA	WACS 3352
POWLATHANGA	QLD	WACS 3234
PRAIRIE	VIC	WACS
PYENGANA (Seaview)	TAS	WACS 3356
PYRAMD	WA	WACS
RAMSAY PARK	QLD	WACS 3341

ROCK DRU	NSW	WACS 3357
ROMANI	NSW	WACS 3356
RONDOLYN	QLD	WACS 3340
ROXBY DOWNS STATION	SA	WACS 3334
ROYSLA	TAS	WACS 3556
RUGBY	NSW	WACS
RUTCHILLO	QLD	WACS 3233
RUTHERGLEN (Bodomerang)	VIC	WACS 3470
SCHOFFIELDS	NSW	WACS 3456
SCOTT'S PEAK	TAS	WACS 3556
SEDAN	QLD	WACS 3342
SHELBOURNE	QLD	WACS
SINGLETON BARRACKS	NSW	WACS 3456
SNOWTOWN	SA	WACS 3458
SOUTH KALKIE	QLD	WACS
SPRINGFIELD	QLD	WACS
ST ARNAUD 2	VIC	WACS 3469
STREATHAM (Selkirk)	VIC	WACS
SURFERS GARDENS	QLD	WACS 3357
TALBINGO	NSW	WACS
TALLANGATTA	VIC	WACS
TANGRYANG	NSW	WACS
TARALGA 1	NSW	WACS 3456/3457
TARALGA 2	NSW	WACS 3456/3457
TARANGAU	QLD	WACS 3340
TEMPE DOWNS	NT	WACS 3343
THE GORGE STATION	NSW	WACS
THE STAR	QLD	WACS 3219
TOM PRICE	WA	WACS 3229
TOOLACHEE	SA	WACS
TORRES PARK	QLD	WACS
TRACES FIELD	WA	WACS 3230
TRUNDLE 2 (Bigglesfield)	NSW	WACS
TULLAMORE 2 (Fairview)	NSW	WACS
TURTLE LODGE	QLD	WACS 3219
TYRINGHAM	NSW	WACS
UPPER LANSDOWNE	NSW	WACS 3357
VICTORIA VALLEY	VIC	WACS 3469
VIOLET VALE 2	QLD	WACS
WALL GNALL	QLD	WACS
WALLENDREEN 1	NSW	WACS
WALWA	VIC	WACS 3457
WEE WEA	NSW	WACS 3356/3357
WELSHPOOL	VIC	WACS 3470
WILD HORSE	QLD	WACS 3340/3341
WILLAMULKA	SA	WACS 3459
WIMBOYNE	NSW	WACS 3357
WINGANNA	WA	WACS 3353
WITTENOOM	WA	WACS 3229
WOLVERTON	QLD	WACS 3112
WOODBREK	NSW	WACS 3356/3357
WOODVALE	VIC	WACS 3469/3470
WOOLNORTH	TAS	WACS 3556
WOOLTANA	SA	WACS
WOOROONA	QLD	WACS 3233
WYVIE	QLD	WACS
WYORA	QLD	WACS 3233
YALLINGUP	WA	WACS 3462
YARRABERB	VIC	WACS 3469
YELLOW WATERHOLE	QLD	WACS 3355

Win an EPIRB



If you join AOPA before November 30, 2009 you will automatically go into the running for a great new

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GME has saved hundreds of lives in Australia and around the world. Not only is the AccuSat Series MT410 the smallest and lightest PLB on the market, it offers a massive 7 year battery replacement life, an industry first 7 year warranty, a built-in GPS receiver, a high intensity LED strobe and a Non Hazmat battery, simple and cost effective transportation, all contributing to the unique AccuSat advantage.

The current 121.5/243 MHz analogue COSPAS SARSAT service is dead and gone and only the 406 MHz digital beacon signals are processed now.

The 406 MHz device provides faster, more accurate detection, personal identification of each beacon, reduced search area which means a faster more targeted response in a life threatening situation.

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For more information

<http://ozpilot.com.au/cgi-bin/webitempage.pl?gmemt410g>

The winner will be drawn by AOPA General Manager Allan Bligh on November 30, 2009.

Is your airport at risk?

Send details to
editor@aopa.com.au

Also if you have any photos or memories of any of the fields listed above, let me know at the same email address.

Our disappearing airports

MORE BAD NEWS...

Suddenly and without warning, another important east coast airfield has joined the endangered list. Australian Pilot Editor, Brian Bigg, went along with about 200 others to let the local council know Kempsey Airport shall not go quietly into the night.



A group of two hundred people flew or drove in to Kempsey to express strong disapproval of the council's moves. Photos by Cliff Olton.

The first anyone knew there was a problem was when the papers were printed for the Kempsey Shire Council meeting on October 13. There, on page 14, was the heading "Reporting on the investigations into the long term viability of the Kempsey Airport under a number of development scenarios."

It was a seven page report by the council's new General Manager.

The report outlined ways in which the council could somehow turn a profit from the airport. It starts innocently enough.

"Council has for a number of years been looking at the potential for attracting business to the airport as a mechanism for minimising the cost of retaining the asset to the community and as a potential driver of economic development.

"While there has been work done on layouts and discussions on possible users, there has not been a comprehensive assessment of the costs and the benefits of the proposal."

For the local aircraft community what followed was a big shock.

A six page report which explained in no uncertain terms why no one in their right mind would ever, ever, want to come to Kempsey Airport for any reason, neither for fun, nor profit.

It explained why there was absolutely

no chance, ever, the airport could ever be anything more than a useless drain on the otherwise valuable resources of the council.

It outlined a proposed four stage upgrade of the airport, which it claimed would cost almost \$4.5 million. It doesn't explain who asked for the upgrade.

"Can you judge the value of a park on how much per square metre the council earns from it, or golf course or a tennis court or a bowling green. Few of these things are worth more per square metre to a council than a block of high rise apartments or a new luxury sub-division.

But when you see that phrase in a council report about your airport, jump up and bark because somewhere a real estate agent has his eyes on your landing strip."

The \$4.5 million dollar cost of the upgrade glares at the casual reader like a cancerous lump.

Then there is the big ah ha! moment, and you should pay attention if your council starts to talk like this.

The tell tale sign in any discussion about an airport, that the council has come under

the influence of those shark like devourers of open land, the real estate agents.

The report talks about the value of the airport in terms of a valuation per square metre. That's real estate agent speak.

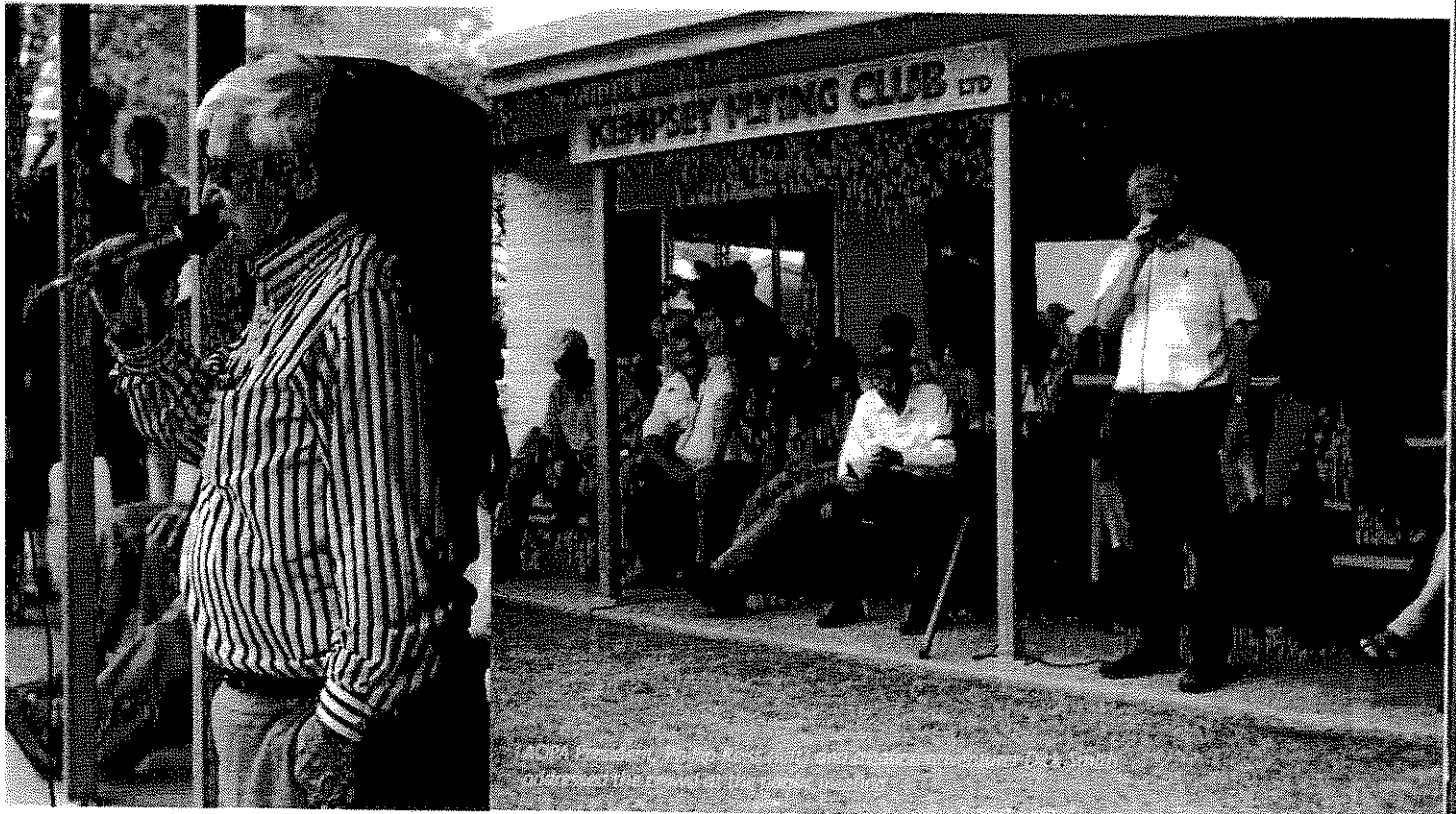
It's a way for them to demonstrate how valuable a block of land COULD be, if only it wasn't being wasted by those millionaire playboy light aeroplane pilots.

It can be a persuasive argument for a council employee trying to balance the books and seeing the airfield as a burden. How much more income the council could earn from ratepayers if the land was redeveloped into a higher value property.

But can you judge the value of a park on how much per square metre the council earns from it, or golf course or a tennis court or a bowling green. Few of these things are worth more per square metre to a council than a block of high rise apartments or a new luxury sub-division.

But when you see that phrase in a council report about your airport, jump up and bark because somewhere a real estate agent has his eyes on your landing strip.

At the end of the Kempsey report when all possible alternatives for the council to make any money from the airstrip are thrown up and shot down, there is the sentence which made every pilot in the local shire sit up and take notice.



Our disappearing airports

MORE BAD NEWS

"Recommendation - that council undertake a staged withdrawal from providing an airport and develop a business case for development of the land that will allow for future economic development activities."

Excuse me? This airport is not the council's to destroy. It was built with federal money on behalf of the community, like the road or the rail lines.

As outlined in the previous edition of *Australian Pilot*, the problem started when the Federal Government decided it wanted to get out of the airport business and just rang up councils and declared "Congratulations, you've won an airport!"

Few councils have the expertise, the knowledge or the interest in running a successful airfield. Unless you have a monopoly on a major city airport, it's almost impossible to make serious money from one.

Councils, which have been strapped for cash ever since they began to fatten up with permanent managerial staff, have neither the manpower or the willpower to find a way to make the local airstrip more cost effective.

Those councils which have done so, such as Tamworth and Temora to name

but two, have found they can generate good money for the town, but you need to invest in both people and ideas.

Some councils have introduced parking fees. Others have introduced landing charges. Some clever councils have actually offered cheap rent to attract aviation related business to their hangars knowing that other related businesses will follow.

Kempsey Shire Council explored none of these.

At the bottom of each of these arguments is the clause in every agreement between the Federal Government airport managers that the facility is to be maintained as an airport.

If only the Federal Government would enforce its own clause. It might stop all the nibbling at the edges by airport managers around the country. And what happens if a local council just says "We don't want it, we can't pay for it, we won't pay for it". What then?

ONE SIDED CASE

There are several other things not done in the Kempsey case.

The report which recommended the council dump the airstrip and turn it into a subdivision was never compiled in consultation with either the users of the airport or with any person who might have an expertise in making an airfield more productive.

It used figures plucked from Bankstown Airports Corporation website. Setting aside the suitability of Bankstown Airport Corporation as a role model for these sorts of issues (you hearing me Mr Clamback or Ms Hennessy?) to base an important decision on what appears to

be such scanty research invites serious criticism.

The figures quoted in the Kempsey report were either overly pessimistic (realistic?) in the potential for income or wrong in the case of how much a year council was being forced to pay (although I'm told the local Mayor has now admitted as much and promised to change his tune).

It failed to explore the obvious path being explored by other councils - that of developing excess airport land for industrial or other complimentary development as a way of subsidising the so-called loss making areas.

And most critically, it failed to look past the profit and loss of the next few years to a time when the town has grown and developed and will undoubtedly need a good airport to attract business and jobs to the region.

Five cents profit for today's council will not be remembered in a favorable light in 50 years from now when the council of that time is faced with trying to find space for an airport it will so obviously need.

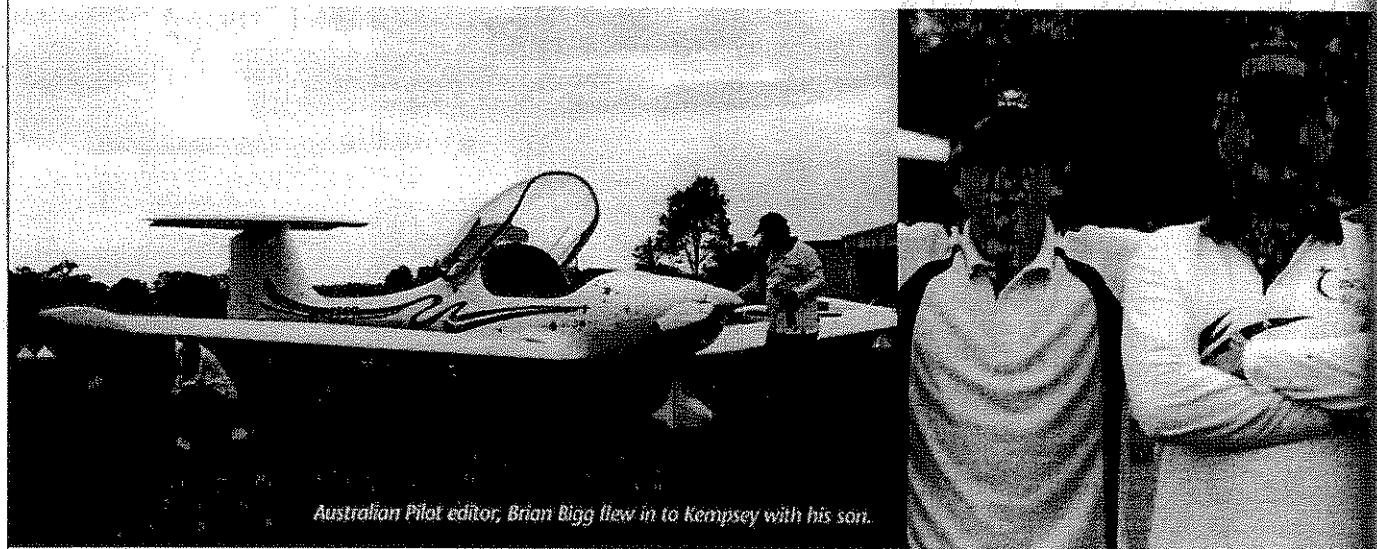
A PUBLIC MEETING

On Saturday December 5, a group of two hundred people flew or drove in to Kempsey to express strong disapproval at the council's moves.

The council apparently tried to stop the meeting going ahead (on the grounds that the insurance coverage wasn't enough - sad attempt really).

In attendance was AOPA's President Phillip Reiss and immediate Past President Col Rodgers.

Phillip was scathing in his criticism. "I can only conclude the council has a



Australian Pilot editor, Brian Bigg flew in to Kempsey with his son.

hidden agenda," he said. "I understand from speaking to Kempsey Airport tenants that the council has refused to allow development of more hangars because of the cost involved in building additional taxiways.

"The potential for an airpark development should be explored with some realistic cost analysis (not inflated council figures). The potential to make the airport profitable is not being explored.

"My view is that there is no need to spend \$4.5 million in the foreseeable future, unless RPT services are envisaged.

"For the present use the runway and taxiway is perfectly adequate. Taking a proactive approach by encouraging flying training and engineering facilities and an airpark is a viable option.

"The loss of Kempsey Airport will rob the local community of a valuable transport infrastructure facility. The loss to the community is immeasurable, the emergency services benefits alone justify retaining this airport - flood relief, fire services, medivac, RFDS etc, these are tangible benefits which simply cannot be quantified in dollar terms.

"Australia is a vast country and a viable aviation industry is vital to enable business and community development. An airport can provide jobs and technology training for the youth of Kempsey.

"I find it hard to believe in a town with high unemployment, that a council cares so little for the future of the young people."

Guest speaker at the meeting and a big hit with the crowd was former CASA Chairman and aviation adventurer Dick Smith. He was more sanguine about the attempt by Kempsey Shire Council to kill its airfield.

"I think the council was trying it on," said Dick.

"To see if they could get rid of the cost of the airfield.

"I think they were going to try and get away with using Port Macquarie aerodrome. But the level of flack they received should mean they should not be able to go through with it. I think they were astonished by the reaction"

"It's a disappointing attitude from the council."

"I was impressed by strong AOPA presence at the meeting, with both Phillip and Col there and with the size of the crowd."

For Dick the next battle will be the threat to Warnervale, the last airstrip for light aircraft between Sydney and Newcastle. (Australian Pilot will feature this in our continuing series on Our Disappearing Airports).



Dick Smith - Photo by Carl Olson

ANOTHER PUBLIC MEETING

Three days after the protest fly in, the council called a public meeting to discuss the future of the airfield.

Local Kempsey councillor, Alan Snowsill, thinks senior council figures might have expected a few people to turn up, but not the crowd of more than a hundred who packed the Council Chambers.

"It was a terrible meeting," says Alan. "The Mayor John Bowell, just lost control. There were people with children present and his language was not appropriate. He lost the plot."

The big revelation was from the person who wrote the report which started the whole debate, the council's General Manager, David Rawling.

He was asked directly... "Did you have outside developers show interest in re-developing the airport?"

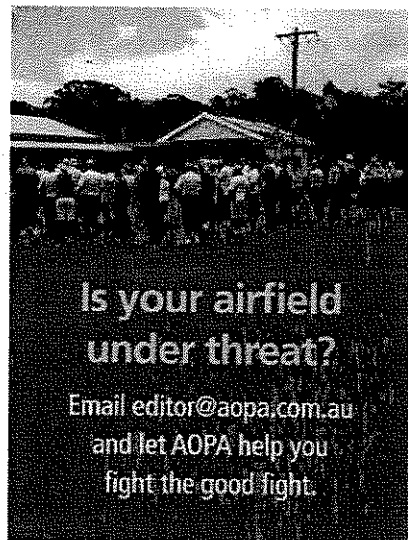
"Yes", he admitted after thinking about his answer for a few seconds.

"I've had two approaches, one locally, one from an international company."

"But," he insisted, "no further negotiations have so far been entered into."

The fight for Kempsey Airport is not over yet. ■

Just a special note of thanks to Voula and Steve Crossingham for finding accommodation and sustenance for four flyers left stranded in Kempsey by storms after the fly in. That sort of hospitality and friendship is what show aviators are a special breed.



Is your airfield under threat?

Email editor@aopa.com.au and let AOPA help you fight the good fight.

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AD OPR: Peninsula Aero Club, Stuart Road, Tyabb, VIC, 3913. EMAIL pac@pac.asn.au, PH 03 5977 4406, FAX 5977 4874.

HANDLING SERVICES AND FACILITIES**Unicom**

1. 128.0 - OPR: Peninsular Aero Club, HR 2300-0700.
2. PPR. Contact Aero Club. Phone 03 5977 4406 (Permission to OPR is not AVBL on UNICOM).
3. UNICOM occasionally not manned.

ATS COMMUNICATIONS FACILITIES

FIA MELBOURNE RADAR 135.7 Circuit Area

CTAF 128.0**NOISE ABATEMENT PROCEDURES**

1. Circuit training
 - a. Night circuits are not available for visiting aircraft.
 - b. Always adopt appropriate power settings to minimise noise nuisance when operating in the circuit area.
2. Preferred Runway
 - a. RWY 35
RWY 17
 - b. RWY 08 and RWY 26 not AVBL unless operationally required
3. Circuits - Fixed Wing.
 - a. For RWY 17 and RWY 35, all circuits to EAST of aerodrome and Tyabb township;
 - b. RWY 08 and RWY 26, all circuits to SOUTH of aerodrome;
 - c. Circuit height 1,100FT AMSL for all aircraft other than "fast aircraft" (greater than 120KTS downwind);
 - d. Circuit height 1,600FT AMSL for fast aircraft;
 - e. When joining circuit, avoid overflying aerodrome and Tyabb township unless operationally required
4. Circuits - Helicopters
 - a. Circuits permitted to WEST of airport at 1,000FT AMSL but must remain EAST of Boes Road;
 - b. Circuits to EAST of aerodrome at 1,100FT;
 - c. Vary arrival and departure tracks.

CHARTS RELATED TO THE AERODROME

WAC 3469, 3470



INFORMATION PAPER

THE AIR NAVIGATION (AIRCRAFT NOISE) REGULATIONS

Which aircraft are affected?

Regardless of its size, the purpose for which it is used, who owns and operates it, or where it is registered, every civil aircraft operating in Australia is required to comply with the *Air Navigation (Aircraft Noise) Regulations* under the Commonwealth's Air Navigation Act.

If it has not been continuously on the Australian Civil Aircraft Register since prior to 6 December 1990, an aircraft may not operate in Australia unless:

- it has a noise certificate; or
- it has been issued with a permit to operate without a noise certificate; or
- it has been assessed as being in an exempt category.

The penalty for operation in breach of the Regulations is a maximum fine of \$2,000 per operation.

Before an aircraft, whether Australian-registered or foreign-registered, is operated in Australia, it is essential that the aircraft be noise assessed to avoid the possibility of non-compliance with the Noise Regulations. In addition, an aircraft which has been modified in such a manner that its noise level(s) may be adversely affected also requires assessment (or re-assessment).

What is a noise certificate?

A noise certificate is a document issued by an aviation authority (in Australia, the relevant authority is Airservices Australia) which attests that an aircraft of a type described on the certificate meets the noise level standards specified for its class.

The noise level standards required under the Australian Regulations are those set down by the *International Civil Aviation Organization (ICAO)* in its *Annex 16 Volume I (Environmental Protection - Aircraft Noise)*.

Compliance with the noise standards is shown by noise certification testing of the aircraft. However, it is not necessary for every aircraft to be noise tested in Australia; aircraft which have been tested and noise certificated in their country of origin are assessed as meeting the requirements of the Australian Regulations, provided that the standard to which the aircraft has been certificated is similar to the Australian requirement and the certification authenticated.

For instance, noise certification in the US to the standards of FAR 36 is accepted as compliance with the Australian requirements.

A noise certificate based on the results of noise testing carried out in Australia is in the nature of a noise type certificate, and applicable to all identically-configured aircraft. In addition, a noise certificate can be issued to individual aircraft where compliance with the noise standards is established as described above.

Permission to operate without a noise certificate

There are three grounds on which permission to operate an aircraft without a noise certificate may be granted. These are:

- the extent to which the aircraft exceeds the noise standard is not significant (this ground is not available for jet aircraft); or
- the historical significance of the aircraft justifies the permission; or
- the aircraft is to be used solely for a purpose that is in the public interest.

A permit to operate without a noise certificate may include conditions on operation of the aircraft.

What sorts of aircraft are exempt?

Some aircraft are exempted from the requirements of the Noise Regulations. These are state aircraft, hot air balloons, and propeller-driven aircraft that are specifically designed for, and used exclusively for:

- aerobatics, or
- fire fighting, or
- agriculture.

Note that if, for instance, an agricultural aircraft were to be used as a glider tug (or any other non-agricultural purpose), it is not then exempt from the Noise Regulations.

Are there special requirements for jets?

The Regulations prohibit the operation of non-Chapter 3 (or Stage 3) jet aircraft in Australia. The prohibition from operation in Australia applies equally to foreign registered non-Chapter 3 jet aircraft as to Australian-registered aircraft. There is no lower limit of MTOW for applicability of these Regulations.

Where do I get more information?

Further information on the Noise Regulations is available from the Airspace and Environment Regulatory Unit of Airservices Australia ([Contact AERU](#)).

The Branch provides a full service ranging from preliminary advice on the applicability of the Australian regulations to various aircraft types, the issue of noise certificates or permits to operate without a noise certificate, through to the noise testing of aircraft when required.

Copies of the *Air Navigation (Aircraft Noise) Regulations* are available online at: <http://scaletext.law.gov.au/html/pastereg/0/53/top.htm/>

Brief History of PAC / Mornington Peninsula Airport

- 1962 Council passed a resolution to excise 0.8 Ha. from Doug Thompson's lots along Mornington-Tyabb to allow him to create an east-west runway.
- 1964 Land purchased for north-south runway.
 Inspected by Dept. Civil Aviation and approved for category 4 aircraft and all other aircraft having performance charts allowing the use of a 597.5m runway.
 Public meeting 15-3-64 to ascertain support for an airfield. Only one objector.
 Flying training began under Capt. Jack Ellis, who also operated a Piaggio twin-engined aircraft (one of the noisiest civil aircraft ever).
 Plans to extend N-S and relocate and lengthen E-W runways drew 138 objections.
 Peninsula Aero Club formed.
- 1965 First subdivision in Australia to be sold for "air park" development– 6 x 10 acre lots along Mornington-Tyabb Road.
 AirPark Services P/L operated 5 aircraft including a twin-engined Cessna 337 for hire, charter, photographic and fire-spotting.
- 1968 September – Westernport Airfield sold to Bill Vowell, including 5 acres on which the aero club now stands
 Immediately began to build hotel/motel on the corner of Stuart Road (now Peninsula Motor Inn).
- 1970 Vowell Air Services (Helicopters) Pty. Ltd. set up
 "Angel of Mercy" set up and paid for by Bill Vowell. The first dedicated aerial ambulance helicopter in the world. Later funding was by donations, including proceeds from Peninsula Aero Club's air shows.
- 1972 Vowell Air Services applied to have the 2041 kg weight restriction lifted. Aircraft between 2,041 – 5,067 kg permitted to carry out 10 take offs and landings.
 Biggair began freight service to and from King Island and Devonport
 Aero club set up its own flying school.
- 1972 Rapid growth of membership to 200.
 14/6/72 Club purchased the 5 acres on which the clubhouse and hangars stand. This is separate from the runways and aprons purchased in 1977/78 and jointly owned by PAC and Westernport Airfield P/L.
- 1976 PAC unsuccessfully attempts to convince Council to restrict inappropriate development on runway approaches and surrounding areas.
- 1977 7th March, Club resolved to purchase the airfield (it already owned the 5 acre lot the clubhouse sits on), becoming the first club in Australia to own its own airfield.
 Funding shortage was made up by a new company Westernport Airfield Pty. Ltd.
- 1981 21 August Doug Thompson wrote to Minister for Planning, the Hon. Lou Lieberman, pointing out that the airfield at Tyabb was of regional significance and requesting urgent action. Result was that in 1983 the north-south runway and other land was rezoned "Industrial (Special Use – Airport)" (Planning Amendment No.8)
- 1991 Land purchased for runway extension to 1,000 metres and Planning Permit no. 7308 issued.
- 1993 New Clubhouse built.
- 2002 Section 173 with Council for sealing of main N-S runway.
- 2004 Investigation begins into a planning scheme amendment to protect the airport.
 Council agrees to S.173 on nearby developments.
- 2005 Land to south of runway purchased by 2 PAC members. Fearing major expansion, objectors rally.

SENATE RURAL AND REGIONAL AFFAIRS AND TRANSPORT REFERENCES
COMMITTEE

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

Public Hearing Friday, 21 May 2010

Questions Taken on Notice – Moorabbin Airport Residents' Association Inc

Hansard, RRA&T 54

Ms Emmanuel— ... The complaints line of Airservices is totally ineffective. You will ring up and, if you are lucky, you will get to speak to somebody; if you are not and it is out of office hours, you will get a recorded message. That line is really just used for the gathering of statistics and you get no satisfaction at all. In fact—I can submit this email to you—one lady rang the complaints line and made a complaint about planes making noise and flying at all times of the night, 'driving her insane'—they are her words. The Airservices person on the end of the line referred her to us. I found that to be extremely amazing. She said, 'I live in Springvale and the planes at night are driving me insane; I have lodged a few complaints with Airservices over the past week or so and they have suggested that I contact you.' Now, we have no power to deal with this matter. We are not a properly constituted government body and we do not advise government. All the things that we are not, ASA is. I cannot believe that happened. This lady had never heard of us, so she did not know who we were. The only way she found out about us was that the ASA person on the complaint line told her. With things like that, we have found them to be profoundly uncooperative.

As the Tyabb people said—I am sure you have heard it before—the frustration levels for any community are really high and people just do not know what to do. I have a mailing list of about 60 people to whom I send information, and they are at boiling point; they do not know where to go. As for going to Airservices, that does not seem to be of much use if all that happens is that you get advised to contact us.

CHAIR—Could I just interrupt you and ask if you would not mind tabling that email for the committee?

Ms Emmanuel—Yes, I certainly could.

7th June 2010

Jeanette Radcliffe, Committee Secretary
Senate Rural and Regional Affairs and Transport
Reference Committee
PO Box 6100, Parliament House,
Canberra ACT 2600

Dear Jeanette,

Inquiry into the effectiveness of Airservices Australia's management of aircraft noise.

Thank you for your letter of 31st May 2010 containing the draft Hansard transcript of the RRAT Reference Committee public hearing in Melbourne of 21st May 2010. I thank you for the opportunity to respond to comments made by other parties during this hearing.

I must firstly address comments made during the public hearing that Moorabbin Airport Corporation (MAC) was unwilling or afraid to appear before the Senators. I must ask that you advise the Senators on this committee that I was first contacted by Lauren McDougall of your secretariat on Wednesday 12th May 2010 with an invitation to appear before the committee. I did advise her that this was very short notice, only 7 business days, and that I had a prior personal commitment on that day and indeed the day beforehand. MAC is a small company and I am the only person within MAC able to respond to issues concerning aircraft noise. It simply was not possible for me to attend on that day. Any inference to the contrary is both untrue and unworthy of the submitter.

It was my understanding that this Committee was inquiring into the effectiveness of Airservices Australia's handling of aircraft noise. It is disturbing to read testimony from a number of submitters, including Council that refers to issues that have nothing at all to do with this subject. The issue of non-aviation development on federal leased airport sites is clearly one of difference between Council and ourselves, but this adds nothing at all to your understanding of the effectiveness of Airservices Australia in dealing with aircraft noise.

I would refer the Senators to the written submission of MAC, made on 7th January 2010. As I address the comments they received during the public hearing. From a review of the transcript I will address in depth some major themes that emerged from the presentations of those present on the day. The first relates to whether MAC has any control or influence over aircraft in flight and the second relates to the desire to remove flight training from Moorabbin Airport and the relevance of MAC in this process.

- **The influence of MAC over aircraft in flight.**

I will repeat the comment I made in my submission to the RRAT:

Moorabbin Airport Corporation (MAC) is an airport-lessee company and has an obligation to use the airport site as an airport under the Airports Act 1996. MAC's role is to manage the airport infrastructure and our environment strategy, approved by the Minister, is confined to sources of environmental impact associated with airport operations within the boundaries of the airport site.

MAC has no jurisdiction over aircraft in flight but cooperates with the relevant authorities in the development and promulgation of practices to reduce the environmental impact of aircraft in flight, around the airport.

In common with every federal leased airport MAC does in fact have specific responsibilities within both the *Airports Act 1996* and the Airport lease. The primary obligation lies in section 31 (2) of the *Airports Act 1996*:

Airports other than joint-user airports

(2) In the case of an airport other than a joint-user airport, the company has, by force of this subsection, an obligation to use the airport site concerned as an airport.

The Airport lease contains a number of clauses that put detail into this requirement:

3. Access and Use of Airport site.

3.1. Lessee must give access

The Lessee

a) Must at all times:

- (i) Subject to sub clause 19.5 provide for the use of the airport site as an airport
 - (ii) Subject to sub-clause 19.5, provide for access to the airport by interstate air transport
 - (iii) Provide for access to the airport by intrastate air transport
- (edit: Sub clause 19.5 relates to force majeure)*

13. Development during term of Lease

13.1 Development of airport site

Throughout the term the Lessee must develop the airport site at its own cost and expense having regard to:

- (a) The actual and anticipated future growth in, and pattern of, traffic demand for the airport site
- (b) The quality standards reasonably expected of such an airport in Australia; and
- (c) Good business practice.

Our powers to refuse access are limited to refusing access where payment for services has not been made:

3.2 Refusal to give access in certain circumstances.

The lessee shall not be in default of its obligations under sub-clause 3.1 (a) (ii) and (iii) if it:

- (a) Complies with a demand management scheme under the Airports Act or
- b) Refuses to give access to the airport site to all or any of the aircraft of an aircraft owner or operator
- c) Where the owner or operator has failed to pay to the Lessee within 21 days any amount due to the Lessee by the aircraft owner or operator for the use of the Airport site.

If an aircraft is suitably licensed to use Moorabbin Airport and has the technical ability to land and take off from this airport then MAC as the Airport Lessee Company must accommodate it. Again, this applies to all federal leased airports in Australia except those that have a demand management scheme (for instance Sydney) or those subject to specific legislation regarding curfews such as Sydney, Essendon, Adelaide and Coolangatta.

- **Removal of Flight training from Moorabbin Airport.**

The comments made that the MAC should develop a strategy to encourage flight activity to be located at another airport cannot be supported. Firstly the *Airports Act 1996* specifically instructs the Airport Lessee Company (ALC) to use the airport as an airport. (*Sect 31 (2)*) and the Airport Lease requires that the ALC give access to aircraft, as detailed in my comments above.

Secondly a move to encourage flight training in regional or rural locations needs to be considered carefully. In the long term the introduction of new flight training requires dedicated infrastructure at regional airports, and the ability of the school to attract and retain high quality flying instructors as well as ensure a good quality of life for the students. There is also a question of such a move resulting in simply the transposition of aircraft noise concerns from one location to another. It is interesting to note that all the proponents of removing flying training from Moorabbin Airport suggest it be moved variously “away” or “to the country”. Logically this would include Tyabb airport which is in a country location. However you should note the serious concerns raised by members of the Tyabb group in this regard.

However to seek to MOVE current flight training from Moorabbin requires more attention. Those who seek such an outcome fail to consider that the aviation element is only one part of a flying course and that the reason aircraft fly from an airport is that the physical infrastructure of a flying school is at the airport- the classrooms, buildings, ramp and maintenance facilities. All current schools have long term leases on Moorabbin Airport which may not be voluntarily broken. In addition for the most part they physically own their own buildings that cannot be moved. Their economic well-being is intricately linked with Moorabbin Airport. The only credible way in which flying training could be forced to move from this airport would be considerable Commonwealth subsidies for the establishment of a new facility in an unpopulated area. Such a facility would require extensive planning buffers inserted around it to prevent the encroachment of residential housing into flight training areas.

- **The role of the Airport Consultative Committee.**

Since 1998, when the airport lease was purchased by MAC, an airport consultative committee has met every quarter. The current membership comprises:

- An independent Chair: Currently David Hall, formerly Director of Community Affairs Victoria.
- Airport management
- CASA
- Airservices Australia. (Tower Manager and recently the Airports liason Officer)
- Kingston Council executive and Councillors
- Janice Munt MP
- Simon Crean MP
- Mark Dreyfus MP
- Airport tenants: Three flying schools
- Moorabbin Airport Residents Association (MARA)
- Dingley Village Community Association (DVCA)
- Heatherton and Dingley Village Committee.

The Terms of Reference, an important part of any consultative framework, are as follows:

1. The Consultative Committee is to act as a forum so that key participants in the operation of Moorabbin Airport and representatives of communities surrounding Moorabbin Airport can understand each others activities and concerns.
2. Membership of the Committee will be:
 - a. **Key participants:** Moorabbin Airport Corporation, the Civil Aviation Safety Authority, Airservices Australia, tenants of Moorabbin Airport.
 - b. **The Community:** Federal and State MP's, The City of Kingston (Executive and Council) Victorian State Department of Infrastructure, Organised Community groups.
3. The Committee will discuss issues/concerns of the community at large and airport tenants regarding the operation of the airport.
4. Individual members of the committee note issues that affect them and can be actioned within their area of authority.
5. Moorabbin Airport Corporation will provide information from time to time regarding plans for the development of the airport.
6. Issues regarding aircraft noise management and flight paths will be discussed and suggestions made to the responsible authorities, CASA and Airservices Australia, regarding noise abatement procedures and safety measures where these are applicable.
7. Community bodies and government agencies will provide information to the committee on developments that may affect future operations of Moorabbin Airport.

General Information.

- The Committee will be chaired by an Independent Chair and secretariat services will be provided by Moorabbin Airport Corporation. .
- Meetings are not open to the public.
- The committee will meet quarterly.

The contention is made in a number of submissions that this Consultative Committee is “a waste of time” or that it has not achieved anything. In fact it has achieved a considerable amount during its tenure, although clearly the detractors would argue otherwise. It has for the main served as a forum so that the activities of general aviation can be explained to the community, and that the operators and regulators of general aviation can understand the concerns within the community. Regrettably however, consultation does not always mean agreement. For example there have been a number of meetings over the past years when principals from the flying schools have explained at length to the committee exactly how aircraft perform circuit training at Moorabbin Airport and the reasons why intents such as “move the circuit 200 metres” or “don’t fly over houses” are practically unrealistic. However a number of specific measures that can be accommodated within the training environment have been introduced, such as a delayed turn requirement for departures from runways 17R and 31L.

- **The question of aircraft movements.**

Submitters, including Mr Biviano, referred to MAC having increased the number of movements from 450,000 to 500,000. There was also a comment from Ms Emmanuel that there are 400,000 movements per year, and another comment that MAC will not say where aircraft movements come from.

It is important to ensure that some facts are in place. MAC sources all information regarding aircraft movements from publicly available data on the Airservices Australia website. It is interesting to track the data for the past few years:

1989	395000
1990	386000
1991	357000
1992	338000
1993	328000
1994	339000
1995	347000
1996	350000
1997	363100
1998	295600
1999	259100
2000	256644
2001	253810
2002	253103
2003	235700
2004	229010
2005	264734
2006	233526
2007	310322
2008	351718
2009	310348

I include data from 1989 for a reason. In 1989, at the height of the pilots strike, Moorabbin airport actually recorded more movements than at any date since then. As you will see from the data movements were in steady decline for some years but have picked up since 2007. They are, however, still some way from the record of 1989.

In preparing its Master Plan MAC is required to prepare an Australian Noise Exposure Forecast (ANEF) for Moorabbin Airport. This is NOT a request for capacity. It is a forward forecast of likely aircraft movements taken out for the life, or beyond, of the Master Plan. This figure is based upon Airservices data (which is the only data available) but increased because a number of aircraft movements, around 5%, are known to take place outside of tower operating hours.

The current ANEF prepared for the 2004 Master Plan is a standard ANEF and provides a movement forecast of 452,000 per annum- but this is a figure to be reached in 2024. The ANEF prepared for the 2009 Draft Master Plan provides for 500,000 movements. This is technically what is called a "Long Range" ANEF and the figure of 500,000 will be reached between 2034 and 2039. It does not mean that 500,000 movements will occur next year.

A number of submissions have raised the point that whilst they support Moorabbin Airport as an airport its role should not include flight training. Notwithstanding the obvious loss of jobs and destruction of the airport as an economic entity this stance begs the question as to exactly what activities *would* be acceptable to these groups. The committee might do well to examine the website of MARA which has a most interesting title: <http://www.planecrashzone.com>. The front page states the view of MARA, after the engaging title "*The Moorabbin Airport lottery- who will be killed next?*" of not what the airport SHOULD have, but what it should NOT have:

1. A discontinuation of all *training flights* and all forms of repeated low altitude circuit flying.
2. *An immediate cap on aircraft movements* and then a 30% reduction to levels which existed before the airport was privatised.
3. *Considerably improved transparency of information* and publication of data on *all incidents* which have the potential to compromise aircraft, airport or community safety.
4. *A moratorium* on use of the airport by *jets, corporate aircraft*, regional airlines and other multi-seat commercial operations.
5. *No night or early morning flights* and no arrivals or departures when the Moorabbin control tower is not in operation.
6. *Tighter enforcement of civil aviation regulations* and mandatory use of tracking transponders by all aircraft using the Moorabbin airspace as a form of basic pilot accountability and so that the public has some way of identifying and referring to aircraft.
7. *A compulsory and comprehensive fly friendly policy* prepared in consultation with the local community with particular attention to repetitive or low altitude flying, helicopter activity and the use of outdated or noisy aircraft.

No jets, corporate aircraft, training aircraft of any type, no charter or scheduled operations, no early morning or late night flights, and further on in their website they call for even more draconian solutions. If their views were to be adopted I would have a very quiet, very empty field. But perhaps this is what they want.

- **Corrections and Clarifications to testimony submitted to the Committee**

A number of points made to the committee by submitters require clarification or correction. To address the facts:

- **Draft Minutes page 55:** Comment from Dr Madill regarding circuit heights at 500 ft. The circuit altitude at Moorabbin airports is 1,000ft. To achieve this the procedure is: Take off and climb to 500 ft (upwind leg); turn and continue to climb towards 1,000 ft (crosswind leg); level flight at 1,000 ft (downwind leg) turn and descend towards 500 ft (base leg); establish landing attitude (Final leg); and land. The time and location taken to reach 1,000 ft is dependant to an extent on the performance of the aircraft.

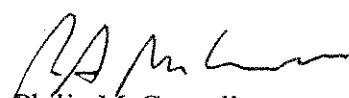
On a similar note, although not spoken by Dr Madill, is the continuing reference to aircraft flying “low” on circuit training. The essence of circuit training is flying a fixed procedure to allow for a properly executed landing. In most cases the student is under the control of an instructor and whilst a student may inadvertently fly below the circuit altitude he is being taught at all times to fly to as close the altitude as possible. Pilots do not purposely fly “low” on circuits as this provides them with no benefit and reduces their safety margin.

- **Draft Minutes page 57:** Comment from Dr Madill on the ownership of MAC. The majority shareholding in Moorabbin Airport Corporation Pty Ltd, the Airport Lessee Company for Moorabbin Airport, is held by Goodman Holdings Pty Ltd, a private company. The Chairman is Patrick Goodman. Land not required for aviation purposes to the North East of the site is leased to Goodman Group, a publicly listed company. The Chief Executive Officer of Goodman Group is Mr Greg Goodman.
- **Draft minutes page 58.** Comment from Mr Biviano regarding the airport lease. The airport lease is a publicly available document, as are all Commonwealth Leases. To the best of my knowledge Mr Biviano has never asked for a copy of this lease.
- **Draft minutes page 58:** Comment from Ms Emmanuel regarding developments encroaching on safety “buffer zones”. Any development on Moorabbin Airport may not intrude into the Obstacle Limitation Surface(OLS) for Moorabbin Airport without the written consent of the secretary of DITRDLG. The OLS is a gazetted instrument controlling safe arrival and departure surfaces. For all developments on Moorabbin Airport MAC consults closely with CASA and Airservices regarding possible intrusion.

- **Draft minutes Page 81** onwards: Comments by Kingston Council regarding the Golf Course. The former Golf course land to the East and South East of the airport was leased originally to the City of Moorabbin in 1965 for a period of 20 years with no option to renew. In 1989 the Commonwealth provided an extension to the lease until 1998 with the addition of a clause requiring handback of the site if it was required for airport purposes. Prior to the sale of the Airport lease in 1998 one final extension of 10 years was provided to 2008 with no further extension.
- **Draft Minutes Page 83:** Comment from Senator Back regarding sequestration of the Golf course at the time of the lease. The Golf course land was included in the sale of the lease with no caveat as to its continued use as a golf course and MAC purchased the airport lease clearly understanding that no caveat existed. The Master Plans for 1999 and 2004 both contain detailed information regarding planned future use of this site. The City of Kingston has had, since at least 1998, a clear understanding that use of the site for Golf would cease in 2008 and has had this amount of time to prepare plans to provide alternate sites for its ratepayers.

I trust the Senators will review the information contained above in conjunction with my original submission. I would repeat again that I was regrettably unable to appear before the Senators for personal reasons not to do with my role MAC and I apologise if there was any imputation from this that MAC was unwilling to appear. We really are quite a small operating company and there are many roles I must multi-task in my position and I do not unfortunately have a deputy or alternate to present an informed view of how we operate and the general aviation environment of Moorabbin Airport. If the Senators have any further questions I will be happy to provide further information.

Yours sincerely


Philip McConnell
Airport General Manager
Moorabbin Airport

SENATE RURAL AND REGIONAL AFFAIRS AND TRANSPORT REFERENCES
COMMITTEE

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

Public Hearing Friday, 21 May 2010

Questions Taken on Notice – Dingley Village Community Association Inc.

Hansard, RRA&T 64

Mr Biviano—Yes. I just want to add to what you have said. The corporation says that, once an aeroplane takes off, it is not its responsibility anymore; it is the responsibility then of Airservices and CASA. So we can bash the corporation as much as we want to, but that is their stance. They say that, once it takes off, it is not their responsibility anymore.

Senator STERLE—Do you have that in writing in any of the minutes?

Mr Biviano—Yes.

Senator STERLE—It might be helpful to table that because we will have Airservices Australia here this afternoon. One would think Airservices Australia, in their discussions with us—and I am sure they are responsible corporate citizens and members of the community—will say that they also want to work with the residents. So we will ask that question this afternoon. But, if you could provide any minutes to us showing that you have continually asked and either just been ignored or received answers that are in the negative, that would certainly help.



Dingley Village Community Association Inc.

(c/o 2 Mungari St , Dingley Village, 3172. Ph 9551 5442, dmadill@tpg.com.au)

June 8th 2010

Christine Charity,
Senate Standing Committee on Rural & Regional Affairs & Transport,
P.O. Box 6100,
CANBERRA ACT 2601.

Dear Christine,

Dingley Village Community Association (DVCA) response to the Senate Inquiry into the effectiveness of Airservices Aust. (Management of aircraft noise.) Questions taken on notice Hansard RR&T 64

The Moorabbin Airport Corporation has stated it has no responsibility for noise generated by aircraft, once they have taken off.

Reference (1) Moorabbin Airport preliminary draft Master Plan 2009.

P 50 7.3.1 Noise abatement programmes.

....” Moorabbin Airport Corporation does not control aircraft in flight and this Master Plan cannot address directly operational issues or procedures pertaining to aircraft noise.....”

Reference (2) Moorabbin Airport Corporation preliminary draft Environment Strategy 2009

P 32 5.3. Noise emissions.

5.3.1 Background

“The Regulations do not cover noise generated by aircraft in flight, landing, taking off or taxiing at the Airport; therefore the Strategy focuses on ground based activities including aircraft engine testing, ground running of aircraft and construction works.....”

We trust this addresses Senator Sterle’s question. Please contact us should you require any further details.

Mr. Giuseppe Biviano, President DVCA.

Dr. David Madill, Secretary DVCA

SENATE RURAL AND REGIONAL AFFAIRS AND TRANSPORT REFERENCES
COMMITTEE

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

Public Hearing Friday, 21 May 2010

Questions Taken on Notice – City of Kingston

Hansard, RRA&T 85

Councillor Staikos—I think we mentioned earlier that obviously there is a noise nuisance associated with landings and take-offs, but my colleague Councillor West explained that the surrounding areas are either market gardens, industrial areas or golf courses. Our concern and our community's main concern is the noise nuisance of low-flying noisy training aircraft in a pattern over their suburbs, not so much emanating from the airport itself but emanating from the planes.

Senator O'BRIEN—If you want to say anything further about that on notice, I would be happy to receive it.

Councillor Staikos—We would be happy as well.

SENATE RURAL AND REGIONAL AFFAIRS AND TRANSPORT REFERENCES
COMMITTEE

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

Public Hearing Friday, 21 May 2010

Questions Taken on Notice – Airservices Australia

Hansard, RRA&T 92

Senator BACK—I would like to firstly go away from the major city airports. We had a submission presented to us from people down at Tyabb in the Mornington Peninsula. They were speaking to us about a privately owned airport with 30,000 aircraft movements per annum. I do not know whether we have time today or whether we should pursue it at a later time. I am keen to know how many privately owned airports are in built up areas and have a reasonable volume of traffic. We asked them what their view might have been just in the hinterland of Melbourne and they started out with four. By the time they counted them up after a few second they came up with 10. I would like you to take this on notice for us. Can you give us an idea of the number of privately owned airports, particularly those with substantial numbers of aircraft movements or associated with built up areas. I am not talking about the North Mukinbudin.

Mr Russell—I am not sure we can answer adequately against all of your criteria, but I can ask my colleagues if they have any further information. We may need to take it on notice.

Senator BACK—I am happy for you to take it on notice.

Mr Russell—I am happy to try to provide you with what we can.

ANSWER:

Airservices Australia publishes a list of known aerodromes (see Attachment A) in the Aeronautical Information Package's *En Route Supplement Australia*, which can be found at: <http://www.airservicesaustralia.com/publications/aip.asp?pg=40&vdate=3-Jun-2010&ver=1>

Hansard, RRA&T 93

Senator BACK—Particularly taking it to noise. The gentleman himself is a pilot so he is by no means opposed to air movement, but the frustration is that they are not able to get the operators of the airport, which I would imagine is a club, to come to the table to engage with the community on any basis at all about control. He took us to the very point you were making. He was referring, particularly, to the operation of aircraft that get noise exemption. He was referring to war birds. I think that was the very frustration at that particular airfield. I will call it an airfield rather than an airport. It seems to be attracting increasing numbers of aircraft who fall outside noise restrictions, be they historic aircraft or military style aircraft and so on.

They have appeared before us in good faith. They are a community of people. They are taxpayers. They are terribly frustrated. They feel they have been acting reasonably and as in fact their local council would agree with. Where do they go to? To whom do they go? Local

and state does not seem to work. Is it with you or is it with another agency of the federal government?

Mr Russell—On the basis that I am trying to be helpful here, I am mindful of the fact that there have been mixed responses to different responsibilities that agencies have. Let us take that on board as a question on notice and we will try to get back to you in time for next week's meeting.

Senator BACK—I would appreciate that. They make a number of recommendations in point 6 and rather than labour going through them now I would appreciate, if it is possible, for the officers to pick up their conclusions and their recommendations and get your responses to them.

ANSWER:

The Tyabb & District Ratepayers, Business & Environment Group made policy recommendations that are outside Airservices' purview. Such policy matters sit with the Department of Infrastructure, Transport, Regional Development and Local Government.

Aeronautical Information Package (AIP)

En Route Supplement Australia (ERSA)

Effective 3-Jun-2010

En Route Supplement Australia

- CHG - REPORT
- AVFAX - AVFAX MADE SIMPLE
- INTRO - ERS INTRODUCTION
- PRD AREAS
- AERODROME AND ALA CODES
- IFR WAYPOINTS
- VFR WAYPOINTS
- GEN - FPR - FLIGHT PLAN REQUIREMENTS
- GEN - CON - CONVERSIONS
- GEN - SP - SPECIAL PROCEDURES
- GEN - PF - FIS: PREFLIGHT
- GEN - PF - A - APPENDIX A PREFLIGHT
- GEN - PF - B - APPENDIX B PREFLIGHT
- GEN - PF - C - APPENDIX C PREFLIGHT
- GEN - FIS - IN FLIGHT
- FIS:MIL FUEL - GEN - MIL FUEL
- MET - MET FORECAST CODE/DECODE
- NAV/COMM - NAVIGATION AND COMMUNICATION
- EMERG - EMERGENCY PROCEDURES

AERODROMES

ADELAIDE ACC	[FAC]	
ADELAIDE	[FAC]	[RDS]
ADELAIDE/Parafield	[FAC]	[RDS]
ADELS GROVE	[FAC]	
AEROPELICAN	[FAC]	
ALBANY	[FAC]	[RDS]
ALBURY	[FAC]	[RDS]
ALDINGA	[FAC]	
ALICE SPRINGS	[FAC]	[RDS]
ALPHA	[FAC]	[RDS]
AMATA	[FAC]	
AMBERLEY	[FAC]	[RDS]
ANDAMOOKA	[FAC]	
ANNA CREEK	[FAC]	
ARAMAC	[FAC]	
ARARAT	[FAC]	[RDS]
ARDROSSAN	[FAC]	
ARGYLE	[FAC]	[RDS]
ARKARoola	[FAC]	
ARMIDALE	[FAC]	[RDS]
ARRABURY	[FAC]	
ATHERTON	[FAC]	
AUGUSTUS DOWNS	[FAC]	
AURUKUN	[FAC]	[RDS]
AVALON	[FAC]	[RDS]
AYERS ROCK/CONNELLAN	[FAC]	[RDS]
AYR	[FAC]	

BACCHUS MARSH	[FAC]	
BADU ISLAND	[FAC]	
BAIRNSDALE	[FAC]	[RDS]
BALCANOONA	[FAC]	
BALGO HILL	[FAC]	[RDS]
BALLARAT	[FAC]	[RDS]
BALLERA	[FAC]	[RDS]
BALLIDU	[FAC]	
BALLINA/BYRON GATEWAY	[FAC]	[RDS]
BALRANALD	[FAC]	[RDS]
BAMYILI	[FAC]	
BARADINE	[FAC]	
BARALABA	[FAC]	
BARCALDINE	[FAC]	[RDS]
BARIMUNYA	[FAC]	[RDS]
BARROW ISLAND	[FAC]	[RDS]
BARWON HEADS	[FAC]	
BATHURST	[FAC]	[RDS]
BATHURST ISLAND	[FAC]	[RDS]
BEAUFORT	[FAC]	
BEDOURIE	[FAC]	[RDS]
BELLBURN	[FAC]	
BELLEVUE	[FAC]	[RDS]
BENALLA	[FAC]	[RDS]
BENDIGO	[FAC]	[RDS]
BETOOTA	[FAC]	
BEVERLEY	[FAC]	
BEVERLEY SPRINGS	[FAC]	
BIBOOHRA	[FAC]	
BINDA	[FAC]	
BINDOOK	[FAC]	
BIRCHIP	[FAC]	[RDS]
BIRDSVILLE	[FAC]	[RDS]
BLACKALL	[FAC]	[RDS]
BLACKWATER	[FAC]	[RDS]
BOIGU ISLAND	[FAC]	
BOLLON	[FAC]	
BOMBALA	[FAC]	
BOOLEROO CENTRE	[FAC]	
BOOLGEEDA	[FAC]	[RDS]
BOOMI	[FAC]	
BOONAH	[FAC]	
BOORT	[FAC]	
BORDERTOWN	[FAC]	
BORROLOOLA	[FAC]	
BOULIA	[FAC]	[RDS]
BOURKE	[FAC]	[RDS]
BOWEN	[FAC]	[RDS]
BRAMPTON ISLAND	[FAC]	[RDS]
BREWARRINA	[FAC]	[RDS]

BRIDGEWATER	[FAC]	
BRISBANE ACC/FIC	[FAC]	
BRISBANE	[FAC]	[RDS]
BRISBANE/Archerfield	[FAC]	[RDS]
BROCKMAN	[FAC]	[RDS]
BROKEN HILL	[FAC]	[RDS]
BROMELTON	[FAC]	
BRONZEWING	[FAC]	
BROOME/INTL	[FAC]	[RDS]
BUNBURY	[FAC]	[RDS]
BUNDABERG	[FAC]	[RDS]
BURKETOWN	[FAC]	[RDS]
BUSSELTON	[FAC]	[RDS]
CABOOLTURE	[FAC]	
CADNEY HOMESTEAD	[FAC]	
CAIGUNA	[FAC]	
CAIRNS/Cairns INTL	[FAC]	[RDS]
CALGA	[FAC]	
CALOUNDRA	[FAC]	
CALVIN GROVE	[FAC]	
CAMDEN	[FAC]	[RDS]
CAMDEN HAVEN	[FAC]	
CAMOOWEAL	[FAC]	
CANBERRA	[FAC]	[RDS]
CAPE LEVEQUE	[FAC]	
CAPELLA	[FAC]	
CARNARVON	[FAC]	[RDS]
CASINO	[FAC]	
CEDUNA	[FAC]	[RDS]
CENTURY MINE	[FAC]	[RDS]
CESSNOCK	[FAC]	
CHARLEVILLE	[FAC]	[RDS]
CHARTERS TOWERS	[FAC]	[RDS]
CHILLAGOE	[FAC]	
CHINCHILLA	[FAC]	[RDS]
CHRISTMAS ISLAND	[FAC]	[RDS]
CLACKLINE	[FAC]	
CLERMONT	[FAC]	[RDS]
CLEVE	[FAC]	[RDS]
CLEVEDEN	[FAC]	
CLIFTON	[FAC]	
CLONCURRY	[FAC]	[RDS]
CLUNY	[FAC]	
COBAR	[FAC]	[RDS]
COBDEN	[FAC]	
COCONUT ISLAND	[FAC]	[RDS]
COCOS (Keeling) ISLAND	[FAC]	[RDS]
COEN	[FAC]	[RDS]
COFFS HARBOUR	[FAC]	[RDS]
COHUNA	[FAC]	

COLAC	[FAC]	
COLDSTREAM	[FAC]	
COLLARENEBRI	[FAC]	
COLLINSVILLE	[FAC]	
CONDOBOLIN	[FAC]	[RDS]
COOBER PEDY	[FAC]	[RDS]
COOINDA	[FAC]	
COOKTOWN	[FAC]	[RDS]
COOLAH	[FAC]	[RDS]
COOLOOLA COVE AIRPARK	[FAC]	
COOMA - SNOWY MOUNTAINS	[FAC]	[RDS]
COONABARABRAN	[FAC]	[RDS]
COONAMBLE	[FAC]	[RDS]
COONDEWANNA	[FAC]	[RDS]
COOTAMUNDRA	[FAC]	[RDS]
COROWA	[FAC]	[RDS]
CORRYONG	[FAC]	[RDS]
COWELL	[FAC]	[RDS]
COWES	[FAC]	
COWRA	[FAC]	[RDS]
CRANBOURN	[FAC]	
CROKER ISLAND	[FAC]	[RDS]
CROOKWELL	[FAC]	
CROYDON	[FAC]	
CUE	[FAC]	
CUMMINS TOWN	[FAC]	
CUNDERDIN	[FAC]	
CUNNAMULLA	[FAC]	[RDS]
CURTIN	[FAC]	[RDS]
DALBY	[FAC]	
DARLOT	[FAC]	[RDS]
DARNLEY ISLAND	[FAC]	[RDS]
DARWIN ACC	[FAC]	
DARWIN	[FAC]	[RDS]
DAVENPORT DOWNS	[FAC]	
DELAMERE RANGE FACILITY	[FAC]	
DELISSAVILLE	[FAC]	
DELTA DOWNS	[FAC]	
DENILIQVIN	[FAC]	[RDS]
DENMARK	[FAC]	
DERBY	[FAC]	[RDS]
DEVONPORT	[FAC]	[RDS]
DIRRRANBANDI	[FAC]	[RDS]
DOCHRA	[FAC]	
DOCKER RIVER	[FAC]	
DONALD	[FAC]	[RDS]
DONNINGTON AIRPARK	[FAC]	
DOOMADGEE	[FAC]	[RDS]
DORUNDA	[FAC]	
DRYSDALE RIVER	[FAC]	

DUBBO	[FAC]	[RDS]
DUNBAR	[FAC]	
DUNK ISLAND	[FAC]	[RDS]
DUNWICH	[FAC]	
DURHAM DOWNS	[FAC]	
DURRIE	[FAC]	
DYSART	[FAC]	[RDS]
EAST SALE	[FAC]	[RDS]
ECHUCA	[FAC]	[RDS]
EDINBURGH	[FAC]	[RDS]
EIDSVOLD	[FAC]	
EILDON WEIR	[FAC]	
ELCHO ISLAND	[FAC]	[RDS]
ELLISTON	[FAC]	
EMERALD	[FAC]	[RDS]
EMKAYTEE	[FAC]	
ENOGGERA HLS	[FAC]	
ERNABELLA	[FAC]	
EROMANGA	[FAC]	
ESCOTT	[FAC]	
ESPERANCE	[FAC]	[RDS]
EULO	[FAC]	
EVANS HEAD	[FAC]	
EXMOUTH	[FAC]	
FEDERATION	[FAC]	
FITZROY CROSSING	[FAC]	[RDS]
FLINDERS ISLAND	[FAC]	[RDS]
FORBES	[FAC]	[RDS]
FORREST	[FAC]	[RDS]
FORRESTANIA	[FAC]	[RDS]
FORTESCUE DAVE FORREST	[FAC]	[RDS]
FREGON	[FAC]	
GARDEN ISLAND	[FAC]	
GARDEN POINT	[FAC]	[RDS]
GATTON AIRPARK	[FAC]	
GAWLER	[FAC]	
GAYNDAH	[FAC]	
GEELONG	[FAC]	
GEORGE TOWN (TAS)	[FAC]	
GEORGETOWN (QLD)	[FAC]	
GERALDTON	[FAC]	[RDS]
GIBB RIVER	[FAC]	
GIBRALTAR	[FAC]	
GILES	[FAC]	
GILGANDRA	[FAC]	
GINGIN	[FAC]	[RDS]
GLADSTONE	[FAC]	[RDS]
GLEN INNES	[FAC]	[RDS]
GLENBROOK HLS	[FAC]	
GLENORMISTON	[FAC]	

GOLD COAST	[FAC]	[RDS]
GOLDEN GROVE	[FAC]	[RDS]
GOODOOGA	[FAC]	[RDS]
GOOLWA	[FAC]	
GOONDIWINDI	[FAC]	[RDS]
GOULBURN	[FAC]	[RDS]
GOVE	[FAC]	[RDS]
GRAFTON	[FAC]	[RDS]
GRANNY SMITH	[FAC]	[RDS]
GREAT KEPPEL ISLAND	[FAC]	
GREAT LAKES AIRFIELD	[FAC]	
GREGORY DOWNS	[FAC]	
GRIFFITH	[FAC]	[RDS]
GROOTE EYLANDT	[FAC]	[RDS]
GUNDAROO	[FAC]	
GUNNEDAH	[FAC]	[RDS]
GYMPIE	[FAC]	
HAASTS BLUFF	[FAC]	
HALLS CREEK	[FAC]	[RDS]
HAMILTON	[FAC]	[RDS]
HAMILTON ISLAND	[FAC]	[RDS]
HAWKER	[FAC]	
HAY	[FAC]	[RDS]
HERBERTVALE CATTLEYARD	[FAC]	
HERMANNSBURG	[FAC]	
HERVEY BAY	[FAC]	[RDS]
HILLSTON	[FAC]	
HOBART	[FAC]	[RDS]
HOBART/Cambridge	[FAC]	[RDS]
HOLBROOK	[FAC]	
HOLSWORTHY	[FAC]	
HONEYMOON	[FAC]	
HOOKER CREEK	[FAC]	[RDS]
HOPETOUN	[FAC]	[RDS]
HORN ISLAND	[FAC]	[RDS]
HORSHAM	[FAC]	[RDS]
HUGHENDEN	[FAC]	[RDS]
HUNGERFORD	[FAC]	
IFFLEY	[FAC]	
ILFRACOMBE	[FAC]	
INDULKANA	[FAC]	
INGHAM	[FAC]	
INJUNE	[FAC]	
INKERMAN	[FAC]	
INNAMINCKA	[FAC]	
INNAMINCKA TOWNSHIP	[FAC]	
INNISFAIL	[FAC]	[RDS]
INVERELL	[FAC]	[RDS]
ISISFORD	[FAC]	
IVANHOE	[FAC]	

JABIRU	[FAC]	
JACINTH AMBROSIA	[FAC]	
JACOBS WELL	[FAC]	
JAMESTOWN	[FAC]	
JERILDERIE	[FAC]	
JERVIS BAY	[FAC]	
JERVOIS	[FAC]	
JINDABYNE	[FAC]	
JULIA CREEK	[FAC]	[RDS]
JUNDAH	[FAC]	
JUNDEE	[FAC]	[RDS]
JURIEN BAY	[FAC]	
KADINA	[FAC]	
KALBARRI	[FAC]	[RDS]
KALGOORLIE-BOULDER	[FAC]	[RDS]
KALKGURUNG	[FAC]	[RDS]
KALUMBURU	[FAC]	[RDS]
KAMBALDA	[FAC]	[RDS]
KAMILEROI	[FAC]	
KARRATHA	[FAC]	[RDS]
KARUMBA	[FAC]	[RDS]
KATANNING	[FAC]	
KATOOMBA	[FAC]	
KEMPSEY	[FAC]	[RDS]
KERANG	[FAC]	[RDS]
KIDMAN SPRINGS	[FAC]	
KIDSTON	[FAC]	
KILCOY	[FAC]	
KILLARNEY	[FAC]	
KIMBA	[FAC]	[RDS]
KIN KIN RETREAT	[FAC]	
KING ISLAND	[FAC]	[RDS]
KINGAROY	[FAC]	[RDS]
KINGS CREEK STN	[FAC]	
KINGSCOTE	[FAC]	[RDS]
KINGSTON	[FAC]	
KOORALBYN	[FAC]	
KOWANYAMA	[FAC]	[RDS]
KUBIN	[FAC]	[RDS]
KUNUNURRA	[FAC]	[RDS]
KYNETON	[FAC]	
LAKE ALBERT	[FAC]	
LAKE CARGELLIGO	[FAC]	[RDS]
LAKE EVELLA	[FAC]	[RDS]
LAKE JOHNSTON	[FAC]	[RDS]
LAKE KEEPIT	[FAC]	
LAKES ENTRANCE	[FAC]	
LAKESIDE AIRPARK	[FAC]	
LARAVALE	[FAC]	
LASSIE CREEK STATION	[FAC]	

LATROBE VALLEY	[FAC]	[RDS]
LAUNCESTON	[FAC]	[RDS]
LAVERTON (WA)	[FAC]	[RDS]
LAWLERS	[FAC]	[RDS]
LAWN HILL	[FAC]	
LEARMONTH	[FAC]	[RDS]
LEGUNE STN	[FAC]	
LEIGH CREEK	[FAC]	[RDS]
LEINSTER	[FAC]	[RDS]
LEONGATHA	[FAC]	[RDS]
LEONORA	[FAC]	[RDS]
LETHBRIDGE AIRPARK	[FAC]	
LIGHTNING RIDGE	[FAC]	[RDS]
LILYDALE	[FAC]	
LISMORE	[FAC]	[RDS]
LIZARD ISLAND	[FAC]	[RDS]
LOCKHART RIVER	[FAC]	[RDS]
LOCKSLEY FIELD	[FAC]	
LONGREACH	[FAC]	[RDS]
LORD HOWE ISLAND	[FAC]	[RDS]
LORRAINE	[FAC]	
LOUTH	[FAC]	
LOXTON	[FAC]	[RDS]
MABUIAG ISLAND	[FAC]	
MACKAY	[FAC]	[RDS]
MAITLAND (NSW)	[FAC]	[RDS]
MAITLAND (SA)	[FAC]	
MALENY	[FAC]	
MALLACOOTA	[FAC]	[RDS]
MANGALORE	[FAC]	[RDS]
MANINGRIDA	[FAC]	[RDS]
MANJIMUP	[FAC]	
MANSFIELD	[FAC]	
MARBLE BAR	[FAC]	
MAREEBA	[FAC]	[RDS]
MARGARET RIVER	[FAC]	
MARGARET RIVER STN	[FAC]	
MARLA	[FAC]	
MARREE	[FAC]	
MARYBOROUGH(QLD)	[FAC]	[RDS]
MARYBOROUGH(VIC)	[FAC]	[RDS]
MCARTHUR RIVER MINE	[FAC]	[RDS]
MEEKATHARRA	[FAC]	[RDS]
MELBOURNE ACC/FIC	[FAC]	
MELBOURNE	[FAC]	[RDS]
MELBOURNE/Essendon	[FAC]	[RDS]
MELBOURNE/Moorabbin	[FAC]	[RDS]
MELTON	[FAC]	
MEREENIE	[FAC]	
MERIMBULA	[FAC]	[RDS]

MERREDIN	[FAC]	
MIDDLEMOUNT	[FAC]	[RDS]
MILDURA	[FAC]	[RDS]
MILES	[FAC]	
MILINGIMBI	[FAC]	[RDS]
MILLCENT	[FAC]	
MILLMERRAN	[FAC]	
MINNIPA	[FAC]	
MINTABIE	[FAC]	
MITCHELL	[FAC]	
MITTA MITTA	[FAC]	
MITTAGONG	[FAC]	
MONKIRA	[FAC]	
MONTO	[FAC]	
MOOMBA	[FAC]	[RDS]
MOORABERREE	[FAC]	
MORANBAH	[FAC]	[RDS]
MORAWA	[FAC]	
MOREE	[FAC]	[RDS]
MORNEY	[FAC]	
MORNINGTON ISLAND	[FAC]	[RDS]
MORUYA	[FAC]	[RDS]
MOUNT BEAUTY	[FAC]	
MOUNT BUNDEY	[FAC]	
MOUNT COOLON	[FAC]	
MOUNT GAMBIER	[FAC]	[RDS]
MOUNT GORDON	[FAC]	
MOUNT HOLLAND	[FAC]	
MOUNT HOPE	[FAC]	
MOUNT HOTHAM	[FAC]	[RDS]
MOUNT HOUSE	[FAC]	
MOUNT HOWITT	[FAC]	
MOUNT ISA	[FAC]	[RDS]
MOUNT KEITH	[FAC]	[RDS]
MOUNT LIVINGSTONE	[FAC]	
MOUNT MAGNET	[FAC]	[RDS]
MOUNT MCQUOID	[FAC]	
MOUNT SANDON	[FAC]	
MOUNT SANFORD STATION	[FAC]	
MOURA	[FAC]	
MUDGEES	[FAC]	[RDS]
MULLEWA	[FAC]	
MUNDUBBERA	[FAC]	
MUNGINDI	[FAC]	
MURRAY BRIDGE	[FAC]	
MURRAY FIELD	[FAC]	[RDS]
MURRAY/MER ISLAND	[FAC]	
MURRIN MURRIN	[FAC]	[RDS]
MURWILLUMBAH	[FAC]	
MUTTABURRA	[FAC]	

NAGAMBIE	[FAC]	
NAPPA MERRIE	[FAC]	
NARACOORTE	[FAC]	[RDS]
NAREMBEEN	[FAC]	
NARRABRI	[FAC]	[RDS]
NARRANDERA	[FAC]	[RDS]
NARROGIN	[FAC]	
NARROMINE	[FAC]	[RDS]
NELLY BAY	[FAC]	
NEWCASTLE REGIONAL HELIPORT	[FAC]	
NEWMAN	[FAC]	[RDS]
NGUKURR	[FAC]	[RDS]
NHILL	[FAC]	[RDS]
NIFTY	[FAC]	[RDS]
NOOSA	[FAC]	
NORFOLK ISLAND	[FAC]	[RDS]
NORMANTON	[FAC]	[RDS]
NORSEMAN	[FAC]	
NORTHAM	[FAC]	
NORTHERN PENINSULA	[FAC]	[RDS]
NOWRA	[FAC]	[RDS]
NULLAGINE	[FAC]	
NULLARBOR MOTEL	[FAC]	
NUMBULWAR	[FAC]	[RDS]
NYNGAN	[FAC]	[RDS]
OAKEY	[FAC]	[RDS]
OAKY CREEK	[FAC]	
OENPELLI	[FAC]	[RDS]
OLYMPIC DAM	[FAC]	[RDS]
ONSLow	[FAC]	[RDS]
OODNADATTA	[FAC]	
ORANGE	[FAC]	[RDS]
ORBOST	[FAC]	[RDS]
ORROROO	[FAC]	
OSBORNE MINE	[FAC]	[RDS]
PALM ISLAND	[FAC]	[RDS]
PAPUNYA	[FAC]	
PARABURDOO	[FAC]	[RDS]
PARKES	[FAC]	[RDS]
PEARCE	[FAC]	[RDS]
PENFIELD	[FAC]	
PERTH ACC/FIC	[FAC]	
PERTH	[FAC]	[RDS]
PERTH/Jandakot	[FAC]	[RDS]
PHILLIP ISLAND	[FAC]	
PINGELLY	[FAC]	
PINNAROO	[FAC]	
PLUTONIC	[FAC]	[RDS]
POINT COOK	[FAC]	[RDS]
POINT LOOKOUT	[FAC]	

POLO FLAT	[FAC]	
POONCARIE	[FAC]	[RDS]
POREPUNKAH	[FAC]	
PORMPURA AW	[FAC]	[RDS]
PORT AUGUSTA	[FAC]	[RDS]
PORT CAMPBELL	[FAC]	
PORT HEDLAND	[FAC]	[RDS]
PORT KEATS	[FAC]	[RDS]
PORT LINCOLN	[FAC]	[RDS]
PORT MACQUARIE	[FAC]	[RDS]
PORT PIRIE	[FAC]	[RDS]
PORTLAND	[FAC]	[RDS]
PROMINENT HILL	[FAC]	[RDS]
PROSERPINE/WHITSUNDAY COAST	[FAC]	[RDS]
PUCKAPUNYAL	[FAC]	
PUNGALINA	[FAC]	
QUEENSTOWN	[FAC]	
QUILPIE	[FAC]	[RDS]
QUIRINDI	[FAC]	
QUORN	[FAC]	
RAMINGINING	[FAC]	[RDS]
RAVENSTHORPE	[FAC]	[RDS]
REDCLIFFE	[FAC]	[RDS]
RENMARK	[FAC]	[RDS]
RICHMOND(NSW)	[FAC]	[RDS]
RICHMOND(QLD)	[FAC]	[RDS]
RIDDELL	[FAC]	
ROBE	[FAC]	
ROBERTSON BARRACKS	[FAC]	
ROBINHOOD	[FAC]	
ROBINVALE	[FAC]	[RDS]
ROCKHAMPTON	[FAC]	[RDS]
ROLLESTON	[FAC]	
ROMA	[FAC]	[RDS]
ROMSEY	[FAC]	
ROSEBERTH	[FAC]	
ROSEHILL HELIPORT	[FAC]	
ROTTNEST ISLAND	[FAC]	[RDS]
ROYAL NORTH SHORE HOSPITAL	[FAC]	
ROYAL PRINCE ALFRED HOSPITAL	[FAC]	
RUGBY	[FAC]	
RUTLAND PLAINS	[FAC]	
SAIBAI ISLAND	[FAC]	[RDS]
SAINT ARNAUD	[FAC]	[RDS]
SAINT GEORGE	[FAC]	[RDS]
SAINT HELENS	[FAC]	[RDS]
SCHERGER	[FAC]	[RDS]
SCONE	[FAC]	[RDS]
SCOTIA SANCTUARY	[FAC]	
SEA LAKE	[FAC]	[RDS]

SERPENTINE	[FAC]	
SHARK BAY	[FAC]	[RDS]
SHAY GAP	[FAC]	[RDS]
SHEPPARTON	[FAC]	[RDS]
SHUTE HARBOUR/WHITSUNDAY	[FAC]	
SINGLETON	[FAC]	
SMITHTON	[FAC]	[RDS]
SNAKE BAY	[FAC]	[RDS]
SOUTH GALWAY	[FAC]	
SOUTH GOULBURN ISLAND	[FAC]	[RDS]
SOUTH GRAFTON	[FAC]	
SOUTHERN CROSS	[FAC]	
SOUTHPORT	[FAC]	[RDS]
SPRING CREEK	[FAC]	
SPRINGSURE	[FAC]	
STANTHORPE	[FAC]	
STAWELL	[FAC]	[RDS]
STONEFIELD	[FAC]	
STONEHENGE	[FAC]	
STRAHAN	[FAC]	[RDS]
STRATHBOGIE	[FAC]	
STREAKY BAY	[FAC]	[RDS]
SUNRISE DAM	[FAC]	[RDS]
SUNSHINE COAST	[FAC]	[RDS]
SWAN BAY	[FAC]	
SWAN HILL	[FAC]	[RDS]
SYDNEY/(Kingsford Smith)	[FAC]	[RDS]
SYDNEY/Bankstown	[FAC]	[RDS]
TAILEM BEND	[FAC]	
TAMBO	[FAC]	
TAMWORTH	[FAC]	[RDS]
TANAMI	[FAC]	
TARA	[FAC]	
TAREE	[FAC]	[RDS]
TAROOM	[FAC]	[RDS]
TELFER	[FAC]	[RDS]
TEMORA	[FAC]	[RDS]
TENNANT CREEK	[FAC]	[RDS]
THANGOOL	[FAC]	[RDS]
THARGOMINDAH	[FAC]	[RDS]
THE GRANITES	[FAC]	[RDS]
THE LAKES	[FAC]	
THE MONUMENT	[FAC]	[RDS]
THEODORE	[FAC]	
THYLUNGRA	[FAC]	
TIBOOBURRA	[FAC]	[RDS]
TILPA	[FAC]	
TIMBER CREEK	[FAC]	
TINDAL	[FAC]	[RDS]
TOCUMWAL	[FAC]	[RDS]

TOORADIN	[FAC]	
TOORAK RESEARCH STATION	[FAC]	
TOORAWEEAH	[FAC]	
TOOWOOMBA	[FAC]	[RDS]
TORQUAY	[FAC]	
TOTTENHAM	[FAC]	[RDS]
TOWNSVILLE/Townsville INTL	[FAC]	[RDS]
TREPELL	[FAC]	[RDS]
TROUGHTON ISLAND	[FAC]	
TRURO FLAT AIRPARK	[FAC]	
TRUSCOTT- MUNGALALU	[FAC]	[RDS]
TUMBY BAY	[FAC]	[RDS]
TUMUT	[FAC]	[RDS]
TYABB	[FAC]	
UNDARA	[FAC]	
URANDANGI	[FAC]	
VANROOK STATION	[FAC]	
VICTORIA RIVER DOWNS	[FAC]	
WAGGA WAGGA	[FAC]	[RDS]
WAHRING FIELD	[FAC]	
WAIKERIE	[FAC]	[RDS]
WALGETT	[FAC]	[RDS]
WANAARING	[FAC]	
WANGARATTA	[FAC]	[RDS]
WARBURTON	[FAC]	
WARIALDA	[FAC]	
WARKWORTH	[FAC]	
WARNERVALE	[FAC]	
WARRABER ISLAND	[FAC]	[RDS]
WARRABRI	[FAC]	
WARRACKNABEAL	[FAC]	[RDS]
WARREN	[FAC]	[RDS]
WARRNAMBOOL	[FAC]	[RDS]
WARWICK	[FAC]	
WATERLOO (NT)	[FAC]	
WATTS BRIDGE	[FAC]	
WAVE HILL	[FAC]	
WEDDERBURN	[FAC]	
WEE JASPER	[FAC]	
WEIPA	[FAC]	[RDS]
WELLINGTON	[FAC]	
WENTWORTH	[FAC]	[RDS]
WEST ANGELAS	[FAC]	[RDS]
WEST MAITLAND	[FAC]	
WEST SALE	[FAC]	[RDS]
WEST WYALONG	[FAC]	[RDS]
WESTMEAD HOSPITAL	[FAC]	
WESTMEAD NETS BASE	[FAC]	
WHITE CLIFFS	[FAC]	
WHYALLA	[FAC]	[RDS]

WILCANNIA	[FAC]	
WILLIAM CREEK	[FAC]	
WILLIAMSDALE	[FAC]	
WILLIAMSON	[FAC]	[RDS]
WILLIAMTOWN	[FAC]	[RDS]
WILUNA	[FAC]	[RDS]
WINDARLING	[FAC]	[RDS]
WINDORAH	[FAC]	[RDS]
WINTON	[FAC]	[RDS]
WOLLONGONG	[FAC]	[RDS]
WOLLONGONG CITY HELIPORT	[FAC]	
WONDAI	[FAC]	
WONDOOLA	[FAC]	
WONTHAGGI	[FAC]	
WOODIE WOODIE	[FAC]	[RDS]
WOOMERA	[FAC]	[RDS]
WROTHAM PARK	[FAC]	
WUDINNA	[FAC]	[RDS]
WYANDRA	[FAC]	
WYCHEPROOF	[FAC]	[RDS]
WYNDHAM	[FAC]	[RDS]
WYNYARD	[FAC]	[RDS]
YAM ISLAND	[FAC]	[RDS]
YARRA BANK (HLS)	[FAC]	
YARRAM	[FAC]	[RDS]
YARRAWONGA	[FAC]	[RDS]
YARROWEE	[FAC]	
YASS	[FAC]	
YORKE ISLAND	[FAC]	[RDS]
YOUNG	[FAC]	[RDS]
YUENDUMU	[FAC]	