

**MINUTES OF THE MOORABBIN AIRPORT AVIATION  
CONSULTATIVE COMMITTEE  
10<sup>th</sup> December 2010**

**AT THE MOORABBIN AIRPORT MANAGEMENT CENTRE  
BUNDORA PARADE MENTONE**

<b>PRESENT:</b>	<b>REPRESENTING</b>	
Mr David Hall	Chairperson	DH
Mr Phil McConnell	MAC	PMcC
Mr Tony Aiezza	MAC	TA
Mr Kevin Storan	Airservices Australia	KS
Mr Darren Olsson	Airservices Australia	DO
Mr Stuart Rushton	RVAC	SR
Cr Ron Brownlees	City of Kingston	RB
Cr Rosemary West	City of Kingston	RW
Ms Monica Bladier	Office of Federal Member for Isaacs - Mark Dreyfus MP	MB
Ms Vicki Mastihi	Office of Federal Member for Hotham - Simon Crean MP	SS
Mr Tom Uren	MARA/ Mordialloc Village Committee	TU
Mr Bruce Reynolds	Dingley Heatherton Village (DHV)	BR
Mr Paul Phillips	Dingley Village Community Association	PP
Mr Joe Biviano	Dingley Village Community Association	JB
Mr Nic Pearl (visitor)	Department of Infrastructure and Transport (DIT)	NP
Mr Tim de Raadt (visitor)	Department of Infrastructure and Transport (DIT)	TdR
<b>Apologies</b>		
Mr Charles Di Petta	MAC	CDP
Ms Adrienne Fleming	Tristar Aviation	AF
Mr Sandy Wilson	Oxford Aviation (OA)	SW
Mr. Gary Smythe	MFS/Airport Tenants Association	GS
Mr Brett Newman	Professional Helicopter Services	BN
Mr Kent Quigley	Airservices Australia	KQ
Mr Owen Richards	CASA	OR
Mr Graeme Rogers	CASA	GR
Mr Tony Rijs	City of Kingston	TR
Ms Marianne Richards	Victorian Department of Transport	MR
Mr Mark Dreyfus MP	Federal Member for Isaacs	MD

## 1. GENERAL

- Chairman opened the meeting at 1300.
- Chairman congratulated the recently appointed Cr Ron Brownlees, as the new mayor for the City of Kingston.
- Nic Pearl and Tim de Raadt representing the Aviation and Airports Branch within DIT were welcomed. Nic Pearl and Tim de Raadt were visitors to the meeting observing the community consultation process at Moorabbin Airport. Nic Pearl introduced Tim de Raadt as a member of his staff involved in overseeing the community consultation process.
- Darren Olsson from Airservices Australia Environment Branch - Community Relations was also welcomed and introduced himself. He advised that he was attending following the outcomes of the Aviation White Paper and the establishment of the Noise Ombudsman for the aviation industry. His role is to participate in and facilitate, community consultative groups at airports as well as case-managing some individual complaints. He advised that his area is in the process of recruiting additional staff.

## 2. ACCEPTANCE OF PREVIOUS MINUTES

- The Minutes of the previous meeting, 17<sup>th</sup> September 2010 were accepted.

## 3. MATTERS ARISING FROM LAST MEETING

- PMcC advised that not all letters had been sent to operators in regard to supporting of the Fly Friendly Agreement (FFA) process, however a meeting was recently conducted with Chief Flying Officers (CFIs) where the Fly Friendly Agreement process was presented for their comments and approval.
- PMcC advised that Sunshine Coast and Jandakot Airports have a Fly Friendly program in place. Gold Coast does not have a formal Fly Friendly process in place, however it does have it in its Conditions of Use at the Airport. It should be noted that at both Airports, there is no sanction, but a condition of use requirement where there is no penalty provision.
- PP asked if this FFA process was taken seriously at Gold Coast.
- TU asked if FFA will progress as a condition of use and would it be cleared with flying schools at Moorabbin Airport.
- PMcC confirmed that FFA will be a Condition of Use for Moorabbin airport for 2011 but needs MAC board approval before it can be promulgated. PMcC indicated that the feedback from the flying community was positive so far.
- The FFA will be located more clearly on the Moorabbin Airport website.

- Council was drafting its own policy on flying training. RW asked if it was possible to have circuits located outside residential areas, as this would be a favorable community position.

#### **4. CIRCUIT TRAINING TASKFORCE**

- PMcC advised that the initial Circuit Training Taskforce meeting was attended by all members of the committee except for 1 State Government rep. At that meeting:
  - The circuit training process was explained
  - Gary Smythe provided an informative presentation with regard to the circuit training process
  - Members of the committee who wished to, went on an aircraft on a circuit of the Airport and visited the control tower for educative purposes
  - The next Taskforce meeting will be held on Tuesday 14<sup>th</sup> December and we need to document what members of the committee expect from this process.
  - After this next meeting, a further 2 meeting are scheduled for next year to take the process further.
- TU acknowledged that it was a worthwhile exercise.
- PMcC thanked GS and SR for providing the aircraft to take committee members on a circuit of the Airport.
- RW questioned why there wasn't a council member on the Circuit Training Taskforce.
- PMcC replied that the Circuit Training Taskforce is an outcome of the Master Plan and was set up as previously advised to the Minister. PMcC advised that he wrote to the Mayor and Tony Rijs was the nominated council representative. The letter was clear, as was the reply nominating Mr Rijs.
- RW stated there was confusion in council in conversations with Tony Rijs on membership of this committee. They has assumed the committee was the possible Planning Consultation Forum (PCF). RW requested to be included on the taskforce.
- PMcC indicated that it would have been advantages if RW had attended the 1<sup>st</sup> meeting. He advised that this is a matter that council should resolve internally if RW should also be a council representative on the Taskforce.
- PMcC encouraged that committee members bring their expected outcomes to the next meeting.

#### **5. AIRPORTS AMENDMENT ACT 2010**

- PMcC advised that the Airports Amendment Act was being passed into law and was awaiting assent.
- NP talked about the key elements of the amendment:

- There would be greater community involvement in how Airports developed.
- The community consultative processes and Public Consultation Forums (PCFs) will be formalised
- Master Plan requirements will need to be in greater detail in the first 5 years of the master planning process
- The MDP trigger for runway works would now avoid the preparation of MDPs for general maintenance work.
- PMcC advised that where developments were previously incompatible, they will be now known as “sensitive.”
- PMcC indicated that it would now be mandatory for all airports to have a “Community Aviation Consultative Group” (CACG) similar to the MAACC at Moorabbin Airport. Guidelines were currently being developed and it is expected that representatives from the variety of stake holders would be included.
- PMcC advised that PCFs were mainly for the major airports such as Melbourne. However in the Master Plan approval process MAC was asked to set up a PCF and has agreed to do so.
- The PCF has not yet been set up but we are waiting on the guidelines (which need to be cognizant that they are mostly for major airports and they will comprise all the different levels of government).
- NP advised that there are ground transport impacts as well and all future Master Plans will require a ground transport plan.
- PMcC indicated that a Master Plan in future will need more detail on short term plans: ie: developments in the first 5 years of the Master Plan.

## 6. VICTORIAN GOVERNMENT

- PMcC advised of the recent Victorian State Government appointments:
  - Planning Minister - Matthew Guy MLC
  - Transport Minister - Terry Mulder MP
  - Minister Responsible for Aviation Industry - Gordon Rich-Phillips MLC who is a pilot and has an aircraft
- PMcC believes that the new state government will take a greater interest in aviation and it has made a public statement that Essendon Airport will stay.
- PMcC indicated that he will invite the Minister Responsible for Aviation Industry to the next meeting.

## 7. MARA AGENDA ITEMS

### 7.1. *Role of the Ombudsman*

- DH indicated that the Aircraft Noise Ombudsman (Mr Ron Brent) will be invited to a meeting this year.
- DO indicated that the Aircraft Noise Ombudsman was appointed on 1<sup>st</sup> September 2010 and he was now looking forward to coming to Moorabbin Airport.
  - The website for the Aircraft Noise Ombudsman is [www.ano.gov.au](http://www.ano.gov.au)
  - It is an independent body who has oversight on the complaints process and is reviewing the complaints protocols
  - Hopefully the Aircraft Noise Ombudsman will attend the next meeting
- PMcC stated that he invited the Aircraft Noise Ombudsman who indicated that he will attend.
- DO briefed the group on the Industry Noise Forum held in Melbourne on 13 October. He discussed one of the action items from that forum is the establishment of 'working group' made up of industry representatives which will meet to discuss ways, as an industry, we can work together to manage aircraft noise.
- PMcC indicated that the role of this group is to investigate better ways to explain aircraft noise and flight paths to the public.
- DO acknowledged that there has been historical deficiencies but they are now looking to improvements in managing the process (ie, A circular process of the complaints handling that needs improvement).
- DH asked whether it will prevent an increase in complaints
- DO indicated that they want more complaints to be lodged to know what is happening. WebTrak on the Airservices Australia provided good information and in future, fact sheets are also envisaged.
- PMcC indicated that there appears to be greater government involvement now in addressing this issue.
- DH believed that there appeared to be a link between Fly Friendly and the Aircraft Noise Ombudsman.
- TU asked whether there is anything printed on the role of Aircraft Noise Ombudsman.
- DO indicated that he could check on the website. (see above)

### 7.2. *FLY FRIENDLY*

ALREADY COVERED.

### **7.3. COMMUNITY AVIATION CONSULTATION GROUPS**

ALREADY COVERED.

### **7.4. REPORT INTO MID AIR COLLISION - AUGUST 2008**

- TU tabled the newspaper article in the December 1<sup>st</sup> edition of the Moorabbin Kingston Leader.
- PMcC indicated that ATSB must put out a preliminary report within 30 days, however the final report may be 1-2 years or more away.
- TU indicated that he was concerned that the time it takes is too long.

### **7.5. SIMULATOR TRAINING**

- TU asked whether simulator training could be expanded because it would appear to reduce activity in the air and therefore reduce the noise and accident/safety risk.
- PMcC indicated that he had discussed simulator training with Oxford Aviation and they will provide further details in a future meeting or provide a printed document in the future.
- DH thought that Pablo Mueller would welcome a visit to their simulators at some time in the future. They were not as yet ready.

### **7.6. AIRCRAFT MOVEMENTS**

- KS advised aircraft movements down about 30% on previous years (being mainly weather dependent) and is consistent with other GAAP airports around Australia.
- PMcC indicated that this causes Moorabbin Airport an issue because on the few nice days available, there is a lot more flying going on.
- KS believes the reduced aircraft movements are not due to the new Class D classification.
- TU asked whether the changes to visa requirements for foreign students had any impact. None were noted by industry members present.
- PMcC advised that there are 12 flying schools at Moorabbin Airport - 10 fixed wing and 2 helicopter flying schools.
- PMcC indicated that the Indian market for further education in general had dropped off due to perceptions of Australian and visa requirements, but at Moorabbin Airport, the flying schools are much more sophisticated in attaining students.

## **7.7. TRANSITION FROM GAAP TO CLASS D**

- PMcC indicated that CASA was not present, however CASA did carry out an impact assessment. PMcC was provided with a brief summary of this and he indicated that CASA had not observed any change. PMcC indicated that he would attach the summary to the minutes.
- TU had received a CASA document in the mail where it compared the periods pre and post Class D and there had been very little change. However, “aircraft noise remains essentially unchanged from the GAAP change to Class D”. TU asked whether it was likely that there would be aircraft coming in at various points and levels around the Airport.
- KS replied that there was no indication that this would occur because pilots would rather be consistent in terms of where they come from, even if the literal interpretation of CASA’s report provides flexibility.
- PMcC and KS both agreed that it doesn’t alter departures or the heights of flying operation.
- TU indicated that the purpose of question was that there could be aircraft coming in from a number of approaches if there were more aircraft.
- KS indicated that the more aircraft there are, the more they will be put in set tracks rather than be given flexibility.
- DH questioned what was the reason for change.
- PMcC indicated that CASA should answer this question at a future meeting. GAAP is not compliant with ICAO standards, Class D is compliant. However in Australia Class D is not strictly to ICAO standards.
- KS indicated that there was a greater change on the ground rather than in the air and it is related to safety on the ground, not noise.

## **7.8. ERSA NOISE ABATEMENT ENTRY**

- KS explained that the ERSA provides a guide to pilots and it has evolved over the years. The statement in Section 4.7 of Moorabbin Airport’s ERSA with regard to taking off from Runway 17R must be read in conjunction with arrivals procedures and the reason for this information, is that it is to do with traffic management procedures. KS indicated that this information may be moved into the Noise Abatement Procedures.
- KS stated that they cannot check if an aircraft turns at precisely the point at which it is supposed to.
- JB asked whether aircraft turn too early because at Dingley Village, they get twin-engine planes turning earlier.
- TU asked whether they can have an e-mail response to this question.
- KS indicated that he will respond through this meeting and that he will move the relevant section in ERSA (and CASA, MAC and Airservices Australia would all have an input).

## 8. OTHER ITEMS

- RW was hopeful that changes appear in the future and with the mayor, RW would like to talk to DO, KS and PMcC for an article.
- DH wished all well for Christmas and the New Year.
- TU on behalf of MARA and PP thanked PMcC and all MAC staff and also wished all well for Christmas and the New Year.

## 9. NEXT MEETING

- PMcC asked whether the meeting dates for next year were fine for all
  - Friday March 18th
  - Friday June 24th
  - Friday September 16th
  - Friday December 9th
- All attendees acknowledged.

Meeting concluded at 2:10pm

## Copy of Liberal Party Pre-election policy statement on aviation:

### **THE LIBERAL NATIONALS COALITION PLAN FOR THE AVIATION INDUSTRY**

The aviation industry is an important sector of the Victorian economy, both in its own right in the manufacturing, maintenance and training spheres, and in underpinning Victoria's tourism and inbound investment performance.

The aviation and aerospace sectors contribute more than \$600 million to the Victorian economy, generate more than \$230 million in exports and in total employ more than 20,000 people across airports and aerospace facilities. Victoria is home to two major domestic carriers, Jetstar and Tiger Airways and aircraft manufacturer and designer Gippsland Aeronautics; as well as boasting facilities for major aerospace companies such as Boeing Aerostructures and Lockheed Martin.

The aviation infrastructure in Victoria is diverse, and while Melbourne, Avalon, Moorabbin and Essendon airports enjoy the highest profile, there are more than 80 public-use airports (including approximately 35 managed by local councils) and numerous private airfields scattered throughout Victoria. Additionally Victoria has three defence aerodromes in Army and Air Force hands.

Ted Baillieu | Leader Gordon Rich-Phillips

Victorian Liberal Nationals Coalition Shadow Minister for the Aviation Industry

3

### **LABOR'S FAILINGS**

□ The Labor Government has continually failed to provide any leadership for the aviation industry. In 2000, Labor announced that the government would develop a *Victorian Aviation Industry Plan*. Despite Labor describing the plan as "crucial to building on the industry's significant growth potential," ten years later, that plan has still not been released.

□ The Labor Government has wanted to close Essendon Airport for years, despite the fact that it serves as an important base for police and emergency services aircraft, as well as a reliever airport for Melbourne Airport.

□ The Labor Government has failed to develop the high-yield aviation based tourism market which our many rural and regional airports could support.

□ The Labor Government has held back development at Avalon by failing to convince the Federal Labor government to allow Avalon Airport to be developed as a second international airport for Victoria.

□ The Labor Government has offered minimal support to Victoria's regional airports, with only a handful of more than 80 public-use airports receiving state government assistance for maintenance or infrastructure upgrades.

4

### **UNDER A LIBERAL NATIONALS COALITION GOVERNMENT:**

The Liberal Nationals Coalition recognises the importance of aviation to Victoria's economic development, particularly in the tourism, training and value-added manufacturing sectors and is committed to seeing the industry

prosper. The Liberal Nationals Coalition will work closely with the aviation industry in this state. Key initiatives we intend on implementing for the aviation industry include -

#### **AVALON INTERNATIONAL AIRPORT**

**A Liberal Nationals Coalition Government will:**

- Push the Federal Labor Government to ensure that Avalon is allowed to pursue its development plans.**
- Continue to support the *Australian International Airshow* being hosted at Avalon every two years, and work to secure the event beyond 2015.**

The Liberal Nationals Coalition supports the development of Avalon Airport, north of Geelong as a second international airport for Victoria to complement Melbourne Airport. As a former defence site it operates under a more restrictive regulatory structure compared to Victoria's other privatised airports. It is imperative for the future of this site and the local economy that the Federal Labor Government work cooperatively with the airport and allow it to develop to provide wider services such as international flights. (See Transport Policy for additional support of Avalon).

The Avalon Airshow started in 1992, and since 1995 it has been held biennial to showcase Victoria's aviation industry. It provides a significant boost to the Victorian economy and to the Victorian aviation and aerospace industries as well as being a major tourism drawcard.

#### **MAINTAINING VIABILITY AND DEVELOPING AVIATION INFRASTRUCTURE**

**A Liberal Nationals Coalition Government will:**

- Support the development of appropriate non-aeronautical activities on airport sites.**

5

- Expand the Regional Aviation Fund by contributing an additional \$5 million annually on an on-going basis for the enhancement and upgrade of aviation infrastructure at public-use regional airports throughout Victoria.**

- As a matter of priority make a commitment of \$5 million of this funding towards the redevelopment of the Bendigo Airport.**

Victoria's network of public-use airports is a valuable and irreplaceable community asset. Many of these airports are former defence sites, dating from the Second World War, which have been transferred to local, often municipal, ownership and management. They also offer facilities that suite non-aviation industries, with large areas and generally well away from residential development.

As with other community assets many regional airports operate at a loss, however make an important financial and social contribution to regional communities in terms of tourism, air freight, accessibility, and availability of emergency services.

In order to enhance the viability of Victoria's public-use airports, the Liberal Nationals Coalition will support the development of appropriate nonaeronautical activities on airport sites. Support of non-aeronautical development will be conditional upon aviation facilities being maintained at existing levels, any such development being used to underpin the viability of the aviation infrastructure, allowance being made for future aviation expansion, and the development being entirely compatible with and

sustainable on an airport site.

Frequently the built infrastructure at many regional airports is more than 50 years old and in need of upgrade. Runway, taxiway and apron infrastructure needs constant and expensive maintenance.

The Greater Bendigo City Council has developed a Master Plan for the Bendigo Airport. The next step in this process is the necessary capital investment to maintain and improve the airport infrastructure. To assist them in this project, a Liberal Nationals Coalition Government will make a commitment of \$5 million towards the Stage 3 infrastructure works from our \$20 million Regional Aviation Fund towards this project.

6

## **PROTECTING AIRPORT ENVIRONS**

**A Liberal Nationals Coalition Government will:**

**Manage Victorian Planning Provisions to prevent inappropriate and incompatible development, such as high density residential or other inappropriate development around Victoria's airports.**

**This will ensure that the operational capacity and viability of these important and largely irreplaceable assets is not undermined.**

**Ensure that the area around Melbourne and Avalon airports is carefully managed in order to protect the 24 hour a day curfewfree status of those airports, which is an important competitive advantage over Sydney and Adelaide.**

**Simplify planning requirements for aerial agricultural operations to ensure the competitiveness of the Victorian agricultural sector is maintained.**

The Liberal Nationals Coalition recognises that airports are important community infrastructure facilities both in metropolitan and country Victoria. It is important for their long term future that inappropriate development is not allowed near them as this would apply pressure on their on-going activities or limit their expansion into the future.

Additionally, Victoria's agricultural sector has long used aircraft to assist in their operations. Labor added red-tape to those farmers wanting to use helicopters in the fight against this year's locust plague. After a lot of pressure from farmers and the Coalition, Labor eventually reversed their position, but it should never have occurred and it is further proof that Labor cannot properly manage planning measures in relation to aviation in Victoria.

## **SUPPORTING AEROSPACE MANUFACTURING**

**A Liberal Nationals Coalition Government will:**

**Seek to attract foreign and domestic investment in aerospace in Victoria.**

Victoria has a proud history as Australia's aerospace manufacturing hub. From the 1930s to the 1970s Victoria was home to significant aircraft manufacturing facilities. Over the last 30 years, consolidation in the defence

7

and aerospace sector has largely seen Victoria's role change from that of airframe manufacturer to that of component manufacturer. The standout exception to this trend is Gippsland Aeronautics based in the Latrobe Valley which manufactures a range of agricultural and utility aircraft for domestic and export markets.

Aerospace manufacturing and heavy maintenance such as Qantas Engineering at Avalon, and Boeing Aerostructures at Port Melbourne make an

important contribution to the Victorian economy. The sector is high value added, has strong export potential, and requires a highly skilled, well educated workforce.

Given the 'high yield' nature of the aerospace sector, the Liberal Nationals Coalition will aggressively seek to attract foreign and domestic investment in aerospace in Victoria.

### **AVIATION SKILLS TRAINING**

**A Liberal Nationals Coalition Government will:**

□ **Work with major aerospace employers and tertiary institutions to ensure adequate planning for, and availability of, training opportunities to meet future skills needs.**

□ **Complete the feasibility study that is currently underway for the proposed *Aviation Training Academy – Centre of Excellence* with a view to developing an aviation skills hub in the Geelong region.**

□ **Support flight training centres throughout Victoria**

Victoria's attractiveness as a base for aircraft maintenance as well as continued growth in aerospace manufacturing requires a workforce equipped with appropriate aviation technical and trade skills.

At present the Labor Government has limited its view on the potential location for the proposed Aviation Training Academy which will train young Victorians in aviation skills. The Liberal Nationals Coalition holds the view that Avalon should be considered for this important expansion of our training institutes. Foreign pilot training is an important export earner for the Victorian economy and is conducted on a large scale at centres throughout Victoria, including at Moorabbin, Point Cook, and Ballarat.

8

With the recent growth in the proportion of Indian students undertaking pilot training in Victoria, the Liberal Nationals Coalition is committed to maintaining and developing strong relationships with the Indian community and in promoting Victoria as a safe place to study and live.

At present, Point Cook operates under constraints as a defence airfield with civil management. The Liberal Nationals Coalition supports Point Cook being transferred to full civil operation on a comparable basis and model to Moorabbin Airport, thus providing Melbourne with east and west training airports.

The Australian Defence Force is currently tendering for its Interim Basic Flying Training contract to operate between 2012 and 2018, and the AIR5428 project to provide pilot training beyond 2018. This is an exciting opportunity for Victoria to once again be the home of military flying training in Australia. The Liberal Nationals Coalition will work with Victorian bidders to help to secure these important contracts for Gippsland.

### **PROMOTE REGIONAL AVIATION TOURISM**

**A Liberal Nationals Coalition Government will:**

□ **Ensure that Tourism Victoria marketing programs and strategies recognise the potential of aviation based tourism and seek to grow that market segment.**

One of the best ways to see a vast continent like Australia is by air, and that applies equally to Victoria. Victoria's network of public-use regional airports is an important but underutilised tourism asset.

Victoria currently boasts regional air links from Melbourne to Albury-Wodonga, Mildura, Portland, Hamilton, Mt. Gambier (SA-Vic border), and Mt Hotham

(seasonal). Additionally a private feasibility study is underway to examine the potential of an air service linking Mildura, Echuca and Albury-Wodonga. Private general-aviation based tourism is also an important potential market due to its high-yield, mobile, short-stay nature. Studies estimate an average spend of US\$5,000 per week from a typical general aviation tourism visit. Australia wide there are more than 11,500 private aircraft capable of accessing the majority of Victorian regional airports, including 2,300 based within Victoria.

9

### **ESSENDON AIRPORT**

**A Liberal Nationals Coalition Government will:**

- Work to maintain Essendon as a working airport, ensure the 99 year lease is honoured, and see that Essendon continues to be an affordable destination for Victorians commuting from country areas.**

The Liberal Nationals Coalition recognizes the strategic importance of Essendon Airport. Not only does it provide a destination for light and medium air traffic, preventing congestion at Melbourne, but it plays a very important role as a base for the Police Air Wing, Air Ambulance and aerial fire fighting activities. Its close proximity to the Melbourne CBD provides a commuter destination for private and commercial intrastate flights from around Victoria. Since 2000 three satellite airports around Melbourne have closed, with Geelong Airport scheduled to close within five years. This makes the retention of Essendon even more important.

### **RED BULL AIR RACE**

**A Liberal Nationals Coalition Government will:**

- Bid for the Red Bull Air Race to be held in Geelong.**

The world famous *Red Bull Air Race* is set to return to competition in 2012, following a year to reorganise. A Liberal Nationals Coalition Government would commit to bidding to host the event following its return from 2013 over Corio Bay in Geelong. Not only will the event contribute \$20 million annually to the Greater Geelong economy, it will highlight Geelong as an aviation hub, and raise the profile of the aviation industry as an exciting career path for young Victorians.

10

### **GEELONG REGIONAL AIRPORT**

**A Liberals Nationals Coalition Government will:**

- Commit to providing \$150,000 to fund a feasibility study into a Geelong Regional Airport.**

In June 2011 the Geelong Airport at Grovedale is scheduled to close with the site to be redeveloped as part of the Armstrong Creek housing development. From October 2010 it has been closed to visiting planes, leaving few options in the Geelong region.

Geelong Airport currently provides charter, pilot training and recreational aviation activities for the Geelong region, as well as emergency services access.

With the closure of the Grovedale site, the closest alternative facilities will be available at Barwon Heads and Lethbridge, however both options are subject to limitations and constraints as replacements to serve Geelong.

A Liberal Nationals Coalition Government will work with the City of Greater Geelong to undertake a feasibility study into the viability of a replacement

Geelong regional airport and to identify any suitable sites close to Geelong.

**TOTAL COSTINGS:**

**Recurrent funding**

**Policy 2011/12 2012/13 2013/14 2014/15 Total**

Red Bull Air Race \$0.5m \$4.0m \$4.0m \$4.0m **\$12.5m**

Geelong Regional Airport

Feasibility Study \$0.15m **\$0.15m**

Regional Aviation Fund \$5.0m \$5.0m \$5.0m \$5.0m **\$20.0m**

**Total \$5.65m \$9.0m \$9.0m \$9.0m \$32.65m**

Authorised by Tony Nutt, 104 Exhibition St, Melbourne VIC 3000.

