

Question on notice no. 351

Portfolio question number: SQ25-002685

2025-26 Supplementary Budget estimates

**Rural and Regional Affairs and Transport Committee, Infrastructure,
Transport, Regional Development, Communications, Sport and the Arts
Portfolio**

Senator Bridget McKenzie: asked the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts on 12 December 2025—

- (1. Does the Department consider Moorabbin Airport to be a nationally significant General Aviation airport?
2. Does the Department consider Moorabbin Airport Corporation to be the primary technical assessor for off-airport development height referrals under OLS / PANS-OPS?
3. Is Moorabbin Airport Corporation considered a regulator or merely an advisory referral authority for off-airport development?

Answer —

Please see PDF attachment.

Rural and Regional Affairs and Transport

QUESTION ON NOTICE

Supplementary Budget Estimates 2025-2026

Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

Committee Question Number: 351

Departmental Question Number: SQ25-002685

Division/Agency Name: DIV - Domestic Aviation and Reform

Hansard Reference: Written (12 December 2025)

Topic: Moorabbin Airport

Senator Bridget McKenzie asked:

1. Does the Department consider Moorabbin Airport to be a nationally significant General Aviation airport?
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3. Is Moorabbin Airport Corporation considered a regulator or merely an advisory referral authority for off-airport development?

Answer:

1. The Act and its associated regulations do not define 'nationally significant' airports or distinguish between leased federal airports on that basis.
2. The Airports (Protection of Airspace) Regulations 1996 (the Regulations) concern the approval process and assessment for controlled activities, including off-airport developments that intrude into the prescribed airspace. The Regulations include certain statutory obligations for the Moorabbin Airport Corporation (MAC), as the airport-operator company for Moorabbin Airport.
3. As the airport-operator company for Moorabbin Airport, MAC must follow all statutory requirements of the Act and relevant subordinate legislation. In accordance with the Civil Aviation Safety Regulations 1998 (CASR) Part 139 (Aerodromes) Manual of Standards, MAC, as the aerodrome operator, has obligations to monitor its Obstacle Limitation Surfaces (OLS) and advise CASA and Airservices of any potential OLS (or PANS-OPS) infringement. MAC exercises specific regulatory functions and has certain powers under the Regulations.