

## **Airport Advisory Committee Agenda**

***20 October 2021***

ALL INFORMATION AVAILABLE IN VARIOUS FORMATS ON REQUEST

[city@busselton.wa.gov.au](mailto:city@busselton.wa.gov.au)

**CITY OF BUSSELTON**

**MEETING NOTICE AND AGENDA – 20 OCTOBER 2021**

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**TO: THE MAYOR AND COUNCILLORS**

**NOTICE** is given that a meeting of the Airport Advisory Committee will be held in the Committee Room, Administration Building, Southern Drive, Busselton on Wednesday, 20 October 2021, commencing at 9.30am.

The attendance of Committee Members is respectfully requested.

**DISCLAIMER**

Statements or decisions made at Committee meetings should not be relied on (or acted upon) by an applicant or any other person or entity until subsequent written notification has been given by or received from the City of Busselton. Without derogating from the generality of the above, approval of planning applications and building permits and acceptance of tenders and quotations will only become effective once written notice to that effect has been given to relevant parties. The City of Busselton expressly disclaims any liability for any loss arising from any person or body relying on any statement or decision made during a Committee meeting.



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**MIKE ARCHER**

**CHIEF EXECUTIVE OFFICER**

13 October 2021

**CITY OF BUSSELTON**

**AGENDA FOR THE AIRPORT ADVISORY COMMITTEE MEETING TO BE HELD ON 20 OCTOBER 2021**

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1. **DECLARATION OF OPENING, ACKNOWLEDGEMENT OF COUNTRY AND ANNOUNCEMENT OF VISITORS**

2. **ATTENDANCE**

Apologies

3. **PUBLIC QUESTION TIME**

4. **DISCLOSURE OF INTERESTS**

5. **CONFIRMATION AND RECEIPT OF MINUTES**

5.1 **Minutes of the Airport Advisory Committee Meeting held 18 August 2021**

**RECOMMENDATION**

**That the Minutes of the Airport Advisory Committee Meeting held 18 August 2021 be confirmed as a true and correct record.**



## **6. REPORTS**

### **6.1 BUSSELTON MARGARET RIVER AIRPORT OPERATIONS UPDATE**

<b>STRATEGIC THEME</b>	OPPORTUNITY - A vibrant City with diverse opportunities and a prosperous economy.
<b>STRATEGIC PRIORITY</b>	3.4 Develop aviation opportunities at the Busselton Margaret River Airport.
<b>SUBJECT INDEX</b>	Airport Operations
<b>BUSINESS UNIT</b>	Commercial Services
<b>REPORTING OFFICER</b>	Airport Operations Coordinator - David Russell
<b>AUTHORISING OFFICER</b>	Director, Community and Commercial Services - Naomi Searle
<b>NATURE OF DECISION</b>	Noting: The item is simply for information purposes and noting
<b>VOTING REQUIREMENT</b>	Simple Majority
<b>ATTACHMENTS</b>	Nil

#### **OFFICER RECOMMENDATION**

**That the Council receives and notes the Airport Operations Report.**

#### **EXECUTIVE SUMMARY**

This report provides an overview of the operations and activities of the Busselton Margaret River Airport (BMRA) for the reporting period 1 July 2021 - 30 September 2021. This includes an update on passenger numbers, aircraft landings, and actions relating to COVID-19 and general airport operations.

#### **BACKGROUND**

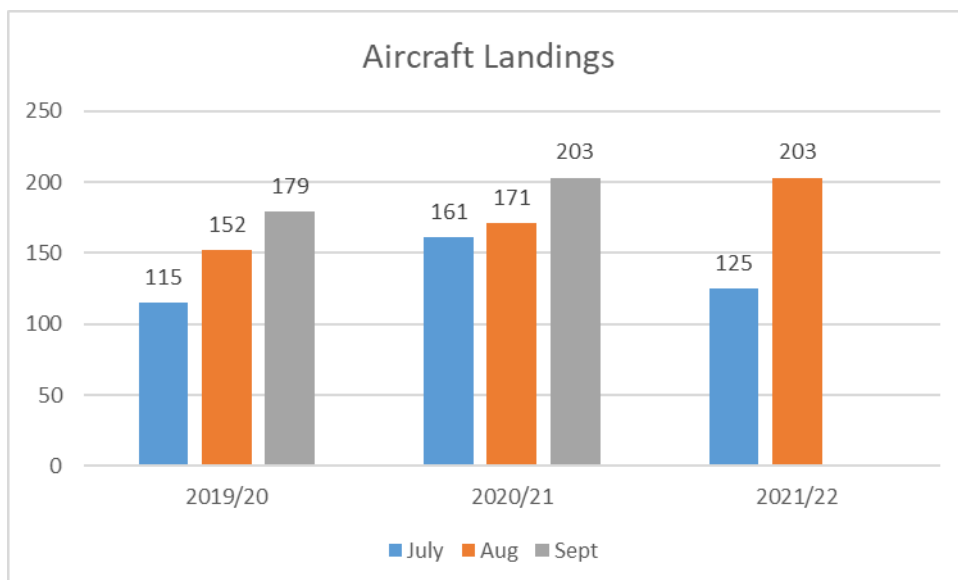
The July – September 2021 quarter focused on operational aspects such as apron management, passengers flow through the terminal and car parking as a result of increased FIFO services, preparation for the bi-annual emergency exercise held on 16 October 2021 and the upcoming RAAF / BMRA open day.

As a result of the COVID-19 pandemic, and Federal and State Government restrictions, the launch of Jetstar's Melbourne to Busselton RPT services have been deferred with a revised commencement date of mid-February 2022, dependent on COVID-19 travel and interstate border restrictions being lifted.

#### **Aircraft Movements**

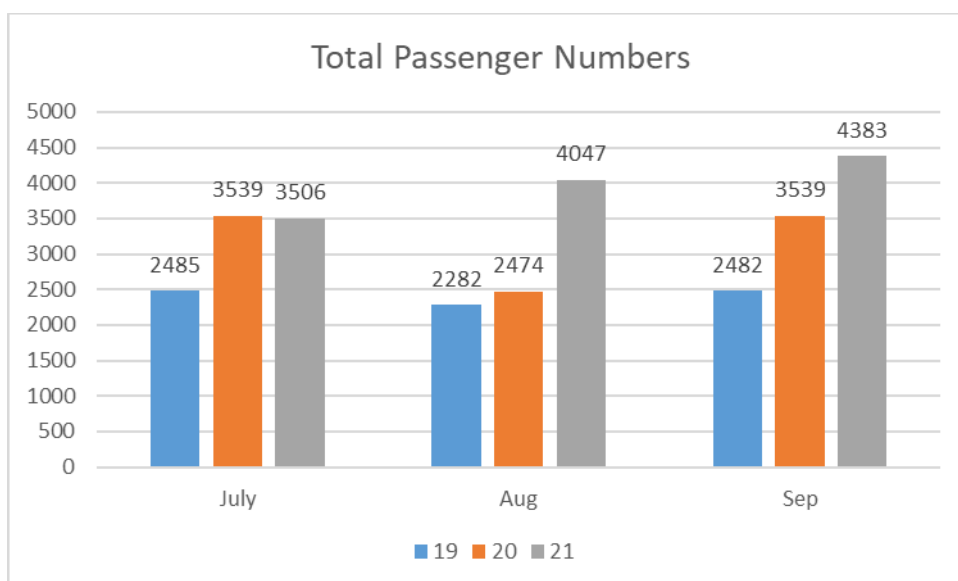
The total number of FIFO services using BMRA is currently 20 flights (40 movements) per week, up 5 flights (10 movements) from the last quarter. Currently, there are four airlines operating from the BMRA utilising the F70, F100, A320 and Dash 8 aircraft.

The total number of aircraft landings declined in July (125) compared to July 2020 (161) and increased in August (203) compared to August 2020 (171). September figures are estimated to be 250 landings compared to 203 for the same period last year.



### Passenger Numbers

The July – September 2021 quarter has seen an increase of passenger numbers of 11,936 compared to the same period last year of 9,001. This can be attributed to an increase in the overall number of fly-in-fly-out (FIFO) passengers.



### Carpark

There are currently 1,025 car park patrons using the FIFO swipe card system, with an average of 361 vehicles utilising the public car park per day in September 2021, with the highest number of vehicles parked on one day at 378 vehicles recorded on 22 September out of an available 422 bays. With RPT services commencing in early 2022, these car parking numbers show the need to expand public car parking at the BMRA. Officers have commissioned a car park design and costings to be considered by Council.

### Operations

The focus for the reporting period has been on:

- The continued operational readiness for Jetstar's Melbourne to Busselton RPT service for commencement in the new year.
- Preparation for the RAAF/BMRA open day to be held on 7 November 2021.
- Bi-annual emergency field exercise held on 16 October 2021.
- EOI for hangar leases in the general aviation precinct.
- Noise Management Plan review.
- Preparation of capital works for the central apron expansion and relocation of the RFDS/St John patient transfer station.
- Car park operations due to increased passengers.

### BMRA – Helicopter operations

In September 2021, City officers were approached by Ballina Corporation P/L trading as KAS Helicopters with a proposal to operate helicopter scenic flights from the Airport.

KAS Helicopters, founded in 2007, has grown from one helicopter used primarily for helifishing, to today's multi-base, multi-aircraft operation with their head office and hangar facilities in Derby and a secondary base established in Broome in 2012. They currently operate a fleet of modern, well-maintained piston and turbine aircraft and are approved contractors for organisations including DFES, Telstra, Mt Gibson Iron, RFDS, Kimberley Land Council and many others. They are now seeking approval to expand their operations to Busselton and the South West to cater for the growing tourism market and for domestic helicopter charters.

The KAS Helicopters proposal is to operate a Robinson R44 aircraft that can carry up to 3 passengers and pilot at any one time, with the option to operate a Bell Long Ranger carrying 6 passengers and pilot should demand required.

Their proposal is requesting approval for the following:

- Operations for Monday – Sunday, 8am- 6pm.
- Access to the grassed General Aviation parking area, located in front of the central apron hangers.
- Operations to commence from 1 December 2021.

The proposal includes each flight estimated to be at no less than 20 minutes, and takes into account fly neighbourly obligations, noise abatement procedures, BMRA Conditions of Use and the Noise Management Plan (NMP). The proponents are confident that they can operate in accordance with the conditions set out within these documents.

In principle, officers support the concept of increasing tourism opportunities and activities at the BMRA which not only benefits the Airport with revenue raised from landing fees but also has the potential to increase tourism offerings in the region.

Currently, BMRA sees a number helicopter operations from emergency services, businesses and private operators that are not based at BMRA, managed successfully through the NMP, *Airport Local Law 2012* and *Property Local Law 2010*.

In November 2018, officers completed an EOI for helicopter operations at the BMRA with the following recommendation being endorsed by the Airport Advisory Committee (AIR1811/050):

*That the Airport Advisory Committee:*

1. *Notes the outcome of the 'Busselton Margaret River Airport - Tourist Helicopter Operations Commercial Opportunity' Expression of Interest process.*
2. *Notes the ongoing management of the Busselton Margaret River Airport in accordance with the Noise Management Plan, Airport Local Law 2012 and Property Local Law 2010.*

Acknowledging the previous resolution, City officers are recommending that the CEO determine the terms and conditions and issue a permit approving the KAS Helicopter operations based from BMRA in accordance with the NMP, *Airport Local Law 2012* and *Property Local Law 2010*, where permit conditions could include:

- Maximum number of flights per day.
- Start and finish times of flights.
- Minimum duration of flights.
- No scenic flights allowed on certain public holidays.
- Flight paths to be used agreed with the City of Busselton.
- Monthly reports to be provided to the City of Busselton on all scenic flights conducted including times of operation and duration of flights.
- Request minimum flight heights over residential areas.

City officers will work with KAS Helicopters to progress this application for a permit to operate from BMRA.

#### Domestic Airports Security Costs Support Program (DASCS)

City officers reported at the last Airport Advisory Committee meeting that the City of Busselton was invited to apply and was accepted for the DASCS grant funding program earlier in the year.

The DASCS program will reimburse grantees for eligible costs associated with passenger and baggage security screening operations required under the Regulations, with a maximum grant amount for the BMRA totalling \$100,000.

The City of Busselton is now ineligible for this funding as the first RPT service has been delayed until after the extended cut-off date of 31 December 2021.

#### Alternate International Airport

As reported at the last Airport Advisory Committee meeting, Aviation Projects has been engaged to further assess the opportunity of BMRA being designated an alternate international airport with selected international airlines. While feedback from airlines to date has been positive, the current environment as a result of the COVID-19 pandemic is proving difficult to proceed with detailed discussions on the opportunity. Staffing numbers across all airlines have reduced and personnel are often changing roles meaning previous dialogue undertaken is continuously being undertaken with newly appointed personnel. In addition to this, it is uncertain when international borders will reopen. Based on this, it is recommended that discussions are placed on hold for 6-12 months until the industry has more certainty on its future and more meaningful discussions can be held.

### Regular Passenger Transport (RPT) services

Officers have been liaising with an aviation consulting firm engaged by the City of Kalgoorlie-Boulder to assess the opportunity for RPT services between Kalgoorlie and Busselton. The City is supporting the assessment through the provision of information and dissemination of passenger surveys.

### **OFFICER COMMENT**

FIFO passenger numbers through the BMRA have continued to increase significantly in comparison to the same period last year, and officers expect passenger numbers to continue to increase as FIFO employment recruiting from the South West continues. The 40 aircraft movements (20 flights) per week equate to 28 movements for RioTinto (Virgin Australia), 4 for FMG (Qantas Group), 4 for BHP (Alliance Airlines) and 4 for Northern Star Resources (Maroomba Airlines).

The additional resource sector companies commencing services from BMRA, together with Busselton–Melbourne RPT services once commenced, will see passenger numbers continue to increase this financial year to potentially 60,000-70,000 passengers.

Officers continue to liaise regularly with Jetstar executives and operations teams for the commencement of the Busselton-Melbourne flights now expected in February 2022. BMRA is operationally ready to commence RPT services with the exception of the security screening contractor's team who need to be redeployed and complete final training.

Officers are continuing to liaise with the RAAF regarding the RAAF centenary which occurred on 31 March 2021. Officers are planning to host a BMRA Open Day on 7 November 2021 for the community to come and view the upgraded Airport facilities, and have taken the opportunity to invite the RAAF to celebrate their centenary at the same time. Officers will also invite the Busselton Aero Club to participate in the open day by hosting a general aviation 'fly in' and ground display of recreation and general aviation aircraft.

### **Statutory Environment**

The BMRA operates in accordance with the following:

- *Aviation Transport Security Act 2004*
- *Aviation Transport Security Regulations 2005*
- CASA Manual of Standards 139 (Aerodromes)
- City of Busselton Transport Security Plan
- Ministerial Statement 1088
- City policies and procedures

### **Relevant Plans and Policies**

The BMRA operates under the Busselton Margaret River Airport Noise Management Plan 2019.

### **Financial Implications**

Airport revenue up to the end of September 2021 was \$461,351 compared to the amended year to date budget of \$552,808. The reason for revenue being less than expected is due to outstanding Virgin Australia Regional Airline's (VARA) passenger fees estimated at \$90,000 for August and September, with landing fees and car park revenue higher than expected due to additional FIFO flights.

Expenses (excluding screening services, depreciation and airline attraction) to September 2021 is \$160,771 compared to the amended budget of \$210,642. Lower expenses are attributed to delays in consultancy expenses.

### **Stakeholder Consultation**

Consultation has been occurring on a regular basis with Department of Transport, Government agencies, airport stakeholders, Department of Home Affairs, Aviation Marine Security (AMS), Civil Aviation Safety Authority (CASA), Air Services Australia, Virgin Australia Regional Airline, Qantas Group, the Busselton Aero Club, Albany, Esperance, Geraldton Airports and Australian Airports Association, concerning many topics and issues relating to the Airport.

### **Risk Assessment**

An assessment of the potential implications of implementing the officer recommendation has been undertaken using the City's risk management framework, with risks assessed taking into account any controls already in place. No risks of a medium or greater level have been identified.

### **Options**

As an alternative to the proposed recommendation, Council may choose not to receive and note the Airport Operations Report.





### **CONCLUSION**

Officers will continue to provide a high level of customer service and ensure the airport is compliant, safe and security is maintained throughout.

### **TIMELINE FOR IMPLEMENTATION OF OFFICER RECOMMENDATION**

Not applicable.

## 6.2 BUSSELTON MARGARET RIVER AIRPORT - REVIEW PROCESS FOR THE NOISE MANAGEMENT PLAN

<b>STRATEGIC THEME</b>	OPPORTUNITY - A vibrant City with diverse opportunities and a prosperous economy.
<b>STRATEGIC PRIORITY</b>	3.4 Develop aviation opportunities at the Busselton Margaret River Airport.
<b>SUBJECT INDEX</b>	Airport Operations
<b>BUSINESS UNIT</b>	Commercial Services
<b>REPORTING OFFICER</b>	Manager Economic and Business Development Services - Jennifer May
<b>AUTHORISING OFFICER</b>	Director, Community and Commercial Services - Naomi Searle
<b>NATURE OF DECISION</b>	Executive: Substantial direction setting, including adopting budgets, strategies, plans and policies (excluding local planning policies); funding, donations and sponsorships; reviewing committee recommendations
<b>VOTING REQUIREMENT</b>	Simple Majority
<b>ATTACHMENTS</b>	Attachment A BMRA Noise Management Plan 2019   Attachment B Ministerial Statement 1088  

### OFFICER RECOMMENDATION

That the Council notes:

1. The process to review the Busselton Margaret River Airport Noise Management Plan as required by Ministerial Statement 1088 as outlined in this report incorporating assessment of the following:
  - (a) Noise monitoring results;
  - (b) Noise amelioration assessments and/or implementation;
  - (c) Number of complaints received and actions taken to resolve complaints;
  - (d) Published flight paths to minimize impacts; and
  - (e) The findings of the review to determine the effectiveness of the Busselton Margaret River Airport Noise Management Plan, and whether amendments to the Plan are required.
2. Where amendments to the Noise Management Plan are required, a draft Noise Management Plan will be brought back to Council prior to undertaking public consultation and seeking public comment.

### **EXECUTIVE SUMMARY**

This report provides an overview of the review process for the Busselton Margaret River Airport Noise Management Plan, of which the results are to be submitted to the CEO of the Office for the Environmental Protection Authority by 7 April 2022.

### **BACKGROUND**

The concept of a Noise Management Plan (NMP) for the Busselton Margaret River Airport (BMRA) was first initiated in 2009 when environmental consulting firm Strategen was engaged to prepare a draft NMP. This was in response to the first fly-in-fly-out (FIFO) services commencing at the then Busselton Regional Airport and the need to address the restrictive hours of operations and conditions specified in Ministerial Statement 399 as approved by the Minister for the Environment (October 1995).

The key elements of Statement 399 that the then Shire of Busselton was looking to revise and seek approval from the Office of the Environmental Protection Authority (OEPA) and Minister for the Environment were:

- 4.1 The proponent shall ensure that noise emissions from the aerodrome, including emissions from aircraft using the aerodrome, are effectively managed.*
- 4.2 To achieve the objectives of condition 4.1, at all times during the operation of the aerodrome, the proponent shall ensure that noise emissions from the aerodrome activities, including emissions from aircraft using the aerodrome, do not cause noise levels at any residential premises in occupation to exceed an average of 55 dB(A)Ldn or a maximum of 65 dB LA slow, unless a specific variation to the maximum noise level is agreed to by the Minister for the Environment on advice of the Department of Environment and Conservation and following consultation with relevant agencies.*
- 4.3 Where a variation has been granted by the Minister for the Environment, as referred to in condition 4.2, the variation may only apply for operation between 0700 hours and 2200 hours, and the proponent shall ensure that the maximum noise level does not exceed 80 dB LA slow and that the number of flights is limited.*

A variation, described in condition 4.3, had been granted by the Minister for the Environment to allow two (2) flights per day between the hours of 0700 and 2200 with aircraft noise to be limited to 80 dB(A) to enable the first Skywest Airlines Fokker100 FIFO operations to commence.

The draft NMP was further developed by the Airport Advisory Group (AAG) and in July 2010 was presented to the Council for consideration. Furthermore, at this time, the AAG was transitioned to an official committee of the Council, the Airport Advisory Committee (AAC), with four nominated Councillors. In October 2010, the newly formed AAC requested City staff to review and update the draft NMP (developed by the AAG) and present a final draft to the Council for endorsement prior to being submitted to the OEPA for consideration. A final draft version of the NMP was presented to the Council for endorsement on 15 December 2010, followed by submission to the OEPA on 1 February 2011.

A lengthy consultation period occurred with the OEPA, including a public consultation period, prior to a final NMP being submitted to the OEPA Board for consideration and referral to the Minister of the Environment; Water for approval. The City of Busselton's Noise Management Plan (June 2012) was approved as part of Ministerial Statement 901 on 22 June 2012.

In accordance with Condition 4 of Statement 901, the City of Busselton had the opportunity to review and submit proposed amendments or updates to the NMP. Following Council endorsement at its meeting on 28 August 2013, City Officers submitted a proposed amended NMP to the OEPA for assessment in September 2013. The OEPA assessment resulted in the proposed amendments being resubmitted by the City of Busselton in March 2014 and following further discussions with the OEPA, the City of Busselton submitted a final revised version of the NMP in December 2014, which came into effect in July 2015.

In June 2015, the State Government committed to funding the upgrade of the BRA which required environmental approvals from the Minister of the Environment; Heritage. The environmental approvals required the City to undertake a full review of the NMP (2015) resulting in the draft NMP (2016) that was then advertised for public comment in March 2016. Following Council consideration of the public submissions received and endorsement of the draft NMP (2016), the City applied to OEPA to amend the proposal description as described in Ministerial Statement 901 and submit the revised draft NMP (2016) that would allow for proposed interstate and international jet air services resulting from the State Government funded Airport Development Project.



Following extensive consultation with the OEPA, the City was notified in November 2016 that the level of environmental assessment for the BMRA Development Project (the Airport Expansion Proposal) was to be a Public Environmental Review (PER).

The determination for a PER referral process for the operational components of the Development Project provided a further opportunity for the City to review the draft NMP (2016) and incorporate comments and feedback received from the community and airport stakeholders resulting in the draft NMP (2017). The 2017 version included changes to the Standard Hours of Operations, Flight Training Guidelines and Noise Amelioration Criteria which was then advertised for public comment, in addition to extensive noise modelling, flight path analysis and community consultation. Following Council endorsement of the draft NMP (2017) the City submitted a draft Environmental Review Document (ERD) including the draft NMP (2017) and public submissions to the OEPA for review and comment as part of the PER process. Following considerable engagement with the OEPA, the amended NMP was approved on 27 December 2018 (version 1 May 2018) in accordance with Ministerial Statement 1088 by the Minister for Environment; Disability Services. Subsequent to this, a number of minor, non-material amendments were made to the NMP in early 2019, resulting in the current version of the NMP (version 2 January 2019).

The current version of the NMP (Attachment 1) has been in place for just under three years and has enabled the City to manage the BMRA operations effectively. In accordance with Statement 1088, the Airport team are required to monitor and report to the OEPA any operational non-compliances, which may include aircraft movements outside of the approved operating hours, any unauthorised flight training, and aircraft noise breaches. As part of this process, the City is required to submit annual compliance reports outlining the effectiveness of the NMP to the OEPA.

In August 2021, the Department of Water and Environmental Regulation undertook a desktop compliance audit of the Airport Expansion Proposal to verify the City of Busselton's compliance with the implementation conditions of Ministerial Statement 1088. The Compliance Audit Report detailed the compliance status of each implementation condition and determined that the City of Busselton demonstrated an acceptable level of compliance with the implementation conditions of Statement 1088. Two implementation conditions relating to the review of the NMP were not reported on as they are not required to be completed until April 2022, one being the review of the NMP.

Statement 1088 not only includes the conditions for managing noise emissions from the BMRA but also the requirements for the review of the NMP. Condition 6 Review of NMP, included in Statement 1088 outlines the following:

- 6-1 *Within three months of each three year period, from the date of issue of this Statement, the proponent shall submit a report to the CEO which reviews the effectiveness of the Busselton Margaret River Airport Noise Management Plan 2018 (version 1, May 2018) or any subsequent approved versions, in achieving the objective of condition 5-1.*
- 6-2 *The report required by condition 6-1 shall include, but not be limited to:*
  - 1) *Noise monitoring results;*
  - 2) *Noise amelioration assessments and/or implementation;*
  - 3) *Number of complaints received and actions taken to resolve complaints;*
  - 4) *Published flight paths to minimize impacts; and*
  - 5) *The findings of the review to determine the effectiveness of the Busselton Margaret River Airport Noise Management Plan 2018 (version1, May 2018) or any subsequent approved revisions, and whether amendments to the Plan are required.*

Further, 'Chapter 9.2 Review Process' of the NMP details the process which is to be undertaken every three years in conjunction with the AAC (or its equivalent replacement at any future time). The NMP states that the review will be undertaken in consultation with key stakeholders, including the community, industry, government agencies, and airport users.

The results of the review and any proposed changes to the NMP are then to be advertised for public comment in the local newspapers following Council's consideration of the recommended changes. It is noted that proposed amendments to the NMP may require approval under the Environmental Protection Act 1986 or other relevant Acts depending on the extent of the proposed changes.

This report outlines the proposed process to undertake the review.

### **OFFICER COMMENT**

It is proposed the review process of the NMP will take into consideration:

- How the development opportunities for the airport have been pursued;
- Whether the flight paths and noise abatement zones need updating;
- Whether the standard hours of operation need to be adjusted;
- How well noise emissions associated with the airport have been managed, which will include consideration of noise monitoring data, complaints statistics and compliance information; and
- The review will also include a review of the Fly Neighbourly Agreement and the Flight Training Guidelines.

Under Statement 1088, the requirement to report to the CEO of the OEPA on the review of the NMP is to be submitted prior to 7 April 2022. Taking into consideration the criteria outlined in Statement 1088 and the NMP, officers propose the following activities be conducted as part of the review and form the basis for a report to be submitted to the OEPA:

#### **1) Noise monitoring**

The City's Environmental Health department recently completed noise monitoring in August-September 2021 at two locations in the vicinity of the BMRA; one directly to the north and one south of the runway. The noise loggers were positioned to capture aircraft arrivals and departures for both Fokker100 (F100) and A320 aircraft. At the time of the monitoring, there were 16 scheduled closed charter flights per week using jet aircraft, of which only two flights per week were using A320 aircraft. Currently 20 closed charter services are in operation. As the F100 aircraft has been the most commonly used aircraft for closed charter operations over the past 10 years the City has a good sample of F100 aircraft noise data, however the A320 aircraft has been a relatively recent addition to operations and hence there is limited noise data. The recent noise monitoring only captured three A320 flights in total, hence further noise monitoring will need to be completed for the review. Officers are working with the City's Environmental Health Department and an external consultant to conduct additional noise monitoring ensuring that a good representative sample of A320 aircraft noise data is captured. This will be easier to achieve from late October, as there will be four A320 scheduled flights operating per week.

#### **2) Noise amelioration assessments and/or implementation**

Review any noise assessments and / or amelioration works that the City has undertaken in the past three years.

### 3) Non-compliances and Complaints

In accordance with the NMP and Statement 1088, the City is required to report any non-compliances within seven days of identifying the non-compliance and the resulting action taken by the City. The City also reports all non-compliances and complaints in an annual compliance report. To date the City has reported the following:

Year	# Non-compliances reported	Summary resulting actions	OEPA further action	# complaints
17/18	4	All operators contacted and informed of non-compliance	No	8
18/19	3	All operators contacted and informed of non-compliance	No	8
19/20	2	All operators contacted and informed of non-compliance	No	3
20/21	4	All operators contacted and informed of non-compliance	No	7

### 4) Flight Paths and noise abatement zones

New flight paths were designed and implemented for the commencement of RPT services and use of the larger A320 aircraft. As RPT flights are yet to commence, the use of the new flight paths is not mandatory and is at the discretion of pilots. A review with closed charter airlines (VARA) who have been voluntarily utilising the flight paths will be undertaken with a view to determining whether the flight paths need refining. A review of the BMRA noise contours could also be undertaken at this time.

It is also proposed that a review of the residential areas surrounding the BMRA will be undertaken to inform whether the noise abatement zones need updating, particularly as there has been growth and release of residential land for development such as Via Vasse and Provence since the implementation of Statement 1088.

### 5) Hours of Operations

The standard hours of operations (below) will be reviewed in conjunction with points 1-3 above to determine whether there is justification to extend the hours of operations for either all aircraft categories or specific categories.

<u>Operator / Aircraft Type</u>	<u>Standard Hours of Operation</u>	<u>Conditions</u>
Emergency Services	<b>UNRESTRICTED</b>	Emergency situations and normal flight patterns <ul style="list-style-type: none"> <li>training flights require approval under the Flight Training Guidelines</li> </ul>
Light Aviation/ General Aviation	<b>RESTRICTED</b> <b>0600hrs – 2200hrs</b>	Maximum noise level of 85dB (A)* Flight Training approval required (only available for aircraft below 1500kg MTOW and flight training conditions apply) Aircraft above 5,700kgs MTOW – City approval required
Open, Closed Charters, RPT/Commercial Operators	<b>RESTRICTED**</b> <b>0600hrs – 0000 hrs</b>  <b>**Five flights per week approved between 0000 - 0600hrs.</b>	Maximum noise level of 85dB (A)* City approval required
<p>* The Aircraft Noise levels identified in this table are maximum noise levels recorded at any residential or other noise-sensitive location when determined as an LA Slow value at any point within 15m of the identified building. Noise levels regularly exceeding this may initiate noise mitigation procedures (Chapter 6.2.3)</p>		
<p>Any application that does not conform to the standard hours of operation or conditions set out in this table is considered a Special Event. Assessment of Special Events will be undertaken using the procedures defined in Section 3.2.4</p>		

## 6) The Noise Management Plan document

The NMP document is a lengthy and wordy document that was prepared at a time when history and context for the plan was necessary. The NMP has now been in place since 2012 and officers are of the view that a condensed version, incorporating the key criteria for managing noise emissions at the BMRA, could be implemented. The key criteria that would continue to be included could be:

- Hours of operation
- Flight training
- Fly neighbourly agreement
- Noise complaints process
- Noise amelioration criteria and process
- NMP review

## **7) Consultation**

The NMP has been updated a number of times since its initial implementation. Each iteration of the NMP has involved significant public and community engagement and input. The NMP review process also requires consultation with the Airport Advisory Committee, the Council and the community should be included in any review.

Further discussion is detailed in the Stakeholder Consultation section of this report, however officers propose that the results from the review, the revised draft NMP and public consultation activities are presented to the AAC for review and input, prior to being considered for public consultation by Council. A public consultation process could include, but not be limited to, inviting submissions through the City's YourSay Website, advertising in the local media, meeting(s) of the Airport Stakeholder Reference Group, community access sessions for specific residential areas, as well as general community access sessions.

### **Statutory Environment**

The BMRA Noise Management Plan (version 2 January 2019) was approved by the then Minister for the Environment; Disability Services after review and consideration by the Environmental Protection Authority. Compliance reporting and review of the NMP is defined under Ministerial Statement 1088; Busselton Margaret River Airport Expansion (Attachment 2).

### **Relevant Plans and Policies**

The officer recommendation aligns to the following adopted plan or policy:

- Ministerial Statement 1088
- Busselton Margaret River Airport Noise Management Plan (version 2 January 2019)
- Busselton Margaret River Airport Compliance Assessment Plan (Version 2) (CAP) (23 September 2019)

### **Financial Implications**

The financial implications associated with completing a review of the NMP include engaging an external consultant to complete the analysis of noise monitoring data. A quote to complete this work has indicated an approximate cost of \$12,000 to \$15,000, which can be funded from the Airport Operations consultancy budget. Other expenses include staff time, advertising in the local media and preparation of materials and printing for public consultation, all of which can be funded from the Airport Operations budget. It is not known whether the BMRA noise contours will need to be updated and as such there is no budget allocation in the 2021/22 adopted budget for this. However, should this be required, a budget amendment report will need to be considered by Council.

**Stakeholder Consultation**

The following public consultation activities are proposed as part of the NMP review process.

<b>Who</b>	<b>Forum</b>	<b>Description</b>
BMRA airline users	Individual meetings	<ul style="list-style-type: none"> <li>• Discuss use of flight paths</li> <li>• Hours of operations</li> <li>• Flight training</li> <li>• Noise abatement zones</li> <li>• Fly neighbourly agreement</li> <li>• Draft revised NMP</li> </ul>
BMRA general aviation users	Individual meetings	<ul style="list-style-type: none"> <li>• Hours of operations</li> <li>• Flight training</li> <li>• Noise abatement zones</li> <li>• Fly neighbourly agreement</li> <li>• Draft revised NMP</li> </ul>
Community comment – Draft revised NMP	Local Media; YourSay; City and BMRA website	<ul style="list-style-type: none"> <li>• Results of review</li> <li>• Draft revised NMP</li> <li>• Flight paths</li> <li>• Noise contours</li> </ul>
Residents in vicinity of the Airport and/or near flight paths including: <ul style="list-style-type: none"> <li>• Reinscourt</li> <li>• Yalyalup</li> <li>• Kalgup</li> <li>• Yoogarillup</li> </ul>	By invitations for community access meeting	<ul style="list-style-type: none"> <li>• Results from review</li> <li>• Draft revised NMP</li> <li>• Flight paths</li> <li>• Noise contours</li> </ul>
Community information sessions (All information sessions open to all community members)	Community information session	<ul style="list-style-type: none"> <li>• Results from review</li> <li>• Draft revised NMP</li> <li>• Flight paths</li> <li>• Noise contours</li> <li>• Information on how to comment/make a submission</li> </ul>
Community (circulation approx. 14,000 residents)	Bay to Bay newsletter	<ul style="list-style-type: none"> <li>• General Information</li> <li>• Link to website/ Your Say</li> </ul>

**Risk Assessment**

An assessment of the potential implications of implementing the officer recommendation has been undertaken using the City's risk management framework, with risks assessed taking into account any controls already in place. No risks of a medium or greater level have been identified.

**Options**

As an alternative to the proposed recommendation, the Council could request alternate activities be undertaken as part of the NMP review process.

**CONCLUSION**

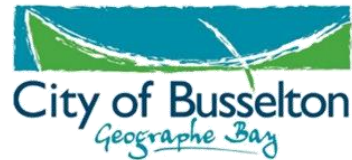
The current version of the NMP has been in place for just under three years and has enabled the City to manage the BMRA operations effectively. In accordance with Statement 1088, the City is required to monitor and report to the OEPA any operational non-compliances which may include aircraft movements outside of the approved operating hours, any unauthorised flight training and aircraft noise breaches and submit annual compliance reports outlining the effectiveness of the NMP. The City has completed its mandatory compliance reporting over the past three years and in accordance with Statement 1088 is required to undertake a full review of the NMP and report its effectiveness to the CEO of the OEPA. Both Statement 1088 and NMP outline the criteria for consideration in completing this review. This report outlines the criteria for consideration and process to be completed, including stakeholder and community consultation and recommends Council notes the review process prior to submitting a report to the OEPA.

**TIMELINE FOR IMPLEMENTATION OF OFFICER RECOMMENDATION**

Officers have commenced reviewing the NMP (2019) and will commence consultation with airlines and aviation users of the BMRA throughout November and December. Additionally officers have commenced planning for further noise monitoring to be conducted which is expected to also take place during November and December. A report will be presented to the AAC in December 2021 outlining the review process, monitoring results, and a revised draft NMP for consideration. Once endorsed by Council the draft NMP will be used to undertake public consultation and seek public comment. The City is required to report to the CEO of OEPA on the findings of the review of the NMP by 7 April 2022.



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WA 6280



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# **BUSSELTON-MARGARET RIVER AIRPORT**

## **NOISE MANAGEMENT PLAN**

### **Version 2 – January 2019**

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### Definitions

**Accredited Environmental Noise Personnel** - a person authorised in accordance with Sections 87 and 88 of the *Environmental Protection Act 1986*.

**AGL (Above Ground Level)** - a height reference to distance above ground level.

**ANEC** - These are scenario contours and are used to produce 'what if' contours, for example, in the process of examining flight path options around an airport.

**ANEF** - These are the official forecasts of future noise exposure patterns around an airport and they constitute the contours on which land use planning authorities base their controls.

**Australian Noise Exposure Forecast (ANEF)** - a prediction of the cumulative exposure to aircraft noise which communities near an airport are likely to experience in a specified future time (usually 10 – 20 years) and over a specified duration (usually one year). The results are depicted in the form of contours linking areas that have the same noise exposure.

**Charter (Closed)** - Operation, with fixed schedule to and from fixed terminals, in which the purchase of tickets is not available to any member of the public but specifically to an individual or organisation.

**Charter (Open)** - Operation, with fixed schedule to and from fixed terminals, in which the purchase of tickets is available to any member of the public through either a agent or directly on-line.

**dB L<sub>A</sub> SLOW** - the A-weighting filter covers the full audio range - 20 Hz to 20 kHz and the shape is similar to the response of the human ear at the lower levels, SLOW refers to the time weighting applied.

**Flight Training** – instruction received from a flight training school or qualified flight training instructor in an aircraft or flight simulator. Training only applies to student pilots or unqualified pilots. Flight training definition does not include recurrent training or licence renewal training, ground training or a demonstration flight.

**Fly Neighbourly Agreement (FNA)** - a voluntary code of practice included in the Noise Management Plan to be actively promoted and facilitated by the City

**Licence Renewal Training** - training performed by a qualified pilot, whereby specific operations are required to be completed to maintain pilot licence as current (example; Take off/Landings, VFR operations) as defined under CAR 1988 Volume 2 – Part 5, Division 8.

**MTOW** – Maximum Take Off Weight

**Noise Abatement Zones** - areas of land with proximity to the airport with existing or planned noise sensitive land uses over which aircraft activity is to be minimised.

**Noise Contours (N-Contour or Nxx)** - the noise contours on a map indicate the number of aircraft noise events louder than the specified dB(A) level which would occur on the average day during the period covered (example - an N65 contour map would depict the number of events that would exceed 65dB(A) on the average day).

**Noise Sensitive Location** - a land-use with an identified sensitivity to noise eg: residence, hospital.

**Regular** – occurring at uniform (even / constant) intervals

**Regular Passenger Transport (RPT)** – commercial airline services operating to a regular schedule, to and from fixed terminals, where the purchase of tickets is available to any member of the public.

**Special Control Areas** - areas of land with proximity to the airport where noise sensitive land uses can be restricted.

Table 1 – Document Management Information

<b>Action</b>	<b>Date</b>	<b>Organisation</b>
NMP revision – Version 2	January 2019	City of Busselton
NMP revision – Version 1	May 2018	City of Busselton
NMP revision	March 2017	City of Busselton
NMP revision	18 February 2016	City of Busselton
NMP (January 2015) Ministerial Approval	7 July 2015	Minister for Environment; Heritage
NMP Final revision	22 December 2014	City of Busselton
NMP resubmission	10 March 2014	City of Busselton
NMP revision (First review period)	7 November 2013	City of Busselton
Final Ministerial Approval	22 June 2012	Minister for the Environment
Final proponent revision	3 February 2012	City of Busselton
EPA Board consideration	19 January 2012	EPA Board
Public Consultation	4 weeks advertising	Shire of Busselton
Submission to EPA	1 February 2011	Environmental Protection Authority
Council review and adoption	15 December 2010	Council
Busselton Airport Advisory Committee recommendations	7 December 2010	Airport Advisory Committee
Shire of Busselton review and recommendations	October-December 2010	CEO – Mike Archer
Busselton Airport Advisory Committee revisions and updates	August/September 2010	Airport Advisory Committee (previously Advisory Group)

<p>Busselton Airport Advisory Group development of draft plan</p> <p>The draft Noise Management Plan was developed by the Airport Advisory Group, consisting of:</p> <p>Cr Tom Tuffin – Shire of Busselton Cr Jackie Emery – Shire of Busselton Cr David Binks – Shire of Busselton Mr Ray McMillan – Busselton Chamber of Commerce Ms Natalie Venosi – Geopraphe Bay Tourism Association Mr Andrew Svalbe – Community representative Mr Peter Stark – Community Representative Mr Ross Beatty / Mr Geoff McGlasson – Busselton Aero Club Mr John McCallum / Mr Brian Rulyancich – Dunsborough-Yallingup Chamber of Commerce Two representatives (with one deputy) of the Airport Residents' Group</p>	<p>August 2009 to July 2010</p>	<p>Airport Advisory Group (later Advisory Committee)</p>
<p>Draft Noise Management Report developed by Strategen</p>	<p>April 2009</p>	<p>Strategen Consultants</p>

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## 1. INTRODUCTION AND BACKGROUND

### *Introduction*

The Busselton-Margaret River Airport is a developing airport for the South West region of WA with the further potential to deliver social and economic benefits for both the City of Busselton and the region as a whole.

The City of Busselton, as the owner and operator of the Busselton-Margaret River Airport, seeks to utilise it to its capacity for the benefit of tourism and economic development of the region, while recognising that noise can and does affect members of its community.

The purpose of the Busselton-Margaret River Airport Noise Management Plan (NMP) is to provide a comprehensive plan for the effective management of noise generated by aircraft using the airport in order to protect the amenity of community members potentially affected by aircraft and airport noise. The main objectives of the NMP are to identify and implement controls and procedures for the effective management of aircraft noise and the reduction of aircraft noise impacts, to provide clear and specific guidelines for airport users as to their responsibilities and obligations with regard to noise management, and to provide the general community with clear and transparent information and guidelines as to the noise management controls and procedures to be employed in respect of aircraft noise in the vicinity of the Busselton-Margaret River Airport.

### *Noise Context*

Noise is generally considered to be sound that has become annoying, unpleasant or unwanted. The overall level of sound is expressed in decibels as a dB(A) value. Industry research in regard to what creates aircraft noise annoyance has been significant, including how to effectively measure, monitor, manage and reduce aircraft noise impact. Annoyance experienced with regard to any noise can vary greatly from individual to individual and also according to the prevailing conditions such as the time of day or night, other background noise, interruption caused by the noise, or its tone, frequency and repetition.

On this basis, methods employed in this NMP to reduce noise annoyance to residents in noise sensitive premises address these factors by restricting evening flight activity, restricting flight training activity as it has a tendency to be repetitious, setting a maximum noise generation capacity for aircraft as it applies to any residence, and developing a "noise-tolerant" society in these noise sensitive areas by the use of land use planning initiatives.

It is outside of the scope of the NMP to identify changes to flight paths and general airborne operations as these are controlled by Airservices Australia and the Civil Aviation Safety Authority. The City will however continue to work with Airservices Australia to monitor and review flight paths to facilitate Fly Neighbourly principles as key strategies to improve amenity outcomes.

#### Structure

The NMP is structured as follows:

- **Chapter 1** provides an introduction to the purpose and objectives of the NMP, information on the Busselton-Margaret River Airport's history and the conditions imposed by the Minister for the Environment.
- **Chapter 2** explains the principles on which the NMP is founded and the City of Busselton's intent with regards to the Busselton-Margaret River Airport.
- **Chapter 3** describes the initiatives to be employed under the NMP to manage and reduce potential aircraft noise impacts at and in the vicinity of the Busselton-Margaret River Airport.
- **Chapter 4** explains how land-use planning and management measures will be implemented to minimise the impact of aircraft noise on the community.
- **Chapter 5** describes initiatives to be employed to monitor and assess aircraft noise at and in the vicinity of the Busselton-Margaret River Airport.
- **Chapter 6** provides for noise reduction measures that can be implemented to protect the amenity of noise sensitive residences.
- **Chapter 7** provides for communication and community consultation initiatives.
- **Chapter 8** explains strategies and available measures to achieve compliance with the requirements and objectives of this NMP and provides information on complaints procedures.
- **Chapter 9** provides for the implementation and review of the NMP.



## Background

The Busselton-Margaret River Airport opened in 1997 with the primary objectives of improving tourism, business and medical access to the selected regions and to this end it supports the entire Capes region. The Busselton-Margaret River Airport is regarded as the most strategically located of all the regional airports in the South West region of Western Australia.

Prior to the construction of the Busselton-Margaret River Airport, the Busselton area was being serviced by a privately owned Authorised Landing Area with an 1100m North/South gravel runway. The potential to upgrade the privately owned site was severely limited by adjacent residential developments, close proximity to the Busselton town and surrounding infrastructure like major roads, power lines and a diversion drain.

Hence, it was determined that a new site that would cater for a 'regional airport' to support the existing Royal Flying Doctor Service, light aviation and charter flights as well as for future requirements was needed. As part of the process for selecting a new site, the then Shire of Busselton was required to perform both public and environmental consultation.

In accordance with the Environmental Protection Authority (EPA) requirements this involved the preparation of a Consultative Environmental Review (CER) for the proposed development of a regional aerodrome for Busselton and surrounds at Four Mile Hill, which is Busselton-Margaret River Airport's existing location. The proposal involved the EPA assessment of the proposed site and likely impacts from the aerodrome, and also submissions from the public, stakeholders and interested parties.

The CER performed by the EPA determined that the *"proposed Four Mile Hill site was considered satisfactory for the development of the Busselton Regional Aerodrome"* subject to a number of Management commitments for the Physical and Biological Environment (Proposed Busselton Regional Aerodrome Consultative Environmental Review; April 1995). The Management commitments established were detailed in Bulletin 785, Statement 399 under the Environmental Protection Act. At the time the proposal prepared and considered by the EPA and included in Bulletin 785 stated: *"The proposal by the Shire of Busselton does not include pilot training programs"*.

The Busselton-Margaret River Airport is located approximately 6.5 km from the town centre of Busselton. The airport has a single sealed 1800m long runway (No. 03/21) which is capable of handling a wide range of aircraft up to and including medium sized jet passenger aircraft and currently supports aviation services for airline operators, the private commercial sector, the Busselton Aero Club and private individuals.



When the Busselton-Margaret River Airport commenced operations in 1997, Environmental Conditions outlined in Ministerial Statement 399 were in force. These conditions required the then Shire to ensure that noise emissions did not cause levels at any residential premises in occupation to exceed an average of 55L<sub>dn</sub> or a maximum of 65dB L<sub>A SLOW</sub>, with the exception of two flights per day that were able to go up to 80dB L<sub>A SLOW</sub>. While the conditions were put in place to protect the amenity of adjacent residential properties, they also limited the number of aircraft movements and types of aircraft able to utilise the airport.

Since the implementation of Ministerial Statement (MS) 399, there have been subsequent statements, notably MS901 which introduced the NMP (2012) and conditions 3 (Compliance Reporting), 4 (Noise Management Plan) and 5 (Non-conforming activities). MS 1009 further defined conditions 4 and 5.

However, the future potential uses of the airport continued to be limited by these conditions, particularly to meet the region's future demand for interstate and international air services. The City of Busselton, as owner and operator of the Busselton-Margaret River Airport, seeks to utilise the airport on a commercially viable basis for the benefit of the whole region, while also providing amenity protection for those community members affected by noise. This NMP therefore provides the parameters within which opportunities for development of the airport and its uses can be expanded while providing appropriate protection for residents affected by its operations.

In June 2015, the State Government committed to delivering a domestic airport to service the South West region. After reviewing a rigorous Business Case submitted by the South West Development Commission in 2013, and considering the views of the Steering Committee appointed by the then Minister for Transport to oversee the development of the Business Case, the Government publically committed to allocating funding for the redevelopment of the Busselton Regional Airport (BRA). The funding will allow for the upgrade of the BMRA to a minimum Code 4C classification (A320 and B737 aircraft) that is compliant with Civil Aviation Safety Authority (CASA) and airline standards to enable domestic air services to operate to/from the airport.

The Development Project includes:

- lengthening, widening and strengthening of the runway to 2,520m x 45m to facilitate code 4C and code 4E jet aircraft operations;
- construction of four new apron parking bays to facilitate 3 x code 4C and 1x code 4E jet aircraft operations and two connecting taxi-ways;
- upgrade of the existing taxiway and apron to accommodate an additional two Code 4C aircraft;

- construction of a General Aviation Precinct comprising of:
  - two new aprons with parking for Code B aircraft;
  - a new Code B stub taxiway and Code B parallel taxiway connecting to the upgraded Code 4C apron;
  - expansion of the existing apron to accommodate Code B firefighting aircraft;
- construction of a new terminal building to facilitate a minimum of 350 domestic and international passengers concurrently;
- a new car park to accommodate an additional 400 parking bays;
- connection to essential services;
- development and implementation of a successful airline engagement and freight strategy; and
- Development and implementation of a successful Busselton Margaret River Regional Airport (BMRA) business development strategy.

The City of Busselton however, is mindful that this development must be undertaken in recognition of potential amenity impacts.

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## 2. PRINCIPLES AND STATEMENT OF INTENT

### *Objectives for Development*

The South West Region, and in particular the City of Busselton, is one of the fastest growing regions in Western Australia. Major infrastructure development is necessary to serve the region and to ensure that future growth is sustainable. The Busselton-Margaret River Airport is a valuable community asset with the potential, when developed responsibly, to benefit the whole region. It is the intention of the City to, amongst other things, further develop the Fly-in Fly-out (FIFO) potential for transporting workers to and from the region for work opportunities and to be able to attract and retain Regular Passenger Transport (RPT) services for domestic, interstate and international flights for the area into the future. The City is committed to do so in accordance with the parameters set out in the NMP, in consultation with affected landowners and residents.

The City seeks to implement a facilitative approach to aircraft utilising the airport for passenger, business (import and export), tourism and recreational related uses, and hence an acceptance of controlled noise associated with those uses due to the broader local and regional community benefit. However, a series of stringent controls on the use of the airport for flight training purposes, and hence reducing the noise impact associated with these uses, is established such that approval can only be provided for instructors based at the Busselton-Margaret River Airport and utilising light aircraft.

The City of Busselton's main objectives with the development of the Busselton-Margaret River Airport are:

- To provide the South West region of Western Australia with a safe, easily accessible and well managed airport for the social and economic benefit of the region;
- To deliver more domestic and international tourists to the region to bolster the tourism industry, including occupancy increases, event attendance and incentive to invest in further development of major tourism infrastructure;
- To allow for the expansion of fly-in fly-out capacity to mine sites in the East Pilbara to assist in underpinning the State's iron ore production industry with the use of larger aircraft. With expanded infrastructure at the BRA, the opportunity to base FIFO aircraft and crews at the airport is a future possibility; and
- To enable direct aviation access providing the stimulus for increased new visitation into the region and possible domestic and international freight opportunities resulting in economic and social growth and in turn long term regional sustainability.

- To operate and manage the airport on a commercially sound basis to ensure that it remains economically viable; and
- To protect the amenity of community members potentially affected by the impacts of aircraft noise and activities at the airport.

### *A Balanced Approach*

The City of Busselton is committed to ensuring that the community's valuable asset that is the Busselton-Margaret River Airport is developed to its potential for the social, economic and tourism benefit of the region. This development must however recognise the potential amenity and therefore lifestyle impacts that the operations at the airport will have on certain residences within its vicinity. This NMP has been developed and will be implemented in recognition of the City of Busselton's responsibility to manage noise impacts on members of the community at and in the vicinity of the airport.

The NMP provides the basis for recognising the International Civil Aviation Organisation's (ICAO) internationally accepted and employed principle of a balanced approach to aircraft management. This consists of identifying the noise problems at an airport and then analysing the various measures available to reduce noise and noise impacts through four principal elements, being:

- Reduction of noise source - aircraft built today are required to meet certain noise certification standards implemented by the Council of ICAO;
- Operating restrictions at airports - such as restricting operating hours, restricting/regulating certain activities like flight training and banning the operation of certain noisy aircraft;
- Land use planning and management - as an effective tool to ensure that activities nearby airports are compatible with aviation;
- Noise abatement operational procedures - there are several methods, including preferential runways and flight paths, and noise abatement procedures for take-off, approach and landing.

The City of Busselton confirms its commitment to a balanced approach with regards to aircraft noise management at the Busselton-Margaret River Airport. The principles on which the NMP are based that are considered to be consistent with these principal elements include:

- Effective management of aircraft noise through a cooperative approach by the City of Busselton, AirServices Australia and aircraft operators;
- Land use planning compatibility with community concerns and Government policy about aircraft noise, but also allowing for optimal long-term development of the airport;
- High level of transparency including consulting with and informing the community members in the vicinity of the airport on an ongoing basis;
- Investigation and analysis of aircraft noise complaints in such a way so that trends, patterns and issues of concern can be identified at an early stage; and

- Identification of practical and cost effective noise management initiatives within the NMP that recognise that the Busselton-Margaret River Airport is an integral part of the built and economic environment of the South West region.

The NMP provides for the implementation of a range of strategies for managing noise generated by users of the airport, with the main objective to provide a balance of airport development and amenity protection for potentially affected residents. These strategies include operational hours restrictions, regulatory measures for flight training, assessment for potential improvement of flight paths, identification of noise abatement zones, the preparation of Fly Neighbourly agreements, noise assessment and monitoring, land use planning and noise reduction techniques.

The NMP establishes a process by which the usage of the airport can be expanded to meet the needs of the community, and provides a process by which noise impacts that unreasonably exceed established standards can be mitigated. In addition, prospective land uses for and development of any land identified to be in areas sensitive to airport noise will be undertaken in a manner that recognises the location of and development needs for the airport, to minimise the future potential for mitigation action to be required.

In this regard ANEC contours and N65 and N75 contours will be further considered for land use planning purposes and the development of an Airport Buffer Zone and Special Control Areas via a Town Planning Scheme Amendment process. Noise modelling has been undertaken by the City of Busselton in 2010 and recently in December 2015 and will be updated as required as airport activity increases. The Noise Management Plan establishes noise criteria to enable fair, objective and transparent assessment of noise impacts and certainty for the parties involved.

### ***Limitations***

The City of Busselton, as an accountable and responsible owner and operator of the Busselton-Margaret River Airport, is committed to implement, apply and enforce, within its powers, all required strategies and available measures to achieve the requirements and objectives of this NMP.

For purposes of transparency it is however necessary to clarify and understand certain limitations with regards to the City of Busselton's regulatory powers in respect of aircraft noise. The Civil Aviation Safety Authority (CASA) and AirServices Australia (ASA) considers the powers to regulate and administer Australian airspace under the Airspace Act and Regulations to be exclusive to CASA. Therefore, the City of Busselton as owner and operator of the Busselton-Margaret River Airport has no power or authority to regulate activities happening in airspace.



This, however, does not prevent the City from actively facilitating compliance by aircraft operators with measures aimed at managing and reducing the impacts of activities in airspace, including aircraft noise which may have an impact on community members. There are a suite of Commonwealth and State regulatory measures regulating activities in airspace around Australian airports, including the Busselton-Margaret River Airport. The City will, where it is determined that a matter of non-compliance is not within the jurisdiction of the City to take enforcement action, report such activity to the relevant authority and take ongoing follow up action with that authority, while also recognising and supporting complainants to utilise these complaints processes directly with the relevant agencies like CASA, AirServices Australia, the Environmental Protection Authority or Department of Transport.

The Fly Neighbourly Agreement within this plan will be actively promoted with any users of the airspace over the district of the City of Busselton to ensure the impact of these activities is minimised. Where an operator also utilises the land-based facilities at the airport, the City has a range of mechanisms available to it to implement operational parameters to ensure that the activities are undertaken in a manner that recognises residential amenity concerns.

### ***Statement of Intent***

#### **Vision for the Facility**

The Council of the City of Busselton holds a vision for the Busselton-Margaret River Airport as the South West Regional Airport to deliver quality air transport outcomes for the benefit of the residents of the City of Busselton and the South West region.

#### **A Balanced Approach**

The airport will be developed in a manner that respects residential amenity, recognising community impacts associated with its operations, particularly noise, while providing economic, social and tourism benefits to the City and the South West. Over time, the airport will become a hub for passenger, business, tourism and recreational uses that deliver benefit to the broader community.

#### **Protecting Your Environment**

As with any airport facility, there will be residents affected by its operations either by proximity to the facility or flight paths associated with it. To minimise that impact as far as possible, the City of Busselton makes the following commitments:

- We will manage noise by proactively implementing the Noise Management Plan
- We will proactively promote Fly Neighbourly practices
- We will consider the amenity implications when proposing any expansion of airport facilities and airport operations
- We will update and review noise modelling data as required and respond appropriately to changes in impact revealed
- We will respond to and investigate noise complaints
- We will consider potential noise amelioration as part of development proposals

#### **Viability for the Community**

The City of Busselton is committed to turning the Busselton-Margaret River Airport into a commercially viable community facility for the benefit of ratepayers. It is a particular vision to reverse the trend of operating deficits associated with the facility and to seek to turn that into operating profit.

- We will proactively seek Government funding for the facility
- We will seek to develop airport uses delivering income streams through landing fees, head taxes, licensing fees and other charges
- We will invest in infrastructure upgrades following favourable cost/benefit analysis

#### **Economic Benefits**

The City of Busselton recognises the significant economic opportunities associated with having an airport located in the District.

- We will promote Busselton as a destination as serviced by the Busselton-Margaret River Airport for visitors, nationally and internationally
- We will investigate and pursue business (import and export) opportunities

#### **Social Benefits**

The City of Busselton seeks to deliver an accessible air transport service for the benefit of its residents and those of the broader South West.

- We will seek to facilitate the provision of efficient and accessible passenger services such as interstate and international services
- We will seek to facilitate the provision of fly-in fly-out services to provide additional employment opportunities for local community members

#### **Governance**

The Busselton-Margaret River Airport will be managed by the City of Busselton in a manner that gives the highest regard to relevant regulations and safety, is responsible and progressive.

- We will have the highest regard for CASA and Air Services safety regulations and standards
- We will report any matter not in the jurisdiction of the City to the relevant authority
- We will be a responsible and accountable airport operator on behalf of the community
- We will continuously improve and review where necessary management principles and practices

#### **Community Involvement**

The City of Busselton recognises it is managing the Busselton-Margaret River Airport on behalf of its community and will therefore involve the community in decision-making.

- We will be consultative, informative and responsive
- We will regularly report on airport activities supporting the highest levels of transparency and visibility
- We will support a committee to provide advice on relevant airport matters



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## 3. MANAGEMENT OF OPERATIONAL ACTIVITIES

The management of potential impacts arising from the operations of the Busselton-Margaret River Airport requires the implementation of a range of initiatives to protect the amenity of affected residents by ensuring that noise levels meet statutory requirements and acceptable standards.

The management plan addresses the key elements of:

- Airport operational activities

*Operations at the airport will be controlled such that activities are undertaken in a manner that the noise impact is minimised by the use of flight paths, noise abatement zones, prescribed hours of operation, a fly neighbourly agreement and flight training restrictions.*

- Aircraft noise management

*Aircraft utilising the airport will be required to meet the specifications set out in the NMP such that the noise generated does not exceed the statutory requirements and acceptable standards.*

### 3.1. Airport Operational Activities

As an overarching principle for use of the Busselton-Margaret River Airport, operators will utilise the ERSA (En-route Supplement Australia) and AIP (Aeronautical Information Package) generally, and as they apply specifically to the Busselton-Margaret River Airport.

Operators are to observe the following specific requirements:

#### 3.1.1. Flight Paths

As far as practicable, in accordance with applicable regulatory requirements, guidance, procedures and limitations, operators shall:

1. maximise the use of flight paths over coastal waters and non-residential areas, rural land and State forest;
2. minimise the over flight of residential areas, including rural residences and other noise-sensitive premises, particularly at less than 1500 feet (AGL);
3. utilise descent profiles with low-power and low-noise operations.

Any future development of alternative flight paths for the Busselton-Margaret River Airport will recognise these three key components.

### 3.1.2. Noise Abatement Zones

Noise Abatement Zones identify areas that include existing and future planned residential development in close proximity to the airport. These are shown in figure 1.

As far as practicable, in accordance with air safety standards, operators shall:

- minimise the over flight at less than 1500 feet (AGL) of areas identified as noise abatement zones.

Noise abatement zones will be recognised in any future development of flight paths.

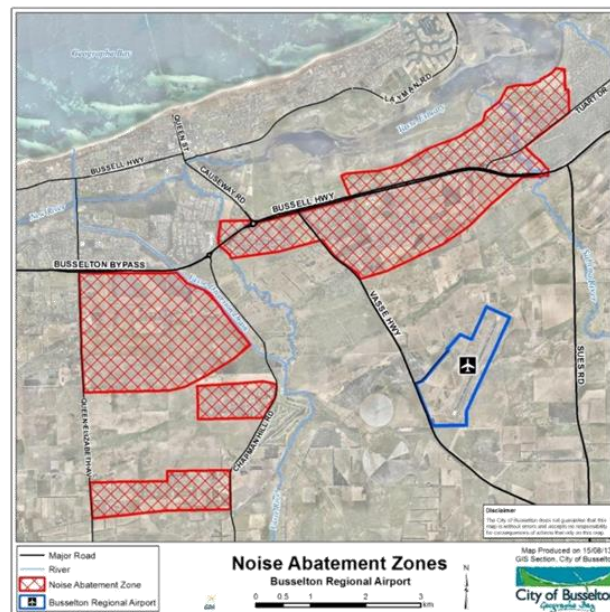


Figure 1 – Existing and Planned residential development with proximity to the Busselton-Margaret River Airport

### 3.1.3. Standard Hours of Operation

The following table has been established to advise airport users of those operations that need City approval and to specify overall limits on operations to limit impacts for the community.

Table 2 – Operational Limitations and Approved Parameters

<u>Operator / Aircraft Type</u>	<u>Standard Hours of Operation</u>	<u>Conditions</u>
Emergency Services	UNRESTRICTED	Emergency situations and normal flight patterns <ul style="list-style-type: none"> <li>training flights require approval under the Flight Training Guidelines</li> </ul>
Light Aviation/ General Aviation	RESTRICTED 0600hrs – 2200hrs	Maximum noise level of 85dB (A)* Flight Training approval required (only available for aircraft below 1500kg MTOW and flight training conditions apply) Aircraft above 5,700kgs MTOW – City approval required
Open, Closed Charters, RPT/Commercial Operators	RESTRICTED** 0600hrs – 0000 hrs  **Five flights per week approved between 0000 - 0600hrs.	Maximum noise level of 85dB (A)* City approval required
<p>* The Aircraft Noise levels identified in this table are maximum noise levels recorded at any residential or other noise-sensitive location when determined as an LA Slow value at any point within 15m of the identified building. Noise levels regularly exceeding this may initiate noise mitigation procedures (Chapter 6.2.3)</p> <p>Any application that does not conform to the standard hours of operation or conditions set out in this table is considered a Special Event. Assessment of Special Events will be undertaken using the procedures defined in Section 3.2.4</p>		

- **Emergency Services** will have unrestricted use of the airport for emergency situations and normal flight patterns, but will require approval for flight training activities. Emergency Services are:

- Royal Flying Doctor Service;
  - Sea Search and Rescue / AeroRescue;
  - Department of Fire and Emergency Services (DFES) and Department of Biodiversity, Conservation and Attractions (DBCA) aircraft (Firefighting/rescue fixed wing & rotary);
  - Police Airwing;
  - W.A Surf Life Saving (Westpac rescue Helicopter)
  - Military aircraft (no flight training approval required).
- **Light Aviation / General Aviation** – will have restricted use of the airport. Light and General aviation aircraft above 5,700kgs MTOW require prior City approval to operate. Flight training requires specific approval and no approval for flight training activities can be granted to aircraft above 1500kgs MTOW.
- **Open, Closed Charters and RPT Services** – All open, closed charters and RPT services can operate between 0600-0000hrs unrestricted, subject to maximum noise of 85 dB(A)\* and aircraft over 5,700kgs MTOW require City approval.

\* The Aircraft Noise levels identified are maximum noise levels recorded at any residential or other noise-sensitive location when determined as an LA Slow value at any point within 15m of the identified building. Noise levels exceeding this may initiate noise mitigation procedures (Chapter 6.2.3).

#### 3.1.4. Fly Neighbourly Agreement

This Fly Neighbourly Agreement (FNA) is a code of practice to be observed by users of the Busselton-Margaret River Airport to assist with the minimisation of noise nuisance experienced by the Airport's neighbours. Pilots utilising the airport are alerted that there are noise management considerations associated with the airport and these should be taken into consideration during their operations.

Operators are to endeavour to adopt the best practicable noise mitigation solutions in the environs of the airport, generally considered to be within the 10 nautical mile radius of the aerodrome reference point including the circuit area and recognised training area, to reduce the impact of their operations.

In utilising the Busselton-Margaret River Airport, pilots are to observe the following requirements:

- Observe the flight path principles in 3.1.1 of this NMP;
- Observe residential noise abatement zones as identified at 3.1.2 of this NMP;
- Pilots should endeavour to maximise flight paths over coastal water, forest and highways while avoiding residential areas and rural homes wherever possible;
- Avoid flying below 1000 feet AGL within in the circuit area, and avoid flying below 1500 feet AGL over built up areas;
- Observe the Operational Limitations and Approved Parameters as depicted at 3.1.3 of this NMP;
- Observe the noise generation specifications as depicted at 3.2 of this NMP;
- During take-off:
  - utilise the full length of the runway where possible;
  - aircraft to climb out at best rate of climb (Vy) or for Jet aircraft to conduct jet noise abatement climb procedures;
  - consider neighbours when selecting power and propeller pitch control settings by reducing power as soon as possible after take-off.
- When flying in the circuit:
  - light and rotary wing aircraft should not fly below 1000 feet (AGL);
  - jet and turbo prop aircraft should not fly below 1500 feet (AGL);
  - rotary wing aircraft should avoid 'rotor slap' conditions in the circuit area;
  - avoid using individual houses as circuit reference points.

- When landing:
  - Do not increase propeller to full RPM until power has been reduced to final approach power.



Figure 2 – 5nm and 10nm boundaries



### 3.1.5. Flight Training Guidelines

These Guidelines are intended to provide consistency and conformity in considering applications for the establishment of aircraft pilot training for **flight training operators based** at the Busselton-Margaret River Airport. The Guidelines have been developed to ensure maximum Airport usage in a manner that does not unduly impact upon the amenity of the residents of the City of Busselton. The intent of the Guidelines is to provide guidance in relation to pilot training and pilot training schools based at the Busselton-Margaret River Airport. The specific aims of the Guidelines are as follows:

- To minimise impacts on City residents from flight training operations based at the Busselton-Margaret River Airport;
- To recognise the need for the City of Busselton to optimise airport operations;
- To establish guidelines for flight training which relate to safety, types of aircraft, frequency of flights, flying heights, training areas, flight paths, hours/days of operation and provision of facilities which are in accordance with the Civil Aviation Safety Authority;
- To establish a standardised procedure for assessment and approval of flight training proposals;
- To develop consultative mechanisms with the community.

The City of Busselton will use these guidelines in relation to proposals to establish pilot training and pilot training schools based at the Busselton-Margaret River Airport.

#### **Application for a Permit**

The City of Busselton will require an application for a permit to be lodged in order for proposals associated with pilot training and pilot training schools at the Busselton-Margaret River Airport to be considered.

Applications for a permit will only be considered by the City of Busselton for flight training from Instructors based/operating from the location of the Busselton-Margaret River Airport. The Proponent will need to include information in relation to the following:

- Name of individual flying instructor/ Flight Training School;
- Number, type (model/description) and weights of aircraft to be used for flight training;
- Noise characteristics of aircraft to be used for flight training;
- Provide a Flight Training Plan outlining their training programs including description and maps of flight training areas/flight paths and circuits (including nominated emergency landing training areas);
- Number and frequency of flights within the Permit Provisions outlined below;

- Estimated number of trainee pilots;
- Offices/headquarters/hangar base – other land based facilities;
- Airfield emergency response plan;
- Details of any discussions with Department of Water and Environmental Regulation, DBCA, Department of Transport, CASA and residents;
- Professional/commercial background of operator;
- Details on scope of training.

A permit to conduct Flight Training at the Busselton-Margaret River Airport may be issued for a period of 12 months and at the finalisation of this period a further permit may be granted at the discretion of the City.

In addition, the City of Busselton as landowner will require the proponent to provide in writing with the application, a commitment to observe the requirements of the Flight Training Guidelines and other aspects of the NMP, including the Fly Neighbourly Agreement.

#### **Permit Provisions**

The Guidelines will apply to the following aircraft classifications, frequency, times and type of use;

### **1. AIRCRAFT OPERATIONS CLASSIFICATIONS**

#### **i. Aircraft Type**

A. Single engine aircraft under 1500kgs MTOW only

B. Aircraft as per Part A to be approved by the City based on published noise emissions (manufacturers or recognised regulatory body, ie CASA, ASA) to be less than 85 db(A)

#### **ii. Frequency and Type of Use (for each licensed instructor)**

A. A cumulative total of less than 25 flying hours per week of student / instructor flying training (inclusive of circuit training, navigational instrument training (NDB))

B. Circuit Training and/or "touch and go"

- No more than 6 'continuous' circuits in any one flight training session



## 2. FLYING HEIGHTS FOR TRAINING OPERATIONS

- Civil Aviation Regulations flying heights to be observed as an absolute minimum at all times (500 feet (AGL) over rural and 1000 feet (AGL) over urban areas)
- All aircraft fly a minimum of 640 ft (AGL) over wetlands and estuaries of the Vasse and Wonnerup areas to avoid bird strike and disturbance of waterbird habitat.

## 3. TIMES OF OPERATION

The hours of operation for flight training will be as follows:

- 8am to last light on Monday – Friday;
- 9am to 5pm on Saturdays, Sundays and public holidays.
- There is to be no Flight Training on Christmas Day, Boxing Day or Good Friday.

## 4. FLIGHT TRAINING MOVEMENTS

If a permit is issued by the City, conditions will be imposed to require the operator/pilots to use their best endeavours to undertake the following movements unless unsafe to do so:

- Take offs should avoid wetlands in order to minimise impact on waterbirds and the incidence of bird strike (refer Appendix A). Accordingly, take offs should be on runway 21 (Southward) whenever possible.

*"protected wetland" means a conservation category wetland recorded in Table C of the Register or a wetland coloured green on Department of Land Administration Plan Miscellaneous Plan 1815;*

*"wetland" means land in the permit area that is subject to permanent or seasonal inundation or waterlogging, whether by water that is fresh, brackish or saline, or flowing or static, but does not include estuaries, rivers or their tributaries.*

- Follow the Airport circuit with the departure and arrival procedures as published from time to time in the En-Route Supplement of Australia (ERSA).
- Operators to comply with Rules of the Air (CARS) and standard circuit approach and departure procedures published in AIP

## **5. EMERGENCY RESPONSE**

Applicants proposing to operate pilot training at Busselton-Margaret River Airport shall be aware of the Airport Emergency Plan at the airport. Applicants are to provide their Emergency Response Plan.

## **6. NOISE**

Flight training aircraft are subject to the same requirements as other aircraft under the City of Busselton commitment to noise levels detailed in the Noise Management Plan for the Busselton-Margaret River Airport.

Conditions of approval will reflect consideration of the estimated noise and frequency of flight.

## **7. FLY NEIGHBOURLY AGREEMENT**

All applicants for a flight training licence will be requested to abide by the FNA.

## **8. REVOCATION OF APPROVAL**

Any permit issued by the City of Busselton will contain provisions enabling the City to revoke that approval in the event of non-compliance with any of the conditions contained therein.

## **9. EXEMPTIONS FOR FLIGHT TRAINING**

Flight training exemptions will be provided for the Emergency Services however an approval is still required to be applied for. The exemption will apply to the following Emergency Services;

- Royal Flying Doctor Service
- Sea Search and Rescue / AeroRescue
- FESA/ DBCA
- Police Airwing
- Other Emergency Services providers as required from time to time.

RAAF and Military Services are exempt from applying for flight training permits however are required to provide prior notice to the City of Busselton.

### 3.1.6. Licence Renewal Training

Licence renewal training requires written permission, approved by the CEO of the City of Busselton and will only be issued to airline operators that utilise the Busselton-Margaret River Airport on a frequent basis for either FIFO operations or RPT services. A permit will only be issued once a FNA has been agreed to between the potential operator and the City of Busselton.

#### Guidelines

License Renewal Training FNA - A FNA will be agreed between the operator and the City and will include;

- Days per month where license renewal training is permitted;
- Hours of operation;
- Minimum approach to operations (i.e no circuit training, however circuits where landings are required or NDB approaches);
- Residential consultation to occur.

### 3.2. Aircraft Noise Management

Where aircraft utilising the Busselton-Margaret River Airport (that is they are based at the Airport or regular users of the airport such as RPT, FIFO charter operators or Commercial Operators) generate noise levels experienced at any residential or other noise-sensitive location when determined as an  $L_{A\text{ Slow}}$  value at any point within 15m of the identified building that exceed 85dB(A), noise amelioration processes may apply. A residence may be exempt from this requirement by negotiation (such as where noise amelioration has occurred).

Any aircraft assessed by the City to generate noise or potentially generate noise at any non-exempt residential location above that threshold may have restrictions imposed regarding utilisation of the Busselton-Margaret River Airport. Notwithstanding this requirement, the noise level and restrictions shall not apply for emergency and military aircraft required to utilise the airport. Where aircraft are over-flying the City of Busselton in un-controlled airspace and do not utilise the Busselton-Margaret River Airport, the City has no jurisdiction over the pilot or owner of the aircraft and hence not subject to this NMP. Aircraft activities in un-controlled airspace are solely the responsibility of Airservices Australia (ASA) and the Civil Aviation Safety authority (CASA). ASA works to minimise the effects of aircraft noise on communities through operating the national aircraft noise and flight path monitoring system and managing all aircraft noise complaints through the Noise Complaints and Information Service (NCIS). Information on aircraft noise and making a complaint to the NCIS can be found on the ASA website;

<http://www.airservicesaustralia.com/aircraftnoise>

#### 3.2.1. Activities Requiring City Approval

To ensure activity at the Busselton-Margaret River Airport complies with the requirements set out in the NMP and therefore community expectations with regard to noise impacts, airport users are to comply with the relevant sections of the plan. Some airport activities require approval, while others can be undertaken without specific approval, subject to compliance with the operational hours, noise generation limitation and other aspects of the NMP.

Any activity identified as requiring City approval in Section 3.1.3 of the NMP, any request for exemption from one or more requirements of the NMP, and any flight training activity will require specific approval of the City of Busselton. Operators must comply with the approval, including any conditions thereto. An approval can be issued for a single event, such as for a special one off exceedance of the noise generation limitation, or for a particular time period allowing the activity to occur on an ongoing basis.

In considering any application, the CEO or the Council as the case may be, shall have due regard to the cumulative impact of other approved applications and hence recognise potential amenity impacts, the requirements of the Noise Management Plan that relate to noise amelioration procedures and regarding the potential need to update the N65 and/or N75 Noise Modelling.

### **3.2.2. Approval for Charter and RPT Operations**

Any operator seeking to conduct Charter or RPT services utilising the Busselton-Margaret River Airport shall apply to the City of Busselton. Ongoing Charter and RPT activity may be undertaken during the specified hours and utilising aircraft that meet the specifications for noise generation as provided for in this NMP. The City Chief Executive Officer is authorised and empowered to determine applications in accordance with this criteria.

### **3.2.3. Approval for Flight Training or Licence Renewal Training**

Any operator seeking to utilise the Busselton-Margaret River Airport for the purposes of training shall apply to the City of Busselton. Applications will be assessed in accordance with the relevant guidelines and a permit may be issued in accordance with the Busselton-Margaret River Airport Local Law. A new application for a permit shall be referred to the Council for determination after its consideration and comment by the Airport Advisory Committee (or its equivalent replacement at any future time) and public consultation. The CEO is authorised to renew permits, subject to a review of the operator's compliance with the existing permit conditions.

### **3.2.4. Approval for Special Events**

Any operator seeking to utilise the BMRA for an event or operation that does not comply with the specifications in section 3.1.3 shall apply to the City of Busselton setting out the details of the proposal. The City Chief Executive Officer (or approved delegate) is authorised and empowered to determine applications for up to and including twelve (12) Special Events that are approved for a single event or circumstance, where the operation is due to the following circumstances;

- Inclement weather
- Unserviceable aircraft
- One-off events

#### Assessment of other applications

An application for a Special Event that is not a single event or circumstance is to be assessed under a broader Consultation Process outlined in Table 3.

Table 3 – Consultation Process for Special Events

Receipt of application for Special Events that is not a single event or circumstance that does not comply with the Standards Established in 3.1.3;
Referral to the Airport Advisory Committee for recommendation to Council; <ul style="list-style-type: none"> <li>- refusal to proceed;</li> <li>- alternative proposal; or</li> <li>- approval to proceed.</li> </ul>
Consideration by Council for approval to progress with the application <ul style="list-style-type: none"> <li>- refusal to proceed; or</li> <li>- approval to proceed.</li> </ul>
Release for public consultation period
Council consideration of consultation outcomes, resulting in: <ul style="list-style-type: none"> <li>- refusal; or</li> <li>- approval, subject to conditions as required; or</li> <li>- approval for a trial period</li> </ul>
If approval is sought for extension to the application: <ul style="list-style-type: none"> <li>• Evaluation of the trial period, including: <ul style="list-style-type: none"> <li>- public feedback;</li> <li>- Airport Advisory Committee consideration</li> </ul> </li> </ul>
Council consideration after evaluation of trial, resulting in: <ul style="list-style-type: none"> <li>- refusal; or</li> <li>- approval, subject to conditions as required</li> </ul>
<p><b>CONDITIONS:</b> In limited circumstances an ongoing Special Event may be approved, subject to a comprehensive assessment of the potential amenity impact of the proposal, in accordance with the noise amelioration requirements of this plan.</p> <p>Any approval provided shall include:</p> <ul style="list-style-type: none"> <li>• Noise generation limitation;</li> <li>• Hours within which the operations cannot occur;</li> <li>• Noise reduction requirements;</li> <li>• Any other conditions appropriate to the specific application.</li> </ul>



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## 4. NOISE COMPLAINTS

Airservices Australia is a federally owned organisation that works with partners in the aviation industry to minimise the impacts of aircraft noise on communities around airports. Its role involves:

- ensuring that flight departures and arrivals are designed to minimise noise impacts
- providing information about aircraft noise
- monitoring aircraft noise around major airports
- providing a national Noise Complaints and Information Service.

Whilst the City will manage the Busselton-Margaret River Airport through implementing the Noise Management Plan and promoting Fly Neighbourly practices, the City recommends in the first instance that all noise complaints are lodged with the ASA Noise Complaints and Information Service (NCIS). Residents may also direct their noise complaints to the Aircraft Noise Ombudsman (ANO). The ANO's website is [www.ano.gov.au](http://www.ano.gov.au). In addition, noise complaints will be responded to, investigated and treated with priority in accordance with the below procedure.

### 4.1. Noise Complaints Procedure

Any complaint regarding noise impact associated with the Busselton-Margaret River Airport should be submitted to the Chief Executive Officer (or CEO's nominated complaints officer) of the City. Complaints can be lodged verbally, via email or in writing and a contact telephone number, email address and postal address for complaints relating to airport noise impacts will be published and made available via a range of mediums outlined in Section 8.

In order for a complaint to be properly investigated, complainants should be aware that they will need to endeavour to provide:

- Their name;
- The location at which the noise nuisance occurred;
- The date or dates on which the noise nuisance occurred;
- The time or times at which the noise nuisance occurred;
- Any details of the aircraft that may have been observed;
- Any other information that will enable the complaint to be properly investigated.

Complaints will be acknowledged in writing and complainants will receive a response once the complaint has been investigated.

The City will maintain records of complaints regarding aircraft noise impact and utilise this information in the ongoing review and implementation of the NMP.

A preliminary response to the complainant, identifying in the least the length of time that will be required to formally respond to the complaint, is to be provided in accordance with the City's Customer Service Charter requirements. If possible, the preliminary response should also include advice as to whether it is believed to be a matter within the City's enforcement provisions to control or not.



## 4.2. Noise Complaint Investigation

Where the City receives a noise complaint, the details provided by the complainant can be used by the City to investigate the complaint. The City will seek to determine whether the noise nuisance has been caused by an approved operator or an operator that may have utilised the airport in a manner that does not comply with the requirements of the NMP.

The City's focus in relation to operators utilising the Busselton-Margaret River Airport is:

- to ensure that they are aware of the requirements of the NMP;
- to ensure that they are complying with the requirements of the NMP;
- to ensure that operators are acting within the conditions of any approval they have received; and
- to ensure that any operation requiring approval that does not have the necessary approval is ceased.

Where a noise complaint has been investigated, the City will utilise this approach to ensure ongoing compliance with the requirements of the NMP. In addition, the City will report and follow up on any matter of complaint deemed not to be in the jurisdiction of the City.

The City of Busselton will:

- Do what is appropriate with a view to resolving complaints in a cooperative, efficient, timely and fair manner;
- Regularly monitor and report to complainants on the progress and outcome of complaints that have been lodged;
- Maintain records of complaints regarding aircraft noise impact and utilise this information in the ongoing review and implementation of the NMP;
- Provide advice to the community on issues to note when making noise complaints; and
- Be as transparent as possible, whilst also acting in accordance with its confidentiality and privacy obligations.

Where a noise complaint is determined outside of the City of Busselton's jurisdiction, the complainant will be advised to make a formal complaint to ASA Noise Complaints and Information Service (NCIS). Residents may also direct their noise complaints to the Aircraft Noise Ombudsman (ANO). The ANO's website is [www.ano.gov.au](http://www.ano.gov.au)

## 5. NOISE ASSESSMENT AND MONITORING

The City of Busselton undertakes to implement the NMP and ensure ongoing compliance with its requirements to deliver a viable airport operation on behalf of the community and to provide protection from undue noise impact for affected residents. This will involve noise monitoring and noise modelling for the purposes of providing for the amenity of existing and future residents in noise sensitive areas. The City of Busselton will also utilise various mechanisms to ensure community awareness of airport operations and noise impacts.

### 5.1. Noise Monitoring

Noise monitoring will be utilised to assess compliance with the noise standards established in the NMP. Noise monitoring may be carried out both on Busselton-Margaret River Airport land and the surrounding areas. Where a representative sample of data has been collected noise monitoring results will be used for:

- determining whether a property is significantly affected by Busselton-Margaret River Airport noise emissions and therefore, requires consideration for noise amelioration strategies;
- future land use planning purposes;
- assessing compliance with approval conditions for operations at the Busselton-Margaret River Airport;
- one-off assessments for special events.

Table 4 – Noise Monitoring Schedule

Purpose	When	Where
Noise monitoring	Response to requests or complaints or significant change in operations	At affected noise-sensitive premises (outdoors and / or indoors)
Land use planning	Assessment of proposal	Relevant subject site
Events or one-off occurrences	During the event or at specified time intervals.	Referenced locations (eg runway ends) or at residential properties.

The surrounding areas and identified noise sensitive premises will be monitored by accredited Environmental noise personnel and will involve collecting a sample of representative data. The results of this offsite noise monitoring will also be used to verify compliance with the NMP and the FNA, and considered when reviewing the NMP.

Aircraft noise levels can be greatly affected by prevailing weather conditions occurring at the time of noise emission. It is equally important to monitor weather conditions as well as noise levels as the two are closely related to the perceived level of noise at any given location. The Busselton-Margaret River Airport currently has an automatic weather station on site which provides data on air temperature, relative humidity, wind direction and strength. For noise amelioration purposes, data can be correlated with noise monitoring information to determine worst case conditions for the noise environment.

## 5.2. Noise Modelling

Noise Modelling based on ANEC/ANEI and N65, N70 and N75 contours has been undertaken by the City of Busselton and will continue to be utilised to provide direction for future land use planning considerations as the Busselton-Margaret River Airport develops. In addition, the ANEC and N65 and N75 contours can provide information to be considered when determining whether a property may be significantly affected by noise emissions with the changing environment at the airport.

Noise modelling (ANECs or ANEFs and N-contours) will be reviewed every five years or upon the following trigger points (which will be reviewed on an annual basis):

- change in aircraft models used for RPT and freight operations from those assumed in the aircraft modelling (B737 and A320);
- increase of more than 20% from the aviation movement forecasts used in the current noise modelling at the time; or
- re-design of flight paths and DAPs.

Where any significant proposal is to be considered which may result in a significant increase in traffic or a change in the types of aircraft utilising the airport, N65 and N75 contours will be updated to reflect this changing environment.

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## 6. NOISE AMELIORATION

The community must be provided with a mechanism by which it can be assured that any complaint relating to the noise impact associated with the Busselton-Margaret River Airport will be appropriately dealt with in a timely manner. The Noise Complaints Procedure will enable the City of Busselton to respond effectively to community members impacted by aircraft noise, but the following section provides the parameters within which airport impacts at noise sensitive premises can be addressed.

### 6.1. Noise Context

Noise from aircraft taking off and landing at the Busselton-Margaret River Airport can potentially affect the amenity of a number of residents living in the vicinity of the airport. Although it is not possible to completely stop aircraft noise emanating from the airport, there are standard aircraft operating procedures that form part of the NMP that can be implemented to reduce the effect on residents living near airports. These operating procedures have been encapsulated in the Fly Neighbourly Agreement that forms part of this NMP.

The City has undertaken noise monitoring in a number of areas under aircraft flight paths and considers that standard operating procedures need to be better managed to reduce noise levels. The NMP outlines the strategies employed to reduce the level of noise emanating from the airport. Therefore, to assist residents who have aircraft noise complaints, the City of Busselton will measure the actual noise levels being experienced at the airport on a regular basis in accordance with Clause 5.1.

Should the airport conditions change by any method, i.e. additional flights, changes in flight departures and arrival times, unscheduled flights, flight paths, aircraft size or type or any other airport related conditions, then these changes would be communicated to the residents and stakeholders by various methods (see Section 8).

## 6.2. Noise Reduction and Amelioration Measures

The ongoing implementation and enforcement of the NMP and proper investigation of noise complaints is intended to result in an airport operation that does not significantly impact on the amenity and lifestyle of residents in the vicinity of the Busselton-Margaret River Airport.

The City does, however, acknowledge that it is necessary to provide a mechanism by which actual noise impact can be assessed for a specific location where it is considered that the aircraft noise impact is excessive.

Following research of the literature published by the Australian Department of Infrastructure and Regional Development (including National Airports Safeguarding Framework Principles and Guidelines) and AirServices Australia, the City of Busselton has decided to utilise the Australian Standard AS2021;2015 for the basis of its noise assessment and amelioration process. This decision is partly based on one of the objectives of the Standard being to provide guidance to local governments, and communities concerned with planning and building development on the siting and construction of new buildings against aircraft noise intrusion and on the acoustical acceptability of existing buildings located in the vicinity or near aerodromes. Additionally, the Standard provides guidance on determining building siting acceptability for aerodromes with (i) ANEF charts and (ii) for light general aviation aerodromes without ANEF charts.

To facilitate the City in identifying areas or residential properties that may be impacted by aircraft noise in the future, the City has prepared both ANECs and N-contours based on the extended runway infrastructure that will be delivered as part of the Airport Development Project. The ANECs and N70 contours will be used by the City's Strategic Planning Department in future land use planning and town planning scheme amendments to protect both the community and future Airport development and growth.

Further, in adopting the Australian Standard AS2021;2015 the City will apply the definitions of 'determination of Building site acceptability' of "Acceptable", "Conditionally Acceptable" and "Unacceptable". Using the Standard, the ANEF, N-Contours and noise monitoring techniques, in certain circumstances where the level of impact may be proven to be excessive, the residence can be considered for noise amelioration.

### 6.2.1. Noise Reduction Parameters

As a general guide, the following noise levels have been broadly established as:

- Acceptable - whereby under normal circumstances no noise reduction measures will be necessary;
- Conditionally Acceptable - whereby negotiations may be necessary in an attempt to reduce the number of events and the noise impact;
- Unacceptable - whereby consideration will be given as to how the noise impact may be reduced.

Table 5 – Guide to Noise Level Acceptability

Acceptable	Conditionally Acceptable	Unacceptable
<75dB(A)	75-85dB(A)	>85dB(A)

These criteria relate to all noise sensitive receivers, including residences, and do not relate to commercial and industrial receivers. Where a noise sensitive receiver is experiencing regular noise levels as set out in the Noise Amelioration Assessment table actions can be taken by the City of Busselton to implement further controls on any activity consistently generating this level of noise. Where a residence experiences noise levels that exceed 85dB(A) the City of Busselton can restrict the ongoing use of any aircraft that generates such noise. Should operational noise reduction measures not prove successful, noise amelioration will be utilised.

### 6.2.2. Noise Amelioration as a Noise Reduction Technique

One strategy that the Council will utilise in reducing the noise impact will be noise amelioration measures for specific residences at which such noise levels have been experienced. In assessing any residence as to whether it qualifies for noise amelioration, the City will follow the process below as defined in AS2021; 2015;



Table 6 – Noise Criterion for Amelioration

Outdoor Noise Criterion
Noise Amelioration action is required where $L_{Amax}$ regularly exceeds <sup>2</sup> – (1) 85dB(A); or (2) 80dB(A) for > 6 events <sup>1</sup> per day; or (3) 75dB(A) for > 12 events <sup>1</sup> per day. Notes: (1) Each aircraft noise event occurring between 7pm and 7am is to be counted as 4 events. (2) Regularly exceeds refers to events occurring at uniform (even / constant) intervals. Noise generated by Emergency Services Aircraft operating in emergency situations are not to be taken to count towards the monitored noise events for amelioration purposes. AND / OR Table 2.1 Building Site Acceptability based on ANEF Zones in AS2021:2015; where a house, home, unit, flat, caravan park falls in the 20-25 ANEF zone

For the option of Acoustic Insulation to be considered a relevant response to the need for Noise Amelioration, the *\*Australian Standard (AS2021-2015) for Indoor Design Sound Levels for Determination of Aircraft Noise Reduction* as it relates to residences is the target to ensure the adequate design of the Noise Attenuation Package.

Table 7 – Target Levels for the Design of an Acoustic Insulation Package

Building type and activity	Indoor design sound level dB(A)
<i>Houses, home units, flats, caravan parks</i>	
Sleeping areas, dedicated lounges	50
Other habitable spaces	55
Bathrooms, toilets, laundries	60

Table 8 – Noise Exceedance Response

Consideration Initiated as a Result of Flight Training Activity
In addition to the parameters that address the louder noise events, it is also necessary to include consideration of the repetitive noise events, which are those caused by flight training and, given the restriction on the aircraft to be used for flight training, will not cause the noise levels identified above. High levels of repetitive noise caused by flight training may also qualify a resident for Noise Amelioration Assessment, with the primary noise amelioration action to be operational controls / permit reviews before the consideration of the other noise amelioration measures identified. Ultimately, the determination of these levels will necessarily be discretionary for the Council and will primarily be dealt with by the determination of whether to issue a permit or not.

### 6.2.3. Process for Amelioration Assessment

A key management action for the implementation of the NMP is to identify residences requiring noise amelioration assessment. This assessment will be undertaken in accordance with the process identified in Table 8 and process flow detailed in Table 9.

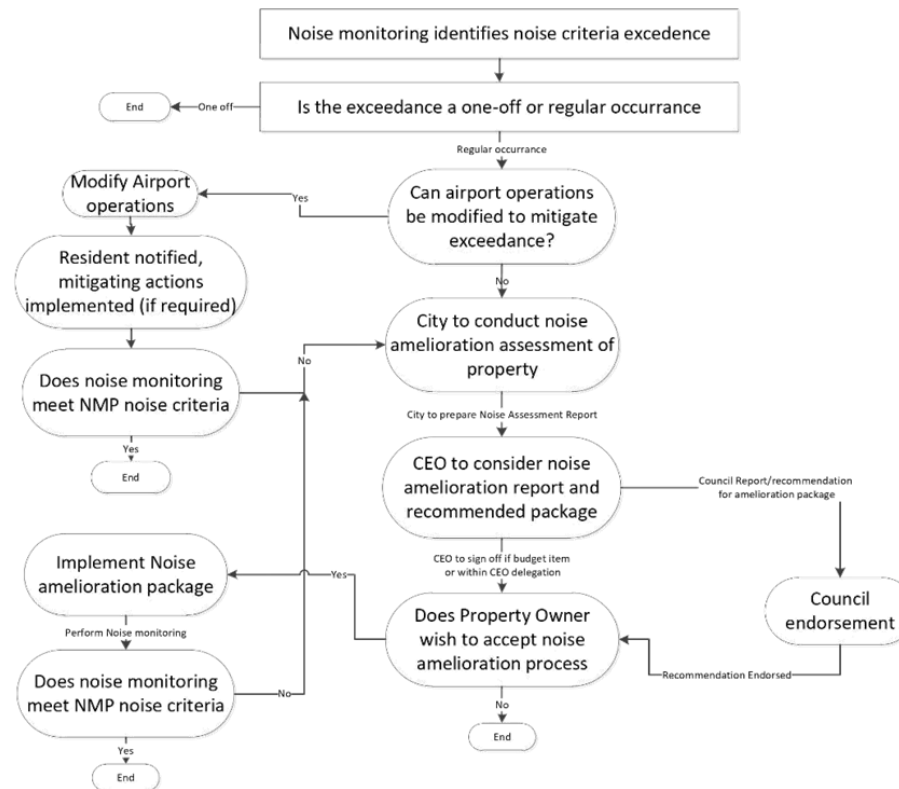
Table 9 – Amelioration Assessment Process

Action	Input / Output	Parties Involved
Identify Residential Property for assessment	1. Request or complaint from property owner; or 2. Noise Monitoring data identify noise level 'breach'	Property owner City of Busselton
Desktop analysis of noise monitoring	1. Determine if noise monitoring data exists or is required 2. Conduct noise monitoring (if required) 3. Compare noise monitoring to noise level criteria	City of Busselton Property owner
Liaison with Property owner	Initial discussions with property owner regarding amelioration packages provided for in the NMP	City of Busselton Property owner
Acoustic assessment for amelioration design	Assessment of property for amelioration design packages in accordance with Australian Standard Indoor Design Sound Levels*	Acoustic Engineers Acoustic insulation specialists City of Busselton Property owner
Liaison with Property owner	Further discussion with property owner to confirm options on amelioration packages	City of Busselton Property owner
Report to CEO	Report on details of amelioration and officer recommendation including if Council consideration is required.	City of Busselton
Report to Council (if required)	Report to contain <ul style="list-style-type: none"> <li>- results of noise monitoring</li> <li>- Cost of possible amelioration packages</li> <li>- Results of consultation with private property owner</li> <li>- AAC and City Officers' Recommendation</li> </ul>	City of Busselton



Follow-up acoustic assessment	Noise monitoring to assess effectiveness of amelioration implementation	Accredited Noise Monitoring
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Figure 3: Noise amelioration process flow.



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## 7. LAND USE PLANNING

Several planning documents are in place for land use relating to areas in close proximity to the Busselton-Margaret River Airport. The plans have been developed in recognition of the airport's location and potential impacts, leading to specific planning controls.

The City has commenced the process of developing a broad land-use strategy and a Town Planning Scheme amendment in order to provide protection to the airport as a continuing acceptable use of the land in its current location and to protect future amenity for noise sensitive land-uses.

For future development purposes ANEF contours provide information as to the likely cumulative exposure to aircraft noise that communities near an airport are likely to experience in a specified future time and over a specified duration. This then enables potential land uses to be established based on the noise exposure contour within which an area is located. It is noted that ANEF contours have inherent limitations for the purposes of regional airports, and while an indicator with some application, should not be relied upon as the only appropriate land use indicator.

There are a number of existing planning documents that are relevant to the land that may be considered to be "airport noise sensitive". In addition to this, the ANEF, N70 contours will be utilised for land use planning purposes. As part of a town planning scheme amendment process, the noise modelling information will guide the identification of frame areas for notification, insulation and restricted use areas.

The planning process will therefore result in Special Control Areas whereby the considerations for those areas is clearly identified as to where noise sensitive uses are not permitted, where noise insulation and title notifications are a specific development requirement and where title notifications are otherwise required. In addition to this, prospective owners of properties identified in airport noise sensitive areas shall be informed of the issues associated with airport noise and the parameters established in the NMP. Where appropriate, title notifications will be utilised to ensure this level of awareness and ultimately acceptance of the airport noise impact associated with the land.

Areas covered by the following planning documents will be further considered in this scheme amendment process.

### **7.1. Busselton Airport Development Guide Plan**

The Busselton Airport DGP outlines the planning within the City of Busselton owned and managed Busselton-Margaret River Airport land. The plan describes the development that is permissible on the land, known as an "Airport Business Park". This plan will cater for the expansion of aircraft hangars, on-ground passenger and engineering support infrastructure for the airport.

### **7.2. Busselton Airport Structure Plan**

The Busselton Airport Structure Plan deals with all of the privately owned land to the northwest of the Busselton-Margaret River Airport precinct. It outlines guidance policy statements that relate to environmental issues including noise. With specific reference to noise, the structure plan provides that:

- appropriate investigations shall be undertaken to ensure that the potential for future noise impacts from the airport operations are taken into account in the development of the land;
- any required noise attenuation associated with potential noise impacts determined from investigations are adequately planned for.

Noise monitoring information gathered in accordance with this NMP will be used to ensure the planning policy requirements are adhered to.

### **7.3. Urban Growth Strategy**

The Urban Growth Strategy outlines the preferred areas of urban growth to the south of the existing town site and the focus of this strategy is to locate any further development further to the west of the Busselton-Margaret River Airport. A key component of this strategy is the Ambergate North District Structure Plan. The area covered in the plan will cater for an additional 12,000+ people over the next 15-30 years. This area of land is located within 6km to the west of the airport and is included in noise abatement zones depicted at 3.1.2. In addition the use of regular noise monitoring and noise modelling information will assist City decisions relating to building approval and change of land use applications, both within the airport development precinct, and in the adjoining town site and rural land.

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## 8. COMMUNICATION AND CONSULTATION

Community access to information and involvement in high impact decisions is a key component of the management of noise impact associated with the Busselton-Margaret River Airport. The City of Busselton will therefore utilise a range of mechanisms to ensure that the community is informed and involved.

In this regard, the City may utilise at various times any or all of the following communication and consultation initiatives:

- An advisory committee or similar established body to provide specific input to various proposals and to assist with stakeholder communication and consultation;
- Regularly update the City of Busselton's Busselton-Margaret River Airport website with airport operations information;
- Ensure that airport noise complaints procedures are advertised and available on the website;
- Place all Council endorsed, related noise exposure contour maps on the website and make available to the public by various other means (i.e. ANEF, ANEI, N-contours);
- Provide land use planning information in various formats along with the noise contour information;
- Utilise newspaper releases, radio updates, forums, community meetings and advisory committee meetings;
- Ensure that all members of the community have an opportunity to have input at the formative stage of any change to operations, policy or procedure;
- Direct communication with interested members of the public (eg those living near the airport) with information containing any imminent happenings
- Noise amelioration Information Package.

The NMP is established to provide community protection from the impacts of noise associated with the operation of the airport. In establishing the parameters within which the airport can operate and therefore the operations that will be deemed acceptable, there is of course acknowledgement that some operations and noise impacts are unacceptable. The Noise Complaints section provides the framework by which the community can raise concerns regarding the noise impact of the operations

at the airport and the City of Busselton can assess complaints and the actual noise impact of the airport's operations.

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## 9. IMPLEMENTATION AND REVIEW

The Busselton-Margaret River Airport is owned and managed by the City of Busselton, which is required to implement this Noise Management Plan to ensure all operators utilising the airport are doing so in an approved manner, either by utilising the airport in the manner specified in the NMP or by seeking a specific approval or permit as required.

Table 10 - The Management Structure consists of:

Council	<p>Sets high level direction for Airport development and management</p> <p>Approves land use planning parameters, including scheme amendments</p> <p>Approves changes to Noise Management Plan</p> <p>Considers initial applications for Flight Training</p> <p>Considers applications for ongoing special event or special circumstance exemptions</p>
Airport Advisory Committee	<p>Provides input to:</p> <ul style="list-style-type: none"><li>• high level direction for Airport development and management</li><li>• changes to Noise Management Plan</li><li>• initial applications for Flight Training</li><li>• applications for ongoing special event or special circumstance exemptions</li></ul>

The Chief Executive Officer	<p>Informs and makes recommendations to the Council and/or Airport Advisory Committee</p> <p>Manages the day to day operations of the Busselton-Margaret River Airport</p> <p>Ensures compliance with the NMP and Flight Training Permits</p> <p>Considers applications for Charter and RPT services in accordance with the NMP</p> <p>Considers one-off special event or special circumstances exemptions</p> <p>Considers requests for flight training permit renewal</p> <p>Considers Noise amelioration assessments and implementation packages</p>
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### 9.1. Compliance Framework

Operators are required to comply with the parameters outlined in this Noise Management Plan and in accordance with any approval granted by the City for operations at the Busselton-Margaret River Airport.

The City of Busselton, as an accountable and responsible owner and operator of the Busselton-Margaret River Airport, is committed and able to implement, apply and enforce, within its powers and available resources, all required strategies and available measures to achieve the requirements and objectives of this NMP.

For purposes of developing and implementing such strategies and/or enforcing compliance with these measures, it is necessary to distinguish between land based activities and activities taking place in airspace.

#### Land based activities

The City of Busselton, as owner of the land where the Busselton-Margaret River Airport is located and also as operator of the airport, has the power to regulate, subject to certain limitations (like safety



requirements and/or emergency measures), land based activities at BMRA. These powers include (but are not limited to) determining:

- Operating hours;
- Types of aircraft which may use the aerodrome for landing or taking off;
- Which aircraft operators may use the facilities at the airport (including who may use the aerodrome for landing or taking off);
- Whether flight training operators may use the aerodrome for landing and taking off and under what conditions.

In order to seek/enforce compliance by aircraft operators with the requirements and objectives of this NMP, the City of Busselton shall implement/employ the following measures with regards to land based activities at BMRA:

- City of Busselton Airport Local Law which, among other things, regulates the activities of flight training operators. Under this process a proponent will be required to apply for a flight training permit and only operators holding valid permits will be allowed to use the facilities at BMRA for flight training. Further detail about this process is set out under Paragraph 3.1.5 of the NMP;
- Entering into Fly Neighbourly Agreements with aircraft operators – see paragraph 3.1.4 of the NMP;
- Consultation with aircraft operators using the facilities at the airport. This is a two tiered process, firstly ensuring that approved aircraft operators are aware of the regulatory measures which apply to the airport and also of the requirements of the NMP, and secondly consulting with non-compliant aircraft operators in an attempt to resolve any issues and prevent re-occurrence of unapproved/non-compliant activities;
- Reporting non-compliance to relevant government agencies (like CASA, AirServices Australia and DWER) and seeking support from these agencies to prevent re-occurrence of such activities;
- Prosecuting serial non-compliant aircraft operators;
- Ban serial non-compliant aircraft operators from using the facilities at the airport (banning certain non-compliant activities at the airport or prohibiting such operators from landing and taking off from the aerodrome).

#### **Activities in Airspace**

Since the powers to regulate Australian administered airspace are considered to be exclusive to CASA and AirServices Australia, the City of Busselton has no power or authority to regulate activities in airspace. The City, for instance, does not have the power to regulate matters like height restrictions

and flight paths through a local law. That does however not prevent the City from seeking and enforcing compliance by aircraft operators with existing measures regulating activities in airspace.

## 9.2. Review Process

The review of the Noise Management Plan will be undertaken every three years in conjunction with the Airport Advisory Committee (or its equivalent replacement at any future time). The review will be undertaken in consultation with key stakeholders, including the community, Industry, government agencies and airport users. The results of the review and any proposed changes to the NMP will be advertised for comment in the local newspapers following Council's consideration of the recommended changes. It is noted that proposed amendments to the NMP may require approval under the Environmental Protection Act 1986 or other relevant Acts.

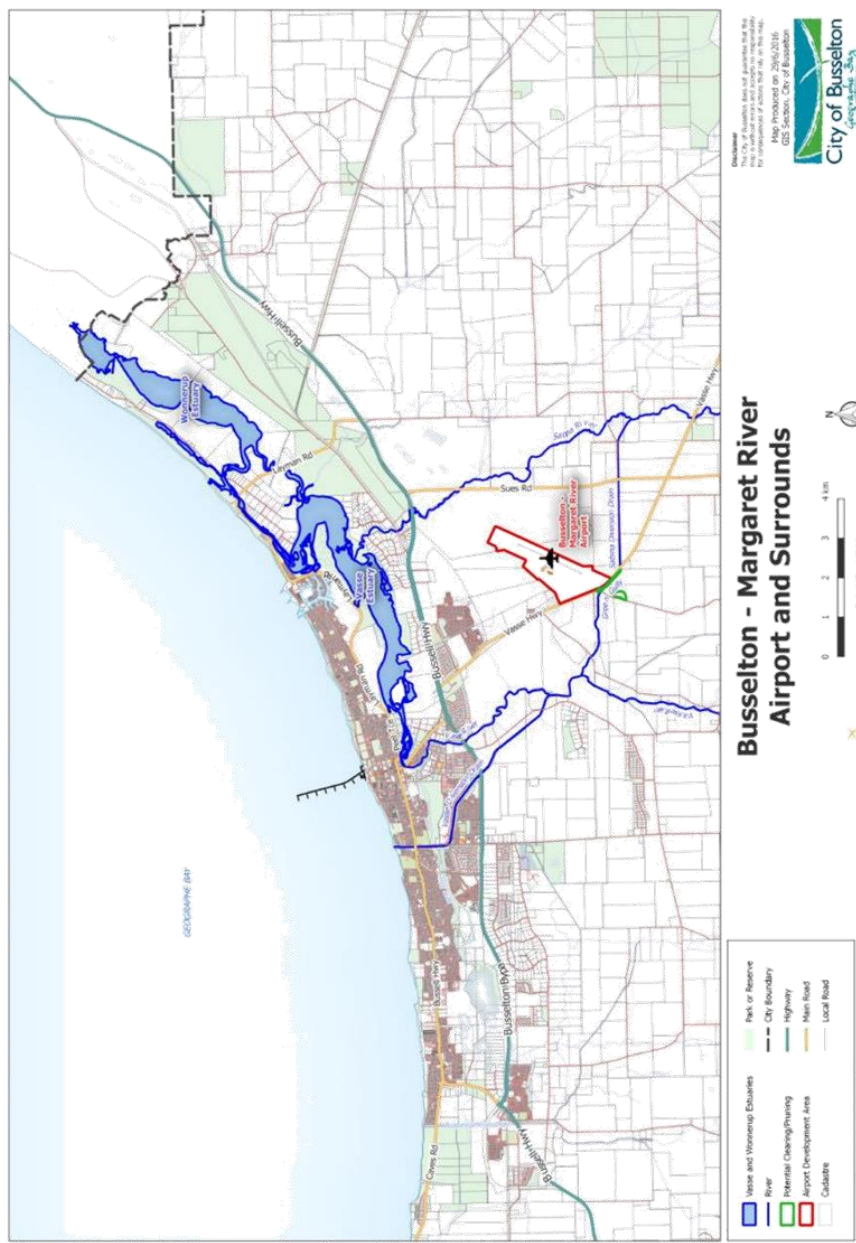
Following the review of the NMP, if adopted by the Council and sanctioned, where necessary, by the relevant statutory bodies, the revised NMP will take effect for the airport operations for the forthcoming twelve month period or until a further review is held.

Any review of the NMP will take into consideration:

- How the development opportunities for the airport have been pursued;
- Whether the flight paths and noise abatement zones need updating;
- Whether the hours of operation need to be adjusted;
- How well noise emissions associated with the airport have been managed, which will include consideration of noise monitoring data, complaints statistics and compliance information.

The review will also include a review of the Fly Neighbourly Agreement and the Flight Training Guidelines.

Appendix A – Busselton-Margaret River Airport Surrounds





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**Minister for Environment; Disability Services  
Deputy Leader of the Legislative Council**

Statement No. 1088

**STATEMENT THAT A REVISED PROPOSAL MAY BE IMPLEMENTED  
(*Environmental Protection Act 1986*)**

**BUSSELTON–MARGARET RIVER AIRPORT EXPANSION**

**Proposal:** Proposal to amend Busselton Regional Aerodrome the subject of Statement Numbers 901 dated 22 June 2012 and 1009 dated 7 July 2015.

**Proponent:** City of Busselton  
Australian Business Number 87 285 608 991

**Proponent Address:** 2 Southern Drive  
BUSSELTON WA 6280

**Assessment Number:** 2105

**Report of the Environmental Protection Authority:** 1616

**Previous Assessment Numbers:** 2008, 1876, 1918, 1913, 1867, 1827 and 775

**Previous Reports of the Environmental Protection Authority:** 1546, 1435, 1428, 1418, 1385, 1348 and 785

**Previous Statement Numbers:** 1009, 901, 887, 878, 856, 825 and 399

Pursuant to section 45, read with section 45B of the EP Act, it has been agreed that:

1. the revised proposal described and documented in Schedule 1 may be implemented;
2. this Statement supersedes Statement Numbers 901 and 1009, and from the date of this Statement each of the implementation conditions in Statements 901 and 1009 no longer apply in relation to the revised proposal; and
3. the implementation of the revised proposal, is subject to the following revised implementation conditions:

Published on:

7 January 2019

**1 Proposal Implementation**

- 1-1 When implementing the revised proposal, the proponent shall not exceed the authorised extent of the revised proposal as defined in Table 2 in Schedule 1.

**2 Contact Details**

- 2-1 The proponent shall notify the CEO of any change of its name, physical address or postal address for the serving of notices or other correspondence within twenty-eight (28) days of such change. Where the proponent is a corporation or an association of persons, whether incorporated or not, the postal address is that of the principal place of business or of the principal office in the State.

**3 Compliance Reporting**

- 3-1 The proponent shall prepare, and maintain a Compliance Assessment Plan which is submitted to the CEO at least six (6) months prior to the first Compliance Assessment Report required by condition 3-6.
- 3-2 The Compliance Assessment Plan shall indicate:
- (1) the frequency of compliance reporting;
  - (2) the approach and timing of compliance assessments;
  - (3) the retention of compliance assessments;
  - (4) the method of reporting of potential non-compliances and corrective actions taken;
  - (5) the table of contents of Compliance Assessment Reports; and
  - (6) public availability of Compliance Assessment Reports.
- 3-3 After receiving notice in writing from the CEO that the Compliance Assessment Plan satisfies the requirements of condition 3-2 the proponent shall assess compliance with conditions in accordance with the Compliance Assessment Plan required by condition 3-1.
- 3-4 The proponent shall retain reports of all compliance assessments described in the Compliance Assessment Plan required by condition 3-1 and shall make those reports available when requested by the CEO.
- 3-5 The proponent shall advise the CEO of any potential non-compliance within seven (7) days of that non-compliance being known or suspected.

- 3-6 The proponent shall submit to the CEO the first Compliance Assessment Report fifteen (15) months from the date of issue of this Statement addressing the twelve (12) month period from the date of issue of this Statement and then annually from the date of submission of the first Compliance Assessment Report, or as otherwise agreed in writing by the CEO.

The Compliance Assessment Report shall:

- (1) be endorsed by the proponent's Chief Executive Officer or a person delegated to sign on the Chief Executive Officer's behalf;
- (2) include a statement as to whether the proponent has complied with the conditions;
- (3) identify all potential non-compliances and describe corrective and preventative actions taken;
- (4) be made publicly available in accordance with the approved Compliance Assessment Plan; and
- (5) indicate any proposed changes to the Compliance Assessment Plan required by condition 3-1.

#### **4 Public Availability of Data**

- 4-1 Subject to condition 4-2, within a reasonable time period approved by the CEO of the issue of this Statement and for the remainder of the life of the proposal the proponent shall make publicly available, in a manner approved by the CEO, all validated environmental data (including sampling design, sampling methodologies, empirical data and derived information products (e.g. maps)), environmental management plans and reports relevant to the assessment of this proposal and implementation of this Statement.

- 4-2 If any data referred to in condition 4-1 contains particulars of:

- (1) a secret formula or process; or
- (2) confidential commercially sensitive information,

the proponent may submit a request for approval from the CEO to not make these data publicly available. In making such a request the proponent shall provide the CEO with an explanation and reasons why the data should not be made publicly available.

#### **5 Noise Management Plan**

- 5-1 The proponent shall manage the operation of the proposal to meet the following environmental objective:

- (1) noise emissions from the ongoing operation of the proposal shall be managed so as not to unreasonably impact on noise sensitive premises.
- 5-2 In order to meet the requirements of condition 5-1, the proponent shall implement the *Busselton-Margaret River Airport Noise Management Plan 2018* (version 1, May 2018).
- 5-3 The proponent shall implement the most recent version of the *Busselton-Margaret River Airport Noise Management Plan 2018* which the CEO has confirmed by notice in writing, addresses the requirements of condition 5-1.
- 5-4 The proponent shall continue to implement the *Busselton-Margaret River Airport Noise Management Plan 2018* (version 1, May 2018), or any subsequent revisions as approved by the CEO in condition 5-3, until the CEO has confirmed by notice in writing that the proponent has demonstrated that the objective in condition 5-1 is being and will continue to be met and therefore the implementation of the management plan is no longer required.
- 5-5 In the event of failure to implement management actions detailed in the Plan, the proponent shall meet the requirements of condition 3-5 (Compliance Reporting) and shall implement the measures outlined in the Plan, including, but not limited to, actions and investigations to be undertaken.
- 5-6 Within six months of the issue of this Statement or as otherwise agreed in writing from the CEO, the proponent shall amend section 3.1.3, and any consequential amendments, in the *Busselton-Margaret River Airport Noise Management Plan 2018* (version 1, May 2018) to define the standard hours of operation for 'Open, Closed charters, Regular Passenger Transport/Commercial operators' to be between 0600 and 0000 hours.

## **6 Review of Noise Management Plan**

- 6-1 Within three months of each three-year period, from the date of issue of this Statement, the proponent shall submit a report to the CEO which reviews the effectiveness of the *Busselton-Margaret River Airport Noise Management Plan 2018* (version 1, May 2018), or any subsequently approved revisions, in achieving the objective of condition 5-1.
- 6-2 The report required by condition 6-1 shall include, but not be limited to:
  - (1) noise monitoring results;
  - (2) noise amelioration assessments and/or implementation;
  - (3) number of complaints received and actions taken to resolve complaints;
  - (4) published flight paths to minimise impacts; and



- (5) the findings of the review to determine the effectiveness of the *Busselton-Margaret River Airport Noise Management Plan 2018* (version 1, May 2018), or any subsequently approved revisions, and whether amendments to the Plan are required.



Hon Stephen Dawson MLC  
**MINISTER FOR ENVIRONMENT**

27 DEC 2018



**Schedule 1**

**Table 1: Summary of the Proposal**

<b>Proposal Title</b>	Busselton-Margaret River Airport Expansion
<b>Short Description</b>	The proposal is to operate a regional airport at 86 Neville Hyder Drive, Yalyalup.

**Table 2: Location and authorised extent of physical and operational elements**

Column 1	Column 2	Column 3
Element	Location	Authorised Extent
Airport	Figure 1	Airport infrastructure not to extend outside the 206.2 ha proposal development envelope as shown in Figure 1.
Runway Heading	Figure 1	030°/210°

**Table 3: Abbreviations and Definitions**

Acronym or Abbreviation	Definition or Term
CEO	The Chief Executive Officer of the Department of the Public Service of the State responsible for the administration of section 48 of the <i>Environmental Protection Act 1986</i> , or his delegate.
EP Act	<i>Environmental Protection Act 1986</i>
Ha	hectares
noise sensitive premises	A building, or a part of a building, on the premises that is used for a noise sensitive purpose, in accordance with those premises defined in Schedule 1 Part C of the <i>Environmental Protection (Noise) Regulations 1997</i> .

**Figure (attached)**

Figure 1 Busselton-Margaret River Airport location and development envelope.



Figure 1 Busselton-Margaret River Airport location and development envelope

## **Schedule 2**

Coordinates defining the Busselton-Margaret River Airport development envelope as shown in Figure 1 are held by the Department of Water and Environmental Regulation, document reference number 2018-1521079909791 (dated 15 March 2018).

**6.3      BUSSELTON MARGARET RIVER AIRPORT - BUSINESS DEVELOPMENT UPDATE**

<b>STRATEGIC THEME</b>	OPPORTUNITY - A vibrant City with diverse opportunities and a prosperous economy.
<b>STRATEGIC PRIORITY</b>	3.4 Develop aviation opportunities at the Busselton Margaret River Airport.
<b>SUBJECT INDEX</b>	Airport Operations
<b>BUSINESS UNIT</b>	Commercial Services
<b>REPORTING OFFICER</b>	Manager Economic and Business Development Services - Jennifer May
<b>AUTHORISING OFFICER</b>	Director, Community and Commercial Services - Naomi Searle
<b>NATURE OF DECISION</b>	Noting: The item is simply for information purposes and noting
<b>VOTING REQUIREMENT</b>	Simple Majority
<b>ATTACHMENTS</b>	Nil

**OFFICER RECOMMENDATION**

**That the Council notes the business development update report and endorses:**

- 1. The marketing and advertising of the Industrial and Commercial Request For Proposal to a maximum of \$12,000, to be funded from the 2021/22 Airport Operations budget.**
- 2. The submission of an application to the Regional Economic Development Grant Scheme Round Four for \$135,000 to be matched by the City for the construction of a general aviation hangar for the purposes of entering into a commercial lease with an aviation maintenance and servicing operator.**

**EXECUTIVE SUMMARY**

This report provides an update on the business development activities for the Busselton Margaret River Airport (BMRA) and outlines the proposed activities over the coming months to capitalise on the potential aviation and economic opportunities and benefits the BMRA can provide to the region.

**BACKGROUND**

The City of Busselton's Economic Development Strategy identifies the development of aviation related industries as an emerging industry base and as an opportunity to diversify the region's economy. The City's aim is to encourage and attract investment in the Busselton Margaret River Region through the aviation industry as it will provide employment benefits, attract additional investment and trade for local suppliers, and influence decisions of other businesses to relocate or set up in the region.

One of the key aims of the BMRA business unit is to develop the BMRA as a hub for air services by encouraging new competitors to operate from the BMRA, including airlines, freight services, charters and fly in fly out operations, and by stimulating new air routes to new destinations.

In December 2020, officers presented a report to Council outlining the key business development activities for the BMRA which included the below activities, with the priority focus on BMRA interstate route development (Sydney services) and progression of the industrial and commercial precinct to attract investment:

Product/Service	Description	Actions	Timeline	Revised Timeline
<b>BMRA Route Development</b>	<ul style="list-style-type: none"> <li>Interstate RPT domestic services (Melbourne, Sydney, Brisbane)</li> <li>Intrastate FIFO closed charter operations</li> <li>Intrastate RPT domestic services (Port Hedland, Karratha, Broome, Newman)</li> <li>International RPT services (Singapore)</li> </ul>	<ul style="list-style-type: none"> <li>Develop business case for Sydney and Singapore services with State Government (TWA)</li> <li>Continue to promote the BMRA as a FIFO regional base to mining /resource sector (Rio Tinto, BHP, FMG, CME)</li> <li>Negotiations with airlines</li> <li>Federal Government approvals (Home Affairs, Border Force)</li> </ul>	2021	2021/2022
<b>Alternate landing Site</b>	<ul style="list-style-type: none"> <li>Alternate airport for international airlines to Perth Airport in the event of inclement weather and/or closure</li> <li>Business analysis to provide the service including airline pricing structure, aircraft infrastructure and aviation firefighting and rescue services</li> </ul>	<ul style="list-style-type: none"> <li>Quantify the requirements and costings for the City to provide a full alternate landing site facility</li> <li>Prepare an appropriate pricing structure for charging international airlines for using BMRA</li> </ul>	Dec 2020 – January 2021	Re-engage April 2022
<b>General Aviation</b>  34 lots Code B	<ul style="list-style-type: none"> <li>Various sizes, with capacity to combine land lots</li> <li>Fully serviced lots for lease with Code B apron access.</li> <li>GA focus</li> </ul>	<ul style="list-style-type: none"> <li>Option 1 - advertise and market lease opportunities</li> <li>Option 2 - prepare business case for Council to lease developed hangar lots (City construct hangars)</li> <li>Option 3 - enter into a partnership with developer/investor to build and lease hangar lots</li> </ul>	2021 (Q2)	EOI – Completed August 2021 RFQ to Construct 2x GA Hangars – Nov 2021 Lease execution ~ May 2022
<b>General Aviation</b>  1 x Code C lot	<ul style="list-style-type: none"> <li>Fully serviced</li> <li>Size: 3840m<sup>2</sup> each</li> <li>Suit aircraft maintenance / servicing / freight / smaller RPT operations</li> </ul>	<ul style="list-style-type: none"> <li>Advertise commercial lease opportunity, including domestic freight, private charter operations or RPT operations (GA aircraft &lt; 30,000kgs)</li> </ul>	2021 (Q2)	2022 (Q2)



**OFFICER COMMENT**

Officers have been working with airlines and mining companies over the past 12 months to facilitate the changes in operations due to COVID-19 requirements and to increase fly-in-fly-out closed charter services. As a result, there are 40 closed charter aircraft movements (20 flights) per week operating from the BMRA, made up of 28 operated by Virgin Australia for Rio Tinto, four by Qantas Group for FMG, four by Alliance Airlines for BHP and four by Marooomba Airlines for Northern Star Resources.

Direct Jetstar RPT services between Melbourne and Busselton have been further delayed to mid-February 2022 due to the continued COVID-19 imposed border restrictions. Despite the delay, the BMRA had a total of 3,267 aircraft landings in 2020/21, an increase of 690 landings for the same period in 2019/20 and record number of passengers with 40,469 passengers in 2020/21 compared to 26,496 passengers for 2019/2020.

**BMRA Interstate Domestic Route Development**

In early 2021, the City engaged an aviation consultant to complete airline route analysis and prepare business cases for Sydney and Brisbane services to present to airlines. The analysis showed that both Sydney and Brisbane routes were commercially sustainable with Sydney services indicating positive yields from 2021. Officers, in conjunction, with Tourism WA approached airlines and discussed informally a new Sydney – Busselton route. Given the impacts on the aviation industry resulting from the COVID-19 pandemic, it was agreed by all parties to delay negotiations until domestic travel has been restored and the Busselton-Melbourne services have commenced. Officers will continue to liaise with airlines and stakeholders on potential new domestic routes over the next twelve months.

**Alternate Landing Site (ALS)**

On 1 March 2019, the City received confirmation that BMRA was designated as an alternate international airport by the Department of Infrastructure, Regional Development and Cities. Prior to COVID-19 and restrictions to international travel, the City had received enquiries from numerous international airlines interested in nominating BMRA as an international alternate airport. In discussions with international airlines, officers identified a potential commercial opportunity to share in the financial savings made by international airlines if they were to nominate BMRA as an alternate to Perth Airport. In the event of Perth Airport being unavailable to airlines, aircraft could divert, park and refuel at BMRA and continue onto their destination once available.

Aviation Projects has been engaged to further assess the opportunity of BMRA being designated an alternate international airport with selected international airlines. While feedback from airlines to date has been positive, the current environment as a result of the COVID-19 pandemic is proving difficult to proceed with detailed discussions on the opportunity. Staffing numbers across all airlines have reduced and personnel are often changing roles meaning previous dialogue undertaken is continuously being undertaken with newly appointed personnel. In addition to this, it is uncertain when international borders will reopen. Based on this it is recommended that discussions are placed on hold for 6-12 months until the industry has more certainty on its future and more meaningful discussions can be held.

**Industrial and Commercial Precinct**

In the past two years, the City has been approached by a number of private investment / fund managers in regards to joint venture (JV) or partnership opportunities for the BMRA. To date, discussions have been high level and relate to the type of investment partnerships that the City can legally enter into. However, this has highlighted potential opportunities to progress the development of the industrial and commercial precinct with a key goal to create investment and economic activity for the BMRA, and more broadly the region.

The BMRA Master Plan (2016-2036) identifies approximately 20 hectares of available land for aviation related industrial and commercial development. However, industrial/commercial land development is a specialised area that the City does not have deep knowledge or experience in. To ensure the City is able to maximise the commercial opportunities for the BMRA, officers engaged a consultant experienced in urban planning, design, property and retail economics to prepare a Request for Proposal (RFP) document to market and advertise BMRA industrial and commercial opportunities. The RFP document has now been completed and officers have prepared a communications plan to detail the marketing and advertising activities to market the commercial opportunities. The table below provides a summary of the activities proposed:

	Action	Medium	Timeline	Costs
Phase 1	City to use existing contacts to advertise/market the RFP	<ul style="list-style-type: none"> <li>• SWDC</li> <li>• RDA</li> <li>• Industry &amp; Aviation stakeholders</li> <li>• VendorPanel</li> <li>• Print media</li> </ul>	4 weeks	Minimum \$ for print media advertising; Staff time
Phase 2a	City to advertise through industry specific media – no agents	e.g. Urban Developer The Industrialist	4 weeks	Website from \$2,000/month - \$4,000/month  EDM from \$3,000/month - \$4,500/month  Editorial from \$1,500 - \$4,000
Phase 2b	Advertise through agents	Commercial property real estate websites	4 weeks	TBC – dependent on membership / agent costs
Phase3	COB engage an agent to complete, either: - Market sourcing exercise - Market advertising	<ul style="list-style-type: none"> <li>• Colliers</li> <li>• CBRE</li> <li>• Savills</li> <li>• KnightFrank</li> </ul>	Based on scope	\$20K-\$30K market sourcing exercise  \$50K+ public advertising campaign
Phase 4	Conduct market demand analysis report with recommendations	Consultant	Based on scope	\$50K+

In the absence of completing a market demand analysis to determine the current market supply and demand for aviation related commercial land, officers propose that phase 1 and 2a be undertaken to gauge the level of market interest. The costs associated with phases 1 and 2a are not expected to exceed \$12,000. This approach minimises the costs while exploring any potential development and lease opportunities. Depending on the level of interest received from the RFP, further phases could be considered.



### General Aviation (GA) Precinct – Code B

On 12 May 2021, Council endorsed (C2105/092), subject to an expression of interest (EOI), the construction of up to three general aviation hangars at the BMRA and the allocation of \$210,000 for the construction of the hangars, to be funded from the Airport Infrastructure Renewal Reserve.

Officers advertised the EOI for constructed hangar leases in the new GA precinct in August 2021 for three weeks. Only one submission was received and officers have met with the proponent to confirm their level of interest in entering into a lease. Officers have since liaised with a local shed builder and been advised that the costs of the hangars are likely to have increased by approximately 30% since seeking quotes in April this year, and that also delivery times for materials can be up to six months. As a result, officers will issue a Request for Quotation (RFQ) for the supply and construction of two general aviation hangars this calendar year. Officers are proposing the construction of two hangars, with one to be leased following a submission from the EOI and the second available as a short term hire arrangement or for any new lease enquiries.

The EOI advertising has however generated a number of enquiries for the leasing of larger hangars and/ or ground leases which officers are progressing. One concern that has been raised with potential lessees building their own hangars is the lease term of up to 20 years, with lessees requesting terms of up to 30 and 40 years. Despite the City owning the airport land in freehold, the City is not able to enter into leases for longer than 20 years without approval from the WA Planning Commission. As such, officers have met with the Department of Planning to investigate the processes and approvals to achieve this.

The City has also been liaising with a helicopter operator wanting to establish a helicopter maintenance and servicing business and once established, helicopter tourism flights. The operator, who would like to proceed this financial year, would consider building their own hangar however requires the lease term to be a minimum of 30 years to ensure a return on investment. Securing such an operator would be considered a great opportunity for the BMRA as this would attract aviation activity, provide job opportunities and economic benefits for the City of Busselton. To facilitate this, officers are proposing that the City submit an application to Regional Economic Development (REDs) Grants scheme round four for up to \$135,000 with the City of Busselton contributing a matching contribution of \$135,000 to build a hangar of approximately 500sqm. Once built, the hangar would be leased out at a commercial rate.

If the City was to be successful with a REDs grant application to build the hangar, officers propose the remaining unspent budgeted funds for the construction GA hangars, estimated to be approximately \$50,000, be allocated towards the City's matching contribution of \$135,000 with the remaining \$85,000 being funded from the Airport Infrastructure Reserve. This however will be subject to a separate Council report should the City be successful in obtaining REDs funding and if the City is not successful then the Council will need to consider, along with the benefits and cost implications, if the City should fund the total cost of constructing a hangar.

### General Aviation Precinct – Code C

As part of the Airport Development Project, two 50mx50m serviced hangar lease areas with Code 4C apron access were developed. Since this time, the City has utilised one of the hangar lots for the construction of the new Arrivals Hall. The remaining lease area has potential to host commercial operators for RPT aircraft freight operations, private charter or smaller RPT operations (aircraft less than 30,000kgs MTOW), and aircraft servicing or maintenance services. However in the current environment it is difficult to secure investment, especially with no RPT services operating. Officers therefore propose to hold off on formally advertising this commercial opportunity nationally until RPT services are operating, in the meantime will undertake more passive, low cost marketing activities.

### Landside Commercial Opportunities

#### ***Terminal Advertising***

The terminal expansion works completed in March 2020 in preparation for the Jetstar Melbourne - Busselton flights included the installation of an electronic advertising screen and static light boxes in the new Arrivals Hall. Currently the Arrivals Hall is utilised for arriving FIFO passengers. An EoI was advertised for advertising opportunities with five businesses taking up advertising space on the electronic screen and one business operator advertising on each of the static light boxes. Advertising is booked on a three monthly basis with bookings secured for the next quarter. Interest and take up is expected to increase once RPT services have commenced.

#### ***Terminal Concessions and Retail***

A licence was issued for the BMRA café/kiosk located in the Terminal building in late 2020 and has been operating for the FIFO closed charter flights on Tuesday, Wednesday and Thursday mornings. Once RPT services commence, the operator will increase their opening hours to cater for the Jetstar flights as well as FIFO.

#### ***Transport Providers***

Officers have been liaising with transport providers such as car hire companies, coach, shuttle and mini-bus operators and private chauffeur and limousine operators since March 2020 and will re-engage in early 2022 for the commencement of RPT services.

### Statutory Environment

The BMRA operates in accordance with the following:

- *Aviation Transport Security Act 2004*
- *Aviation Transport Security Regulations 2005*
- CASA Manual of Standards 139
- Council's Transport Security Plan
- City policies and procedures

### Relevant Plans and Policies

There are no relevant plans or policies to consider in relation to this matter.

### Financial Implications

The adopted 2021/22 Airport Operations Budget has an allocation of \$50,000 for consultancy based activities. To date, there has been no consultancy expenditure. While there are activities that will draw on the consultancy budget throughout the year, there will be sufficient funds to cover the costs associated with phases 1 and 2a to market and advertise the commercial and industrial RFP opportunities to a maximum value of \$12,000.

The adopted 2021/22 budget has an allocation of \$210,000 towards the construction of GA hangars. The proposal to construct two hangars as a result of a successful EoI process will be funded from this budget allocation.

The proposal to build a hangar for an aviation maintenance and servicing operator is dependent on the City applying and being successful in a REDs grant. If successful the City would be required to match the grant funding contribution of \$135,000 which could be part funded from unspent funds allocated towards the construction of GA hangars and funding from the Airport Infrastructure Reserve. If the City is successful in a REDs grant this would require Council consideration through a budget amendment report.

There are no other direct financial implications associated with the officer recommendations in this report.

### **Stakeholder Consultation**

Officers have consulted with the relevant stakeholders in regards to this report, including Airlines, Tourism WA, Margaret River Busselton Tourism Association, Australia South West, aircraft operators and owners and commercial / investment developers.

### **Risk Assessment**

An assessment of the potential implications of implementing the officer recommendation has been undertaken using the City's risk management framework, with risks assessed taking into account any controls already in place. No risks of a medium or greater level have been identified.

### **Options**

As an alternative to the proposed recommendation, the Council could:

1. Not support business development activities for the BMRA and choose to do nothing.
2. Propose alternative priorities for BMRA Business Development activities for any or all recommendations.

### **CONCLUSION**

Significant commercial opportunities now exist at the BMRA as a result of the completion of the airside and landside developments. Unfortunately, due to the COVID-19 pandemic, commercial investment opportunities have slowed and have been difficult for Officers to progress and secure. As the COVID-19 restrictions begin to lift within Australia and the aviation industry begins its recovery as airlines recommence operations, there will be potential for officers to market and attract various commercial and investment opportunities at the BMRA.

### **TIMELINE FOR IMPLEMENTATION OF OFFICER RECOMMENDATION**

If supported, officers will commence marketing and advertising of the commercial and industrial RFP immediately to maximise the commercial opportunities as the aviation industry begins to reopen and both domestic and international operations commence. The request for quotations for the general aviation hangars will be issued before the end of October and if supported, a REDs application will be submitted by 21 October 2021.

**7. GENERAL DISCUSSION ITEMS**

7.1 BUSSELTON AERO CLUB PROPOSAL

7.2 BUSSELTON MARGARET RIVER AIRPORT TERMINAL UPDATE

**8. NEXT MEETING DATE**

**9. CLOSURE**