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CITY OF BUSSELTON

MINUTES FOR THE AIRPORT ADVISORY COMMITTEE MEETING HELD ON 21 MARCH 2017

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MINUTES

MINUTES OF A MEETING OF THE AIRPORT ADVISORY COMMITTEE HELD IN MEETING ROOM THREE, COMMUNITY RESOURCE CENTRE, 21 CAMMILLERI STREET, BUSSELTON, ON 21 MARCH 2017 AT 10.00AM.

1. DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS

The Presiding Member opened the meeting at 10.03am

2. ATTENDANCE

Presiding Member:

Cr Gordon Bleechmore

Members:

Cr John McCallum
Cr Coralie Tarbotton
Cr Paul Carter

Officers:

Mr Mike Archer, Chief Executive Officer (from 10.08am)
Miss Jennifer May, Manager, Commercial Services
Miss Hayley Barge, Administration Officer, Governance
Miss Kate Dudley, Administration Officer, Governance

Apologies

Mrs Naomi Searle, Director, Community and Commercial Services

Approved Leave of Absence

Nil

Observer

Cr Robert Reekie

3. PUBLIC QUESTION TIME

Nil

4. DISCLOSURE OF INTERESTS

Nil

5. CONFIRMATION OF MINUTES

5.1 Minutes of the Airport Advisory Committee Meeting held 23 January 2017

Committee Decision

AIR1703/033 Moved Councillor J McCallum, seconded Deputy C Tarbotton

That the Minutes of the Airport Advisory Committee Meeting held 23 January 2017 be confirmed as a true and correct record.

CARRIED 4/0

10.08am at this time the Chief Executive Officer entered the meeting.

6. REPORTS

6.1 BUSSELTON MARGARET RIVER REGIONAL AIRPORT - NOISE MANAGEMENT PLAN

SUBJECT INDEX:	Busselton Margaret River Regional Airport
STRATEGIC OBJECTIVE:	Infrastructure assets are well maintained and responsibly managed to provide for future generations.
BUSINESS UNIT:	Commercial Services
ACTIVITY UNIT:	Commercial Services
REPORTING OFFICER:	Manager, Commercial Services - Jennifer May
AUTHORISING OFFICER:	Director, Community and Commercial Services - Naomi Searle
VOTING REQUIREMENT:	Simple Majority
ATTACHMENTS:	Attachment A Draft Noise Management Plan 2017⇒ Attachment B Submissions - Draft Noise Management Plan 2017⇒

PRÉCIS

This report presents the draft Busselton-Margaret River Regional Airport Noise Management Plan (2017) and submissions received following the public consultation period which closed on the 19 March 2017. This report requests the Council acknowledges the submissions and endorses the draft NMP (2017) to be included in the Environmental Review Document to be submitted as part of Public Environmental Review (PER) process to be submitted to the Office of the Environmental Protection Authority prior to 31 March 2017.

BACKGROUND

The concept of a Noise Management Plan (NMP) for the Busselton Regional Airport (BRA) was first initiated in 2009 when environmental consulting firm Strategen was engaged to prepare a NMP. This was in response to the first Fly in Fly out (FIFO) services commencing at the BRA and the need to address the restrictive hours of operations and conditions specified in Ministerial Statement 399 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;

“4.2 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 L a 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.

Strategen was engaged to prepare a draft NMP that was presented to the then Airport Advisory Group (AAG). The AAG was a working group made up of community members, three Shire

Councillors, and representatives from the Busselton and Dunsborough Chambers of Commerce, Geopraphe Bay Tourism Association and the Busselton Aero Club.

The draft NMP was further developed by the AAG and in July 2010 a draft plan 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 the 1 February 2011.

A lengthy consultation period occurred with the OEPA, including a public consultation period of four weeks, 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 the 22 June 2012.

In accordance with Condition 4 of Statement 901, the City of Busselton has the opportunity to review and submit proposed amendments or updates to the NMP. In a report presented to the Council at its meeting on 28 August 2013, City Officers presented a number of proposed changes, some were considered minor or not technical in nature and hence did not change the intent of the existing NMP. However, some of the proposed changes to the Hours of Operations were considered material under Condition 4-2 of Statement 901 and were advertised for public comment. Following Council endorsement, City Officers submitted a proposed, amended NMP to the OEPA for review in September 2013.

The OEPA assessment resulted in the proposed material amendments being resubmitted by the City of Busselton as a Section 46 application under the Environmental Protection Act (1986) in March 2014. 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. 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 publicly committed to allocating funding for the redevelopment of the BRA.

The Airport Development Project Team was established soon after the funding announcement and one of the priority approval processes identified for the project was the environmental approvals required from the Minister of the Environment; Heritage. The environmental approvals included the City of Busselton undertaking a review of the NMP (2015) and proposing a number of changes resulting in the draft NMP (2016) that were 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 will allow for proposed interstate and international jet air services resulting from the Airport Development Project. Following consultation with the OEPA, a referral was submitted to the OEPA proposing an Assessment of Proponent Information-Category A (API-A) assessment to amend the existing Ministerial Statement and implement the revised draft NMP (2016) in June 2016.

On 30 November 2016, the City was notified that the level of environmental assessment for the BMRRRA Development Project determined by the OEPA was to be a Public Environmental Review (PER). To ensure that the construction activities could proceed in parallel to the PER, the City submitted an application under section 43A (s43A) to amend the previously submitted referral to remove the airside and landside construction components from the submitted referral, thus leaving

the future aircraft operational components associated with the Development project subject to assessment through the PER process. The City also submitted an application under section 45C (s45C) application (in accordance with Statement 901 and 1009) to allow the airside and landside construction activities to proceed as the proposed construction activities were unlikely to result in a significant detrimental effect on the environment in addition to, or different from, the effect of the original proposal. The OEPA notified the City on 15 December 2016 that the applications under s43A and s45C had been approved however noting that the s45C approval does not replace any responsibilities the City has in seeking other approvals to implement the changes associated with the Development Project operations subject to the conditions of Ministerial Statements 901 and 1009, including the timing and number of aircraft to remain compliant with the approved Noise Management Plan required by condition 4-1 of Statement 1009.

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 a the draft NMP dated 2017. The 2017 version included changes to the Standard Hours of Operations, Flight Training Guidelines and Noise Amelioration Criteria which were then advertised for public comment for a period of twenty one days. In parallel to the public comment period, the City also conducted four community information sessions for residents situated nearest the Airport and the wider community to attend a presentation on the proposed changes and associated noise modelling contours, to ask any questions and raise any concerns.

For clarity, this report details the proposed changes from the NMP (2015) version as 2016 and 2017 proposed amendments separately.

Proposed NMP amendments 2016 version

The key changes to the NMP (2015) that were incorporated in the draft NMP (2016) version included amendments to the current hours of operations, noise acceptability criteria, noise reduction measures and amelioration. The proposed amendments can be summarised into the following key areas listed below;

Description	Chapter(s) of the NMP	Comments relating to proposed NMP (2016)
Grammatical updates	All	Includes amendments such as airport name change (BRA-BMRRRA), typographical errors, index page update, addition of terms to 'Definitions page' etc These changes do not change the intent of the NMP (2015).
Inclusion of Airport Development Project information	Background (p3) Objectives for Development (p5)	Information relating to the upgrade of the Airport has been added as context in describing the future operations, expansion of infrastructure and objectives including management of aircraft noise.
Standard Operating hours	3.1.3 Standard Hours of Operations (p13-15)	1. Number of operating categories has been reduced from five to three (See Table 3) – Light and General Aviation categories have been combined into one; Open & closed Charter Flights and RPT services have been combined into one category. 2. In combining the Light Aviation and General Aviation categories the requirement for light aviation / Single Engine Aircraft under 2000kg

		<p>MTOW not to exceed 65dB(A) has been removed.</p> <p>3. All operating categories have unrestricted operating hours subject to aircraft noise not exceeding 85dB(A) and aircraft >5,700kgs MTOW requiring approval to operate.</p>
Flight Training	3.1.5 Flight Training Guidelines (p19-22)	<p>1. Aircraft type has been amended to include "Single engine aircraft" under 1500kgs MTOW</p> <p>2. Single engine aircraft noise emissions has been changed from 'to be less than 65dB(A)' to 'to be less than 85 dB(A)'.</p> <p>3. Times for flight training operations amended to Mon-Fri 8am – last light; Saturdays, Sundays and Public Holidays 9am -5pm.</p>
Non-Conforming Activities	3.3.2 Approval for Non-Conforming Activity (p25-26)	Based on the assumption that the proposed amendments to the Standard Hours of operations are accepted this section will be deleted.
Methods for determining Noise Impacts and reduction measures	6.2 Noise reduction, Amelioration and Measures (p32-33)	<p>1. Added information relating to the City's decision to adopt the AS2021;2015 Acoustics – Aircraft noise intrusion – Building siting and construction.</p> <p>2. Added information on the preparation and use of ANECs and N-contours for the developed Airport.</p>
Noise Acceptability Criterion	6.2.1 Noise Reduction Parameters (p33)	Inserted the acceptability definitions and noise levels detailed in AS2021;2015 Section 2.3 and Table E1.
Noise Amelioration	6.2.2 noise Amelioration as a Noise Reduction Technique (p34)	Inserted the building site acceptability criteria detailed in AS2021;2015 Table 2.1 and Table E1.
Implementation of NMP	9.3 Implementation Priorities (p45)	Deleted this section as originally included to detail the implementation actions of the NMP approved in 2012.

Listed below are the proposed changes incorporated into the draft NMP (2017);

Description	Chapter(s) of the NMP	Comments relating to proposed NMP (2017)
Grammatical updates	All	<p>Includes amendments such as airport name change (BMRRA - BMRA), typographical errors, index page update and additional information providing clarity in some chapters.</p> <p>These changes do not change the intent of the NMP (2015).</p>
Added 'Regular' to	Definitions (p 4)	Regular is used in some chapters of the NMP and

Definitions		hence definition has been added.
Development Project infrastructure	Background	Updated the scope of infrastructure to be delivered by the Airport Development Project.
Standard Operating hours (Table 2)	3.1.3 Standard Hours of Operations (p13-15)	<ul style="list-style-type: none"> Light and General Aviation category standard hours of operation amended to 'Restricted 0600hrs-2200hrs'
Conditions (Table 2)	3.1.3 Standard Hours of Operations (p13-15)	<ul style="list-style-type: none"> Conditions 'Subject to noise not exceeding 85dB(A)' amended to 'Maximum noise level of 85dB(A)'. The wording has been amended in line with the noise amelioration section whereby an exceedance of 85dB(A) may trigger noise amelioration processes.
Approval for Non-Conforming Activity	Chapter 3.2.4 Approval for Non-Conforming Activity	As restricted hours have been proposed for Light and General Aviation, it is being proposed that this section be maintained as it is currently worded in the NMP (2015) to allow for any general aviation non-conforming activities. This would allow for one-off approvals for aircraft movements outside of the standard hours of operations associated with events (Ironman; 70.3; Busselton Jetty Swim) or visits to Busselton by celebrities / VIPs. The only change to the wording is to include 'The City Chief Executive Officer (or approved delegate)' is authorised and empowered to determine applications for a Non-Conforming Activity ...
Table 9 - Amelioration Assessment Parameters	6.2.3 Process for Amelioration Assessment	Process updated to allow the CEO to determine if amelioration works (budget expenditure) requires Council consideration or within CEO delegation. This step has been updated to provide a faster and more efficient process if possible.
Order of Chapters	Chapters 8 and 4 have been moved in the document.	<p>Original order of chapters was:</p> <ul style="list-style-type: none"> Management of Operational Activities Land Use Planning Noise Assessment and Monitoring Noise Amelioration Communication and Consultation Noise Complaints <p>New order of chapters is:</p> <ul style="list-style-type: none"> Management of Operational Activities Noise Complaints

		<ul style="list-style-type: none"> • Noise Assessment and Monitoring • Noise Amelioration • Land Use Planning • Communication and Consultation
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The attached draft NMP (2017) highlights the proposed amendments recommended in 2016 in blue and 2017 in green.

STATUTORY ENVIRONMENT

The Noise Management Plan (22 June 2012) was approved by the then Minister for the Environment; Water after review and consideration by the Environmental Protection Authority. Compliance reporting and review of the NMP is defined under Ministerial Statement 1009; Busselton Regional Aerodrome.

As part of the Airport Development Project, the City of Busselton is required to seek environmental approvals for the project in accordance with the Environmental Protection Act (1986) from the Minister for the Environment; Heritage through the assessment processes of the OEPA. Following recent notification from the OEPA, the City is required to complete a Public Environmental Review (PER) level of assessment for the Airport Development Project for the future operational components only which will include the proposed draft NMP (2017).

In accordance with the OEPA's Environmental Impact Assessment framework and guidelines, the OEPA have published an Environmental Scoping Document (ESD) defining the requirements for the City's Environmental Review Document (ERD) to be submitted for public comment as part of the PER process. The ESD details 'Social Surrounds' as the key environmental factor of to be addressed in the ERD. The ESD can be located on the OEPA's website.

The table below lists the OEPA's statutory PER process and assessment timeline as defined in the ESD.

Assessment Milestones	Completion Date
EPA approves Environmental Scoping Document	16 February 2017
City of Busselton submits first draft Environmental Review Document	31 March 2017
EPA provides comment on first draft Environmental Review Document	8 May 2017
City of Busselton submits revised draft Environmental Review Document	22 May 2017
City of Busselton releases Environmental Review Document for public review (six weeks)	29 June 2017
Close of public review period	3 July 2017
EPA provides summary of submissions	4 September 2017
City of Busselton provides response to submissions	25 September 2017
EPA reviews the responses to submissions	23 October 2017
EPA prepares draft assessment report and completes assessment	14 December 2017
EPA finalises assessment report and gives report to the Minister	22 January 2018

Following Council endorsement of the draft NMP (2017) the City will submit a draft Environmental Review Document (ERD) including the draft NMP (2017) and public submissions received to the OEPA for review and comment. The City will have an opportunity to consider any comments from the OEPA prior to submitting the final ERD for assessment.

RELEVANT PLANS AND POLICIES

The BMRRRA operates in accordance with the following: Aviation Transport Security Act 2004, Aviation Transport Security Regulations 2005, CASA MOS 139, Council's Transport Security Plan and City policies and procedures.

This report is in line with the City of Busselton's current Noise Management Plan (2015), Ministerial Statements 901 and 1009 and processes for monitoring and reporting of aircraft movements and proposed changes to update the NMP.

FINANCIAL IMPLICATIONS

The Commercial Services Business unit has an approved operational budget allocated to the maintenance and upkeep of the facility and aviation related services. None of the recommended changes to the NMP are expected to have an additional cost implication to the operational budget.

The Airport Development Project, funded by the State Government and overseen by the Project Governance Committee (PGC) has a budget allocated for the project approval processes, including the environmental approvals being sought.

One of the possible future actions resulting from the approval of the recommended changes to the NMP could be to perform noise monitoring at residential properties in the vicinity of the Airport. As such a budget allocation for noise amelioration has been included in the Airport Development Project and will be considered at the appropriate time.

Long-term Financial Plan Implications

An operational financial model was developed as part of the State Government Business Case proposal which incorporated a 10-year financial plan. The model considered revenues and costs associated with the upgraded facility, including up-front and recurrent capital and ongoing operational expenditure. The model demonstrates that the upgraded facility will be self-sustainable, generating a modest profit into the future, to be transferred into the City's Airport Infrastructure Renewal and Replacement Reserve at the end of each financial year. It should be noted however that the revenue projections were based on Regular Public Transport (RPT) aircraft being able operated beyond the current Standard Hours of Operations as governed through the NMP.

The Long Term Financial Plan (LTFP) is currently based on the current operations, and will require updating to reflect the Development Project, including ongoing operational and capital revenue and expenditure based on the funded project. This work has commenced.

STRATEGIC COMMUNITY OBJECTIVES

This report is consistent with the City of Busselton's Strategic Community Plan (2013) community goals and objectives;

Well Planned, Vibrant and Active Places:

- 2.3 Infrastructure assets that are will maintained and responsibly managed to provide for future generations.

Connected City:

- 4.1 Transport options that provide greater links within our district and increase capacity for community participation.

RISK ASSESSMENT

An assessment of the potential implications of implementing the officer recommendation has been undertaken using the City's risk assessment framework. The assessment identifies 'downside' risks only, rather than 'upside' risks as well. The table below describes identified risks where the residual risk, once controls have been identified, is identified as 'medium' or greater;

<i>Risk</i>	<i>Controls</i>	<i>Consequence</i>	<i>Likelihood</i>	<i>Risk Level</i>
Extending the Hours of Operation causes noise nuisance and complaints requiring noise monitoring and mitigation.	Monitor and assess any increase in aircraft traffic during the extended hours for the potential for noise complaints from the community.	Minor	Unlikely	Medium
NMP Public consultation results in significant public submissions received by the OEPA during the PER statutory public review period which results in the draft NMP (2017) not being approved.	Community information sessions and private meetings held with members of the community on aircraft noise management. NMP public consultation period performed to assess community feedback.	Moderate	Unlikely	Medium

CONSULTATION

Officers will continue to consult with the OEPA, CASA, AirServices Australia, City of Busselton residents and wider community, airport users and stakeholders throughout the environmental approval process and Airport Development Project.

The following activities were performed as part of the public consultation process for the draft NMP (2017);

Who	Forum	Description	Information Provided
Residents in vicinity of the Airport and/or near flight paths including <ul style="list-style-type: none"> • Reinscourt • Yalyalup • Kalgup • Yoogarillup 	Invitations issued for community meetings for each area held at community facilities or City offices;	<ul style="list-style-type: none"> • NMP flyer listing community information sessions and 'City's public comment webpage ('YourSay') 	<ul style="list-style-type: none"> • City's Website 'YourSay' Draft NMP (2017), N70s, LAMAX B737/F100; • Information sheet on understanding noise modelling contours • Information on External websites and agencies for further information.
Community information sessions (All information sessions open to all community members)	Community information session held at the City's Resource Centre specifically relating to the Draft NMP (2017) held at the Busselton Community	<ul style="list-style-type: none"> • Brief background on Draft NMP (2017) • Noise Management Plan review and proposed changes. • Predicted flight movements including day/night splits; 	<ul style="list-style-type: none"> • City's Website 'YourSay' Draft NMP (2017), N70s, LAMAX B737/F100; • Information sheet on understanding noise modelling contours • Information on External websites and agencies for further information.

	<p>Resource Centre; •Reinscourt Residents Thursday 2/3/17 at 5.30pm •Yalyalup Residents Tuesday 7/3/17 at 5.30pm •All Interested Residents Thursday 9/3/17 at 6pm (held as part of the BMRRRA Consultative Group meeting) •Kalgup and Yoongarillup Residents Monday 13/3/17 at 5.30pm.</p>	<ul style="list-style-type: none"> • Predicted noise impacts including N-Contours, LAMAX and flight paths • Information on how to comment/make a submission 	
Community	<p>Council for the Community (Busselton Dunsborough Mail)</p>	<p>Advertising of the Draft NMP (2017) public comment and Community Information Sessions on the following dates;</p> <ul style="list-style-type: none"> • 22 February • 1 March • 8 March 	<ul style="list-style-type: none"> • Draft NMP (2017) public comment period and City's Website 'YourSay' information • Community Information session dates and registration details • City contact details for further information
Community	<p>Customer Information Centre, Naturaliste Community Centre, Geographe Leisure Centre, Busselton Libraries and Busselton-Margaret River Regional Airport.</p>	<ul style="list-style-type: none"> • Poster - Promoting an Invitation to Information Sessions for Busselton Margaret River Airport Proposed Changes to the NMP 2015 • Draft NMP (2017) with proposed track changes (paper copy). • Predicted noise impacts including N-Contours, LAMAX and flight paths (paper copies) • Information on how to comment/make a submission 	<ul style="list-style-type: none"> • Draft NMP (2017) public comment period and City's Website 'YourSay' information • Community Information session dates and registration details • City contact details for further information
Community (Circulation approx. 14,000 residents)	<p>Bay to bay newsletter</p>	<ul style="list-style-type: none"> • City Newsletter emailed to City residents containing information 	<ul style="list-style-type: none"> • Information on review of the NMP 2015 and invitation to attend information sessions.

		relevant to the City of Busselton and the community.	
Community	City of Busselton 'Your Say' public comment website	<ul style="list-style-type: none"> • Draft NMP (2017) showing track changes advertised for 21 days for public comment from 20 February - 19 March 2017. 	<ul style="list-style-type: none"> • Draft NMP (2017) with proposed track changes • Noise modelling contours including; <ul style="list-style-type: none"> ○ N-contours ○ Lamax contours ○ Flight Paths • FAQs

Approximately 1500 Information flyers were sent out to property owners in the residential areas of Reinscourt, Yalyalup, Kalgup and Yoongarillup informing community members of the community information sessions and how to register. The community information sessions were also advertised in the local media. A total of four community sessions were held with the number of attendees for each one listed below.

The draft NMP (2017) was open for public comment on the City of Busselton's 'Your Say' website for 21 days from the 20 February – 19 March 2017 and advertised in the Busselton –Dunsborough Mail - Council for Community pages for public comment.

Community information Sessions

The City held Noise Management Plan Community Information Sessions at the Community Resource Centre on the below dates. While three of the information sessions were targeted to specific community areas, all four sessions were open to the wider community to attend;

Meeting	# Residents attending
Reinscourt Residents - 2 March at 5.30pm	44*
Yalyalup Residents - 7 March at 5.30pm	17
All Interested Residents - 9 March at 6pm (held as part of the BMRRRA Consultative Group meeting)	5 residents (+5 members of BMRRRA Consultative Group)
Kalgup and Yoongarillup Residents - 13 March at 5.30pm	17

* Note – 35 residents registered and 9 residents attended without providing contact details

The Community Information sessions were presented by the Director Community and Commercial Services, Manager Commercial Services, the Stakeholder and Communications Officer and attended by Councilors of the Airport Advisory Committee and one meeting by the Mayor of the City of Busselton.

Public Comment Period

The draft NMP (2017) was advertised for public comment for 21 days between 20 February - 19 March 2017. The following submissions were received from the public comment period;

	Supportive Submissions	Generally Supportive of BMRRR but not of night flights	Objections	Total Submissions
City of Busselton Your Say website; City of Busselton email/postal address	78	9	37	124

All submissions received during the public comment period can be viewed in the summary table in Attachment B. Officers have provided a brief response in the summary table at this time.

OFFICER COMMENT

City Officers conducted four Community Information Sessions presenting information on the proposed changes to the draft NMP (2017) and noise modelling contours displaying the projected changes in aircraft noise using N70, N60 night and Lamax contours.

The overriding concern raised across the four Community Information Sessions was in relation to the unrestricted operating hours for Open/Closed charter, RPT and commercial operators and in particular objections to night flights between midnight and 0600 hours. While some community members were totally opposed to night flights, other community members were concerned that the unrestricted criteria could enable more than the projected night flights to occur into the future. At the Reinscourt Community Information Session a request was put to the Officers and Councillors present to consider restricting the hours of operations or to “cap” the number of flights that could occur between the hours of 0000hrs and 0600hrs. Officers have considered the request to cap the number of night flights and believe that a cap of five (5) flights per week would continue to provide the flexibility needed for future operations whilst offering the community some certainty that there will not be unlimited flights between the hours of 0000-0600hrs.

As such, Officers consider that an amendment to the draft NMP (2017) Standard Hours of Operations Table 2 highlighted in bold below can be considered;

Table 2 – Operational Limitations and Approved Parameters

Operator / Aircraft Type	Standard Hours of Operation	Conditions
Emergency Services	UNRESTRICTED	Emergency situations and normal flight patterns <ul style="list-style-type: none"> training flights require approval under the Flight Training Guidelines
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** 0000hrs – 0600hrs	Maximum noise level of 85dB (A)* City approval required

	**Five flights per week approved between 0000-0600hrs.	
* 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)		
Any application that does not conform to the standard hours of operation or conditions set out in this table is considered a Non-Conforming Activity. Assessment of Non-Conforming Activities will be undertaken using the procedures defined in Section 3.2.4		

There were a number of concerns raised across the sessions regarding flight paths over residential areas such as Yalyalup and Reinscourt, however as flight paths are the responsibility of Airservices Australia and CASA, the City has no jurisdiction in this area and ability to change flight paths. Officers are however consulting with Airservices Australia and will engage flight path designers to investigate options to vary the flight paths to minimise aircraft noise to residential areas in the vicinity of the Airport.

The draft NMP (2017) was advertised for 21 days between the dates of 20 February – 19 March 2017 on the City’s Your Say website and Airport website for public comment and in the Council for the Community pages of the Busselton-Dunsborough Mail on the 22 February, 1 March and 8 March 2017.

A total of 124 submissions were received, of which 78 submissions were received from individuals, businesses and tourist operators supportive of the draft NMP (2017) and specifically in allowing for unrestricted hours of operations. A total of 9 submissions were received generally supportive of the Airport Development Project however not supportive of the unrestricted standard hours of operations for Open/Closed Charters, RPT and commercial operators and raised questions or concerns about the flight paths. 37 submissions were received objecting to the draft NMP (2017); these submissions mainly represented residents from the areas of Reinscourt, Yalyalup, Yoongarillup and Kalgup.

A total of 37 objections were received with the following concerns raised summarized in the table below;

	Night flights (0000-0600hrs) only	Flights Paths only	Night flights and flight paths	Other concerns (Vasse Wonnerup Wetlands)
# submissions	31	1	16	6

CONCLUSION

The NMP has been in effect for over five years now and has been subject to one review. With the funding secured from the State Government to upgrade the BMRRA and the required environmental approval process underway for the project, there is a need to update the current NMP. As such Officers have reviewed the NMP and are proposing amendments to a number of sections, in particular the standard hours of operations, flight training guidelines, noise reduction, amelioration, and noise criterion measures. This report presents the draft NMP (2017), including submissions received following a public comment period of 21 days.

A total of 124 submissions were received during the public comment period. 78 submissions were supportive of the draft NMP (2017) and the proposed changes, including the proposed standard hours of operations. The majority of the supportive submissions were received from businesses

within the region with a small number of residents including some from residential areas surrounding the Airport.

37 objections were received with 31 submissions raising objections/concerns with the proposed changes to the unrestricted hours of operations for Open/Closed Charters, RPT and commercial operators. A number of submissions also raised concerns with the flight paths, which are not being proposed to be changed as part of the draft NMP (2017) but were provided throughout the public consultation as information for residents to assess any potential impacts from future aircraft operations. As flight paths and airspace are not the jurisdiction of the City, the City is unable to change the flight paths. However, City Officers are working with Airservices Australia and flight path designers to investigate if the flight paths can be varied to reduce overflying specific areas. This work is ongoing and outcomes will not be known for several months.

As such, the submissions generally raised concerns or objections to the proposed changes for the Standard Hours of Operations and also with regards to flight paths. Specifically, objections raised relate to the operation of night flights between 0000hrs and 0600hrs. While some residents totally object to any flights between these hours, some residents are concerned that the unrestricted hours of operations could enable unlimited night flights for which the impacts have not been modelled.

Officers have considered the community's feedback with regards to night flights and assessed the effect of implementing a "cap" on the number of night flights that can operate in the Open/Closed charter, RPT and commercial operators category and believe that a limit of 5 flights per week operating between the hours of 0000-0600hrs would still provide opportunity and flexibility for interstate and potentially international operations into the future. The addition of a "cap" would also go some way to providing the community some confidence that there would not be unlimited night flights in the future. Officers consider that five flights per week between 0000-0600hrs is an appropriate number as this has been modelled and the projected impacts can be assessed and still allow for flexibility when negotiating with airlines for BMRA operations. Hence, Officers are recommending in this report that an amendment be made to the draft NMP (2017) to restrict the standard hours of operations for Open/Closed charter, RPT and commercial operators between 0000-0600hrs and permit a maximum of five flights per week to operate from the BMRA between the hours of 0000-0600hrs.

Officers are recommending that Council endorses the draft NMP (2017) with the recommended amendment and that the draft NMP (2017) and public submissions received be included in the Draft Environmental Review Document to be submitted as part of the PER to the Office of the Environmental Protection Authority prior to the 31 March 2017.

OPTIONS

The Council may choose not to support the Officers recommendation and;

1. Endorse the draft NMP (2017) included in Attachment A with no further amendments; or
2. Recommend alternative amendments to the NMP such as no flights permitted between the hours of 0000-0600hrs.

TIMELINE FOR IMPLEMENTATION OF OFFICER RECOMMENDATION

The draft NMP (2017) will be included in the Draft Environmental Review Document to be submitted to the Office of the Environmental Protection Authority including all public submissions received during the public consultation period prior to the 31 March 2017.

OFFICER RECOMMENDATION

That the Council:

Notes the 124 submissions received by the City of Busselton during the public comment period of 21 days from 20 February – 19 March 2017 of the Draft NMP (2017)

Note: Officers provided a revised recommendation for consideration to endorse the Draft BMRRRA Noise Management Plan (2017) including amending the standard hours of operations for Open/Closed Charters, RPT and commercial operators, and for three late submission to be included.

Committee Decision and Revised Officer Recommendation

AIR1703/034 Moved Councillor J McCallum, seconded Deputy C Tarbotton

That the Council:

1. Notes the 124 submissions plus 3 late submissions received by the City of Busselton during the public comment period of 21 days from 20 February – 19 March 2017 of the Draft NMP (2017).
2. Endorses the Draft BMRRRA Noise Management Plan (2017) in Attachment A including the following amendments to the Standard Hours of Operations; Table 2 - Operational Limitations and Approved Parameters;

Operator / Aircraft Type	Standard Hours of Operation	Conditions
Open, Closed Charters, RPT/Commercial Operators	RESTRICTED** 0000hrs – 0600hrs **Five flights per week approved between 0000-0600hrs.	Maximum noise level of 85dB (A)* City approval required

CARRIED 4/0

7. GENERAL DISCUSSION ITEMS

The Manager, Commercial Services provided the Committee with an update on the Environmental Scoping Document.

8. NEXT MEETING DATE

Monday, 24 April 2017

9. CLOSURE

The meeting closed at 10.55am.

THESE MINUTES CONSISTING OF PAGES 1 TO 17 WERE CONFIRMED AS A TRUE AND CORRECT RECORD ON MONDAY, 25 DECEMBER 2017.

DATE: _____

PRESIDING MEMBER: _____