



Airport Advisory Committee Agenda

21 March 2017

ALL INFORMATION AVAILABLE IN VARIOUS FORMATS ON REQUEST

city@busselton.wa.gov.au

CITY OF BUSSELTON

MEETING NOTICE AND AGENDA – 21 MARCH 2017

TO: THE MAYOR AND COUNCILLORS

NOTICE is given that a meeting of the Airport Advisory Committee will be held in the Meeting Room Three, Community Resource Centre, 21 Cammilleri Street, Busselton on Tuesday, 21 March 2017, commencing at 10.00am.

The attendance of Committee Members is respectfully requested.



MIKE ARCHER

CHIEF EXECUTIVE OFFICER

20 March 2017

CITY OF BUSSELTON

AGENDA FOR THE AIRPORT ADVISORY COMMITTEE MEETING TO BE HELD ON 21 MARCH 2017

TABLE OF CONTENTS

ITEM NO.	SUBJECT	PAGE NO.
1.	DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS.....	4
2.	ATTENDANCE	4
3.	PUBLIC QUESTION TIME.....	4
4.	DISCLOSURE OF INTERESTS	4
5.	CONFIRMATION OF MINUTES	4
5.1	Minutes of the Airport Advisory Committee Meeting held 23 January 2017	4
6.	REPORTS	5
6.1	BUSSELTON MARGARET RIVER REGIONAL AIRPORT - NOISE MANAGEMENT PLAN.....	5
7.	GENERAL DISCUSSION ITEMS	180
8.	NEXT MEETING DATE	180
9.	CLOSURE	180

1. **DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS**

2. **ATTENDANCE**

Apologies

Cr Paul Carter

Approved Leave of Absence

Nil

3. **PUBLIC QUESTION TIME**

4. **DISCLOSURE OF INTERESTS**

5. **CONFIRMATION OF MINUTES**

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

RECOMMENDATION

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

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 MTOW not to exceed 65dB(A) has been

		<p>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	Definitions (p 4)	Regular is used in some chapters of the NMP and 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 Noise Assessment and Monitoring

		<ul style="list-style-type: none"> • Noise Amelioration • Land Use Planning • Communication and Consultation
--	--	---

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;</p> <ul style="list-style-type: none"> • 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. 	<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	Council for the Community (Busselton Dunsborough Mail)	<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	Customer Information Centre, Naturaliste Community Centre, Geographe Leisure Centre, Busselton Libraries and Busselton-Margaret River Regional Airport.	<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)	Bay to bay newsletter	<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 BMRRA Consultative Group meeting)	5 residents (+5 members of BMRRA 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 BMRRA but not 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 **Five flights per week approved between 0000-0600hrs.	Maximum noise level of 85dB (A)* City approval required
* 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 BMRRRA 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 BMRRRA 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 BMRRRA 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.

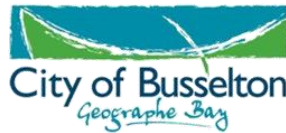
OFFICER RECOMMENDATION

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)



Southern Drive, Busselton, Western Australia
Telephone: (08) 9781 0444 Facsimile: (08) 9752 4958
Email: city@busselton.wa.gov.au
Web: www.busselton.wa.gov.au



All communications to: The Chief Executive Officer, Locked Bag 1 BUSSELTON
WA 6280



**BUSSELTON-MARGARET RIVER
AIRPORT
NOISE MANAGEMENT PLAN
2017**

INDEX

1. Introduction and Background	7
2. Principles and Statement of Intent	12
3. Management of Operational Activities	18
3.1. Airport Operational Activities.....	18
3.1.1. Flight Paths	18
3.1.2. Noise Abatement Zones	19
3.1.3. Standard Hours of Operation	20
3.1.4. Fly Neighbourly Agreement	23
3.1.5. Flight Training Guidelines	25
3.1.6. Licence Renewal Training	29
3.2. Aircraft Noise Management	30
3.2.1. Activities Requiring City Approval	31
3.2.2. Approval for Charter and RPT Operations	31
3.2.3. Approval for Flight Training or Licence Renewal Training	32
3.2.4. Approval for Non-Conforming Activity	32
4. Noise Complaints	35
4.1. Noise Complaints Procedure	35
4.2. Noise Complaint Investigation	37
5. Noise Assessment and Monitoring	38
5.1. Noise Monitoring	38
5.2. Noise Modelling	39
6. Noise Amelioration	40
6.1. Noise Context	40
6.2. Noise Reduction and Amelioration Measures.....	41
6.2.1. Noise Reduction Parameters	41
6.2.2. Noise Amelioration as a Noise Reduction Technique	43
6.2.3. Process for Amelioration Assessment	45
7. Land Use Planning	48
7.1. Busselton Airport Development Guide Plan	49
7.2. Busselton Airport Structure Plan	49
7.3. Urban Growth Strategy	49
8. Communication and Consultation	50
9. Implementation and Review.....	52
9.1. Compliance Framework	53
9.2. Review Process	55
9.3. Implementation Priorities	55

Lists of Tables and Figures

Table 1 - Document Management Information
Table 2 - Operational Limitations and Approved Parameters
Table 3 - Consultation Process for Non-Conforming Activity
Table 4 - Noise Monitoring Schedule
Table 5 - Guide to Noise Level Acceptability
Table 6 - Noise Criterion for Amelioration
Table 7 - Target Levels for the Design of an Acoustic Insulation Package
Table 8 - Noise Exceedance Response
Table 9 - Amelioration Assessment Parameters
Table 10 - Management Structure
Table 11 - Key Management Actions Year 1
Figure 1 - Existing and Planned Residential Development with Proximity to the Busselton-Margaret River Airport
Figure 2 - Five and Ten Nautical Mile Boundaries

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_A 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.

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

Action	Date	Organisation
NMP revision	January 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 – Geographe 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>

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_{dn} or a maximum of 65dB L_{A SLOW}, with the exception of two flights per day that were able to go up to 80dB L_{A SLOW}. 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 BRA 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 13 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 600 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.

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.

DRAFT

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 was undertaken by the City of Busselton in September/October 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

<p>operating deficits associated with the facility and to seek to turn that into operating profit.</p> <ul style="list-style-type: none">• 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 <p>Economic Benefits</p> <p>The City of Busselton recognises the significant economic opportunities associated with having an airport located in the District.</p> <ul style="list-style-type: none">• 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 <p>Social Benefits</p> <p>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.</p> <ul style="list-style-type: none">• 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 <p>Governance</p> <p>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.</p> <ul style="list-style-type: none">• 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 <p>Community Involvement</p> <p>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.</p> <ul style="list-style-type: none">• 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

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 four 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>
<u>Emergency Services</u>	UNRESTRICTED	Emergency situations and normal flight patterns <ul style="list-style-type: none"> training flights require approval under the Flight Training Guidelines
<u>Light Aviation/ General Aviation</u>	RESTRICTED 0600hrs – 2200hrs	Maximum noise level of 85dB (A)* Subject to noise not exceeding 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
<u>Open, Closed Charters, RPT/Commercial Operators</u>	UNRESTRICTED	Maximum noise level of 85dB (A)* Subject to noise not exceeding 85dB(A)* City approval required
* 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		

<u>Operator / Aircraft Type</u>	<u>Standard Hours of Operation</u>	<u>Conditions</u>
<u>Emergency Services</u>	UNRESTRICTED	Emergency situations and normal flight patterns

		<ul style="list-style-type: none"> Training flights require approval under the Flight Training Guidelines
Light Aviation Single Engine Aircraft under 2000kg MTOW not exceeding 85dB(A)*	UNRESTRICTED	Flight Training approval required (only available for aircraft below 1500kg MTOW and flight training conditions apply)
General Aviation Any aircraft that does not comply with the Light Aviation definition	0700 to 1900 May – November 0600 to 2100 December – April	Subject to noise not exceeding 85dB(A)*
Open and Closed Charter Flights	0600 to 2200	Subject to noise not exceeding 85dB(A)* City approval required
Regular Passenger Transport Flights	0600 to 2300	Subject to noise not exceeding 85dB(A)* City approval required
Any application that does not conform with 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 3.3.3.		
Example non-conforming activity Scheduled Passenger Flight	Non-conforming hours 2300 to 0100	Subject to noise not exceeding 85dB(A)* Consideration as a non-conforming activity required via consultative process
* The Aircraft Noise levels identified in this table are not to be exceeded 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.		

- 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;
 - DFES and DPAW 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 – Includes all non-commercially owned/operated aircraft where the maximum aircraft noise is 85dB(A)* and will have unrestricted use of the airport. Light and General aviation aircraft above 5,700kgs 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.
 - Open, Closed Charters and RPT Services – All open, closed charters and RPT services can operate unrestricted, subject to maximum noise of 85 dB(A)* and aircraft over 5,700kgs requiring City approval.
 - ~~Light Aviation~~ – Single engine aircraft under 2000kgs maximum take off weight and not exceeding 65dB(A)* will have unrestricted use of the airport, except for flight training activities. Flight training requires specific approval and no approval for flight training activities can be granted to an aircraft above 1500kgs.
 - ~~General Aviation~~ – Aircraft over 2000kgs maximum take off weight and/or twin engine aircraft and/or that exceed 65dB(A)* will be able to utilise the airport between the hours of 0700 and 1900 for the months of May through to November and 0600–2100 for the months of December through to April, subject to the noise level not exceeding 85dB(A)*. No flight training is allowed.
 - ~~Open and Closed Charter services~~ may utilise the airport between the hours of 0600 and 2200 with City approval, subject to the noise level not exceeding 85dB(A)*.
 - ~~Regular Passenger Transport services~~ may utilise the airport between the hours of 0600 and 2300 with City approval, subject to the noise level not exceeding 85dB(A)*.
- * 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) not to be exceeded at any residential or other noise-sensitive location when determined as an LA_{Slow} value at any point within 15m of the identified building.

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 in 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 takeoff:
 - 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 takeoff.
- 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 DEC, EPA, CALM, DOT, 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 65db(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, ~~cross country training~~, navigational instrument training (NDB))
- B. Circuit Training and/or "touch and go"
 - No more than 6 4 'continuous' circuits in any one flight training session
- C. ~~Navigational instrument procedure training including RNAV and GPS procedures~~
- D. ~~Cross country flight training~~

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)
- ~~The objective of these Guidelines is to seek to avoid training over all residences, urban areas and over sensitive land use areas.~~
- ~~In CASA approved training areas the City seeks under these Guidelines that pilots observe a minimum height of 1500ft over developed areas including rural residences at all times when and where safe and practicable.~~
- ~~Environmental approval for the Airport requires that~~ 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:

- 87am to last light on Monday – Friday , Thursday, Friday and Saturday;
- 7am to 8pm on Wednesday;
- 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 attached wetland map need to insert map). 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. Applicants shall also commit to compliance with the Manual of Standards 139.

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
- 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 or FIFO charter 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 Non-Conforming Activity

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 a Non-Conforming Activity that is proposed for a single event or circumstance in accordance with this clause.

Assessment of other applications

An application for a non-conforming activity 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 Non-Conforming Activity

Receipt of application for Non-Conforming Activity that is not a single event or circumstance that does not comply with the Standards Established in 3.1.3;
A Proposal to Operate Without Complying with the Standards Established in 3.1.3
Referral to the Airport Advisory Committee for recommendation to Council; <ul style="list-style-type: none"> - refusal to proceed; - alternative proposal; or - approval to proceed.
Initial Consideration by Council for approval to progress with the application <ul style="list-style-type: none"> - refusal to proceed; or - approval to proceed.
If approval to proceed with the application is granted – <ul style="list-style-type: none"> • Referral to the Airport Advisory Committee for comments • Release for public consultation period • Referral to the EPA for information and advice for consideration
Council consideration of consultation outcomes, resulting in: <ul style="list-style-type: none"> - refusal; or - approval, subject to conditions as required; or - approval for a trial period
If approval is sought for extension to the for a trial period application: <ul style="list-style-type: none"> • Evaluation of the trial period, including: <ul style="list-style-type: none"> - public feedback; - Airport Advisory Committee consideration
Council consideration after evaluation of trial, resulting in: <ul style="list-style-type: none"> - refusal; or - approval, subject to conditions as required
CONDITIONS: In limited circumstances an ongoing non-conforming activity 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. Any approval provided shall include: <ul style="list-style-type: none"> • Noise generation limitation; • Hours within which the operations cannot occur; • Noise reduction requirements;

- Any other conditions appropriate to the specific application.

DRAFT

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. 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 7.

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.

DRAFT

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.

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
Compliance with approval	At specified period or as needed for complaint response	Reference location (eg runway end) or affected premises
Events or one-off occurrences	During the event or at specified time intervals.	Referenced locations (eg runway ends) or at residential properties.

~~The City of Busselton may in due course install online noise monitoring stations for an appropriate period of time, at either end of the current runway or at specific positions on the Airport precinct, with a view to obtaining continuous noise monitoring data in the event that the airport usage increases.~~

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.

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 7).

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, N75 and N80 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 ~~will~~ may be reduced.

Table 5 – Guide to Noise Level Acceptability

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

- ~~Acceptable~~ whereby under normal circumstances no noise reduction measures will be necessary;
- ~~Generally Acceptable~~ whereby under normal circumstances no noise reduction measures will be necessary, however, operational controls to reduce the impact can be considered;
- ~~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 will be reduced.

Table 5 – Guide to Noise Level Acceptability

Acceptable	Generally Acceptable	Conditionally Acceptable	Unacceptable
<65dB(A)	65–75dB(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 defined below as defined in AS2021: 2015;

Table 6 – Noise Criterion for Amelioration

Outdoor Noise Criterion
<p>Noise Amelioration action is required where L_{Amax} regularly exceeds² –</p> <p>(1) 85dB(A); or</p> <p>(2) 80-85dB(A) for >6 15 events¹ per day; or</p> <p>(3) 75-80dB(A) for >12 30 events¹ per day; or</p> <p>(4) 65dB(A) for >20 events per day.</p> <p>Notes:</p> <p>(1) Each aircraft noise event occurring between 7pm and 7am is to be counted as 4 events.</p> <p>(2) Regularly exceeds refers to events occurring at uniform (even / constant) intervals. of events arranged in or constituting a constant and definite pattern, especially with the same space between individual circumstances. 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.</p> <p>AND / OR</p> <p>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</p>

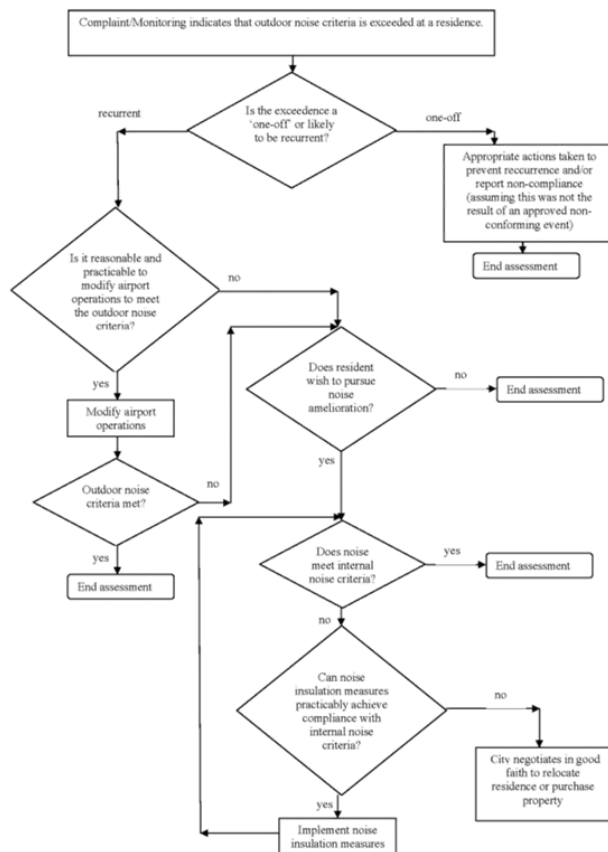
For the option of Acoustic Insulation to be considered a relevant response to the need for Noise Amelioration, the *Australian Standard (AS2021-2015⁹⁹) for Indoor Design Sound Levels for Determination of Aircraft Noise Reduction as it relates to residences is the target to ensure the adequate design 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)
Houses, home units, flats, caravan parks	
Sleeping areas, dedicated lounges	50
Other habitable spaces	55
Bathrooms, toilets, laundries	60

Table 8 – Noise Exceedance Response

Comment [JM1]: Delete this process flow and add in new/redrawn process flow in section 6.2.3 below



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

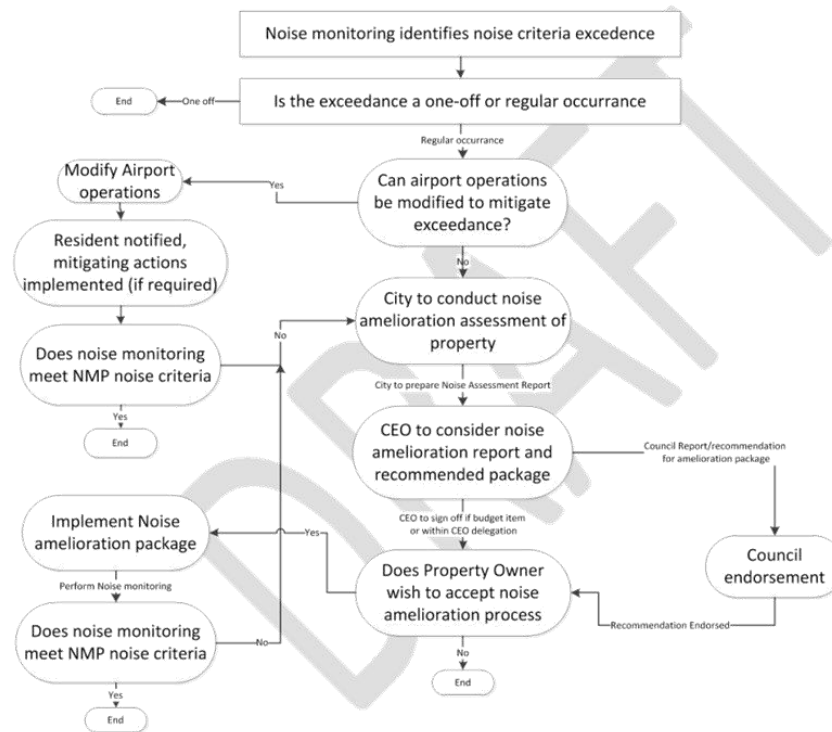
A key management action for the implementation of the NMP is to identify residences requiring noise amelioration assessment. This assessment will be undertaken in accordance with the process identified in Table 8 and process flow detailed in Table 9.

Table 8 – Amelioration Assessment Process Parameters

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 amelioration assessment	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	City of Busselton

	packages	Property owner
Report to CEO AAC	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"> - results of noise monitoring - Cost of possible amelioration packages - Results of consultation with private property owner - AAC and City Officers' Recommendation 	City of Busselton
Follow-up acoustic assessment	Noise monitoring to assess effectiveness of amelioration implementation	Accredited Noise Monitoring

Table 9: Noise amelioration process flow.



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 N65 and N75~~ 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 townsite and rural land.

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.

DRAFT

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">• high level direction for Airport development and management• changes to Noise Management Plan• initial applications for Flight Training• applications for ongoing special event or special circumstance exemptions

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>
-----------------------------	---

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 BRA. 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 BRA:

- 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 BRA 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 OEPA) 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 bi-annually or as required 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 OEPA-DEC 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 Section 46 of 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.

~~Nothing in this section prevents a more regular review of the City of Busselton's NMP if the Council resolves to conduct such a review, which may be referred to the Airport Advisory Committee.~~

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

9.3. Implementation Priorities

~~From the date of final approval, the following Key Management Actions are the focus for the first 12 months of the City of Busselton — Noise Management Plan.~~

~~Table 11 — Key Management Actions Year 1~~

Adoption of Noise Management Plan		Date
Non-compliance	Develop and adopt policies and procedures to address non-compliance of both the FNA and the NMP generally, including recommendations for inclusions in the Local Law	Month 4
Noise Attenuation in buildings	Identify residences requiring noise amelioration assessment	Month 4
Noise Monitoring	Investigate purchase and installation of noise monitoring equipment	Month 6
Local Law	Finalise recommended Local Law	Month 6
Noise Attenuation	Develop budget for proposed mitigation and secure Council approval	Month 8
Review	Noise complaints register for previous 12 months when NMP is reviewed	Month 10
Audit	Undertake an annual audit of NMP	Month 10
Review	Review the NMP against the findings of that annual audit and register of complaints	Month 11
Report	Prepare annual report on the operations of the airport	Month 12

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Kevin Lange	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') and I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Damien Keenan	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') and I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
John Miller	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Salli Coppin	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Sally Wilkinson	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Belinda Stocker	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Isaiah Eringo	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Egidijus Rusilas	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Sharon Briggs	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan to open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Russell Briggs	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan to open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Raminta Rusilas	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Keith Warrick	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Joel Cameron	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Phil Lyon	<p>I am writing to register my non-support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services.</p> <p>I agree that tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance but at what cost to local residents?</p> <p>As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard, but should be in line with other eastern seaboard airports where they have adopted curfew's for when aircraft can land and depart.</p> <p>I believe the City of Busselton has proven itself to be an effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan, keep the current hours of operation as they are now and allow flights to operate within this schedule. I believe the Airport will continue to be managed by the City in an effective manner.</p> <p>I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport but with the exception of introducing a curfew to allow residents of Via Vasse and Yalyalup the right to enjoy the places they call home without the interruption of planes in the middle of the night.</p>	Your comments are noted. Your comments relating to night time flights are being considered by Officers and the Council.	G

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Julie Ramm	After attending the residents briefing session, I would like to express my strong opposition to one of the proposed changes to the current noise management plan. I totally disagree that the open/closed charter, RPT/Commercial operators flights should be unrestricted hours. I would much prefer they are in sync with the light aviation/general aviation proposed times restricted to 0600 to 2200 hours. Indicated within the draft plan on page 20, item 3.1.3 heading as Conditions, Noise levels of a maximum 85dB, indicate a huge discrepancy, when the briefing we were advised of N70 or N60 contours, with 60dB sufficient to interrupt conversation or 55dB to disturb sleep. I believe these noise limits should be reviewed further, with the intention to set lower maximum dB limits, particularly as these flights are over heavily populated residential areas. Unrestricted hours at even the lowest projected dB levels will greatly and adversely effect my lifestyle and as there is alternative to restrict the hours this is the best outcome for me and my family. I did not choose to contact via the yoursay site and if this is not the correct format to have my voice heard, please contact me to advise.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and the Council.	G

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Debbie O'Connor	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Talei Manners	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Daniela Gordon	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Daphne and Brian Maynard	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
C Furtado	I am writing as General Manger of Voyager Estate to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017) to enable larger aircraft to operate unrestricted including during the night (11pm - 6am) for Regular Public Transport (RPT) and Charter services. We have invested heavily in our Cellar Door and tourism experiences with the belief that tourism is vital to the Margaret River Region. The redevelopment of the BMRR Airport will remove the distance barrier to make a significant impact on the future growth of visitation, and therefore economic growth in the South West. I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has put on record that the number of noise complaints received since implementing the Noise Management Plan in 2012 has reduced through effective and responsible management of the airport. It is my understanding that the proposed changes to open up the hours of operations for RPT and Charter services only, and I have doubt this will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Mark and Monique Sheldon-Stemm	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Britta Wilson	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Paul & Geri Lanyon	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Chris Lysaght	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Benson Holland	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Gabrielle McWhirter	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Hayley Munro Tobin	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Rachel House	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Angela Gosden	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Sandy Sigelski	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Nikki King	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Cath Oates	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Emma O'Brien	<p>Thank you for the information session you provided last night. I appreciate that there was a large crowd and it was difficult to hear and answer all the questions on the night. However, I did ask one question that I don't feel was entirely answered, and I wondered if you could provide a response before I submit my comment regarding the draft Noise Management Plan (NMP) (2017)? Has the City considered introducing a cap on the number of late night / back of clock flights in the NMP? The City are quick to verbally assure residents that there 'won't be many back of clock flights' and 'these will likely decrease once the new route is proven viable'. If this is the case then why not write a cap into the NMP to provide protection to the community against the possibility that late night / back of clock flights may actually increase over time? I understand and appreciate that it is necessary to have flexibility in the time that flights can arrive and leave in order to attract an airline and I support this in the short term and for a reasonable number of flights per week. However, I believe my family and many others will be negatively impacted by the change in the NMP to have commercial operations 'unrestricted'. I would feel more supportive of the change to 'unrestricted' hours if the number of late night / back of clock flights per week was capped. In addition to the above, I have noticed that under the current NMP current charter and RPT services (our FIFO services) have time restrictions and these are being lifted in the draft NMP 2017. As I understand, this would allow the FIFO services to arrive and depart earlier in the morning and later at night, is this necessary? I would appreciate a response to the above questions explaining the City's considerations on these matters.</p>	<p>Your comments are noted. Your comments relating to night time flights are being considered by Officers and the Council.</p>	G

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Charles Jenkins	RDA-South West offers its fullest possible support to the airport expansion project which we can categorically state is <u>the single most significant project in the entire region</u> . This project has been carefully developed over many years and marks a significant investment in the tourism and agriculture sectors to the benefit of the regional community. It must be noted that the airport expansion is unanimously supported by all 12 SW local governments and is listed as one of only two regional "flagship" projects by the WA Planning Commission. In addition, RDA-SW has used its own limited resources to pay for a costing study and partnered with others to fund an airfreight study to prove up new economic development opportunities. These, and RPT opportunities, can only be realised with flexible business models. Notwithstanding regional employment goals, RDA-SW acknowledges the importance of maintaining the quality of life for existing residents. We believe the City of Busselton is a responsible local authority. Its 2012 Noise Management Plan resulted in significantly reduced noise issues . We also note that the aviation industry is building ever- quieter aircraft. The Airport Commission report (2015) shows noise has fallen 95 ^o /o since turbofan and turbo jet engines have been introduced. It is further noted that new generation Airbus and Boeing aircraft will be even quieter.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Richard Parkes	I write this letter with disapproval of the noise management plan proposed by the Busselton council. My wife and I moved to Busselton from Perth 20 years ago to improve our lives in the peace and quiet of the Busselton area. When we were looking to buy in the area we were of the small regional airport in the vicinity of our home but were unaware of any intentions to expand it into a 24/7 international facility. The Busselton council seem to be totally ignorant of the residents need for some peace and quiet especially at night. How does the council feel the tourists will feel when they settle for sleep and have Boeing 737 jets flying low over their hotels? The proposed flight paths are planned to pass directly over high density housing and an internationally recognised wetland, what happens during migration season when the skies are full of thousands of birds? I can understand the councils drive to increase tourism to the area but I would have thought the money allocated for the airport expansion would be better spent on the highway between Perth and Margret River, which is how 99% of our guests get here. No one wants to live under aircraft flight paths, tourism will suffer as a result as Tourists will simply move to areas with peace and quiet. Have the council considered the fatigue management issues for people who have to work for a living sometimes driving long distances from their jobs, the council are bound with a duty to represent their rate payers and not just bow to the tourism sector. Please consider the quality of life issues that affect thousands of residents who are going to be effected by this. We have an international / domestic airport with all the necessary infrastructure 2 hours' drive away, does the council really think tourists will fly here to be subjected to huge noise pollution 24 hours a day. I think not.	Your comments are noted. The Airport Development Project is a State Government funded project to support and increase economic and social benefits to the region. Potential impacts to the Vasse-Wonnerup Wetlands have been investigated by an Environmental specialist and an EPBC referral has been assessed by the Federal Government Department of Environment and approved on the basis that any impacts relating to aircraft noise are not considered significant on water or migratory birds. Your comments relating to night time flights are being considered by Officers and Council.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Hon. Barry House	<p>I write to offer my full support of the Busselton-Margaret River Regional Airport Noise Management Plan (2017). As you know I have been a long-time supporter of the development of the Airport and am very pleased to have helped secure State Government funding for its upgrades. I believe that direct flights into Busselton will be a major step forward in supporting the many small businesses in our region and helping grow our economy. In order to achieve these benefits the Airport needs to be equipped to enable larger aircraft to operate unrestricted services, including during the night (11pm- 6am), for regular public transport and charter services. We should encourage and equip airlines to put in place regular, reliable services and this will mean permitting them to run night time flights. I believe any concerns about night time flights - or any operations - can be properly addressed in the Airport's management plans. The City of Busselton has proven itself in its management and operation of the Airport so far, as seen in the significant reduction in noise complaints following the introduction of the Noise Management Plan in 2012.</p>	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Pip Close	The Margaret River Busselton Tourism Association (MRBTA) is a self-funded, not-for-profit membership based organization, representing more than 800 local businesses in The Margaret River Region's tourism and hospitality sector. In addition to our representation of these local tourism operators, we are also responsible for high quality, award-winning visitor servicing through our Visitor Information Centres located in the towns of Busselton, Dunsborough, Augusta and Margaret River. Through these centres and our various cave and lighthouse attractions throughout the region, we come into contact with over 850,000 of the 1,100,000+ visitors who visit this region annually. On behalf of the Board and Management of MRBTA, I would like to register our support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm - 6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. Night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') and I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y
Geoff Hard	I wish to support the City of Busselton Airport Noise Management Policy.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
QI QI	<p>Dear Sir/madam Re: Busselton-Margaret River Regional Airport Noise Management Plan 2015 I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport. Yours sincerely Qi The Goose Beach Bar and Kitchen</p>	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Dirk Hos	Dear Sir/madam Re: Busselton-Margaret River Regional Airport Noise Management Plan 2015 I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport. Yours sincerely Dirk Hos Margaret River Bed and Breakfast and Nature Tours	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Emily Bromell	<p>Dear Sir/madam Re: Busselton-Margaret River Regional Airport Noise Management Plan 2015 I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident of Busselton and business manager in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport. Yours sincerely Emily Bromell Cellar Door Manager Howard Park & MadFish Wines</p>	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
John Williams	<p>Dear Sir/madam Re: Busselton- Margaret River Regional Airport Noise Management Plan 2015 I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and professional practicing in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport. Yours sincerely John Williams Lawyer</p>	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Julie	I am 100% opposed to the new noise management plan for the Busselton airport. I live in Yalyalup (Willow Grove) and am directly affected by the noise of aircraft operating from the airport. In particular I am opposed to heavy aircraft being given 24 hr access when families (rate payers) are trying to sleep. Even Sydney airport has restrictions on flights after 10pm! If these aircraft were limited to 7am to 10pm I would be much happier with the plan. Surely people that live, work and contribute to Busselton are more important than suiting an airline's demands? I really think that it is a short sighted idea to develop a major airport so close to residences. To allow for future growth it should be situated further out of town. The council are creating a problem for the future, the same that Perth airport is facing now.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and the Council.	N
Julia Parkes	I attended the information session for Reinscourt Residents on 2/3/2017. Which provided good clarification for the reasoning behind the proposed changes to the Noise Management Plan. As pointed out by one resident a lot of our concern's would be alleviated if the proposed flight paths could be directed east of Reinscourt and Geographe residential areas. It was stated that this was out of the COB control and determent by the CAA is of great concern as it would seem the CAA priority is to find the shortest route from the airport to sea. The Noise Abatement Zones seems to be in conflict with the proposed flight paths as the Airport Project document shows flights at 250-500 meters as they pass Bussell Hwy, not the recommended 1500 feet. I like many others moved to Busselton to get away from the hustle and bustle of city life to enjoy life in a semi rural environment. I acknowledge we must expect and except growth but surely this can be achieved without ruining the peace and tranquillity we have enjoyed up to now. It is important that the city administrators remember this fact that was part of the COB mission statement.	Your comments have been noted. Flights paths are the jurisdiction of Airservices Australia and CASA and not eh city of Busselton. The City is however liaising with Airservices Australia and engaging a flight path designer to investigate if the flight paths can be varied to minimise aircraft noise over surrounding areas. Noise Abatement Zones are areas identified for pilots/operators to avoid where possible and generally not considered 'no fly' zones, the investigation into flight paths will also consider the Noise Abatement Zones and any possible noise reduction measures fro these areas.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Julian Lelah	Dear Sir/madam Re: Busselton- Margaret River Regional Airport Noise Management Plan 2015 I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport. Yours sincerely Margaret River Brewery Tours Julian Lelah	Your comments have been noted.	Y
Kenneth Poultney	My main concern is the night-time flights of the larger planes. I understand in the future these flights will, hopefully, become daytime flights as the traffic volume increases. The airport expansion is vital for the South West region to grow economically on many fronts.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and the Council.	G
Kym Watt	I disagree that the airport proposed not to have time restrictions as nearby residents and those in the flight path should not encounter these noise levels between 10pm and 6am.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Michael Vagg	<p>Under the current 2015 Noise Management Plan approved by the Minister for the Environment in 2015, Regular Passenger Transport flights, charter flights and other commercial flights are not permitted to use the Airport between the hours of 6am and 10pm (for charter flights) or 11pm (for RPT flights). These flying hour restrictions in the current Noise Management Plan should stay in place.</p> <p>Residents living in the vicinity of the Airport are already affected by noise from aircraft flying overhead during the current hours of operation. The current "curfew" between the hours of 11pm and 6am at least gives residents some respite in which they can sleep without disturbance from aircraft noise. Currently 4 airports across Australia have curfews in place exactly for this reason (Sydney, Adelaide, Coolangatta and Essendon) to allow residents nearby to the runway respite from aircraft noise between 11pm - 6am The proposal contained in the proposed 2017 Noise Management Plan to remove the current night flying curfew is completely unacceptable. We are extremely disappointed that the City would consider treating its own ratepayers in this way, at the expense of the interests of commercial airline operators. The City's most important priority should be to ensure the health and well-being of its own residents and ratepayers, and to ensure that the Airport operates in a way that minimises the disturbance to residents.</p>	<p>Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council.</p>	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Natasha Jooste	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Peter and Suzanne Keynes	Submission re: BQB Noise Management Plan We remain opposed to the amended Noise Management Plan but not to expansion and improvement of the airport and infrastructure. This is because: 1. None of our concerns have been addressed (see below) 2. Only a token change has been made to the plan since the EPA required further action by CofB, which is the restriction of hours of light aircraft – General Aviation (GA), the least noisy of all aircraft operating out of BQB 3. Council has expanded its “Consultation and Information” process, no doubt to satisfy requirement placed on it by the EPA and others, but the almost complete lack of the implementation of any meaningful changes to the NMA as a result of such “consultation” makes a mockery of this process 4. The decision of the City to open the airport to 24 hours flights, is based on the flawed idea that: a. Domestic flights from Melbourne and Sydney will provide a major tourism boost to the region, b. airlines will not be willing to test the route unless given access to 24 hour operation of the airport, and c. that passengers will want to travel to the region at night when there is a clear-cut alternative of many day-time flights to/from PER 5. If 4b is accurate – i.e. that airlines will want to test a new route with unutilised aircraft sitting on the tarmac at night, then has anyone asked why these aircraft are so unutilised? I suggest that there is one main reason, which is: passengers (especially leisure travellers) do not want to travel at night! 6. Notwithstanding 4. Above, and out of consideration for the large number of Busselton residents effected by the noise and disruption of night flights arrival and departures, why have CofB not sought a temporary or short-term approval of say, up to 12 months, for night-flight operation to test the route, on an airline-by-airline basis? 7. CofB has its priorities wrong by putting the perceived needs of airlines before the real needs of both local residents and visitors from Perth (who make up the majority of visitors to the region) who live and visit here to enjoy the peace and quiet and escape from the city and its noise	Your comments have been noted. Flights paths are the jurisdiction of Airservices Australia and CASA and not eh city of Busselton. The City is however liaising with Airservices Australia and engaging a flight path designer to investigate if the flight paths can be varied to minimise aircraft noise over surrounding areas. Noise Abatement Zones are areas identified for pilots/operators to avoid where possible and generally not considered 'no fly' zones, the investigation into flight paths will also consider the Noise Abatement Zones and any possible noise reduction measures fro these areas.	G

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Steve Pupilli	Have you considered using Right-Hand Circuits when runway 03 is in use and normal Left-Hand Circuits when runway 21 is in use? The above would reduce noise over the most highly populated areas. Also, reduced Circling could be introduced on the NW side of the runways when operating under IFR. This would also reduce the low level traffic over the built-up areas.	Your comments have been noted. Flights paths (including left /right hand circuits) are the jurisdiction of Airservices Australia and CASA and not the City of Busselton. The City is however liaising with Airservices Australia and engaging a flight path designer to investigate if the flight paths can be varied to minimise aircraft noise over surrounding areas.	G
Brian Spitteler	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') and I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Geoff Barrett	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y
R & V Willmott	The Willmott family strongly oppose proposed changes to the Busselton-Margaret River Airport Noise Management Plan. We think it would be logical to await the EPA report before making changes to the Noise Management Plan. We live directly underneath the flight path and are already affected with increased flight noise. We have already been affected with our rental house vacated because of this noise disruption.	Your comments have been noted. The NMP is required to be submitted to the OEPA as part of the Public Environment Review.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Leanne Sharp	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
G & J Stainton	<p>My wife and I attended the Reinscourt information meeting on the evening of March 2, 2017. Sadly our expectations of this information meeting were not met. Specifically the information lacked detail, reasoning and explanation. Maybe the presentation was better understood by those closely aligned to the project but to the 'average Joe' – it was not. We were no orphans in this regard as comments from those around us were similar. But having said that, what was understood were the consequences of implementing the proposed changes. Unrestricted hours of operating access to aircraft operators irrespective of their field: As residents, we do not agree that unrestricted hours are acceptable nor are they appropriate. The current restricted hours (6AM – 11PM) should be retained. The City Council appears to hold the very strong view that unrestricted hours are essential to ensure all traffic will utilize the airport. Particularly those carrying 'tourists.' Surely this is only to appease some airlines and gain their guaranteed support. Time curfews are in place in many airports in Australia and elsewhere. Why should Busselton be any different. Noise abatement/control at any airport development is always a major concern and a big hurdle to overcome. Even regulations and standards are not always successful. In our view, a review of all possible flights paths should be investigated and considered bearing in mind the long term. We do not think this has been done in this case. But in any event was not really raised at the meeting by the presenters.</p>	<p>Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council. Flights paths are the jurisdiction of Airservices Australia and CASA and not the City of Busselton. The City is however liaising with Airservices Australia and engaging a flight path designer to investigate if the flight paths can be varied to minimise aircraft noise over surrounding areas.</p>	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Astrid Horak	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Barry and Wendy Stimpson	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Gareth Thomas	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Sharlene Day	I am opposed to the amended Noise Management Plan in regards to the City wanting to lift the current curfew to allow 24 hour flights over large blocks of residential land. Other busy capital city airports have curfews for a reason; why? To allow residents living nearby a break from the noise! If the City is of such a strong belief that 24 hour flights are needed to help grow the region and provide financial benefits to the residents of the Busselton/Margaret River region then prove it with a 12 month test. Then evaluate the actual flights that came in during that 12 months to see what if any financial benefits take place. I feel you have your priorities wrong by arguing for the airlines and businesses not located in the area before the needs of Ratepayers - ie: residents. I am against the proposed flight paths which would be flying over large parts of Busselton residential areas and environmental impacts. Please retain the existing curfew and move the flight paths further east over largely unpopulated areas.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council. Flights paths are the jurisdiction of Airservices Australia and CASA and not the City of Busselton. The City is however liaising with Airservices Australia and engaging a flight path designer to investigate if the flight paths can be varied to minimise aircraft noise over surrounding areas.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Trevor & Lyn Mann	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y
Rachel Lammonby	I would just like to say that the airport noise does not bother me at all I knew fair well when I built my house that the airport was there and am well aware that towns / cities grow and that the airport would eventually be upgraded it's just common sense to me that if the noise gets too much then I have the option to move I was not forced to build my home here knowing that there would be airport noise	Your comments have been noted.	Y
Robyn & Gavin Pearce	We strongly appose the night time flights We would like to see a night time curfew put in place for all commercial flights	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Pamela & Bernard Clarke	Submission to BSN Council. Noise management BMRA Having recently attended a meeting for Yalyalup residents regarding airport noise management and studying the documents produced by Council we wish to make a short submission. We are fully supportive of the future growth of the Busselton Margaret River Airport. We know that it is essential for the growth of the region, particularly in the area of tourism which in turn produces jobs, income and amenities for the good of our community. Improved freight links will enable the region to increase production of horticultural products, wine, food and other goods. However, there also has to be consideration for the needs, amenity and lifestyle of the residents of the immediate area. We believe that the increase in noise created by extra flights particularly at night will be detrimental to the Yalyalup, Reinscourt and surrounding areas which are still currently being developed. Having previously lived under a flight path in Perth for 10 years we know how noise affects families. We could not hold a conversation, hear television or music etc while planes flew overhead as the noise of the planes often drowned out all other sound. At night it was, at times, difficult to sleep because of plane noise. We know that the number of planes flying into and out of Busselton Margaret River airport will not be anything like the number of planes in Perth but still feel that it is essential that a curfew be put into place before any further development. It seems it is possible for many International airports such as Sydney to have a curfew in place for the protection of residents so it should be possible, if the Busselton City Council has their ratepayers best interests at heart, to put a curfew of say, 10pm to 6 am in place in line with the previous draft proposal for the noise management of the airport. Busselton City Councillors MUST take charge and look after the well being of its ratepayers by saying NO to airlines who want to bring in their paying passengers on night flights. Instead direct them to using flight times outside a curfew.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and the Council.	G

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Sandra Dunbar	I think the regional airport expansion is a good idea, however I am very opposed to night flights, as in our suburb, we hear every plane that takes off and lands, and sometimes this seems to happen every day, multiple times during summer. I think that large planes taking off and landing during late evening and early morning will interfere with our householders ability to sleep and our enjoyment of the quiet neighbourhood which was a factor in our purchase of our home in the first place.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and the Council.	G
Matt Walker	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Phil Christian	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
David Stredwick	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident in the Margaret River Region, I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') and I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Julie Hughes	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident in the Margaret River Region, I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') and I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Craig Vaughan	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident in the Margaret River Region, I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') and I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Ben Roach	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident in the Margaret River Region, I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') and I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Douglas Campbell	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y
Daelin Hildred	I would like to express my strong opposition to one of the proposed changes to the current noise management plan. I totally disagree that the open/closed charter, RPT/Commercial operators flights should be unrestricted hours. I would much prefer they are in sync with the light aviation/general aviation proposed times restricted to 0600 to 2200 hours. Unrestricted hours at even the projected dB levels will greatly and adversely effect my lifestyle and as there is alternative to restrict the hours this is the best outcome for me and my family. I did not choose to contact via the yoursay site and if this is not the correct format to have my voice heard, please contact me to advise.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Rocky Hildred	I would like to submit my strong opposition to one of the proposed changes to the current noise management plan. I totally disagree that the open/closed charter, RPT/Commercial operators flights should be unrestricted hours. I would much prefer they are in sync with the light aviation/general aviation proposed times restricted to 0600 to 2200 hours. Indicated within the draft plan on page 20, item 3.1.3 heading as Conditions, Noise levels of a maximum 85dB, indicate a huge discrepancy, when the briefing we were advised of N70 or N60 contours, with 60dB sufficient to interrupt conversation or 55dB to disturb sleep. I believe these noise limits should be reviewed further, with the intention to set lower maximum dB limits, particularly as these flights are over heavily populated residential areas. Unrestricted hours at even the lowest projected dB levels will greatly and adversely effect my lifestyle and as there is alternative to restrict the hours this is the best outcome for me and my family. I did not choose to contact via the yoursay site and if this is not the correct format to have my voice heard, please contact me to advise.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council.	N
Pamella Hannan	I feel that the upgrade to the airport is a welcome addition to the area but I also feel that we should have ALL traffic (except emergency) suspended between the hours of 12:00 and 6:00am just like many other airports. Also, and more importantly, changing the direction of approach and take off so planes turn right instead of left so most of the noise is NOT directly effecting residents but mostly over farm land etc.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and the Council.	G

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Paul Martin	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y
Jason Arblaster	I do not support an increase in the hours of operation of the airport traffic than what there already is now. As it is the miners flout the regulations and just pay the fines for using the airstrip outside of regulated hours just to keep their workers happy.	Your comments are noted.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Mandy Whitwell	To propose commercial aircraft to a level of 85db unrestricted is just ludicrous! The impact to lives under the flight path will be extremely significant. I have researched the noise management of major airports across the nation and all have consideration for residents. In fact, the attempt to minimise the impact on residents seems to be the number one consideration. Sydney residents have been compensated with insulation for their homes in some cases. Obviously the housing is of high density near the airports in Sydney so a redirection of flight paths to minimise resident disruption is restricted. The decibel level in most cases is restricted to 65db. Having experienced it first hand, it is very uncomfortable. There is an inability to hold conversation and I am certain attempting to sleep through noise reaching 85db would be futile. Studies show the impact on health from frequent noise pollution is drastic. Increasing the risk of heart attack and stroke by up to 25% (The Age - October 11, 2013) due to increase in blood pressure. There is evidence also that aircraft noise adversely affects residential property values (JLW Research and Consultancy.) I propose at the very minimum a curfew to be in place. Should this not be favourable a change in flight path is necessary to reduce impact on residents. This should be the number one priority for The City of Busselton. To reiterate my view - your proposal is nothing short of ludicrous.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council. Flights paths are the jurisdiction of Airservices Australia and CASA and not the City of Busselton. The City is however liaising with Airservices Australia and engaging a flight path designer to investigate if the flight paths can be varied to minimise aircraft noise over surrounding areas. J112	N
Graeme Holgate	I am extremely opposed to the changes that are proposed for the Bmrra. I believe suiting the airlines instead of considering the massive implications for rate paying residents is wrong and should not be considered. If the airport must accommodate larger, noisier aircraft (to a massive 85db) then there must be a curfew applied. Even Sydney airport realise this and restrict their aircraft between 11pm and 5am or 6am. How about considering and looking after the people that make this great city what it is instead of looking after money making companies like airlines and tourists before rate payers!	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Andrea Johnstone	I would like alternative landing route/s. The smaller planes that fly directly over Willow Grove Estate are quite low and vibrate the whole house. I have young children and feel that if there are significantly bigger planes and flying between 11pm-6am, this is not a suitable route as it would dramatically ruin our way of life. There is so much bushland around and farm paddocks that surely there does not have to be direct landing routes over Yalyalup (as a whole) with a left hand turn. It doesn't make sense. There are ways and means and things can be changed.....that's life.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council. Flights paths are the jurisdiction of Airservices Australia and CASA and not the City of Busselton. The City is however liaising with Airservices Australia and engaging a flight path designer to investigate if the flight paths can be varied to minimise aircraft noise over surrounding areas.	N
John Carter	We are against unlimited use of the Busselton Airport. Traffic should be controlled so it doesn't occur during night time and except for emergency use, no commercial aircraft should be allowed to use the airport at night. There is little need for the City to allow the use of the airport at night as usage during the day is not at capacity. We is the demand? The relaxation of noise levels is also not supported as while it is indicated that aircraft are quieter with better technology, the draft report is allowing for a higher level of noise. People have built in this area with a desire to live in a quiet and relaxing community. An increase in aircraft noise, particularly at night, will have a negative impact on their lifestyles.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council.	N
Robert Willmott	I am strongly opposed to the extension of the airport and the extension of the hours of operation. As a landowner adjoining the airport we have already been effected in a huge way, both financially due to the massive decline in land values since the announcement of extensions were made. We've currently had a house vacated due to the noise nuisance emanating from both fixed wing and helicopter movements. I too am a parent to young children that are woken regularly by aircraft noise. Who is going to compensate the landowners effected for the so called benefit of the community.	Your comments are noted.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Vanessa Willmott	I strongly oppose the extension to the Busselton Airport along with the change to the extension of flight hours. Our lifestyle has been hugely affected since the airport opened. We are affected by the large jets that frequently fly at late hours and we are affected by the noise. We have had a rental property under the flight path that has recently vacated with one reason being the noise from the aircrafts and the noise that we are currently subject to with the upgrades in progress. This starts from 5.30 on weekdays and at one stage a 5 am start along with a 7am start on both Saturday and Sunday. We are a farming family that have owned land before this airport. We have witnessed the financial pressure of trying to sell land because of the location of the airport. Being positioned directly opposite has had a huge negative impact for us in both a lifestyle and a financial respect. Our dream of living on this property and allowing our four children to have the freedom and enjoyment of lifestyle that their father had, has certainly been taken from them since this Airport opened. I challenge the City to bring their wives and families out while jets are landing at all hours of the night and to let us know if THEY think this is a decision that THEY could live with? You have interrupted our life enough and affected our land values immensely so please don't allow this Busselton Margaret River Regional Development Noise Plan project to extend to all hours of the evening. What ever happened with the, look after your farmers, look after your future??	Your comments are noted.	N
Cade	Yes allowed the planes come to Busselton good for the long term in the Busselton region. I have no issues with the noise at anytime of the day or night.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Tanya Simpson	I wish to oppose the airports all hours flights to Busselton. I am aware that the airport is going to receive more flights but I wish for these flights to be restricted during night time hours! If not the noise would be extremely disrupting to our every day and night lives! So please DO NOT allow all hours flights to the Margaret River- Busselton airport. Think of the people living directly under the flight path and the huge issues this will cause our lives!	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council.	N
Jeannie Davis	Please observe curfew, no night flights. Sleeping baby, children, and aged relatives will be disturbed.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council.	N
Owen Davis	Please observe a curfew and restrict to no night time flights. Although night flights are believed to attract airlines it will be difficult to repeal or reverse after they are implemented. My sister's young children my elderly grandparents often stay at an address in Kalgup. The small light aircraft that currently use the Busselton airport already generate noise loud enough to wake sleeping people. This will be significantly worse with large jet powered aircraft.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Julie Howes	I wish to object in the strongest possible terms to the proposal to allow unrestricted hours of operation for Regular Passenger Transport, charter and other commercial aircraft. The night flying restrictions currently in place should remain. All commercial aircraft should be required to avoid flying over residential areas, unless safety considerations require otherwise. The City's Airport proposals will result in a dramatically increased noise impact that is inconsistent with the decision made in 1995 to locate the Airport where it is. The current Airport location is inappropriate for flights by Code 4 aircraft (such as the Boeing B737 and Airbus A320), or for flights by jet aircraft at night, or for flights over residential areas – if any of those things had been forecast as a possibility in 1995, the decision would have been made to locate the Airport in a different location where it would not disturb residential areas. The Noise Modelling Report for the airport, was based upon terrain data from NASA, and also inputs of data from the Bureau of Meteorology. My understanding and certainly my personal experience is, that water will deflect the sound, amplify the volume, where as dry earth will absorb the sound and decrease the volume. The airport is surrounded by many large dams, including a mine with multiple settling dams, large swamps, water courses, then to the north, the large expanse of Vasse Wonnerup wetlands. Busselton's historic drainage systems, drain water from the scarp in towards the township and coast, and as the terrain is so flat, much of that water lays on top of the ground in winter and spring, until it can escape to the sea, through limited exit points, being Vasse Diversion Drain and Wonnerup mouth. The image attached , although taken at a peak event, clearly shows the extent of water courses/dams in close proximity to the airport and these do indeed fill every winter, particularly the large expanse of swamp between the Airport and the rear of Provence, as well as the Vasse Wonnerup wetlands. I queried the noise consultants To70 Aviation (Australia) Pty Ltd, as to how they	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council.	N
Julie Howes (above)	https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/6538f31502edcc368f62e2c0c0a0cfd4f747d622/file_answers/files/013/498/947/original/IMG		

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Jenny Taylor	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Marilyn Vanbeek	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Michelle & Cory Radich	<p>After the recent residents meeting concerning the noise management plan and in restricted flight times over Reinscourt I wish to voice my concerns. Why can't the council work with the concerned parties and move the flight paths of the increase passenger planes to another area rather than fly over this suburb and Yalyalup and I strongly oppose the idea of unrestricted flight times as well. Sydney, Adelaide and Melbourne airports have flight restriction times so why can't Busselton !!! As all of the other residents in this area will know that this unrestricted flight path will decrease the value of our properties considerably and we all brought out this way for the peace and quiet and for premium price ranges. If a local council member lived out this way I would be sure that they would be on the residents' side and would have the same concerns as we do. I feel as a resident in the proposed flight path as if we have no choice on this matter and the council really are not considering how it will effect our lifestyles at all, when the easiest option would be them to move the flight paths to an area between Busselton and Capel that doesn't effect any residents. I have asked why the planes can't fly up the route of the Highway to be told that it would be dangerous to follow a main arterial road into Busselton if a plane was to go down. What happens in that scenario? Tuart drive has a lot of traffic and wild life and people living in this area! We all want Busselton to progress but I feel that the planning of this development has not taken into consideration the concerns it would create with residents of 2 to 3 large suburbs that will be directly effected and that having the research for this development outsourced instead completed by local professionals, with the bird life, increased noise level of sound bouncing off waterways. Also at the meeting the council representatives were talking about compensation for the residents if the sound level is affecting the residents' lifestyle too much, subject to relevant research which will be completed by the noise management scheme.....that maybe the homes could be double</p>	<p>Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council. Flight paths are the jurisdiction of Airservices Australia and CASA and not the City of Busselton. The City is however liaising with Airservices Australia and engaging a flight path designer to investigate if the flight paths can be varied to minimise aircraft noise over surrounding areas.</p>	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Amy Burch	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Jeff Burch	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Denis Horgan	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Jem Williamson	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Natalie Burch	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y
Mark Meneghello	I am writing to register my support for the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West by lowering the barrier of distance. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Lesley Scogna	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident of Gracetown I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') and I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Jean Marie Jacob	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Kerrie Lander	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Ann Spencer	We wish to affirm both my personal and business's support for the development and expansion of the airport in Busselton. As a business heavily reliant upon tourism, that can be both marginal and highly seasonal, the prospect of making the region more accessible is more than attractive - it's a groundbreaking change that we are sure will secure the economic future of the region. We look forward to welcoming both domestic and (in the future) international guests. By making the region more accessible, we are sure that it will lead to expansion of our sales base domestically and internationally, on an on going basis - meaning that the airport will be servicing both outgoing freight and incoming guests. The presence of a viable regional airport has the potential to boost the economy of much of the state - not solely the southwest. Further, making outbound travel for residents of the region easier is a welcome prospect - for those of us travelling on business (or merely recreationally), the idea of skipping out on 5 hours of travel to Perth Airport is a delight. I truly believe that the airport will be of tremendous benefit to the entire southwest and we hope that all the relevant bodies can see past objections which, to my mind, is largely centred around NIMBY-ism.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
William & Maureen Kerr	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
William & Maureen Kerr	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Rob Zahtila	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Brian Smith	We have restrictive noise times placed on Builders,Home Handyman,Parties and Concerts etc,we even have signs on Highways asking Trucks to reduce noise in residential areas, but you are know applying to have 24/7 aircraft noise at the BMRA,I am sorry but this should not be approved.The existing flight times give all concerned plenty of time to arrange flights in and out of Busselton if they are serious about coming to our City.Surely the ambience and people of our City should take a higher priority than trying to accommodate/attract Airlines to use our Airport. Apart from our personal discomfort there other issues ,such as property valuation and health which will effect all residence below flight paths and in close proximity to the Airport. Recently I was made aware of the potential health problems caused by air pollution from burnt aircraft fuel,something that has not been raised or discussed or people given any information so they are aware of such an issue.I have raised this issue with the environmental Protection Authority and I am waiting for a reply. Just an observation which I find troubling is People not effected by such changes are happy to make these decisions, which will effect others not very considerate/charitable.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council. Flights paths are the jurisdiction of Airservices Australia and CASA and not the City of Busselton. The City is however liaising with Airservices Australia and engaging a flight path designer to investigate if the flight paths can be varied to minimise aircraft noise over surrounding areas.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Fred Kreutz	Thank you for the opportunity to respond to the draft NMP. I strongly object to the proposed changes to the NMP and do not support them for the following reasons.1, Failure to meet the purpose of the Busselton Margaret River Airport Noise Management Plan, which is to protect the amenity of community members from noise generated by aircraft.2, Failure to effectively manage aircraft noise and the reduction of aircraft noise impacts. Restricted operating hours are a proactive and effective means of managing the noise impacts and preventing them. The proposed changes will be reactive to complaints and will also be exposing residents to aircraft noise at the quietest time through the night when it will have an increased impact by disturbing sleep, and this is not in any way preventative.3, Failure to be clear and transparent by simultaneously undertaking to maintaining the restricted operating hours while systematically and methodically planning for their removal. The request for a Section 46 amendment to Statement 399 dated 24 January 2011, Section 4-2 clearly states that revisions may be approved providing the plan continues to address the key components listed in 4-1 and does not modify the noise generation limitation at clause 3.2 or the standard hours of operation at clause 3.1.3. Also the invitations to meetings to discuss the proposed changes made no mention of the removal of both of these key safeguards. The City of Busselton has tried to utilise a noise management apparatus as a means to overcome environmental restrictions and undermine the authority of the EPA.4, Failure to provide a balanced approach to noise management. The existing airport hours are under utilised. Also the council has had almost 22 years to implement land planning measures with regard to minimising impacts on sensitive areas such as schools and residential housing, and has failed to do so despite there being a national framework to proactively manage land use around airports. Please note that I would also like to see the airport become profitable, but have already had to compromise with the noise	Your comments have been noted.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Jayne Lockyer Roberto Perrozi	My partner and I have been living in Reinscourt for 7 months. Recent information has come to our attention which has brought much concern: Impact on health and Welfare as a family and community, Environmental impact, Future value of our property, Noise management. We have been looking for 3 years for the perfect property and found it May 2016. The idyllic setting has been marvellous for both of us. We are surrounded by an abundance of wildlife and we especially love the array of different types of birds that entertain us daily. The reason we bought this property was for the opportunity to get back to basics, room to move, peaceful surroundings and to commune with nature in all its glory whilst also having the beautiful city of Busselton so close. We were not asked to sign a form to say we were aware of the flight path. We both understand that the City has to have growth, move forward attracting tourists etc but we also believe there should be some respect and consideration for the residents of Busselton, for the new residents who have moved here for the lifestyle on offer. We agree with the majority of the residents that an alternative flight path should be thoroughly researched. Strongly oppose the airport allowing flights, passenger or cargo having unrestricted hours. Note: The subject was also raised that the residents could apply to have double glazing or insulation installed to assist with the noise of the jets. I would like to point out that our Barbeques, Swimming Pools and Entertaining Areas are ALL outside. Not to mention enjoying a cuppa, gardening , horse training.....enjoying the scenery.....ALL outside!!!	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council. Flights paths are the jurisdiction of Airservices Australia and CASA and not the City of Busselton. The City is however liaising with Airservices Australia and engaging a flight path designer to investigate if the flight paths can be varied to minimise aircraft noise over surrounding areas.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
B & E O'Brien	<p>Thank you for the opportunity to review the Busselton Margaret River Regional Airport Draft Noise Management Plan (2017) (NMP) and submit our views. We have read the draft NMP and given that the noise from the operations of the airport directly impact our home and lifestyle we wish to express the following concerns. We do not support the change in the NMP to allow unrestricted hours of operation for Regular Passenger Transport, charter and other commercial aircraft. Although we can appreciate the possible need to have flexibility in the time that flights can arrive and depart in order to attract an airline and to test the viability of interstate routes, we believe the number of night time (11pm-6am) flights per week should be capped and that this should be a short term arrangement after which the hours return to the existing restricted hours to minimise the negative impact on residents. On 3 March I emailed the City the following question and did not receive an explanation: <i>I have noticed that under the current NMP current charter and RPT services (our FIFO services) have time restrictions and these are being lifted in the draft NMP 2017. As I understand, this would allow the FIFO services to arrive and depart earlier in the morning and later at night, is this necessary?</i> We don't believe it is a necessary for the mining companies to bring flights in later at night and leave earlier in the morning. This is an unnecessary change in the NMP and the night time restrictions currently applied to these services should remain.</p>	<p>Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council.</p>	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Deonne Kruger	Please find herein my concerns regarding the proposed impact of the Busselton Airport Expansion. Our area representative, Graeme Cotterill has submitted objections from the Reinscourt community, which I fully support. I believe that the concerns outlined in this submission are real, and that the noise plan is unacceptable for residents. In addition to this, I have concerns regarding the natural environment, and its flora and fauna. I believe that the negative impact the airport expansion will cause (as per the current plans with unrestricted flying hours and flight paths), both initially and long term, is undesirable. As per the Shire of Busselton Corporate document 'Biodiversity Incentive Strategy (February 2011)': "The City of Busselton (the City) contains an extensive range of biodiversity values of regional, state, national and international significance. The City is the location of the Ramsar-listed Vasse-Wonnerup wetland and other conservation category wetlands. There is an unusually high occurrence of declared rare flora (DRF), with the majority of these being endemic to the City of Busselton (i.e. they are not native to other parts of the world). There are some 50 different vegetation complexes (types) present within the City of Busselton. For many of these complexes, only 30% or less of their original extent remains, making them endangered or critically endangered. " Has consideration been given to the impact of increasing the air traffic, both in regards to noise, as well as pollution in relation to matters stated in this abovementioned paragraph? I have seen the assessment by Bamford Consulting Ecologists dated 25 th February 2016. This summary states that their investigations 'do not provide definitive results that can be immediately applied to the Busselton-Margaret River Regional Airport' as they are assumptions made about sight and sound disturbances only, based on predictions from studies on other bird colonies throughout the world. It also states that: "Observations made by the Department of Parks and Wildlife in December 2015 suggest that some current flights are causing disturbance to waterbirds." This is before the aircraft type and size changes to much bigger, and	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council. Flights paths are the jurisdiction of Airservices Australia and CASA and not the City of Busselton. The City is however liaising with Airservices Australia and engaging a flight path designer to investigate if the flight paths can be varied to minimise aircraft noise over surrounding areas.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Cam Haskell	I write to affirm my support for the development and expansion of the airport in Busselton. The prospective of greater tourism and economic activity (which is also contributed to by expanded export and domestic sales opportunities) is profoundly exciting for the region. I very much look forward to greater access to markets for our wine, agricultural products and value added products such as processed foodstuffs. The increased utility for the existing population, too, should not be discounted - alleviating the need to drive to and from Perth when travelling will be a boon for a great many residents. I am also anxious for the council to discount the views of the anti-progress people whose argument is, as far as I can tell, 'I don't like much in the way of change, particularly nearby'. I am profoundly excited by such a development, not out of self interest - but in the interests of the entire region.	Your comments are noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Jonathan Thompson	I submit the following considerations- 1.That flight paths need to be deviated away from residential areas to minimise impact on thee residents.This means to the east or south east. 2.That flight times be restricted to between 6am and 11pm except for emergency service flights. 3.That the same deviation is also necessary to minimise impact on the Ransar Site Area 484 of International Importance [the Vasse /Wonnerup Estuary]. This area is home to up to 20,000 water and associated predatory birds of up to 80 species and should not be disturbed by frequent and large planes. A.That any approval for flights over this area be subject to a comprehensive study which must last AT LEAST 12 months given the seasonal variations in bird activity ,behaviour and numbers as well as their flight patterns and heights. B.That special attention needs to be given to a study of large predatory birds which are attracted to this area and which are documented to fly at heights of up to 15,000 feet.These include Osprey and Wedge Tailed Eagles as well as many smaller species.These may pose a serious collision risk for planes traversing over this estuary.C.That the same study needs to consider large flocks of birds which frequently fly over this area and which may also pose a collision risk.	Your comments are noted. Flights paths are the jurisdiction of Airservices Australia and CASA and not the City of Busselton. The City is however liaising with Airservices Australia and engaging a flight path designer to investigate if the flight paths can be varied to minimise aircraft noise over surrounding areas. Potential impacts to the Vasse-Wonnerup Wetlands have been investigated by an Environmental specialist and an EPBC referral has been assessed by the Federal Government Department of Environment and approved on the basis that any impacts relating to aircraft noise are not considered significant on water or migratory birds. Your comments relating to night time flights are being considered by Officers and Council.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Jodie Richards	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Peter Gordon	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. As a Hospitality/Tourism operator and resident that has lived in this region all my life, I know how vitally important Tourism is to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. The City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only, it will not be a 'free for all' and I believe the Airport will continue to be managed by the City in an effective manner, which will suit all residents in Busselton. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.		Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
M Chapman	<p>The operation of the BMRA over a long period of time has impacted the business activities and the quality of life for our family. We operate a dairy farm, as a small business in the area, supplying a valuable commodity in the South West region. We are also impacted by falling milk prices and rising operating costs. The noise from aircraft disrupts the cows in the holding yards waiting to be milked and calves in the paddock. The Draft NMP (2017) presented to Council on 8 February, 2017 and endorsed for public comment allows for unrestricted operating hours for large aircraft (A320 & B737). This means that jet aircraft can operate, both day and night flights, with consequent increases in noise emissions which would impact us, as we live in close proximity to the airport being 2 km. The flight path is close to our dwelling and the noise is greater than the 85 dB(a). I raised concerns about the proposed expansion of the operations of the airport and the increase in noise emissions from larger jet aircraft from interstate and overseas and operating hours at night and it was not addressed by the representative of the City even though we were invited to an information session to discuss the proposed changes and they would describe the potential impacts of proposed future operations. We were only encouraged to listen to the presentation and our concerns were not addressed adequately. My major concern is that Jet aircraft emitting noise that exceeds the 85 dB(a) will impact us more than the noise emissions we are currently experiencing at the moment. Also at the information session I attended, the question was asked whether the City of Busselton could monitor & review flight paths to which they replied that it was an unmonitored airport and the City had no say. The Draft NMP (2017) states that The City of Busselton will continue to work with Air services Australia to monitor and review flight paths to facilitate Fly Neighbourly principles. I feel this should have been made known to everyone at the information session. I propose that there be no changes made to the NMP (2015). Any changes</p>	Your comments have been noted.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
David Ebert	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. As an owner and operator of short term accommodation in Dunsborough, as well as part owner of 2 hospitality/tourism business in Busselton, I know how vitally important a strong Tourism industry is to the Margaret River Region so the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. The City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only, it will not be a 'free for all' and I believe the Airport will continue to be managed by the City in an effective manner, which will suit all residents in Busselton. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y
Graeme Cotterill	Attached Submission with multiple signatures from various Reinscourt Residents. Two emails were received, the second contained updated signatures.	Your comments have been noted.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Nadia Haskell	I would like to express support for the development and expansion of the airport in Busselton. I started a local dessert and chocolate business last year that is heavily reliant upon tourism from Perth and overseas. I have a stand at the Margaret River Farmers Market and come in contact with visitors to the region each and every week. It has shown me how lucky we are to have such amazing produce and how much more we need to do to promote the produce we grow locally to a national and international audience. Visitors fluctuate throughout the seasons. I believe better access to the region through opening the airport to international tourist will secure the economic future of local businesses and the region as a whole, not solely the southwest. By making the region more accessible, I will be able to expand my business and employ local people. It will also make importing specialty ingredients such as chocolate and chocolate equipment far easier. I hope in the future to be able to send my own chocolate product range, with the added peace of mind of arriving in perfect condition by air mail. Personally, cutting down the travel time to Perth when flying interstate or overseas is also something I look forward to. I hope the relevant bodies can see past objections raised that to me seem short sighted.	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Peter Gordon	<p>As a current Board member of Margaret River Busselton Tourism Association (MRBTA), I know how vital it is for the Margaret River Region to have a very strong Tourism Industry, all businesses in this region rely on Tourism, some directly and some indirectly. I am therefore writing to register my unequivocal support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism will be the next boom in WA, making our region more sustainable, with more growth and employment opportunities, the redevelopment of the BMRR Airport will make such an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident, business owner, MRBTA board member in the Margaret River Region, I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. We need to assist these airlines as they develop this route into a long term sustainable destination. I believe the City of Busselton has proven itself to be an effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012, members of organisations I have been involved with, were on a task force for many years looking into the upgrade of the airport and noise management control, so know only too well, the work that has gone into getting to this stage. The proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') and I believe the Airport will continue to be managed by the City in an effective manner for everyone. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Stephanie & Mario Camarri	<p>This submission is presented by Stephanie and Mario Camarri, as owners of agricultural properties containing two houses in close proximity to the Airport. Our opposition to the proposed changes in the 2017 plan stems from the proximity of these properties which contain valuable livestock and 2 houses: We are firmly opposed to any relaxing of the present curfew, for any reason. 1. We understand the emergency services are exempt from curfew as is only right and fair. 2. We are firmly opposed to the introduction of the B737 plane at any time of day or night, noise being the operative factor. Principles and Statement of Intent..(page 12). The last point of this statement on page 13 states: "To protect the amenity of community members potentially affected by the impacts of aircraft noise and activities at the airport." This is a noble statement but we fail to see how this intent can be achieved in any form, given the proposal to abolish curfew, allow the B737 use of the airport, and have no regulatory powers to modify pilot behaviour once they leave the Tarmac. The Fly Neighbourly Agreement is not a regulatory requirement and this statement is backed up by a statement on page 23 of the Draft plan that "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". What a shame the word "should" cannot be changed to .."will", and enforceable!!! Page 14 of the Plan - A Balanced Approach: Talks of: "Restricting operating hours", "banning the operation of certain noisy aircraft", then how do these statements fit into the plan to eliminate curfew and introduce a known noisy aircraft, and not put restrictions on flight training (apart from emergency training). Page 15 repeats the whole strategy again, but the aim of the 2017 Plan overturns these restrictions, then goes on to set out the "Limitations" including: ".....the City of Busselton as owner and operator of the Busselton-Margaret River Airport has no power or authority to regulate activities happening in</p>	<p>Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council.</p>	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
R Penfold	<p>General The airport location is fixed. The suburb of Reinscourt is fixed. Both are not practical to move. But there are <u>operational</u> procedures that can be implemented in order to reduce the impact on the people of Reinscourt (who bought their quiet, properties during a time when the airport expansion was not on the cards). Hours of Operation Ref Draft NMP Section 3.1.3 page 20. Regarding the proposed change to unrestricted operational hours for RBT and freight flights. As it is, Reinscourt is regularly woken up just after 6am in the morning by the F100 flights. Regardless of whether the sound level is deemed to be within 'acceptable limits' or not, the sound is loud enough to wake people up. Sleeping with the windows closed is not an option for those of us with no aircon, or with evaporative aircon – we simply have to have some windows open. Insulation in the ceiling will not reduce the noise levels inside as the noise comes in through the windows. Therefore, one of the operational procedures that must be implemented (i.e. not changed) is the Hours of Operation. For the health and wellbeing of the residents of Reinscourt, an operational curfew from 11pm to 6am must remain. Sydney, Adelaide and the Gold Coast all have an 11pm – 6am curfew. Melbourne will soon also have same. Late Turn after Take off Page 10, Figure 3 of the Busselton Noise Modelling Report Freighters, (as well as Map 11 of the NMP LAMax Dep East) shows the flight tracks for runway 03. The EAST and WEST flight tracks have not been designed to avoid Reinscourt or even the Busselton Town Centre. In advice received from an experienced A320 pilot currently working for Jetstar, the departure flight track for runway 030 can be designed to prescribe a late turn after take</p>	<p>Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council. Flights paths are the jurisdiction of Airservices Australia and CASA and not the City of Busselton. The City is however liaising with Airservices Australia and engaging a flight path designer to investigate if the flight paths can be varied to minimise aircraft noise over surrounding areas.</p>	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Carolyn Chapman	I wish to express my strong disapproval towards the amended airport noise management plan, especially those parts relating to night time flights. My family and I live and work directly under the flight path 2kms south of the Busselton regional airport. I currently find the early 6am flights disrupt my 2 and 4 year old daughters who sleep from 7pm-7am on any other day when the flights do not come in before 7am. The proposed unrestricted hours of operation for large planes I feel is ridiculous, as my daughters could be woken up numerous times throughout the night by excessive aircraft noise. I am deeply concerned about my daughters disrupted sleep pattern and how this would affect their development. My husband and I would also like to have uninterrupted sleep at night. I have lived here for almost 11 years and enjoy the country lifestyle but do find the current early and late flights are a disruption to my daily life as a stay at home mother and farmers wife. This is indicated to get worse. If the changes are made to the hours of operation, I feel our life will become unbearable, and therefore request that you please consider me and my family and not allow night time flights.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council. Flights paths are the jurisdiction of Airservices Australia and CASA and not the City of Busselton. The City is however liaising with Airservices Australia and engaging a flight path designer to investigate if the flight paths can be varied to minimise aircraft noise over surrounding areas.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
K Chapman	I wish to express my strong disapproval towards the amended airport noise management plan, especially those parts relating to night time flights. My family and I live and work directly under the flight path 2kms south of the Busselton regional airport. I currently find the early 6am flights disrupt my 2 and 4 year old daughters who sleep from 7pm-7am on any other day when the flights do not come in before 7am. The proposed hours of operation I feel is ridiculous, as my whole family could be woken up multiple times during the night by excessive aircraft noise. I am deeply concerned for my whole family, particularly my daughters and how this continual sleep disruption would affect their development. I have been living on this property for 34 years, a lot longer than what the airport has been in operation. I work hard as a dairy farmer and I need to be able to sleep at night. For my family, not only is the time of the noise going to be worse, the actual noise level will be as well. Bigger planes mean more noise. This is going to be especially worse for us as the runway is being extended 300m toward us which will mean lower planes flying over our house. I am deeply concerned that the residents surrounding the airport are not being considered as they are a "minority" (a quote from the City of Busselton councillor). However they represent the majority of people affected by airport operations. I therefore request that you please consider me, my family and the surrounding community and do not allow night time flights.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council. Flights paths are the jurisdiction of Airservices Australia and CASA and not the City of Busselton. The City is however liaising with Airservices Australia and engaging a flight path designer to investigate if the flight paths can be varied to minimise aircraft noise over surrounding areas.	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
John Wilkins	<p>This is my brief yet deeply concerned response on behalf of my family to the proposed Noise Management Plan. At a recent Noise Management information session, the only sensible comment made by a Cr Bleechmore was that 'passengers determine airline routes and flight numbers'. My investigations in relation to the City wishing to allow major interstate and international flights to utilise the airport 24 hours a day indicate that: 1. No airline has a passenger demand for direct flights to Busselton 2. Airlines had no interest at this stage of utilising the Busselton airport and 3. It was the City of Busselton who approached the airlines with the offers. With these points in mind, there is no need to seek a 24 hour service and request additional noise levels in the Noise Management Plan. It has been the practice of the Shire/City to use stealth and 'white anting' methods since the airport was first installed to attempt to alter the strict guidelines introduced when the airport was sanctioned to operate. This is ably demonstrated with the fact that the last Noise management Plan was never ratified and now we are facing a new Noise Management Plan which includes many alterations to the preceding Noise Management Plan. Another example is the rejection of flight training in the original guidelines yet the City sees that as something else it can change. There are many aspects of the new Noise Management Plan that we and the other community members who live under the light paths do not want and they include: 1. No flight training 2. No 24 hour operations 3. The presented flight paths. There are aspects that we do want which include: 1. To retain the present curfew 2. To allow the Busselton flying club the present access they enjoy. There are those who would suggest that we are completely against the airport and while we would rather it is else where, we are realistic and community members and we want the best for this City which includes the airport. However, when we are treated differently from the rest of the community, the City will continue to have our opposition. Ask yourselves,</p>	<p>Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council. Flights paths are the jurisdiction of Airservices Australia and CASA and not the City of Busselton. The City is however liaising with Airservices Australia and engaging a flight path designer to investigate if the flight paths can be varied to minimise aircraft noise over surrounding areas.</p>	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Cherrilyn Rowbotham	<p>Just submitting my disapproval of this airport. I am a resident in inlet park. I have been to a couple of meetings in regard to this matter and both times left feeling extremely disheartened. One thing is being said and another is being done. No night flights. I hear them now at night. This weekend, 3 Saturday night. No loudness. They are waking us now at 6.30 in the morning. It is fine when you have to get up to go to work, but as I have to work on weekends, it is annoying when I have a weekday off, just to get woken up by a plane. We bought in this area for peace and quiet. Yes we were told there was an airport, but only FIFO and emergency flights. (Was that another lie?) I have grandkids that get woken up by these planes at night. You try getting small children back to sleep. It is only going to get worse, apparently. It feels good that our council seem to care more for tourists than their local people. I have friends that were told exactly the same thing by their local council that you are saying. In the end they took a loss and sold as they could not stand the noise any longer. It is pretty sad. It makes me wonder that If this airport does go through, do we get compensated. Most of us bought in this area to retire. We will not be getting back our money from our properties because of this airport. Are you guys therefore going to help us in any way? This letter is spoken from the heart. Thanks for reading and I only hope that you do think about us. There must be another way to run this without disturbing local residences. Again, thanks for reading this, if you have.</p>	<p>Your comments are noted. Your comments relating to night time flights are being considered by Officers and Council.</p>	N

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

Respondent	Comment	City Comment	Supportive Y or N, Generally but not night time flights
Greg Chapman	I refer to the formal public consultation process for the Busselton Margaret River Regional Airport Draft Noise Management Plan 2017 ('Draft 2017 NMP'). I understand that the Draft 2017 NMP was presented to Council on 8 February 2017 and endorsed for public comment. The City's reference to the Draft 2017 NMP on its website is confusing as the second paragraph refers to the fact that submissions on the Draft 2017 NMP will be provided to the Office of the Environmental Protection Authority ('EPA') as part of the public environmental review referral process. This comment is misleading as the EPA has confirmed that the City's internal public consultation on the Draft 2017 NMP does not form part of the EPA's public environmental review of the City's proposal. I resubmit my letter dated 1 April 2016 (see attached) as a submission for the public consultation on the Draft 2017 NMP. This letter addresses many of my concerns which remain in relation to the Draft 2017 NMP. I will await the release of the public environmental review for public comment as part of the EPA's formal environmental impact assessment process to provide further detailed submissions on the Draft 2017 NMP (including in relation to the changes made in the Draft 2017 NMP as compared with the previous version which is the subject of the PER process).	Your comments have been noted.	N

7. **GENERAL DISCUSSION ITEMS**

8. **NEXT MEETING DATE**

To be advised

9. **CLOSURE**