

## Busselton-Margaret River Regional Airport Development Project

### Consultative Group

#### Meeting 2 Minutes

Monday 03 October, 2016

5.30pm Community Resource Centre, Ground Floor Room 1  
21 Cammilleri Street, Busselton

#### Attendees

	Name	Position	Representative	Present
1.	Gordon Bleechmore	Chair – Airport Advisory Committee	City of Busselton Council	<input checked="" type="checkbox"/>
2.	Naomi Searle	Director Commercial & Community Services	City of Busselton	<input checked="" type="checkbox"/>
3.	Jenny May	Commercial Services Manager	City of Busselton	<input checked="" type="checkbox"/>
4.	Steve Harrison	MRBTA Airport	Margaret River Busselton Tourism Association	<input checked="" type="checkbox"/>
5.	Lawrence Deale	Hangar Owner	Hangar Owner Group 1	<input checked="" type="checkbox"/>
6.	Peter Mitchell	Hangar Owner	Hangar Owner Group 2	Apology
7.	Graham Gooding	Hangar Owner	Hangar Owner Group 3	<input checked="" type="checkbox"/>
8.	Michael Tonks	Representative	Busselton Flyers	Apology
9.	John Brisco	Secretary	Busselton Aeroclub	<input checked="" type="checkbox"/>
10.	Peter Saint	Manager Air Operations	Department of Fire & Emergency Services (DFES)	<input checked="" type="checkbox"/>
11.	Michael Bleus	Chief Pilot	Royal Flying Doctor Service	Apology
12.	Glen Rogan	Aviation Services Manager	Surf Life Saving	<input checked="" type="checkbox"/>
13.	Libby Mettam MP	Member for Vasse	Local Member	Apology
14.	Ray McMillan	Chief Executive Officer	South West Combined Chambers of Commerce	Apology
15.	Justin Francesconi	Superintendent Community Relations	Rio Tinto	Apology
16.	Kieran Chapman	Adjacent Landowner		<input checked="" type="checkbox"/>
17.	Ross Manning	Adjacent Landowner		<input checked="" type="checkbox"/>
18.	Carl Buckley	Senior Development Manager	Satterley Property Group	Apology
19.	Graeme Cotterill	Resident	Reinscourt	<input checked="" type="checkbox"/>
20.	Greg Chapman	Resident	Kalgup	<input checked="" type="checkbox"/>
21.	Stephanie Camarri	Resident	Yoongarillup	<input checked="" type="checkbox"/>
22.	Dennis Kelly	Resident	Yalyalup	<input checked="" type="checkbox"/>
23.	Arie van der Eijk	Consultant	To70 Consulting	<input checked="" type="checkbox"/>

No.

## ITEM DESCRIPTION

Meeting commenced 5.30pm

### 1.0 Welcome and Apologies (Cr. Gordon Bleechmore)

Peter Mitchell (Hangar Owner Group 1), Michael Tonks (Busselton Flyers), Michael Bleus (RFDS), Libby Mettam MP (Local Member) Justin Francesconi (RTIO), Heather McKernan (MRBTA), Ray McMillan (SWCCI), Carl Buckley (Satterley)

### 2.0 Project update (Naomi Searle)

Overview of the BMRA Development Plan

- Airside infrastructure
- Landside infrastructure
- GA Precinct
- Forecast BMRA flights per week by aircraft type

### 3.0 Presentation – Understanding Noise Management

#### Noise Management

- Background and overview of the Noise Management Plan (NMP) & explanation of proposed updates
- Noise Modelling background
- Noise Modelling metrics
- Flight tracks
- Noise Contours with examples

### 4.0 Questions

Questions/ Discussion	Response
<b>Greg Chapman</b> - You stated that the Australian Standard for noise assessment and amelioration is stricter than the City's application of the AS in the NMP. What does this mean?	The City has taken an intermediate step towards the Australian Standard rather than applying the full scope of AS2021:2015, because it provides more regard for residents amenity.
<b>John Brisco</b> - How do you measure noise? I understand dB(A), but what does LA slow mean?	The definition as provided in the NMP is: dB LA 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.
<b>Greg Chapman</b> - What is used to create the contours?	The Federal Aviation Administration's (FAA) Integrated Noise Model (INM) version 7.0d is used for the calculation of the ANEC and other contours. INM 7.0d is the latest version of this software package.

	<p>Inputs &amp; Assumptions are:</p> <ul style="list-style-type: none"> <li>• Forecast number of flights (State Government Business Case)</li> <li>• Aircraft type (State Government Business Case)</li> <li>• Runway coordinates</li> <li>• Average weather conditions (Bureau of Meteorology)</li> <li>• Terrain data</li> </ul> <p>(Noise Management presentation – slide 10)</p>
<b>Greg Chapman</b> - Is there any way to verify the contours?	<p>The only way to verify the modelling is to undertake noise monitoring over a lengthy period of time.</p> <p>The approach taken by the City is what major airports do to forecast noise.</p>
<b>Graeme Cotterill</b> - Why does the NMP propose unrestricted hours for Charter and Freight flights?	<p>Sometimes charter flights arrive slightly early or slightly late.</p> <p>The City CEO can approve 12 non-compliant flights per year under the current NMP. For administrative purposes having unrestricted hours will remove the necessity to approve/report these movements.</p> <p>The City will still need to approve all Charter/Freight schedules.</p> <p>The intent of removing restrictions is not to support or encourage the uptake of night time services for charter/freight services.</p>
<b>John Brisco</b> - Are there contours for aircraft other than B737 800/A320s?	<p>Yes. These movements are included in the N-contours.</p>
<b>Graeme Cotterill</b> - I would like to request a copy of the Business Case.	<p>The Business Case is a Cabinet Document and as such is determined to be 'cabinet confidential'.</p>

## 5.0 Member Updates

Reinscourt Community Representative – information that we have received today is likely to result in further submissions.

Naomi Searle – this can done through the EPA.

Greg Chapman – **Motion**

“That this Committee (Busselton Margaret River Regional Airport Development Project Consultative Group) Request the City of Busselton to undertake comprehensive community consultation engaging ALL interested parties including ratepayers prior to any further progression of the project. This consultation should not be limited to a public meeting on noise, noise modelling or building approvals in noise (or potentially) affected areas.

**Background**

With the information that is now available that was not available at the time of community consultation earlier this year, the whole community needs an opportunity to understand and then comment on that information in relation to noise modelling and noise contours. It is therefore incumbent on the City to provide this information without delay so that community members and ratepayers can comment with all the facts.”

Mr Chapman requested that the group vote to carry the motion and while this request was adhered to be the Chair it needs to be noted that as per the Terms of Reference, the BMRA Consultative Group is for consultation purposes only and is not a decision making group:

**Scope of Powers**

*The BMRA Consultative Group is for consultation purposes only and is not a decision-making body. The BMRA CG is a forum for exchange of information about the BMRA Development Project and Airport operations.*

The Chair requested that Mr Chapman forward his comments in writing for the City of Busselton Officers to action through the appropriate channels.

**6.0 Actions from previous meeting**

Proxy member notification received  
 No member comments received regarding ToR.

**7.0 Items for next meeting**

Community Representatives to present how they have been communicating with their resident groups (2-5 mins)

**8.0 Next meeting**

8 December 2016 commencing 5.30pm

Cr. Gordon Bleechmore  
 Chair – Airport Advisory Committee

Agenda Item	Action	Responsible Officer
5.0	Greg Chapman to email comments to MM to forward to City officers for appropriate action.	GC/ MM