

Busselton-Margaret River Airport Development Project

Consultative Group Meeting 6

MINUTES

10 August, 2017 at 5.30pm

City of Busselton

Kaloorup Room 1st Floor, Southern Drive, Busselton

Attendees

Name	Position	Representing	Present
Cr. Gordon Bleechmore	Chair – Airport Advisory Committee	City of Busselton Council	<input checked="" type="checkbox"/>
Naomi Searle	Director Commercial & Community Services	City of Busselton	<input checked="" type="checkbox"/>
Jenny May	Manger Commercial Services	City of Busselton	<input checked="" type="checkbox"/>
Heather McKernan	MRBTA Airport	Margaret River Busselton Tourism Association	<input checked="" type="checkbox"/>
Lawrence Deale	Hangar Owner	Hangar Owners' Group 1	
Peter Mitchell	Hangar Owner	Hangar Owners' Group 2	
Michael Tonks	Hangar Owner	Hangar Owners' Group 3	<input checked="" type="checkbox"/>
John Brisco	Secretary	Busselton Aero Club	<input checked="" type="checkbox"/>
Peter Saint John Landwehr	Manager Air Operations	Department of Fire & Emergency Services (DFES)	Apology
Michael Bleus	Chief Pilot	Royal Flying Doctor Service	
Peter Scott	Aviation Services Manager	Surf Life Saving	Apology
Libby Mettam MP	Member for Vasse	Local Member	Apology
Michael Brown	President	South West Combined Chambers of Commerce	
Justin Francesconi	Superintendent Community Relations	Rio Tinto	Apology
Kieran Chapman	Adjacent Landowner		Apology
Ross Manning	Adjacent Landowner		<input checked="" type="checkbox"/>
Carl Buckley	Senior Development Manager	Satterley Property Group	
Graeme Cotterill	Resident Representative	Reinscourt Area	<input checked="" type="checkbox"/>
Greg Chapman	Resident Representative	Kalgup Area	Apology
Stephanie Camarri	Resident Representative	Yoongarillup Area	<input checked="" type="checkbox"/>
Samuel Kennedy	Resident Representative	Yalyalup Area	Apology
Steve O'Brien	Resident Representative	Port Geographe Area	<input checked="" type="checkbox"/>
Barbara Dunnet	Resident Representative	Wonnerup Area	<input checked="" type="checkbox"/>
Julie Rawlings	Project Officer	City of Busselton	<input checked="" type="checkbox"/>

Business of the Meeting

No.	Item Description
1.0	<p>Welcome & Apologies</p> <p>Cr. Bleechmore welcomed all to the meeting and noted the apologies that had been received.</p>
2.0	<p>Confirmation of previous minutes of the meeting</p> <p>The minutes of Meeting 5 held on 11th May, 2017 were confirmed as correct.</p>
3.0	<p>Project Update - Naomi Searle (PowerPoint Presentation)</p> <p>Naomi provided a Project Update, noting the following key points as contained in the attached PowerPoint presentation:</p>
3.1	<p>Airside Infrastructure</p> <p>Airside works for Season 1 are now completed. Season 2 will recommence in October 2017. Airside infrastructure is now 60% complete. A range of photographs of the completed works were viewed within the PowerPoint presentation.</p>
3.2	<p>Landside Precinct & Terminal Design</p> <p>Naomi advised that the State Government was currently undertaking a value optimisation review of the Project and that further landside work is on hold pending the outcome of the review.</p> <p>The Tender for Landside Civil and Services infrastructure closed in July and is currently under assessment.</p> <p><i>Mr O'Brien</i> asked if the new security measures at Airports would add additional cost to the project. Naomi advised that the City had not received any advice as to additional requirements at this point.</p> <p><i>Mr O'Brien</i> asked if any other funding sources, such as private enterprise, had been considered if the State Government reduced the funding. Naomi advised that the City has been working with the State Government to identify savings. In the event of a funding cut the City will review what it can deliver. It is too early to consider other funding sources until we know what funding has been reduced.</p> <p><i>Ross Manning</i> asked if the Federal Government funding is in jeopardy and Naomi advised that it's possible, dependant on what funding elements are reduced by the State Government.</p> <p><i>Ms. Dunnet</i> asked if the Airport would be handed to the State Government once completed. Naomi advised - no, the City will continue to own and operate the Airport. Modelling has identified it will be financially viable, as it currently is.</p>

3.3	<p>Airline Engagement</p> <p>Naomi outlined the timeline for airline engagement activities noting that the third round of meetings was scheduled for the end of 2017.</p>
4.0	<p>Public Environmental Review (PER) Process Update</p> <p>Jenny May provided an overview of the PER process. It was noted that the Environmental Review Document (ERD) had been prepared by the City and following a review by the Environmental Protection Authority (EPA) was approved for release for a 6 week period commencing on 3 July, 2017 and closing on 14 August, 2017. In addition to the required statutory advertising the City advertised in both local newspapers, on the Airport website and within a Project Update.</p> <p>Upon completion of the review period the EPA will remove all names from submissions and provide all submissions to the City for a response. The timeframes for which are detailed in the PowerPoint presentation attached.</p> <p><i>Mr Cotterill</i> asked why the ERD mentions opening up the redeveloped airport to Code 4E aircraft. Jenny advised that the ERD assesses a long term projection and so as to retain some flexibility in the future the City was mindful of the conditions that could be placed within a Ministerial Statement and did not want to specifically exclude aircraft.</p> <p><i>Mr Cotterill</i> asked if Code 4E aircraft were to operate would this need to go back through the EPA? Jenny advised that if larger aircraft were to operate and there was no increased noise impact that this may not need to go through the EPA however if future noise modelling demonstrated it may be a significant issue it would be a matter for the EPA. It was also noted that in the future it is possible that larger aircraft may be quieter than they are today.</p>
5.0	<p>Review of Virgin Australia Regional Airlines Flight Paths</p> <p>Jenny May explained the outcome of the City’s meetings with Virgin Australia Regional Airlines (VARA) Flight Operations and Air Services Australia which will result in the implementation of measures to minimise aircraft flying over residential properties during arrival and departures at the Busselton-Margaret River Airport with the Fokker 100 Jet aircraft.</p> <p>The flight path maps, as part of the PowerPoint presentation, demonstrated the current and new flight paths for comparison. These new procedures included noise mitigation measures such MAX climb speed and reduced engine thrust take-offs.</p> <p>The new procedures will be implemented by VARA over the next 2-3 months and published in the next publication of the En Route Supplement Australia (ERSA) by Air</p>

	<p>Services Australia so that other jet aircraft operators are aware and perform the noise reducing procedures.</p> <p>Jenny also explained that the ERSA is the official information pilots use when flying into an airport. However, pilot’s discretion is used on the day to ensure all safety matters have been considered, such as the weather.</p> <p><i>Ms Dunnet</i> asked when the aircraft noise is the greatest, landing or take-off. Jenny explained that take-off usually produces the most noise.</p> <p>Jenny advised that the new procedures are being implemented now however it will take some time for this new information to reach all pilots. The City will continue to monitor the activities of pilots at the Airport and liaise with VARA as necessary.</p> <p>Jenny also explained that while these new procedures related to the Fokker 100 jets, it could set a standard for larger jet aircraft in the future and while larger jets do lose some flexibility due to their size, the City will work with airlines and Air Services Australia to pursue the best outcomes where possible.</p> <p><i>Mr Cotterill</i> stated that modelling of flight paths from Sydney and Melbourne showed the paths as being over residential areas. Jenny advised that the City would still undertake flight path procedures design however as this work is costly finalisation was unlikely to take place prior to an airline coming on board.</p> <p><i>Mr Cotterill</i> thanked the City for its efforts and noted that this latest information is very promising and to please pass on the thanks of Reinscourt residents to City staff involved and VARA.</p>
6.0	Member updates – relevant to Airport Development Project Nil.
7.0	Actions from previous meetings There were no actions outstanding.
8.0	Items for next meeting: a) Project Optimisation Review update b) Project Program update c) Environmental Approval process update
9.0	Meeting closed at 6.35pm Next meeting: October, 2017

Cr. Gordon Bleechmore
Chair Airport Advisory Committee