

Busselton-Margaret River Airport Development Project

Consultative Group

SPECIAL MEETING - NOTES

Meeting held on 4th December, 2017 at 5.30pm
City of Busselton, Kaloorup Room 1st Floor, Southern Drive, Busselton

Attendees & Apologies

Name	Position	Representing	Attendance/Apologies
Cr. Paul Carter Cr. Kelly Hicks Cr. John McCallum Cr. Coralie Tarbotton	Councillors	City of Busselton Council	Attending Attending Attending Apology
Naomi Searle	Director Commercial & Community Services	City of Busselton	Attending
Jenny May	Manger Commercial Services	City of Busselton	Attending
Dr Tom Hatton	Chairman	Environmental Protection Authority	Attending x 5
Anthony Sutton	Executive Director	EPA Services - Department of Water and Environmental Regulation (DWER)	
Hans Jacob	Manager, Infrastructure Assessments Branch	EPA Services – DWER	
Peter Popoff-Asotoff	Principal Environmental Officer	Noise Services - DWER	
Peta Hayward	Environmental Officer	Infrastructure Assessments Branch, EPA Services – DWER	
Heather McKernan	MRBTA Airport	Margaret River Busselton Tourism Association	Apology
Lawrence Deale	Hangar Owner	Hangar Owners' Group 1	Apology
Peter Mitchell	Hangar Owner	Hangar Owners' Group 2	-
Michael Tonks	Hangar Owner	Hangar Owners' Group 3	-
John Brisco	Secretary	Busselton Aero Club	Apology
Peter Saint John Landwehr	Manager Air Operations	Department of Fire & Emergency Services (DFES)	Apologies
Michael Bleus	Chief Pilot	Royal Flying Doctor Service	-
Chris Peck	Aviation Services Manager	Surf Life Saving	-
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	-
Kieran Chapman	Adjacent Landowner	(from 5.50pm)	Attending
Ross Manning	Adjacent Landowner		Attending
Carl Buckley	Senior Development	Satterley Property Group	-

Name	Position	Representing	Attendance/Apologies
	Manager		
Peter Keynes	Resident Representative	Reinscourt Area	Attending
Graeme Cotterill	Resident Representative	Reinscourt Area	Attending
Greg Chapman	Resident Representative	Kalgup Area	-
Stephanie Camarri	Resident Representative	Yoongarillup Area	Attending
Samuel Kennedy	Resident Representative	Yalyalup Area	-
Steve O'Brien	Resident Representative	Port Geographe Area	Attending
Barbara Dunnet	Resident Representative	Wonnerup Area	Apology
Julie Rawlings	Project Officer	City of Busselton	Attending
Ben Whitehill	Contracts and Tendering Officer	City of Busselton	Attending

Notes of the Meeting

No.	Item Description
1.0	<p>Welcome & Apologies</p> <p>Naomi Searle welcomed all to the meeting and introduced Dr. Hatton.</p>
2.0	<p>Dr. Hatton thanked all for their attendance and advised that this form of consultation by the EPA has been included as part of its Public Environmental Review (PER) process. The invitation to meet had been extended to those submitters voicing concerns through the public submission period for the Environmental Review Document (ERD). The concerns particularly related to noise and night-time flights.</p> <p>Anthony Sutton added that it is a useful part of the process giving an on-ground view of the proposal and issues to assist with the EPA's assessment.</p> <p>Dr. Hatton advised that EPA Services is currently reviewing the City of Busselton's Response to Submissions document. The Response to Submissions document once accepted will be published on the EPA's website for information only. At this stage the EPA is aiming to consider the proposal at the February 2018 meeting.</p> <p><u>General Discussion</u></p> <p>Steve O'Brien asked if the necessary safe guards for noise are put in place are you comfortable in ticking it off. It impacts a lot of the South West. Dr. Hatton advised he would be happy to if the assessment found impacts were manageable.</p> <p>Steve O'Brien stated that if there were 5 flights per week (2 movements each), with about 5 minutes noise exposure for each movement this equates to about 50 minutes a week of noise exposure.</p>

Naomi Searle clarified that noise modelling undertaken for year 1 is for 3 flights per week being night-time operations. Council has also endorsed the capping of night-time flights, that is, with no more than five flights per week approved between midnight and 6am.

This was to give residents some assurance of the potential level of impact.

Flight Path Review - PowerPoint Presentation

Jenny May advised that the City had engaged airflight design consultants, accredited by CASA and Air Services Australia, to design flight paths for future operations with the view to minimising impacts on residents. A series of draft flight path scenarios showing way points for approach and departure were demonstrated and were well received from Members.

Jenny clarified that these differ to what the City had been working on with CASA and Air Services Australia as they are based on future operations and larger aircraft such as A320/B737. Whilst the flight paths are not mandatory, given that pilots have been co-operative so far with adopting the revised flight paths for F100 aircraft operations, it seems reasonable to assume that they would be happy to adopt preferred paths identified through this process.

There are two types of approaches to cater for the capability of the aircraft and pilot - RNAV which is less precise and RNP which is more specific. All types of aircraft would be catered for. Larger aircraft such as A320/B737 would most likely utilise the RNP procedure.

The City will now review the draft flight paths provided by the consultant with a view to submitting these to CASA. CASA will review and actually fly them before forwarding to Air Services Australia to process and get signed off for the next flight path release. It is hoped they will be ready for release in early April 2018 for implementation.

Graeme Cotterill asked how compulsory the new paths are. Jenny advised that larger aircraft will follow them unless there are factors, such as safety, that would require them to do something else.

Peter Keynes asked if the City is committed to improving impacts on residents from aircraft noise. Naomi advised that the City is committed and provided comment to that effect within the ERD. On commencement of operations the City would undertake noise monitoring and collect data for ANEI's. It will be far better to have data based on actual events rather than just forecasts. It is the City's intent to do all it can to reduce impacts

	<p>on residents in line with the approved Noise Management Plan.</p> <p>The City’s Planning Department are embarking on a Town Planning Scheme amendment for the Airport Protection Zone that will involve community consultation.</p> <p>It was asked how these new (proposed) way points affect the current environmental review process.</p> <p>Dr. Hatton advised that new information is often received during assessments, as encouraging as the new paths are the EPA has to base their assessment of the data contained within the ERD if evidenced based information is not provided for the flight paths.</p> <p>Anthony Sutton advised that you would need to model the new information for the EPA to take it into consideration. It often happens that improvements are made during the Public Environmental Review (PER) process. The EPA would look at improvements but would need evidence in the form of modelling contours. This may require putting the new information back to those making submissions and hence extending the process.</p> <p>Naomi advised that noise modelling is quite a lengthy and costly process and if these new paths are modelled it’s likely the City would only choose a select few.</p> <p><u>Airline Engagement</u></p> <p>Naomi advised that City representatives met with airlines in November and pitched a business case based on day time and evening flights. The City did not want to put back of clock services forward as an option without having approval to operate. Day-time flights have always been the City’s preference. As Sydney Airport has a curfew this means that Melbourne is the preferred route for evening services.</p> <p>Naomi indicated that upon completion of the flight path review for future operations the City would be happy to show people if they would like to make an appointment.</p>
3.0	<p>Closing</p> <p>Dr. Hatton thanked everyone for their attendance and for the way all meetings during the day had been conducted. Dr Hatton said that today’s meetings had been valuable to the assessment process.</p> <p>The meeting closed at 6.40pm</p>