



Airport Advisory Committee Agenda

16 February 2022

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city@busselton.wa.gov.au

CITY OF BUSSELTON

MEETING NOTICE AND AGENDA – 16 FEBRUARY 2022


TO: THE MAYOR AND COUNCILLORS

NOTICE is given that a meeting of the Airport Advisory Committee will be held in the Committee Room, Administration Building, Southern Drive, Busselton on Wednesday, 16 February 2022, commencing at 10.00am.

The attendance of Committee Members is respectfully requested.

DISCLAIMER

Statements or decisions made at Council meetings or briefings should not be relied on (or acted upon) by an applicant or any other person or entity until subsequent written notification has been given by or received from the City of Busselton. Without derogating from the generality of the above, approval of planning applications and building permits and acceptance of tenders and quotations will only become effective once written notice to that effect has been given to relevant parties. The City of Busselton expressly disclaims any liability for any loss arising from any person or body relying on any statement or decision made during a Council meeting or briefing.



MIKE ARCHER

CHIEF EXECUTIVE OFFICER

11 February 2022

CITY OF BUSSELTON

AGENDA FOR THE AIRPORT ADVISORY COMMITTEE MEETING TO BE HELD ON 16 FEBRUARY 2022

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1. **DECLARATION OF OPENING, ACKNOWLEDGEMENT OF COUNTRY AND ANNOUNCEMENT OF VISITORS**

2. **ATTENDANCE**

Apologies

3. **PUBLIC QUESTION TIME**

4. **DISCLOSURE OF INTERESTS**

5. **CONFIRMATION AND RECEIPT OF MINUTES**

5.1 **Minutes of the Airport Advisory Committee Meeting held 1 December 2021**

RECOMMENDATION

That the Minutes of the Airport Advisory Committee Meeting held 1 December 2021 be confirmed as a true and correct record.

6. REPORTS

6.1 BUSSELTON MARGARET RIVER AIRPORT - AIRPORT OPERATIONS UPDATE

STRATEGIC THEME	OPPORTUNITY - A vibrant City with diverse opportunities and a prosperous economy
STRATEGIC PRIORITY	3.4 Develop aviation opportunities at the Busselton Margaret River Airport.
SUBJECT INDEX	Busselton Margaret River Airport
BUSINESS UNIT	Commercial Services
REPORTING OFFICER	Manager Economic and Business Development Services - Jennifer May
AUTHORISING OFFICER	Director, Community and Commercial Services - Naomi Searle
NATURE OF DECISION	Noting: The item is simply for information purposes and noting
VOTING REQUIREMENT	Simple Majority
ATTACHMENTS	Nil

OFFICER RECOMMENDATION

That the Council receives and notes the Airport Operations Report.

EXECUTIVE SUMMARY

This report provides an overview of the operations and activities of the Busselton Margaret River Airport (BMRA) for the reporting period 1 July through 31 December 2021. This includes an update on passenger numbers, aircraft landings, and actions relating to COVID-19 and general airport operations.

BACKGROUND

The first half of the reporting period has seen positive growth in closed charter flights and passenger numbers through the BMRA. The COVID-19 pandemic has continued to have significant impacts on the aviation industry with domestic and international air services severely restricted resulting in the Jetstar Busselton-Melbourne flights commencement date being further delayed.

In November, the City hosted the BMRA Community Open Day and Royal Australian Air Force (RAAF) Centenary which saw approximately 5,500 people visit the Airport with RAAF Hawk 127 Lead-In-Fighter jets, Pilatus PC-21 and a range of other private, commercial (A320 and F100) and emergency services aircraft on display.

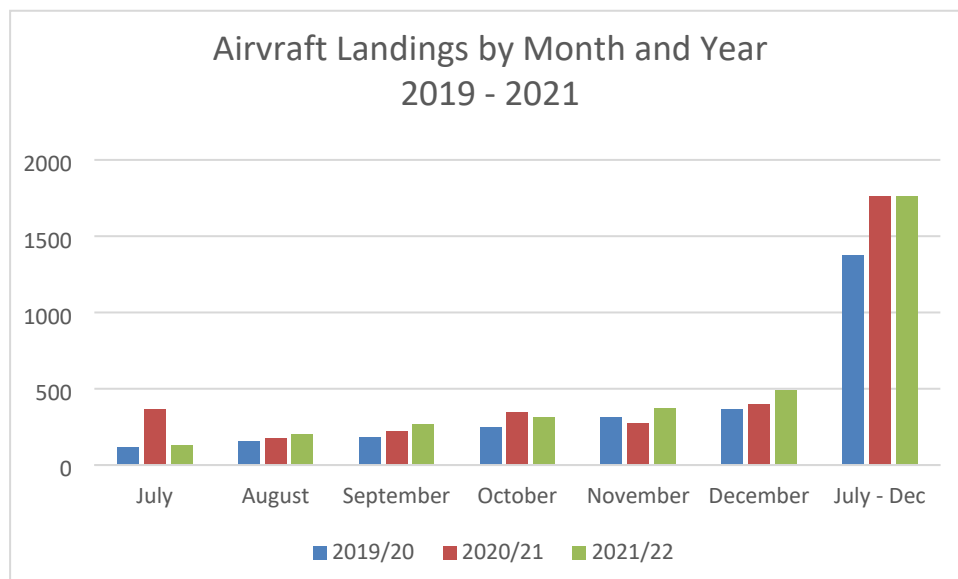
Officers have also been focussing on business development and preparation of request for tender and quotation documentation for capital works projects. A review of the Noise Management Plan including public consultation was conducted in November and December. Further, State Government directions relating to the requirements for COVID vaccinations came into effect in early December with all airport services workers and Aviation Security Identity Card (ASIC) holders required to be fully COVID vaccinated by 1 January 2022.

Aircraft Movements

The total number of Fly in Fly out (FIFO) closed charter services using BMRA remains at 20 flights (40 movements) per week. Currently there are four airlines operating from the BMRA utilising the F70, F100, A320 and Dash 8 aircraft.

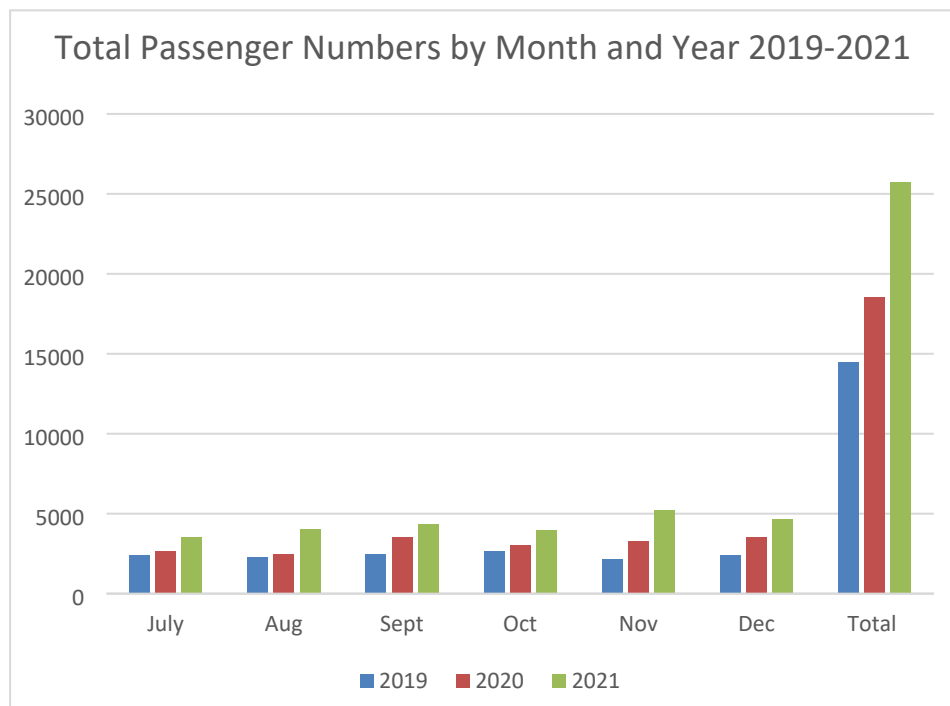
As of the first week of March the schedule is anticipated to increase to 24 closed charter flights operating to North West destinations such as Boolgeeda, Barimunya, West Angeles, Newman, Roy Hill and Karratha.

The total number of aircraft landings has steadily increased during the period with some monthly variations mainly due to light and general aviation traffic, however the overall flight numbers during the reporting period for 2021 was (1772) compared to 2020 (1700) and 2019 (1373).



Passenger Numbers

Overall passenger numbers has seen an increase of 34.3% (25,761) for the reporting period compared to same period for 2020 (18,646) which also saw a 28.8% increase from 2019 (14,477). This can be attributed to a recruitment drive by Rio Tinto in November/December and the commencement of services by Alliance Airlines, Network Aviation and Maroomba for FIFO passengers employed by BHP and FMG from September 21.



Carpark

Currently 1217 swipe cards have been issued with 1071 cards actually in use and 146 awaiting collection. The average daily occupancy for the reporting period was 300 parked patrons per day. The highest occupancy month was November with an average of 339 parked patrons per day. The highest occupancy date was 16 November with 411 parked vehicles.

Operations

The focus for the reporting period has been on:

- Support for the LATS (Large Aerial Tanker Support) operations
- Preparation of tenders and quotations for the design and construction of four general aviation hangars, the central apron expansion, and a design for the extension of the public car park
- The City's Facilities team have started a maintenance and painting program for the Arrivals Hall and Terminal building prior to the arrival of the Jetstar flights
- Business development activities have included advertising of the Commercial and Industrial Precinct opportunities, progressing the General Aviation hangar leases and liaising with airlines on new Busselton routes
- A revised Transport Security Program was submitted to the Department of Home Affairs for approval
- Noise Management Plan review public consultation.

LATS

The LATS operations commenced on 8 December with the establishment of the DFES operations centre and arrival of C130 (Bomber 131) which commenced operations that day. Boeing 737 (Bomber 138) arrived on 22 December on secondment from NSW and Boeing 737 (Bomber 137) arrived on 24 December and will be permanently stationed at BMRA until 22 April 2022. The operations centre is located landside on the western edge of the southern apron adjacent to Bay 1. The facility has a permanent daily contingent of aircrew on standby consisting of 2 Pilots and 2 engineering ground crew members. During the month of December the LATS attended 6 fire sites in WA including;

- Calgardup
- Bindoon
- Treeton
- Chidlow
- Gascoyne Complex
- Dunsborough/Eagle Bay

The LATS have collectively dropped 166,638 litres of retardant during December and taken delivery of 105,593 litres of Jet A1 fuel during December.

OFFICER COMMENT

FIFO passenger numbers through the BMRA have continued to increase significantly in comparison to the same period last year and officers expect passenger numbers to continue to increase as FIFO employment recruitment from the South West continues. The 40 aircraft movements (20 flights) per week equate to 28 movements for RioTinto (Virgin Australia), 4 for FMG (Qantas Group), 4 for BHP (Alliance Airlines) and 4 for Northern Star Resources (Maroomba Airlines).

The commencement of the Jetstar Busselton- Melbourne flights have once again been delayed due to COVID-19 border restrictions however Officers have been liaising regularly with Jetstar executives and their operations teams on a new start date for the flights.

The summer maintenance programs are in progress now that the underground water table has subsided including mowing and spraying, and apron/ runway line marking will be a focus over February and March.

Statutory Environment

The officer recommendation supports the general function of a local government under the *Local Government Act 1995* to provide for the good government of persons in its district.

The BMRA operates in accordance with the following:

- Aviation Transport Security Act 2004
- Aviation Transport Security Regulations 2005
- CASA Manual of Standards 139 (Aerodromes)
- City of Busselton Transport Security Plan
- Ministerial Statement 1088
- City policies and procedures

Relevant Plans and Policies

The officer recommendation aligns to the following adopted plan or policy:

- The BMRA operates under the Busselton Margaret River Airport Noise Management Plan 2019.

Financial Implications

Revenue

Actual YTD revenue for the reporting period is \$1,052,925 compared to the YTD budget of \$968,570 not including security screening revenue which has not been realised due to the delay in the Jetstar flights. The reason for revenue being greater than expected is mainly due to an increase in airport landing fees, sundry income and car parking income.

Expenditure

Actual YTD expenditure for the reporting period is \$749,049 compared to the YTD Budget of \$795,181, not including security screening costs and the airline attraction program which have not been incurred due to the delay in the Jetstar flights. Lower expenditure for the reporting period can mainly be attributed to specific airport maintenance that will not be completed until the end of summer and lower contactor and consultancy fees to date.

Stakeholder Consultation

Consultation has been occurring on a regular basis with Department of Transport, Government agencies, airport stakeholders, Department of Home Affairs, Aviation Marine Security (AMS), Civil Aviation Safety Authority (CASA), Air Services Australia, Virgin Australia Regional Airline, Qantas Group, the Busselton Aero Club, Albany, Esperance, Geraldton Airports and Australian Airports Association, concerning many topics and issues relating to the Airport.

Risk Assessment

An assessment of the potential implications of implementing the officer recommendation has been undertaken using the City's risk management framework, with risks assessed taking into account any controls already in place.

No risks of a medium or greater level have been identified.

Options

The Airport Advisory Committee may choose not to receive and note the Airport Operations Report.

CONCLUSION

The airport summer maintenance work is well under way including mowing and spraying, with apron and runway line marking programs set to commence in February. The apron lighting project which has not been completed due to the delay in delivery of lighting parts from Europe is expected to be complete by mid-February.

In early March, Officers will be seeking quotations to prepare a new BMRA Master Plan with the focus shifting from aviation and landside infrastructure development (detailed in the existing BMRA Master Plan 2016-2036) to business (commercial and freight) and domestic and international air services route development and the future infrastructure required to facilitate this.

Officers will continue to provide a high level of customer service ensuring the airport is compliant, safe and security is maintained throughout.

TIMELINE FOR IMPLEMENTATION OF OFFICER RECOMMENDATION

Not applicable.

6.2 BUSSELTON MARGARET RIVER AIRPORT - NOISE MANAGEMENT PLAN REVIEW

STRATEGIC THEME	OPPORTUNITY - A vibrant City with diverse opportunities and a prosperous economy
STRATEGIC PRIORITY	3.4 Develop aviation opportunities at the Busselton Margaret River Airport.
SUBJECT INDEX	Busselton Margaret River Airport
BUSINESS UNIT	Commercial Services
REPORTING OFFICER	Manager Economic and Business Development Services - Jennifer May
AUTHORISING OFFICER	Director, Community and Commercial Services - Naomi Searle
NATURE OF DECISION	Noting: The item is simply for information purposes and noting
VOTING REQUIREMENT	Simple Majority
ATTACHMENTS	Attachment A BMRA Noise Management Plan (2022) Attachment B NMP YourSay submissions

OFFICER RECOMMENDATION

That the Council:

- 1. Notes the outcomes of the Busselton Margaret River Airport Noise Management Plan (NMP) review and public consultation as required by Ministerial Statement 1088; and**
- 2. Endorses the draft Noise Management Plan (2022) to be submitted to the Environmental Protection Authority as required by Ministerial Statement 1088.**

EXECUTIVE SUMMARY

This report provides the outcomes resulting from a review of the Busselton Margaret River Airport Noise Management Plan (January 2019), including a draft Noise Management Plan (2022) advertised for public comment and stakeholder consultation to be included in a report to the CEO of the Office for the Environmental Protection Authority by 7 April 2022.

BACKGROUND

The concept of a Noise Management Plan (NMP) for the Busselton Margaret River Airport (BMRA) was first initiated in 2009 with the first NMP approved as part of Ministerial Statement 901 on 22 June 2012. Since this time there has been a number of versions, with the current version of the NMP (January 2019) approved through Ministerial Statement 1088, through a Public Environmental Review (PER) process, which has now been in place for three years.

In accordance with Statement 1088, the City is required to monitor and report to the Office of the Environmental Protection Authority (OEPA) any operational non-compliances, which may include aircraft movements outside of the approved operating hours, unauthorised flight training and aircraft noise breaches, and to submit annual compliance reports outlining the effectiveness of the NMP to the OEPA.

Statement 1088 also includes the requirements for the review of the NMP including Condition 6 Review of NMP:

- 6-1 Within three months of each three year period, from the date of issue of this Statement, the proponent shall submit a report to the CEO which reviews the effectiveness of the Busselton Margaret River Airport Noise Management Plan 2018 (version 1, May 2018) or any subsequent approved versions, in achieving the objective of condition 5-1.*

6-2 The report required by condition 6-1 shall include, but not be limited to:

- 1) Noise monitoring results;
- 2) Noise amelioration assessments and/or implementation;
- 3) Number of complaints received and actions taken to resolve complaints;
- 4) Published flight paths to minimize impacts; and
- 5) The findings of the review to determine the effectiveness of the Busselton Margaret River Airport Noise Management Plan 2018 (version1, May 2018) or any subsequent approved revisions, and whether amendments to the Plan are required.

A review of the NMP (2019) was completed in November 2021 and a report was presented to the Airport Advisory Committee (AAC) on 1 December 2021 detailing the process undertaken including consideration of the following main areas of the NMP and a revised draft NMP was prepared;

- BMRA Development Opportunities
- Flight Paths and Noise Abatement Zones
- Standard Hours of Operations
- Noise monitoring and Emissions
- Fly Neighbourly Agreement and Flight Training Guidelines

At this meeting, the AAC endorsed (AIR2112/071) the draft NMP (2022) (see attachment A) with the following amendments, to advertise for public comment;

NMP January 2019		NMP Proposed Draft 2022		
Chapter heading	Section heading	Chapter heading	Section heading	Comment
1. Introduction and Background		Introduction		Includes objectives and information about aircraft noise
	Noise Context		Understanding Noise	Changed from “Description of noise and perceived nuisance” to “Definition of sound and noise”
	Structure of Document			Removed - Not needed
	Background			Removed – historical background to BRA and development project
2. Principles and Statement of Intent	Objectives for BRA development			Removed – historical background to development project
	A Balanced Approach		Who is responsible for noise?	Removed – replaced with context to ICAO and organisations responsible for noise management

	Limitations			Removed – included in other sections throughout the document
	Statement of Intent			Removed - BMRA Strategic objectives are more aligned with Master Plan than NMP
3. Management of operational Activities		Airport Operational Activities		
	Aircraft Operations Classifications		Aircraft Type	Amended from Single engine aircraft under 1500kgs MTOW only to Single engine non-turbine aircraft only
	Flight Training Guidelines		Flight Training Guidelines	
	Frequency & Type of Use		Flight Training	Instructor cumulative hours changed from 25hrs/week/instructor to 35hrs/week/instructor Added Ministerial Statement criteria for overflying wetlands
	Flying heights for Training operations			Removed as CASA guidelines on height restrictions over rural and urban areas are governed by CASA
	Aircraft Noise management			Removed – included in Who is responsible for Noise?
	Activities requiring City approval			Removed – duplication with Standard hours of operation
	Approval for Charter and RPT Operations			Removed – duplication of Standard Hours or Operation
	Approval for Flight Training or Licence Renewal Training			Removed – duplication of Standard Hours or Operations & Flight Training Guidelines
4. Noise Complaints		Noise Complaints		Updated to reflect roles and responsibilities for aircraft noise complaints
5. Noise Assessment & Monitoring		Noise Assessment & Monitoring		

	Noise Monitoring		Noise Monitoring	Amended to remove duplication of text and table.
	Noise modelling		Noise Measurement	Updated to reflect current wording
6. Noise Amelioration		Noise Amelioration		
	Noise Context			Removed – covered in other chapters
	Noise reduction and Amelioration measures		Noise reduction and Amelioration measures	Updated to reflect current wording
7. Land Use Planning				Removed - Land use planning is more aligned with Master Plan than NMP
8. Communication & Consultation		Communication & Consultation		Updated were relevant
9. Implementation & Review		Implementation & Review		Updated were relevant
	Compliance Framework		Compliance Framework	Updated to remove Land based activities and Activates in Airspace which are covered in other chapters

OFFICER COMMENT

The draft NMP (2022) was advertised for public comment through the City's YourSay platform for a period of three weeks as detailed in the stakeholder consultation section of this report.

During the public comment period, there were a total of 203 page views to the NMP YourSay page with 100 participants clicking through to other NMP project pages, including 47 participants downloading documents and 44 participants visiting the Frequently Asked Questions (FAQ) project page. A total of 14 submissions were received, 12 through the YourSay platform and 2 submissions emailed directly to the Airport Manager.

Officers have reviewed the submissions and have categorised the responses into the following general categories:

- 6 submissions in support of the draft NMP (2022)
- 6 objections;
 - 4 objections to flight training at BMRA and/or inclusion in the NMP
 - 1 objection to flight training and larger aircraft operating from BMRA
 - 1 objection to aircraft flying at night
- 1 submission stating that aircraft noise is currently tolerable however would expect a further review of NMP if frequency of flights increase
- 1 submission requesting clarification on helicopter operations.

The objections relating to flight training were generally directed at all flight training operations occurring at the BMRA and did not specifically refer to the two amendments being proposed to the

flight training guidelines in the draft NMP. Attachment B lists the comments only, received from the fourteen public submissions.

A meeting of the BMRA Consultative Reference Group (Reference Group) was held on Thursday 13 January with only one member, representing the Reinscourt area, attending on the day. At the meeting Officers provided an update on the review process and the amendments being proposed. Discussion was held on the flight paths and noise monitoring conducted by the City, which at the time was not publicly available. A commitment was made by Officers to reform the Reference Group once the Regular Public Transport (RPT) services have commenced.

Additionally, consultation with airlines and airport stakeholders has determined that there is general support for the draft NMP (2022) with feedback indicating some interest in the future, for expanding the hours of operations, particularly earlier in the morning (pre 6.00am). Officers are not proposing that the standard hours of operations are extended at this point in time.

Noise monitoring was performed as part of the review to measure the impacts of aircraft noise on the community. Two noise loggers were placed out, one in the Reinscourt area and the other to the south of the airport on Acton Park road approximately xx km from the end of the runway. The City has engaged an Environmental Consultant to assist with the noise monitoring, perform the data analysis and provide summary reports of the noise recordings.

The noise loggers were located on both sites between the dates of 21 December 2021 and 13 January 2022 with the following results:

	<i>Kalgup (LA_{max} (dB))</i>	<i>Reinscourt</i>
<i>Total number of plane events</i>	42	50
<i>Arrivals</i>	9	32
<i>Departures</i>	33	18
<i>Highest recording</i>	84.0 (depart) 23 Dec 2021 5.55am	80.2 (arrival) 5 Jan 2022 8.22am
<i>Average of all recordings</i>	70.62	68.2

The results from the noise monitoring indicated that the maximum noise level of 85dB was not breached and the noise acceptability levels defined as 'acceptable', 'conditionally acceptable' and 'unacceptable' were not breached.

Officers have now completed the review of the current NMP (2019) and draft NMP (2022), advertised the draft NMP for public comment and consulted with airlines, airport users and stakeholders. The level of public comment received was considered low and comments specific to the proposed NMP amendments were few in number. In general, the objections were directed towards flight training and concerns with allowing flight training aircraft to increase in size and frequency. The proposed flight training amendments are (i) to change the allowable aircraft from single engine under 1500kgs MTOW to single engine non-turbine aircraft, and (ii) increase the allowable number of instructor hours per week from 25 hours per instructor to 35 hours per instructor.

The intent of the flight training amendments are not to promote increased flight training or the number of operators to be based at the BMRA, but rather to enable the Busselton Aero Club to grow and become more sustainable through offering flying training for recreational and general aviation pilots.

Statutory Environment

The BMRA Noise Management Plan (version 2 January 2019) was approved by the then Minister for the Environment; Disability Services after review and consideration by the Environmental Protection Authority. Compliance reporting and review of the NMP is defined under Ministerial Statement 1088.

Relevant Plans and Policies

The officer recommendation aligns to the following adopted plan or policy:

- Ministerial Statement 1088
- Busselton Margaret River Airport Noise Management Plan (version 2 January 2019)
- Busselton Margaret River Airport Compliance Assessment Plan (Version 2) (CAP) (23 September 2019)

Financial Implications

There are no financial implications associated with the officer recommendation.

Stakeholder Consultation

The draft NMP (2022) was advertised for public comment between 4 January 2022 and 21 January 2022 on the City's website through the YourSay platform. The NMP public comment period was advertised in the Busselton –Dunsborough Mail on 5 January and 12 January 2022, with posts on the City's Facebook page on 10 and 15 January and the BMRA Facebook page on the 11 and 17 January 2022. The NMP review was also included on the BMRA website.

A letter to residents notifying them of the NMP review, public comment period and information on how to access YourSay was distributed out to a total of 1490 residential properties in Acton Park, Bovell, Kalgup, Reinscourt, Sabina River, Yalyalup and Yoogarillup.

Additionally, letters were sent to all airlines and charter operators that use the BMRA, emergency services and airport stakeholders including Rio Tinto, Busselton and Dunsborough Yallingup Chambers of Commerce, MRBTA, Busselton Aero Club and lessees notifying them of the NMP review and public comment period.

Finally, a meeting of the BMRA Community Reference Group was held on Thursday 13 January 2022 with members representing residential areas located adjacent to the BMRA invited to attend to ask questions and provide comments on the draft NMP and review. One member representing Reinscourt area attended the Reference Group meeting.

Risk Assessment

An assessment of the potential implications of implementing the officer recommendation has been undertaken using the City's risk management framework, with risks assessed taking into account any controls already in place. No risks of a medium or greater level have been identified.

Options

As an alternative to the proposed recommendation the Council could:

1. Choose not to support the amended, draft NMP (2022) to be submitted to the OEPA.
2. Choose to include specific proposed amendments and/or alternative amendments to the draft NMP (2022) to be submitted to the OEPA.

CONCLUSION

The NMP (2019) has been in place for three years and has enabled the City to manage the BMRA operations effectively. In accordance with Statement 1088, the City is required to monitor and report to the OEPA any operational non-compliances and submit annual compliance reports outlining the effectiveness of the NMP. The City has completed its mandatory compliance reporting over the past three years and in accordance with Statement 1088 is required to undertake a full review of the NMP and report its effectiveness to the CEO of the OEPA. Both Statement 1088 and NMP (2019) outline the criteria for consideration in completing this review.

A review of the NMP (2019) has now been completed and an amended draft NMP (2022) is proposed. The draft NMP (2022) has been amended to reduce the content and size of the plan with much of the background and history of the BMRA and the NMP being removed. The key compliance based content in the plan, including the standard hours of operations, noise abatement zones, fly neighbourly agreement, noise complaints process, noise amelioration criteria and process and review, are proposed to remain unchanged at this time.

The draft NMP (2022) was advertised for public comment for a period of three weeks through the City's YourSay platform with a total of 14 submissions received, with six submission in support of the draft plan, six objections, one submission requesting clarification and one submission neither supporting nor objecting. Consultation with airlines, airport users and stakeholders was also performed with general support for the plan and no specific requests for additional amendments to the plan.

The review of the NMP (2019) has generally indicated that noise emissions are being effectively managed from the BMRA with noise complaints per year ranging from 3 to 8 (mainly due to emergency services) over the past four years and the highest number of OEPA reportable non-compliances at four in 2020/21. Other criteria considered in the review such as flight paths and noise abatement zones have yet to be tested due to the delay of RPT services. Noise monitoring completed as part of the review has showed that the maximum noise level of 85dB (LAmax) and noise acceptability levels were not being breached during the monitoring period.

As a result of the review and public comment process, Officers are of the opinion that the draft NMP (2022) including the amendments proposed, be submitted along with a report on the effectiveness of the NMP to the OEPA by the 7 April 2022.

TIMELINE FOR IMPLEMENTATION OF OFFICER RECOMMENDATION

Officer will start to compile a report from mid-February, including the draft NMP (2022) to be submitted to the OEPA by the 7 April 2022.



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BUSSELTON-MARGARET RIVER AIRPORT NOISE MANAGEMENT PLAN Draft – January 2022

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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.

MTOW – Maximum Take Off Weight

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 - Draft	January 2022	City of Busselton
NMP revision – Version 2	January 2019	City of Busselton
NMP revision – Version 1	May 2018	City of Busselton
NMP revision	March 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>

INTRODUCTION

The City of Busselton, as the owner and operator of the Busselton-Margaret River Airport, seeks to operate the airport to its full potential for the benefit of tourism, export producers and freight, aviation business and economic development of the South West region. In doing so, the City recognises that noise can and does affect members of its community and hence this noise management plan outlines the strategies and measures to minimise noise impacts for the community.

The main objectives of the Noise Management Plan are to;

- identify and implement controls and procedures for the effective management of aircraft noise and the reduction of aircraft noise impacts;
- provide clear and specific guidelines for airport users as to their responsibilities and obligations with regard to noise management;
- procedures for monitoring and ongoing review of the plan;
- outline noise assessment and mitigation procedures; and
- 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.

Understanding Noise

Sounds are vibrations through the air or other mediums that are received and 'heard' by a person or animal. Whereas 'noise' can be simply defined as unwanted or unpleasant sound.

Sound is measured in decibels (dB) and is represented on a non-linear (logarithmic) scale. This means that a person is unlikely to notice a change in 1 or 2 dB while a 10 dB change in noise levels reflects a doubling or halving of loudness.

The human ear is less sensitive to low audio frequencies so instrument measured sound levels are typically 'A-weighted' to mimic the response of the human ear to sound. This is indicated by adding (A) to the dB unit and expressed as dB(A).

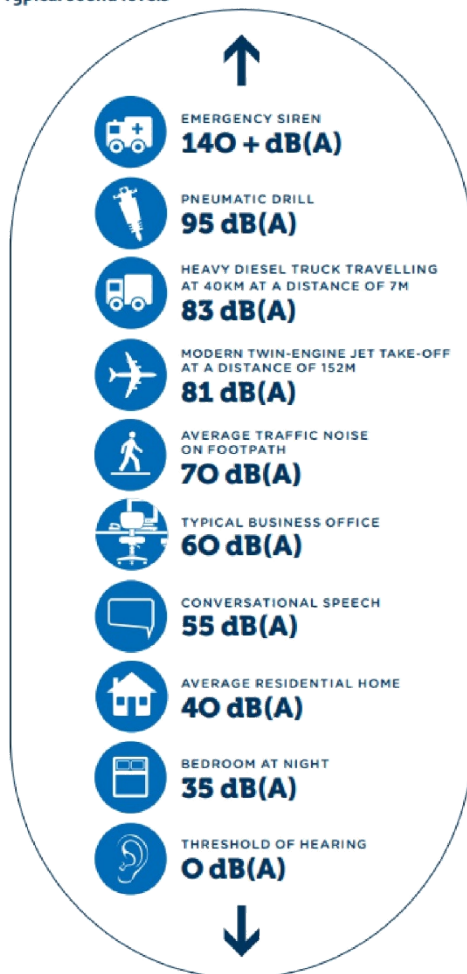
The majority of aircraft noise is generated by the engines and depends on a range of factors including:

- aircraft size and weight,
- number and type of engines,
- atmospheric conditions;

- thrust setting,
- speed, and
- altitude and distance.

Some examples of typical sound levels are listed below:

Typical sound levels



Who is responsible for aircraft noise management?

The City of Busselton, through the NMP, recognises 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 impacts 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;
- Land use planning and management;
- Noise abatement operational procedures; and
- Operating restrictions at airports.

To achieve a balanced approach, a range of organisations have roles and responsibilities in managing aircraft noise as listed below:

Organisation	Roles and Responsibilities
International Civil Aviation Organisation (ICAO)	Establishes noise certification standards for new aircraft Provides guidance on noise management strategy
Civil Aviation Safety Authority (CASA)	Independent statutory authority with responsibility for regulation of civil aviation operations in Australia Provides overriding consideration to air safety Responsible for airspace regulation through the Office of Airspace Regulation
Department of Infrastructure, Transport, Regional Development and Communications	Advises the Federal Government on the policy and regulatory framework for Australian airports and the aviation industry Provides policy advice to the Minister on the management of aircraft noise

	Provides regulatory oversight of the Air Navigation (Aircraft Noise) Regulations 1984 as they apply to aircraft which do not meet Australian aircraft noise standards
Airservices Australia	<p>Provides Air Traffic Control (ATC) services</p> <p>Manages and maintains aircraft navigation, surveillance, and noise monitoring infrastructure</p> <p>Establishes flight paths at Australian Major City Airports</p> <p>Manages noise complaints and enquiries through the Noise Complaints and Information Service</p> <p>Provides information on aircraft movements, runway and flight path usage and noise impacts using a range of noise descriptors</p> <p>Reviews and endorses Major City Airport ANEF charts for technical accuracy</p>
Airlines and aircraft operators	<p>Operate and maintain aircraft that meet the ICAO noise certification requirements</p> <p>Implement noise abatement procedures principles for flight operations</p>
Aircraft Noise Ombudsman (ANO)	<p>Oversees the handling of aircraft noise enquiries and complaints by Airservices</p> <p>Conducts independent reviews of noise complaint handling</p> <p>Makes recommendations for improvements and changes where necessary and feasible</p>
State and Local Government	<p>State Government develop land use planning frameworks to prevent developments that are inappropriate having regard to aircraft noise</p> <p>Local Governments implement State Government land use planning frameworks</p> <p>Local Governments own & operate regional airports</p>

City of Busselton	<p>Manages operations at the airport</p> <p>Develops and maintains infrastructure to support aircraft operations</p> <p>Publishes a Master Plan with associated ANEF</p> <p>Manages aircraft noise associated with the BMRA through BMRA Noise Management Plan in accordance with MS 1088</p> <p>Manages commercial opportunities, including air services, general aviation, retail, commercial and industrial at the BMRA</p>
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The City liaises with CASA and Airservices to effectively manage aircraft noise impacts associated with the BMRA. This includes the design and publication of flight paths, Master Planning and preparation of ANEF/N-contours, handling of noise complaints and implementation of this NMP. However, it is important to note that the City only has control in the management of ground based aircraft noise, with the CASA and Airservices responsible for the administration and regulation of Australian airspace.

AIRPORT OPERATIONAL ACTIVITIES

The BMRA has developed mechanisms for managing aircraft noise including but not limited to:

- Noise Abatement Procedures
- Flight Paths
- Standard Hours of Operation
- Flight Training Guidelines
- Fly Neighbourly Agreement

Noise Abatement Procedures

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.

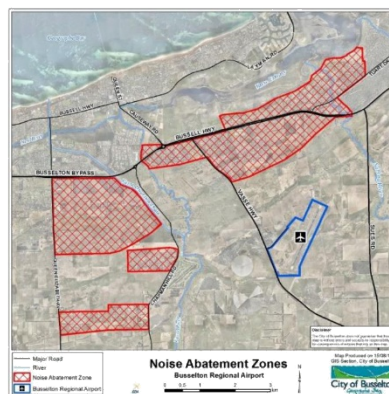


Figure 1 – Existing and Planned residential development with proximity to the Busseton-Margaret River Airport

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.

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>
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 single engine, non-turbine aircraft and flight training conditions apply) Aircraft above 5,700kgs MTOW – City approval required
Open, Closed Charters, RPT/Commercial Operators	RESTRICTED** 0600hrs – 0000 hrs **Five flights per week approved between 0000 - 0600hrs.	Maximum noise level of 85dB (A)* City approval required
<p><u>* 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)</u></p>		

Any application that does not conform to the standard hours of operation or conditions set out in this table is considered a Special Event. Assessment of Special Events will be undertaken using the procedures defined in Section 3.2.4

- Emergency Services include:
 - Royal Flying Doctor Service;
 - Sea Search and Rescue;
 - Department of Fire and Emergency Services (DFES) and Department of Biodiversity, Conservation and Attractions (DBCA) aircraft (Firefighting/rescue fixed wing & rotary);
 - Police Airwing;
 - W.A Surf Life Saving (Westpac rescue Helicopter)
 - Military aircraft (no flight training approval required).

Flight Training Guidelines

These Guidelines are intended to provide consistency in considering applications for aircraft pilot training for **flight training operators based** at the Busselton-Margaret River Airport. The intent of the Guidelines are 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 of Busselton residents from flight training operations based at the Busselton-Margaret River Airport;
- To establish guidelines for flight training which relate to types of aircraft, frequency of flights, hours/days of operation; and
- To establish a standardised procedure for assessment and approval of flight training proposals.

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 requires an application for a permit to be lodged for proposals for pilot training and pilot training schools at the Busselton-Margaret River Airport to be considered.

Applications for a permit will only be considered 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 maps of flight training areas/flight paths and circuits;
- Estimated number of trainee pilots;
- Airfield emergency response plan;
- Professional/commercial background of operator;

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 will require the proponent to sign up 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 Type

- Single engine, non-turbine aircraft only.

2. Times of Operation

The hours of operation for flight training will be as follows:

- 8am to last light on Monday – Friday;
- 9am to 5pm on Saturdays, Sundays and public holidays.
- There is to be no Flight Training on Christmas Day, Boxing Day or Good Friday.

3. Flight Training

- A cumulative total of 35 hours per week per instructor (inclusive of circuit training and NDB training)
- No more than 6 'continuous' circuits in any one flight training session
- All aircraft fly a minimum of 640 feet (AGL) over wetlands and estuaries of the Vasse and Wonnerup areas to avoid bird strike and disturbance of waterbird habitat.

4. 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.

5. Noise

Flight training aircraft are subject to the same noise levels detailed in the Standard Hours of Operation. Conditions of approval will reflect consideration of the estimated noise and frequency of flight.

6. Fly Neighbourly Agreement

All applicants will be required to abide by the FNA.

7. 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.

8. 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
- DFES / DBCA
- 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.

9. 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.

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. See Appendix B for the BMRA Fly Neighbourly Agreement.

APPROVAL FOR SPECIAL EVENTS

Any operator seeking to utilise the BMRA for an event or operation that does not comply with the specifications in section 'Standard Hours of Operation' can apply to the City of Busselton setting out the details of the proposal. The City Chief Executive Officer (or approved delegate) is authorised to determine applications for up to and including twelve (12) Special Events that are approved for a single event or circumstance, where the operation is due to the following circumstances;

- Inclement weather
- Unserviceable aircraft
- One-off events

Assessment of other applications

An application for an Other Special Event 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 Special Events

Receipt of application for Other Special Events that is not a single event or circumstance that does not comply with the Standards Established Standard Hours of Operaiton;
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.
Consideration by Council for approval to progress with the application <ul style="list-style-type: none">- refusal to proceed; or- approval to proceed.
If an approval is sought for extension to the application: <ul style="list-style-type: none">• Evaluation of the initial period, including:<ul style="list-style-type: none">- public feedback;- Airport Advisory Committee consideration
Council consideration after evaluation of initial period, resulting in: <ul style="list-style-type: none">- refusal; or- approval, subject to conditions as required

CONDITIONS: In limited circumstances an ongoing Special Event 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:

- Noise generation limitation;
- Hours within which the operations cannot occur;
- Noise reduction requirements;
- Any other conditions appropriate to the specific application.

NOISE COMPLAINTS

Airservices Australia manages enquiries and complaints regarding aircraft noise throughout Australia through the Noise Complaints and Information Service (NCIS).

Airservices 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.
- All aircraft noise complaints should be lodged with Airservices Australia

The City recommends that all noise complaints are lodged with Airservices Australia. If you would like to make a complaint, you should contact Airservices by:

- completing the online form available at: airservicesaustralia.com (aircraft noise/making a complaint),
- contacting the Airservices NCIS hotline on 1800 802 584, 9am – 5pm EST,
- emailing ncis@airservicesaustralia.com, or
- writing to Noise Complaints and Information Service GPO Box 367, Canberra ACT 2601.

For more information visit: airservicesaustralia.com

If you feel your issue has not been effectively addressed, or you believe you have not been provided with adequate information, you may also lodge a complaint with the Aircraft Noise Ombudsman (ANO) by:

- emailing ano@ano.gov.au,
- completing the online form available at ano.gov.au (making a complaint/online complaint form),
- contacting the ANO on 1800 266 040, or
- writing to the ANO GPO Box 1985, Canberra ACT 2601.

For more information visit: ano.gov.au

If you wish to make a noise complaint to the City of Busselton associated with the Busselton-Margaret River Airport, it 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 will need to include:

- The complainants name;
- The location at which the noise nuisance occurred;
- The date(s) and time(s) on 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.

NOISE ASSESSMENT AND MONITORING

Noise Monitoring

Noise monitoring will be used 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:

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
Events or one-off occurrences	During the event or at specified time intervals.	Referenced locations (eg runway ends) or at residential properties.

All noise monitoring and assessment will be performed by accredited Environmental noise personnel and will involve collecting samples of representative data. The results of the noise monitoring will also be used to verify compliance with the NMP and considered when reviewing the NMP.

Noise Measurement

For land use planning around airports, Australia has adopted the Australian Noise Exposure Forecast (ANEF) system, which describes cumulative aircraft noise for an 'average annual day'. The ANEF system was developed on the basis of social survey data which aimed to correlate aircraft noise exposure with community reaction in residential areas. The ANEF system is useful for controlling new noise sensitive developments near airports. An Australian Noise Exposure Concept (ANEC) is a noise chart produced for a hypothetical future airport usage pattern. ANEC noise exposure contours are calculated using the same methods as the ANEF; however, they use indicative data on aircraft types, aircraft operations and flight paths. Australian Standard 2021:2015 contains advice on the acceptability of building sites based on ANEF zones. The acceptability criteria vary depending on the type of land use. An aircraft noise exposure level of less than 20 ANEF is considered acceptable for the building of new residential dwellings.

Building type	Forecast noise exposure level (ANEF)		
	Acceptable	Conditionally acceptable	Unacceptable
House, home, unit, flat, caravan park	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hotel, motel, hostel	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF
School, university	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hospital, nursing home	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Public building	Less than 20 ANEF	20 to 25 ANEF	Greater than 30 ANEF
Commercial building	Less than 25 ANEF	25 to 30 ANEF	Greater than 35 ANEF
Light industrial	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF
Other industrial	Acceptable in all ANEF zones		

Building site acceptability table based on ANEF zones (AS2021)

What are 'Number Above' noise contours?

Noise measures based on the intensity and frequency of individual aircraft noise events is an effective way of conveying information about aircraft noise impacts. These measures are often more easily interpreted compared to the ANEC/ANEF. While 'Number Above' data show the number of events that are predicted to exceed a certain noise level at a given location, they do not show the intensity of noise to be experienced at that location. 'Number Above' (NXX) measures indicate the average number of aircraft overflights per day exceeding a specified noise level (XX dBA). For example at the 5 event contour on the N70 map there would be expected to be on average 5 events per day that exceed 70 decibels. The ANEC and N65 and N75 contours are accessible on the [Community & Environment - Busselton Margaret River Airport](#) website.

The ANECs and N70 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 amenity for noise sensitive land users.

Noise Modelling based on ANEF, 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.

This includes the identification of noise sensitive land areas and restricted land use areas which have and potentially result in the City of Busselton applying airport notifications on land titles.

Noise modelling (ANEFs and/or ANECs 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.

NOISE AMELIORATION

Noise Reduction and Amelioration Measures

The ongoing implementation and enforcement of the NMP 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.

Based on the Australian Department of Infrastructure and Regional Development (including National Airports Safeguarding Framework Principles and Guidelines) and AirServices Australia information, the City of Busselton utilises the Australian Standard AS2021;2015 for the basis of its noise assessment and amelioration process. This is 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.

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.

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 may be reduced.

Table 5 – Guide to Noise Level Acceptability

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

These criteria relate to 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 may 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 regularly exceed 85dB(A) the City of Busselton may restrict the ongoing use of any aircraft that generates such noise. Should operational noise reduction measures not prove successful, noise amelioration will be utilised.

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 below as defined in AS2021: 2015;

Table 6 – Noise Criterion for Amelioration

Outdoor Noise Criterion
Noise Amelioration action is required where L_{Amax} regularly exceeds ² –
(1) 85dB(A); or
(2) 80dB(A) for > 6 events ¹ per day; or
(3) 75dB(A) for > 12 events ¹ per day.
Notes:
(1) Each aircraft noise event occurring between 7pm and 7am is to be counted as 4 events.
(2) Regularly exceeds refers to events occurring at uniform (even / constant) intervals. 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.
AND / OR
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

Table 7 – Target Levels for the Design of an Acoustic Insulation Package

Building type and activity	Indoor design sound level dB(A)
<i>Houses, home units, flats, caravan parks</i>	
Sleeping areas, dedicated lounges	50
Other habitable spaces	55
Bathrooms, toilets, laundries	60

Process for Amelioration Assessment

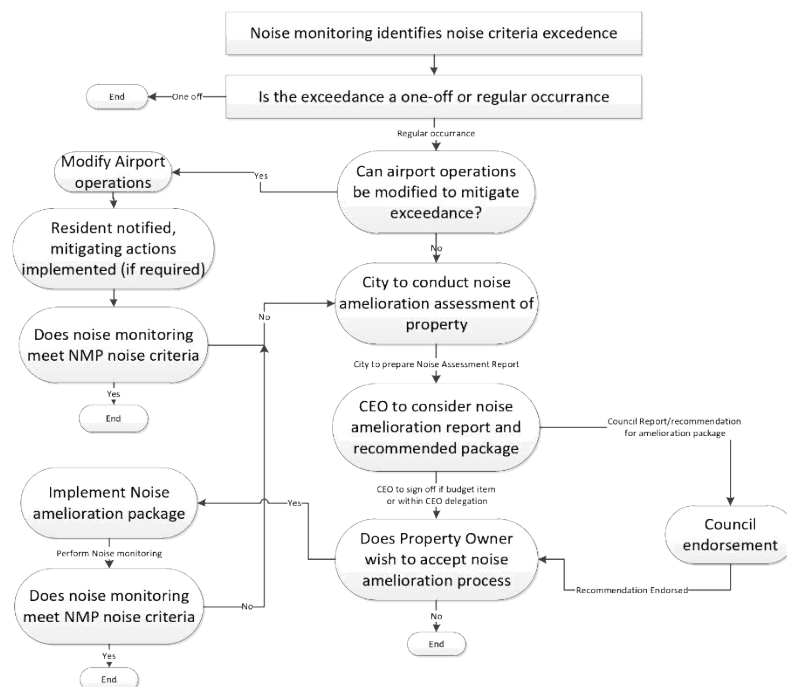
A key management action for the implementation of the NMP is to identify residences requiring noise amelioration assessment. This assessment will be undertaken in accordance with the process identified in Table 8 and process flow detailed in Table 9.

Table 9 – Amelioration Assessment Process

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	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 packages	City of Busselton Property owner
Report to CEO	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 - 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
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Figure 3: Noise amelioration process flow.



COMMUNICATION AND CONSULTATION

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 Busselton-Margaret River Airport website;
- Place all Council endorsed, related noise exposure contour maps on the Busselton-Margaret River Airport 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;
- Direct communication with interested members of the public (eg those living near the airport) with information pertaining to Airport operations.
- Noise amelioration Information Package.

IMPLEMENTATION AND REVIEW

The Busselton-Margaret River Airport is required to implement this Noise Management Plan to ensure all operators utilising the airport are doing so in an approved manner.

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>
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• 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>
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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.

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 BMRA:

- City of Busselton Airport Local Law;
- Fly Neighbourly Agreements with aircraft operators;
- Consultation with aircraft operators using the BMRA;
- Reporting non-compliance to relevant government agencies (like CASA, AirServices Australia and OEPA);
- Infringe serial non-compliant aircraft operators in accordance with City of Busselton local laws;
- 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).

Review Process

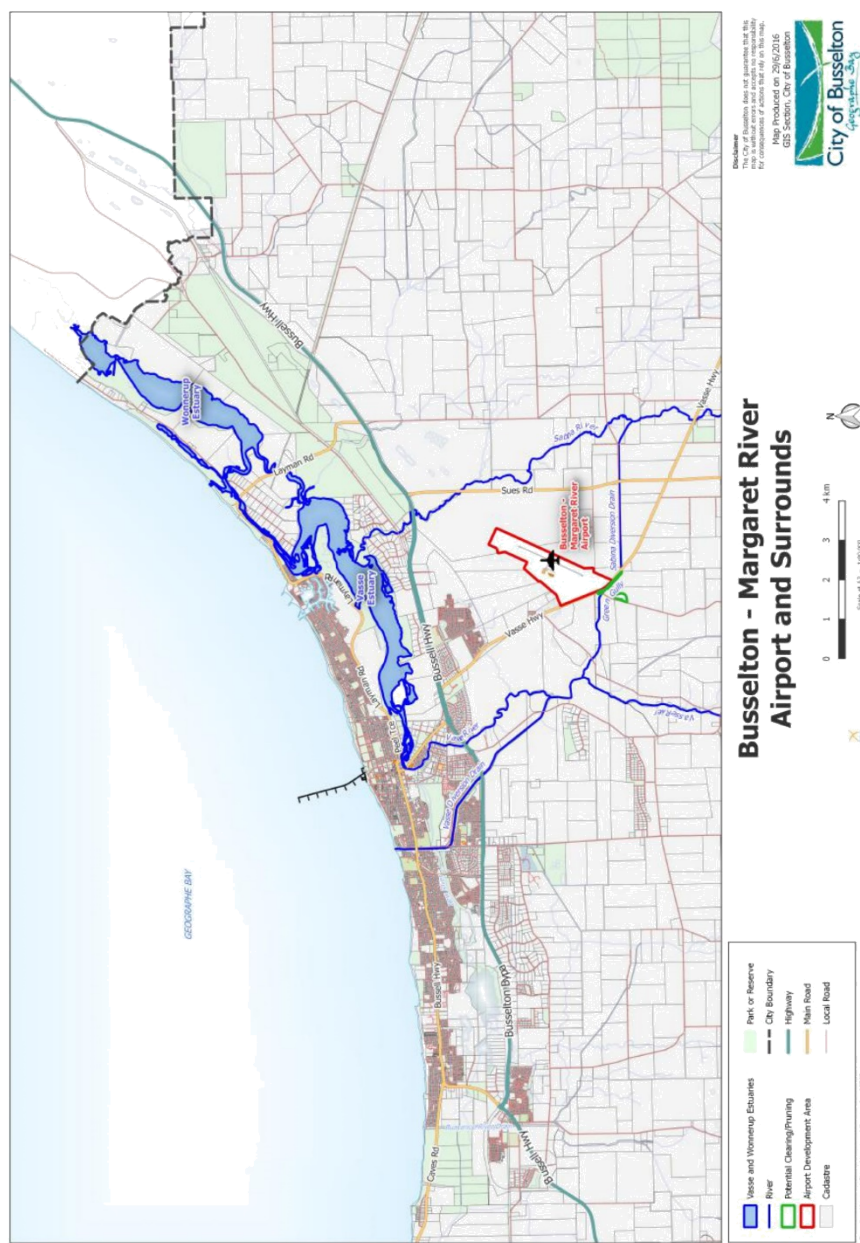
The review of the Noise Management Plan will be undertaken every three years in conjunction with the Airport Advisory Committee (or its equivalent replacement at any future time). The review will be undertaken in consultation with key stakeholders, including the community, Industry, government agencies 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 the Environmental Protection Act 1986 or other relevant Acts.

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

Appendix A – Busselton-Margaret River Airport Surrounds



Appendix B – Busselton-Margaret River Airport Fly Neighbourly Agreement Template

Our Ref:
Your Ref:
Contact:



Date

Attn:
Address
Address

Dear

BUSSELTON MARGARET RIVER AIRPORT NOISE MANAGEMENT - FLY NEIGHBOURLY AGREEMENT

The City of Busselton, in accordance with the Busselton Margaret River Airport Noise Management Plan 2019 and Ministerial Statement 1088 (including subsequent Noise Management Plans and/or Ministerial Statements) has prepared this Fly Neighbourly Agreement (FNA) with the intention of minimising the impact of aircraft noise on local residents. The City of Busselton requests your cooperation in implementing this FNA.

In accordance with the Busselton Margaret River Airport Noise Management Plan (January 2022), all aircraft operators are to meet the requirements of the Plan which provides the guidelines on aircraft operations at the Busselton Margaret River Airport, the specific chapter of the NMP relevant to this Fly Neighbourly Agreement are;

- Airport Operational Activities: Noise Abatement Procedures
- Airport Operational Activities: Flight Paths
- Airport Operational Activities: Standard Hours of Operation
- Airport Operational Activities: Flight Training Guidelines

The Noise Management Plan (January 2022) can be found using the following link:
[Community & Environment - Busselton Margaret River Airport](#)

Fly Neighbourly Principles

The Noise Management Plan, Airport Operational Activities: Fly Neighbourly Agreement lists the following principles for pilots and aircraft operators utilising the Busselton Margaret River Airport to observe;

- Observe the flight path principles in the NMP;
- Observe residential noise abatement zones as identified in the 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 the circuit area, and avoid flying below 1500 feet AGL over built up areas;



- Observe the Operational Limitations and Approved Parameters defined in the Standard Hours of Operation;
- Observe the noise generation specifications as depicted in the NMP;
- During take-off:
 - utilise the full length of the runway where possible;
 - aircraft to climb out at best rate of climb (V_y) 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 take-off.
- When flying in the circuit:
 - light and rotary wing aircraft should avoid flying 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.

The City of Busselton is committed to managing aircraft operations in a Fly Neighbourly manner. We expect pilots and aircraft operators using the Busselton Margaret River Airport to undertake operations in a manner that is considerate of local residents. While the safe operations of aircraft must be maintained at all times, pilot and aircraft operators are required to make best efforts to ensure compliance with this Fly Neighbourly Agreement.

I acknowledge the City of Busselton's Fly Neighbourly Principles and intention to minimise the impacts of aircraft noise on the local community and will endeavour to comply with this FNA at all times except where aircraft safety takes precedence.

Signed on Behalf of City of Busselton

Signed on behalf of _____
(Company name)

_____ (signature)

_____ (name)

Manager Economic and Business Development Services
City of Busselton

_____ (position)



ATTACHMENT A - Submission comments received.

Participant residential area	Submission comment
Kalgup	We live under the 'turning point' of aircraft when the wind direction dictates. To date, this has not been a frequent occurrence. We do make provision by being alert to overhead aircraft if one of the horses on our property is being ridden at the time our property is on a flight path. In the past, an incident occurred resulting in a horse throwing the rider (our daughter) due to being startled by an air craft (small passenger craft) seemingly low & turning. Generally, because flights are minimal at present, noise is tolerable with us. If frequency of flights increases I would expect a further review of noise management for households affected by the flight paths in & out of Busselton Margaret River Airport.
Yalyalup	I agree with all the changes to the current plan and after living in Yalyalup for the last 12 months have had no problems with aircraft noise (even during the extensive fire fighting activities). The airport is a well managed asset for the City, and extremely important for the region in general.
Yalyalup	No flying training to be conducted at the airport.
Yalyalup	I have no issues with the draft Noise Management Plan (2022) and to-date have not experienced any particular noise discomfort from aircraft utilizing the BMRA.
Yalyalup	We have absolutely no concerns re noise from the Busselton airport.
Yalyalup	I wanted clarification on the helicopters flying to and from BMRA, do they need to follow main roads..ie Vasse Hwy and Sues Rd instead of flying directly over our property, they are so low sometimes our windows rattle.
Acton Park	Both xxxxxx and I are concerned that with increased pilot training, light plane activity will become a nuisance. Currently the pilot training conducted by the aero club is of little effect. Is the intent of increasing pilot training in the Busselton-Margaret River airport an effort to attract other pilot training schools that currently operate out of the area to base themselves in Busselton? With a young family living under the flight path we believe that increasing repetitive circuit activity over our house would be a serious disruption for us.
Blum Blvd - Reinscourt	I am extremely concerned that Flight Training is still included in the plan. Have you ever lived underneath the airspace where this is conducted? I have and it is NOT pleasant. It is extremely disruptive to residents and I am strongly opposed to it being allowed at this airport that is so close to built-up areas. The fly in fly out workers planes are bad enough. To say they will not disturb residents has proved entirely false as they already do at the current volume

	allowed. Please rethink allowing big aircraft from coming and going and ruining the rate payers peace and quiet that is so valued.
Yalyalup	Living in Yalyalup I don't get bothered by the noise.
Bovell	We are happy at the moment with the airport and hoping that the Melbourne route and any further increase in air traffic is done with consideration and consultation of local residents.
Salmon Close ?	<p>Firstly the amendments are agreeable to me. However further adjustments should be considered to improve the NMP. (1) Page 20 of the existing NMP "LSA/GA " restricted 0600-2200 should be altered to 0500/2200 because summer time heat can be avoided by early dep and pilot/pax safety and comfort enhanced. This would provide enhanced potential to the BMRA (2) Page 22 some information here is repetitive in that it is already promulgated in CASA docs. (3) Page 23 has a serious flaw at dot point "When landing" as it directly conflicts with POH recommendations for safe and standard ops of a/c systems. It must be removed from text. (4) Page 25 Consider increasing Flight Training licence period to 24 months (from 12 mths) to give more certainty of tenure and reduce costs. (5) Page 45 "Urban Growth Strategy" Clear advice should be transmitted to all developers/buyers that no comeback due to proximity to airport will be considered and NMP will not continually be extended to new development areas.(6) Page 50 - "Activities in Airspace" the NMP final sentence in para is contradictory and should be removed to avoid misinterpretation</p>
Acton Park	As a landholder and resident living just over 2 km from the BMRA and directly under the flight path I am continually being disturbed by aircraft noise. I oppose changes to the Noise Management Plan that will allow an increase in Pilot training.
Acton Park	<p>I object to changes in the Noise Management Plan (NMP) to allow an increase in plane size and frequency in relation to pilot training as proposed by the Busselton Aero Club.</p> <p>When the original NMP was being developed, I was appointed a Community Representative of the Busselton-Margaret River Regional Airport (BMRA) Advisory Group, representing residents living in close proximity to the BMRA. Since the construction of the BMRA pilot training at the airport was a huge contentious issue. It was apparent that the Shire of Busselton at the time had a problem in that the noise limitation placed on airport activity was 80 dB(A) within 15 metres of a residence. This was well and truly exceeded by many of the aircraft using the airport.</p> <p>Therefore at a meeting between myself and Councillors Tom Tuffin (Chair of the BMRA Advisory Group) and Jackie Emery and Jennifer May, I proposed that the noise limit be lifted from 80dB(A) to 85dB (A) but that the agreement was that Pilot training needed to cease and the exception being small aircraft below 1500 kgs with limited number of flights. This has been occurring and I would suggest successfully.</p> <p>I therefore would request that the City of Busselton respect this agreement and the amenity of those living in close proximity to the</p>

	BMRA and reject this proposed amendment.
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7. GENERAL DISCUSSION ITEMS

8. NEXT MEETING DATE

9. CLOSURE