

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

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Damien Keenan	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') and I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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John Miller	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Salli Coppin	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Sally Wilkinson	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Belinda Stocker	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Isaiah Eringo	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Egidijus Rusilas	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Sharon Briggs	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan to open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Russell Briggs	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan to open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Raminta Rusilas	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Keith Warrick	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Joel Cameron	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Phil Lyon	<p>I am writing to register my non-support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services.</p> <p>I agree that tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance but at what cost to local residents?</p> <p>As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard, but should be in line with other eastern seaboard airports where they have adopted curfew's for when aircraft can land and depart.</p> <p>I believe the City of Busselton has proven itself to be an effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan, keep the current hours of operation as they are now and allow flights to operate within this schedule. I believe the Airport will continue to be managed by the City in an effective manner.</p> <p>I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport but with the exception of introducing a curfew to allow residents of Via Vasse and Yalyalup the right to enjoy the places they call home without the interruption of planes in the middle of the night.</p>	Your comments are noted. Your comments relating to night time flights are being considered by Officers and the Council.	G

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

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Debbie O'Connor	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Talei Manners	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Daniela Gordon	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Daphne and Brian Maynard	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

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C Furtado	<p>I am writing as General Manger of Voyager Estate to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017) to enable larger aircraft to operate unrestricted including during the night (11pm - 6am) for Regular Public Transport (RPT) and Charter services. We have invested heavily in our Cellar Door and tourism experiences with the belief that tourism is vital to the Margaret River Region. The redevelopment of the BMRR Airport will remove the distance barrier to make a significant impact on the future growth of visitation, and therefore economic growth in the South West. I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has put on record that the number of noise complaints received since implementing the Noise Management Plan in 2012 has reduced through effective and responsible management of the airport. It is my understanding that the proposed changes to open up the hours of operations for RPT and Charter services only, and I have doubt this will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Mark and Monique Sheldon-Stemm	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Britta Wilson	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Paul & Geri Lanyon	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Chris Lysaght	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Benson Holland	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Gabrielle McWhirter	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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

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

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

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

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

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

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

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

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

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

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

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

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Dirk Hos	<p>Dear Sir/madam Re: Busselton-Margaret River Regional Airport Noise Management Plan 2015 I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport. Yours sincerely Dirk Hos Margaret River Bed and Breakfast and Nature Tours</p>	Your comments have been noted.	Y

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Emily Bromell	<p>Dear Sir/madam Re: Busselton-Margaret River Regional Airport Noise Management Plan 2015 I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident of Busselton and business manager in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport. Yours sincerely Emily Bromell Cellar Door Manager Howard Park & MadFish Wines</p>	Your comments have been noted.	Y

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John Williams	<p>Dear Sir/madam Re: Busselton- Margaret River Regional Airport Noise Management Plan 2015 I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and professional practicing in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport. Yours sincerely John Williams Lawyer</p>	Your comments have been noted.	Y

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

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

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

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Natasha Jooste	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

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

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Geoff Barrett	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y
R & V Willmott	The Willmott family strongly oppose proposed changes to the Busselton-Margaret River Airport Noise Management Plan. We think it would be logical to await the EPA report before making changes to the Noise Management Plan. We live directly underneath the flight path and are already affected with increased flight noise. We have already been affected with our rental house vacated because of this noise disruption.	Your comments have been noted. The NMP is required to be submitted to the OEPA as part of the Public Environment Review.	N

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Leanne Sharp	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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

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Astrid Horak	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Barry and Wendy Stimpson	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Gareth Thomas	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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

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

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

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Sandra Dunbar	I think the regional airport expansion is a good idea, however I am very opposed to night flights, as in our suburb, we hear every plane that takes off and lands, and sometimes this seems to happen every day, multiple times during summer. I think that large planes taking off and landing during late evening and early morning will interfere with our householders ability to sleep and our enjoyment of the quiet neighbourhood which was a factor in our purchase of our home in the first place.	Your comments are noted. Your comments relating to night time flights are being considered by Officers and the Council.	G
Matt Walker	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

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Phil Christian	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River Region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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David Stredwick	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident in the Margaret River Region, I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') and I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Julie Hughes	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident in the Margaret River Region, I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') and I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Craig Vaughan	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident in the Margaret River Region, I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') and I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Ben Roach	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident in the Margaret River Region, I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') and I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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

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

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

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

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

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

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

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

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Denis Horgan	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Jem Williamson	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Natalie Burch	I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y
Mark Meneghello	I am writing to register my support for the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West by lowering the barrier of distance. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.	Your comments have been noted.	Y

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Lesley Scogna	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River Region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident of Gracetown I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') and I believe the Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Jean Marie Jacob	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Kerrie Lander	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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

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William & Maureen Kerr	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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William & Maureen Kerr	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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Rob Zahtila	<p>I am writing to register my support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate during the night (11pm-6am) for Regular Public Transport (RPT) and Charter services. Tourism is vital to the Margaret River region and as such, the redevelopment of the BMRR Airport will make an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident and business owner in the Margaret River region, I understand that night time flights are an important step for airlines to test and develop the demand of routes from the Eastern Seaboard. I believe the City of Busselton has proven itself to be effective and responsible operator of the BMRR Airport, having reduced the number of noise complaints received since implementing the Noise Management Plan in 2012. Furthermore, given the proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') I believe Airport will continue to be managed by the City in an effective manner. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

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

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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

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

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

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

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Peter Gordon	<p>As a current Board member of Margaret River Busselton Tourism Association (MRBTA), I know how vital it is for the Margaret River Region to have a very strong Tourism Industry, all businesses in this region rely on Tourism, some directly and some indirectly. I am therefore writing to register my unequivocal support of the Busselton-Margaret River Regional (BMRR) Airport Noise Management Plan (2017), to enable larger aircraft to operate unrestricted including during the night (11pm -6am) for Regular Public Transport (RPT) and Charter services. Tourism will be the next boom in WA, making our region more sustainable, with more growth and employment opportunities, the redevelopment of the BMRR Airport will make such an important contribution to economic growth in the South West, by removing the barrier of distance. As a resident, business owner, MRBTA board member in the Margaret River Region, I understand that night time flights are an important step for Airlines to test and develop the demand of routes from the Eastern Seaboard. We need to assist these airlines as they develop this route into a long term sustainable destination. I believe the City of Busselton has proven itself to be an effective and responsible operator of the BMRR Airport, having significantly reduced the number of noise complaints received since implementing the Noise Management Plan in 2012, members of organisations I have been involved with, were on a task force for many years looking into the upgrade of the airport and noise management control, so know only too well, the work that has gone into getting to this stage. The proposed changes in the Noise Management Plan open up the hours of operations for RPT and Charter services only (rather than a 'free for all') and I believe the Airport will continue to be managed by the City in an effective manner for everyone. I therefore endorse and support the proposed Noise Management Plan (2017) for the BMRR Airport.</p>	Your comments have been noted.	Y

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

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

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

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

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

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

SUBMISSIONS RECEIVED - DRAFT NOISE MANAGEMENT PLAN 2017

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