



Kempsey Airport Community Workshops - July 2017

EDITORS NOTE:

This Report and associated appendix are a true and accurate summation of the community workshops content, however comments made at the workshops that are considered to be racist, liable or defamatory have not been published.

BACKGROUND:

Kempsey Shire Council have been working with airport users and the community to progress plans to ensure the viability of the airport through expanded use of the facility.

In late 2016 the Australian International Aviation College (AIAC) lodged a Development Application (DA) for construction and operation of an expanded Pilot Training facility. The two-stage development is valued at \$18 million and includes lecture rooms, recreation spaces, kitchen and dining rooms, dispatch and debriefing areas as well as hangers, aircraft maintenance space and car parking.

As Council is the landowner and the development is valued at more than \$5 million, the DA will be determined by the Joint Regional Planning Panel (JRPP).

While Council does not have the final say on the DA, Council does acknowledge that the DA submitted to expand the College operations, and the subsequent deferral of a decision pending further assessment on noise and wider impacts has caused significant concern and angst for the community.

In May 2017 Council resolved;

That Council organise an independent facilitated community workshop including an evening workshop, as soon as reasonably possible, where Council will outline the present situation at Kempsey Airport regarding the Australian International Aviation College (AIAC) Development Application and the Memorandum of Understanding. This meeting will enable full dialogue with the community on all issues. The Fly Neighbourly Agreement progress should also be addressed.

In response community workshops open to all were held across three sessions over July 4 and 5. They aimed to give as many participants as possible the opportunity to raise their concerns and questions.

These workshops gave Council a clear message about the level of community angst.

METHODOLOGY AND PARTICIPATION:

- Three community workshops were held at the Slim Dusty Centre over the 4th and 5th of July, 2017, between 1-3pm; 5-7pm and 9:30 – 11:30am.
- Council engaged an external consultant to facilitate all workshops.
- A dedicated Kempsey Airport Community Workshops page was created on Council's engagement website Your Say Macleay to enable people to register, nominate key issues that they wanted to workshop to cover and aimed to introduce participants to the proposed style of the workshop.
- Council's Customer Service team were briefed on the registration process to allow participants to register over the phone or in person.
- Pre-registration for the workshops was required to manage logistics of the venue and plan to maximise the opportunity for participation. Also having participant contact details, through pre-registration will mean that Council can maintain an ongoing dialogue with interested community members and share the workshop outcomes.
- The workshops were promoted through;
 - Council's public notices printed in the Macleay Argus and Happynings,
 - an email invitation with a link to registration distributed to the Save Kempsey Airport Committee, so that through the committee Council would reach their members
 - E-newsletter to those signed the Your Say Macleay engagement portal
 - and in the Mayoral Column also printed in the Macleay Argus and Happynings.
 - social media using facebook and Instagram.
- Reach of this communication;
 - The e-newsletter went to 400 members signed up to Your Say Macleay
 - The facebook post, containing a link to the registrations page reached over 3,000 people.
 - 383 people visited the Your Say Macleay website page for the workshops, including 184 classified as informed visitors (they downloaded a document, read the frequently asked questions or contributed).
 - 160 people registered to attend the workshops across the three sessions and 142 people attended, not including Council staff and councillors.

Workshop Agenda and Delivery:

The information in the registration process indicated that the workshops were facilitated and designed to maximise the participation of as many people as possible. The table below shows the proposed agenda and what actually occurred over the three sessions;

Planned Agenda Item	Delivery Outcome
Introductions and outline	Session 1: Technical difficulties with the projection meant the introduction presentation and ground rules for the workshop were not made clear. Participants questioned the process and proposed agenda. Session 2/3: A three minute outline was presented and the ground rules established.
Update from Council on current status	Session 1: Director Robert Pitt made a 15-20 minute presentation. Participants were keen to offer their immediate feedback, interrupted asking many questions. It became clear that people were seeking the opportunity to be heard before hearing from Council. Session 2/3: it was considered more suitable to distribute the power point presentation as a hard copy to participants at their tables, to give them the information in writing rather than via a verbal presentation. The slides distributed were the same as those presented in Session 1. A brief overview of the presentation was made and the information referred to as questions arose during the workshop.
Exercise 1: Issues clarification – review what you have told us already, through registration and previous workshops. Opportunity to identify additional issues.	Session 1: The participants did not want to work in table groups to review and provide additional information. They preferred the meeting to be an open forum, each taking turns to speak and requested Council to minute the conversation and questions. Session 2/3: Each participant was able to contribute through their table where as a group they reviewed the issues identified, added to these, clarified details and emphasised the critical issues. Feedback of the discussion was provided by each table, which was then recorded along with written notes that were made by the table groups. The first round of feedback related to issues and a second round was questions, although these were somewhat overlapping. Where possible questions were answered from the floor by Council or AIAC representatives.

Exercise 2: Identification of ways to manage the issues - small group discussion and identification of what might be acceptable and not acceptable to the community in relation to these issues	Session 1: as above this Exercise was not achieved. Session 2/ 3: Significant time was spent on issues and questions but groups were also able to start documenting their expectations and identify impacts that they considered to be “not negotiable”.
Exercise 3: How do you want Council / AIAC to Communicate in the future?	While there was limited time for this specific discussion, through the feedback and notes of the meeting a number of points were captured around future communication.
Conclusion: Where to from here	All sessions participants were advised that a report to capture the feedback from the workshops would be prepared. There was an undertaking made to circulate this report to participants, both electronically and in hard copy. Participants were advised that the workshop report would be the basis of a business paper to Council to progress the Fly Neighbourly Agreement.

Results Overview:

The following table summarises the most common issues and questions raised across the three workshops. Appendix 1 and 2 captures all comments raised at the workshops.

NOTE: This overview and associated appendix are a true and accurate summation of the community workshops content, however comments made at the workshops that are considered to be racist, liable or defamatory have not been published.

Issue	Sample Statements	Sample Questions
IMPACT OF AIRCRAFT NOISE The level, impact and frequency of aircraft noise was a high priority in the discussion. There was a general lack of trust in the noise assessment data. The timing of the second study and the collection locations used were questioned.	“The continual noise of aircraft- is not limited to the numbers of take offs and landings, but to the ongoing drone as planes fly circuits, we need to know the exact number of flights anticipated each day.” “We live in a rural area, its quiet outside and inside. You can’t use data from city airports, if we wanted to live near a busy airport we would move to Sydney.” “Will that new data be extrapolated out to take into account additional flights and overall impact of that noise data?” “There was clearly community expectation from the JRPP determination that we would be consulted as part of the second noise assessment – and that hasn’t happened.” “Aircraft noise and frequency impacts on the lifestyle and amenity of Macleay residents in outlying properties surrounding the town of Kempsey and this is affecting property values.” “Noise is a cause of hypertension, particularly at night.” “What residents bought into has changed – they were training pilots previously, but now the activity has fundamentally changed.” “They fly over my house at 300 metres, every two or three minutes and they didn’t monitor the noise with me!”	In regard to the current noise study • What methodology/how will this be conducted? • Where will receivers be located? • Who decides receiver locations? • What monitoring technology is being employed? Who is funding and conducting the noise assessment that is underway now?

SAFETY CONCERNS Safety concerns was a broad issues category encompassing flight training, communications challenges and emergency procedures.	“There is a fair amount of fuel being used at the Airport now and we don’t know about the safety and routes for that.” “They cut their engines right over the top of my house and that can’t be safe.” “Fire management plans need to be in place, especially with leaking chemicals that might be involved.” “Surely with this many plans we need a flight tower to control movements especially when you consider the language and communication issues.” “There is a lack of understanding in the community about what the training involves, how engine failures, cutting and restarting engines or stalls work.”	Can you allay our concerns about the pilots English proficiency in response to stress especially? What emergency procedures does AIAC have in place in event of a crash? What are the insurance arrangements if a plane crashes into residences?
ENVIRONMENTAL IMPACT Pollution of air, water and impact on organic farming were raised as environmental concerns.	“The \$2 million investment in the organic warehouse is under threat as investors will reconsider as all this aviation fuel and pollution will damage our organic certification.” “Our water catchment is off the roof top and it will be affected by aviation fuel.” “If the fuel is Avgas there is evidence that it’s the biggest form of pollution possible.” “Particulate matter dumped on our roof is an issue.”	Who is testing the pollution levels in our drinking water to make sure my children aren’t being poisoned? How can we have an organic food bowl with a great reputation if our food is covered in aviation fuel?
LACK OF TRUST IN COUNCIL PROCESS Participant distrust centred on the engagement process for the DA, giving	“Rate payers/residents who pay rates, support the area and live permanently here, should be given first priority to have a decent life style.” “This matter should immediately be put to a referendum.” “Workshops shouldn’t have required a registration, should have been held later in the evening and should have been promoted with a letterbox drop.”	Why are the interests of ratepayers being taken away by people who have no long lasting commitment to living here? Why is this the first time Council have let us have a say?

priority to ratepayer views and cost impacts.	“With all the increased traffic on the road Council need to allow for increasing costs of road maintenance.”	Has there been a kick-back to Councillors to let this happen? What was the purpose of Council’s trip to China?
LACK OF TRUST IN ECONOMIC DATA Participants believed current existing expenditure should be demonstrated and further detail on job creation and negative economic impact should be part of the economic assessment.	“Economic benefits need to be openly and fully accounted for in writing so residents can get their head around it.” “The college has already been operating for 2.5 years and we want that data of real spending.” “I’ve worked in fly in fly out camps where everything is provided and you don’t spend any money locally.” “This economic data has to take into account the negative effects on our tourism and agricultural industries. It has to consider the costs to our community as well.”	Where are the jobs going to come from and do locals get any of them? What value is Council placing on affected residents lives and why doesn’t that factor into the feasibility study? Where done this 35 full time staff come into it and are they local?
DEMAND FOR GREATER TRANSPARENCY OF DOCUMENTATION A lack of trust in the depth of documents from AIAC and the confidentiality of the MOU between Council and AIAC.	“The documents don’t say anything about what happens after 2018. We don’t know if there will be more planes, or if they will start using twin engine.”	Why isn’t the MOU between Council and AIAC publicly available? Are you hiding the MOU because you are selling the Airport?

ENFORCEABILITY OF FLY NEIGHBOURLY AGREEMENT Participants were concerned that the FNA is not enforceable and compared it to conditions in the DA consent.	“Conditions on operating hours in the DA would sure be more legally enforceable solution rather than merely a gentleman’s agreement in the Fly Neighbourly Agreement. “ “Current breaches of operating hours demonstrate a lack of good faith by AIAC.”	Why is Council reluctant to put operating restrictions into “conditions” of development consent?
IMPACT ON OTHER AIRPORT USERS Concern regarding who prioritises use of the Airport.	“The sky divers have been moved and told they can’t use the Airport.” “The model jet club were denied access to the Airport by AIAC.”	Will the air show still be able to go ahead? “What happens if a commercial operator wanted to start a service?”

Many of the questions raised at the workshops were answered directly by Council and representatives of AIAC. Subsequently these questions and answers have been incorporated in Appendix 2 according to each minuted workshop discussion.

SUMMARY OF EXPECTATIONS / NOT NEGOTIABLE:

The following list summarises the issues the participants considered not negotiable and comments Council has provided regarding how those issues will be addressed or responded to.

Community expectations	Council recommendation
Don't want seven days a week Don't want extended flying hours Don't want flying on public holidays	AIAC may choose to address this issue in the resubmission of the DA. In developing the Fly Neighbourly Agreement Council will work with community and Airport users to determine commercially viable and socially tolerable usage hours.
Do request that as part of community consultation a stakeholder group is formed and has the opportunity to reassess all of the DA information prior to resubmission to the JRPP – we can go back to JRPP with full confidence that what is presented has been negotiated with community and all stakeholders.	The role of Council's professional planning staff is to assess the DA, which involves carrying out various statutory requirements, including assessment relevant to the EP&A Act and preparing an assessment report to address all statutory requirements and relevant issues. Under the JRPP Operating Procedures and Code of Conduct there is no role for the elected councillors, or any other body appointed by Council, in carrying out an assessment of the DA or to have input to the assessment report provided to the JRPP. Council has, however undertaken to readvertise the resubmission of the DA and additional information provided by the applicant. This will include notifying everybody who has made a previous submission to the DA and/or registered their contact details with Council regarding this matter. A Community Reference Group has been recommended to work alongside Council in developing a Fly neighbourly Agreement.
Do want the stakeholder committee to be independently facilitated and paid for by Council but Council is just another stakeholder. Council pay for an independent consultant but only come to the table as a stakeholder.	Council would be a member of the Community Reference Group, potentially Chaired by a community member but further independent facilitation has not been budgeted for.

Do want quantitative economic data to be used, including; - a breakdown of Kempsey and Port Macquarie figures - impact on property values - real life examples of student spending	Council will make this recommendation to AIAC to consider as part of the DA
Do want the Airport to be profitable with no concessions.	Some concessions are part of the Federal funding agreement supporting the \$2million investment in the Aviation Business park. This matter will be considered further in updating the Airport Management Plan.
Do want the Fly Neighbourly Agreement to be legally binding.	While the Agreement is voluntary and applies to all users of Kempsey Airport Council will have the ability to make it binding with AIAC through the lease of Airport land for the pilot training facility.
Do want the MOU publicly available	A redacted version of the MOU, without commercially sensitive figures, was placed on Council's website 12 July 2017.
Do want greater communication and engagement from Council using multiple methods.	Council will use direct mail, media and online to liaise with the community more effectively on this issue. Council has recently adopted a Communications Strategy aimed at improving community engagement and awareness overall.

FURTHER DETAIL ON PROPOSED METHODS OF ADDRESSING ISSUES RAISED:

A number of questions were raised and answered at the workshops. This report also includes various questions that were not answered at the time and will therefore be addressed in future engagement, reports and advice regarding the Airport. Council have identified that where possible the issues raised by the community will be addressed through three key streams

Fly Neighbourly Agreement:

Further specific detail on progressing this Agreement will be presented to Council at the August 2017 meeting.

- As part of the process Council will engage aviation experts to prepare a Noise Management Plan, which provides the technical detail supporting the Fly Neighbourly Agreement.
 - The scope of the Noise Management Plan will identify the Australian Noise Exposure Forecast affecting residences, including whether any mitigation works are required or justified.
 - Flight paths and potential need to alternate will be considered as part of the Noise Management Plan
- The scope of the Fly Neighbourly Agreement will give consideration to;
 - Total number of operations from the Airport
 - Times of operations and restrictions on night time flying
 - Reviewing the geographic area that the agreement applies to
 - Procedures for aircraft such as avoiding noise sensitive areas and making adjustments in those areas
 - Types of aircraft used by all operators
 - Mapping of all land uses within the geographic area in order to outline consideration of any required restrictions
 - The height at which aircraft operate
 - All relevant safety operations of the Airport including non-negotiable requirements
 - Agreement on who has responsibility for monitoring flights
 - Recommended complaints management process
- In the report to the August Council meeting Staff will recommend that Council establish a community reference group to assist in overseeing the preparation of the draft Noise Management Plan and Fly Neighbourly Agreement.

Development Application

Council is not the determining body for the Development Application to expand the pilot training facility. However Council will undertake to provide all information from the workshop to the AIAC and review opportunities to address issues raised as part of Council's assessment of the DA.

Issues identified through workshops that may be addressed by AIAC in the resubmission of the DA include;

- Proposed flight paths, flight frequency, flight heights and training methodology
- The type of planes proposed and whether twin engines will be used
- Updated noise assessment conducted by GHD
- Relationship between DA and CASA advice
- Proposed emergency procedures
- Whether community representatives will be consulted by AIAC prior to resubmission
- Environmental pollution and impact on farmland from aviation fuels
- Health and safety impacts as requested by JRPP

Airport Plan of Management

Council will be preparing a Plan of Management guiding future planning for the Airport and complementing the FNA. Issues raised at the workshops that will be reviewed as part of the engagement and development around the Airport Plan of Management include;

- Economic viability and business modelling including lease income
- A long term position on ownership of the Airport
- Level of general fund subsidy incorporated into operating model
- Availability of hanger sites for multiple users
- Airport access for multiple users

Other measures:

- By agreement between Council and AIAC public access to the memorandum of Understanding has been achieved by placing it on the Kempsey Shire Council website as at 12 July. This is a redacted document with the commercially sensitive information blocked out.
- Economic Modelling data – Council will suggest AIAC develop case studies and more detailed local information demonstrating the economic impact of the College operations, to support the data provided through the DA process.

APPENDIX:

1. Issues and comments captured through registration process
2. Workshop Minutes
3. Documents submitted by participants
4. Presentation to participants from Council



AIRPORT WORKSHOPS JULY 2017

ISSUES AND COMMENTS RAISED DURING REGISTRATION: SESSION 1 TUESDAY 1-3PM

Topic Area	Participants Comments
Safety	The language problems which could impact during training flights
Environmental Impact	Environmental impact air, water
	What Environmental Impact Studies have been implemented for the transport, storage and disposal of aviation fuels and were these criteria addressed in the tender process?
	What Environmental Impact Studies have been implemented for the supply, storage and disposal of fire retardant /fire fighting product that will be required with the higher number of air movements and the increased number of aircraft as proposed by the training college?
Future Ownership / Use of Airport	Privatisation of airport
	Foreign Ownership
	Commercialisation of airport
	Long term lease
	Selling off of the airport
	Will the airport be eventually sold to foreign ownership?
	Opposition to sale of airport land.
	Will this give the option for the airport to be used for commercial domestic airlines?
	Is Council in favour of selling the facility if it were to become part of negotiations for a MOU or lease? If so surely access would then become questionable contrary to the responses to FAQ's.
Noise	Noise pollution
	Days & hours of flying operations resulting in unreasonable disturbance of amenity for residents living near the airport

	Noise pollution and air safety.
	The continual noise of aircraft- noise is not just limited to the numbers of take offs and landings, but to the continual drone as planes fly circuits, we need to know the exact number of flights anticipated each day.
	Constant noise
	Noise and other environmental impact factors.
	Noise and operating hours
	Aircraft noise and frequency and the affects on the lifestyles and amenity of Macleay residents in outlying properties surrounding the town of Kempsey and also affecting property values accordingly.
	I recently attended the airport on 3 occasions to assess noise and activity. During my time there 1 aircraft took off or landed every 6 minutes (average) and it took approx 2 minutes for taxiing etc. However there was no respite at any time from the droning noise. I assessed the level of noise at airport and the level of noise whilst in flight droning around the region, there is not much difference in sound levels. It is constant and unacceptable.
	Aircraft noise, particularly at night
Flight regularity	People moved to Macleay for peaceful surroundings, aircraft will impact on whole of surrounding area, not just properties bordering airport. If airport expands, one of the main reasons for living and working here will be lost - and it's not good enough to keep repeating that the airport was here before we moved here 27 years ago, it was then a small airport with only a few flights a day, which is quite acceptable to residents.
	10 year master plan. How many flights per year when school has 250 students?
	Proposed flying hours and number of daily flights
	6am to midnight 7 days a week flying. 28000 flights per year.
	There needs to be restrictions on hours of flight time over the Kempsey area, especially at night from 8pm to midnight!
	Limitations on proposed days (365/year) and operation hours (6:00am - 12:00 midnight).

	Flight times / operating hours
	A limit on operating times which of course puts controls on and lessens noise
	Limit on numbers of flights
	Curfews and weekend flights schedule
	If they go ahead, reduce the time
Roads/ transport	Transport corridors for aircraft fuel.
	Viability of local roads into site to cope with increase in traffic and size and volume of traffic, goods and fuels as well as safety aspects impacted by such increase.
	How safe will it be transporting 1000's of litres of fuel to the airport on roads that are not designed for "B" double tankers and if the roads are to be upgraded who's going to pay for the upgrade?
Council Process	Kempsey Council favouring private companies rather than the ratepayers who live here.
	Content of memorandum of understanding relating to current DA
Property values	Devaluation of properties
Flight path	Proposed flight path plans and flight schedule
	Flight path
Other comments	Maximum engine capacity of planes

AIRPORT WORKSHOPS JULY 2017

ISSUES AND COMMENTS RAISED DURING REGISTRATION: SESSION 2 TUESDAY 5-7PM

Topic Area	Participants Comments
Safety	Public safety Access to use of airport for other uses apart from flying school eg. emergency services, hospital etc. ICU Nurse at Kempsey district Hospital inadequate respite from airplane noise unrestricted flight times to provide care for the community
Environmental Impact	Accommodation concerns for increased students, and existing housing crisis in Kempsey. Noise impacts and limits on this and how these will be changed in the future Environmental pollution Air pollution from aviation fuel Noise pollution The amount of pollution (noise and other) that the community will have to endure. How many flights per day and what are the hours and flight paths? Impacts to surrounding properties, in terms of liveability, environmentally, air quality, noise pollution, property values, impacts on livestock etc.
Future Ownership / Use of Airport	1. Financial benefit to Shire 2. Priority for use of the airport Foreign Ownership Ownership of the airport - now and in future
Noise	Days and hours of flying operations resulting in unreasonable impact on amenity of residents living near the airport. Noise and air pollution Impacts from constant low frequency noise Noise and flying hours Noise and night flying Noise levels of aircraft Times of training flights
Flight regularity	Who will police any agreement re hours of flights, number of flights, holiday program etc. Flight time Number of flights Flight hours and times of night flying.

	Flying hours 6-midnight, 7 days a week !
	Against flying from 6am to midnight 7 days a week.
	Flying times
	Noise from the aircraft
	Flight times & extension volumes of trainee pilots
	Amount of flights per day. How this affects other activities at the airport, emergency aircraft, private aircraft etc
	Hours of operation and flying neighbourly.
	1) The applicant's desired hours of operation: • 6.00am-midnight, 7 days per week. The applicant states that anything other than these hours will be catastrophic to their business plans and flexibility will be required within these hours for the business to remain viable. • Flights will increase by 1000% from 2800 now to 29000 by 2018. 5 flights an hour, 18hrs a day, 7 days a week. This number may be even worse on good weather days as they will have to make up bad weather days when unable to fly. 2) Noise Assessments • The report does not account for engine failure after take off procedures which requires full throttle and extreme landing procedures in airspace over houses in flight paths. • The flight paths are greater than those indicated in the report and do not reflect current use by the applicant. • We totally reject the conclusion that ambient back ground noise will limit the effect of noise from aircraft. There is no ambient background noise loud enough to mask this in this rural setting. • We note that if approved, there are suggestions for restrictions on noise caused by construction and ground noise of aircraft but there are no suggestions for noise mitigation or restrictions once in the air. All noise issues have been proposed by KSC to be addressed in the Fly Neighbourly Agreement 3) Incomplete & Inaccurate economic Data • This college has been operating since 2014. Any meaningful assessment of potential economic benefits must be based on actual data about current expenditure in the Kempsey community. Show this community the actual real economic benefits from the last 2.5years of operations, not as per “expected” council figures in this assessment report. • 250 students =projected \$8.8million per year into local economy. Currently operating at 25 students=10% x \$8.8 million=\$880,000 x 2.5 years=\$2.2 million apparently into local economy already. • KSC Manager Economic Sustainability-Susannah Smith freely admitted at Council meeting on 21st Feb that right now, they are having trouble finding accommodation for the 15-20 students and some have to reside in Port Macquarie. Can council please explain how paying landlords in Port Macquarie is economically beneficial to Kempsey Shire? 4) AIAC Compliance with Current DA Conditions • AIAC are flying from Port Macquarie to Kempsey to perform ‘touch and go’ manoeuvres outside of current DA Conditions of Consent for Kempsey AIAC base. If new DA is approved, what controls will be in place to prevent this happening in the future?

	Hours of operation, fumes, financial remuneration
Roads/ transport	
Council Process	1. Terms of lease seem excessively in favour of AIAC 2. No oversight on the operations at the airport or of the College in complying with Fly Neighbourly Agreement or of their agreed hours of operation. What is the penalty for failure to comply with these agreements? Lack of clear & transparent community consultation by KSC The impact on community of the suggested flight times (7 days per week with extended flight times from 6am till midnight) Are landowners directly impacted to be offered compensation for the loss of property value Details of economic benefits for the town of Kempsey and for Kempsey Shire Council The entire DA. No community consultation with the indigenous community particularly Greenhill Adverse impact on property values Percuniary interest of voting councillors Misinformation from council regarding the development Councils role and responsibilities Complaints- who is handling complaints Hours of operation. What will be the actual financial benefit to the Macleay valley and how will this be monitored. Complete lack of public consultation by KSC management with the rate-payers of the Kempsey Shire Subterfuge and secrecy from the AIAC when attempting to obtain information regarding their plans and operations Development Application
Property values	Impacts to residents- noise, privacy, mental health, property devalued, pollution Impacts to tourism Impacts to local businesses- with airport management bringing in all own people/staff/building own Accommodation etc People shopping out of town to avoid noise/students Rate increases due to airport Organic farms will lose their certification due to air pollution caused by planes. Airport traffic

	If students are taking up all accommodation, what is left for tourists?
Flight path	
Other comments	1 airport rd Aldavilla
	I have already registered with no text or e-mail conformation
	Communication difficulties for businesses-students don't/won't speak English

AIRPORT WORKSHOPS JULY 2017

ISSUES AND COMMENTS RAISED DURING REGISTRATION: SESSION 3 WEDNESDAY 9.30-11.30AM

Topic Area	Participants' Comments
Safety	Workplace Health and Safety
	Airport Fencing
	How much you sold the lease for and fire hazard
	Safety concerns
	Concern for our safety as some landing planes fly extremely close to our roof top as they come in to land. We are not even in the flight path
	The safety and prevention of ground impacts of aircraft into residences in the flight path as there has already been near misses.
Environmental Impact	The environmental impact of low flying aircraft over prime farming land.
	Limiting the number of flights to reduce the impact on the peace and quiet of the Macleay Valley.
	Concerns for fuel emissions in the air and on our roof tops.
	Noise Pollution
	Drinking Water Pollution Flying Height Restrictions
Future Ownership / Use of Airport	Future Expansion plans
	Extension of operational hours
	Extension of hours of operation
	What guarantees does the KSC have in regards to economic kickback from the AIAC? Eg employment, accommodation and catering needs, directly benefitting the 2440 postcode.
	Foreign ownership
	Foreign ownership/long term lease
	Lack of hangar sites for anyone other than AIAC
	Usage of Airport by those other aviation activities
	Local ownership of airport is retained
	The use of the airport on public holidays and Sundays by the training school in any format (including use of airspace, conducting bumps etc.).

	Retention of local control of airport and no sale to foreign interests
	Use of airport by other businesses and services
	Noise and operating hours
	OWNERSHIP. (3 questions) 1. Does Council own the airport? 2. Was the land gifted to the people of the Macleay and held in trust by council? 3. Can Council produce proof of either?
	To ensure that the airport remains equally accessible to all users.
Noise	Noise level
	NOISE: Days and hours of flying operations resulting in unreasonable impact on amenity for residents living near the airport.
	Noise and air pollution
	Noise and air pollution
	Traffic, Noise and Pollution
	Noise pollution – Size of aircraft
	Relentless noise pollution
	Noise - flight paths
	Noise and pollution
	Increased aircraft noise in our area - and at any time of the day - or all day as is happening at times now?
	Aircraft Noise and Flying School operating hours
Flight regularity	Flight hours need to be reduced to 8am to 8pm 5 days a week not 7
	Volume of Air Traffic
	Lease of area
	Hours of flight times plus proposed days per week
	1. Flight frequency 2. Noise level 3. Flight path
	Proposed flying times ie. number of days and hours
	Proposed number of daily flights
	2. The long hours planned for use. Flying must stop by 9pm latest.
	The appropriate hours of operation that satisfies all parties
	1. Hours of operation. 2. Impact from noise residents

	Impacts on aged care facility – flight paths
	Appreciate use of airport- airport use up to midnight is a bit late. flight paths.
	Number of movements
	Hours of operating times
Roads/ transport	Will general access be available to the airport, in case of emergency's ie fires, road accidents, ambulance transport from Kempsey Hospital to a larger airport, again in the case of emergency's?
Council Process	Why was there no community consultation on this proposal.
	Why is council destroying our lifestyle to benefit a Chinese company?
	Why does council think it's ok to accept outdated modelling reports that have no bearing on this community.
	Please outline exactly what numbers and type of employment will be created apart from one off construction jobs.
	Why has there been no actual noise, environmental and community surveys.
	1. Unreasonable proposed days & hours of operation 2. Council unwillingness to impose operating conditions in response to the DA despite precedent having been set for such restrictions 3. Council continuing to erroneously state that CASA is responsible for determining circuit training flight restrictions when council is in possession of CASA advice to the contrary.
	1. How will I, John Citizen of Kempsey, benefit from the proposed Chinese aviation college? No generic nonsense please. I want specifics. For example, will Willi Willi Rd be sealed with the huge windfall that the KSC lead us to believe will come our way. 2. Will I have access to all MOUs and financial projections, that have already been done and/or plan to be undertaken, and that detail the added expected income to the KSC coffers?"
	This process should have happened before the event. i.e informing the public. It is a bit late after the horse has bolted. You are selling out the air we breathe and our sanity from the onslaught of noise. Noise on the ground you can escape but when it is in the air there is no escape. There are many issues, I will list two. a) 1st point is NOISE b) 2nd point Contaminating the ENVIRONMENT"
	Noise, road safety with fuel tankers, financial arrangements already made with the company undisclosed, the preferential treatment the company appears to have been given to the detriment of local ratepayers and the initial lack of transparency on this issue

	Lack of transparency by Council and severe lack of community consultation.
	How will the rate payers of Kempsey benefit from the expansion to the airport?
	1 Why has the project been allowed to get this far given the community outcry against it? 2 What is happening to restrict flight numbers per day over my home and limit the noise and intrusion into our peaceful lives? 3 Who is monitoring the pollution falling onto my roof that ultimately goes into our drinking and irrigation water? 4 Why hasn't a DA been lodged for the aviation fuel tank when it will be built on flood prone land? 5 What is happening with inadequate sewerage system at airport and is raw sewerage running into the Macleay River and ultimately the sea?
	Development Application
	Night flights, Transparency of Council
	Evidence that any jobs created by the Flying School will go to local people.
Flight path	The consistency of flights over my property, noise levels and the invasion of privacy even though I did not "choose to live in proximity to an airport"
	flight path, noise, altitude, flying times over residential properties..



MINUTED DISCUSSION – SESSION 1

The following notes were recorded to capture the discussion and questions of participants in the first workshop session. Notes have been classified according to topic. Note: Session 1 did not complete any butchers paper notes as table groups.

General Comments on Process and Council:

- Flesh out fact that minutes need to be taken in next couple of meetings
- We feel that we've been manipulated into this situation today
- Not the structure that we wanted to get our opinions across
- Submit a motion from the floor that Council redo development plan letter
- This is about a relationship that AICA needs to build with community
- Speech about consultation and power of Council – they forget the trappings they have. Other countries look to our land with great envy for our space, agriculture and mineral wealth. You can't sit there and give me any assurances that these actions you are taking now are not going to be used against us? There is no good governance here.
- Many people here seem to be against the development – it would be nice to hear the positives not all the negatives. Can we hear that?
- How many flying schools are in Australia at the moment? I've heard there is a few and why are smaller towns getting bombarded with them?
- Remind Council that the passion in the room is because we love this place why we are hear saying don't change what it feels like to live in a town like kempsey.
- I contacted Mayors of Byron and Bellingen - do they think the residents there would accept it? Why does our council think this is the only way to bring money into our town? Why can other councils consider other alternatives?
- My question about Council process - why is KSC favouring private companies over the rate payers who live here? There are too many hot topics around this issue that shouldn't be allowed to hide behind the MOU. We can't have a contract behind a secret contract. We can't let that happen. We will not let that happen.
- I think we the community should be allowed to have a vote on this.
- These workshops were for anyone of any views for or against. Anyone for or against was encouraged - that clears that up!
- Pilot training in general – Mariba airport west of Cairns (tabled newspaper article). Only things affected by noise pineapples and sugar cane. Flight training difficult to deliver in China.
- I want to make a point that this is a business model that appears to be in vogue that a college will set up, come in at local level operate for a while and then go bigger. Picking off communities at local government level and expanding under the radar. Not saying that's specifically what's being done here.

- Details of MOU should be released - we all have a right to know the details of this.
- Council sticking to agreed resolutions from April meeting – on website
- Council has to follow that plan that was put up earlier step by step – Council has to stick to the resolutions of what was agreed and what was agreed by our committee
- How can we stop it?
- There are some excellent people on Council who have listened to the community and we shouldn't put one brush over everyone.
- From the meeting held in March there were a set of questions on there and no response has been received from the Council? Council have no right continuing this exercise if they can't answer those questions.
- I'm appalled at the council for the financial aspect – how many dollars in how many dollars out is the detail we want.

Safety

- CASA indicated that the development may impact safety at the airport
- Has a report been made to casa about the incident where aircraft skidded off runway?
- I'm not totally opposed to the flying exercises at Airport – what I am concerned about it's the impact it will happen on people not me specifically

Environmental impact

- I watched a Chinese television show a month ago – it said that more pollution comes from planes than anything else. They are going to spread kero all over our trees, our cars, our houses and what happens in a fire for people up the bush they will be trapped.
- Particulate matter – it causes respiratory issues, health risks. Hypertension is a proven outcome from noise pollution. Our aging population our indigenous population is already experiencing hypertension making this a bigger issue.
- Are we trying to kill off our population?
- Does this produce a risk of increased medical costs?
- Don't trust the figures Council provided that 4WD's emit the same emissions as the planes at 60%. This response is inadequate and insulting
- A lot of us are on tank water and I don't want this to go straight into my tank.
- State Environmental Planning Policy No 33 – addressed in council report that went to JRPP, only addressed oils and aircraft fuels. This policy should also be referred to in respect of this hazardous, and potentially offensive development.
- Ask that process acknowledge that noise is an issue that needs to be addressed under SEPP33.
- Leakage of firefighting product that leaked from Brisbane airport recently. Does firefighting product currently used contain PFOA / PFOS chemicals?
- What about the impact on our grazing land our beef cattle, the organic farms?
- We are bringing an organic food business to Kempsey which is now being built in industrial area. We fought for it not to go to Coffs Harbour. My investors are reading that this school is going to change the nature of growing organic product in this valley.

Transport Impact

- I live on highway near South Kempsey, my concern is transportation of aviation fuel? Has anything been structured or reported on routes that fuel will take and are our roads being assessed to see if they can handle it?
- Check JRPP that under the request for traffic assessment that the detail comes back
- Letter from CASA to Council – appears development may impact the approvals for the airport, particularly the impact on the taxiway and the OLS.
- Obstacle Limitation Service – OLS Are buildings in development too close to runway? Casa was asked for their feedback as part of the design process – OLS had to be re-established and then from that the building could be assessed as to whether it penetrated that
- Response tweaks from building needed to be made to fall within CASA regulations and now building proposed
- What about the effect of extra traffic on our roads?

Sale of airport

- It should stay in community hands
- If it does go ahead how much of the building materials will be coming locally or will it come from overseas?
- Will jobs involving non technical people be for locals – are all the jobs for international people? How many jobs will be brought in from overseas?
- Reflects statement made to the college that you want local jobs

Noise Impact

- Why does the proposal not take into account the noise levels of surrounding areas, studies don't take into account those other areas
- Current map doesn't take into account Dondingalong
- My issue is the response from the College in the DA materials that people have chosen to live near an airport – when we bought we didn't have any intention of being near a busy airport!
- We live in a rural area, its quiet outside and inside. You can't use data from city airports as if we wanted to live near a busy airport we would move to Sydney.
- I know two organic farmers who are considering moving because the noise is so bad. How can people be expected to live with that noise?
- I want to see research into night time noise and the impact it will have on sleep in this area
- Noise assessment should have been independent – question whether GHD is that independent
- There is a study from World Health Organisation that noise levels have a direct impact on learning for children. The Airport is so close to number of schools and already our schools are low performing. Please consider our schools our future our education. If Kempsey has nothing else please consider our children.

Second Noise Study

- We've become aware that GHD are doing noise assessments and they didn't ask our community where they were to go. Isn't that contrary to JRPP decision?
- Community requested AIAC to provide data about where noise monitors are.
- *Airport committee:* We had meetings with Council about the plans for Fly Neighbourly and plans for engagement. Noise assessment is about engagement therefore the committee thought we had a say in the noise assessment and where the receptors went.
- The community are concerned that there might not be integrity in the data.
- Why are you doing that separate to what the request was of JRPP?
- I don't understand why at the JRPP meeting in March that noise assessment by GHD was insufficient – I can't understand why you are reusing GHD and resubmitting a noise assessment that has been determined to be inaccurate.
- *Airport Committee comment:* We wanted to have some community input into where those receivers were put. The flight paths and the heights ect. We are peeved that the noise monitoring has gone ahead without that community consultation. Understand we can't have receivers out covering every radius of where they fly, its impractical. I'm upset I found out from neighbours it was happening, we were of the understanding that the Committee would have contact with noise assessor to get the processes correct before the assessment happened.
 - *Facilitator clarification:* Are you saying why didn't they talk to us where the receptors were going? Was it agreed the college would communicate where the noise monitoring points are?
- It's too late why weren't we told before. Why wasn't the community part of the noise assessment process?
- Who decided not to consult with the action group about the noise study?
- I had a monitor in my backyard and the planes only flew one way, they flew a lot higher than normal, they did the same little circle over and over - it seems like that there was some arrangement that had been made.
 - *AIAC clarification:* Part of that is to ensure that clean data is available - controlled sites capture noise and then model the data. We apologise that noise monitoring as a scientific process is difficult to understand.
- *Council comment:* In relation to the second noise study, the discussion at JRPP meeting was around the modelling and a requirement to include actual noise monitoring at the airport. It's the applicants responsibility to conduct that further study and not Council's role to commission it. A further check and balance will occur when Council seek an independent review of that noise monitoring data which will then be peer reviewed by Council to make sure it can't be biased by college.
- I ask KSC, has Council engaged through the college, GHD to conduct further noise monitoring at this particular time?
 - *KSC response:* No, the noise study is at the instigation of the applicant. There appears to be some miscommunication from GHD that the noise study was at the request of Council.

Economic Impacts

- Requested audited figures of what the students are bringing into the area? Don't trust the economic data think it comes from Sydney
- What research has been done with Chinese students on where they spend their money? Are they travelling on the weekend and seeing other cities, which means the economic figures would be very limited. Those family visiting wouldn't stay in Kempsey.
- What research has been done on our tourism industry impacts?
- How much money has been taken in from Council? These ridiculous figures from Deloitte don't mean anything to Kempsey.
- It seems ridiculous to only be getting \$14,000 in rent? I pay more than that in a shop that seems ridiculous and how is the \$194,000 liability going to be reduced at that rate. Who came up with that?
- I met the former Mayor of Wagga a few weeks ago and he told me they had the same issues and he recommended have a look at Moruya airport and what they achieved and what they did with that airport. Council need to look at other airports and how they had similar problems to us in all this.
- Request council have no further reference to the invalid Deloitte data as we don't believe it is valid.
- What is the income brought in by each individual student?
- Data on loss of income to tourism, value of land and reputation damage to valley as a food bowl. Loss to our organic farmers
- Independent assessment of income versus loss then we can know what we are talking about
- The least the Council can do is get rid of the ridiculous Deloitte set of figures and have someone with training or education to look at how many dollars are coming into the Kempsey community from the 49 students now. Don't know that information about money coming from Chinese family visiting is reliable either.
- Expanding on the economic points – I worked in construction and oil and gas industry, I've done fly in fly out and have lived at a camp facility. Provided details of how that life works; meals, lower cost of drinks ect designed to keep workers onsite and therefore not going out to the greater community to spend any money. The Chinese pilots aren't coming to holiday they are training. It's all about the potential for control if they buy the airport they will have control and make sure all that spending is onsite. The economic figures are highly overstated, we aren't that silly. I don't see the benefits. Clarify that I'm speaking futuristically not what's happening now.
 - *AIAC Response:* Our students live in the community, currently rent nine houses where student live in share accommodation.

Flight Paths

- I live near the airport - they went near my trees that are 100 foot, my mum has had a stroke, I have high blood pressure the noise affects us.
- She is trying to say you don't stick to the flight path you go too close. Yesterday you were too close
- From the start it was the Council who let the College not stick to the rules. Stay to that path and don't fly over our houses at 100 foot.

- *AICA response:* Regarding flight heights, we had a staff meeting this morning on this. When we do precautionary service landings it's a CASA requirement to do that simulating bad weather. We've decided today we won't do those manoeuvres below 600 feet. It is only required for two hours for every students training and we are going to stick to that.
- We are beneath the Collombatti area and you say there is no night flights – but where are they coming from? Training and stalling exercises don't always go to plan and there could be problems statistically it will happen.
 - *AIAAC Response:* When we do stalling its above 3000 feet.
 - Community disagree stalling is above 3000 feet resulting in arguments about definition of stalling.
- Its distracting from what you are doing, full power is distracting.
- I can hear a plane above a chainsaw yesterday!
- My major concern is flight path for example turning to left versus turning to right? Why do you have to use the same flight path – continuing turning to left and head out to the sea?
 - *AIAAC Response* – The current CASA regulation is a left hand circuit. It would have to be changed in the CASA regulation for this airport and is something that can be looked at.

Planes Used by College

- Only single engine aircraft are mentioned in the DA. Nothing is mentioned about twin engine planes apart from a little picture on the brochure.
- If there is DA twin engine aircraft planned at any time then that isn't spelled out in the DA and therefore the whole DA should be null and void.
 - *AIAAC Response:* no twin training would be done in Kempsey at this stage, for the foreseeable future we have no intention of operating DA42 in Kempsey.
 - *Participant Response:* the conditions of consent should specify that only DA single engine aircraft to be used and anything beyond that would require new consent
- Concern about specifics. There is no mention as to what the training colleges aspirations are beyond 2018. We should know what's coming down the pipe but tell us now not later on.
 - *AIAAC Response:* there is no information beyond 2018 as that's where the facility reaches the maximum that was determined that could be viable. The figures in there represent maximum value of what can be expected.
- Does the college intend on using bigger planes in the future?
 - *AIAAC Response:* From what is proposed there is no requirement to train above a twin engine aircraft. There are no plans and nothing in the syllabus to train on anything bigger than what is covered.

Hours of Operation:

- Flight frequency – 6am to 12pm we do like to sleep you know!
- Participant referenced current restrictions on the DA under operations.
 - *AIAC Response:* We haven't done any night flying in Kempsey since we started operating here
- Reading proposed DA conditions; 6am -12pm, 7 days a week. The applicant stated that anything other than those hours is catastrophic to their business plan. They are catastrophic to us living here! Only the concerns of the business are being considered not the concerns of the people who live here.
- Flights are set to increase from 2800 to 29,000 next year, five flights an hour for 18 hours a day seven days a week. Our night times, our day times and all our weekend. We recently hosted a Food Bowl tour with top chefs, this valley has the greatest potential to be one of the greatest organic food areas – but the noise became a joke at the table in the discussion.
- I'm totally applauded at this situation. The total number of aircraft movements would make it bigger than Port / Coffs?
 - *AIAC Response:* 28,000 aircraft movements proposed, all together which is less than what is happening at Port now. The average aircraft movements in Port over the last 5 years is 35,000 a year. If and when we reach full capacity the aircraft movements are less than what Port Macquarie is currently experiencing.

MINUTED TABLE FEEDBACK AND DISCUSSION – SESSION 2

Each individual table group reported back on the issues identification they came up with.

Issues Identification

General Comments and Council Process

- Felt there was a lot to soak in initially
- We were in general agreement as a table with what were on the issues
- Why cant anyone view the Mou
- Our group essentially agreed whats in the document but highlighted those we feel strongly about
- Future meetings should be in area of concern at Aldavilla
- Timing 5 to early for people trying to get back from work
- Advising community of workshops – how about a letter drop to surrounding property owners, Come on council you mail us a rates notice mail us a meeting notification
- Concerns lack of consultation and this is the start
- Concerns on commercial terms and non disclosure of MOU
- Concern if MOU was legally binding; if any operations do come out of this process what mechanism will be in place to ensure it is binding
- Ongoing community consultation; will the process include direct access to GM, will there be a complaints management process and how does that work?
- We can't make an informed decision about this process if we don't see the MOU – it needs to be made available
- Lack of consultation from the College and Council
- Do ratepayers pay for up keep of runway?
- Any recommendations that are proposed out of this meeting that we all agree on should be adopted as conditions of consent out of the DA
- Why conditions or operating hours being considered under current DA cant be incorporated into development consent – why focus on a Fly Neighbourly agreement as we understand it isn't legally binding
- Current DA conditions are being breached- eg Easter weekend query was told those flights came from Port Macquarie
- Lack of confidence in Councils ability to handle and manage an economic development of this scale

Safety

- Concerns with pilots level of english when under stressful situations
- What emergency procedures do AIAC have in place

- Language barriers where students can't communicate with other aircraft, recreational flyers reporting issues
- Concerns if a plane crash lands on a house near the airport who pays – will that impact our insurance costs or does the college pay

Environmental Impact

- Concerns over environmental impact of aviation

Noise Assessments

- Noise assessment document references townships or populated areas not affected by noise – but those most directly affected seem to be ignored particularly when talking about 'not affecting populated areas' That's us right underneath who are affected!
- Noise assessment undertaken when aircraft actually flying – notices the noise work being done now is when there are less aircraft
- The constant noise
- Noise assessment- we thought the community was being consulted about where those assessors were to be placed but none of us have been asked

Hours of Operation and Flight Paths

- Current flying times are adequate as far as we are concerned and shouldn't be extended
- Low flights over aged care, two primary schools and day care centre. Clarify impacts on next generation of Macleay residents
- There is an official noise complaints process that the community can go through with Air Services Australia but ultimately the responsibility comes back to Council to manage.

Airport Access

- College should not have priority over other users including parachutists and model plane club
- That's already becoming noticed by other users
- Criteria and prioritisation of airport use – what group of users get right over other users to use the facilities?
- Can commercial airlines continue to access airport?
- Adverse impacts on other events and users in the town – model flying club date bumped and no notice affected
- Hangers allocated exclusively for the college despite people making enquiries about wanting to use them – told all allocated to college
- Sky divers told that they can no longer use this airport

Sale of Airport

- With respect to selling off the land if Council is entertaining that option there needs to be that option to other leases
- I helped build the airport and I don't want any of it sold. We need a strong statement and clear action plan

Economic Impact

- Validity of proposed economic benefits; the word modelling comes up but we want them to prove it, 2.5 years of operations there should be data to validate reality
- Question benefits to local retail industry is there evidence of the benefits
- Extra taxiways at airport will increase flights during operational hours, that should mean less hours of flights if you get through more. Who pays for that extra taxiways

Questions:

Each table presented the questions they had identified and where possible they were answered.

- Why isn't the MOU available?
- *KSC Response:*
 - Existing MOU is outlined in the presentation document.
 - Describes what's in the current MOU and that it only applies to stage 1 of the development If current DA is approved there would be a further MOU to be negotiated.
 - Clarified that it hasn't been determined that freehold would apply – current 50 year lease
 - 50 years lease was identified so that the land isn't permanently tied up
 - \$2.5 upgrade Part of the funding agreement for the \$2.5M upgrade was that once operations from tenants generate 35 full time equivalent jobs on site, then higher rent applies.
- The councillors who support it; would they be happy to live in that area with only six hours between no flying?
 - *Facilitator clarification:* that what you are asking for is that there be more reasonable hours of operation? Participants agreed yes.
- How is \$43,000 per student arrived at? Is it real data and is it based on local information. \$8.8 million locally spent and where did it come from. General statement that the community doesn't trust the economic data and the proposed flow on jobs
- How does the independent noise assessment work?
- What are Councillors going to do after 2018 if we can't trust them now
 - *AIAC Response:* It's not documented after 2018 as there would be no increase from those numbers.

- Why did college stop operating in Port?
 - *AIAC Response:* The college continues to operate in Port and that airport has about 35,000 movements annually
- Why did Council go on that trip to China?
 - *KSC Response:* China is considered a good economic partner and Council saw that as a good way to strengthen relationships. In terms of results from the trip; any diplomatic and international economic growth takes a long time to come off, but there have been local companies such as Nestle and Akubra talking about different export options.
- What emergency procedures does AIAC have in place in event of a crash
 - *AIAC Response:* We have been operating over 30 years with no accidents, we have an emergency response plan and believe we manage risk well and will continue to do that. The plan has a set of triggers in it that result in the different components of the plan coming into place. Aviation is one of the most highly regulated industries on the planet. When you look at questions around safety, there are reams and reams of regulation that result in our safety practices.
- Can you allay our concerns about English proficiency of the students in response to stress especially?
 - *AIAC Response:* Our students are screened, personally interviewed and then they are assessed and trained in China to make sure their English is proficient. They don't fly immediately when they get here and spend a few weeks doing on ground work and high intensity English course. In addition the majority of training is dual with flight instructor on board.
- What controls are there in place about those flights that might come from Port Macquarie?
 - *AIAC Response:* The benefit of a fly neighbourly agreement is that it works across all users. Anyone can now fly in to Kempsey till 4am and that won't be addressed if there are conditions in the DA that purely relate to the College.
- Question the use of the phrase 'catastrophic damage to business case' in DA in regard to hours of operation.
 - *AIAC Response:* We acknowledge that was a bad choice of words and a positive outcome of this discussion is that we work together. We can meet and discuss issues, we are flexible on that business case reference.
- Who monitors flying hours, how is it monitored, what enforcement and will there be penalties if it is breached? How will this be enforced?
 - *KSC response:* These sorts of issues and uses is what the Fly Neighbourly Agreement is all about. It will determine how it is monitored, captured and reported back to Council
- Is it an appropriate thing that we want a committee formed for ongoing communication
 - *KSC response:* Agreed yes

- Who is funding and conducting the noise assessment underway now?
 - *KSC Response:* A requirement of the JRPP determination was to conduct a further assessment and then Council will have someone to peer review that data. This is consistent with the state wide noise assessment process.
- Modelling; how robust will it be and will it take into account actual noise impacts of the area? Community distrust that modelling is compiled with reference data and not real in situ. Will that data will be extrapolated out to take into account additional flights and overall impact of the noise?
 - *KSC Clarification:* The peer review company not yet been identified, to assess the second noise study.
- Does college have priority over any other airport users?
 - *AIAC response:* We don't see ourselves as having any priority; never has been and never will that the College consider ourselves to have priority - for example the air ambulance particularly, our instructors are told to give them priority.
- MOU questions; existing one says 50 year and heads of agreement now paid at two year rate
 - *KSC response:* that MOU was entered into in 2016 and due to expire at 2018
- Has any pressure of any sought been made to the Coffs sky divers and model aircraft users to find another location for their operations? This affects the building of trust we are working towards. We heard a recent event where the Flying Club were catering for a model jet club, it was all approved but they were told the day before the college wasn't letting them come. People had to cancel accommodation. Not only to be told the day before that the college wanted to use the airport on that Saturday. Community believes skydivers have been discouraged from coming we want all those forms of aviation.
 - *KSC response:* From Councils perspective there has been no pressure put on any users of the airport
 - *AIAC response:*
 - The model aeroplane club has sent emails trying to confirm weekends. They asked in advance what are anticipated flying times in future and we responded that in future there will be some operations on weekends. There was no concerns from club at that discussion.
 - College hasn't told parachute group they can't use airport but had discussed concerns. A lot of those parachute pilots are young and there is concerns with young jumpers and we have been in contact about how to manage this.
- Noise assessment – there is a lack of trust as at the time the assessors came yesterday. The planes seemed to be doing different things from what they usually do. They weren't doing the low flights and the cut engines that they usually do.
 - *AIAC Response:* The noise assessment was booked and scoped by GHD. College supplied aircraft, pilots and students. GHD are trying to get an accurate understanding of the noise in the areas, college operated the aircraft in the way that was discussed. College told and instructed pilots to do their usual behaviour.

- Confirmed to participants that the comment and questions about the noise study have been repeated before.
- What's to stop college from using bigger planes in future?
 - *AIAC response:* The majority of larger advanced training is done in flight simulators, all around the world it is more accepted to do that kind of quality training in simulators. It is not an element of our business plan to do that training in planes.
- What are the regulations about the height of flights?
 - *AIAC response:* Circuits are done at 1000 feet above ground level
- Question to Mr Pitt- clarify statement about MOU as people who have been told there is no space available for hangers.
 - *KSC response:* Commercial operators were a criteria of the grant application for a business park and it might be that they were private operators and therefore don't meet that criteria so they are not able to establish in the business park.
- Net operating loss for next year \$195,000 round figures. Please explain how it can be economically viable to reduce the income stream once 35 people are employed. Concessions are there for a much larger operation – currently \$20,000 a year rental income from flying school. How do you justify reducing landing fees?
 - *KSC response:* at increased capacity the overall income will increase but there is a provision for a concession on landing fees. This is in exchange for an injection of money into community. Council is prepared to forego some operating income in order to stimulate that economic activity in the broader community.
- The planning panel in March gives indication that there would be some expectation of reducing operating hours. How does that impact number of pilots and technicians? Does it impact building design and if the building design reduced and can Council then offer that space to other users?
 - *AIAC response:* There will be a reduction of hours of course as we want to strike a balance, that doesn't automatically mean a reducing in student numbers. The student numbers also represent other cohorts such as cabin crew training, so striking a balance doesn't necessarily mean we have to reduce number of students as it's not just technical pilot facility.
 - *Participant:* Why wasn't this clarified in statement of environmental effects for JRPP? We didn't know there was other types of students.
- What on ground fire safety response is proposed if this is approved?
 - *AIAC response:* It's not easy to answer clearly, Airport fire regulations are regulated by the federal Government and dependant on the number of passenger movements. Federal rules cover that about passenger movements, so it's more complex for training operations.
- Would commercial flights be restricted from operating as a result of the flying school
 - *AIAC Response:* To reference the Port Macquarie example, where there are 15 commercial services a day and we works around that

- Question to the College; what is your opinion about flights at Easter?
- Does college still intend to fly additional flights from other airports and use Kempsey for just circuit training?
 - *AIAC response:* Our training history is that we started in Kempsey and moved into Port and are using our ongoing flying syllabus. We have one particular route in our syllabus which is a night flight from Port to Coffs including a diversion to Kempsey. We have conducted that flight for many years and have not had any malicious intent with that. Since that issue regarding Easter we have instructed teachers not to do that Kempsey diversion for that flight in future, till some kind of agreement can be reached.
- Expectation that there would be community consultation as part of the second noise assessment. Identify that there is a level of confusion about that process resulting from JRPP.
 - Facilitator clarification: The study area would have been selected by GHD and its been identified that they could they have consulted more yes they could have
 - Should this issue be clarified with JRPP??
- Is the Fly Neighbourly Agreement a legally binding agreement or simply a gentleman's agreement?
 - *KSC Response:* Normally it is considered a voluntary agreement to the extent that it would encompass all other users. In the specific case of the AIAC operations Council have an opportunity through the lease agreement with the College that we can enforce the Fly Neighbourly Agreement.
- Does GM feel comfortable that when Council resolved to take this matter to JRPP, that a Councillor should have to identify pecuniary interest that he is a supplier to the construction industry?
 - *KSC Response:* There may be some possible confusion with referencing the JRPP and not the MOU as that is the matter that has come before Council. Agreed to clarify at what point Councillors voted on airport issue and if any pecuniary interest should be identified.
- Significant modelling going into noise levels and value to the community that this undertaking involves. Has anyone explored the economic impact on property values?
 - *KSC response:* Not to our knowledge.
- Will a reference group of some kind to be part of the Fly Neighbourly Agreement? As Committee feel the decision of deferral by JRPP needs to be independently assessed by a stakeholder committee.

Summary of factors the participants identified as not negotiable

- Don't want seven days a week
- Don't want extended flying hours
- We want a stakeholder committee to review the notice of deferral from JRPP and work through it. Hoping that the community and Council convene that committee before College resubmit.
- Committee of stakeholders to oversee the DA and all the points of the DA including traffic
- How genuine is college to negotiate flying hours – five days a week, no public holidays
- Quantitative economic data to be used, including a Kempsey / Port breakdown
- Expert analysis of potential economic impact on property value
- Want more letterbox drops, not email, written info in letterboxes don't rely on electronic. Builds mistrust
- Start planning legal agreement
- No public holidays flying
- Fully support independently facilitated stakeholder committee – that's what we requested in March and that has to occur
- All Council's details only requested DA40 single engine aircraft. Reiterate that we have requested in session 1 that single engine aircraft be stipulated in the DA therefor any changes would then need a separate DA.
- What we are requesting is that as part of community consultation a stakeholder group is part of that reassessment of all the information – we can go back to JRPP with full confidence that what is presented to JRPP has been negotiated with community and all stakeholders. Council should pay for an independent consultant but only come to the table as a stakeholder. This needs to be independently facilitated and Council is just another stakeholder.
- Make the Airport profitable, no concessions if anything perhaps increase costs
- Legally binding Fly neighbourly Agreement, detailing consequences for failing to comply
- MOU available for consultation and with a reasonable timeframe
- Direct communication and engagement from Council on and off line including radio and written
- Meet our requirements, actually answer our questions and meet our requirements
- No more emergency flights
- Seems that this process is a negotiation – in any negotiation there needs to be some kind of formal structure set up. These workshops, these committees is fine but at some point we need the parties to negotiate the details.
 - Seems there is conflict between Council as body corporate and Council as trustee of the community
 - What we want to see as minimum out of this is some kind of formal process commenced to negotiate

Notes Documented at Workshops – Session 2

These notes have been transcribed from the butchers paper sheets completed by table groups at the second and third workshops.

Table questions and comments:

- How if \$43,000 per student pa arrived at? Is this a local estimate?
- How is 58 flow-on jobs from Stage 2 arrived at?
- Would the Councillors supporting this like planes flying over their house day and night?
- Will there be an independent noise assessment?
- What next? What happens after 2018?
- Why did the AIAC stop operating out of Port Macquarie?
- 8.8 million local spend? How did you get that figure?
- What was the purpose of Council going to China?
- Did the Council support the DA before passing it on?
- In general agreement with participants' comments as tabled – in addition:
 - Concerns are re pilot's level of English particularly when under stressful circumstance (e.g. emergency)
 - Why the reference to "townships" or "populated areas" and not those most directly affected? What are euphemistically referred to as "receivers" are actually "residences"
 - Please explain *why* no one can view the MOU
 - What emergency procedure does AIAC have in place in event of a crash?
 - "Movements" originating out of Port - what, if any, controls are in place?

Table questions and comments:

- Community consultation process (lack of)
- Concerns this is a "done deal"
- Balancing the interests of Council income against community interest
- Concern re the validity of the economic benefits
- Concern re the commercial terms (non-disclosure) of the MOU
- Is the MOU legally binding?
- Is there a criteria (prioritisation) of airport use?

Table questions and comments:

- Agree with all issues in handout
- No go to flying 6am - 12midnight 365 days; fly not on public holiday or past 10 pm (happy current arrangement)
- Who will monitor flying hours? Flow? Penalty? Enforcement?
- College not a priority over other users (skydivers, model plane/jets, recreational flyers) - already becoming difficult for other users
- Does Council believe students will spend \$43,900 pa? How do you justify this assessment? Who will monitor this and how?
- Concerns that students can't communicate with other air traffic (language)
- Equity to other Hangar Lessee's if KSC proposes to sell hangar land/sites - same opportunity to be offered to other lessee's
- Future meeting in area of concern (Aldavilla, school/airport) from 6pm-6.30pm on for working people with letter advising surrounding property owners, not just residents who get papers
- Devaluation of properties
- Independent noise assessment when aircraft flying - noticed planes not flying
- College has stated flying hours less than the proposed will be catastrophic - does this mean they will not entertain any reduction in proposed hours?
- Who is paying for noise assessment?
- Has current noise assessment been contracted by college? If so, how is this an independent assessment?
- How robust will noise assessment modelling be? Will it take into account the proposed 29,000?

Table questions and comments:

- Excessive flights – not everyone impacted “chose to live near an airport”, many of us are in outlying areas and are constantly affected
- Constant noise
- Question benefits to local retail/industry/work creation – unverifiable. Evidence?
- Low flights constantly over age care facility, 2 primary schools and day care centres
- MOU? (Report from meetings needs to be in Conditions of Consent in DA)
- Lack of consultation and transparency from KSC and AIAC
- Extra taxiways, increased volume of flights requiring decreased operational hours – who pays?
- Will Kempsey Shire rate payers continue to pay the upkeep of the runways etc.?
- Will the expansion of AIAC operations then preclude any opportunity for a passenger airline to be based at Kempsey airport?

Table questions and comments:

- Where are current noise monitoring devices placed and who chose these locations (JRPP recommendation?)?
- Does KSC/AIAC agreement preclude future commercial airline possibilities?
- Will flights over and above current DA occur ex PMQ or other airports as happened over Easter long weekend?
- Is the FNA legally binding?
- Is Council satisfied no pecuniary interest when voting in favour of DA to JRPP
- Why can't operating hours be included in DA/Consent Conditions rather than non-legally binding FNA?
- Spirit of agreement already broken by Port Macquarie originating flights (e.g. Easter) to circumvent current DA Conditions with no contact or avenue of complaint and no ramifications
- Adverse effects of other airport users being turned away (skydivers told to go elsewhere, model plane club date change < 24 hours before booked flying date, recreational users told no more hanger space available)
- Boorengen and Greenhill school, wider indigenous community consultation and involvement non-existent
- Noise assessment on property – when will this be assessed?
- Lack of confidence in Council's ability to manage (with transparency)
- Still no communication – missing update/presentation in this session

Table questions and comments:

- Is FNA legally binding or gentleman's?
- What does AIAC have to say about flights over Easter and will flight ex PM be undertaken in addition to those proposed by AIAC from Kempsey as part of this DA?
- Where are current noise monitors located and who chose these locations since it was not the residents? JRPP – in consultation with community
- Aircon/Double Glazing? Negate Noise
- Social cost of jail and airport born by Aldavilla?
- Does this KSC/AIAC agreement prevent alternative development? E.g. commercial airport servicing Port Macquarie and Coffs Harbour (highway upgrade would permit this)

Expectations:

- What ongoing consultation will there be?
- Will the consultation process include direct access to the GM?
- Will there be a committee?
- Will there be pollution from the aviation activity (fuel)?
- What hours can people live with?
- Committee – Council, College, Users of Airport, Community to formulate agreement for all to consider
- More than FNA – Economic benefits, modelling etc.
- Stakeholder committee – make recommendation to Council on how concerns are addressed and monitored
- Future meetings at times people can get here if they are working
- No need to restrict numbers
- No need for online personal info required to attend
- Management measures
- Letter drops
- Need to start creating a formal legal agreement
- Five days a week and not 6am to 12pm, no public holidays
- Transparency from Council
- Direct communication on and offline, on radio, in the community
- Forum Q & A consultation online
- Direct contact to answer questions and request info etc.
- Operating conditions in development consent
- MOU to be available for consultation with reasonable time and transparency
- Compensation for surrounding properties, i.e. double glazing, aircon etc., discounted rates as per economic devaluations
- 9am – 5pm flights with legally binding FNA detailing actual consequences for failing to comply
- Make it profitable (no concessions)
- No more noisy planes
- Priority to other flights, particularly emergency flights
- Don't just talk about how you plan to answer our questions and meet our requirements, actually answer our questions and meet our requirements
- Insurance (if plane crashes into/on property)
- How does this impact on our insurance policy? Is Council responsible to pay damages?

- Will our insurance policies increase?
- Who is organising “Noise Assessment”?
- Why did the plane veer off before normal flight pattern?
- Not cutting engine and restarting
- MOU – has it been found?
- Property Values – will they change?
- Future – Not negotiable
- Agree with Adam’s proposal for stakeholder group to review NRJPP Notice of Deferral
- Committee of people (residents and other stakeholders) to devise and oversee the FNA, and the whole decision process (e.g. traffic etc.)
- How genuine are AIAC to negotiate flying hours that won’t be “catastrophic” to them? E.g. 5 days a week, no public holidays, reasonable flying hours
- The use of current economic data (quantitative or qualitative) on the existing benefits to the Macleay Valley resulting over the current operations (including a Kempsey/Port break down)
- Can we be given expert analysis of the potential economic impact on value of properties in vicinity of airport?
- Not negotiables
- Extended flying hours
- Not 7 days a week

MINUTED TABLE FEEDBACK AND DISCUSSIONS - SESSION 3

Each individual table group reported back on the issues identification they came up with.

Issues Identification

General Comments and Council Process

- No projections past 2018 financials
- Where is the MOU why haven't we seen it
- Has there been kick back to Councillors to allow this to happen?
- Rates rising by 10% this year, loss of quality of life. We live 6-7 km away from airport many days of just droning noise places all levels all directions –killed our quality of life.
- Council is out of control – rate rises, wrecking our quality of life and the dud cinema
- Why is Council going ahead with this when there is clearly so much objection? Reference Four Corners episode where Chinese are buying off our politicians
- MOU is not a binding agreement - what procedures are in there if it's not followed. It's a deep dark secret.
- Has Council considered the cost of a possible class action re loss of amenity
- What efforts are being made to keep kangaroos out of airport? We can't afford for our Council to pay if there is an incident. Work place health and safety is everything and the fencing is vital, to stop Council having to be sued.
- Every single one of us is paying rates to maintain the airport, Council said they don't have to make a profit out of it. Why should our residents be paying rates to maintain it if there is the influx of flights, the AIAC should pay for it.
- All documents need to be provided in writing to residents so we can be informed, especially the MOU
- Lack of trust and transparency in council; what are they hiding and why aren't they giving us information. We aren't making any progress with Council.
- MOU we understand confidentiality but there must be parts to share
- I'm not ploughing my next paddock and might have to sell because I don't know what's happening – this impacts my whole family
- Is airport in flood zone and what's done about that?
- We have identified an issue with the behaviour of students with regard to trespass from students and taking photos along Airport Road
- Significant increase in traffic along Airport Road to airport, size of buses used and residents forced to swerve off because of buses used
- Impact on health and well-being – particularly those who are already not healthy. Health impact with then put a bigger strain on every other health service in Kempsey.
- Roads and traffic – has Council looked at impacts on road, surfaces, width combined with traffic to jail. The intersection of Armidale Road and Sherwood Road, does that change with increased traffic?
- This meeting being held in school holidays and Naidoc week impacting people being able to come

- MOU not publicly available
- Impact on passive outdoor recreation for our valley
- Policing of future operating conditions how is that going to be made binding?
- Lack of transparency from Council
- Council is acting like its already been approved in their media releases only take positive and don't share the concerns of residents
- Action group looked on by Council as being a negative thing about Airport- we want a peaceful resolution for everyone we just want answers
- Should this matter go to a referendum immediately?
- Privacy for householders issues
- Will airport become freehold?
- Why is this being taken over by people who have no long term commitment to living here, the staff don't live here.
- We have the rights to clean air and private life
- The next MOU; what engagement will be undertaken as Council has a bad track record
- The Fly Neighbourly Agreement; we want to see flight paths, minimum heights and how its policed
- Council did a survey to find out 81% of people wanted the airport. At last meeting there was a comment about doing another survey and councillors said we did want to spend money on that. This council is prohibitive.

Safety

- Time delay between incidents or accidents. 10th April an aircraft almost ploughed into our verandah, 30 meters almost catastrophic
- Avgas – if that's the fuel there is evidence that it's the biggest form of pollution?
- Transportation of fuel to airport – far amount of fuel being used and what is the transport route for that?
- Safety particularly cutting engines over houses
- Fire management plan and leaking of chemical involved

Environmental Impact

- Concerned about roof top water catchment quality – we are growing our own organic food and that is impacts
- What fire-fighting equipment is planned and how will it damage the environment?
- Particulate matter is an issue. It's dumped over our roof causes contamination.
- Impact on certification for organic farmers
- Pollution to our drinking water- who is testing that and making sure my children aren't being poisoned?
- Is there a link between pollutants and the absence of bees?
- We have a flying fox corridor in the area and this will risk it
- How can we have a food bowl with good reputation if our food is covered in aviation fuel?
- Why is fuel storage tank stored in floodway?

Noise Impact and Assessments

- Ridiculous effect on our lifestyle – intolerable
- Noise monitoring happening now – why has college cut back on flights this week, we believe that's got something to do with noise monitoring
- Noise level for those in the flight path is a huge issue
- Traditionally trained pilots who've used our Airport are more controlled don't rev engine – now it's different we have training pilots who don't know what they are doing
- Noise assessment that is happening now it's the same company as last time. There are numerous planes in the air and the study seems to only get individual
- In my brand new home I can still hear the noise of plane, there is no ambient noise
- Noise study; we haven't seen the methodology, how its conducted where receivers go and who decides it what monitoring technology is used and do Australian standards apply?

Hours of Operation and Flight Paths

- Aircraft always fly at very low levels
- Flight paths need to be reviewed so that the same residents aren't always affected. An aircraft going over my house over and over, don't mind airport needs to be used but not over same house.
- Approach to airport shouldn't go over schools hospitals and aged care units.
- Height that pilots are flying (acknowledge that cant easily determine heights)but under 500 feet over my house
- Minimal disruptions to residents – anything between 9pm and 6am affects optimum hours of sleep and affect health. Retired people and schools kids can't be at their best with those hours.
- Night training could be structured during winter could be earlier in the night and not affect our sleep
- They fly over my house at 300 metres every 2 or 3 minutes and they didn't monitor noise with me
- We don't have Trust in the operators – shows intent when there is evidence of them flying out of Port on a public holiday
- Why don't we have information beyond 2018 there should be 5 to 10 year plans
- No flight tower to control movements particularly with regard to language communication issues
- Aircraft not sticking to route and flight paths approved
- Inconsistent flight paths
- Noises loss of amenity, volume frequency and regularity
- Continual use of the same circuit

Airport Access

- Impact on other airport users – we heard the parachute club apparently told they can't operate.
- Impact on current airport users and is there priority in place for other airport users
- Impact on other users being able to use airport and have they already been approached and told not to use it
- Issue of operating hours and potential access limitation to airport, particularly the flying club

Economic Impacts

- Economic benefits needs to be openly and fully accounted for in writing so residents can get their head around it. Where are all the jobs going to come from do locals get any of them.
- More needs to be done about the Impact on the community –research around the world about the impact.
- What value is Council placing on effected ratepayers lives on feasibility study – no clarity on numbers presented
- We need to consider the Impact on property values
- Finance will surely be required to manage maintenance of that road and how is that built into the economic details
- Lack of accommodation around Kempsey and the impact that's having on the cost of rentals- Impacts locals and tourists coming into the shire, Impacts visitor numbers if the cost of rental going up. Tourists can't enjoy visiting if they are harassed by airport noise
- Concerns on freehold leases and impact on projections
- Freehold versus leases
- Agriculture impact particularly on our organics industry
- Validity of claimed economic benefits –people don't trust modelling on that
- Economic development data, its already been operating 2.5 years and we want that data
- Real estate value will drop

AIAC Operations

- Lack of understanding in community about the training operators and what's involve. What does their training look like, engine failures and cutting restarting engines and complexity of understanding stalls.
- Want some avenues to understand what the college training actually is
- What future aircraft are planned are jets being used?
- What happens after 2018 are they expanding or larger or more flights
- School doesn't stick to restrictions in current DA, how do we trust that they will stick to a Fly Neighbourly Agreement
- What is written on paper is different to what the College does

Questions:

Each table presented the questions they had identified and where possible they were answered.

- Why is the Fly Neighbourly Agreement (FNA) not compulsory?
- *KSC response:* FNA would be linked to the lease to make it binding
- *AIAC Comment:* FNA would have universal applicability for all Airport users

- MOU is open to a whole range of issues that the community can't have a say on. We question that there is only one MOU in existence. The primary one, currently with conditions.
- *KSC response:* The deed of transfer could be one of the things causing confusions. Council adamant there is one MOU.

- Who monitors the flights?
 - *AIAC response:* The training does use encompassing airports around the north coast. We have one particular route in our syllabus which is a night flight from Port to Coffs including a diversion to Kempsey. We have conducted that flight for many years and have not had any malicious intent with that. Since that issue regarding Easter we have instructed teachers not to do that Kempsey diversion for that flight in future, till some kind of agreement can be reached.
 - *KSC Comment:* In regard to monitoring, the movements relate to airport user charges so that's up to Council to monitor that ultimately. There are flight tracking apps where you can log in and see the flights in the air and get flight numbers. Council will have to be doing that

- Council should qualify if the 35 full time staff? Are they local and what type of jobs. Quoting a spend of \$43,000 we don't trust that.
- *KSC Response:* the 35 full time equivalent staff is the parameters that came in the Federal Government grant
- *AIAC Response:* Flight instructors by nature come to us from other locations but the people we employ are Australian citizens. All our engineering staff and admin staff are local people. Two flight instructors that we have employed have moved to Kempsey at the moment. As business grows we will need people to move to Kempsey and work for us but we haven't got to that critical level yet.

- What is the actual benefit to kempsey? Clarified that the community don't believe there is an economic benefit to Kempsey

- Will the grass run way be used for training purposes and how will it affect local residents?
- *AIAC response:* We have used it on minimal occasions and don't intend to use it often, the only time we'd really use it if there was an emergency and the main runway was closed. We did use the grass strip for a short period of time and we did a risk assessment and we don't intend to use it for day to day operations.

- Would college be amicable for a meeting between airport users parachute users, model flights ect? Has been found to be successful in other areas.
- *AIAC Response:* Yes we could have that type of meeting.

- Statement - Seems that a lot of concerns are based on lack of information and fear, aviation is complex and hard to understand. Chemicals and emissions particularly from my experience of jumbo jets. What Council should do is a supplement in the newspaper – airport news or airport update where people can write in ask questions and learn something.
- If council is truly not biased will they be amending their position to not supporting the DA to the JRPP, or at least holding off their support until all of these issues are resolved?
- *KSC Response:* Council staff have to assess the DA in accordance of the planning legislation, it has to go through the process, we can't say Council will stop the development application.
- Community - Part of that assessment surely has to take into account community concerns?
- Questions – triple bottom line social environmental and financial – I don't believe this has been assessed according to that by this Council and can't believe it got that far. Can those three lines be addressed?
- Why is the council reluctant to put operating restrictions into the conditions of the DA? Why don't we have a legally binding solution not a gentleman's agreement -why not link the FNA into the development consent and not into the leases?
- *KSC response:* The reason why Council thinks FNA is the best way is that our advice is that restrictions on noise and take off are not enforceable as it relates to Commonwealth legislation.
- How will the FNA come about?
- *KSC response:* Referenced the power point slide and 10 step process. Council has resolved to follow this process and are working with CASA.
- Are Council going to put together a committee of interested parties to make sure residents get a say in FNA?
- *KSC Response:* Potential for ongoing committee, focus groups and involvement in developing it.
- Community comment it then needs to come back to the community in one of these types of workshops where it is all explained and we have a say.
- If there are operating hours in the DA how does that relate to the FNA?
- *KSC Response:* Our advice is that restrictions are not enforceable as an arbitrary condition of consent of the DA as they are governed by Federal legislation. Our advice is that the FNA should be recommended to JRPP as a condition of consent as that's much more enforceable.

Notes Documented at Workshops – Session 3

These notes have been transcribed from the butchers paper sheets completed by table groups at the second and third workshops. Note: Session 3 spent considerable time on issues and questions and didn't focus on expectations.

Table questions and comments:

- Have traffic movements been evaluated to airport? Buses too wide for load
- Why can't we see content of M.O.U?
- Why were residents and community not informed?
- How will council find additional roadworks as a result of increased movements?
- What happens in 2018 and beyond?
- Will air shows still be able to go ahead?
- Was Kempsey the first choice for the school?
- Will they have exclusive use of airport, excluding other private users? Why?
- How many "circuits" versus "movements" are planned?
- Why should they fly 6am – 12pm every day? (Residents need a break)
- Why is lease 50 years? (Too long – suggest 5 years renewable after a review)
- Will the grass strip/runway be used for training purposes? (How will this affect other residents?)

Table questions and comments:

- Noise assessment conducted Monday/operators notified?
- Council – No trust (not only around airport), manipulated, what are they hiding, lack of transparency. Why can't we see content M.O.U?
- Fly Neighbourly Agreement – what does this mean/how is it any different?
- Impact on community (health studies)
- Feasibility study – what value placed on affected rate payers?
- No clarity on numbers presented
- Impact on other airport users
- Noise level – over houses every two minutes
- Property value
- Trust operators
- Pollution – impact stormwater run off
- What residents bought into has changed – trained pilots previously, activity fundamentally changed

- What does future hold?
- Flood level impact on construction – Council regulation?
- Large area and change of fuel
- Transport of fuel
- Airport lease/ownership

Table questions and comments:

- Airport fence \$150 given back to Federal Government when granted to Council:
 - Accident damage to aircraft by kangaroos
 - One aircraft owner sued council for damage - what was the outcome?
 - Council has to abide by WHS laws re-fence
- Is Council considering the distress by this proposal?
- What is the process if the agreed procedures in the MOU are not followed, as MOU's are not binding agreements?
- What firefighting equipment will be used, including types of foam used?
- \$500K already put into this project. Where has this been spent?
- Why a rental concession needed for two years?
- Define equivalent full time employment?
- Why are landing fees reducible on achieving 35 EFT positions?
- Why does council think residents want this development?

Table questions and comments:

- Has Council considered the results of a legal action re loss of amenity, loss of property values, psychological stress caused by constant drone?
- Will my rooftop water collection be contaminated?
- Will organic farming be affected?
- Letter box communication – online fails many who have little understanding/limited access to the internet?
- Why is this considered to be a necessary development?
- Who exactly benefits from 24 hour operation?
- No consideration to residents for noise pollution
- Why does Sydney airport have curfew when we cannot?
- Will twin engine aircraft be used in the future?

Table questions and comments:

- What are the financial projections past 2018?
- Noise/flight numbers?
- Time delay between incident/accident
- Aldavilla real estate values have been adversely affected (local agent stated sales lost)
- 10 April 2017 Aircraft near miss above house 20-30 metres (not on flight path – reported to Airservices Australia)
- Rates rising out of control and loss of quality of life from airport (unbearable – Council out of control)
- No contact with residents outside 4km radius of airport but effect on lifestyle (ridiculous)
- With so much opposition to this project why is Council going ahead?
- Residents should start a class action against Kempsey Shire Council
- Question the student spend estimate of \$43,900 per student annually
- Airport donated to KSC by Government with limitations (question freehold)
- Avgas

Table questions and comments:

- MOU not made publically available – why?
- Freehold vs Lease – still happens
- Impact on current users – any priority? process?
- Safety – cutting engines over houses
- Inconsistent flight paths
- Noise – volume, amenity – loss, frequency, win/win
- Agriculture in valley
- Passive outdoor recreation
- Absence of bees – any link?
- Fire management plan? Toxic?
- Policing of conditions on flying operations
- Validity of claimed economic benefit to Kempsey
- Lack of understanding of training operations – EFOT, cutting engines and restart?
- Larger aircraft for training – twin engines, jets?

- Roads and traffic – AIAC expansion, gaol expansion?
- Who paid for modification to existing building to be used as a class room?

Table questions and comments:

- Noise study completed without consultation and not independent and has been completed by same company as original
- Noise study only looks at one plane's noise, there will be more than one in flight
- Wildlife assessment – corridor for flying foxes?
- Meeting held during school holiday, during NAIDOC Week, where number of people unable to attend and meetings made difficult to attend by having to register
- Lack of transparency – Kempsey Council not addressing issues – skirting around them
- What happens after this DA, after 2018 – is there a cap on their expansion?
- Council is acting like it is already approved and not really interested in what community issues, are only going through motions
- If the financial impact to community is so high then why have we not seen the impact with the current flying school
- Is it true that there is a possibility of the Flying School gaining freehold title to any part of the Airport?
- Expansion of times and numbers extreme and disastrous to the rural ambience and way of life
- Action group is looked at to be negative towards Airport expansion but they are just wanting to get answers to the community that Council haven't and to be a voice for the community
- Traffic is going to increase and inadequate traffic assessment
- Safety – what is in place in case of an emergency? Are any of these services onsite? Airports with this amount of usage have onsite emergency services?
- Will other users still be able to use airport e.g. parachuters and model, Kempsey Flying Club jets that currently use airport
- Why can't the Fly Neighbourly Agreement be incorporated in the DA?

Table questions and comments:

- Where is MOU? Who has seen it?
- What kickbacks have KSC received for airport?
- Why is Mayor Campbell never available for comment on airport?
- With so much opposition to this project because of total destruction of quality of life and questionable financial gain to Community, why is Council even thinking of going ahead?
- Projections past 2018?
- How is it possible to even have a fair to the Community FNA?
- Where is there a flight path where there are no houses?

- Destruction of quiet, peaceful valley (tourism)
- Avgas

Table questions and comments:

- Referendum?
- Privacy for householders – flights always going over
- Continual use of *SAME* circuit!
- Who *REALLY* owns airport?
- Current DA – what is its status?
- Real estate values will drop
- Why was noise study done on Monday when Sunday was so busy (none on Monday)?
- Is there a possibility that any part of the airport will be freehold enabling the flying school to purchase?
- What financial support does Council give?
- Rate payers/residents who pay rates, support the area and live permanently here should be given first priority to a decent lifestyle.
Why is this being taken away by people who have no long lasting commitment to living here?

Table questions and comments:

- Behaviour of students re property trespass?
- Increase in traffic, buses, surface airport
- Income versus costs for Kempsey
- Lack of accommodation, cost of rent, impact on locals and visitors
- Airport lease transfer to freehold
- Limits on aircraft and flight times after 2018
- No flight tower to control movements – language problems
- Complete lack of information from Council
- Noise impact on health and wellbeing – only 42 hours a week of respite not sufficient
- Flight paths are not used – aircraft flying over houses

Table questions and comments:

- What happened to the idea of the Macleay Valley being a food bowl? How can we have a food bowl and good reputation if covered in aviation fuel?
- What about the effect on tourism that creates millions each year?
- Why won't the MOU be released to the public?
- Why is fuel storage tank being stored in a floodway?
- Why will proposed expansion be in a floodway?
- What about people's right to clean air, privacy and a quiet life?

Table questions and comments:

- Actual noise study –
 - What methodology/how will this be conducted?
 - Where will receivers be located?
 - Who decides receiver locations?
 - What monitoring technology is being employed?
- Are actual noise assessments being performed according to Australian Standards?
- Proposed operating hours (per DA) are unacceptable –
 - 6 hour 'window' of quiet sleep time is unhealthy (per WHO recommendations)
 - Adverse lifestyle impact on weekends and evenings
- Appreciate airport is a 24hr/365 day facility *BUT* AIAC should be subjected to reasonable business operating hours like any other noisy industrial business i.e. 5 days per week, 8am -6pm, limited exceptions within reason particularly with regards to night flights
- We don't want other airport users (skydivers, recreational flying club etc) being restricted by AIAC operations
- What MOU's are in place today and what is the proposed content of any future MOU(s) – Public Consultation
- Proposed @ 28,000 flights far too significant for Kempsey Airport given neighbouring residences
- Fly Neighbourly Agreement - want minimum flight altitudes and flight paths agreed
- Why is Council reluctant to put operating restrictions into conditions of development consent i.e. legally enforceable solution rather than merely a gentleman's agreement (FNA)?
- If FNA liked to lease, we rely on landlord (i.e. KSC) to enforce/address any breaches and we don't trust Council will do this effectively
- Council didn't feel that way previously so case precedent says otherwise



SAVE KEMPSEY AIRPORT ACTION GROUP COMMITTEE (SKAAGC)-PART 1

KEY

KSC-Kempsey Shire Council

NJRPP-Northern Joint Regional Planning Panel

AIAC-Australian International Aviation College

SoEE-Statement of Environmental Effects

CURRENT POSITION

- We support **current operations** of Kempsey airport.
- We are open to proposals for economic development that have gone through due process and have been properly independently evaluated.
- We are fully aware that Kempsey Airport is a significant piece of regional aviation infrastructure and remains important in the social and economic fabric of the Macleay Valley.
- We are well aware of current operations, have no issues with how things are at the moment and support great initiatives like the recent air show and watching the skydivers.

SKAAGC are against this proposal in it's current form for the following reasons:

1. The lack of transparency and community consultation by Kempsey Council.

- Council have breached their own Customer Service and Public Notification Policy as they failed to **"ensure that all affected residents significantly impacted by potential developments be included in notifications in writing."**
- Council's lack of community consultation cascades into failing to evaluate this proposal as per requirements in the Environmental Planning & Assessment Act 1979 Section 79C 1**(b) the likely impacts of that development, with regard to environmental, social and economic impacts in the locality, (e) the public interest.**
- Council's failings cascade further by not affording the community the ability to engage in proper process in accordance with NJRPP Operational Guidelines which states that public meetings and site visits with this Panel are to occur **prior to** the lodgement of KSC assessment report.
- SoEE from AIAC dated 31 Jan has not been included in the Panels documents nor referenced anywhere but refers to all sorts of issues including buildings, operating hours, flight numbers etc and is a part of the DA.
- Copies of MOU have not been made available for public review.
- A council media release occurred on 23rd Feb stating that community consultation will commence as part of the MOU process.
- Council needs to explain why community consultation didn't start in June 2016 after the MOU was signed.

2. Building Plans

- This is an enormous staged development of nearly 8 acres.
- The plans have only been publicly displayed by the panel, not by Council.

- These proposed buildings will take up all of the current 20 private hangar spaces that were developed by Council with substantial infrastructure improvements costing \$2.5 million in 2014, were paid for with Federal Gov. Grants and Council contributions. Council need to justify the wilful waste of taxpayer's money in ripping up this infrastructure.
- Council's website is still encouraging private investments for hangar space. We are aware of 3 investors this year who have expressed interest only to be told that no space is available. The airport concept plan was developed for exactly that purpose. Council needs to explain why other investors are being turned away as this DA hasn't yet been approved.
- The plans clearly document DA42 twin-engine aircraft on the drawings. Why has this occurred, as there is no mention in the application of DA42 twin-engine aircraft being used? All documents reference only noise and emissions for the DA 40 single engine aircraft.
- The proposed buildings are for Pilot Training. NJRPP outrightly rejected Council's view that flying operations cannot be included in this DA. Pilots need to fly planes to obtain their licence and it is completely absurd to try and separate the two issues.

3. The proposed expansion of operations is grossly excessive.

- 6.00am-midnight, 7 days per week. The applicant states that anything other than these hours will be catastrophic to their business plans and flexibility will be required within these hours for the business to remain viable.
- Flights will increase by 1000% from 2800 now to 29000 by 2018. 5 flights an hour, 18hrs a day, 7 days a week. This number may be even worse on good weather days as they will have to make up bad weather days when unable to fly.

4. The noise assessment by GHD is superficial, inadequate and not independent:

- The report does not account for engine failure after take off procedures which requires full throttle and extreme landing procedures in airspace over houses in flight paths.
- The flight paths are greater than those indicated in the report and do not reflect current use by the applicant.
- We totally reject the conclusion that ambient back ground noise will limit the effect of noise from aircraft. There is no ambient background noise loud enough to mask this in this rural setting.
- We note that if approved, there are suggestions for restrictions on noise caused by construction and ground noise of aircraft but there are no suggestions for noise mitigation or restrictions once in the air.
- All noise issues have been proposed by KSC to be addressed in the Fly Neighbourly Agreement

5. Economic data in the DA is incomplete and not accurate.

- This college has been operating since 2014. Any meaningful assessment of potential economic benefits must be based on actual data about

current expenditure in the Kempsey community. Show this community the actual real economic benefits from the last 2.5 years of operations, not as per "**expected**" council figures in this assessment report.

- 250 students = projected \$8.8 million per year into local economy.
Currently operating at 25 students = $10\% \times \$8.8 \text{ million} = \$880,000 \times 2.5 \text{ years} = \$2.2 \text{ million}$ apparently into local economy already.
- KSC Manager Economic Sustainability-Susannah Smith freely admitted at Council meeting on 21st Feb that right now, they are having trouble finding accommodation for the 15-20 students and some have to reside in Port Macquarie. Can council please explain how paying landlords in Port Macquarie is economically beneficial to Kempsey Shire?

SAVE KEMPSEY AIRPORT ACTION GROUP COMMITTEE (SKAAGC)-PART 2

6. The DA does not mention anything after 2018.

- No data has been provided for Operating hours, flight numbers, student numbers, size and number of aircraft-given twin engines are drawn into the plans, future building expansions on site after 2018.
- Written and legally binding assurances need to be obtained for the perpetuity of the lease.

7. Change of lease to freehold title

- It is anticipated by the applicant that the 50 year lease will be changed to freehold title as part of the MOU2. Can council explain to ratepayers how they can sell off a community asset without community consultation?

8. State Environmental Planning Policy No 33—Hazardous and Offensive Development

- KSC need to independently reassess compliance with this Policy due to diesel fuel, oils, lubricants, aircraft fuel and noise.

9. Traffic

- Consider 'big picture' in regards to expansion of Mid North Coast Correctional Centre in conjunction with this development.
- No reference to potential impacts on amenity, safety, or road pavement life as stipulated in the *NSW RMS Guide to Traffic Generating Developments*.

10. Essential services

- Connection to suitable water supply requires developer contributions-how much?
- Review Onsite Sewerage Management Report

11. AIAC Compliance with current DA Conditions

- AIAC are flying from Port Macquarie to Kempsey to perform 'touch and go' manoeuvres outside of current DA Conditions of Consent for Kempsey AIAC base. If new DA is approved, what controls will be in place to prevent this happening in the future?

Airport meeting:

- At what stage is the airport proposal- is the meeting being held because the proposal has been passed and we need a Fly Neighbourly Agreement or is it for in case it is passed?
- How many of the people making decisions that affect the lifestyle of residents of the Shire actually live in Kempsey and would be affected by this proposal?
- What is written in the Memorandum of Understanding that was signed by the Council?
- Why does the proposal not take into account noise levels in a much wider area, not just properties surrounding the airport itself? The planes do not just take off and land but circle around doing manoeuvres over a wide area of the Valley. Studies referred to based on commercial airports don't reflect this, particularly when they are based on urban areas and not rural areas. The AIAC mapping doesn't even consider us to be noise affected in Dondingalong.
- Why is the stock phrase continually put forward about "People who have chosen to live in proximity to an airport"? We bought at Dondingalong which is not adjacent to the airport, when there were only a few commercial flights each day and no indication that there would be plans to turn Kempsey into a busy airport 27 years later.
- Why is data about noise levels in urban areas used? We live in a quiet rural area with an outdoor lifestyle. People work outside and relax outside. If there has been no research about noise impact in rural areas, then some needs to be done before this proposal goes ahead. Looking at internal noise levels in a city and using that data here is like comparing chalk and cheese- if we'd wanted to live near a noisy airport, we'd have moved to Sydney or Bankstown.
- Is there any research about night time flight noise in rural areas, when there is no other background noise, and how this affects people's sleep? The research quoted was based on commercial and military airports and not relevant to this area.
- Has any research been done with the Chinese pilots, asking where they spend their money? The research quoted by AIAC about international students and the economic benefits must be flawed when referring to a rural town rather than a large centre. I would suggest that most international students would not want to

stay in a small town at weekend but would want to travel and see Sydney, tourist destinations or some of the coastal areas- in which case the economic benefits of the proposal are very limited. Any relatives visiting would also want to see Australia and not just Kempsey.

- Has any research been done about the negative economic impact of the noise on the tourist industry? Most people would visit the Macleay Valley to enjoy the scenery and peace and quiet and would not enjoy the constant drone of aircraft flying overhead, which will lead to less visitors to the Macleay.
- How will the noise levels affect property values and how can a study of property values in Amsterdam, quoted by AIAC have any relevance to property values in Kempsey Shire?
- Why are the planes allowed to stall over a wide area, not just those mentioned by AIAC? Eg Dondingalong area
- What hours are currently proposed for night flying and why are major airports allowed to have a curfew and Kempsey is not? If 20% of the total flying activity is to be at night, how many nights a week are we to be sleep deprived? Will that 20% be several hours each night?
- Is the Council allowed to destroy the hangars paid for only 3 years ago by taxpayers' money? Are private investors being turned away?
- How can we comment upon the development application and its statement of environmental effects, as displayed on the KSC website? The process for people to write their their opposition to the project needs to be made public.

Anne McLellan
4/7/17

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MARCH 5 2013

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Chinese pilot-training program spreads its wings to Mangalore

Darren Gray

Shixiang (Albert) Ma can readily identify the highlights so far of his 60-week pilot training course. Alone in the cockpit, in charge of the controls on his first solo flight high above the flat plains of northern Victoria is one of them.

But the trainee pilot, who is one of a group of 80 young Chinese men learning how to fly at Mangalore, quickly adds another, perhaps less dramatic moment. "Another highlight is that I gave a speech at a local Rotary club. That was a very good experience. I talked about flying and life here as a student pilot, and had a great meal."

The 21-year-old from the Chinese city of Wuhan and his young countrymen are all airline cadets with China Southern Airlines, one of the biggest airlines in the world. When they are not in the cockpit, on the tarmac, or in a training room, the 80 trainees can be found nearby at Seymour, where they live in 16 houses.

"I really enjoy living in Seymour. My room-mates are very good and we get along pretty well. I'm really having a great time here. Sometimes we have a barbecue on weekends and parties," Mr Ma said.



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Forming a V-wing: Some of the Chinese trainee pilots on the runway at the Mangalore airport. Photo: Justin McManus

The pilots are being trained by Victorian company **Moorabbin Flight Training Academy**, which has trained pilots on behalf of **China Southern Airlines** and other Chinese airlines for seven years.

The academy, owned by Melbourne businesswoman **Ling Mai**, is about to get busier, after its quota of students from China Southern Airlines was lifted from 80 to 110. The next group will start later this month.

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Ms Mai said more than 200 Chinese pilots have graduated from her company's course. "Some of our graduated cadets, a small number, [have] already become first captain. And they fly to Melbourne and they visit us."

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Chief instructor John Matthews said the **Mangalore airport**, about **130 kilometres north of Melbourne**, has suitable infrastructure for pilot training, including long, wide runways and substantial navigational aids that are crucial for the advanced stages of training.



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"The weather is significantly better than Melbourne, which is ideal for the early stages of training when the students need clear skies," he said. "In a regional setting also the air traffic is not as dense as you'll find at Moorabbin and Essendon, which means that in a small way it's a bit safer perhaps at times and certainly a little bit less constrained for the training. So the students can experience more, earlier in their training."

Mr Matthews, who had a 31-year career in the Australian Defence Force, including three years as the commanding officer of the Royal Australian Air Force's Central Flying School, is impressed by the students' intelligence and enthusiasm. "The students, on average, are in their early 20s. They've come out of two years of university, they're bright, their English varies a little bit in range but it's certainly at a level where you can converse comfortably with them."

He said the cadets are among thousands of Chinese undertaking pilot training in China, Australia, America, Canada and Europe.

The Chinese aviation industry is expanding so fast that it is outpacing the capacity for pilot training, Mr Matthews said. "So what they've done, very wisely, is they've identified countries where they know the standards are good and they've outsourced training into those countries. It's not all of the training; it's the basic commercial pilot training."

Aviation Minister Gordon Rich-Phillips, himself a keen pilot, welcomes the influx of young trainee pilots from China. "The increase in the number of pilots being trained at Mangalore shows how the relationships we are building through our trade missions to China are having a positive impact on local communities," he said.

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Facts

- City airports have curfews. Why don't we deserve the same respect? Kempsey proposes to accept flights from 6a.m. until midnight with flexibility beyond those times
- Health studies have shown that the disturbance caused by aircraft noise pollution especially at night leads to
 - Hypertension. Because Kempsey has an identified aging
 - ✓ population and high Indigenous population, our community is already experiencing high levels of hypertension. This added noise especially during the night, is adding to the risk of a vulnerable cohort.

Reference

<https://www.ncbi.nlm.nih.gov/pubmed/18335099>

- Noise levels have a direct impact on learning and behavior difficulties in children. Kempsey schools are already identified as some of the lowest performing schools in the state (refer to Myschools website) and this is has a further negative impact on student learning.



Reference: World Health Organisation study, Noise Pollution: A Modern Plague. Lisa Goines, RN and Louis Hagler, MD. Used with permission from the Southern Medical Journal and the authors Southern Medical Journal, Volume 100: March 2007, pages 287 -294 <http://www.nonoise.org/library/smj/smj.htm>

- Pollution caused by **Particulate Matter** causes many health risks including respiratory problems. Emissions are highest when the aircrafts take off and are most damaging at night.
 - ✓ Health Risk Prioritization on Aircraft Emissions Related Air Pollutants. Partnership of AiR Transportation Noise and Emissions Reduction AN FAA/NASA/Transport Canada
- <http://web.mit.edu/aeroastro/partner/reports/proj11/p11compndsemi ss.pdf>

To state that the aircraft are emitting the same pollution as a 4 wheel drive is misleading as this statistic is when the aircraft are cruising (at 60%) not taking off at (100%). Learners are constantly taking off, doing touch and goes and landing. Full throttle is required at this time so the pollution is greatly increased.

- Studies also
- We do not presently have 28,000 four wheel drives driving above our water supplies emitting particulate matter directly into our tanks and town water supply. So why is this analogy of the 4 wheel drive being quoted as a reason to permit this unacceptable level of pollution?
- Williamstown and Brisbane have now both had critical levels of
- ✓ environmental damage caused by the fire fighting equipment used at their airports. The water table is very close to the surface at Kempsey, putting us at higher risk of such environmental devastation.
- There are no laws in Australia that mandate people using the more environmentally friendly firefighting foams. Those containing **PERFLUORINATED COMPOUNDS** are cheaper but according to QANTAS

securing supplies of the most environmentally suitable foams is difficult. What firefighting foams are being used at Kempsey? PFAS chemicals? The airbases at Oakey, Williamtown and more recently in Brisbane have experienced toxins in the soil and waterways making the surrounding land environmental disasters because of this firefighting equipment.

Actions

Other commonly applied **noise management measures** include:

Are these included in our Flying Neighbourly agreement?

- **depicting preferred noise routes on a map that avoid residential areas as far as possible;**
 - **avoiding over-flying sensitive sites such as hospitals and schools;**
 - **providing noise insulation for the most severely affected houses;**
 - **applying different operational charges based on the noisiness of the aircraft;**
 - **monitoring individual noise levels and penalising any breach.**
 - **building barriers and engine test-pens to contain and deflect noise;**
 - **limiting night operations;** 7-7.
- ensuring that the optimum runway(s) and routes are used as far as conditions allow;
 - using continuous descent approaches and departure noise abatement techniques;
 - avoiding unnecessary use of auxiliary power units by aircraft on-stand;
 - towing aircraft instead of using jet engines to taxi;
 - limiting the number of operations or the extent of a critical noise contour;

Eurocontrol, Environmental Issues for Aviation

<https://www.eurocontrol.int/articles/environmental-issues-aviation>

Figure stating how much money has been invested by council to date?

How many ^{actual} jobs have been generated to date?

Why have our rates increased?

**Proposed Expansion of AIAC Pilot Training Operations at Kempsey Airport
Issues & Concerns - Kempsey Council Community Workshops**

John Pearson

KSC Process:

Issue	Specifics	Comment
Lack of trust in KSC handling of this issue. Lack of proper community engagement & input	KSC (via AIAC) is steaming ahead with GHD commissioned to undertake further noise monitoring without community input.	KSC undertook to engage with the community re independent noise assessment methodology, the contractor and location of 'receptors'. NOT DONE

AIAC Operations:

Issue	Specifics	Comment
Unethical management behaviour	Bullying tactics. Attempts to control airspace at expense of other users.	Pressure put on Coffs Skydivers and Model Aircraft users cease operations at Kempsey.
Lack of trust	AIAC cannot be trusted to comply with any conditions imposed on flying operations. Flagrant disregard for EXISTING Council conditions of consent re flying days & hours. Flying on Easter public holiday.	AIAC claims taking off from PMQ, circuit training with 'touch & go' at Kempsey airport and returning to PMQ does not contravene KSC conditions as no landings take place at Kempsey.
Noise	Consistency of noise, regardless of volume, due to: Flight numbers Frequency of flights Flying days & hours Non-compliance with EP&A Act 1979 s79C 1(b) & (e) Non-compliance with SEPP 33 - Offensive Industry	Operating regime represents unreasonable burden and loss of amenity for residents near the airport (say within 4 km radius) Community demands proof of any claimed compliance.
Noise assessment	Lack of faith in GHD noise assessment report.	No community input to process.

Issue	Specifics	Comment
Noise - Aldervilla School	Consistency of noise will impact school learning	Physical noise mitigation may be required such as double glazing.
Safety	Risk of aircraft accidents due to trainee pilots & potential language difficulties	
AIAC operations beyond 2018	'Thin end of the wedge'.	What plans does AIAC have beyond 2018?
Economic Benefits	Economic benefits to Kempsey are modelled only - not solid proof. Concern claimed economic benefits are exaggerated. Economic benefits flow predominantly to AIAC business.	AIAC has been operating for close to 3 years. KSC must demonstrate actual economic benefit to date. Proof required - not spurious modelling.
Environmental Impacts	Concern over risk of emissions to pollute: * Council water storage. * Residential tank water. Concern of drainage eroding neighbouring properties. Concern over adequacy of effluent treatment to match proposed personnel numbers.	
Land tenure	Freehold v's lease	If AIAC expansion proceeds then community demands lease arrangements, not freehold.
Property values	Consistent aircraft noise under proposed AIAC operations will impact property values.	Residents & potential buyers know & accept: * Kempsey airport is an underutilised asset. * the airport was & can be used for commercial commuter operations and recreational flyers.

		Residents cannot cope property values declining due to the level of & repetitive nature of use proposed by AIAC days & hours of operation.
Traffic & Roads	Concern over traffic volumes on Sherwood Road when taking into account expansion of both AIAC operations and Corrections Centre. Concern over narrowness of Sherwood and poor intersection design at Sherwood Road & Armidale Road to safely cope with increased traffic volumes. Concern re wear & tear on roads.	Traffic to Corrections Centre consistently use Sherwood Road where as current conditions require it to use Link Road.

IN QUOTES

To the Mayor and Councillors of Kempsey Shire Council

I am writing to you with regards to the pilot training facility being conducted from the Kempsey airstrip.

In April this year I became aware of increased activity in the airspace over my property at Yarravel. This has been typified by low-flying aircraft which circle with monotonous regularity, generally three or four minutes between passes, lasting for close to an hour and sometimes involving two aircraft at different levels.

After initially contacting Kempsey Shire Council and subsequently the Australian International Aviation College, I have been presented with conflicting information from staff of both organisations. Endeavouring to clear the confusion, I contacted Chief Flying Instructor/Assistant General Manager, Mr Kevin McMurtrie who had declared an interest in hearing from concerned Kempsey Shire residents. "I encourage anyone from the community to contact me personally if they have any concerns about the operation ... we want to work with locals, we don't want to become a nuisance" (Macleay Argus – 23/6/2016). I posed several questions and was a little disappointed by Mr McMurtrie's response which was to the effect that he was putting together an information sheet that would be available "within the next few weeks".

Here are the queries I presented to Mr McMurtrie:

Is your organisation authorised to fly on public holidays. The KSC says no, your employee stated emphatically that this was not the case. Certainly I experienced a great deal of air traffic on Good Friday, Easter Monday and Anzac Day this year.

Is it correct that you will be flying between 7am and 7pm Monday to Friday and 7am to 5pm on Saturday and Sunday?

KSC indicated that regulations permitted flights over urban areas at 1000 feet and above less populated areas at 500 feet. However, the Environmental Defenders Office solicitor I spoke to, said that trainee pilots are not obliged to observe these restrictions and can in fact, fly much lower. This seems to be borne out by the very low altitudes at which aircraft are now flying directly over my home. Could you please confirm which is correct?

KSC has told me that AIAC is currently restricted to 12 night flights per annum. Is this correct and will you seek to extend the number of night operations?

When you have the full complement of trainee pilots, what is the projected number of flights daily weather permitting?

Will your organisation be varying the flight paths?

Obviously I am anxious to have these questions answered and Kempsey Shire Council could assist me more rapidly by supplying a copy of the operational proposal submitted by Australian International Aviation College and approved by Council prior to the signing of the Memorandum of Understanding.

Could you also clarify the funding arrangements with regard to the \$7million flight training school? I understand that \$500,000 of Kempsey rate payers' money has already been utilised for the Aviation Business Park. Is the new facility to be funded by the AIAC parent company Hainan or is there a local component from the Shire? On what basis is the estimation of a student pilot's annual expenditure

of \$45,000 in the area made? How many of the 120 new jobs created will actually be taken up by rate-paying residents of the Kempsey Shire?

I relocated to the Macleay Valley five years ago because of the peace and privacy it afforded. In the six years since I purchased my rural property, the rates have almost doubled. I do not receive town water and have spent almost \$10,000 in water infrastructure. I have spent \$5000 to bring my private lane to an acceptable condition. I don't have sewerage and don't use the garbage collection as this entails dragging the bins 400m up and down hills.

Do not view this as a complaint, I was aware of the lack of services and don't require them. I merely point this out to demonstrate that I am willing to forgo these conveniences to sustain a peaceful existence.

However I am deeply angered by the difficulty in obtaining information and the lack of public consultation in a matter that impacts on my peace and encroaches on my privacy. I was told that Council did not have to refer to public opinion as the pilot training facility operates within the existing hours of the airstrip. I would dispute that constant circling of aircraft at very low altitudes falls under the normal take-off and landing procedures which I accept without question. If rate-payer monies are involved in this project, surely there is need for public consultation.

Can you please explain why I am paying rates without benefit of services and yet don't have a voice in decisions that affect me.

I look forward to receiving a copy of the proposal as submitted by AIA College and would appreciate a response from all Councillors concerned regarding their stance on this matter. It would be helpful to have the answer to all these concerns prior to the Local Government election.

Thanking you in anticipation.

Yours Faithfully

Jan Shepherd



BOOROONGEN DJUGUN LIMITED

(Sleeping on Home Ground)

A.B.N. 79 638 718 552

A.C.N. 162 957 315

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4 July 2017

Councillors
Kempsey Shire Council
22 Tozer Street
West Kempsey NSW 2440

Dear Councillors

Executive Management of Booroongen Djugun Limited would like to attend a Workshop to put forward our concerns regarding the:

- proposed expansion of use of Kempsey airport;
- flight path of learner pilots across our aged care facility;
- substantial assets (\$6 million) directly under the proposed flight path;
- noise effect of the planes on residents and on-site staff; and
- complete vacuum of information on how the quality of our organisation will be negatively affected.

Booroongen Djugun Limited has an on-site staff of approximately 110 with 70% being Aboriginal workers. It is believed that the proposed expansion of usage of Kempsey airport will make our existence completely unviable.

Booroongen Djugun Limited is a 60 bed aged care facility, a range of services for Aboriginal community members who are aged, frail aged, and people with a disability; and a substantial Registered Training Organisation (RTO) primarily for Aboriginal accredited industry training.

When Booroongen Djugun Limited was established it was indicated to us that commercial and emergency flights would never reach a level that would adversely affect our operations.

There is no way this proposed development can be considered while there is so many unanswered questions. Employment, education, and residential aged care are at risk.

Yours faithfully

Gary Morris OAM
Chief Executive Officer



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into **OLD AGE CARE** with *Dignity*
and *Respect*





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14 March 2017

Councillors
Kempsey Shire Council
22 Tozer Street
West Kempsey NSW 2440

Dear Councillors

Booroongen Djugun Limited (BDL) has substantial assets (\$6 million) directly under the flight path of the proposed expansion of use of Kempsey airport.

BDL operate a 60 bed aged care facility, a range of services for Aboriginal community members who are aged, frail aged, and people with a disability; and a substantial Registered Training Organisation (RTO) primarily for Aboriginal accredited industry training.

BDL have an on-site staff of approximately 110 with 70% being Aboriginal workers.

We believe that the proposed expansion of usage of Kempsey airport will make our existence completely unviable.

When we were established aircraft noise was considered and it was indicated commercial and emergency flights would never reach a level that would adversely affect our operations.

It is no minor matter when employment, education, and residential aged care are put at risk.

There is no way this proposed development can be considered while there is a complete vacuum of information on how the quality of our organisation will be negatively affected.

Yours faithfully

Gary Morris OAM
Chief Executive Officer



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and *Respect*



The proposal of aircraft movements 18 hours a day, 365 days of a year is excessive in the extreme and shows the complete disregard for the people of the Macleay by AIAC, aided and abetted by Kempsey Shire Council.

Ideas on Flying Friendly agreement:

- Limiting the hours of flying to daylight hours
- Insisting that the firefighting equipment is free from perfluorinated compounds PFAs. This is not mandatory in NSW but due to recent environmental disasters meetings are being held to look at mandating more environmentally friendly foams.
- The flying school should be responsible to pay for noise insulation in the homes of nearby residents.
- flight path diverted away from schools including preschools, the hospital and aged care facilities
- aircraft should have charges applied if they are higher noise polluters i.e. older planes such as what is presently being used should be charged more than newer, quieter machines
- **Noise readings should be done without the knowledge of the flying school and include the noise levels at the school, aged care facility etc.**

A few questions needing answers:

- Council stated that MOUs are not binding agreements so what occurs if the MOU is broken?
- Why hasn't consultation occurred before stage 2 to ensure that this is what the community that the council are supposed to represent actually want?
- Could the 35 full time equivalent positions please be itemised so these promised advantages are transparent.
- Why is the airport costing the rate payer \$195,000 per annum to maintain, itemised please and is that now reduced since the beacon is no longer maintained.

The Macleay is a beautiful valley with climate and coastline that would be hard to beat anywhere in Australia so why is the Council choosing to drive us all mad by inviting an Aviation College into our midst. There is no escaping the noise and pollution. And how dare Council guarantee a 50 year lease to AIAC, this locks our children and grandchildren out of this area, who would want to live with the noise and pollution. Well really the community needs to sight the MOU where undoubtedly Council have promised to convert from leasehold to freehold and hand over the airport to AIAC.

AIAC is saying people who live near the airport must have anticipated airport noise. I live at Euroka and I am bothered by the noise.

Today you will not hear from the people who could possibly be sacked for opposing the airport expansion as there is money to be made by a select few in the initial constructions.

I note the flight area has been contained for now so there are minimal objections from the public but with the expansion of flights this will spread all over the Macleay, so those who think they are unaffected are in for a rude shock.

I can understand the passions and anger expressed today - people are seeing their homes/ properties, heritage and family life destroyed by this development and they need to channel

their anger - at it's Council who deserves the brunt of this criticism as it is this entity that is failing the people it was elected to serve rather than the Applicant (AIAC).

Focussing on the key issues - I have broken them down to the following headings:

1. Socio-economic (How does the presence of the AIAC benefit us financially and as a community over the loss to our reputation as a 'foodbowl' and potential. What significant benefit has there been to the business community in the last year apart from Coles & Woolworths. What price is ones sanity
 2. Amenity (Noise pollution particularly for those living in the vicinity of low flying operations, disturbance of the peace,) I live at Euroka, not especially close to the airport and yet I have had flights going over my home and circling on some days every 2 to 4 minutes. I went out in the afternoon to get away from the noise
 3. Health and Wellbeing (Direct impact on health of vulnerable groups, livestock and the community in general)
 4. Environmental (Tied into the above but looking at all aspects - ground, air, noise, water associated with the scale of this development). I have been told the noise tests commenced on Monday 3rd July, strange that the number of flights are much reduced on Monday and Tuesday I think I counted about five. And they were either flying higher and not using as much throttle to cut back on the noise. Whereas on Friday Saturday and Sunday prior they were driving me insane.
 5. Big picture - national interest (Foreign ownership - spate of Chinese flying schools around the country and the impact on local communities.) Why is Kempsey Shire council rolling out the red carpet to a foreign entity and completely ignoring the ratepayers and their well being.
- Although the AIAC said their business plan and DA did not project any expansion beyond the 2018 figures, this was predicated on the type of aircraft and limited runways and also flying hours. However once the DA is approved and they have established a foothold, there would be no impediment for them to submit a further DA into expanding and developing both facilities and operations.

Further thoughts:

- The mention that there are no night flights from Kempsey at the moment leaves open the question as to the training flights coming in from Port Macquarie and Coffs Harbour over this area. Just what is going on why are we having flights over Kempsey from Port Macquarie and Coffs Harbour. Is KSC is aware of this. It states in the AIAC response to Council from the public submission that AIAC was conducting minimal night flying and yet they stated yesterday they were not conducting night flying.
- We need a breakdown on all costs to date associated with the DA in addition to the usual annual expenditure required to maintain the airport for all users. It would be helpful to break the costs down at a rate payer level. How much are each of us paying to have the airport here?

- We should also seek independent assessments into each of the core issues - economic, noise, health and environmental and not proceed with the DA until these have been completed and report submitted for public scrutiny. The current noise assessment taking place this week strangely there are fewer aircraft taking off and they are not going as usual full throttle. We are not stupid.
- In drought there are inevitable water restrictions. Why are we just allowing AIAC to use our ratepayer funded infrastructure. i.e roads, electricity, water. Hospital, ambulance and medical practitioners.
- Finally I would push for transparency in their communications and decision making - and providing a (redacted) summary of the elusive, second MOU. What has Council promised AIAC in a 'Stage 2' development. The Applicant needs to submit a 10 year business plan, based on various scenarios and cover all mitigation measures to reduce negative impact on the Macleay Valley.

Lois Hillard



Artist's impression of Mareeba Airport's proposed flying school.

Tropical North Queensland will become a training hub for Chinese pilots if plans for a multi-million dollar flying school on the Tablelands come to fruition.

High-ranking university delegates from China are visiting the region this week as part of a vision to develop the aviation academy at Mareeba Airport.

Carl Williams of [Australian Education Overseas](http://www.aedu.com.au) (<http://www.aedu.com.au>), the Cairns-based company hosting the visit by executive leaders from Shanghai Jiao Tong University Education Group, said there was an "incredible demand" for new pilots in China, but a lack of capacity to train them in-country.

"The Cairns region is already home to a significant array of aviation expertise and Mareeba Airport is the perfect location to establish and operate a flying school catering to Chinese pilots."

Mr Williams said the proposed school would have flow-on effects for the TNQ economy, including high-skilled jobs for the region, investment in student accommodation and increased aircraft maintenance contracts.

Member for Leichhardt Warren Entsch agreed, calling it an "exciting proposal" and saying the facility would complement and strengthen numerous local industry sectors.

"Tourism and Hospitality and International Education are identified as two of the five industry pillars that play to Australia's strengths and have the most potential for growth," Mr Entsch said.

"Initiatives from the private sector that will help attract new airline connections and international investment and grow the aviation sector in northern Australia will play a critical role in the long term development of the region."

AN IDEAL LOCATION

Vice president of Shanghai Jiao Tong University Education Group, Junping Dong, said flight training was increasingly difficult to deliver in China.

"China needs approximately 5000 new pilots each year over the next 20 years to meet growth projections in passengers and flights," he said.

"But due to factors such as airspace restrictions it is difficult for trainee pilots to complete practical flying exercises."

"The Cairns region has far more capacity in terms of airspace to provide practical flying training and this is why we are very interested in the proposal to build a flying school in Far North Queensland."

"We are working with our partners at Australian Education Overseas to identify appropriate sites for a flying school and also nominate potential stakeholders and service providers."

A PARTNERSHIP WITH POTENTIAL

The visit to Cairns and Mareeba Airports and various meetings with key aviation stakeholders is the latest chapter of the joint venture partnership between Australian Education Overseas and Shanghai Jiao Tong University Education Group, the third largest university and private high school network in China.

Over the past 18 months, the two groups have worked together to establish and operate teaching of the Australian high school curriculum in China, creating a pipeline of students who want to complete their tertiary qualifications in Australia.

"This visit is a hugely important step in developing the vision and formulating a detailed proposal for a network of investors and stakeholders," Mr Williams said.

Photo gallery: International flying school



Read more on TropicNow

- [Best coffee in suburban Cairns \(2016/sepember/1/best-coffee-in-suburban-cairns.html\)](#)
- [Will Cairns boom over the next five years? \(2016/march/5/will-cairns-boom-over-the-next-five-years.html\)](#)
- [About Us \(about-us.html\)](#)
- [Croc caught on camera at Green Island \(2016/november/30/croc-caught-on-camera-at-green-island.html\)](#)
- [IKEA launches online shopping and pickup service in Cairns \(2017/january/24/ikea-launches-online-shopping-and-pickup-service-in-cairns.html\)](#)
- [14 awesome signs you've lived in Cairns and love it! \(2017/january/9/14-awesome-signs-vouve-lived-in-cairns-and-love-it.html\)](#)



Kempsey Airport Presentation Community Workshops July 2017

- Kempsey Airport Overview
- Financial Information
- Mid North Coast Aviation Excellence Plan 2011
- Existing Memorandum of Understanding KSC & AIAC
- Expected Economic Benefits
- Current Development Application for Flying School
- Fly Neighbourly Agreement

Kempsey Airport Overview

- Airport established in 1936
- Ownership transferred from the Commonwealth Government to Council 24 May 1993
- Under the Deed of Transfer Council obliged to ensure that the facility operates as an unrestricted public airport
- Current users include:-
 - Private aircraft and hangars
 - Emergency services (RFS, police, NSW air ambulance, SES)
 - Aircraft servicing and repair business
 - Flying Club
 - Australian International Aviation College Pty Ltd (AIAC)
 - Itinerant aviation users

Kempsey Airport Overview (cont.)

- Airport assets include:-
 - Primary sealed runway: 1643m x 30m
 - Secondary grass runway: 641m x 18m
 - Associated taxiway and apron areas
 - Passenger terminal building
 - 11 x Hangars
 - Avgas facilities
 - RFS water and foam tank facilities
 - General aviation facilities
 - Temporary classroom facilities AIAC

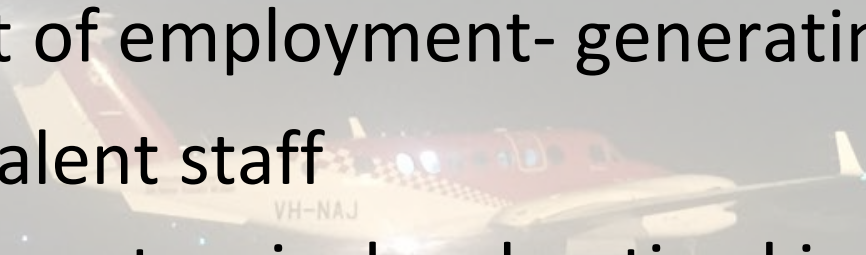
Financial Information

- Operating Income 17/18
 - Landing fees
 - Hangar rentals
 - Residence
 - Aircraft parking
 - AIAC rental
- Operating Expenses 17/18
 - Safety inspections
 - Maintenance
 - Mowing
 - Lighting
- Nett Operating Loss 17/18
 - \$194,440



Mid North Coast Aviation Excellence Plan 2011

- Port Macquarie, Taree and Kempsey airports
- \$2.5 million infrastructure upgrade
- \$2 million Federal grant - \$500,000 Council contribution
- For establishment of employment- generating aviation businesses
- 35 full time equivalent staff
- Airport prospectus extensively advertised in aviation publications
- Several preliminary enquiries
- AIAC only party to put up a firm proposal



Existing Memorandum of Understanding KSC & AIAC

- Only applies to Stage 1 of the development
- Other stages will be subject to a revised MOU
- Contains information that is 'Commercial in Confidence'
- Heads of agreement include:
 - 50 year lease
 - Rental concessions for 2 years, thereafter rent paid at full market rate
 - Revised market valuation of rent every 10 years
 - Landing fees at full rate, reducible when 35 EFT employees reached
 - Aircraft parking not included in MOU
- MOU will need to be revised if DA approved

Expected Economic Benefits of AIAC Expansion

Stage 1

- \$3.1M development
- \$12M aircraft (21 aircraft)
- 150 Students (student spend \$43,900 per student per annum (Deloitte Access Economics 2009, 2013) = \$6.6M/annum into local economy + 44 flow-on jobs in Stage 1)
- 35 Staff (flight instructors, admin, engineers etc) – for every one staff, 3.65 jobs created in the local community (128 flow-on jobs in Stage 1)

Stage 2 \$14.9M development

- 200 Students (\$8.8M local spend, 58 flow-on jobs & \$200K in international tourism)
- 58 Staff (generates 212 flow-on jobs)

Current DA for Flying School

- Separate current consent for the existing flying school
 - DA for \$18 million expansion of the flying school comprising:
 - Lecture rooms
 - Hangar
 - Aircraft parking
 - Maintenance facilities
 - JRPP consent authority as development value more than \$5 million
 - Panel met 15 March 2017
 - Deferred determination:
 - Noise impacts (actual flight data)
 - Social, health and safety impacts
 - Traffic
 - Potential contamination
 - Additional information addressing all issues yet to be received
 - Additional information will be renotified
- 

Fly Neighbourly Agreement

- Aircraft Noise in air, take-off, landing and taxiing controlled by Commonwealth Civil Aviation Regulation
- Fly Neighbourly Agreements(FNA) limit:
 - operating heights,
 - frequency,
 - timing and
 - areas of operation
- Normally a voluntary code of practice between aircraft operators and communities
- Emergency services and to have access to low level airspace as needed

Fly Neighbourly Agreement (cont.)

Steps to Develop a Fly Neighbourly Agreement

- **STEP 1:** Report to Council seeking endorsement to enter into a FNA
- **STEP 2:** Preliminary community consultation, including referral to the Office of Airspace Regulation
- **STEP 3:** Report outcomes of preliminary community consultation to Council to endorse the scope of Noise Management Plan and FNA
- **STEP 4:** Seek EOIs from suitably qualified consultants to prepare the Noise Management Plan
- **STEP 5:** Prepare a draft Noise Management Plan and refer to Office of Airspace Regulation for comment

Fly Neighbourly Agreement (cont.)

- **STEP 6:** Report draft Plan to Council to endorse for public exhibition
- **STEP 7:** Formal public exhibition of the draft Noise Management Plan and draft FNA
- **STEP 8:** Assess public submissions and consider any required amendments in response
- **STEP 9:** Report recommended Noise Management Plan, including draft FNA to Council for endorsement
- **STEP 10:** Enter into Fly Neighbourly Agreement with Airport users

Fly Neighbourly Agreement (cont.)

Matters to be addressed in the Noise Management Plan and FNA

- The extent and values of the effected area
- The likely nature and extent of the disturbance caused by aircraft
- Identify all potential stakeholders, including residents and all airport users
- Identify the nature and purpose of aircraft operations
- Specify mandatory procedures that apply to aircraft
- Identify opportunities for aircraft operators to reduce disturbance
- Set targets for reasonable reductions in the disturbance
- Specify all relevant aviation safety requirements for the airport