



RESEARCH REPORT

Astra Aerolab Surveys

Engagement conducted for City of Newcastle

September 2025



RESEARCH REPORT

Astra Aerolab Surveys Engagement conducted for City of Newcastle

September 2025

Prepared by: James Parker and Craig Stuchbury

Document Reference: 7288



Taverner Research Group | **T** +61 2 9212 2900 | **W** www.taverner.com.au

A Level 2, 88 Foveaux Street, Surry Hills, NSW 2010, Australia |

Taverner Research Group is wholly owned by Tobumo Pty Ltd | ABN 93 003 080 500

Confidential/Disclaimer

Notice The information contained herein is confidential and has been supplied under a confidentiality agreement. If you are not authorised to view or be in possession of this document you are hereby notified that any dissemination, distribution or duplication of this document is expressly prohibited. If you receive this document in error, please notify Taverner Research Group immediately on +61 2 9212 2900.

Limitations/Liability

While all care and diligence has been exercised in the preparation of this report, Taverner Research Group does not warrant the accuracy of the information contained within and accepts no liability for any loss or damage that may be suffered as a result of reliance on this information, whether or not there has been any error, omission or negligence on the part of Taverner Research Group or its employees.

CONTENTS

1. EXECUTIVE SUMMARY	6
1.1. Background	6
1.2. Key Insights	6
2. INTRODUCTION	9
2.1. Background and Objectives	9
2.2. Methodology	9
2.3. How to Read this Report	12
2.4. Sample Profile	13
3. AWARENESS	16
4. NEWCASTLE AIRPORT	18
5. ASTRA AEROLAB	23
6. INFORMATION CONSUMPTION	30
7. EFFECT OF SURVEY ON SENTIMENT	33
8. APPENDIX 1: REPRESENTATIVE VS. OPT-IN RESULTS	34
9. APPENDIX 2: REPRESENTATIVE VS. POP-UP RESULTS	39
10. APPENDIX 3: CROSSTABULATIONS	42
11. APPENDIX 4: TELEPHONE QUESTIONNAIRE	57

FIGURES

Figure 1 Site awareness (unprompted)	16
Figure 2 Site awareness (prompted)	17
Figure 3 Opinion of Newcastle Airport	18
Figure 4 Why favourable opinion of Newcastle Airport	19
Figure 5 What heard about Newcastle Airport recently	20
Figure 6 How often fly in/out of Newcastle Airport	21
Figure 7 Newcastle Airport ownership	22
Figure 8 What was known about Astra Aerolab	23
Figure 9 Supportive or opposed to Astra Aerolab	24
Figure 10 Why supportive of Astra Aerolab	25
Figure 11 Why opposed to Astra Aerolab	26
Figure 12 Major benefits of Astra Aerolab	27
Figure 13 Concerns about Astra Aerolab	28
Figure 14 Supportive or opposed to City of Newcastle dividend	29
Figure 15 How often each information source is used	30
Figure 16 Most preferred information source	32
Figure 17 How has survey changed your feelings?	33

TABLES

Table 1 Sample profile – gender	13
Table 2 Sample profile – age	13
Table 3 Sample profile – tenure	13
Table 4 Sample profile – highest education	13
Table 5 Sample profile – how long lived in area	14
Table 6 Sample profile – children 15 or under in household	14
Table 7 Sample profile – postcode live	15
Table 8 Representative versus opt-in results 1	34
Table 9 Representative versus opt-in results 2	35
Table 10 Representative versus opt-in results 3	36
Table 11 Representative versus opt-in results 4	37
Table 12 Representative versus opt-in results 5	38
Table 13 Representative versus engagement results 1	39
Table 14 Representative versus engagement results 2	40
Table 15 Representative versus engagement results 3	41



1. EXECUTIVE SUMMARY

1.1. BACKGROUND

The Astra Aerolab and Newcastle Airport Masterplan community engagement project was an opportunity to test community sentiment and understanding about the region's airport precinct and its future growth at a key point in time. The engagement approach included a combination of face-to-face, online and demographically representative surveys.

This research was commissioned by City of Newcastle (CN), a 50% shareholder in Newcastle Airport Pty Ltd (NAPL).

Astra Aerolab is a new industrial park under construction directly next to Newcastle Airport and RAAF Base in Williamstown. The 76-hectare site is zoned for defence and aerospace industries. It was purchased by Newcastle Airport in 2018 as part of its Masterplan to transform the Airport precinct, diversify its income streams and bring new industries to the Hunter.

In October 2024, CN's elected Council resolved to undertake community consultation to better understand awareness and support for Astra Aerolab and the 2036 Newcastle Airport Vision (known as the Masterplan), assess sentiment to identify any issues or concerns, and build understanding.

The outcomes of this engagement are not tied to business or strategic objectives.

The research was conducted in June 2025 by Taverner Research and Communica. It comprised:

- a representative survey of 600 adult City of Newcastle (500) and Port Stephens Council (100) residents
- an opt-in online survey completed by 555 residents
- 178 residents participating via a series of pop-up community events, including 84 who took part in a face-to-face survey.

The engagement followed [International Association for Public Participation \(IAP2\)](#) standards and is in line with [CN's Community Engagement Strategy 2023 – 2026](#). Taverner Research Group is fully accredited to ISO 20252:2019, the Australian standard for market and social research.

1.2. KEY INSIGHTS

Awareness of Astra Aerolab

Awareness of Astra Aerolab within the representative survey was low – recognised by just 24% of respondents (when prompted).

However, 69% of those completing the opt-in online survey said they were familiar with Astra Aerolab.

Newcastle Airport

The majority of respondents within the surveys felt “mainly” or “very” favourable towards Newcastle Airport (72% for representative, 55% of opt-in respondents and 95% of those in the pop-up engagement).

Major reasons for this rating were its convenience, the (new) availability of international flights, and its role as a major element of local infrastructure.



1. EXECUTIVE SUMMARY

Three in ten opt-in respondents (29%) used the airport regularly or frequently, compared with 21% of representative survey respondents.

When asked what they had heard recently about the airport, 33% of the representative respondents mentioned the opening of an international terminal and/or commencement of direct flights to Bali (32%). Twenty-seven per cent (27%) knew of some expansion/renovation, while only 8% mentioned (unprompted) military and aerospace developments. However, in the online survey 36% mentioned the military and aerospace developments.

Only 28% of representative respondents knew that Newcastle Airport was jointly owned by City of Newcastle and Port Stephens councils – compared to 73% of those completing the online survey.

Support for/opposition to Astra Aerolab

More than two-thirds (69%) of representative respondents were supportive of Astra Aerolab, compared with 8% who were opposed. Pop-up engagement respondents were even more supportive (84% support, 1% oppose).

In contrast, less than half (41%) of those who completed the opt-in online survey supported Astra Aerolab, compared with 52% who were opposed.

The main reasons for support were perceived positive impact on local employment (this was raised unprompted by 41% of representative and 18% of opt-in respondents) and support for national defence (13% of representative and 7% opt-in respondents). Among the pop-up survey participants, major perceived benefits were more flights (33%), the economic boost (29%), employment opportunities (also 29%) and potentially more airlines servicing the region (21%).

Main reasons for opposing Astra Aerolab were opposition to military and weapons (39% of online respondents and 5% of representative respondents), concerns about becoming a military target (7% of opt-in respondents and 5% of representative respondents) and/or missile manufacturing (6% of opt-in respondents and 4% of representative respondents). When unduplicated, 13% of representative and 46% of opt-in respondents mentioned some form of military-related concern.

Perceived benefits and concerns

In terms of perceived benefits, 72% of representative respondents considered employment opportunities to be a major benefit of Astra Aerolab, compared with 52% of opt-in respondents and 61% of pop-up engagement respondents. Conversely, 34% of opt-in respondents felt there were no benefits (versus 6% of representative respondents and 0% in the pop-up engagement).

More than half (53%) of representative telephone respondents had no concerns about Astra Aerolab compared to 17% of opt-in respondents.

Of the opt-in respondents, 58% mentioned weapons manufacturing as a concern, compared with 17% of representative respondents and 13% of engagement respondents. Unduplicated, 21% of representative and 59% of opt-in respondents mentioned some form of military-related concern.



1. EXECUTIVE SUMMARY

For the pop-up engagement respondents, the main concerns were increased traffic issues around the airport (26%), lack/inadequacy of easy to access public transport (11%) and perceived security concerns about becoming a military target (15%).

In summary, overall opt-in support scores were lower than the representative survey, with a correspondingly higher level of opposition and concerns among the opt-in survey respondents. This is quite typical of opt-in community surveys, as their results tend to be biased towards those with strong views (and hence less likely to capture the “middle ground” encountered via the representative methodology).

Financial benefit to Council

Two-thirds of representative respondents (66%) were supportive of CN receiving financial benefit from defence-related industries while 7% were opposed. The remainder were neutral or unsure.

For online survey respondents this pattern was reversed, with 39% supportive and 49% opposed.

Media habits

When asked how often they read, listened to or watched a variety of media sources, social media was consumed weekly or more by 68% of representative telephone respondents. This was followed by local TV news including online versions (63%), online news (61%), local radio (58%), word-of-mouth (66%) and local newspapers including online versions (47%).

Opt-in respondents were more regular consumers of local newspapers (61% weekly or more), online news (78%) and social media (77%) than those completing the representative survey.

When it came to *most* preferred local media for representative respondents, NBN television news (26%) and social media (25%) were the dominant sources of information about local news. This was followed by the Newcastle Herald at 14%, then by online news and radio at 11% each.

For the pop-up survey participants, major preferred news sources were social media (39%), online news (31%) and local newspapers (20%).

Impact of survey

At the conclusion of the survey, respondents were asked whether the research interview had changed their feelings about Astro Aerolab.

Of representative respondents, 39% of respondents said the survey had made them more interested in Astra Aerolab, suggesting that residents are keen to gather more information once they become aware of the project. A further 10% said it had made them more positive, while 3% felt more negative and 43% said it had not changed their views.

Of opt-in respondents, 8% said they had become more positive after doing the survey, while 16% became more negative. A further 10% of opt-in respondents said the survey had increased their interest (compared to 39% of representative respondents), suggesting a higher initial level of interest. Just over half of opt-in respondents (56%) said their feelings had not changed.



2. INTRODUCTION

2.1. BACKGROUND AND OBJECTIVES

In April 2025, City of Newcastle (CN) commissioned Taverner Research (TRG) and Communica to conduct engagement with adult residents living in the Newcastle and Port Stephens local government areas to gauge community awareness and sentiment about Astra Aerolab and the 2036 Newcastle Airport Vision (known as the Masterplan).

Newcastle Airport has a 70-year history of serving the Hunter region and contributing to the regional economy. The Masterplan was published in 2018, setting a 60-year vision for development of the Airport and a 20-year blueprint for growth.

It identified an opportunity to use 76 hectares of land next to the Airport for expanded aviation services and commercial developments. This is today known as the Astra Aerolab precinct.

Since 2003 this land has been zoned for defence related industries (as a Defence and Airport Related Employment Zone or DAREZ).

The Airport's vision has been supported by the NSW Government and Australian Government with significant funding contributions for construction of the international terminal and Astra Aerolab early works.

In 2019, defence contractor BAE Systems Australia announced it would expand its operations into the precinct and in 2024, Kongsberg Defence Australia was announced as Astra Aerolab's second tenant. The airport is currently in negotiations to bring a third tenant to the precinct, Lockheed Martin Australia.

2.2. METHODOLOGY

The engagement comprised three separate and distinct waves of research:

- a random and representative survey of 600 Newcastle and Port Stephens adult residents conducted via telephone and online panel, conducted by Taverner Research Group – described throughout the report as the **representative survey**
- an opt-in/self-selecting online survey, managed by CN and accessible to anyone with an interest in the airport or proposed development (the **opt-in** survey)
- face-to-face research conducted by Communica at a series of pop-up community events through the engagement period (the **pop-up** survey).

Computer-assisted telephone interviews (CATI)

The telephone fieldwork was conducted from 2 June 2025 to 24 June 2025. It collected 488 completed responses from a random selection of residents in the City of Newcastle and Port Stephens local government areas. An additional 112 completed responses were collected via an online panel (see below), for a total sample size of n=600 residents. Only permanent residents who were not an elected Councillor or Council employee were eligible.

The reported results of the representative telephone/online panel survey have a margin of error of +/- 4.0% at the 95% confidence level. This means that if the survey was repeated 100 times, in 95 times the results will be within 4.0% of true population value.



2. INTRODUCTION

In total, 366 responses were collected from mobile phones (75% of the total telephone interviews). Calls were made between 4.30pm and 8.30pm on weekdays, and on Saturdays from midday to 5pm. Twenty-two interviewers from Taverner's Surry Hills phone room conducted interviews over the course of the data collection period. The survey was implemented under Interviewer Quality Control Australia (IQCA) quality guidelines. Median length of the telephone interviews was 13 minutes and 23 seconds.

Online panel

Online panels are commercial lists of Australian residents – typically numbering hundreds of thousands nationally – who agree to complete surveys on a wide range of topics for a small incentive (typically less than \$1.50 per survey). They are opt-out by design, which means that residents not on the panel cannot volunteer to participate.

A leading panel (Pure Profile) was engaged to improve participation by younger cohorts. Panellists answered from 2 June 2025 to 18 June 2025 inclusive.

As per industry best practice, the 5% of online respondents who completed in the fastest time (hence the least likely to be giving sufficient consideration to the questions) were removed to improve overall data quality.

As noted above, 112 responses were captured via the online panel. These were merged with those of the telephone survey to create a total representative sample size of n=600.

Opt-in survey

An online survey available through the CN's Have Your Say website secured a response from 555 people¹. Wherever possible the online questionnaire matched the representative telephone survey. The survey was available from 2 June 2025 to 25 June 2025 inclusive and promoted via:

- CN media release
- Have Your Say page on CN's website
- Social media posts by CN and Councillor/s
- Advertising on CN Facebook
- CN e-newsletter
- Postcards/flyers at CN libraries.

¹ While this survey was open to non-residents, 89% of respondents lived within the Newcastle or Port Stephens LGAs (based on self-supplied postcode of residence)





2. INTRODUCTION

Taverner conducted a series of quality checks to remove duplicate and “bot” (robot)-generated surveys. These tests included:

- duplicate IP addresses
- cut and paste responses to open-ended questions
- identical responses
- “honeypot” question (a question only visible to bots).

A respondent needed to fail at least two of these tests prior to being removed. For example, there are many legitimate reasons why two or more people might complete a survey from the same IP address.

Opt-in/self-selecting surveys do not exhibit the conditions of randomness, as they are likely to be biased towards those with a strong interest in the subject matter. Therefore, random sampling error cannot be applied to this type of engagement. Instead, the results should be seen as an indication of the views of those who chose to take part.

Survey during pop-up engagement events

An abridged (five-question) version of the survey was asked of attendees at Communicate pop-up engagement sessions. Sessions were held at:

Pop-up	Date	Day	Event
Airport	6 June 2025	Friday	Newcastle Airport
Ward 3	14 June 2025	Saturday	McDonald Jones Stadium
Ward 4	14 June 2025	Saturday	Fletcher community sport
Ward 2	20 June 2025	Friday	Bathers Way
Ward 1	21 June 2025	Saturday	Stockton Active Hub

Over the course of this engagement 178 residents provided feedback, including 84 participants who took part in a face-to-face interviews.

Sample weighting to population proportions

The collected data often cannot mirror the exact age/gender distribution of a region. To allow for this, the randomly sampled (telephone plus online panel) dataset was weighted by age/gender to reflect the actual adult population as per the [ABS Population Estimates by LGA 2024](#).





2. INTRODUCTION

2.3. HOW TO READ THIS REPORT

How results are presented

Due to their differing characteristics (for example, representative versus non-representative), results for the three forms of engagement cannot be merged. They are reported separately, so readers can easily distinguish between the three datasets.

The graphs and tables shown in the body of the report represent the findings from the representative (n=600 component) of the engagement. For easy comparison, the results of the opt-in/self-selecting online survey, and the pop-up engagement, are shown within a blue text box directly underneath the representative findings in each section of the report.

Statistical differences

Differences between groups are described as significant differences if they reached statistical significance using an error rate of $\alpha=0.05$. This means that if repeated independent random samples of similar size were obtained from a population in which there was no actual difference, less than 5% of the samples would show a difference as large or larger than the one obtained.

Statistical significance is more often compared between sub-groups, however in some situations statistical significance is measured between response items within the total sample. In tables, percentages and means in **red** are significantly lower, and those in **blue** are significantly higher. The term **significant** throughout this report indicates statistical significance.

The terms **more likely** and **less likely** indicate statistically significant differences.

Subgroups

Comparison tests are used to test if there are statistically significant differences in survey results based on the demographic profile of respondents.

Subgroup analysis was conducted using bases grouped from all the of the demographic questions, as listed in section Sample Profile (see below).

Sub-group commentary – that is, results broken down by demographic factors such as age, gender or local government area (LGA) – is shown in italics throughout the report to differentiate it from other findings.

The effect of rounding

Note that where two or more responses have been combined the sum of the combination may vary by plus or minus 1% due to rounding.



2. INTRODUCTION

2.4. SAMPLE PROFILE

To obtain a clear view of the sample's profile and to conduct comparison tests, demographic characteristics were sought.

Table 1 Sample profile – gender

	REPRESENTATIVE	OPT-IN
Male	40%	43%
Female	60%	51%
Non-binary/Prefer not to say	1%	6%

Table 2 Sample profile – age

	REPRESENTATIVE	OPT-IN	POP-UP
18-34	14%	21%	19%
35-49	27%	27%	27%
50-64	27%	26%	31%
65+	32%	25%	23%

Table 3 Sample profile – tenure

	REPRESENTATIVE	OPT-IN
Own/Mortgage	76%	76%
Rent	21%	21%
Other	3%	3%

Table 4 Sample profile – highest education

	REPRESENTATIVE	OPT-IN
Some high school	9%	2%
HSC or equivalent	10%	6%
TAFE or other trade qualification	30%	17%
University degree	46%	66%
Other	5%	4%
Prefer not to answer	1%	5%



2. INTRODUCTION

Table 5 Sample profile – how long lived in area

	REPRESENTATIVE	OPT-IN
Less than 5 years	3%	12%
5 to 10 years	6%	14%
11 to 15 years	11%	9%
More than 15 years	81%	64%
Other	NA	1%

Table 6 Sample profile – children 15 or under in household

	REPRESENTATIVE	OPT-IN
Yes	28%	29%
No	72%	72%



2. INTRODUCTION

Table 7 Sample profile – postcode live

	REPRESENTATIVE	OPT-IN
2287	20%	8%
2289	9%	5%
2291	6%	9%
2292	1%	2%
2293	2%	2%
2294	1%	1%
2295	3%	6%
2296	1%	3%
2297	1%	3%
2298	4%	4%
2299	3%	2%
2300	8%	10%
2302	1%	1%
2303	5%	8%
2304	9%	9%
2305	8%	3%
2307	3%	1%
2315	3%	2%
2316	2%	1%
2317	1%	1%
2318	2%	4%
2319	2%	1%
2322	5%	2%
2324	3%	5%
Other	NA	11%

Note – Representative Survey is made up of N=500 residents residing in the Newcastle LGA and N=100 residing in the Port Stephens LGA.

3. AWARENESS

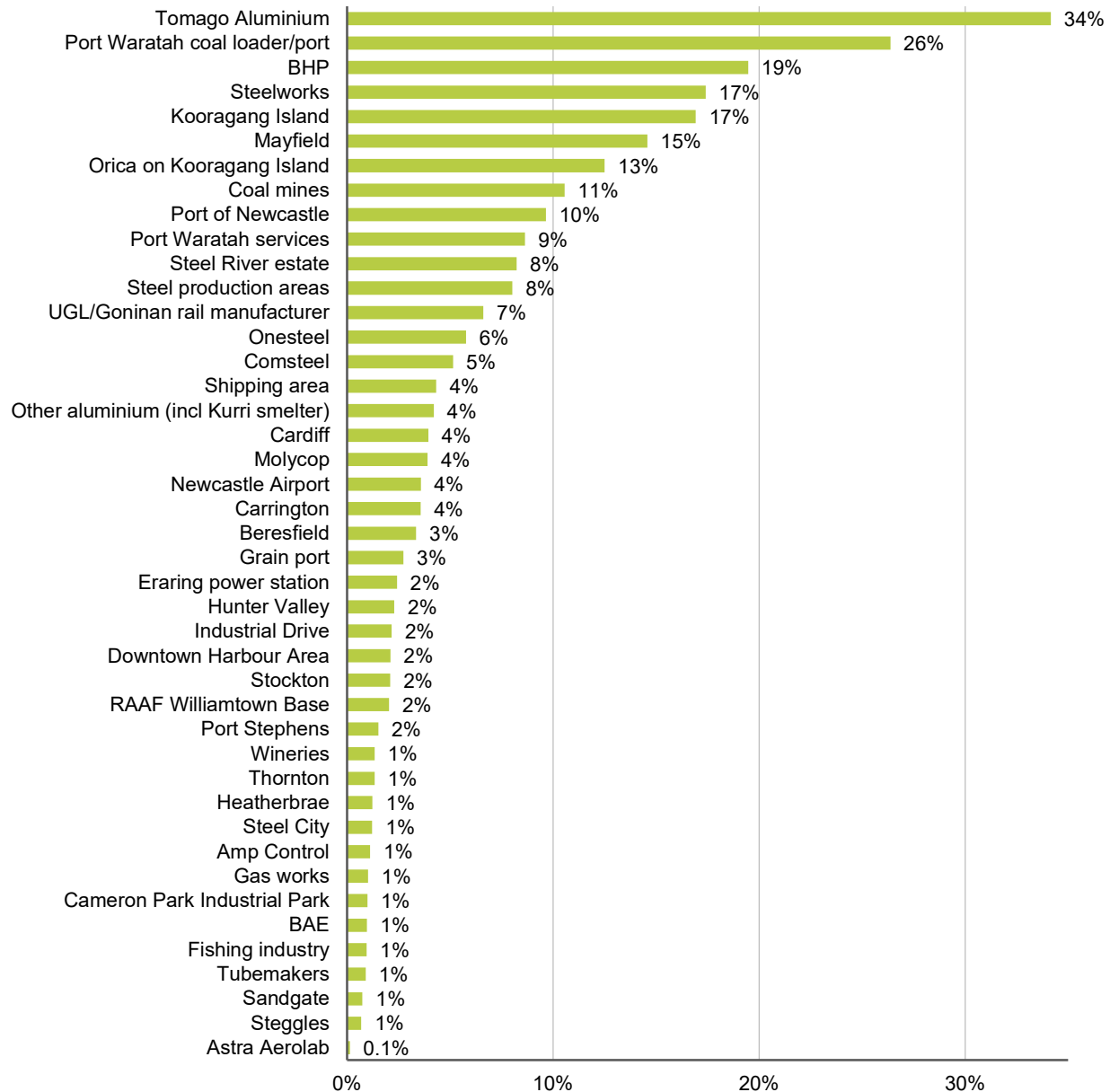


The survey started with questions designed to measure awareness of Astra Aerolab. It began with an unprompted question asking residents if they could think of any “major industrial or manufacturing sites in the Newcastle/Port Stephens region”. **Figure 1** below summarises the unprompted responses:

Figure 1 Site awareness (unprompted)

Q1. To kick us off, what major industrial or manufacturing sites can you think of in the Newcastle/Hunter/Port Stephens region?

Base: All respondents who could name 1+ (n=497)



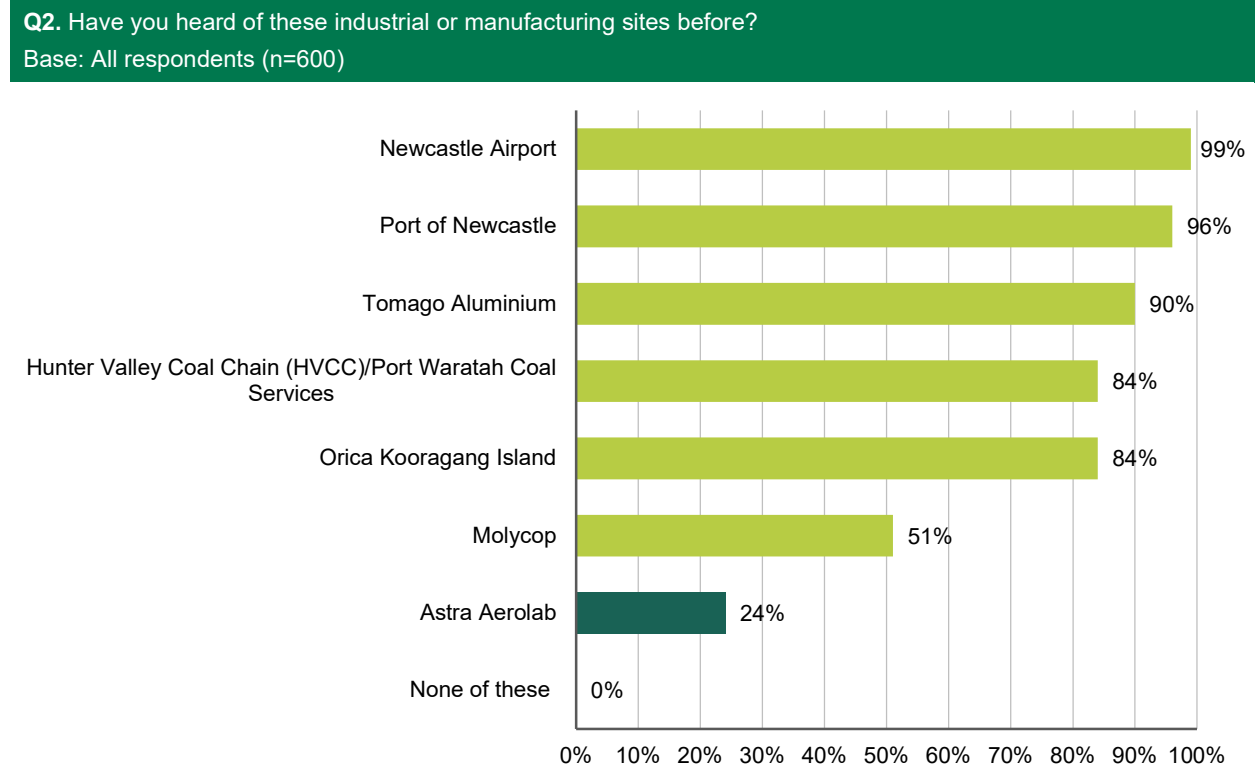
Only one respondent nominated Astra Aerolab or anything resembling it unprompted – suggesting an extremely low level of awareness.



3. AWARENESS

However, when asked if they had heard of seven specific industrial or manufacturing sites (listed in a randomised order), one in four respondents (24%) claimed to have heard of Astra Aerolab.

Figure 2 Site awareness (prompted)



Awareness of the Astra Aerolab project rose with age: around one-third of those aged 50+ claimed to have heard of the project. It was also higher among males (29%) compared with females (20%) and regular users of Newcastle Airport (34%).

Representative versus opt-in

Ten per cent (10%) of opt-in survey participants had unprompted awareness of the Astra Aerolab project (compared with 0.1% in the representative survey). This includes those who referred to any type of “aerospace” project, or Williamstown more generally, and some who were doing the survey specifically to comment on this project (and didn’t directly answer this question).

When prompted, just over two-thirds (69%) of opt-in respondents said they had heard of the Astra Aerolab project. This was almost three times the prompted awareness displayed by respondents in the representative survey.

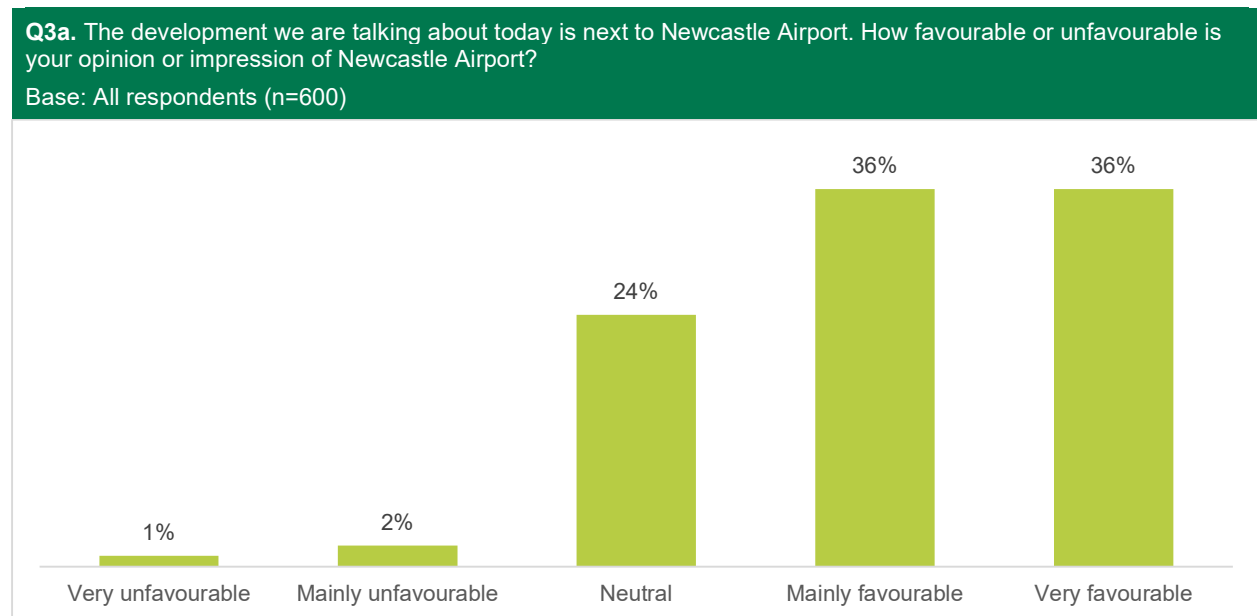


4. NEWCASTLE AIRPORT

Respondents were next asked a series of questions about Newcastle Airport, which is located directly adjacent to Astra Aerolab industrial park.

As shown in **Figure 3** below, respondents were extremely supportive of Newcastle Airport, with 72% giving it a mainly favourable or very favourable rating (compared with 3% unfavourable).

Figure 3 Opinion of Newcastle Airport



This favourable attitude to Newcastle Airport was consistent among most demographic characteristics. It was particularly strong among airport users with a favourable rating of 80%. This is compared with 58% of those who used the airport less than once a year or never.

Representative versus opt-in

Just over half (55%) of opt-in respondents had a favourable view of Newcastle Airport, in comparison with 72% of representative respondents. Likewise, 23% of opt-in respondents had an unfavourable opinion, in comparison with 3% of those completing the representative survey.

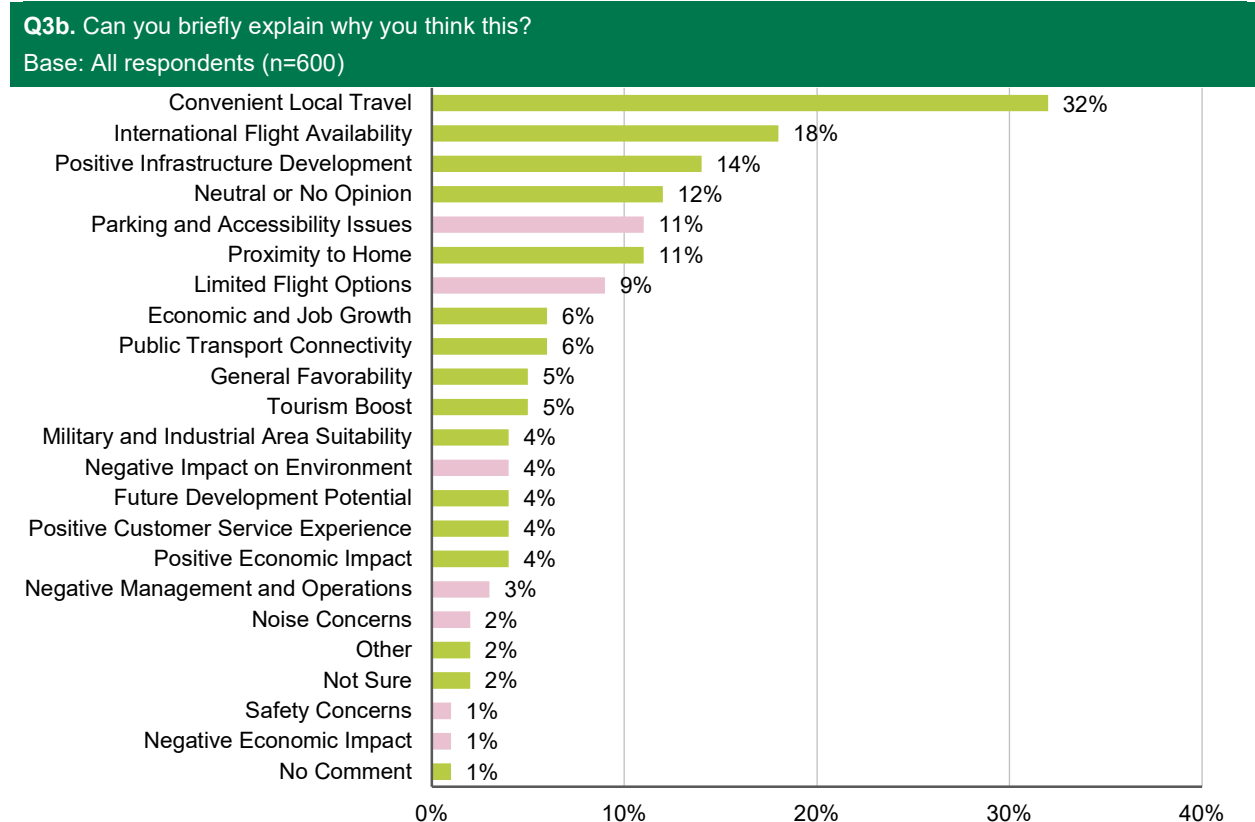
Of those who completed the pop-up survey, 95% were favourable compared with 1% unfavourable (and the balance unsure).



4. NEWCASTLE AIRPORT

Respondents were next asked an unprompted question: why they felt favourable or unfavourable about Newcastle Airport. These responses have been coded into themes shown in **Figure 4** (below).

Figure 4 Why favourable opinion of Newcastle Airport



Nearly one-third (32%) of respondents identified the convenient travel options offered by Newcastle Airport. For example, being able to catch a plane without needing to transit in Sydney. Others focused on the availability of international flights (18%), its role as a (positive) piece of local infrastructure (14%) and its proximity to Newcastle and Port Stephens (11%).

Negative responses focused on issues with parking and access (11% of all respondents), limited flight options (9%) and perceived impacts on the local environment (4%).

Representative versus opt-in

Nine per cent (9%) of opt-in respondents mentioned convenient local travel compared to 32% of representative respondents, while 5% of opt-in respondents mentioned international flights and 8% mentioned its role as important local infrastructure, compared to 18% and 14% respectively for representative respondents.

Meanwhile 10% of opt-in respondents had negative comments about the airport's management and operations, compared to 3% of representative respondents.



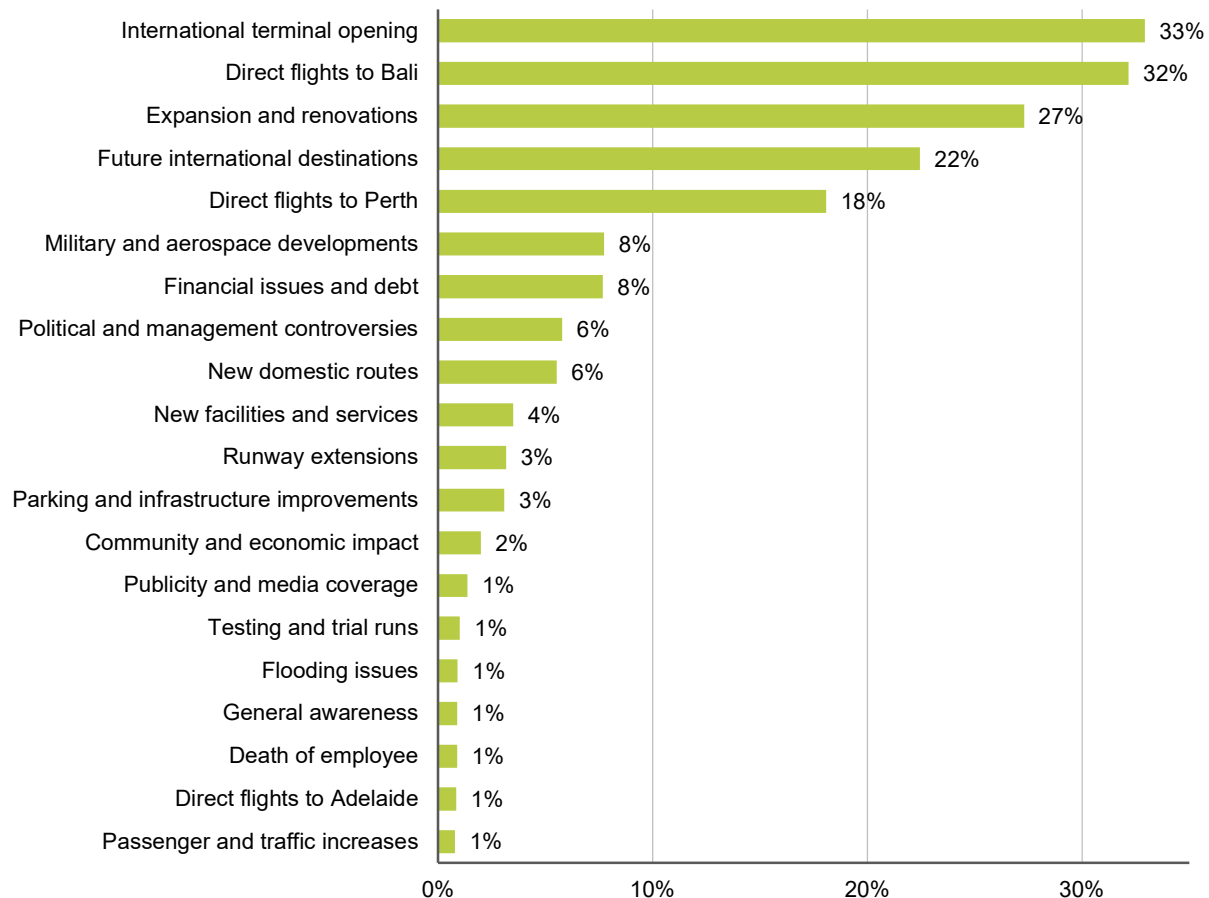
4. NEWCASTLE AIRPORT

Respondents were next asked whether they had heard anything recently about Newcastle Airport (Figure 5, below).

Figure 5 What heard about Newcastle Airport recently

Q3c. What have you heard about Newcastle Airport recently?

Base: All respondents who had heard something (n=552)



Of the 90% who said they had heard something about Newcastle Airport recently, responses included the opening of an international terminal (33%), the commencement of direct flights to Bali (32%) and general expansion/renovation (27%). Only 8% mentioned military and/or aerospace developments.

Representative versus opt-in

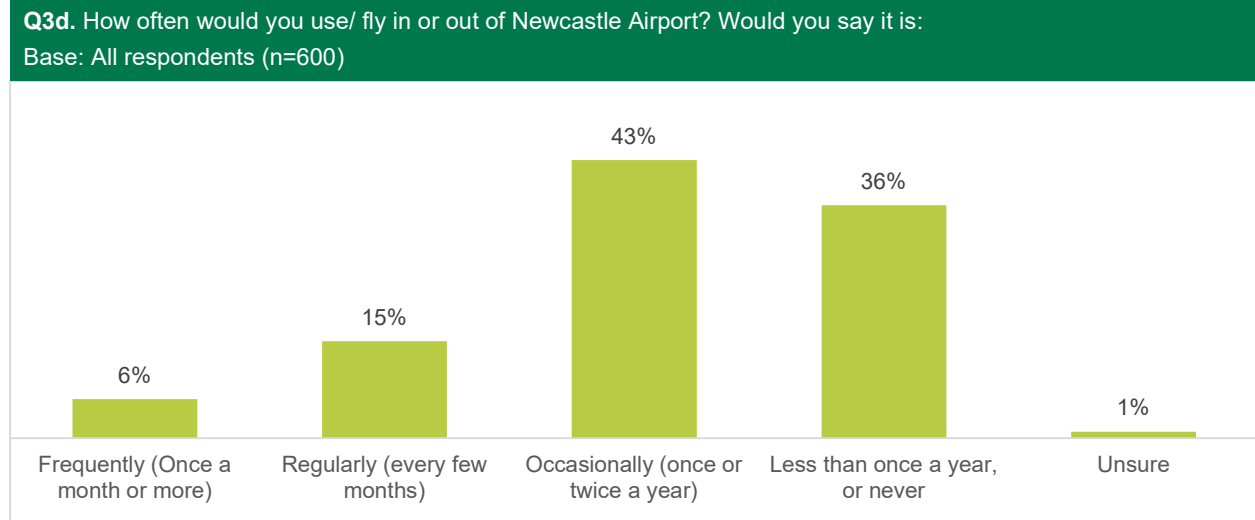
Opt-in respondents had heard about different themes to those in the representative survey. For example, 36% of opt-in respondents cited military and aerospace developments compared with 8% in the representative survey. Financial issues and debt were mentioned by 14% of opt-in respondents compared with 8% of representative respondents. Opt-in respondents were far less likely to mention direct flights to Bali than representative respondents (14% versus 32%) or to Perth (10% versus 18%) or future international destinations generally (7% versus 22%).



4. NEWCASTLE AIRPORT

Respondents were then asked how often they used the airport (as a way of establishing subsequent attitudes by airport visitation). As shown in **Figure 6** below, one in five (21%) respondents said they used Newcastle Airport frequently or regularly. And almost two-thirds (64%) said they used it at least once a year.

Figure 6 How often fly in/out of Newcastle Airport



Male respondents were significantly more likely than females to use Newcastle Airport frequently. Respondents aged 65+ had higher responses of less than once a year or never, and lower responses for regularly.

Respondents with a university degree had lower mentions of less than once a year or never. Respondents without children 15 or under in their household had greater mentions of less than once a year or never.

Representative versus opt-in

29% of opt-in respondents used the airport regularly or frequently, compared to 21% of representative panel respondents.



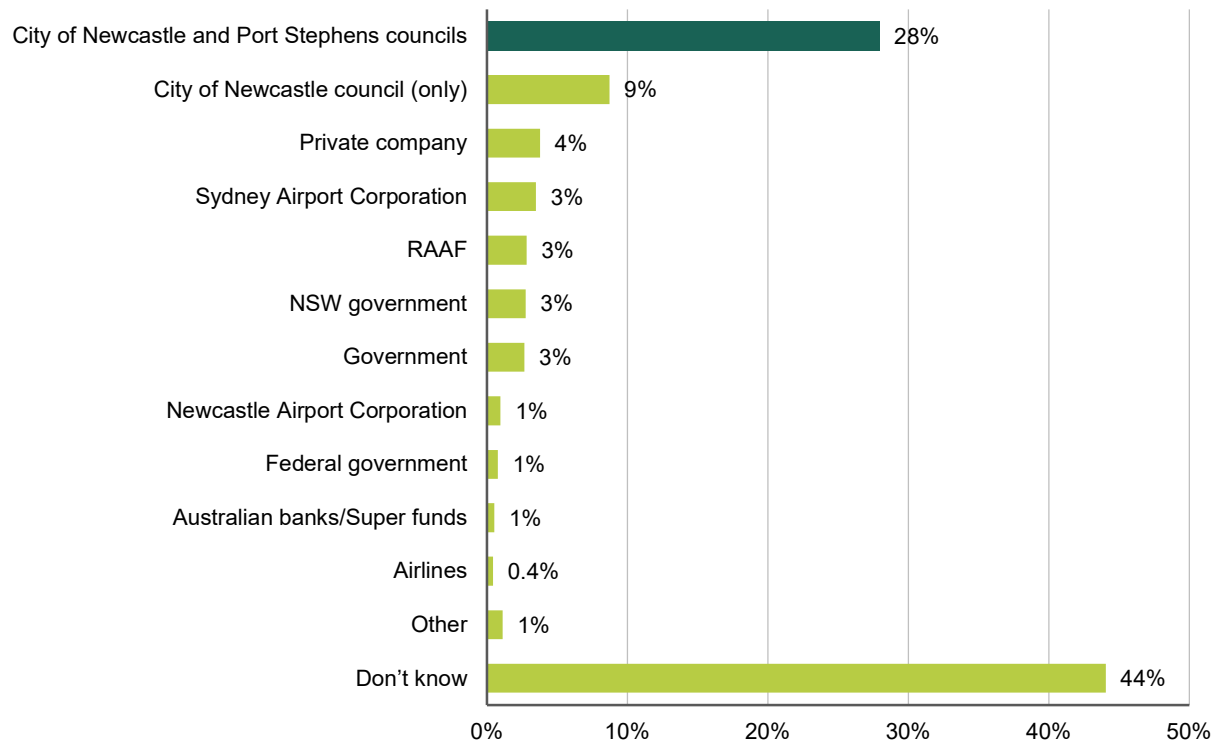
4. NEWCASTLE AIRPORT

Respondents were next asked if they knew who owned Newcastle Airport. As shown below in **Figure 7**, 28% were aware it was jointly owned by CN and Port Stephens councils while 44% had no idea.

Figure 7 Newcastle Airport ownership

Q3e. And who do you think owns Newcastle Airport?

Base: All respondents (n=600)



Males (34%) were significantly more likely to know the correct owner of Newcastle Airport compared with females (22%). And likewise older residents aged 50+ (36%) were also more likely to know the correct owner of Newcastle Airport compared with younger respondents (22%). Residents of both CN and Port Stephens local government areas were equally likely to identify the correct (joint) ownership.

Representative versus opt-in

Three quarters (73%) of opt-in respondents correctly nominated Newcastle Airport's ownership, suggesting that this cohort was more informed than the population at large on this subject.

5. ASTRA AEROLAB

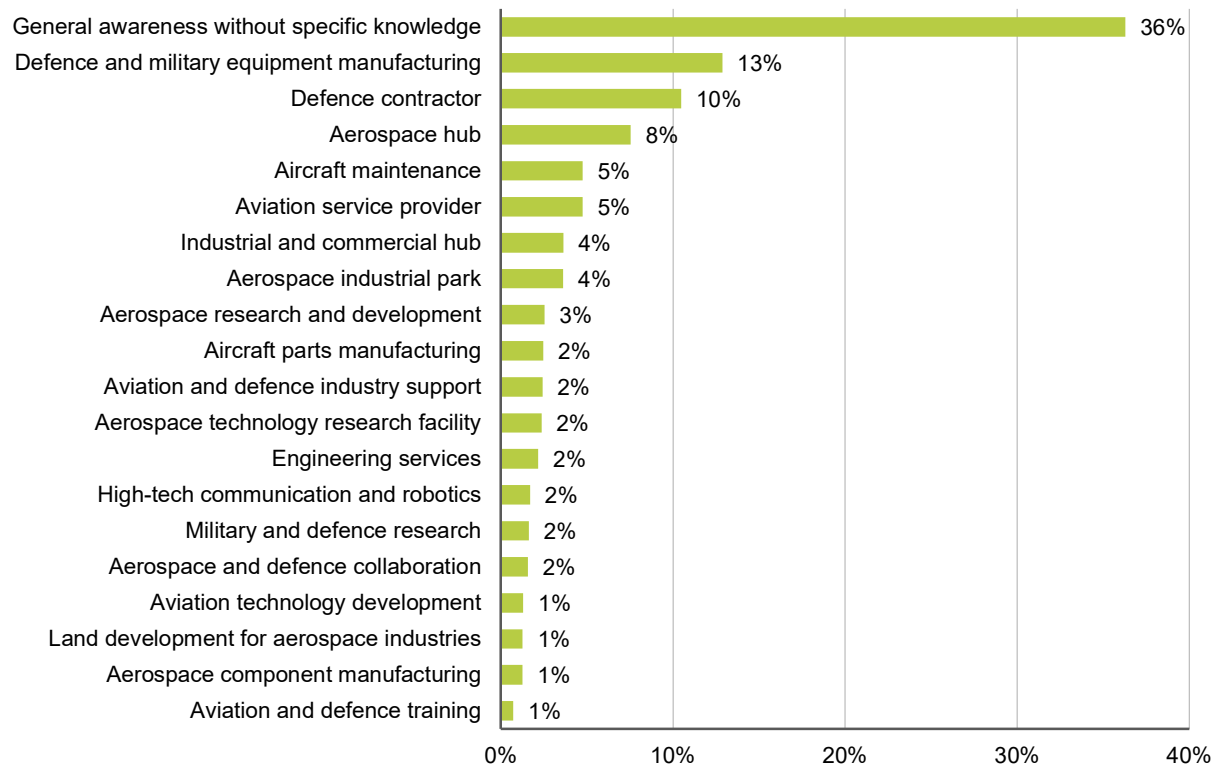


Those who previously answered they had heard of Astra Aerolab (in the prompted awareness question above) were asked to explain what the development is or does. As shown in **Figure 8** below, more than a third (36%) of respondents had very little idea. Of those who could give some details, defence and aerospace were common themes.

Figure 8 What was known about Astra Aerolab

Q4b. And can you briefly explain what it is or what it does?

Base: Aware of Astra Aerolab at Q2 or Q4a, (n=129)



There were few significant differences between subgroups, due to the low base size.

Representative versus opt-in

Opt-in respondents were more informed about the Astra Aerolab development, with some 38% saying it had something to do with defence/military equipment manufacturing compared with 13% of representative respondents. Other responses were largely similar from survey to survey.



5. ASTRA AEROLAB

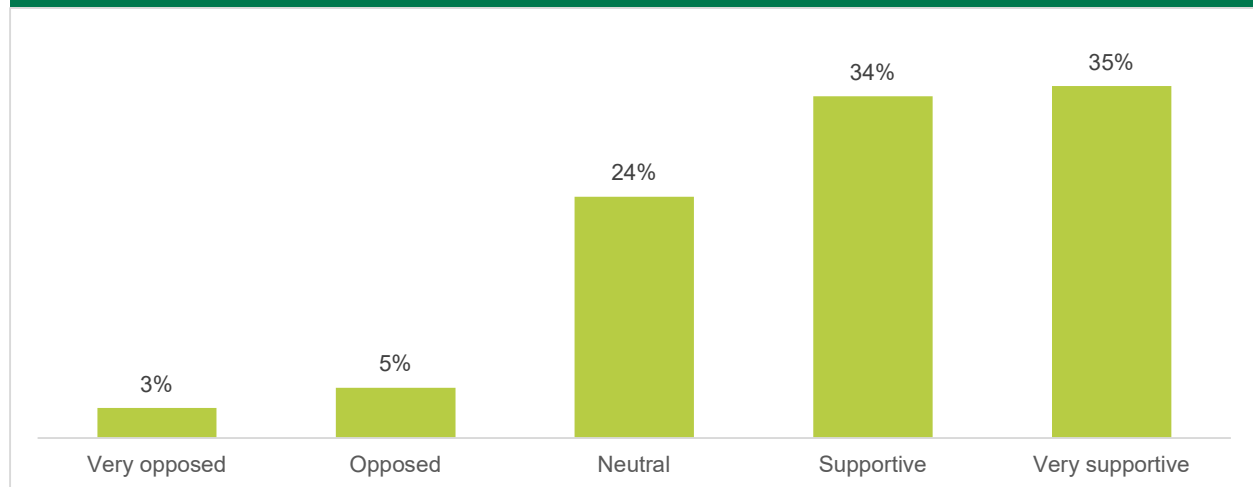
After receiving some brief details about Astra Aerolab (see text in **Figure 9** question box below), respondents were asked how they felt about the development using a five-point support/oppose scale.

Figure 9 Supportive or opposed to Astra Aerolab

Q5a. Astra Aerolab is the name of a new industrial park under construction directly next to Newcastle airport and RAAF Base Williamtown. It's a 76-hectare site that's zoned for defence-related industries. The land was purchased by Newcastle Airport in 2018 as part of the Newcastle Airport masterplan to transform the airport precinct and create a world-leading aerospace industry cluster. There'll be office spaces and industrial facilities, including advanced manufacturing to support the RAAF base and defence sector such as building and maintaining fighter jets and missile manufacturing.

How supportive or opposed are you of the Astra Aerolab precinct?

Base: All respondents (n=600)



As shown in **Figure 9** (above), nearly 70% of respondents in the representative survey were supportive of Astra Aerolab compared with 8% opposed. As a mean score (on a 1-5 scale), the overall support measured 3.94.

Male respondents had significantly higher support (79%) than females (59%). Respondents aged 18-34 (54%) had lower support than other age groups, particularly against those aged 65+ (78%). Respondents living in Port Stephens local government area were more supportive (80%) than those in the City of Newcastle (67%).

Representative versus opt-in versus pop-up

41% of opt-in respondents supported the Astra Aerolab project versus 69% of representative respondents. Likewise, 52% of opt-in respondents were opposed (including 44% very opposed) in comparison with just 8% of those in the representative survey.

Within the pop-up engagement, 85% of respondents were supportive of the development with 14% neutral and 1% opposed.



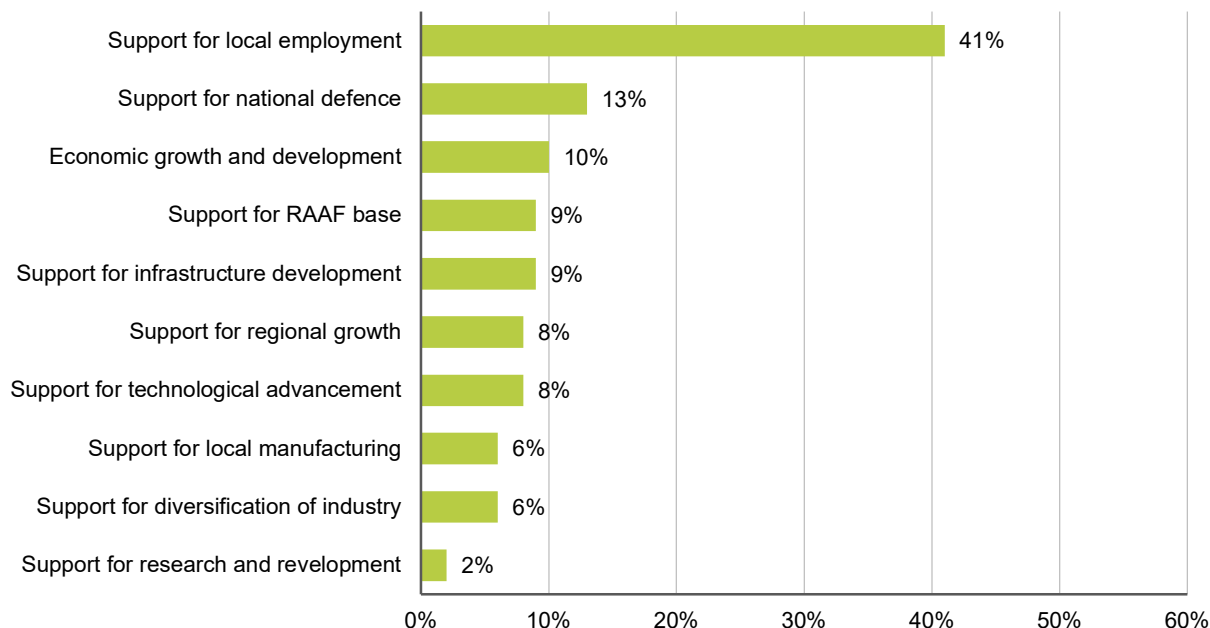
5. ASTRA AEROLAB

Respondents were next asked, in an open-ended question, why they supported or opposed Astra Aerolab. The responses have been coded, with the major themes for support and opposition shown below (**Figure 10** and **Figure 11**). Perceived benefits to local employment was the major reason cited (41%), followed by support for national defence (13%).

Figure 10 Why supportive of Astra Aerolab

Q5b. Can you briefly explain why you think this?

Base: All respondents (n=600)



Representative versus opt-in

Of those opt-in respondents who were supportive of the development, major reasons included support for local employment (18%, compared to 41% of the representative sample), support for national defence (7%, compared to 13% of the representative sample) and support for local infrastructure development (6%, compared to 9% of the representative sample).



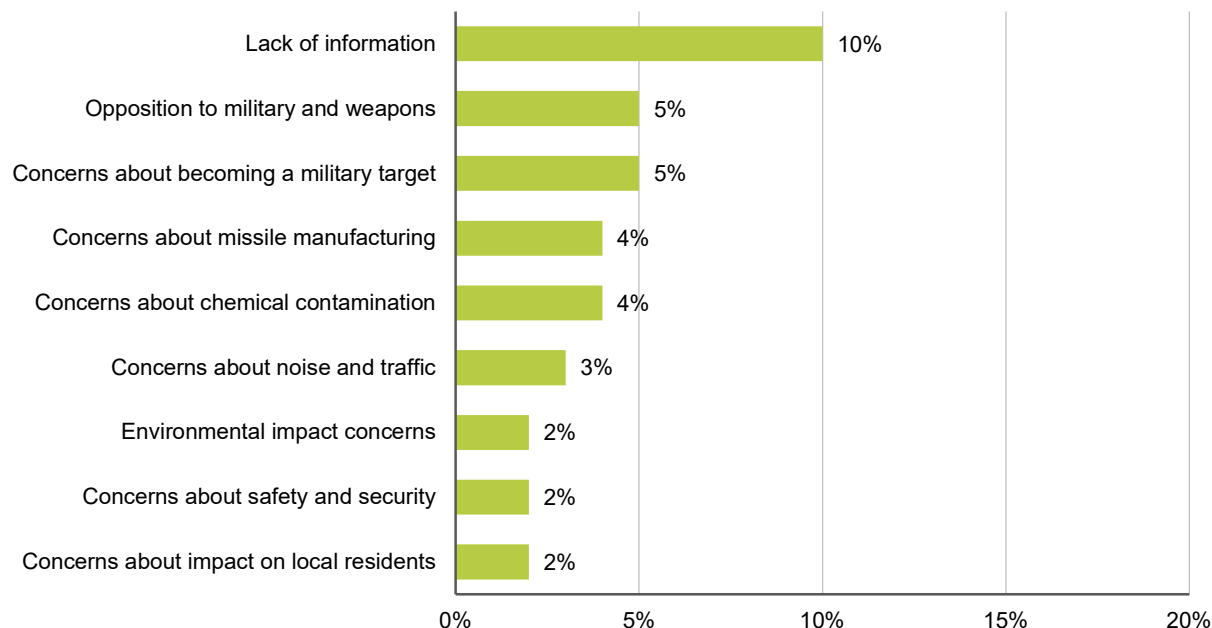
5. ASTRA AEROLAB

As shown in **Figure 11** below, the three most common reasons for opposition to Astra Aerolab were a lack of information (10%) followed by concerns about becoming a military target (5%) and opposition to military and weapons (also 5%). A further 4% were worried about missile manufacturing, and the same percentage were concerned about chemical contamination.

Figure 11 Why opposed to Astra Aerolab

Q5b. Can you briefly explain why you think this?

Base: All respondents (n=600)



Representative versus opt-in

Of opt-in respondents, major reasons for opposition included opposition to military and weapons (39% of opt-in respondents, compared with 5% of representative respondents), concerns about becoming a military target (7% compared to 5%) and/or missile manufacturing (6% compared to 4%). A further 6% of opt-in respondents flagged environmental concerns (versus 2% of those in the representative sample).

When unduplicated, 13% of representative and 46% of opt-in respondents mentioned some form of military-related concern.

5. ASTRA AEROLAB

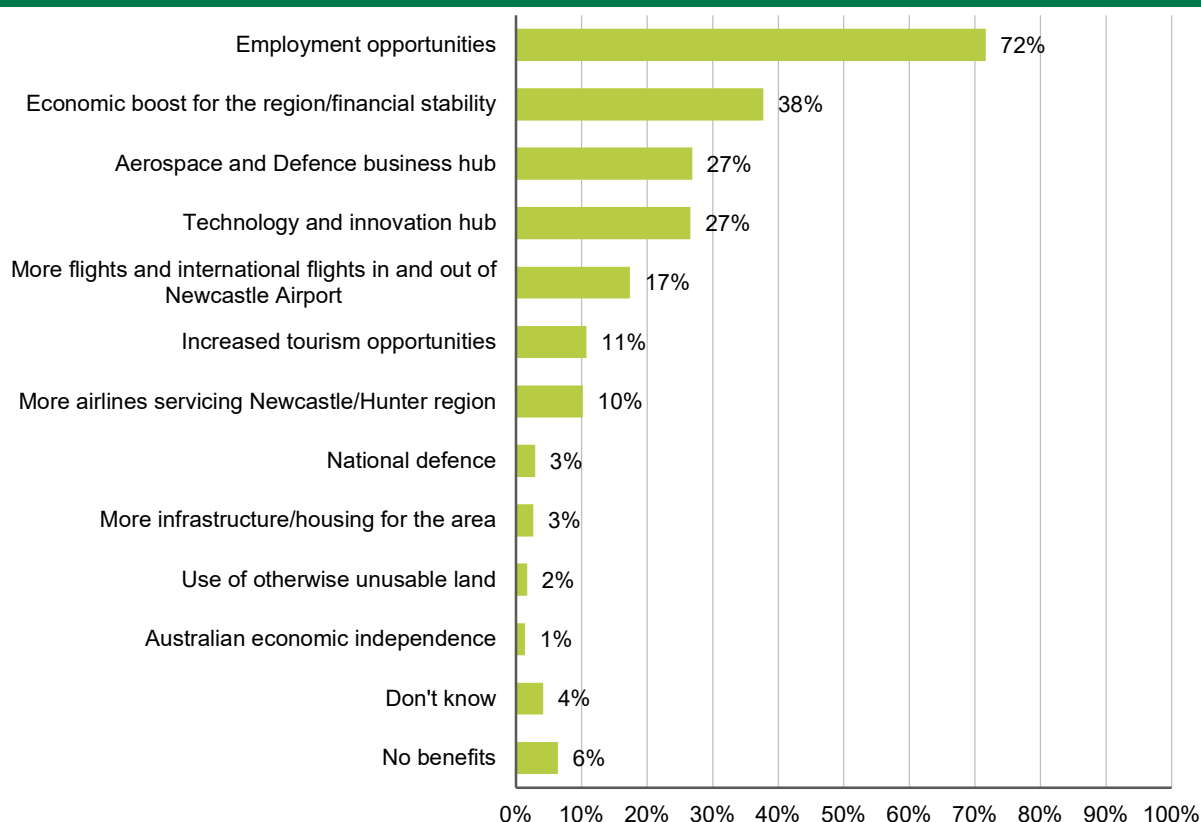


When asked what they saw as the major potential benefits of Astra Aerolab, nearly three out of four respondents (72%) nominated employment opportunities, well ahead of other considerations (**Figure 12**).

Figure 12 Major benefits of Astra Aerolab

Q5c. What do you see as the major benefits of Astra Aerolab?

Base: All respondents (n=600)



Male respondents had significantly higher mentions of economic boost for the region/financial stability and technology and innovation hub. Female respondents were more likely to speak of more flights and international flights in and out of Newcastle Airport.

Respondents who lived in the area up to 15 years cited more flights and international flights in and out of Newcastle Airport and more airlines servicing Newcastle/Hunter region more than those who had lived there longer.

Representative versus opt-in versus pop-up

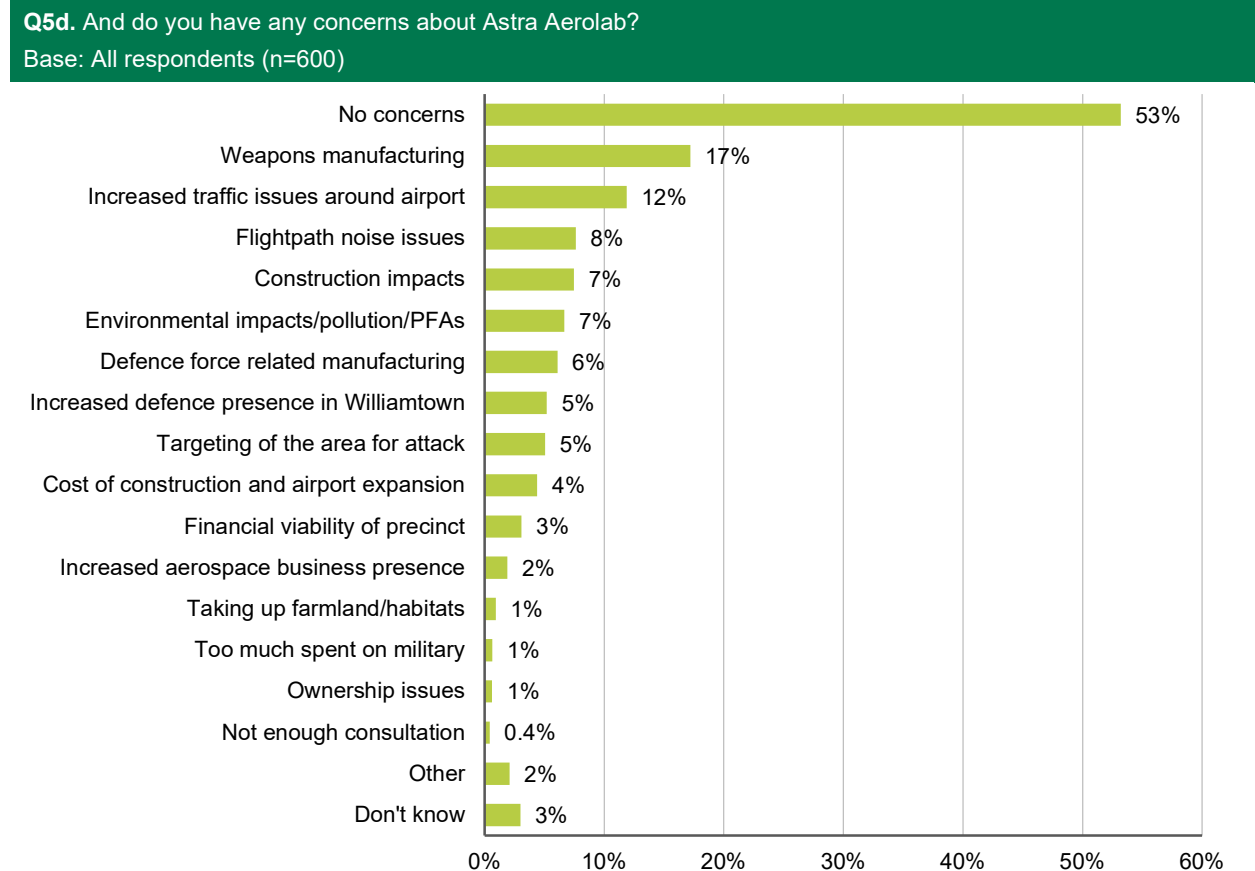
Nearly three-quarters (72%) of representative respondents considered employment opportunities to be a major benefit of Astra Aerolab, compared with 52% of opt-in respondents and 61% of engagement respondents. A third (34%) of opt-in respondents felt there were no benefits (versus 6% of representative respondents, and 0% of those in the pop-up engagement).



5. ASTRA AEROLAB

More than half of respondents (53%) had no concerns about Astra Aerolab and less than one in five (17%) were concerned about weapons manufacturing (**Figure 13**).

Figure 13 Concerns about Astra Aerolab



Representative versus opt-in versus pop-up

More than half (53%) of representative respondents had no concerns, compared to 17% of opt-in respondents. Less than one in five (17%) representative respondents were concerned about weapons manufacturing, compared to 58% of opt-in respondents and 13% of engagement respondents.

All other responses had significantly higher mentions by the opt-in and engagement respondents than the representative, though this is likely a function of format (online respondents could see the options, telephone respondents could not).

Pop-up engagement respondents had higher mentions of Increased traffic around the airport (26%), and less mentions of flightpath noise issues (1%). Fifteen per cent (15%) were concerned about weapons-related issues.



5. ASTRA AEROLAB

As shown in **Figure 14** below, two-thirds of respondents (66%) were supportive of CN receiving financial benefit from defence-related industries while 7% were opposed and the balance was neutral (28%).

Figure 14 Supportive or opposed to City of Newcastle dividend



Male respondents were significantly more supportive than females. Homeowners had a higher mean score of support than renters.

Representative versus opt-in

Thirty-nine per cent (39%) of opt-in respondents were supportive of City of Newcastle receiving a dividend from the Astra Aerolab facility, compared to 66% of those completing the representative survey.

Conversely, 49% of opt-in respondents were opposed/very opposed to the dividend, compared with 7% of representative respondents.

6. INFORMATION CONSUMPTION

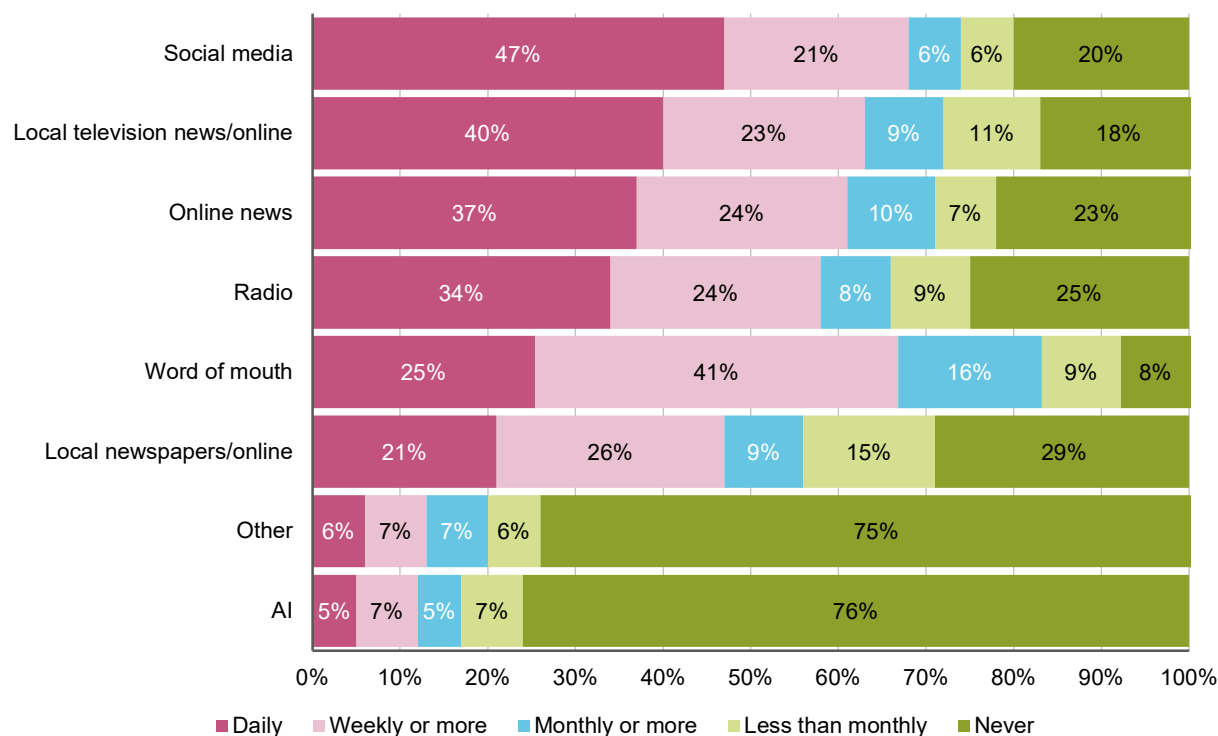
The final set of questions revolved around media consumption habits, and how residents preferred learning about local developments in the Newcastle and Port Stephens areas.

The first question asked residents how often they read, listened to or watched a variety of media sources. As shown in **Figure 15** below, social media was the most popular channel for daily information. When daily and weekly were combined, social media (68%) was still slightly ahead of word of mouth (66%) and Online news (61%). However, TV (63% weekly or more), radio (58%) and local newspapers (47%) remain popular sources of news.

Figure 15 How often each information source is used

Q6. Thinking more broadly now about how you receive information about things going on in the Newcastle, Port Stephens and Hunter areas, how often on average would you read, listen to or watch the following news and information sources? The options are daily, weekly or more, monthly or more, less than monthly, or never:

Base: All respondents (n=600)



Local newspapers/online: Respondents aged 50+ had higher mentions of Daily; those aged 65+ had higher mentions of Weekly.

Local television news/online: Respondents aged 50+ were more likely to say Daily, Weekly, and Monthly. Respondents who had lived in the area 15+ years were more likely to say Daily or Weekly. Homeowners more regularly said Daily or Monthly. Respondents whose highest education was high school were more likely to say Daily. Respondents without children up to 15 years in their household were more likely to say Daily.



6. INFORMATION CONSUMPTION

Radio: Respondents aged 50+ nominated Daily and Weekly more often. Respondents who had lived in the area 15+ years nominated Daily and Weekly more often. Respondents with TAFE qualifications nominated Monthly more often.

Social media: Respondents aged up to 49 years more regularly said Daily, Weekly and Monthly. Respondents who had lived in the area up to 15 years more regularly said Weekly and Monthly. Renters more regularly said Daily, Weekly and Monthly; homeowners more regularly said Never. Respondents whose highest education was high school more regularly said Never. Respondents without children up to 15 years in their household more regularly said Daily, Weekly and Monthly.

Online news: Male respondents said Daily more often. Respondents aged up to 49 years said Daily and Weekly more often. Respondents in the Newcastle LGA said Daily more often. Respondents who had lived in the area 15+ years said Never more often. Respondents with children 15 years or under in their household said Weekly and Monthly more often; those without children said Never more often.

AI: Respondents aged up to 49 years had significantly higher mentions of Daily, Weekly and Monthly; those aged 50+ had higher mentions of Never. Respondents who had lived in the area up to 15 years had significantly higher mentions of Daily and Monthly; those who had lived in the area 15+ years had higher mentions of Never. Respondents with children aged up to 15 in their household had higher mentions of Monthly; those without children had higher mentions of Never.

Word of mouth: Respondents aged up to 49 years nominated Monthly more often; those aged 50+ nominated Never more often.

Representative versus opt-in

Opt-in respondents were more likely to be frequent (weekly or more) consumers of newspapers (61%, versus 47% of representative respondents), social media (77% versus 68%), and online news (78% versus 61%). For television, radio and the remaining media there was no differences between the two cohorts.



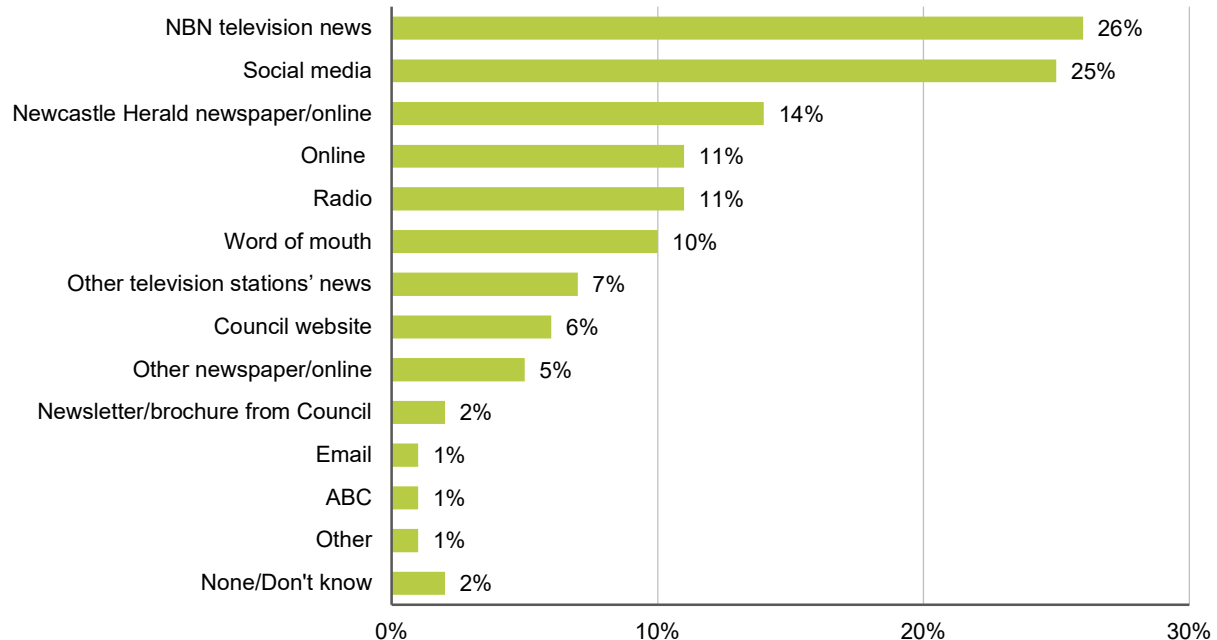
6. INFORMATION CONSUMPTION

When it came to *most* preferred local media, NBN television news (26%) and social media (25%) were the dominant sources of information about local news (**Figure 16**). The Newcastle Herald was a distant third at 14%, followed by online news and radio at 11% each.

Figure 16 Most preferred information source

Q7. And what is your most preferred news or media source for receiving information about things going on in Newcastle/Hunter/Port Stephens area?

Base: All respondents (n=600)



Older respondents (aged 65+) were more likely to prefer NBN News to those aged 18-49 (36% compared to 20%). Conversely, 39% of respondents aged 18-49 preferred social media, versus just 5% of those aged 65+. The Newcastle Herald (paper or online) was relatively consistent by age group. Results were relatively consistent by gender and LGA, although Port Stephens residents were more likely to choose local radio as their key source of news than those living in Newcastle (20% compared to 9%).

Representative versus opt-in versus pop-up

Opt-in respondents had significantly higher responses than representative respondents for every option (e.g. social media 45%, Newcastle Herald and online 36%, NBN News 35%). However, this is largely a function of questionnaire format: online respondents could select multiple options, while representative respondents had to select one only.

Pop-up engagement respondents had higher mentions than representative respondents for social media (39%), online (31%) and radio (19%), and lower mentions of local newspapers/online (20%, versus 32% for the representative sample).

7. EFFECT OF SURVEY ON SENTIMENT



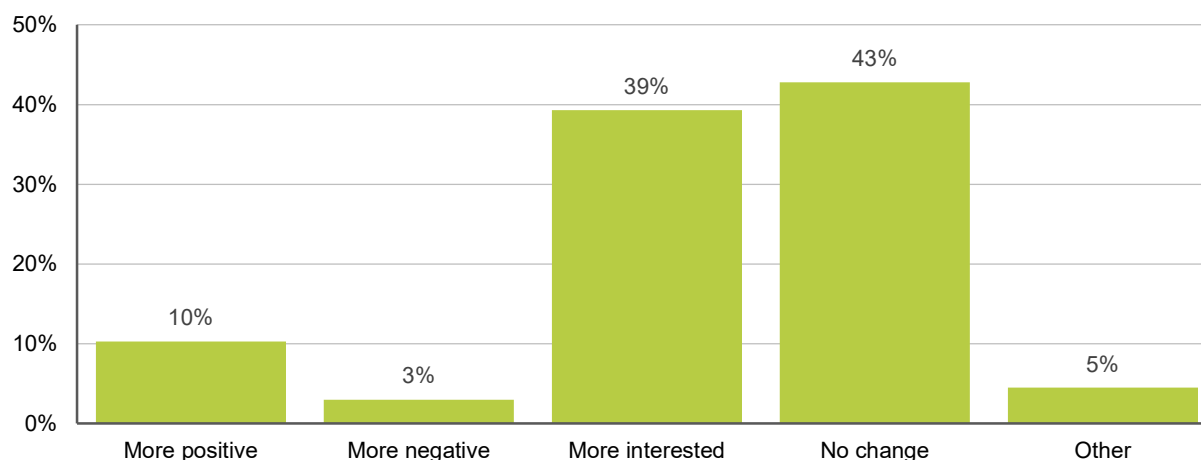
At the conclusion of the survey, respondents were asked whether the research interview had changed their feelings about Astra Aerolab. Their open-ended comments were themed as to whether the survey has made them more positive or negative towards Astra Aerolab, or whether it had made them more interested in finding out more about it, or if it hadn't changed their views at all.

The results are shown in **Figure 17**, below.

Figure 17 How has survey changed your feelings?

Q8. How would you say this interview changed your feelings about Astra Aerolab?

Base: All respondents (n=600)



With 39% of respondents saying the survey had made them more interested in Astra Aerolab, this suggests that residents are keen to gather more information once they become aware of the project. However, with only 10% saying it had made them more positive, 3% more negative and 43% saying it had not changed their views, this indicates views can become entrenched and (hence) hard to shift.

As further evidence of this, none of those who were opposed to Astra Aerolab in Q5a said they had become more positive as a result of the survey. And likewise, only 1% who were supportive had become more negative as a result of doing the survey.

Representative versus opt-in

Eight per cent (8%) of opt-in respondents became more positive after doing the survey (compared with 10% for the representative sample), while 16% became more negative (versus 3%). Ten per cent (10%) of opt-in respondents said the survey had increased their interest (compared to 39% of representative respondents), suggesting a higher initial level of interest. Just over half of opt-in respondents (56%) said their feelings had not changed, compared to 43% for the representative sample.

The polarisation of views between supporters and opposers was clear, with 0.4% of the opt-in respondents who had opposed the project in Q5a becoming more supportive, and 3% of supporters becoming more negative. This mirrors the results of the representative survey.

8. APPENDIX 1: REPRESENTATIVE VS. OPT-IN RESULTS

As detailed in section 'Opt-in survey', page 10 of this report, an online version of the CATI (Telephone) survey was made available via link on the Council website, QR codes, and social media. By survey completion, 555 residents had taken the opportunity to provide feedback via this opt-in version of the survey.

The following pages show the (representative) CATI and online panel results against (self-selecting) opt-in responses for all quantitative questions.

Significant differences (using an error rate of $\alpha=0.05$) between representative and opt-in responses in each row are highlighted **blue** for significantly higher, and **red** for significantly lower. Representative (phone plus online panel) results are weighted to ABS population proportions of the City of Newcastle and Port Stephens Council LGAs, while self-selecting (online) results are unweighted.

By and large, **self-selecting favourability scores were lower than the representative survey**. This is quite typical of community surveys, as opt-in results tend to be biased towards those with strong views (and hence less likely to capture the "middle ground" encountered via the representative methodology). The self-selecting survey had more answers at each response option at both Astra Aerolab's benefits and concerns because it was fully online (so the responses were prompted, where in phone sampling they were not, so not strictly comparable). The most preferred news source was a single-response question in telephone fieldwork, but multiple-response in the opt-in (so again, may not be comparable).

Table 8 Representative versus opt-in results 1

Question	Response	Representative	Self-selecting
Route to survey	Newcastle Airport	NA	30%
	Email or social media from Councillors	NA	2%
	Pro-Palestine event	NA	1%
	Received link on email/social media	NA	5%
	At Astra Aerolab	NA	1%
	CN Have your say website	NA	54%
	Other	NA	8%
Industrial sites heard of	Port of Newcastle	96%	98%
	Newcastle Airport	99%	96%
	Astra Aerolab	24%	69%
	Tomago Aluminium	90%	87%
	Hunter Valley Coal Chain (HVCC)/Port Waratah Coal Services	84%	87%
	Orica Kooragang Island	84%	83%
	Molycop	51%	47%
	None of these	0%	0%



8. APPENDIX 1: REPRESENTATIVE VS. OPT-IN RESULTS

Table 9 Representative versus opt-in results 2

Question	Response	Representative	Self-selecting
Opinion of Newcastle Airport	Very favourable	36%	25%
	Mainly favourable	36%	30%
	Neutral	24%	22%
	Mainly unfavourable	2%	10%
	Very unfavourable	1%	13%
	Mean	4.03	3.43
How frequently use Newcastle Airport	Frequently (Once a month or more)	6%	7%
	Regularly (every few months)	15%	22%
	Occasionally (once or twice a year)	43%	43%
	Less than once a year, or never	36%	26%
	Unsure	0%	2%
Who owns Newcastle Airport	City of Newcastle council (only)	9%	4%
	City of Newcastle and Port Stephens councils	28%	73%
	Australian banks/Super funds	1%	0%
	Sydney Airport Corporation	3%	2%
	Other	15%	3%
	Don't know	44%	18%
Heard of Astra Aerolab	Yes	24%	65%
	No/unsure	76%	35%
Feel about Astra Aerolab	Very opposed	3%	44%
	Opposed	5%	8%
	Neutral	24%	7%
	Supportive	34%	11%
	Very supportive	35%	30%
	Mean	3.94	2.75



8. APPENDIX 1: REPRESENTATIVE VS. OPT-IN RESULTS

Table 10 Representative versus opt-in results 3

Question	Response	Representative	Self-selecting
Benefits of Astra Aerolab	Aerospace and Defence business hub	27%	38%
	Economic boost for the region/financial stability	38%	48%
	Employment opportunities	72%	52%
	Increased tourism opportunities	11%	19%
	Technology and innovation hub	27%	42%
	More flights and international flights in and out of Newcastle Airport	17%	33%
	More airlines servicing Newcastle/Hunter region	10%	28%
	Other	9%	10%
	No benefits	6%	34%
Concerns about Astra Aerolab	Construction impacts	7%	22%
	Increased defence presence in Williamstown	5%	41%
	Increased aerospace business presence	2%	20%
	Increased traffic issues around airport	12%	35%
	Flightpath noise issues	8%	22%
	Financial viability of precinct	3%	22%
	Cost of construction and airport expansion	4%	21%
	Defence force related manufacturing	6%	44%
	Weapons manufacturing	17%	58%
	Other	19%	18%
	No concerns	53%	17%
Feel about dividend	Very opposed	2%	43%
	Opposed	5%	6%
	Neutral	28%	12%
	Supportive	38%	13%
	Very supportive	28%	27%
	Means	3.85	2.75



8. APPENDIX 1: REPRESENTATIVE VS. OPT-IN RESULTS

Table 11 Representative versus opt-in results 4

Question	Response	Representative	Self-selecting
How receive info - Local newspapers/online	Daily	21%	30%
	Weekly or more	26%	31%
	Monthly or more	9%	14%
	Less than monthly	15%	12%
	Never	29%	14%
How receive info - Local television news/online	Daily	40%	33%
	Weekly or more	23%	26%
	Monthly or more	9%	12%
	Less than monthly	11%	12%
	Never	18%	17%
How receive info - Radio	Daily	34%	33%
	Weekly or more	24%	24%
	Monthly or more	8%	10%
	Less than monthly	9%	13%
	Never	25%	21%
How receive info – Social media	Daily	47%	53%
	Weekly or more	21%	25%
	Monthly or more	6%	7%
	Less than monthly	6%	6%
	Never	20%	10%
How receive info – Online news	Daily	37%	50%
	Weekly or more	24%	27%
	Monthly or more	10%	10%
	Less than monthly	7%	7%
	Never	23%	6%
How receive info - AI	Daily	5%	4%
	Weekly or more	7%	9%
	Monthly or more	5%	6%
	Less than monthly	7%	17%
	Never	76%	64%



8. APPENDIX 1: REPRESENTATIVE VS. OPT-IN RESULTS

Table 12 Representative versus opt-in results 5

Question	Response	Representative	Self-selecting
How receive info – Word of mouth	Daily	25%	29%
	Weekly or more	41%	40%
	Monthly or more	16%	13%
	Less than monthly	9%	10%
	Never	8%	8%
How receive info - Other	Daily	6%	12%
	Weekly or more	7%	14%
	Monthly or more	7%	13%
	Less than monthly	6%	10%
	Never	75%	51%
Most preferred info source	Newcastle Herald newspaper/online	14%	36%
	Other newspaper/online	5%	24%
	Council website	6%	23%
	Social media	25%	45%
	Online	11%	17%
	Radio	11%	29%
	Word of mouth	10%	28%
	NBN television news	26%	35%
	Other television stations' news	7%	11%
	Other	8%	9%

9. APPENDIX 2: REPRESENTATIVE VS. POP-UP RESULTS



As detailed in Section 2 Survey during pop-up engagement on page 11 of this report, an abridged version of the representative questionnaire was administered to participants at a series of pop-up engagements. In all, 178 people participated in these pop-ups, of which 80-84 provided answers to the questions. Results for age are not included here; they are in section 'Sample Profile' **Table 2**.

Below and over the next pages are the representative versus engagement responses shown side-by-side. Significant differences between representative and engagement responses in each row are highlighted **blue** for significantly higher and **red** for significantly lower. Where a larger difference is shown that does not rise to the level of significance, this is usually due to the base size/s not being large enough. Representative results are weighted to ABS population proportions of the City of Newcastle and Port Stephens Council LGAs, while engagement results are unweighted.

By and large, **engagement favourability scores were higher than for the representative survey**. The engagement survey had more answers at each response option at both Astra Aerolab's benefits and concerns because it was in-person/visual (so the responses were prompted, where in phone sampling they were not, so not strictly comparable). The most preferred news source was a single-response question in telephone fieldwork, but multiple-response in the engagement (so again, may not be comparable).

Table 13 Representative versus engagement results 1

Question	Response	Representative	Engagement
Opinion of Newcastle Airport	Very favourable	36%	84%
	Mainly favourable	36%	11%
	Neutral	24%	4%
	Mainly unfavourable	2%	1%
	Very unfavourable	1%	0%
	Mean	4.03	4.79
	Base	600	84
Feel about Astra Aerolab	Very opposed	3%	1%
	Opposed	5%	0%
	Neutral	24%	14%
	Supportive	34%	14%
	Very supportive	35%	70%
	Don't know	NA	1%
	Mean	3.94	4.52
	Base	600	80



9. APPENDIX 2: REPRESENTATIVE VS. POP-UP RESULTS

Table 14 Representative versus engagement results 2

Question	Response	Representative	Engagement
Benefits of Astra Aerolab	Aerospace and Defence business hub	27%	42%
	Economic boost for the region/financial stability	38%	62%
	Employment opportunities	72%	61%
	Increased tourism opportunities	11%	NA
	Technology and innovation hub	27%	36%
	More flights and international flights in and out of Newcastle Airport	17%	70%
	More airlines servicing Newcastle/Hunter region	10%	44%
	Other	9%	8%
	No benefits	6%	0%
	Base	600	84
Concerns about Astra Aerolab	Construction impacts	7%	7%
	Increased defence presence in Williamtown	5%	2%
	Increased aerospace business presence	2%	0%
	Increased traffic issues around airport	12%	26%
	Flightpath noise issues	8%	1%
	Financial viability of precinct	3%	6%
	Cost of construction and airport expansion	4%	2%
	Defence force related manufacturing	6%	2%
	Weapons manufacturing	17%	13%
	Other	19%	42%
	No concerns	53%	30%
	Base	600	84



9. APPENDIX 2: REPRESENTATIVE VS. POP-UP RESULTS

Table 15 Representative versus engagement results 3

Question	Response	Representative	Engagement
Most preferred info source	Local newspapers/online	32%	20%
	Local television news/online	19%	19%
	Council website	6%	NA
	City of Newcastle Have Your Say newsletter (email)	NA	12%
	Social media	25%	39%
	Online	11%	31%
	Radio	11%	19%
	Word of mouth	10%	6%
	AI	NA	1%
	Other	8%	1%
	Base	600	84
Location	Airport	NA	5%
	Fletcher	NA	12%
	Knights	NA	23%
	Bathers Way	NA	32%
	Stockton	NA	28%
	Base	NA	178



10. APPENDIX 3: CROSSTABULATIONS

Over the following 14 pages are responses to each question of the representative (n=600) respondents, broken out by demographic subgroups.

Significant differences between compared bases (in responses in each row) are highlighted **blue** for significantly higher and **red** for significantly lower. Where a larger difference is shown that does not rise to the level of significance, this is usually due to the base size/s not being large enough.





10. APPENDIX 3: CROSSTABULATIONS

Q2 by BANNER1 ST

Column %	Total	Age				LGA		S4 Gender		Q3d How often use Newcastle Airport	
		18 to 34 years	35 to 49 years	50 to 64 years	65+ years	Newcastle	Port Stephens	Male	Female	Regular user	Other
Newcastle Airport	99%	95%	100%	99%	100%	99%	98%	98%	99%	98%	99%
Port of Newcastle	96%	89%	96%	99%	97%	96%	92%	97%	95%	98%	95%
Tomago Aluminium	90%	73%	91%	96%	97%	90%	89%	93%	87%	90%	90%
Hunter Valley Coal Chain (HVCC)/Port Waratah Coal Services	84%	62%	87%	93%	90%	86%	76%	87%	82%	89%	83%
Orica Kooragang Island	84%	66%	85%	88%	95%	86%	74%	86%	82%	89%	83%
Molycop	51%	52%	56%	53%	41%	55%	33%	60%	43%	56%	50%
Astra Aerolab	24%	13%	21%	33%	32%	24%	29%	29%	20%	34%	22%
None of these	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Column n	600	85	159	164	189	500	100	239	357	118	482

Total sample; Weight: weight v1; base n = from 596 to 600;

total n = 600; 4 missing; effective sample size = 494 (82%)

Multiple comparison correction: False Discovery Rate (FDR)

(p = 0.05)

Q3a impression of Newcastle Airport by BANNER1 ST

Column %	Total	Age				LGA		S4 Gender		Q3d How often use Newcastle Airport	
		18 to 34 years	35 to 49 years	50 to 64 years	65+ years	Newcastle	Port Stephens	Male	Female	Regular user	Other
Very favourable	36%	20%	36%	43%	44%	34%	46%	39%	33%	51%	32%
Mainly favourable	36%	47%	36%	31%	31%	38%	25%	33%	39%	28%	38%
Neutral	24%	28%	27%	21%	19%	25%	22%	24%	25%	15%	27%
Mainly unfavourable	2%	5%	1%	3%	2%	2%	3%	3%	2%	4%	2%
Very unfavourable	1%	0%	0%	2%	4%	1%	4%	1%	2%	2%	1%

Total sample; Weight: weight v1; base n = from 596 to 600;

total n = 600; 4 missing; effective sample size = 494 (82%)

Multiple comparison correction: False Discovery Rate (FDR)

(p = 0.05)



10. APPENDIX 3: CROSSTABULATIONS

Q3b coding by BANNER1 ST

Column %	Total	Age				LGA		S4 Gender		Q3d How often use Newcastle Airport	
		18 to 34 years	35 to 49 years	50 to 64 years	65+ years	Newcastle	Port Stephens	Male	Female	Regular user	Other
Convenient local travel	43%	43%	36%	46%	51%	43%	41%	38%	47%	34%	45%
International flight availability	21%	23%	18%	24%	19%	19%	27%	21%	20%	26%	19%
Positive infrastructure development	17%	17%	18%	21%	12%	17%	17%	20%	15%	26%	15%
Neutral, or no opinion	2%	0%	2%	2%	4%	2%	0%	2%	2%	0%	3%
Proximity to home	14%	12%	17%	14%	13%	14%	15%	12%	17%	14%	15%
Parking and accessibility issues	13%	11%	13%	12%	15%	14%	8%	11%	14%	11%	13%
Limited flight options	7%	7%	6%	12%	3%	8%	1%	6%	9%	11%	6%
Economic and job growth	8%	1%	10%	9%	7%	6%	16%	10%	6%	6%	8%
Public transport connectivity	4%	1%	4%	7%	4%	5%	2%	4%	5%	5%	4%
General favourability	6%	7%	5%	5%	7%	6%	4%	5%	6%	3%	6%
Tourism boost	6%	1%	7%	7%	7%	5%	9%	4%	7%	6%	6%
Military and industrial area suitability	5%	1%	3%	6%	11%	5%	6%	4%	6%	3%	6%
Negative impact on environment	3%	1%	4%	2%	2%	2%	3%	4%	1%	2%	3%
Positive economic impact	5%	4%	3%	8%	5%	5%	7%	7%	3%	7%	4%
Positive customer service experience	5%	10%	4%	5%	3%	5%	7%	4%	7%	7%	5%
Future development potential	4%	4%	4%	6%	5%	4%	5%	5%	4%	4%	4%
Negative management and operations	1%	0%	0%	2%	3%	1%	0%	2%	1%	2%	1%
Noise concerns	2%	0%	2%	1%	3%	1%	4%	2%	1%	1%	2%
Negative economic impact	1%	0%	0%	2%	1%	1%	0%	1%	0%	2%	0%
Safety concerns	1%	0%	3%	0%	0%	1%	0%	2%	0%	0%	1%
No comment	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Gibberish	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other	2%	3%	3%	3%	0%	2%	3%	1%	2%	4%	1%
Not sure	0%	0%	1%	0%	1%	0%	0%	0%	1%	0%	1%
Column n	436	57	115	120	142	364	72	178	255	95	341

Filter: Q3aFavourable; Weight: weight v1; base n = from 433 to 436; total n = 436; 3 missing; effective sample size = 368 (84%); 27% filtered out
Multiple comparison correction: False Discovery Rate (FDR) (p = 0.05)



10. APPENDIX 3: CROSSTABULATIONS

Q3c coding by BANNER1 ST

Column %	Total	Age				LGA		S4 Gender		Q3d How often use Newcastle Airport	
		18 to 34 years	35 to 49 years	50 to 64 years	65+ years	Newcastle	Port Stephens	Male	Female	Regular user	Other
International terminal opening	33%	45%	32%	31%	28%	32%	40%	39%	27%	31%	33%
Direct flights to Bali	32%	30%	32%	39%	27%	31%	39%	23%	41%	34%	32%
Expansion and renovations	27%	23%	29%	24%	31%	27%	27%	26%	28%	29%	27%
Future international destinations	22%	22%	26%	20%	19%	22%	22%	24%	21%	20%	23%
Direct flights to Perth	18%	15%	17%	21%	20%	18%	21%	13%	23%	22%	17%
Military and aerospace developments	8%	3%	9%	9%	7%	7%	9%	10%	5%	11%	7%
Financial issues and debt	8%	1%	5%	11%	14%	7%	9%	9%	6%	11%	7%
Political and management controversies	6%	7%	7%	4%	4%	6%	3%	8%	4%	9%	5%
New domestic routes	6%	5%	6%	6%	5%	5%	6%	5%	6%	5%	6%
New facilities and services	4%	3%	3%	3%	4%	3%	5%	4%	3%	4%	3%
Runway extensions	3%	0%	3%	7%	3%	3%	3%	5%	1%	4%	3%
Parking and infrastructure improvements	3%	2%	4%	2%	4%	3%	5%	4%	2%	4%	3%
Community and economic impact	2%	2%	1%	2%	2%	2%	3%	2%	2%	2%	2%
No comment	2%	3%	1%	1%	2%	2%	0%	2%	2%	0%	2%
Publicity and media coverage	1%	0%	1%	2%	3%	1%	5%	2%	1%	3%	1%
Testing and trial runs	1%	2%	0%	2%	1%	1%	1%	1%	1%	2%	1%
Flooding issues	1%	3%	0%	1%	1%	1%	0%	1%	1%	1%	1%
General awareness	1%	0%	0%	3%	1%	1%	0%	1%	0%	0%	1%
Death of employee	1%	1%	1%	1%	1%	1%	2%	0%	1%	1%	1%
Direct flights to Adelaide	1%	0%	1%	2%	1%	1%	1%	0%	1%	0%	1%
Passenger and traffic increases	1%	0%	0%	1%	3%	1%	0%	1%	0%	0%	1%
New airline partnerships	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Noise complaints	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Safety and incident reports	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Gibberish	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other	1%	0%	1%	1%	2%	1%	2%	1%	1%	0%	1%
Not sure	1%	1%	1%	2%	0%	1%	1%	0%	1%	1%	1%
Column n	552	75	148	152	174	457	95	221	328	114	438

Total sample; Weight: weight v1; base n = from 549 to 552;

total n = 600; 51 missing; effective sample size = 468 (85%)

Multiple comparison correction: False Discovery Rate (FDR)

(p = 0.05)



10. APPENDIX 3: CROSSTABULATIONS

Q3d How often use Newcastle Airport by BANNER1 ST

		Age				LGA		S4 Gender		Q3d How often use Newcastle Airport	
Column %	Total	18 to 34 years	35 to 49 years	50 to 64 years	65+ years	Newcastle	Port Stephens	Male	Female	Regular user	Other
Regularly (every few months) + Frequently (Once a month or more)	21%	20%	25%	29%	9%	22%	18%	24%	18%	100%	0%
Occasionally (once or twice a year)	43%	43%	48%	41%	37%	42%	46%	40%	46%	0%	54%
Less than once a year, or never	36%	37%	28%	30%	53%	36%	36%	36%	35%	0%	45%
Unsure	0%	0%	0%	0%	1%	0%	1%	1%	0%	0%	1%
Column n	600	85	159	164	189	500	100	239	357	118	482

Total sample; Weight: weight v1; base n = from 596 to 600;

total n = 600; 4 missing; effective sample size = 496 (83%)

Multiple comparison correction: False Discovery Rate (FDR)

(p = 0.05)

Q3e Who owns Newcastle Airport by BANNER1 ST

		Age				LGA		S4 Gender		Q3d How often use Newcastle Airport	
Column %	Total	18 to 34 years	35 to 49 years	50 to 64 years	65+ years	Newcastle	Port Stephens	Male	Female	Regular user	Other
City of Newcastle and Port Stephens councils	28%	16%	25%	32%	40%	27%	33%	34%	22%	33%	27%
City of Newcastle council (only)	9%	18%	6%	6%	9%	9%	10%	9%	8%	8%	9%
Private company	4%	4%	4%	6%	2%	4%	3%	4%	3%	5%	3%
Sydney Airport Corporation (owners of Sydney/Kingsford Smith airport)	3%	10%	3%	2%	0%	4%	2%	1%	6%	3%	4%
RAAF	3%	0%	2%	5%	4%	2%	6%	4%	2%	4%	3%
NSW government	3%	5%	2%	3%	3%	3%	2%	2%	4%	2%	3%
Government NFI	3%	4%	2%	5%	0%	3%	2%	2%	3%	4%	2%
Newcastle Airport Corporation	1%	0%	2%	1%	0%	1%	0%	1%	1%	2%	1%
Federal government	1%	0%	0%	1%	2%	1%	1%	1%	1%	1%	1%
Australian banks/Super funds	1%	2%	0%	0%	0%	1%	0%	1%	0%	1%	0%
Airlines	0%	2%	0%	0%	0%	1%	0%	1%	0%	0%	1%
Other (SPECIFY)	1%	0%	1%	1%	2%	1%	0%	1%	1%	1%	1%
Don't know	44%	41%	51%	40%	38%	45%	41%	40%	48%	37%	46%
Column n	600	85	159	164	189	500	100	239	357	118	482

Total sample; Weight: weight v1; base n = from 596 to 600;

total n = 600; 4 missing; effective sample size = 499 (83%)

Multiple comparison correction: False Discovery Rate (FDR)

(p = 0.05)



10. APPENDIX 3: CROSSTABULATIONS

Q4a Heard of Astra Aerolab by BANNER1 ST

		Age					LGA		S4 Gender		Q3d How often use Newcastle Airport	
		Total	18 to 34 years	35 to 49 years	50 to 64 years	65+ years	Newcastle	Port Stephens	Male	Female	Regular user	Other
Column %												
Yes		24%	15%	20%	32%	31%	23%	29%	28%	21%	38%	21%
No/Unsure		76%	85%	80%	68%	69%	77%	71%	72%	79%	62%	79%
Column n		600	85	159	164	189	500	100	239	357	118	482

Total sample; Weight: weight v1; base n = from 596 to 600;

total n = 600; 4 missing; effective sample size = 499 (83%)

Multiple comparison correction: False Discovery Rate (FDR)

(p = 0.05)



10. APPENDIX 3: CROSSTABULATIONS

Q4b coding by BANNER1 ST

Column %	Total	Age				LGA		S4 Gender		Q3d How often use Newcastle Airport	
		18 to 34 years	35 to 49 years	50 to 64 years	65+ years	Newcastle	Port Stephens	Male	Female	Regular user	Other
General awareness without specific knowledge	36%	32%	42%	35%	33%	35%	43%	36%	37%	42%	33%
Defense and military equipment manufacturing	13%	0%	14%	19%	12%	13%	13%	14%	11%	15%	12%
Defense contractor	10%	24%	5%	8%	14%	9%	15%	11%	10%	13%	9%
Aerospace hub	8%	0%	8%	9%	10%	6%	12%	6%	9%	8%	7%
Aircraft maintenance	5%	0%	11%	2%	4%	5%	3%	6%	2%	2%	7%
Aviation service provider	5%	12%	0%	6%	2%	5%	3%	6%	3%	8%	3%
Industrial and commercial hub	4%	0%	7%	5%	0%	4%	3%	5%	1%	0%	6%
Aerospace industrial park	4%	0%	5%	7%	0%	4%	4%	5%	1%	6%	2%
Aerospace research and development	3%	7%	0%	4%	2%	3%	3%	1%	4%	4%	1%
Aircraft parts manufacturing	2%	0%	0%	4%	5%	3%	0%	0%	6%	0%	4%
Aviation and defense industry support	2%	0%	0%	4%	4%	1%	9%	1%	4%	2%	3%
Aerospace technology research facility	2%	12%	0%	3%	0%	2%	4%	4%	0%	0%	4%
Engineering services	2%	0%	5%	2%	0%	2%	3%	1%	4%	2%	2%
High-tech communication and robotics	2%	0%	2%	0%	4%	1%	3%	2%	1%	0%	3%
Military and defense research	2%	7%	0%	3%	0%	1%	4%	1%	2%	0%	3%
Aerospace and defense collaboration	2%	0%	3%	2%	0%	2%	0%	1%	2%	2%	1%
Aviation technology development	1%	7%	0%	0%	2%	2%	0%	0%	3%	0%	2%
Land development for aerospace industries	1%	0%	0%	2%	2%	2%	0%	2%	0%	2%	1%
Aerospace component manufacturing	1%	0%	0%	4%	0%	2%	0%	1%	1%	2%	1%
Gibberish	1%	0%	3%	0%	0%	1%	0%	0%	2%	2%	0%
Aviation and defense training	1%	0%	0%	2%	0%	1%	0%	1%	0%	0%	1%
No comment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other	3%	0%	3%	0%	8%	4%	0%	2%	4%	0%	4%
Not sure	4%	7%	0%	4%	6%	4%	3%	3%	4%	1%	5%
Column n	129	11	25	45	46	103	26	64	65	39	90

Total sample; Weight: weight v1; base n = from 127 to 129;
total n = 600; 473 missing; effective sample size = 115 (89%)
Multiple comparison correction: False Discovery Rate (FDR)
(p = 0.05)



10. APPENDIX 3: CROSSTABULATIONS

Q5a Support or oppose Astra Aerolab by BANNER1 ST

Column %	Total	Age				LGA		S4 Gender		Q3d How often use Newcastle Airport	
		18 to 34 years	35 to 49 years	50 to 64 years	65+ years	Newcastle	Port Stephens	Male	Female	Regular user	Other
Very opposed	3%	2%	3%	4%	2%	2%	8%	2%	4%	5%	2%
Opposed	5%	7%	2%	4%	7%	5%	2%	3%	7%	5%	4%
Neutral	24%	38%	26%	18%	13%	26%	10%	16%	31%	17%	25%
Supportive	34%	37%	35%	27%	34%	33%	37%	34%	34%	28%	36%
Very supportive	35%	17%	34%	46%	43%	34%	42%	45%	25%	45%	32%

Total sample; Weight: weight v1; base n = from 596 to 600;

total n = 600; 4 missing; effective sample size = 497 (83%)

Multiple comparison correction: False Discovery Rate (FDR)

(p = 0.05)



10. APPENDIX 3: CROSSTABULATIONS

Q5b coding by BANNER1 ST

Q3d Survey by LGA and Age											
		Age				LGA		S4 Gender		Q3d How often use Newcastle Airport	
Column %	Total	18 to 34 years	35 to 49 years	50 to 64 years	65+ years	Newcastle	Port Stephens	Male	Female	Regular user	Other
Support for local employment	57%	51%	60%	62%	51%	57%	53%	60%	53%	61%	55%
Support for national defense	17%	30%	10%	14%	23%	17%	18%	18%	17%	13%	19%
Economic growth and development	13%	9%	16%	18%	7%	14%	10%	16%	9%	20%	11%
Support for RAAF base	13%	13%	10%	8%	20%	12%	17%	10%	17%	12%	13%
Support for infrastructure development	12%	3%	17%	14%	8%	13%	8%	12%	12%	13%	12%
Support for regional growth	12%	3%	13%	17%	11%	12%	11%	12%	12%	14%	11%
Support for technological advancement	12%	10%	13%	13%	9%	12%	9%	14%	7%	19%	9%
Support for local manufacturing	8%	10%	6%	5%	12%	8%	6%	8%	8%	9%	8%
Support for diversification of industry	7%	7%	6%	12%	6%	8%	4%	10%	3%	10%	7%
Support for research and revelopment	2%	0%	3%	4%	1%	3%	0%	3%	1%	5%	1%
Concerns about becoming a military target	2%	4%	0%	3%	3%	2%	4%	2%	2%	1%	2%
Concerns about chemical contamination	2%	0%	1%	2%	6%	2%	3%	1%	3%	2%	2%
Concerns about missile manufacturing	2%	2%	0%	4%	3%	2%	1%	1%	3%	2%	2%
Concerns about impact on local residents	2%	3%	0%	2%	3%	1%	3%	1%	2%	1%	2%
Concerns about noise and traffic	1%	0%	2%	2%	2%	2%	1%	1%	2%	4%	1%
Lack of information	1%	1%	0%	3%	2%	2%	1%	0%	3%	2%	1%
Environmental impact concerns	1%	2%	3%	1%	0%	1%	1%	1%	2%	1%	2%
Concerns about safety and security	1%	0%	1%	1%	3%	1%	3%	0%	3%	0%	2%
Neutral or indifferent	1%	5%	0%	1%	1%	1%	1%	0%	2%	2%	1%
Opposition to military and weapons	1%	3%	0%	1%	0%	1%	0%	1%	0%	0%	1%
No comment	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Gibberish	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%
Other	3%	3%	5%	1%	4%	4%	1%	3%	3%	2%	4%
Not sure	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
Column n	411	41	105	119	143	334	77	193	215	86	325

Filter: Q5aSupport; Weight: weight v1; base n = from 408 to

411; total n = 411; 3 missing; effective sample size = 343

(84%); 32% filtered out

Multiple comparison correction: False Discovery Rate (FDR)

(p = 0.05)



10. APPENDIX 3: CROSSTABULATIONS

Q5b coding by BANNER1 ST

Column %	Total	Age				LGA		S4 Gender		Q3d How often use Newcastle Airport	
		18 to 34 years	35 to 49 years	50 to 64 years	65+ years	Newcastle	Port Stephens	Male	Female	Regular user	Other
Support for local employment	2%	0%	9%	0%	0%	3%	0%	0%	4%	0%	3%
Support for national defense	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Economic growth and development	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Support for RAAF base	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Support for infrastructure development	2%	11%	0%	0%	0%	3%	0%	0%	4%	0%	3%
Support for regional growth	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Support for technological advancement	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Support for local manufacturing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Support for diversification of industry	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Support for research and revelopment	5%	11%	0%	8%	0%	6%	0%	7%	4%	8%	3%
Concerns about becoming a military target	39%	34%	30%	48%	44%	37%	47%	38%	40%	43%	37%
Concerns about chemical contamination	9%	0%	9%	9%	15%	8%	10%	7%	9%	0%	12%
Concerns about missile manufacturing	21%	34%	9%	33%	10%	27%	0%	7%	27%	24%	19%
Concerns about impact on local residents	15%	0%	9%	15%	32%	12%	24%	7%	18%	11%	16%
Concerns about noise and traffic	5%	0%	0%	21%	0%	4%	10%	7%	5%	5%	5%
Lack of information	4%	0%	9%	6%	0%	5%	0%	0%	6%	0%	6%
Environmental impact concerns	3%	0%	0%	12%	0%	4%	0%	0%	5%	0%	4%
Concerns about safety and security	9%	11%	9%	6%	12%	10%	8%	5%	11%	11%	9%
Neutral or indifferent	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Opposition to military and weapons	38%	44%	34%	33%	42%	34%	53%	67%	24%	21%	45%
No comment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Gibberish	2%	0%	9%	0%	0%	3%	0%	0%	4%	8%	0%
Other	4%	11%	0%	6%	0%	5%	0%	0%	6%	14%	0%
Not sure	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Column n	50	8	10	15	17	40	10	13	37	13	37

Filter: Q5aOppose; Weight: weight v1; base n = 50; effective sample size = 43 (86%); 92% filtered out

Multiple comparison correction: False Discovery Rate (FDR)
(p = 0.05)



10. APPENDIX 3: CROSSTABULATIONS

Q5c by BANNER1 ST

Q3d How often use Newcastle Airport											
		Age				LGA		S4 Gender			
Column %	Total	18 to 34 years	35 to 49 years	50 to 64 years	65+ years	Newcastle	Port Stephens	Male	Female	Regular user	Other
Employment opportunities	72%	71%	70%	78%	69%	73%	65%	75%	68%	72%	71%
Economic boost for the region/financial stability	38%	47%	44%	36%	22%	38%	34%	44%	31%	42%	37%
Aerospace and Defence business hub	27%	30%	30%	22%	23%	27%	26%	29%	25%	17%	29%
Technology and innovation hub	27%	31%	27%	30%	20%	28%	21%	32%	22%	25%	27%
More flights and international flights in and out of Newcastle Airport	17%	23%	24%	13%	6%	17%	18%	14%	21%	16%	18%
Increased tourism opportunities	11%	10%	15%	11%	4%	10%	16%	10%	12%	10%	11%
More airlines servicing Newcastle/Hunter region	10%	17%	13%	9%	2%	10%	9%	7%	13%	7%	11%
National defence	3%	4%	1%	2%	6%	3%	4%	3%	3%	1%	3%
More infrastructure/housing for the area	3%	2%	3%	5%	1%	2%	4%	2%	3%	3%	3%
Use of otherwise unusable land	2%	2%	1%	1%	3%	2%	1%	2%	1%	2%	2%
Australian economic independence	1%	0%	1%	3%	2%	1%	5%	2%	1%	2%	1%
Other (specify)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Don't know	4%	6%	4%	3%	4%	5%	2%	4%	5%	6%	4%
No benefits	6%	4%	8%	7%	6%	6%	8%	4%	9%	4%	7%
Column n	600	85	159	164	189	500	100	239	357	118	482

Total sample; Weight: weight v1; base n = from 596 to 600;

total n = 600; 4 missing; effective sample size = 484 (81%)

Multiple comparison correction: False Discovery Rate (FDR)

(p = 0.05)



10. APPENDIX 3: CROSSTABULATIONS

Q5d by BANNER1 ST

		Age				LGA		S4 Gender		Q3d How often use Newcastle Airport	
Column %	Total	18 to 34 years	35 to 49 years	50 to 64 years	65+ years	Newcastle	Port Stephens	Male	Female	Regular user	Other
No concerns	53%	43%	48%	57%	68%	54%	51%	59%	47%	55%	53%
Weapons manufacturing	17%	24%	19%	16%	10%	18%	11%	17%	17%	20%	16%
Increased traffic issues around airport	12%	22%	15%	7%	3%	12%	10%	8%	16%	6%	13%
Flightpath noise issues	8%	16%	8%	4%	3%	7%	11%	4%	11%	5%	8%
Construction impacts	7%	13%	8%	9%	1%	7%	12%	5%	10%	5%	8%
Environmental impacts/Pollution/PFAs	7%	6%	9%	6%	5%	7%	5%	4%	9%	6%	7%
Defence force related manufacturing	6%	11%	7%	5%	2%	6%	6%	6%	7%	9%	5%
Increased defence presence in Williamtown	5%	9%	5%	5%	3%	5%	6%	5%	6%	5%	5%
Targeting of the area for attack	5%	0%	5%	8%	6%	4%	8%	5%	6%	5%	5%
Cost of construction and airport expansion	4%	11%	3%	6%	0%	5%	2%	2%	7%	4%	5%
Financial viability of precinct	3%	7%	2%	4%	1%	3%	5%	3%	3%	3%	3%
Increased aerospace business presence	2%	3%	3%	1%	0%	2%	3%	2%	2%	2%	2%
Taking up farmland/habitats	1%	1%	1%	0%	0%	1%	1%	0%	2%	1%	1%
Too much spent on military	1%	0%	1%	0%	1%	1%	0%	1%	0%	2%	0%
Ownership issues	1%	1%	0%	0%	2%	0%	1%	0%	1%	1%	1%
Not enough consultation	0%	0%	0%	1%	0%	0%	0%	0%	1%	1%	0%
Other (specify)	2%	0%	2%	3%	2%	2%	3%	3%	1%	3%	2%
Don't know	3%	0%	3%	5%	4%	3%	1%	1%	5%	2%	3%
Column n	600	85	159	164	189	500	100	239	357	118	482

Total sample; Weight: weight v1; base n = from 596 to 600;

total n = 600; 4 missing; effective sample size = 499 (83%)

Multiple comparison correction: False Discovery Rate (FDR)

(p = 0.05)



10. APPENDIX 3: CROSSTABULATIONS

Q5e by BANNER1 ST

Column %	Total	Age				LGA		S4 Gender		Q3d How often use Newcastle Airport	
		18 to 34 years	35 to 49 years	50 to 64 years	65+ years	Newcastle	Port Stephens	Male	Female	Regular user	Other
Very opposed	2%	0%	2%	3%	3%	1%	5%	2%	2%	2%	2%
Opposed	5%	4%	2%	10%	6%	5%	3%	5%	4%	6%	4%
Neutral	28%	34%	28%	25%	22%	28%	25%	19%	36%	26%	28%
Supportive	38%	48%	42%	29%	33%	39%	35%	36%	41%	36%	39%
Very supportive	28%	14%	26%	33%	37%	27%	31%	38%	17%	31%	27%
Column n	600	85	159	164	189	500	100	239	357	118	482

Total sample; Weight: weight v1; base n = from 596 to 600;

total n = 600; 4 missing; effective sample size = 499 (83%)

Multiple comparison correction: False Discovery Rate (FDR)

(p = 0.05)

X(Q6) by BANNER1 ST

Daily or Weekly											
Column %	Total	Age				LGA		S4 Gender		Q3d How often use Newcastle Airport	
		18 to 34 years	35 to 49 years	50 to 64 years	65+ years	Newcastle	Port Stephens	Male	Female	Regular user	Other
Local newspapers/online	47%	38%	49%	41%	58%	47%	48%	49%	46%	51%	47%
Local television news/online	62%	47%	58%	67%	78%	63%	59%	60%	64%	57%	64%
Radio	58%	51%	55%	63%	66%	57%	63%	59%	58%	55%	59%
Social media	68%	84%	79%	63%	38%	68%	64%	67%	69%	75%	65%
Online news	60%	66%	68%	59%	42%	62%	53%	63%	58%	67%	58%
AI	12%	15%	16%	9%	3%	13%	7%	11%	12%	13%	11%
Word of mouth	66%	71%	68%	63%	63%	68%	59%	65%	69%	60%	68%
Other	13%	13%	13%	16%	10%	13%	14%	14%	13%	18%	12%

Total sample; Weight: weight v1; base n = from 596 to 600;

total n = 600; 4 missing; effective sample size = 494 (82%)

Multiple comparison correction: False Discovery Rate (FDR)

(p = 0.05)



10. APPENDIX 3: CROSSTABULATIONS

Q7 multi categorical by BANNER1 ST

		Age				LGA		S4 Gender		Q3d How often use Newcastle Airport	
Column %	Total	18 to 34 years	35 to 49 years	50 to 64 years	65+ years	Newcastle	Port Stephens	Male	Female	Regular user	Other
NBN television news	26%	21%	19%	32%	36%	26%	28%	23%	29%	16%	29%
Social media	25%	48%	34%	12%	5%	25%	26%	24%	27%	21%	26%
Newcastle Herald newspaper/online	14%	17%	14%	13%	15%	16%	6%	16%	13%	15%	14%
Online	11%	8%	14%	12%	7%	11%	10%	13%	8%	14%	10%
Radio	11%	5%	9%	16%	13%	9%	20%	11%	10%	7%	12%
Word of mouth	10%	19%	10%	9%	3%	10%	8%	8%	11%	9%	10%
Other television stations' news	7%	5%	5%	6%	13%	6%	8%	6%	7%	5%	7%
Council website	6%	11%	6%	5%	0%	5%	9%	6%	5%	2%	7%
Other newspaper/online	5%	5%	3%	10%	3%	4%	11%	4%	7%	6%	5%
Newsletter/brochure from Council	2%	1%	2%	1%	1%	2%	1%	0%	3%	1%	2%
Email	1%	3%	1%	1%	1%	1%	1%	1%	2%	2%	1%
ABC	1%	0%	2%	2%	1%	1%	0%	2%	1%	3%	1%
Other	1%	4%	1%	1%	1%	2%	1%	2%	1%	2%	1%
None/DK	2%	0%	2%	3%	2%	2%	3%	3%	1%	1%	2%
Column n	600	85	159	164	189	500	100	239	357	118	482

Total sample; Weight: weight v1; base n = from 596 to 600;

total n = 600; 4 missing; effective sample size = 498 (83%)

Multiple comparison correction: False Discovery Rate (FDR)

(p = 0.05)



10. APPENDIX 3: CROSSTABULATIONS

Q8 coding by BANNER1 ST

Column %	Total	Age				LGA		S4 Gender		Q3d How often use Newcastle Airport	
		18 to 34 years	35 to 49 years	50 to 64 years	65+ years	Newcastle	Port Stephens	Male	Female	Regular user	Other
No change in feelings	30%	17%	32%	36%	35%	30%	31%	35%	26%	37%	29%
Increased curiosity	19%	16%	17%	20%	22%	20%	12%	13%	24%	17%	19%
More informed	17%	14%	18%	18%	17%	18%	13%	13%	22%	16%	17%
No prior knowledge	16%	15%	15%	15%	17%	14%	22%	15%	16%	13%	16%
Increased awareness of Astra Aerolab	13%	13%	14%	16%	7%	14%	10%	11%	15%	10%	14%
Positive feelings due to increased knowledge	8%	12%	7%	7%	7%	8%	6%	9%	7%	6%	8%
Supportive of Astra Aerolab	7%	3%	7%	7%	11%	6%	10%	9%	5%	7%	7%
Positive outlook on development	6%	7%	7%	3%	4%	6%	4%	8%	3%	2%	7%
Neutral feelings	5%	6%	7%	4%	2%	5%	7%	6%	5%	5%	5%
Skeptical or concerned	5%	4%	3%	10%	7%	4%	11%	5%	6%	5%	5%
Indifference	4%	3%	4%	3%	4%	4%	2%	5%	3%	2%	4%
Interest in employment opportunities	2%	1%	2%	1%	5%	2%	7%	3%	2%	1%	3%
Interest in defense and security	2%	4%	2%	3%	2%	3%	1%	3%	2%	2%	3%
Interest in public infrastructure	1%	3%	2%	1%	1%	1%	3%	2%	1%	2%	1%
Interest in community impact	1%	1%	1%	0%	3%	1%	1%	0%	2%	1%	1%
Interest in community consensus	1%	2%	0%	0%	1%	1%	0%	1%	0%	0%	1%
Interest in Council involvement	1%	0%	0%	1%	2%	1%	1%	1%	1%	0%	1%
Interest in technological advancements	1%	2%	0%	1%	1%	1%	0%	1%	0%	0%	1%
Interest in local economic impact	0%	0%	0%	0%	0%	0%	1%	0%	1%	1%	0%
Interest in environmental impact	0%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%
Other	1%	3%	1%	1%	0%	1%	1%	1%	1%	5%	0%
Not sure	2%	3%	0%	1%	2%	1%	2%	0%	3%	2%	1%
No comment + Gibberish	4%	7%	4%	2%	4%	3%	8%	4%	4%	2%	4%
Column n	600	85	159	164	189	500	100	239	357	118	482

Total sample; Weight: weight v1; base n = from 596 to 600;

total n = 600; 4 missing; effective sample size = 499 (83%)

Multiple comparison correction: False Discovery Rate (FDR)

(p = 0.05)



11. APPENDIX 4: TELEPHONE QUESTIONNAIRE

NEWCASTLE INTRO: Hello, my name is [name]. I am calling from Taverner Research. We are conducting a survey with residents 18 years or older on behalf of your local council, City of Newcastle, about a major new facility being built in the Newcastle/Hunter area. The survey will take about 10 minutes to complete. Are you happy to assist by providing some feedback today?

PORT STEPHENS INTRO: Hello, my name is [name]. I am calling from Taverner Research. We are conducting a survey with residents 18 years or older on behalf of Newcastle council, about a major new facility being built in the Newcastle/Hunter area. The survey will take about 10 minutes to complete. Are you happy to assist by providing some feedback today?

IF RESPONDENT SAYS, “I do not live in the Newcastle Council area, I live in Port Stephens Council area”, the best answer is “we are speaking to people in areas around Newcastle as well”

(If landline, ask to speak with the youngest adult in household.)

(If no, try to arrange a call back or ask to speak with another member of the household.)

SINGLE prompted

S1. Please stop me when I read out the age group you are in:

READ OUT SINGLE

1. Under 18 [Thank and terminate]
2. 18 to 34 years
3. 35 to 49 years
4. 50 to 64 years
5. 65+ years
6. (Prefer not to say)

TEXT (or numeric) – SINGLE LINE OF 8 CHARACTERS

S2. What is your postcode please?

Valid postcodes are 2287,2289,2291-2300,2302-2305,2307,2315-2319,2322,2324

SINGLE unprompted



11. APPENDIX 4: TELEPHONE QUESTIONNAIRE

S3. How long have you lived in the Newcastle/Hunter area?

1. Less than 5 years
2. 5 to 10 years
3. 11 to 15 years
4. More than 15 years

SINGLE unprompted

S4. Would you please tell me the gender you identify as?

1. Male
2. Female
3. Non-binary
4. (Prefer not to say)

Open text

S5. And could I just get your first name please?

TEXT – 10 INDIVIDUAL LINES OF 40 CHARACTERS each

Q1. Thanks so much (S5). To kick us off, what major industrial or manufacturing sites can you think of in the Newcastle/Hunter/Port Stephens region?

PLEASE RECORD THE ANSWERS IN THE BOXES BELOW

NOTE: ONE ANSWER PER BOX





11. APPENDIX 4: TELEPHONE QUESTIONNAIRE

Q2. Have you heard of these industrial or manufacturing sites before?

READ OUT MULTI

Select Yes or No. If unsure, mark as No

RANDOMISE

1. Port of Newcastle
2. Newcastle Airport
3. Astra Aerolab
4. Tomago Aluminium
5. Hunter Valley Coal Chain (HVCC)/Port Waratah Coal Services
6. Orica Kooragang Island
7. Molycop
8. 99. None of these [ANCHOR EXCLUSIVE]

Q3a. The development we are talking about today is next to Newcastle Airport. How favourable or unfavourable is your opinion or impression of Newcastle Airport?

PROMPTED SINGLE RESPONSE please randomise 1-5 versus 5-1

1. Very favourable
2. Mainly favourable
3. Neutral
4. Mainly unfavourable
5. Very unfavourable

Q3b. Can you briefly explain why you think this? (Open answer)

Q3c. What have you heard about Newcastle Airport recently? (Open answer)





11. APPENDIX 4: TELEPHONE QUESTIONNAIRE

Q3d. Now (S5) How often would you use/ fly in or out of Newcastle Airport? Would you say it is:

SINGLE RESPONSE, PROMPTED

1. Frequently (Once a month or more)
2. Regularly (every few months)
3. Occasionally (once or twice a year)
4. Less than once a year, or never
5. Unsure

Q3e. And who do you think owns Newcastle Airport?

UNPROMPTED SINGLE RESPONSE

1. City of Newcastle council (only)
2. City of Newcastle and Port Stephens councils
3. Australian banks/Super funds
4. Sydney Airport Corporation (owners of Sydney/Kingsford Smith airport)
5. Other [SPECIFY]
6. Don't know

Q4a. Prior to this call, had you heard of Astra Aerolab?

1. Yes
2. No/Unsure

Ask Q4B if Q4A=1 or if q2_3=yes

Q4b. And can you briefly explain what it is or what it does? (Open-ended)



11. APPENDIX 4: TELEPHONE QUESTIONNAIRE

ASK ALL

Q5a. Astra Aerolab is the name of a new industrial park under construction directly next to Newcastle Airport and RAAF Base Williamtown. It's a 76-hectare site that's zoned for defence-related industries. The land was purchased by Newcastle Airport in 2018 as part of the Newcastle Airport masterplan to transform the airport precinct and create a world-leading aerospace industry cluster. There'll be office spaces and industrial facilities, including advanced manufacturing to support the RAAF base and defence sector such as building and maintaining fighter jets and missile manufacturing.

(S5) How supportive or opposed are you of the Astra Aerolab precinct?

PROMPTED SINGLE RESPONSE please randomise 1-5 versus 5-1

1. Very opposed
2. Opposed
3. Neutral
4. Supportive
5. Very supportive

Q5b. Can you briefly explain why you think this? (Open answer)

Q5c. What do you see as the major benefits of Astra Aerolab?

MULTIPLE RESPONSE, UNPROMPTED

1. Aerospace and Defence business hub
2. Economic boost for the region/financial stability
3. Employment opportunities
4. Increased tourism opportunities
5. Technology and innovation hub
6. More flights and international flights in and out of Newcastle Airport
7. More airlines servicing Newcastle/Hunter region
97. Other (specify)
99. No benefits [EXCLUSIVE]

Q5d. And do you have any concerns about Astra Aerolab?



11. APPENDIX 4: TELEPHONE QUESTIONNAIRE

MULTIPLE RESPONSE, UNPROMPTED

1. Construction impacts
2. Increased defence presence in Williamstown
3. Increased aerospace business presence
4. Increased traffic issues around airport
5. Flightpath noise issues
6. Financial viability of precinct
7. Cost of construction and airport expansion
8. Defence force related manufacturing
9. Weapons manufacturing
11. Other (specify)
10. No concerns [EXCLUSIVE]

Q5e. Astra Aerolab tenants rent facilities from Newcastle Airport. A portion of the rental income is paid to City of Newcastle as an annual dividend given its 50% ownership of Newcastle Airport.

How supportive or opposed are you to the City of Newcastle receiving financial benefit from defence related industries?

PROMPTED SINGLE RESPONSE PLEASE RANDOMISE 1-5 VERSUS 5-1

1. Very opposed
2. Opposed
3. Neutral
4. Supportive
5. Very supportive

Q6. Thinking more broadly now about how you receive information about things going on in the Newcastle, Port Stephens and Hunter areas, how often on average would you read, listen to



11. APPENDIX 4: TELEPHONE QUESTIONNAIRE

or watch the following news and information sources? The options are daily, weekly or more, monthly or more, less than monthly, or never: RANDOMISE

1. Local newspapers/online
2. Local television news/online
3. Radio
4. Social media
5. Online news
6. AI
7. Word of mouth
8. Other [ANCHOR LAST]

1. Daily
2. Weekly or more
3. Monthly or more
4. Less than monthly
5. Never

Q7. And what is your most preferred news or media source for receiving information about things going on in Newcastle/Hunter /Port Stephens area?

SINGLE RESPONSE UNPROMPTED – TICK WHATEVER APPLIES OR ADD AS “OTHER”

1. Newcastle Herald newspaper/online
2. Other newspaper/online
3. Council website
4. Social media
5. Online
6. Radio
7. Word of mouth
8. NBN television news
9. Other television stations' news
10. Other (specify)

SINGLE UNPROMPTED

D1. Finally, just some questions to ensure we are speaking to a good cross-section of the community. Do you own or rent the residence where you live?



11. APPENDIX 4: TELEPHONE QUESTIONNAIRE

1. Own/paying off
2. Rent
3. Other

D2. Do you currently have children 15 or under living in your home?

1. Yes
2. No

D3. And what is the highest level of education you have received?

SINGLE RESPONSE PROMPTED

1. Some high school
2. HSC or equivalent
3. TAFE or other trade qualification
4. University degree
5. Other
6. Prefer not to answer

Q8. Before you go, how would you say this interview changed your feelings about Astra Aerolab? (Open answer)

END: Thanks so much (S5), that is the end of the survey, which has been sponsored by the City of Newcastle. We greatly appreciate your feedback this afternoon/evening.

ISO and CLOSE



Taverner Research Group
T +61 2 9212 2900 | W www.taverner.com.au
A Level 2, 88 Foveaux Street, Surry Hills, NSW 2010 |
Taverner Research Group is wholly owned by Tobumo Pty Ltd | ABN 93 003 080 500