

**JANDAKOT AIRPORT  
COMMUNITY AVIATION CONSULTATION GROUP (CACG)**

<b>MINUTES OF MEETING</b>	
<b>Meeting Date:</b> Thursday, 21 <sup>st</sup> February 2013 <b>Time:</b> 16:00 <b>Location:</b> JAH Management Centre, 16 Eagle Drive Jandakot	
<b>Members Attending</b> Graham Muir – Chairperson Clive Robartson – City of Melville John Fraser – Jandakot Airport Holdings Graham Ellis – Jandakot Residents & Ratepayers John Douglas – Jandakot Airport Operators Group Ian Scott – Jandakot Airport Chamber of Commerce Dino Elpitelli – Banjup Residents Group Bill Ellis – City of Gosnells Alan Bailey – HeliWest Group	<b>Observers/Advisers Attending</b> Barry de Jong – Airservices Australia Margaret Smythe – Dept. of Infrastructure Leonie Horrocks – Dept. of Infrastructure Joanne Wann – Jandakot Airport Holdings Sarah Harris – Jandakot Airport Holdings Andrew Trosic – City of Cockburn David Moore – Airservices Australia Peter Rampellini – Dept. of Transport Kevin Smith – Jandakot Airport Holdings Peter Hay – Airservices Australia Ron Brent – Aircraft Noise Ombudsman Susan Levett – Dept. of Infrastructure
<b>Member Apologies/Absence</b> Linda Maule – Royal Aero Club of WA Lee-Anne Smith – City of Cockburn Jarad Finneran – Jandakot Volunteer Bushfire Brigade Bev Olsen – City of Canning	<b>Observer/Adviser Apologies</b>
<b>Additional Circulation</b> Mark Richardson – CASA	
<b>1 Attendance/Apologies</b>	
1.1 The Chairperson welcomed the Aircraft Noise Ombudsman (ANO), Ron Brent, to his first Jandakot CACG meeting. 1.2 Meeting apologies were received from Lee-Anne Smith and Linda Maule. 1.3 Bev Olsen is not in attendance due to the suspension of the Council of the City of Canning. 1.4 Steve Dobson advised that he is no longer involved in the Jandakot Volunteer Bushfire Brigade. Jarad Finneran will be the representative at future CACG meetings.	Note  Note  Note
<b>2 Previous Minutes</b>	
2.1 Minutes of the previous meeting were accepted and will be published on the Jandakot Airport website.	JAH
<b>3 Matters Arising from Previous Minutes</b>	
3.1 All items have been addressed in the agenda for this meeting. 3.2 The Chairperson noted that the original agenda item for the NASAG/ANEF presentation has been deferred until the next meeting due to the unavailability of Adam Sutherland from Dept. of Infrastructure. The need for the presentation was identified at the August CACG meeting [refer Minutes of Meeting item 7.3] as it is important for all members of the Group to understand noise metrics and the changes that the Commonwealth is considering.	Note

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<b>4 Chairperson's CACG Review</b>		
4.1	The Chairperson met with eight CACG members to obtain feedback on how the CACG was operating. Members and observers were invited to provide any additional comments on the draft CACG Chairperson's Report by email or phone. The report will be discussed at the May meeting.	All
<b>5 State Aviation Policy Update</b>		
5.1	Peter Rampellini reported that the draft State Aviation Policy will not be issued for public comment until after the 9 <sup>th</sup> March state election. The draft Strategy is with the Steering Committee while the WA government is in 'caretaker mode'. Peter Rampellini will advise JAH of the website link as soon as the draft Strategy is released for public comment. Once members have seen the draft the Group can decide whether a formal response from the CACG is appropriate.	P. Rampellini
<b>6 Aircraft Noise Information Report</b>		
6.1	David Moore advised that the Perth Basin Quarter 4 Aircraft Noise Information Report, published earlier this month, contains more information about Jandakot Airport than what has been provided previously.	Note
6.2	It was noted in the previous CACG meeting minutes that temporary noise monitors were to be placed around Jandakot Airport. The purpose of short-term monitoring is to get a snapshot of the noise situation in a specific area and identify whether more in-depth analysis is required to determine improvement opportunities. The short-term noise monitoring around Jandakot Airport was conducted between early November and early December. The analysis from the short-term monitoring will be made available on the Airservices website within the next few weeks. JAH will advise CACG members of the website link once the report is published. David Moore encouraged CACG members to view the short-term noise monitoring report that has recently been prepared for the Roleystone area as an example of what to expect [see <a href="http://www.airservicesaustralia.com/publications/reports-and-statistics/noise-reports/noise-and-flight-path-monitoring-system-reports">http://www.airservicesaustralia.com/publications/reports-and-statistics/noise-reports/noise-and-flight-path-monitoring-system-reports</a> ].	JAH
6.3	Graham Ellis queried which organisation was responsible for selecting the monitoring sites. David Moore advised that the area selection was an internal Airservices decision based on main flight tracks. The monitoring was then undertaken by an external company which identified the exact noise monitor location based on specific technical requirements that take into account the level of background noise, shading, nearby structures etc.	Note
<b>7 Aircraft Noise Ombudsman</b>		
7.1	Ron Brent commenced his role as the Aircraft Noise Ombudsman in September 2010. The ANO is appointed by the Airservices Australia board, but it is an independent role that cannot be directed by Airservices.	Note
7.2	The Office of the ANO is staffed by five (5) part-time employees. Its purpose is primarily to review the handling of noise complaints, as well as consultation in aircraft noise management and flight path changes.	Note
7.3	The ANO is keen to engage with the community and draw on the expertise of individuals and organisations to ensure that all possible options for noise improvement are explored.	Note
7.4	The ANO has published three major reports so far, looking mainly at the handling of complaints by Airservices. Airservices has been working hard to deliver on recommendations. There have been 251 people unsatisfied with the response by	Note

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	Airservices [Noise Complaint Information Service], of which eight relate to Jandakot.	
7.5	The focus of the ANO is to ensure that aircraft noise complaints are taken seriously and that the complaints are pursued credibly. There are ultimately only two outcomes – either something can be changed, or nothing can be changed - but all options must be thoroughly investigated.	Note
7.6	Ron Brent recognised that noise is very subjective and every person has a different tolerance.	Note
7.7	The ANO is pursuing a large number of issues around Australia and these will take some time to investigate. What sometimes seems like a simple solution turns out to be very complex.	Note
7.8	The recent simulated engine failure after take-off procedure discussions at Jandakot Airport is considered to be a very important outcome for noise management. While it is a small change that won't change the big picture, it makes a big difference for the the people affected.	Note
7.9	NCIS and the ANO have been receiving a lot of complaints about aerobatics over Rockingham. The ANO asked Airservices to investigate whether there are any other areas that can be used, but all of the potential areas identified turned out to not be suitable for a variety of reasons. One example is that higher terrain would put the aircraft activity to close to Perth Airport flight paths. There are also limits on how far offshore specific aerobatic aircraft can go, based on how the plane is equipped, and this leaves a relatively small zone that some of the aircraft can operate in. The ANO has done what can be done to make sure every possible alternative has been investigated, and is now writing directly to the aerobatic operators. The operators contacted so far have been responsive as they don't want operations curtailed.	Note
7.10	Dino Eliptelli queried why the aerobatics issue has been going on for such a long time when Airservices knows which aircraft are conducting operations in the Rockingham area. Barry de Jong advised that the Air Traffic Controllers get aircraft on and off the ground, and do not monitor where the aircraft are operating. Ron Brent confirmed that an airport is similar to a carpark, where planes come and go to the carpark (airport) under ATC control, but are not tracked and monitored when they leave the carpark. John Douglas stated that although aircraft may not be directly monitored, there is a very thick manual of Regulations that need to be adhered to, and the Regulations have very strict conditions for aerobatics. Ron Brent also reported that the initial investigation needs to consider perception: people may be adamant that the aircraft is flying directly over their house, but the reality is that the aircraft could be more than 1km away. Members of the public are often bad judges of height and distance, but it doesn't mean that their noise concern is any less valid.	Note
7.11	The ANO is looking more broadly at General Aviation (GA) airports. All GA airports have the same issues with older and nosier small aircraft, circuit training patterns, traffic joining the circuits etc. and the ANO wants to determine what opportunities there are for improvements in the medium to long-term. The objective is not to restrict airport or aircraft operations, but to evolve in how the industry views noise management. European airports have a different approach and force operators to buy quieter aircraft, but the European manufacturer of silencers for small aircraft is not interested in the Australian market as there is “not enough demand”.	Note
7.12	Ron Brent advised that the ANO should be contacted if a person can't get a reasonable response from Airservices. He also noted that the less time the ANO spends on individual complaints means more time available to investigate the big issues.	Note
7.13	Graham Ellis raised the issue of warbirds. Ron Brent advised that because warbirds are generally noisier, the ANO would like to explore more restricted conditions such as silencers. The aim is not to pull aircraft out of the air, but it is an issue that does need attention due to the big noise impact from a small number of operators.	Note

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<p>7.14 The Banjup Residents Group president sent an email querying whether pilots can be refused airport access if they do not adhere to the Fly Friendly policies. Ron Brent confirmed that there is limited enforcement due to the Fly Friendly/Neighbourly procedures being voluntary agreements. The ANO is looking at how Fly Friendly arrangements can be reviewed. Ron Brent also mentioned that quite often the issue is public perception rather than adherence, and it is a complex and quite delicate process to determine whether the complaint issue is public perception and then help people with perception.</p>	Note
<p>7.15 Dino Elipteli suggested that rather than noise complaints being handled by a centralised office based over east, Jandakot noise complaints should be dealt with by Jandakot ATC. Ron Brent responded that complaint handling is a specific expertise, and ATC controllers are not best equipped to handle those complaints.</p>	Note
<p>7.16 John Fraser queried the ANO opinion on ANEF and noise metrics. Ron Brent stated that the ANEF is a useful and effective tool for land-use planning, but not for explaining noise to the general public. The ANEF doesn't provide the level of information that the public wants, such as flight routes, number of movements, night vs. day conditions etc. and ultimately does not explain how communities will be impacted and what level of noise to expect. Standards Australia is meeting on Monday to discuss whether AS2021 needs to be reviewed. A few publications have been produced about better ways to explain aircraft noise [see <a href="http://www.infrastructure.gov.au/aviation/environmental/transparent_noise/expanding/index.aspx">http://www.infrastructure.gov.au/aviation/environmental/transparent_noise/expanding/index.aspx</a>]. Some airports around Australia are getting together to look at how they can better describe aircraft noise. Graham Muir noted that although the ANEF is produced for land-use planning, Jandakot Airport has not been protected against residential development around the airport.</p>	Note
<b>8 Aircraft Noise - Banjup</b>	
<p>8.1 Dino Elpiteli queried which organisation was responsible for controlling aircraft outside of the Jandakot Control Zone. Ron Brent advised that there are a lot of rules, but the rules are not about keeping planes on a narrow road. John Douglas confirmed that aircraft must fly specific flight paths, but that a thin line between two points on a map is in reality a 1km-wide air path.</p>	Note
<p>8.2 Dino Elpitelli expressed frustration that many aircraft are no longer displaying a registration marking on the undercarriage, making it very difficult for residents to make a complaint about specific aircraft. Graham Ellis reported that CASA changed the regulations to state that the registration only needs to be marked on the fuselage when the aircraft is due for a repaint. John Douglas advised that CASA applies a one-rule-fits-all for aircraft operators, and operators of smaller aircraft were finding it difficult to paint the registration over fixed undercarriages and radar equipment.</p>	Note
<p>8.3 Dino Elipteli asked why a CASA representative does not attend the CACG meeting. Graham Muir advised that CASA is invited to meetings to address specific issues.</p>	Note
<b>9 JAH Aviation Update</b>	
<p>9.1 Kevin Smith advised that JAH had received an email from the ANO via Airservices, regarding a review the ANO has undertaken into potential noise improvements through twin-engine and heavy aircraft conducting full length take-offs. The ANO noted that preliminary data suggested that the majority of heavy and twin-engine aircraft at Jandakot already depart using the full length runway. JAH raised this proposal for discussion at the recent Chief Flying Instructor/Chief Pilots meeting, and the operators represented agreed for Fly Neighbourly to be updated to include the request for heavy and twin-engine aircraft to conduct full length departures.</p>	Note
<p>9.2 JAH received correspondence from Airservices regarding simulated engine failure after take-off practices at Jandakot Airport. Kevin Smith reported that simulated</p>	

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<p>engine failures are an important part of pilot training, whereby the instructor pulls the engine power shortly after take off and the student pilot has to recover the aircraft. This was initially raised as a noise complaint by a Canning Vale resident, but when JAH and Jandakot Air Traffic Control (ATC) staff discussed the practice there were a few safety issues identified. Two meetings were held with representatives from all of the flying schools, and new procedures have been agreed. Where aircraft have previously been conducting an engine failure after turning crosswind, the agreed procedure is for the engine failure to be fully conducted over the runway with recovery initiated prior to the end of the airside boundary. It is important to note that an engine failure after take-off can only be conducted with ATC approval and under ATC control. Ron Brent confirmed that the ANO will be advising the original complainant of the outcome.</p> <p>9.3 Sarah Harris advised that JAH had received a request for an Aero Vodochody L-39 Albatros jet fighter/trainer to commence adventure flights out of Jandakot. The L-39 has been operating out of Camden Airport (NSW) for the past two years and will shortly be commencing operations out of Wangaratta (VIC). The proposed operator is aware of noise issues and is willing to agree to restrictions on times of operations and frequency. It was noted that Jandakot Airport is the only suitable airfield for the L-39 operations within the locale of Perth, with the next available airfield being Geraldton. Graham Ellis expressed concern with the noise level of the L-39, believing it to be equal in sound to a Strikemaster. It was agreed that JAH will source the noise metrics for the L-39 and compare the noise level to existing aircraft operations at Jandakot. It was also suggested that the L-39 operations be permitted on a trial basis to gauge the community response.</p> <p>9.4 The JAH website is currently being redesigned and as part of that process JAH is reviewing the content and information available on the website, including the Aircraft Noise Information Package. At the recent Aviation Noise Forum the key message from the ANO was for airports to provide consistent information about aircraft noise impacts and management. The previous Noise Information Package was endorsed by the then CACG. A copy of the revised Information Package will be distributed to the CACG for feedback.</p>	<p>Note</p> <p>JAH</p> <p>JAH</p>
<h3>10 Eastern Link Road</h3>	
<p>10.1 Department of Planning advised that Aecom has been appointed to undertake the Jandakot Airport Eastern Link Road Alignment Selection and Road Reservation Study. The study is intended to take four months and during that time there will be a community consultation program that includes distribution of flyers and a half day session for landowners to discuss the alignment. Community groups in the area will also be consulted.</p> <p>10.2 John Fraser attended the first briefing held on 14 February 2013. The City of Canning and City of Melville were represented at the briefing. The City of Canning is concerned about the link into Ranford Rd as traffic is already saturated in that area. The City of Canning also wants to develop Account Road to the south. Construction is expected to commence in 2014 once the MRS has been amended to reflect the new road system.</p>	<p>Note</p> <p>Note</p>
<h3>11 Jandakot Development Update</h3>	
<p>11.1 John Fraser provided an update on the development of Jandakot Airport.</p> <p><b>INFRASTRUCTURE:</b></p> <ul style="list-style-type: none"> <li>• The stage 3 infrastructure works for Precinct 5 are due for completion at the end of March. This includes a left in and left out connection with Berrigan Drive.</li> <li>• No further progress has been made on the Southern Link Road. The City of</li> </ul>	<p>Note</p>

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<p>Cockburn has requested more traffic modelling.</p> <ul style="list-style-type: none"> <li>• JAH has commissioned the design of an upgrade of the Berrigan Drive/Karel Ave intersection at the entrance to the airport. The proposal is for a signalised intersection. The upgrade will slow the traffic rat-running from Roe Highway and assist vehicles getting out of the airport.</li> <li>• The infrastructure for the Northern Aviation precinct is due for completion in March.</li> <li>• A shared tank and pump system is being installed to supply the sprinkler system for six sites.</li> </ul>	Note
<p><u>AVIATION:</u></p> <ul style="list-style-type: none"> <li>• The relocation of the Non-Directional Beacon (NDB) will not take place until works for the construction of the fourth runway have commenced.</li> <li>• The Preliminary Draft Major Development Plan (MDP) for fourth runway has been provided to the Dept. of Infrastructure for initial comment. All stakeholders will be advised once the MDP is released for public comment.</li> <li>• The taxiway and runway lighting upgrade programme is continuing.</li> <li>• Taxiway resurfacing works will be starting shortly.</li> <li>• The northern aviation (helicopter precinct) taxiway will be completed shortly.</li> </ul>	Note
<p><u>COMMERCIAL:</u></p> <ul style="list-style-type: none"> <li>• Discussions are being held with GE for possible developments for GE Health (providers of specialised medical equipment), GE Water, GE Engineering Services, and a new office building.</li> <li>• Site 10a – Global Services building is now complete.</li> <li>• Site 14 – two 2,000m2 workshops are under construction.</li> <li>• Site 20 – two warehouses have been completed.</li> <li>• Site 105 – works are continuing on the Police Air Wing facility.</li> <li>• Site 200 – the mixed use facility next to Spud Shed will be completed by the end of March. Tenants include a pharmacy, liquor outlet, Subway, pet store and Lollipops (kid’s indoor play centre).</li> <li>• Site 200a – the Aveling building is complete.</li> <li>• Site 202 – 4,000m2 warehouse will be completed this month.</li> <li>• Site 205 – 8,000m2 warehouse and office for PFP has commenced.</li> <li>• Site 210 – works on a 5,000m2 warehouse and office for Health Corporate Network are continuing.</li> <li>• Site 310 – works on a proposed warehouse for Visa Logistics have not yet commenced.</li> <li>• Site 311 – construction of a 12,000m2 warehouse for Coffi Logistics is ongoing.</li> <li>• Site 312 – a new warehouse facility for Shell Oil is being considered.</li> <li>• Site 507-510 – discussions are being held for a distribution warehouse and also a prefabricated buildings site.</li> <li>• The Jandakot Airport Master Plan needs to be updated every five years. Most of the consultants required for the 2014 Master Plan have been appointed. Stakeholder consultation will soon commence with the intention to advertise the Master Plan for public comment around the end of 2013. The Master Plan 2014 will take account of the recent changes to the Airports Act, and will also include the proposed development of Precinct 6 and 6a.</li> <li>• Clive Robartson queried whether JAH had considered restricting commercial development until the external traffic issues are sorted. John Fraser confirmed that the Master Plan included the current level of development and associated traffic generation. External road issues cannot be resolved by JAH.</li> </ul>	Note
<p><b>12 JAH Environmental Update</b></p>	

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12.1	Joanne Wann provided an update on environmental issues.	
12.2	The kangaroo population is fairly well controlled but the wallaby population is a huge concern. The wallabies have bred beyond land saturation and this is causing ecological issues as well as a high operational hazard. There has been more monitoring of the numbers and locations of wallabies in the evenings due to the JAH Aerodrome Reporting Officers (AROs) working longer shifts. The Shoo-Roo configuration has also been rearranged to provide more coverage. JAH is continuing to work with Dept. of Environment & Conservation (DEC) to search for a suitable contractor who can catch and relocate the wallabies.	Note
12.3	The Dieback Management Plan has been updated, and additional dieback treatment occurred in January.	Note
12.4	Permanent weed quadrats were monitored in spring. Weed treatment/control occurred in all conservation precincts during spring 2012.	Note
12.5	Consultants have been on site to complete orchid quadrant surveys and additional tagging of orchids. Two-thirds of the known orchid habitats have been revisited, and there are now over 225 orchids tagged and GPS locations recorded. Kings Park is continuing with orchid research.	Note
12.6	The Tenant Environmental Management Handbook and various tenant reporting templates have been updated.	
12.7	Fox baiting occurred in October 2012 and will be repeated in March 2013.	Note
12.8	The Bushfire Management Plan has recently been updated and a copy of the Plan has been sent to DFES.	Note
12.9	There are currently 202 hectares of conservation area within the airport boundary. 170 hectares must remain as conservation land, while the remainder is being managed as a conservation area until required for development. There are several layers of approvals to be able to start clearing land – firstly the Master Plan approval, then SEWPAC/EPBC approval (already obtained), and then Airports Building Controller (Dept. of Infrastructure) works permit.	Note
12.10	Dino Elipteli reported that he lives close to the airport boundary and he is concerned about the amount of kangaroos or wallabies that have come from the airport into his property. Joanne Wann advised that it is unlikely the animals have come from within the airport as there is a 2.5m airside security fence along the airport boundary that is patrolled every day.	Note
<b>13 Correspondence</b>		
13.1	All received correspondence has been previously noted in the meeting.	Note
<b>14 General Business</b>		
14.1	Graham Ellis queried whether the airport was still considering proposals for Dash-8 operations. John Fraser advised that JAH has not had any contact from the proposed operators since the initial request.	Note
14.2	Ian Scott asked whether JAH was planning to expand the airside to cater for larger aircraft. John Fraser advised that the cost of the infrastructure and all of the associated issues, such as airspace and noise, for larger aircraft operations would need to be taken into consideration for this to be considered a viable proposal. JAH is focused on continuing to build and develop the airport in accordance with Master Plan and run the airport as efficiently as possible. The Master Plan 2014 will include the development of Precinct 6 and 6A which provides for larger aviation hangar sites in close proximity to the runways.	Note
14.3	John Douglas mentioned that an earlier airport Master Plan provided for the fourth runway to be built on the outside of Runway 12/30 rather than the current design of	Note

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<p>being inside runway 12/30. John Fraser reported that the current JAH inherited the 2005 Master Plan which already had the fourth runway as per the current proposal. There have been years of studies, independent investigations and various reasons why the proposed runway is in the proposed location, and JAH is not considering relocating it. The previous Master Plans were approved by CASA.</p> <p>14.4 It was proposed for the meeting time to start earlier to make it easier for the majority of members. A start time of 3pm was agreeable to all members present except Graham Ellis. Graham Muir will have a separate discussion with Graham Ellis about the meeting start time.</p>	G. Muir
<b>15 Next Meeting</b>	
15.1 The next CACG meeting will be held on 23 <sup>rd</sup> May 2013.	Note
Meeting Closed: 6:00pm	