

CACG MINUTES OF MEETING – draft	
Meeting Date: Wednesday, 31 st May 2017	
Time: 16:00	
Location: JAH Airport Management Centre, 16 Eagle Drive Jandakot	
Members Attending	Observers/Advisers Attending
<ul style="list-style-type: none"> ▪ CACG Chairperson – Steve Klomp ▪ Banjup Residents Group – Ian Thurston ▪ City of Melville – Cr. Clive Robartson ▪ Jandakot Airport Holdings – John Fraser ▪ Royal Aero Club of WA – John Douglas ▪ Royal Aero Club of WA – Linda Maule ▪ Jandakot Residents & Ratepayers Association - Leanne Chaproniere ▪ Bibra Lake Residents Group – Paul Hansen ▪ City of Cockburn – Andrew Trosic 	<ul style="list-style-type: none"> ▪ Airservices Australia – Neil Hall ▪ Airservices Australia – Chris Murray ▪ Jandakot Airport Holdings – Jacqui Gill (CACG Secretariat) ▪ Jandakot Airport Holdings – Joanne Wann ▪ Banjup Residents Group – Dino Elpitelli & Dan Franklin ▪ Department of Infrastructure & Regional Development – Adam Sutherland, Sarah Field & Peter Atkins ▪ Aircraft Noise Ombudsman – Narelle Bell & Tim Abberton
Member Apologies/Absence	Observer/Adviser Apologies
1. Attendance/Apologies	
1.1. Meeting attendance and apologies noted above	
2. Previous Minutes	
2.1. The previous minutes were accepted as a true and accurate record of the meeting and the final version is to be published on the Jandakot Airport website.	Secretary
3. Matters Arising from Previous Minutes	
<p>3.1. Questions from the Banjup Residents Group – Ian Thurston put forward the following questions at the previous meeting to be answered by the group at this meeting:</p> <ul style="list-style-type: none"> – What is the extent of compliance with the Fly Neighbourly policy and how have noise complaints resulted in changed behaviour? • Discussions between Airservices and operators at the Fly Neighbourly review resulted in the following: <ul style="list-style-type: none"> • Workshops attended by airport, operators, ANO office and Airservices to review and, where appropriate, adopt best practice from other airports and provide greater clarity to the community. • Avoid lengthy engine run-ups and conduct non-pre-flight engine run ups in designated areas or in locations where the wind helps minimise the carriage of noise off airport • Where practicable, small jet aircraft should be towed for start-up to a location that avoids causing jet-blast damage • Use sufficient runway length and best rates of climb to maximise height over populated areas • Maintain required altitudes, particularly over residential housing • Reduction of circuit training times and changed simulated engine failure procedures. • When operating to, from, and within the Training Area, avoid populated areas where possible. • After leaving Jandakot Class D Airspace, climb to the highest practicable level below the base of controlled airspace. • Helicopters use correct take-off and landing areas to minimise the effects of rotor wash. 	

<ul style="list-style-type: none"> • Helicopters minimise tight manoeuvres and turns, and avoid hovering, when operating over populated areas where possible • Helicopters minimise rotor blade slap noise and utilise descent profiles with low-power and low-noise operations • Fly Neighbourly is for pilots to adhere to, while complying with the flight regulations as stipulated by the regulator – CASA. However there will be times when Fly Neighbourly cannot be followed to ensure safe aircraft operations, or to comply with the flight regulations as stipulated by CASA. • Adam Sutherland mentioned that aircraft are noise certified at time of manufacture and as standards change, they may not necessarily comply with later standards. Adam said that all aircraft operating met their noise certifications, even though they might be 30 years out of date. There is no intention by the Commonwealth to require current noise restrictions on older aircraft • Airservices explained that they are looking for ways to reduce noise, but safety must be the priority. If there is something that can be done Airservices will implement it. • Airservices reviewed circuit location, direction and use and found that air traffic control were doing everything possible to vary circuits, whilst complying with CASA safety requirements • Airservices investigated moving the western boundary of the training area and found that this would not restrict aircraft operations as the airspace is not under air traffic control jurisdiction – Fly Neighbourly provides guidance as to where aircraft should operate and how in these areas <ul style="list-style-type: none"> – Explain why aircraft heading south from runway 12/30 cannot turn left after take-off and navigate away from residential areas. • Airservices explained that runway 12 is used approximately 9% of the time and because of this infrequent use, pilots are not very familiar with the operating procedures. It is therefore critical to safety that aircraft are not placed in conflict, as training pilots already make errors in joining the circuit for landing. • Airservices explained that aircraft departing and turning left will conflict with circuit aircraft and traffic arriving into the circuit, increasing conflicts and would cause a major safety concern. • Airservices also explored other options where aircraft climbed earlier, but this too increased conflicts with inbound aircraft from Forrestdale Lake and would cause a major safety concern. <ul style="list-style-type: none"> – Quantify the “significant contribution to the economy of the region” made by the Airport, particularly to Canning, Gosnells, Melville, and Cockburn, and then the Perth metropolitan area. • The economic statistics are included in the Jandakot Airport Master Plan 2014 Sections 1.6, 1.7 & 1.8 	
4. Airservices Update	
<p>4.1. Q1 noise report</p> <ul style="list-style-type: none"> • There were 23 complainants for the first quarter in 2017. This is compared to 40 complainants in quarter 4 2016. • Majority of complainants were concerned about general aviation traffic and emergency services helicopters. • Training activity was the next major issue of concern. • There were three complainants from each of Banjup, Canning Vale and Leeming. All three suburbs were affected by fixed wing circuit training. Leeming is predominantly affected when the smaller cross runway is in use, and this is only used approximately 15% of the time. • Emergency services operations affected 10 separate suburbs, most were a greater distance from the airfield, including Mayfield and Subiaco. 	
5. Jandakot Airport Update	

<p>5.1. MASTER PLAN 2014</p> <ul style="list-style-type: none"> The Jandakot Airport Master Plan 2014 was approved by the Minister for Infrastructure and Regional Development on 17 February 2015. <p>5.2. INFRASTRUCTURE</p> <ul style="list-style-type: none"> Southern Link Road – The works are well underway with completion expected by mid July 2017. JAH has proposed a dual lane roundabout at the Berrigan Drive/Karel Ave intersection and will soon lodge a DA with the City of Cockburn. East Link – The State Government has completed its environmental studies. An MRS amendment is underway. <p>5.3. AVIATION</p> <ul style="list-style-type: none"> The Major Development Plan (MDP) for the first stage of aviation development proposed in Master Plan 2014 was approved by the Minister on 15 June 2016. This includes the extension of runway 12/30 and the associated taxiways. Clearing has been completed in preparation for the runway extension works. Sand removal has commenced. <p>5.4. COMMERCIAL</p> <ul style="list-style-type: none"> Site 21 -Construction has commenced on a 5,500m² factory with 500m² office Site 25 - Construction of a 120 room hotel is expected at some stage. Site 513 - Construction of a 2,000m² warehouse and 750m² office has commenced. Precinct 6 - The Precinct 6 and 6A civil project will be complete by mid 2017. 	
6. General Business	
<p>6.1. Aircraft Noise Ombudsman Introduction</p> <ul style="list-style-type: none"> The CACG welcomed the new Aircraft Noise Ombudsman Narelle Bell, along with deputy Aircraft Noise Ombudsman Tim Abberton. Narelle explained that the role of ANO is governed by a charter which includes monitoring Air Services Australia and the Australian Defence Force in regards to aircraft noise complaint handling, community consultation and provision of information. The current focus for Narelle is community consultation and she is having productive discussions with Airservices management on this. The Aircraft Noise Ombudsman has no role in regards to airports or air operators, only Airservices and Defence. Noise Ombudsman also said that her office comprised 3 part time staff, including herself. In response to the agenda item querying what she meant in her email to Michael Ryan about opportunities for "noise improvement", she said that the opportunities had been examined but were not practical Narelle commended the detailed and informative presentation given to the CACG by Air Services Australia. <p>6.2. Change of date for next meeting</p> <ul style="list-style-type: none"> Due to the chair being unavailable, a motion was put forward to the CACG for the date of the next meeting to be moved to Tuesday 5th September. There was no objections and the meeting will be moved to this date. <p>6.3. Education on drones</p> <ul style="list-style-type: none"> Andrew Trosic suggested that with the community surrounding Jandakot airport, it would be interesting to hear what measures are being taken to continue to educate people about the rules associated with drone flying. With many drones now having range in excess of 400m, does Jandakot Airport or Air Services Australia see an opportunity to partner with surrounding local government to help engage and educate our community about safe behaviour when it comes to drone flying? Steve Klomp said this is a good opportunity to for promoting the CACG with an important message about safety. Steve Klomp will write a PR for the committee to review. <p>6.4. Aircraft Noise Impact Document</p>	<p>S.K</p> <p>All</p>

<ul style="list-style-type: none"> A new date for review of the previously discussed proposed document has been set for end of July. CACG members are to pass feedback to the CACG Secretariat by July 31. A vote on whether to endorse the document will be held at the next CACG meeting. 	
7. Next Meeting	
The next meeting will be held Tuesday 5 th September	Note
Meeting Closed 18.10	