

# JANDAKOT AIRPORT COMMUNITY AVIATION CONSULTATION GROUP MINUTES OF MEETING

## CACG MINUTES OF MEETING

**Meeting Date:** Thursday, 14<sup>th</sup> November 2013  
**Time:** 16:00  
**Location:** JAH Airport Management Centre, 16 Eagle Drive Jandakot

### Members Attending

- Alan Bailey – Heliwest Group
- Andrew Trosic – City of Cockburn
- Bill Ellis – City of Gosnells
- Clint Burdett – City of Canning
- Clive Robartson – City of Melville
- Dino Elpitelli – Banjup Residents Group
- Graham Muir – CACG Chairperson
- Ian Scott – Jandakot Airport Chamber of Commerce
- John Fraser – Jandakot Airport Holdings
- John Douglas – Jandakot Airport Operators Group
- Linda Maule – Royal Aero Club of WA

### Observers/Advisers Attending

- Andy Brighthouse – City of Gosnells
- Barry de Jong – Airservices Australia
- David Moore – Airservices Australia
- Elissa Keenan – Airservices Australia
- Joanna Sutton – Dept. of Infrastructure
- Joanne Wann – Jandakot Airport Holdings
- Kevin Smith – Jandakot Airport Holdings
- Margaret Smythe – Dept. of Infrastructure
- Michael Littleton – City of Cockburn
- Neil Hall – Airservices Australia
- Sarah Harris – Jandakot Airport Holdings
- Sue Kuhl – Jandakot Airport Holdings

### Member Apologies/Absence

- Graham Ellis – Jandakot Residents & Ratepayers

### Observer/Adviser Apologies

- Leonie Horrocks – Dept. of Infrastructure

## 1 Attendance/Apologies

1.1 Attendance and apologies are noted above.

Note

## 2 Previous Minutes

2.1 Minutes of the previous meeting were accepted as a true and accurate record and will now be published on the Jandakot Airport website.

Note

## 3 Matters Arising from Previous Minutes

3.1 Dino Elpitelli requested an independent secretariat at the previous meeting (item 9.4 of the minutes). Margaret Smythe advised that the Department of Infrastructure only requires an independent Chairperson. Although a few CACGs have a third party contracted for secretariat functions, for the majority of the CACGs the airport lessee company provides the secretariat role. John Fraser commented that the CACG is funded by JAH, and JAH would not support the additional cost impost of an independent secretariat. CACG members are able to put forward agenda items and have an opportunity to suggest changes to the minutes before they are published. Graham Muir acknowledged that the draft minutes are being accepted with very little discussion which indicates that what is being documented is considered accurate by the CACG members. The motion to retain JAH as CACG secretariat was put to a vote. All members voted in favour except for Dino Elpitelli. It was noted that Graham Ellis had supported Dino's suggestion of an independent secretariat at the previous meeting.

Note

3.2 Dino Elpitelli requested contact details for all aircraft operators at Jandakot in response to item 4.12 of the 23 May meeting minutes, where it was suggested that residents affected by aircraft noise could write to operators directly. Sarah Harris advised that the Jandakot Airport website has a tenant directory that lists contact details for those operators that have given permission for that information to be published (see <http://www.jandakotairport.com.au/corporate/tenant-directory.html>).

Note

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<b>4 CACG Chairs Conference</b>	
4.1 The CACG Chair's Conference was held in Canberra recently and most of the CACG Chairpersons were able to attend. Graham Muir was unable to attend. Margaret Smythe reported that there was a lot of discussion about airport master planning and the role of CACGs in airport development planning. The main benefit of the conference is for CACG Chairpersons to share their experiences.	Note
4.2 The Department of Infrastructure conducted an online survey about the effectiveness of CACGs prior to the Chairs conference [the survey link was emailed to CACG members on 4th September]. Margaret Smythe advised that 73 survey responses had been received, made up of 12 CACG chairpersons, 17 airport representatives, and 44 CACG members. The summary of survey responses will be provided as an attachment to minutes of this meeting.	Secretary
<b>5 Airservices Australia Update</b>	
5.1 Airservices has released a Fact Sheet titled 'Airservices environmental assessment process for changes to aircraft operations' which is available online at <a href="http://www.airservicesaustralia.com/wp-content/uploads/13-167FAC_Environmental_assessment_P1.pdf">http://www.airservicesaustralia.com/wp-content/uploads/13-167FAC_Environmental_assessment_P1.pdf</a> ).	Note
5.2 Airservices has also recently published a new booklet titled 'Airservices commitment to aircraft noise management'. Copies were distributed at the meeting. The information booklet can be viewed online at <a href="http://www.airservicesaustralia.com/wp-content/uploads/Aircraft_Noise_Management_WEB.pdf">http://www.airservicesaustralia.com/wp-content/uploads/Aircraft_Noise_Management_WEB.pdf</a>	Note
5.3 The Quarter 3 (Jul-Sep) 2013 Noise Information Report for the Perth Basin was not ready to publish prior to this CACG meeting. David Moore provided an overview of the key statistics that will be included in the report. The two highest complaint areas were Canning Vale and Roleystone which are also suburbs impacted by flights using Perth Airport runway 03. Although noise monitoring at Roleystone identified that the loudest flights were aircraft operating to and from Jandakot, most complaints were about the night-time Perth Airport arrivals (whereas Jandakot movements are mainly during the day). (Post meeting note: the Q3 2013 Noise Information Report is available for viewing online at <a href="http://www.airservicesaustralia.com/wp-content/uploads/ANIR-Q3-2013-Perth_Jandakot.pdf">http://www.airservicesaustralia.com/wp-content/uploads/ANIR-Q3-2013-Perth_Jandakot.pdf</a> ).	Note
5.4 In 2012, 23% of all complaints about Jandakot Airport traffic were related to aerobatic operations. In Quarter 3 2013, aerobatics represented 7% of all complaints. The Aircraft Noise Ombudsman (ANO) reported at the CACG meeting in February that aerobatic operations were being reviewed following a lot of complaints from residents in Rockingham. The ANO asked Airservices to investigate whether any noise improvements were possible. Airservices identified that although many of the complaints referred to aerobatics, the noise event was actually related to aircraft just passing overhead or practicing engine stall failures over the water. There are two main aerobatic areas in Perth – an area to the north which is used for military training, and an area to the south near Rockingham and Mandurah. The south area is Class G uncontrolled airspace below 3,000ft. There is also an area, known as D104C, inland from Rockingham that is allocated for low-level aerobatic activities.	Note
5.5 There are four operators based at Jandakot Airport that provide aerobatics on a commercial basis. The largest operator conducts up to 10 flights per week, and the other operators all conduct an average of 1-2 aerobatic flights each per week. The largest aerobatics operator has changed his procedures over the last 3 years due to community feedback. The 30 minute flight travels from Jandakot Airport up the Kwinana Freeway and then a few minutes of aerobatics is conducted over the water between the coast and the restricted military area. The operator conducts the flights at different times	Note

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<p>of the day and different days of the week, and never flies on both Saturday and Sunday.</p>	
<p>5.6 Neil Hall reported that the aerobatic operators based at Jandakot Airport were very responsive to community feedback. The commercial aerobatic operations are their livelihood, and the companies are very proactive in considering and minimising noise impact. Dino Elpitelli commented that there is no point to them being proactive as no operator has ever been prosecuted for not following procedures, and in the case of low flying aircraft, no one can prove the actual flight height. Dino stated that an operator had conducted low aerobatics over his house on Tuesday night, but he cannot prove the height as aircraft don't have to use transponders in the Jandakot Control Zone and the movement will therefore not be displayed on WebTrak, Airservices doesn't monitor the aircraft heights, and Dino can't determine the accurate height and it is only his word that the aircraft was too low.</p>	Note
<p>5.7 The ANO asked Airservices to investigate whether aerobatic flights could be conducted further out to sea. Airservices determined that this is not feasible, as for safety reasons aircraft can only go 600m off the coast so they are able to glide back to land. The area is further restricted by the military zone around Garden Island. The Civil Aviation Safety Authority (CASA) would not consider a smaller dedicated area just for aerobatic operations as there are safety benefits to having the aerobatic activity spread out over a wide area.</p>	Note
<p>5.8 David Moore suggested that the Jandakot Airport Fly Neighbourly policy should be amended to add a guideline about performing aerobatics 600m off the coast and away from residential areas. This suggestion recognises what the largest aerobatic operator is already doing. Sarah Harris advised that Fly Neighbourly is a voluntary agreement between JAH and aircraft operators, so the proposed amendment will be presented for discussion at the Chief Pilot/Chief Flying Instructor meeting being held next month.</p>	JAH
<p>5.9 It was noted that Jandakot Airport has been wearing a lot of complaints about aerobatics that are not related to Jandakot operators. Murray Field and Serpentine Aerodromes are located close to Rockingham and Mandurah and many small homebuilt aircraft are based at these airports. Airservices has not talked to operators at Murray Field or Serpentine as these areas are outside of controlled airspace and therefore not within the Airservices systems. WebTrak does not display tracked aircraft beyond Russell Road so it is not possible for residents to identify which airport the aerobatic operations have come from. [Post meeting note: Airservices has previously advised that the WebTrak interface is limited to a 50km x 50km area and moving the WebTrak region further south would reduce coverage around Pearce].</p>	Note
<p>5.10 John Douglas reported that Murray Field Aerodrome is run by the Royal Aero Club of WA (RACWA) and it has a designated aerobatic area. RACWA conducts aerobatics out of Jandakot Airport with two Tiger moth aircraft, and they operate in Cockburn Sound as Airservices provides aircraft separation control due to that area being in controlled airspace. John also noted that up until a few years ago, RACWA regularly held aerobatic competitions over Jandakot. Aerobatics are now only conducted around Jandakot for special events such as air shows and special ceremonies (e.g. Battle of Britain). John is aware of aerobatic operators based at Busselton that regularly operate along the Mandurah/Rockingham coast.</p>	Note
<p>5.11 David Moore reported that the process followed to review aerobatics is how Airservices is now looking at all noise improvement opportunities. Airservices has representatives attend every CACG to get input about community concerns. Many of noise improvements already put in place are as a result of suggestions from community feedback.</p>	Note
<p>5.12 Neil Hall presented a new flight track being proposed by Airservices. Currently aircraft departing by Instrument Flight Rule (IFR) procedures use an old navigation aid called the Non-Direction Beacon (NDB). The emergency services and new RFDS aircraft all have GPS-based navigation equipment that cannot interrogate the existing NDB</p>	

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<p>navigation aid, and these operators need a new instrument departure to get them out of Jandakot quickly. All IFR equipped aircraft will use an instrument departure rather than Visual Flight Rule (VFR) procedures. There are currently 50-60 IFR departures per day. The new instrument departure proposal takes the IFR aircraft from any runway to Lake Yangebup. Barry de Jong noted that the proposed instrument track uses the current visual flight rule (VFR) track to Lake Yangebup, which is the main track out of Jandakot. John Douglas commented that this path is a practical departure as it requires no turning from 24R (main used runway) and tracks over a lot of industrial area. The turn from runway 06L keeps the aircraft in the existing circuit path. Andrew Trosic noted that the residential component of Cockburn Central has increased significantly and each of the proposed tracks impacts existing or proposed residential areas. Barry de Jong advised that the IFR aircraft will be at 2,500ft-3,000ft by the time they reach Lake Yangebup. Neil Hall advised that Airservices has commenced an environmental assessment to determine if there is a major noise impact. The initial analysis indicates that the IFR track proposal has a neutral noise impact, in that there will be a net gain for someone but a net impact for someone else.</p> <p>5.13 Dino Elpitelli commented that the community issue is not that aircraft noise is being moved from one person and given to another person. The main complaint is that aircraft fly too low, take short-cuts and do not fly where they should be flying.</p>	<p>Note</p> <p>Note</p>
<b>6 Jandakot Airport Update</b>	
<p>6.1 John Fraser provided an update on the development of Jandakot Airport.</p> <p><u>INFRASTRUCTURE</u></p> <ul style="list-style-type: none"> <li>▪ Discussions are continuing with City of Cockburn on the South Link Road. The intersection between Jandakot Road, Berrigan Drive and the south link road has not yet been agreed.</li> <li>▪ The design for a signalised intersection at the Berrigan Drive/Karel Ave entrance has been completed and discussions are underway with Main Roads WA and City of Cockburn. Main Roads has informally approved the intersection.</li> <li>▪ AECOM completed the study on alignment options for the East Link Road and the report is currently being finalised. JAH prefers the original alignment into the airport. Stage 1 of the works within the airport boundary is out to tender, and construction will commence in January 2014.</li> </ul> <p><u>AVIATION</u></p> <ul style="list-style-type: none"> <li>▪ The Major Development Plan (MDP) for the fourth runway and airfield development works will be released for public comment at same time as Master Plan 2014 due to the requirement for an updated Australian Noise Exposure Forecast (ANEF). The new instrument departure being proposed by Airservices (discussed at item 5.12) will be included in the revised ANEF.</li> <li>▪ The taxiway and runway lighting upgrade is ongoing and taxiway resurfacing works will commence shortly.</li> <li>▪ The Royal Flying Doctor Service (RFDS) is looking at a long term upgrade of its three facilities at Jandakot Airport.</li> </ul> <p><u>MASTER PLAN 2014</u></p> <ul style="list-style-type: none"> <li>▪ Master Plan 2014 is a review of Master Plan 2009, and there are a few modifications to what was included in Master Plan 2009.</li> <li>▪ Precinct 6/6A was proposed in Master Plan 2009 and is being implemented in Master Plan 2014. The existing provision of 20ha of aviation land has been fully utilised, and the proposed 6A precinct allows for an additional 10ha of aviation development.</li> </ul>	<p>Note</p> <p>Note</p> <p>Note</p>

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<ul style="list-style-type: none"> <li>▪ The fixed-wing aircraft movement capacity has been reassessed from 514,000 to 460,000 due to the impact of the Class D Airspace procedures, introduced in 2010, which reduces the number of aircraft permitted in the circuit.</li> <li>▪ Master Plan 2014 is expected to be released for public comment in early 2014.</li> </ul> <p><b>COMMERCIAL</b></p> <ul style="list-style-type: none"> <li>▪ A draft MDP is being prepared for GE. Originally the proposal was for four new buildings, but GE has recently changed its plans to a 25,000m<sup>2</sup> warehouse with hardstand and parking.</li> <li>▪ Site 16 – construction of a 1,000m<sup>2</sup> warehouse will be complete this month.</li> <li>▪ Site 105 – the Police Air Wing hangar complex is complete.</li> <li>▪ Site 202 – the office addition is complete.</li> <li>▪ Site 204 – a 18,000m<sup>2</sup> office and 6,400m<sup>2</sup> workshop for Oceaneering is under construction.</li> <li>▪ Site 205 – construction of a 8,000m<sup>2</sup> warehouse and office for PFP is complete.</li> <li>▪ Site 206 – an 8,000m<sup>2</sup> distribution warehouse is being considered.</li> <li>▪ Site 211 – construction of a 2,000m<sup>2</sup> workshop and 830m<sup>2</sup> office for Hydratight is underway.</li> <li>▪ Site 216 – a 12,000m<sup>2</sup> workshop and 1,000m<sup>2</sup> office are being considered.</li> <li>▪ Site 218 – an MDP is being prepared for a large 50,000m<sup>2</sup> distribution warehouse for Aldi. Andrew Trosic noted that Aldi representatives had met with the City of Cockburn and they have a very aggressive timeframe to get seventy (70) retail stores operational.</li> <li>▪ Site 309 – a 2,250m<sup>2</sup> warehouse and 1,000m<sup>2</sup> office for West Coast Energy has commenced.</li> <li>▪ Site 310 – a 4,000m<sup>2</sup> warehouse and 360m<sup>2</sup> office is being considered.</li> <li>▪ Site 312 – a warehouse/storage facility for Shell Oil is being considered.</li> <li>▪ Site 313 – an office and workshop facility is being proposed for Coregas.</li> <li>▪ Site 501-503 – a 45,000m<sup>2</sup> distribution warehouse is being considered. This facility will require an MDP.</li> <li>▪ Site 506 – a prefabricated building facility is under construction.</li> <li>▪ Site 509 – a 6,000m<sup>2</sup> distribution facility is being considered.</li> <li>▪ Site 515 – a 23,000m<sup>2</sup> distribution facility is being considered.</li> <li>▪ Royal Flying Doctor Service is developing a Master Plan to redevelop its entire site for long-term operations out of Jandakot.</li> <li>▪ Redevelopment of the Fugro site is being considered.</li> </ul>	Note
<b>7 Roads and Traffic</b>	
<p>7.1 John Fraser advised that Master Plan 2009 showed an east link and south link road network. The State Government commissioned a study on alignment options for the east link road, and the preferred road connects Jandakot Airport to Ranford Road. The alignment of the road within the airport boundary is returning to the original alignment shown in Master Plan 2009 due to there being insufficient road reserve within or along Ken Hurst Park. Road works within the airport boundary will commence in January 2014.</p> <p>7.2 The south link road alignment will be agreed in Master Plan 2014. JAH has environmental approval to clear the original alignment, but these works are being delayed until the intersection with Jandakot Road and Berrigan Drive is agreed with City of Cockburn.</p> <p>7.3 Discussions are continuing with City of Cockburn to get approval for a signalised intersection at the airport entrance on Karel Avenue. Construction will start as soon as the proposal is agreed.</p> <p>7.4 Michael Littleton reported that the City of Cockburn has discussed a lot of different road</p>	<p>Note</p> <p>Note</p> <p>Note</p>

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<p>options with JAH. The issue with the southern link road is that the City of Cockburn believes that the intersection of the new road with Jandakot Road and Berrigan Drive needs to be signalised. The congestion on Armadale and Solomon Roads is a big issue, and the City is cautious about adding commercial traffic to already clogged residential roads. The Kwinana Freeway is being upgraded to three lanes between Roe Highway and Armadale Road, and once these works are complete it should reduce the rat-running along Berrigan Drive. Before endorsing Master Plan 2014, the City of Cockburn expects to know the timing of all of the roads being included and how and when the works will be funded. Traffic modelling is being considered, and while a single carriageway might meet current requirements, there needs to be agreement of a parameter for when the planned road would be upgraded to dual-carriageway. Michael Littleton noted that airport infrastructure is the responsibility of the airport operator.</p>	Note
<p>7.5 John Fraser advised that the Department of Infrastructure now requires airport Master Plans to include a detailed Ground Transport Plan and this will be part of Master Plan 2014.</p>	Note
<p>7.6 John Douglas queried whether the City of Cockburn takes the rates paid by airport tenants into consideration when looking at road planning. John Fraser noted that airport tenants currently pay \$2M per year in rates to the City of Cockburn. Michael Littleton responded that rates are a contribution to the community, and the community interest is larger than Jandakot Airport. The City is funding works to Berrigan Drive and contributing \$10M to the North Lake Bridge, and airport tenants get a direct benefit from the networks being upgraded. Michael Littleton advised that that the City deals with Jandakot Airport in the same way as any other developer.</p>	Note
<p>7.7 Barry de Jong noted that there are operational issues with emergency services needing quick access in and out, particularly ambulances doing patient transfers from RFDS.</p>	Note
<p>7.8 Linda Maule queried whether the impact of commercial trucks from developments such as Aldi is taken into consideration. Michael Littleton advised that the City of Cockburn has no control over how roads are developed within the airport site. The City expects that JAH has assessed the requirements and provides the necessary infrastructure.</p>	Note
<p><b>8 Public Comment – draft State Planning Policy 5.3 Land Use Planning in the Vicinity of Jandakot Airport</b></p>	
<p>8.1 The draft State Planning Policy 5.3 – Land Use Planning in the Vicinity of Jandakot Airport 2013 was released by the Minister for Planning, John Day, for public comment. A copy of the documentation was emailed to CACG members on 28 October.</p>	Note
<p>8.2 The WA Planning Commission is requesting that comments remain focused on the extension of notification on title from the Core area (20 ANEF contour) to the Frame area (area defined by Roe Hwy, Ranford Rd, Warton Rd, Armadale Rd and Kwinana Fwy and the 20 ANEF contour).</p>	Note
<p>8.3 Clive Robartson reported that there were a lot of submissions made during the previous public comment process in 2011 that have not been taken into account in this draft. Andrew Trosic advised that the City of Cockburn has responded to the WA Planning Commission to say that the proposed change seems OK, but please contact the City to discuss the previous submission.</p>	Note
<p>8.4 It is recommended that all organisations responding to the draft SPP 5.3 re-table or make reference to previous submissions.</p>	All
<p>8.5 John Fraser noted that flight procedures and aircraft types will change over time, and therefore the noise pattern will also change. The ANEF is a forecast to 20 years in the future, but it is based on what is known now.</p>	Note
<p>8.6 Graham Muir advised that the letter from the WA Planning Commission does acknowledge that a more comprehensive review of SPP 5.3 may be undertaken</p>	

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<p>following the review of Australian Standard AS2021. Margaret Smythe reported that a technical committee has been convened for the proposed review of AS2021, but the type of review to be undertaken has not yet been determined.</p>	Note
<p>8.7 Dino Elpitelli stated that he does not agree with the focus on the land title including a memorial to say the land is subject to aircraft noise. The community issue is not aircraft noise – it is excessive noise – and everyone is just hiding behind the land title requirement.</p>	Note
<p>8.8 Andrew Trosic reported that the statutory approvals have been granted for the Banjup Quarry Redevelopment. The City of Cockburn requested additional measures outside of what is required under SPP 5.3, including signage and compulsory noise attenuation for every building (which will make construction \$5-\$10K more expensive), so anyone considering building and living in that area will be aware that there will be an aircraft noise impact. John Douglas commented that having double glazed windows won't reduce the impact of aircraft noise when people are out in their backyards.</p>	Note
<p>8.9 Elissa Keenan noted that Airservices has found that while measures are put in place to advise residents they will be in an aircraft noise impact area, it eventually causes a huge impost on the airport as the residents invariably start asking for curfews and operating restrictions.</p>	Note
<p>8.10 Graham Muir commented that the intention of SPP 5.3 is to protect people who may be affected in the future. It was agreed that the CACG will confirm support for the proposed change to SPP 5.3 and request consideration of previous submissions.</p>	Secretary
<b>9 Correspondence</b>	
<p>9.1 The Jandakot Volunteer Bushfire Brigade advised that it was no longer able to provide a representative for CACG meetings. The CACG Terms of Reference states that members are appointed for a 2 year term, but the CACG will consider applications from interested parties at any time if community group positions are available. Graham Muir requested that members pass on contact details for the CACG to any community groups that may have a valid interest in being part of the CACG.</p>	Note
<p>9.2 A local resident, M. Ryan, contacted local MPs and the Noise Complaint Information Service about restricting Overseas Pilot Training on festive season public holidays. This request was also emailed to Graham Ellis and the CACG. Barry de Jong advised that under Class D Airspace procedures, the Jandakot ATC Tower is required to be operational 365 days. However, the Tower generally doesn't provide a service on Christmas Day due to the low movements. Part of the process is to check with operators about expected Christmas Day movements, and operators have confirmed minimal movements. China Southern and Singapore flying College have advised that there will not be any training flights conducted on Christmas Day. Last year there were less than 70 flights on Christmas Day, and it was mainly RFDS operations. Graham Muir advised that he will respond to M. Ryan to advise that the correspondence was noted.</p>	G.Muir
<p>9.3 City of Melville advised that Cr Clive Robartson has been re-elected as the Council's representative on Jandakot CACG.</p>	Note
<b>10 General Business</b>	
<p>10.1 John Fraser raised an issue with the language and information being recorded in the Banjup Resident Group (BRG) minutes on the BRG website about Jandakot Airport and the CACG. The information is factually incorrect and the statements are inflammatory. John Fraser stated that no one from BRG has raised or discussed any issues with JAH. Dino Elpitelli responded that he attends the CACG meetings to express his frustrations and the only thing that happens is that his concerns are noted. Dino also advised that</p>	

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<p>what is recorded in the BRG minutes are not his words and he does not write the presentation material. It was agreed that a letter would be sent from the CACG to the BRG to note concerns with how the CACG is being portrayed. Graham Muir also requested that Dino follows this up with BRG.</p>	<p>G. Muir / D. Elpitelli</p>
<p>10.2 Andrew Trosic confirmed he had received a letter from the President of BRG saying that Jandakot Airport had cancelled the Fly Neighbourly program, and Andrew advised BRG that this information was incorrect.</p>	<p>Note</p>
<p>10.3 Alan Bailey commented that Dino's perception is that nothing is being done. Heliwest has made a lot of operational changes to ensure the impact on residential areas is minimised. Aircraft are noisy, and operators are aware of the impact the noise has. Dino responded that his issue is that no one monitors aircraft. Airservices monitors take-offs and landings and no one monitors anything else so nothing is ever done. Dino considers the CACG a talk-fest that wastes tax-payer dollars by people coming from interstate to attend meetings where nothing ever gets done.</p>	<p>Note</p>
<p>10.4 Graham Muir acknowledged that having residents express their concerns is valuable feedback for the airport and aircraft operators. However, CACG members will not always agree on what is being discussed, and the CACG forum demands respect.</p>	<p>Note</p>
<p>10.5 David Moore offered to arrange a meeting with Dino to explain the airspace procedures in detail and discuss Dino's concerns. Neil Hall commented that Airservices is listening to community concerns and being pro-active to see what can be done, and there are currently 60 proposed changes across Australia being considered.</p>	<p>Note</p>
<p>10.6 Andrew Trosic has reviewed the draft State Aviation Strategy. Jandakot Airport was only mentioned a few times and there was no recognition of Jandakot Airport and the role that it plays. CACG members were encouraged to review the draft State Aviation Strategy and provide feedback. Graham Muir requested approval from the members to write a response on behalf of the CACG. There were no objections.</p>	<p>G. Muir</p>
<p>10.7 Dino suggested that pilot training schools make a presentation at the next CACG. The presentations from Police Air Wing and Heliwest at the previous meeting were very beneficial, and it would be useful to understand training school operations. The Secretary will ask training schools (RACWA, Singapore Flying College and/or China Southern WA Flying College) to present an overview of training operations at the next meeting.</p>	<p>Secretary</p>
<b>11 Meeting Dates 2014</b>	
<p>11.1 The Jandakot Airport CACG dates have previously been aligned with the Perth Airport Aircraft Noise Management Consultative Committee (ANMCC). The Perth ANMCC is being absorbed into the Perth CACG and other technical working groups, and Margaret Smythe queried whether the CACG could consider changing meeting days to align with the Perth CACG as that would assist Dept. of Infrastructure and Airservices personnel who come to Perth to attend both meetings. The Perth CACG meets on a Monday afternoon, so the preference would be for the Jandakot CACG to be held on Tuesday. An email will be sent to all CACG members to determine the preferred meeting day.</p>	<p>Secretary</p>
<p>Meeting Closed: 6:10pm</p>	