

JANDAKOT AIRPORT COMMUNITY AVIATION CONSULTATION GROUP MINUTES OF MEETING

CACG MINUTES OF MEETING	
Meeting Date: Thursday, 20 February 2014 Time: 16:00 Location: JAH Airport Management Centre, 16 Eagle Drive Jandakot	
Members Attending <ul style="list-style-type: none"> ▪ Alan Bailey – Heliwest Group ▪ Clint Burdett – City of Canning ▪ Clive Robartson – City of Melville ▪ Graham Muir – CACG Chairperson ▪ Ian Scott – Jandakot Airport Chamber of Commerce ▪ John Fraser – Jandakot Airport Holdings ▪ Linda Maule – Royal Aero Club of WA ▪ Graham Ellis – Jandakot Residents & Ratepayers ▪ Andy Brighthouse – City of Gosnells 	Observers/Advisers Attending <ul style="list-style-type: none"> ▪ Barry de Jong – Airservices Australia ▪ David Moore – Airservices Australia ▪ Joanne Wann – Jandakot Airport Holdings ▪ Alvi Hosain – Dept. of Infrastructure & Regional Development ▪ Neil Hall – Airservices Australia ▪ Sarah Harris – Jandakot Airport Holdings ▪ Tim Abberton – Aircraft Noise Ombudsman ▪ Norm Jones – Departure of Infrastructure & Regional Development
Member Apologies/Absence <ul style="list-style-type: none"> ▪ Andrew Trosic – City of Cockburn ▪ Dino Elpitelli – Banjup Residents Group ▪ John Douglas – Jandakot Airport Operators Group 	Observer/Adviser Apologies <ul style="list-style-type: none"> ▪ Margaret Smythe – Dept. of Infrastructure ▪ Joseph Quick, Office of Melissa Parke MP
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
2.2 Graham Ellis requested that the draft minutes be distributed within 7-10 days so that the recollection of discussion is still fresh. The draft minutes of the 14 November meeting were emailed to the Group members on 4 December.	Secretary
3 Matters Arising from Previous Minutes	
3.1 A letter was sent to the WA Planning Commission on behalf of the CACG to confirm support for the proposed change to draft State Planning Policy 5.3 - Land Use Planning in the Vicinity of Jandakot Airport (item 8.10 of previous minutes).	Note
3.2 A letter was not sent on behalf of the CACG to the Department of Transport regarding public comment on the draft State Aviation Strategy (item 10.6 of previous minutes). A number of individual organisations represented at the CACG made submissions. Graham Muir expressed concern that a Department of Transport representative was no longer attending the CACG meetings to provide updates. The Secretary confirmed that two Department of Transport representatives are included in the CACG distribution list and receive all of the email correspondence.	Note
3.3 An addition to Fly Neighbourly was proposed by Airservices (item 5.8 of previous minutes). This change was presented at the Chief Pilot / Chief Flying Instructor meeting in December 2013 and there were no objections to the amendment.	Note
3.4 The Perth Airport CACG is looking to amalgamate with the Perth Airports Municipalities Group (PAMG). This would require a change of scope, and until this	

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<p>is agreed it is not known whether there will be any change to the meeting day and time of the Perth CACG. Once the Perth CACG meeting dates are determined, the Jandakot CACG will consider whether it is appropriate to schedule the Jandakot CACG meetings either the day prior or after the Perth CACG so that Department of Infrastructure and Airservices personnel can attend both meetings in the one trip.</p>	Secretary
4 Singapore Flying College Presentation	
<p>4.1 John Barouky, Assistant Chief Flying Instructor - Operations & Training, provided an overview of Singapore Flying College (SFC) operations.</p>	Note
<p>4.2 SFC has operated out of Jandakot Airport since 1988 and currently provides training for Singapore Airlines, Singapore Airlines Cargo, Silk Air and Tiger Airways cadets. SFC is looking to establish training agreements with more airlines.</p>	Note
<p>4.3 SFC provides flight and theory training according to a stringent syllabus that is approved by the Civil Aviation Authorities in Australia (CASA), Singapore (CAAS), and China (CAAC). The cadets are based at Jandakot Airport during the initial phases of training.</p>	Note
<p>4.4 Training is carried out in four modules: Ab-Initio, Visual Flight Rule (VFR) Navigation, Instrument Flight Rule (IFR) Navigation, and Multi-Engine. VFR training flights travel as far as Jurien Bay and Bunbury. IFR training is conducted mainly using Cessna 172 and twin-engine Baron aircraft. The average training time is 44 weeks per cadet, which equates to 165 flying hours – 130 hours in single-engine aircraft and 35 hours in twin-engine aircraft.</p>	Note
<p>4.5 SFC was operating at full capacity of 145-150 cadets until 2010. SARS and the GFC heavily impacted on the student intake and there are currently only 30-40 cadets based at Jandakot. SFC is expecting the cadet intake to increase again over the next 2-3 years. Due to the low cadet numbers, SFC will soon only operate Monday to Friday.</p>	Note
<p>4.6 SFC training is to an international airline standard – it is not just training someone how to fly an aircraft, but teaching them how to be an airline captain. Each SFC instructor is allocated specific cadets for the duration of the training. There are frequent safety forums and teaching about environment issues such as noise pollution, noise abatement, and fly neighbourly principles. SFC abides by the Fly Neighbourly requirements and CASA's regulations regarding low flying and flying over built-up areas. All flight operations to the east are conducted at more than 3000ft. The standard operating height for the Baron is between 5,000ft-7,000ft.</p>	Note
<p>4.7 Ian Scott noted that within 2-3 years there is expected to be a worldwide shortage of pilots due to retirements. John Barouky agreed, as 25%-30% of Singapore Airline pilots are nearing 60 years of age.</p>	Note
<p>4.8 John Barouky reported that Singapore Airlines receives 1,000 applications at each intake. Only 10%-15% of applicants get through as it costs \$500K to train each cadet.</p>	Note
<p>4.9 Graham Ellis queried whether SFC had any plans to change its Baron aircraft with a quieter type. John Barouky advised that SFC has a contractual agreement to have the Barons for another 2 years. The barons are twin-engine aircraft that are used to conduct 2 circuit sessions per cadet (less than 4 hours). There is huge competition for night circuit slots so SFC aims to start circuits by last light. During summer last light is at 7:30pm and the aircraft is usually back on the ground by 9:30pm.</p>	Note
<p>4.10 Graham Ellis also asked how cadets maintained runway centreline during night operations. John Barouky reported that it is not easy at night so cadets are taught to hold drift according to cross-wind and check their relative position. The main priority for the pilot is to maintain separation with other aircraft which all fly at different speeds.</p>	Note

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5 Airservices Australia Update	
<p>5.1 David Moore provided an update on noise complaints for the September-December 2013 quarter (the full report is available to view online at http://www.airservicesaustralia.com/wp-content/uploads/Q4_2013_Perth_Basin.pdf). There were 46 complainants, which is consistent with previous quarters. The main suburbs were Canning Vale (6 complainants) and Bull Creek (3 complainants).</p>	Note
<p>5.2 Airservices is seeking to improve the quality and meaningfulness of the quarterly Aircraft Noise Information Reports (ANIR). Airservices has access to new software that will improve the display of flight track data. There are discussions with the Aircraft Noise Ombudsman (ANO) about providing more detail about the complaints received but there are some privacy issues to consider.</p>	Note
<p>5.3 The Noise and Flight Path Monitoring System (NFPMS) Reports were started in 2000. This report was prepared under an external contract which ended in 2013 and will now no longer be published as most of the information is now included in the ANIRs.</p>	Note
<p>5.4 Tim Abberton reported that the ANO has been critical in the past about how Airservices was presenting noise complaint information. The ANO was previously the Commonwealth Ombudsman and queried why aviation was the only industry to report on the number of individual contacts, rather than number of complainants. An issue still exists regardless of whether 3000 people complained once each or 1 person complained 3000 times. The ANO has released a few reports which are available from the ANO website (www.ano.gov.au) – the most recent report is titled 'Case Studies in Complaint Management' which looks at the Airservices Noise Complaint Information Service (see http://www.ano.gov.au/reportsstats/reports/Case_Studies_Complaint_Management_Jan14.pdf).</p>	Note
<p>5.5 Graham Muir commented that for every person who complains, there are always a lot more who never complain but are equally affected. Tim Abberton agreed that more people would complain if the process was more widely known.</p>	Note
<p>5.6 Neil Hall advised that the information being collected by the Airservices Noise Complaint and Information Service (NCIS) is used to determine the priorities of issues, such as complaint trends and suburbs/areas being affected. Graham Ellis queried whether Airservices takes noise complaints seriously. Neil Hall responded that it would be a waste of the substantial amount of time and resources spent collecting information if it was just to report statistics and do nothing else with it. Airservices doesn't look at complaints in isolation – they identify the issues and then see if there are any possible noise improvements. Barry de Jong noted that there have been two significant operational changes at Jandakot Airport in the last few years as a result of the NCIS complaints data - circuit curfews on weekends, and simulated engine failure procedures - and neither of these changes was what the local aviation industry wanted. Tim Abberton advised that the ANO has only been established for 3 years and the ANO is very happy with how Airservices is now handling complaints and looking proactively at issues. If people are not happy with the NCIS they can go to the ANO.</p>	Note
<p>5.7 Neil Hall reported that there are technical working groups at all major airports. Pilots, airlines, air traffic controllers, and airport representatives participate in these groups to discuss the new technologies and see what can be done. There is a lot of new technology available which make aircraft even quieter. One operator at Jandakot is considering diesel fuelled aircraft replacement because they are much quieter. Aviation growth is going to continue and there are opportunities to reduce the noise impact.</p>	Note

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<p>5.8 John Barouky stated that aircraft operators have two main concerns: 1) safety, and 2) cost. There are increasing options of new aircraft that provide excellent safety and that are also quieter. The Baron aircraft used by SFC are noisy, but they also have the capability to fly on one engine safely.</p>	Note
6 Fly Neighbourly Review	
<p>6.1 David Moore reported that Airservices has recently been looking at the various Fly Neighbourly and Fly Friendly programs in place around Australia. Some airports have a descriptive Fly Neighbourly while other airports, such as Jandakot, are very brief. Sarah Harris noted that the brief Fly Neighbourly agreements tend to be a reproduction of the Fly Neighbourly principles published in the En-Route Supplement Australia (ERSA) pilot guide – i.e. the pilot instructions but without the abbreviations.</p>	Note
<p>6.2 David Moore advised that the Fly Neighbourly/Friendly programs are increasingly being looked at by residents impacted by aircraft noise and statements written in pilot terminology can be interpreted differently by residents. The Jandakot Airport Fly Neighbourly advises pilots to “Follow designated flight paths”, but what does that mean at an airport where the majority of aircraft operations are conducted under Visual Flight Rules (VFR) in which the pilots use landmarks to determine the flight path and as such tracks can vary substantially. Another common example is “Do not fly wide circuits”, which pilots understand as keeping their circuits as compact as possible. The problem is when single-engine and twin-engine aircraft are both doing circuits, and the faster twin-engine aircraft will need to fly wider circuits to maintain the required separation from the slower single-engine aircraft. The documented Fly Neighbourly policies create community expectations and in this example, residents are seeing an aircraft doing wide circuits and report that the aircraft is not complying with Fly Neighbourly.</p>	Note
<p>6.3 Due to these issues, a meeting is being held with Airservices, JAH, the Aircraft Noise Ombudsman’s office and local operator representatives tomorrow to review the wording of the Jandakot Airport Fly Neighbourly. Once the Fly Neighbourly changes have been agreed with the operators a copy will be provided to the CACG.</p>	Secretary
<p>6.4 Barry de Jong noted that as the majority of Jandakot Airport movements are for pilot training, pilots are trained to plan every flight according to ERSA and the Jandakot Visual Pilots Guide.</p>	Note
<p>6.5 Tim Abberton reported that the ANO has looked at Fly Neighbourly adherence by pilots and has found them to be very effective.</p>	Note
<p>6.6 Norm Jones advised that airports under a lease agreement with Commonwealth (such as Jandakot) have very specific lease terms about what can and cannot be done. One of the terms of the Commonwealth lease is that the airport must have open access to all aircraft types – airports are not allowed to refuse an aircraft just because it is too noisy.</p>	Note
<p>6.7 Tim Abberton noted that the Moorabbin Airport draft Master Plan was only conditionally approved by the then Minister of Infrastructure (Anthony Albanese) because he was not satisfied with the documented noise abatement procedures. Most airports are now surrounded by residential development, so aircraft can’t avoid flying over residential houses, but an airport does need to consider what can be done. As part of the Master Plan, airports are expected to show that potential noise improvements have been considered.</p>	Note
7 Jandakot Airport Update	
<p>7.1 John Fraser provided an update on the development of Jandakot Airport.</p>	

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<p><u>MASTER PLAN 2014</u></p> <ul style="list-style-type: none"> ▪ Master Plan is required to be updated every 5 years. Formal stakeholder consultation took place in December. Draft MP is being prepared for public comment in April. ▪ Revised Australian Noise Exposure Forecast (ANEF) and Australian Noise Exposure Index (ANEI) are underway. ▪ 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. ▪ The fourth runway and primary runway extensions were included in Master Plan 2009. The taxiway configuration has been amended after a detailed review with local Air Traffic Controllers and operators. 	<p>Note</p>
<p><u>INFRASTRUCTURE</u></p> <ul style="list-style-type: none"> ▪ 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. There were 10 different options being considered, and this has been narrowed down to six options. The City of Cockburn is expected to advise the two preferred layouts next week. ▪ 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. ▪ Metropolitan Region Scheme (MRS) amendment is underway for the east link road. Stage 1 construction has commenced within airport boundary. 	<p>Note</p>
<p><u>AVIATION</u></p> <ul style="list-style-type: none"> ▪ 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 preliminary draft Ultimate ANEF has been prepared and submitted to Airservices for review. Graham Ellis commented that it is readily acknowledged that the ANEF is an inaccurate noise forecast. Tim Abberton agreed, stating that it is a land-use planning tool forecasting 20 years in the future based on aircraft operating now. The Aircraft Noise Ombudsman has been appointed as Chairperson of the AS2021 review. The ANO has written articles on the use of the ANEF for noise modelling (see http://www.ano.gov.au/reportsstats/reports/ANO_truth_about_aircraft_noise.pdf). At this stage it is a legislative requirement for an airport lessee to produce a revised ANEF every 5 years. ▪ The taxiway and runway lighting upgrade is ongoing. ▪ Taxiway resurfacing works are ongoing. 	<p>Note</p>
<p><u>COMMERCIAL</u></p> <ul style="list-style-type: none"> ▪ A draft MDP for GE is being revised. ▪ Site 204 – a 18,000m² office and 6,400m² workshop for Oceaneering is under construction. ▪ Site 206 – an 8,000m² distribution warehouse is being considered. ▪ Site 211 – construction of a workshop and office for Hydratight is underway. ▪ Site 216 – a 12,000m² workshop and 1,000m² office are being considered. ▪ Site 218 – an MDP is being prepared for a large 50,000m² distribution warehouse for Aldi. Will soon advertise for public comment. ▪ Site 309 – a 2,250m² warehouse and 1,000m² office for West Coast Energy has commenced. ▪ Site 310 – a 4,000m² warehouse and 360m² office is being considered. 	<p>Note</p>

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<ul style="list-style-type: none"> ▪ Site 312 – a warehouse/storage facility for Shell Oil is being considered. ▪ Site 313 – an office and workshop facility is being proposed for Coregas. ▪ Site 501-503 – a 45,000m2 distribution warehouse is being considered. This facility will require an MDP. ▪ Site 506 – a prefabricated building facility is under construction. ▪ Site 513 – a 10,000m2 distribution facility is being considered. ▪ Site 515 – a 23,000m2 distribution facility will commence construction next month. ▪ Redevelopment of the Fugro site is being considered. <p>7.2 Clive Robartson asked whether there were traffic studies completed for all of the developments. John Fraser advised that if a Major Development Plan is required, the MDP has to address ground transport plans. Jandakot Airport prefers distribution warehouses due to the lower traffic impact. Distribution companies also operate outside of peak traffic hours.</p> <p>7.3 Ian Scott queried whether slip lanes were considered. John Fraser advised that the City of Cockburn has requested signalised intersections.</p>	<p>Note</p> <p>Note</p>
8 Correspondence	
<p>8.1 The City of Gosnells advised on 20 January 2014 that Andy Brighthouse, Manager Governance and Compliance, is replacing Bill Ellis as the City's representative for the CACG.</p>	<p>Note</p>
9 General Business	
<p>9.1 Ian Scott reported that seven representatives from the Jandakot Airport Chamber of Commerce had travelled to Adelaide to make a presentation to the Warren Truss inquiry as part of the Aviation Safety Regulation Review.</p> <p>9.2 Graham Ellis stated that the CACG was advised last year that the L-39 was given a six month trial to operate at Jandakot Airport. That trial period has now expired, but Jandakot Airport is saying that the L-39 is still going to operate at the airport. Norm Jones advised that the Department of Infrastructure and Regional Development had, on request from the aircraft operator, extended the permit for a further four months under the same restrictions as previously approved. Graham Ellis responded that an L-39 has operated out of Jandakot previously and JARRA strongly objects to the L-39 operations at Jandakot due to the noise impact. Norm Jones reported that the L-39 operator is allowed at Jandakot because as a federally-leased airport, the airport is not allowed under the Commonwealth lease conditions to refuse an aircraft access. Under legislation, the operator has to consult the airport and local council about the proposed aircraft operation. The operator does not require the airport's or council's permission. Sarah Harris confirmed that the L-39 operator had requested a letter of support, and as part of the letter of support JAH identified several restrictions for the Department to consider. In this case, the Department agreed to the requested restrictions and they were included in the permit conditions.</p>	<p>Note</p> <p>Note</p>
10 Meeting Dates 2014	
<p>10.1 To be advised (refer item 3.4).</p>	<p>Secretary</p>
<p>Meeting Closed: 17:55</p>	