

JANDAKOT AIRPORT COMMUNITY AVIATION CONSULTATION GROUP MINUTES OF MEETING

CACG MINUTES OF MEETING	
Meeting Date: Thursday, 22 May 2014 Time: 16:00 Location: JAH Airport Management Centre, 16 Eagle Drive Jandakot	
Members Attending <ul style="list-style-type: none"> ▪ Graham Muir – CACG Chairperson ▪ Clint Burdett – City of Canning ▪ Clive Robartson – City of Melville ▪ Andy Brighthouse – City of Gosnells ▪ Andrew Trosic – City of Cockburn ▪ Dino Elpitelli – Banjup Residents Group ▪ Graham Ellis – Jandakot Residents & Ratepayers ▪ Ian Scott – Jandakot Airport Chamber of Commerce ▪ Alan Bailey – Heliwest Group ▪ Linda Maule – Royal Aero Club of WA ▪ John Douglas – Jandakot Airport Operators Group ▪ John Fraser – Jandakot Airport Holdings 	Observers/Advisers Attending <ul style="list-style-type: none"> ▪ Tim Abberton – Aircraft Noise Ombudsman ▪ David Moore – Airservices Australia ▪ Neil Hall – Airservices Australia ▪ Simon Anderson – Airservices Australia ▪ Margaret Smythe – Dept. of Infrastructure ▪ Kevin Smith – Jandakot Airport Holdings ▪ Joanne Wann – Jandakot Airport Holdings ▪ Sarah Harris – Jandakot Airport Holdings
Member Apologies/Absence	Observer/Adviser Apologies <ul style="list-style-type: none"> ▪ Office of Melissa Parke MP ▪ Craig Petersen - CASA
1 Attendance/Apologies	
1.1 Attendance and apologies are noted above.	Note
2 Previous Minutes	
2.1 Ian Scott requested that the word “inquiry” be added at item 9.1.	Secretary
2.2 Minutes of the previous meeting were accepted as a true and accurate record and can now be published on the Jandakot Airport website.	Note
3 Matters Arising from Previous Minutes	
3.1 The Perth CACG is being combined with the Perth Airports Municipalities Group (PAMG). The PAMG is meeting in June to discuss the changes and determine whether there will be a change of meeting day and time. Once these meeting dates are determined, the Jandakot CACG will consider whether it is appropriate to reschedule the Jandakot CACG meetings either the day prior or after the PAMG so that Department of Infrastructure and Airservices personnel can attend both meetings in the one trip.	Secretary
4 Royal Aero Club of Western Australia Presentation	
4.1 John Douglas, CFI Instructor School, provided an overview of the Royal Aero Club of Western Australia (RACWA) activities.	
4.2 RACWA was founded by Major Norman Breatly in 1929. The Club moved from	Note

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<p>Maylands to Guildford (Perth) Airport in 1959, and then to Jandakot Airport in 1965. Initially training was provided mainly for Ansett and MMA pilots, and this grew to include contracts to train overseas pilots.</p> <p>4.3 Current RACWA operations include training of Australian and European pilots, charter flights, and airwork activities such as pipeline inspections, CALM bird counts, whale & fish spotting, search and rescue. RACWA pilot graduates are now captains with major airlines. The Tigermoth scenic flights are very popular. General Aviation has declined across Australia and RACWA flying hours have reduced by about 50% since its peak.</p> <p>4.4 RACWA operates Murray Field Airfield near Mandurah. Murray Field is used for circuit training by many of the commercial training schools based at Jandakot. Murray Field was initially free-hold title but recently half of the airport site was sold to Doug Brooks to help the Club financially. For approval of the development of Murray Field, RACWA had to develop and implement comprehensive noise monitoring and noise management procedures due a nearby housing estate. Operators are only permitted to conduct continuous circuits in aircraft that have less than 200 horsepower engines. RACWA encourages pilots to consider noise abatement procedures at all times, regardless of where the pilot is flying.</p> <p>4.5 RACWA was offered two Instrument Landing Systems (ILS) for Murray Field but was unable to accept because it would attract all of the training aircraft, including louder twin-engine types, and create too much of a noise impact. Neil Hall advised that Jandakot Airport is unable to have an ILS due to the amount of airspace needed – an ILS needs a 10-mile straight approach and at Jandakot this would interfere with Perth Airport airspace requirements. Each commercial pilot needs to conduct over 12 ILS approaches plus testing. Operators at Jandakot will use the ILS at Perth whenever airspace is available. RAAF Pearce allows weekend use of its ILS.</p>	<p>Note</p> <p>Note</p> <p>Note</p>
<p>5 CACG Chairperson's Review 2013</p>	
<p>5.1 A copy of the Chairpersons 2013 Review was provided to the Group. The document summarises the CACG activities during 2013.</p>	<p>Note</p>
<p>6 Airservices Australia Update</p>	
<p>6.1 David Moore provided an update on noise complaints for the January-March 2014 quarter (the full report is available to view online at http://www.airservicesaustralia.com/wp-content/uploads/Q1_2014_Perth_Jandakot_ANIR.pdf).</p> <p>6.2 The Aircraft Noise Information Report is published one week before the respective CACG. Airservices has access to new software that has improved the display of flight track data. The Aircraft Noise Ombudsman has provided a lot of input into better ways to present noise information. New diagrams include a three year average and flying altitude summaries. Andrew Trosic suggested that weekend versus day of week analysis would be useful.</p> <p>6.3 It was noted that a flight will not be included in the reports if the aircraft does not have a transponder. David Moore confirmed that the majority of aircraft at General Aviation airports are equipped with a transponder.</p> <p>6.4 The recent Noise Information Reports show a lot of complaints from Rockingham and suburbs along the coast. John Douglas noted that Rockingham is part of the flight path from the south due to the Fremantle boatyards being an inbound aircraft reporting point.</p> <p>6.5 Noise monitoring is conducted under an external contract that has just been</p>	<p>Note</p> <p>Note</p> <p>Note</p> <p>Note</p>

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<p>renewed for 5 years. Airservices uses the most comprehensive noise monitoring system in the world. WebTrak coverage is being extended to a 80km radius.</p>	<p>Note</p>
<p>6.6 Graham Ellis queried whether there were plans for permanent noise monitors around Jandakot following the placement of three short-term monitors last year. David Moore announced that there is an opportunity to place 4 temporary monitors around Jandakot for a 3 month block (short-term monitoring is now called 'temporary' and is being changed from 2-4 week blocks to 3 month blocks to allow seasonal variations to be captured). The temporary monitors will also be shown on WebTrak.</p>	<p>Note</p>
<p>6.7 Airservices requested that the individual groups represented at the CACG consider preferred locations for the noise monitors. To identify a location, groups need to determine what they are looking to achieve with the information as monitoring is primarily used to identify and understand what is going on. Graham Ellis stated that the community expectation of noise monitoring is a reduction in noise. David Moore advised that noise monitoring can assist with change but that is not the primary purpose. If Airservices is considering a change, monitors will be installed before and after the change to gauge whether the change achieved the desired outcomes.</p>	<p>Note</p>
<p>6.8 Airservices can choose the locations and advise why those locations but have selected but it is preferred that locations are agreed by the interested groups. Groups/organisations are to provide suggestions at the next CACG meeting for discussion and agreement on the locations. Once the general locations are agreed, Airservices will determine the actual site for the noise monitors based on the technical requirements. There are some technical restrictions with where the noise monitors can be placed. Monitors need to be in a location with good site security and away from main roads, such as school roofs. The noise monitor does not need a large space – it is basically a microphone on a pole with a box.</p>	<p>All</p>
<p>6.9 David Moore gave the example of the proposal to redevelop Banjup Quarry Site. Prior to City of Cockburn approval, noise monitors could have been used to demonstrate what the noise impact will be.</p>	<p>Note</p>
<p>6.10 Tim Abberton advised that Airservices has a Fact Sheet on what noise monitoring does (http://www.airservicesaustralia.com/wp-content/uploads/Monitoring-Aircraft-Noise.pdf). Tim noted that there is no noise threshold or limits defined for aviation activity as noise is controlled by other measures such as aircraft certification.</p>	<p>Note</p>
<p>6.11 Graham Ellis commented that noise monitoring should be a trigger to review the different aircraft types. An aircraft manufacturer on the East Coast sells aircraft to both Australian and European customers and the aircraft sold to European customers have to be fitted with noise mufflers while the ones sold in Australia do not.</p>	<p>Note</p>
<p>6.12 At the previous CACG it was noted that a meeting was being held with aircraft operators, Airservices, JAH, and the Aircraft Noise Ombudsman's office to review the wording of Fly Neighbourly. David Moore reported that the draft Fly Neighbourly created for Jandakot has been reviewed by a lot of operators and will be presented to Chief Flying Instructor/Chief Pilots meeting in July for endorsement. Neil Hall noted that the Fly Neighbourly amendments are simply documenting what most operators are already doing to minimise noise impact. It will also be used as a benchmark for other airports.</p>	<p>Note</p>
<p>6.13 Graham Ellis commented that Fly Neighbourly is not legally binding. Sarah Harris advised that if JAH identifies an operator that is not doing the right thing, JAH will try and make contact with the operator and there has generally been a good response from the pilots. Tim Abberton mentioned that the ANO is encouraged by Jandakot Airport imposing an extra charge on aircraft doing circuits outside of</p>	<p>Note</p>

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<ul style="list-style-type: none"> ▪ Taxiway resurfacing works are ongoing. <p><u>COMMERCIAL</u></p> <ul style="list-style-type: none"> ▪ Site 25 – a 120 room hotel is being considered. ▪ Site 204 – a 18,000m² office and 6,400m² workshop for Oceaneering is under construction. ▪ Site 206 – an 8,000m² subdivided distribution warehouse is being considered. ▪ Site 211 – construction of a workshop and office for Hydratight is now complete. ▪ Site 212 – the design for a 1,000m² workshop and 250m² office is underway. ▪ Site 216 – a 12,000m² workshop and 1,000m² office are being considered. ▪ Site 218 – an MDP for a large 50,000m² distribution warehouse for Aldi is currently advertised for public comment. ▪ Site 300 – a 3,600m² workshop and 260m² office is being considered. ▪ Site 307 – a concept plan has been prepared for an aquatics facility. ▪ Site 309 – a 2,250m² warehouse and 1,000m² office for West Coast Energy will be completed in June. ▪ Site 310 – a 4,000m² warehouse and 360m² office is being considered. ▪ 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 315 – a 5,000m² workshop and 1,000m² office is being considered. ▪ Site 501-503 – a 45,000m² distribution warehouse is being considered. This facility will require an MDP. ▪ Site 506 – a prefabricated building facility will be complete in June. ▪ Site 513 – a 10,000m² distribution facility is being considered. ▪ Site 515 – a 23,000m² distribution facility is under construction. ▪ Redevelopment of the Fugro/CGG site is being considered. 	Note
8 Correspondence	
<p>8.1 A formal request was received from Friends of Ken Hurst Park to join the CACG following the vacancy created by the resignation of the Jandakot Volunteer Bushfire Brigade (refer item 9.1 of 14 November 2013 minutes of meeting). It was noted that the Friends of Ken Hurst Park had submitted an application in 2012 that was not accepted as there was concern that the FKHP focus on environment would distract from the purpose of the CACG (refer 20 August 2012 minutes of meeting). The Jandakot Airport CACG Terms of Reference states that preference will be given to persons who represent community organisations that support the role and purpose of the CACG. A vote was taken on whether FKHP could contribute to the role and purpose of the CACG. The final vote was 1 in favour, 1 abstained, and 8 not in favour.</p> <p>8.2 The Terms of Reference states that the CACG will advertise annually for expressions of interest. Graham Muir requested that advertisements are arranged so that new expressions of interest can be considered at the next meeting.</p>	Note Secretary
9 General Business	
<p>9.1 Andrew Trosic has suggested that the Commonwealth consider preparing an online training package for new CACG members. CACG meetings are only held quarterly and it takes some time to understand the airports framework. It was noted that each airport is different and it would be difficult to prepare a training package that covers all airports. Graham Muir advised that he will raise this request for discussion at the CACG Chairpersons meeting being held in September. It was suggested that a summary document is prepared to direct members to where they can find relevant information. The Secretary was asked</p>	G. Muir

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<p>to develop a list of topics that members should have knowledge of to assist with understanding the airport framework.</p>	Secretary
<p>9.2 Dino requested that CASA be invited to the next CACG meeting to provide a presentation about the change in requirement for aircraft to have markings under the wings.</p>	Secretary
<p>9.3 Graham Ellis requested an update on the L-39. Kevin Smith confirmed that the L-39 has arrived at Jandakot Airport but it has not commenced adventure flights. During the flight to Jandakot the aircraft picked up some FOD (Foreign Object Debris) that damaged a turbine engine and this needs to be repaired before the aircraft can begin operations. The adventure flight trial permit issued by the Department of Infrastructure has expired and the L-39 operator will need to discuss a new permit with the Department once the aircraft is ready to fly.</p>	Note
<p>10 Next Meeting</p>	
<p>10.1 To be advised (refer item 3.1).</p>	Secretary
<p>Meeting Closed: 18:05</p>	