

JANDAKOT AIRPORT COMMUNITY AVIATION CONSULTATION GROUP MINUTES OF MEETING

CACG MINUTES OF MEETING

Meeting Date: Wednesday, 3rd December 2014
Time: 16:00
Location: JAH Airport Management Centre, 16 Eagle Drive Jandakot

Members Attending

- CACG Chairperson – Graham Muir
- Banjup Residents Group – Dino Elpitelli
- City of Canning – Scott Teymant
- City of Gosnells – Andy Brighthouse
- City of Melville – Cr. Cameron Schuster
- Jandakot Airport Chamber of Commerce – Jack Garber
- Jandakot Airport Holdings – John Fraser
- Jandakot Airport Operators Group – John Douglas
- Jandakot Residents & Ratepayers Association – Graham Ellis
- Royal Aero Club of WA – Linda Maule

Observers/Advisers Attending

- Aircraft Noise Ombudsman – Tim Abberton
- Airservices Australia – David Moore
- Airservices Australia – Simon Anderson
- Dept. of Infrastructure – Margaret Smythe
- Dept. of Infrastructure – Carol White
- Jandakot Airport Holdings – Sarah Harris (CACG Secretariat)
- Jandakot Airport Holdings – Kevin Smith
- Jandakot Airport Holdings – Joanne Wann

Member Apologies/Absence

- City of Cockburn – Andrew Trosic
- Heliwest Group – Alan Bailey
- City of Melville – Cr. Clive Robartson

Observer/Adviser Apologies

- Airservices Australia – Daniel Smith
- Civil Aviation Safety Authority – Craig Petersen

1 Attendance/Apologies

1.1 Attendance and apologies are noted above.

Note

2 Previous Minutes

2.1 The previous minutes were accepted as a true and accurate record and can now be made available on the Jandakot Airport website.

Secretary

3 Matters Arising from Previous Minutes

3.1 Previous Minutes Item 3.7 – Airservices has 4 temporary noise monitors available for a 3 month placement period commencing in early 2015. At the previous meeting members were asked to provide details of preferred noise monitor locations, and what they hoped to achieve through the monitoring, for agreement at this meeting.

Note

3.2 The noise monitoring is undertaken through a contract arrangement and it is most cost effective to allocate a block of 4 monitors for a 3 month period in the applicable city. The agreed suburbs will be subject to a technical assessment to determine the exact site location. Airservices prefer schools and public buildings due to the site security and availability of power. The criteria is a 10 decibel difference between background noise and the noise events that the monitor is expected to measure.

Note

Note

3.3 David Moore noted that it is important for the interested parties to understand what they want the data for – there is no point to conducting monitoring and having no objective for the data.

Note

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<p>3.4 Suggestions for the noise monitor locations were received from Airservices, the City of Cockburn, Jandakot Residents & Ratepayers, and a Canning Vale resident.</p>	Note
<p>3.5 It was agreed that noise monitors would be placed in Jandakot, Banjup, Canning Vale and Rockingham. Consultants for Airservices will now determine the most suitable location within each of the selected suburbs based on the technical requirements.</p>	Note
<p>3.6 John Douglas queried why a monitor is being proposed for Rockingham when the aerobatic traffic is coming from the Murrayfield and Serpentine airfields and not Jandakot Airport. David Moore advised that the objective of the Rockingham monitoring is to identify where the aircraft are coming from – if the aircraft has a transponder the noise events will be matched.</p>	Note
<p>3.7 John Douglas queried whether the noise monitoring could distinguish between aircraft noise and other loud noises such as chainsaws, trucks, dog barking etc. David Moore advised that noise specialists understand the digital noise signatures of different noise sources and, as aircraft noise has a specific noise signature, the specialists will be able to pull apart each loud noise event to isolate just the aircraft noise.</p>	Note
<p>3.8 Dino Eliptelli commented that planners will say noise is within an acceptable level and the development is permitted, but the aircraft noise that residents encounter is not acceptable. Tim Abberton stated that land planning decisions are based on the Australian Noise Exposure Forecast (ANEF) modelling. The noise monitor data is not used to calculate an ANEF. Tim Abberton met with town planners today and made it clear that the ANEF is insufficient to demonstrate noise impact in an area. However, it is currently the only metric prescribed in policy for land planning purposes.</p>	Note
<p>3.9 Graham Ellis reported that he has previously met with the Department of Planning to explain issues for residents when land planning decisions are based on the ANEF.</p>	Note
<p>3.10 Graham Muir noted that, while the noise monitors will provide data of the actual level of noise, the monitoring may not necessarily result in any change to noise levels.</p>	Note
<p>3.11 David Moore advised that the Short Term Noise Monitoring reports will be made available in the 3rd quarter of 2015.</p>	
<p>3.12 Previous Minutes Item 3.9 – The proposed list of airport familiarisation topics for CACG members is still being considered alongside a possible webpage on the Jandakot Airport website that includes all of the information Local/State government may need to refer to.</p>	Note
4 CACG Chairs Annual Meeting	
<p>4.1 Graham Muir attended the CACG Chairpersons meeting held in Canberra from 23-26 September. The meeting was attended by the majority of the CACG Chairs. There was a lot of discussion about the Government's agenda to find significant cost savings in regulation activities. Though there are mixed views on the effectiveness of CACGs, the Government expects CACGs to continue as they have an important role in consultation requirements. The Coolangatta CACG format has changed from a public meeting to a closed meeting, while the Perth Airport CACG has recently opened meetings to the public and this is creating some challenges.</p>	Note
<p>4.2 John Douglas queried why the WA Department of Transport did not attend</p>	

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<p>CACG meetings given the focus of the State Aviation Strategy. Sarah Harris confirmed that 3 representatives from the Department of Transport are included in the CACG Distribution list. Graham Muir will contact the Department to encourage CACG attendance.</p>	<p>G. Muir</p>
<p>5 Airservices Australia Update</p>	
<p>5.1 The Quarter 3 (July-September) 2014 Aircraft Noise Information Report (ANIR) for the Perth Basin has been published on the Airservices website – see http://www.airservicesaustralia.com/wp-content/uploads/Q3_2014_Perth_Jandakot_ANIR.pdf.</p> <p>5.2 David Moore noted a data discrepancy with the published Jandakot Airport movement chart. The data reported in the ANIR calculates 1 circuit movement as the arrival and departure and any touch & go's in between, whereas the general movements record 1 movement for the arrival and 1 movement for the departure. This is resulting in the ANIR data showing e.g. 12,200 movements in July at Jandakot, whereas the JAH data and Airservices financial movement information is closer to 17,600 movements. JAH and Airservices finance information counts each individual activity– i.e. a departure, arrival and each touch & go is counted as a separate movement. Tim Abberton reported that this has been discussed at other general aviation airports and it was found that if the ANIR circuit numbers are doubled it will result in the correct movement figures. David Moore is checking whether the Airservices finance data can be used for ANIR graph purposes - this is dependent on whether historical data is available so that the 3 year rolling average comparison can be maintained.</p> <p>5.3 During Quarter 3 there were 39 complainants related to Jandakot Airport movements. In comparison there were 37 complainants during Q2. The main suburbs were Canning Vale (2 complainants) and Leeming (2 complainants).</p> <p>5.4 The ANIR only shows the top 5 suburbs by number of complainants. John Douglas queried whether the report should only be showing suburbs within the Jandakot Control Zone (3 nautical mile radius of the airport). David Moore advised that it is consistent to view all complaints that are attributed to aircraft movements to or from that airport. Tim Abberton noted that Jandakot Airport noise is not contained within the Jandakot Control Zone.</p> <p>5.5 Graham Muir noted that action groups can campaign to get group members to all lodge complaints. Tim Abberton advised that NCIS will analyse complaint data to determine the cause any sudden increase in complaints. Through this process NCIS can generally identify what is action group behaviour.</p> <p>5.6 Jack Garber asked whether the NCIS determines if a pilot was flying unsafely. David Moore confirmed that NCIS looks at aircraft height and operation when investigating a complaint and if there is a safety issue the complaint will be passed on to CASA for further investigation.</p> <p>5.7 David Moore acknowledged that it is difficult for NCIS to respond to general complaints about noisy aircraft. NCIS needs specific details such as date, time, and location etc. so that the investigators can identify the individual aircraft and whether there are any issues that need further review.</p> <p>5.8 Dino Eliptelli queried whether helicopters have transponders. Simon Anderson confirmed that not all aircraft are obliged to have a transponder. Also, if the aircraft squawks a generic transponder code (mostly within the Jandakot Control Zone) then WebTrak will not display any specific information about the aircraft such as aircraft type, origin and destination etc.</p> <p>5.9 Dino Elpitelli asked how Airservices would respond to a noise event over 90</p>	<p>Note</p> <p>D. Moore</p> <p>Note</p> <p>Note</p> <p>Note</p> <p>Note</p> <p>Note</p> <p>Note</p> <p>Note</p> <p>Note</p>

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<p>dBA. David Moore advised that there is no regulatory regime in Australia where decibel levels trigger action. The purpose of noise monitoring is to understand what is going on but it may not necessarily result in any action or change. During the temporary monitoring Airservices will investigate all readings above 90 dBA to determine whether it is attributed to procedures, pilot actions, aircraft type etc.</p> <p>5.10 Graham Ellis queried the WebTrak error margin. David Moore advised that the further away aircraft is from the radar the more variance there will be. Within 10 nautical miles of Jandakot Airport the displayed track will be within 100m, but this is also due to the WebTrak flight path being smoothed as it is for illustration purposes. Simon Anderson noted that, as an Air Traffic Controller, he has noticed that the radar variance is increased as the aircraft gets closer to the ground and that other aircraft nearby can also interfere with the accuracy.</p> <p>5.11 Airservices has made a commitment to improving the quality and availability of aircraft noise information to the community. WebTrak has been enhanced to provide the community with more detailed information and greater transparency about the aircraft flying over their area. WebTrak My Neighbourhood requires Google chrome or Windows 8 or higher. It allows users to view historical trends, traffic patterns and aircraft noise for Perth Airport operations. Swathes show the typical flight paths and fade off at 60 dBA. The Real Estate Institute of QLD has linked to this tool to provide due diligence for prospective property buyers.</p>	<p>Note</p> <p>Note</p> <p>Note</p>
6 Aircraft Noise Ombudsman Update	
<p>6.1 Tim Abberton provided an update on the Aircraft Noise Ombudsman (ANO).</p> <p>6.2 The ANO is always looking for noise improvement opportunities. The 2013/2014 Annual Report includes a number of case studies including the changes to simulated engine failure after take-off procedures at Jandakot Airport (http://www.ano.gov.au/reportsstats/statistics/2013_2014_ANO_annual_report.pdf).</p> <p>6.3 The ANO has been involved in the development of two websites - www.aviationcomplaints.gov.au which aims to provide information on which agency or organisation to contact for the different aviation complaints (noise, low flying aircraft, safety, airline customer experience etc.), and www.aircraftnoise.com.au which seeks to present consistent information aircraft operations, aircraft noise monitoring, airport curfews etc.</p> <p>6.4 The ANO is currently in negotiations to begin accepting Department of Defence noise complaints.</p> <p>6.5 The ANO was appointed Chair of the Australian Standards committee reviewing Australian Standard AS2021-2000: Acoustics – Aircraft Noise Intrusion – Building Siting and Construction. The ANO is very critical of the ANEF, and while only a narrow review of AS2021 was agreed by the committee, the ANO will be developing a guidance document about aircraft noise information provision on behalf of Standards Australia.</p> <p>6.6 The ANO uses complaint data to identify noise improvement opportunities. For 80% of complaints there is nothing that can be done to change the situation but the ANO still wants to consider all options. Safety is paramount – a noise improvement will never be implemented at the expense of aviation safety.</p> <p>6.7 The ANO has recently received a complaint from a resident in Seville Grove. The resident has queried why the flight route from Jandakot to Armadale</p>	<p>Note</p> <p>Note</p> <p>Note</p> <p>Note</p> <p>Note</p> <p>Note</p>

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<p>tracks over high density residential suburbs when a flight path that is slightly further to the south would track over open land. The ANO has conducted an initial assessment. The main inbound track from Armadale is via Forrestdale Lake which is less than 5km from a potential outbound track over the open land and provides a similar separation to inbound and outbound tracks around the coast. However, the separation of less than 5km between inbound and outbound traffic along the coast is a sufficient margin only because the land boundary delineates the route. The majority of operations at Jandakot are conducted under visual flight rules (pilot flying by sight) and an appropriate safety margin is required to accommodate the variation in operations and tolerances for student pilots. John Douglas noted that the open areas proposed for the new outbound flight track are being purchased by developers for residential housing as a major road is planned for that area. John Douglas also advised that the extreme busyness of Perth Airspace makes clearance extremely difficult and Jandakot traffic will avoid controlled airspace where possible, leaving only a small vector route available for use as “controlled airspace” for training purposes, and this results in a lot of aircraft traffic over the south-east area. Tim Abberton will ask Airservices for further analysis of the resident’s query to move the outbound flight track.</p>	
<p>7 Jandakot Airport Update</p>	
<p>John Fraser provided an update on the development of Jandakot Airport.</p> <p>7.1 MAJOR DEVELOPMENT PLANS</p> <ul style="list-style-type: none"> ▪ The MDP for the Kmart Distribution Centre was submitted to the Minister for Infrastructure and Regional Development on 7 November 2014. Four comments were received during the 60 business day public comment period. <p>7.2 MASTER PLAN 2014</p> <ul style="list-style-type: none"> ▪ The Preliminary Draft Master Plan 2014 was advertised for a 60 business day public comment period. There were 14 public submissions received. ▪ The Draft Master Plan 2014 was submitted to the Minister for Infrastructure and Regional Development on Friday 28th November 2014 for his consideration. The Minister receives an affidavit of all public comments received and the JAH response to all comments. ▪ John Douglas queried the process for the Minister in considering JAH responses to public comments. Margaret Smythe advised that the Draft Master Plan and response to public comments is reviewed by the Department of Infrastructure, Department of Environment, Civil Aviation Safety Authority and Airservices. The Minister will make his decision based on the specialist advice provided by those agencies. Applications can be made to the Administrative Appeals Tribunal for a review of a decision made by the Minister under the Airports Act 1996. ▪ Jack Garber asked whether the public submissions could be made public as the JACC would like its submission published. Margaret Smythe advised that the Government and airport operators have never published public comments. Privacy laws prevent publication of information which can identify individuals. ▪ JACC also requested to view the JAH responses to the JACC Master Plan submission. John Fraser advised that he is available to meet with JACC to discuss the issues raised. 	<p>Note</p> <p>Note</p>

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<p>7.3 INFRASTRUCTURE</p> <ul style="list-style-type: none"> ▪ JAH has reached agreement in principle with the City of Cockburn regarding the Jandakot/Berrigan/Dean/South Link intersection and the South Link Road. ▪ The concept design for a signalised intersection at the Berrigan Drive/Karel Ave entrance has been approved in principle by Main Roads WA and the City of Cockburn. Drawings are being developed for further approval by the City of Cockburn and City of Melville. ▪ The MRS amendment is underway for the East Link Road. There are a number of off-airport environmental issues that are currently being addressed. 	Note
<p>7.4 AVIATION</p> <ul style="list-style-type: none"> ▪ The preliminary draft Major Development Plan for the fourth runway and associated airfield works will be released for public comment following approval of Master Plan 2014. ▪ The taxiway and runway lighting upgrade is ongoing. ▪ Taxiway resurfacing works are ongoing. 	
<p>7.5 COMMERCIAL</p> <ul style="list-style-type: none"> ▪ Site 2A – construction will commence shortly on a carpark and yard extension for Jako. ▪ Site 7A – documentation has been prepared for a carpark adjoining the office. ▪ Site 8A – construction will commence next year on a carpark extension for GE. ▪ Site 24 – a workshop and office proposal is being considered. ▪ Site 25 – agreement has been reached for a 120-room hotel to be constructed in 2015. ▪ Site 204 – office and workshop for Oceaneering is complete. ▪ Site 206 – an 8,000m² distribution warehouse is being considered. ▪ Site 209 – A workshop/office development is being considered for this 4ha site. ▪ Site 212 – workshop and office development is underway for Eftech. ▪ Site 213 – self-storage development is underway. ▪ Site 218 – construction will soon commence on a distribution warehouse for Aldi. ▪ Site 304 – a 7000m² warehouse and 300m² office is being considered. ▪ Site 306 – construction is underway on a facility for Aquatechnics. ▪ 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 – construction has commenced on an office/ workshop facility for Coregas. ▪ Site 315 – construction documentation has commenced for a 1200m² office and 5000m² workshop for PCS. ▪ Site 501 – the Major Development Plan for the Kmart distribution warehouse is with the Minister for consideration. ▪ Site 514 – a 25,000m² distribution facility has been agreed and documentation will commence soon. ▪ Site 519 – a 22,500m² distribution facility is being considered. ▪ Site 520 – a 5,500m² office building is being considered. ▪ Site 515 – a 23,000m² distribution facility for Super AMart is complete. 	Note
<p>8 Correspondence</p>	
<p>8.1 Nil correspondence noted.</p>	

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9 General Business	
9.1 Graham Ellis requested an update on the L-39 warbird operations. Kevin Smith advised that the aircraft is still waiting on engine repairs.	Note
9.2 Andy Brighthouse advised that the Local Government Reform structure had been announced. Part of the City of Canning will be joining the City of Gosnells as of 01 July 2015. With the City of Canning being abolished there will only be one representative from the City of Gosnells attending CACG meetings after that date.	Note
10 Next Meeting	
10.1 The date of the next CACG meeting will be advised once the PAMG meeting dates for 2015 have been determined.	Note
Meeting Closed 18:20	