

# JANDAKOT AIRPORT COMMUNITY AVIATION CONSULTATION GROUP MINUTES OF MEETING

## CACG MINUTES OF MEETING

**Meeting Date:** Wednesday, 03 June 2015

**Time:** 16:00

**Location:** JAH Airport Management Centre, 16 Eagle Drive Jandakot

| <b>Members Attending</b>   | <b>Observers/Advisers Attending</b>   |
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| <ul style="list-style-type: none"> <li>▪ CACG Chairperson – Graham Muir</li> <li>▪ Banjup Residents Group – Dino Elpitelli</li> <li>▪ City of Cockburn – Andrew Trosic</li> <li>▪ City of Gosnells – Andy Brighthouse</li> <li>▪ City of Melville – Cr. Clive Robartson</li> <li>▪ Jandakot Airport Chamber of Commerce – Jack Garber</li> <li>▪ Jandakot Airport Holdings – John Fraser</li> <li>▪ Jandakot Residents &amp; Ratepayers Association – Graham Ellis</li> <li>▪ Royal Aero Club of WA – Linda Maule</li> </ul> | <ul style="list-style-type: none"> <li>▪ Airservices Australia – David Moore</li> <li>▪ Airservices Australia – Chris Murray</li> <li>▪ Dept. of Infrastructure – Margaret Smythe</li> <li>▪ Dept. of Infrastructure – Carol White</li> <li>▪ Dept. of Infrastructure – John Doherty</li> <li>▪ Dept. of Transport WA – Ian Petkoff</li> <li>▪ Jandakot Airport Holdings – Sarah Harris (CACG Secretariat)</li> <li>▪ Jandakot Airport Holdings – Kevin Smith</li> <li>▪ Jandakot Airport Holdings – Joanne Wann</li> </ul> |
| <b>Member Apologies/Absence</b>  | <b>Observer/Adviser Apologies</b>   |
| <ul style="list-style-type: none"> <li>▪ Heliwest Group – Alan Bailey</li> <li>▪ Jandakot Airport Operators Group – John Douglas</li> <li>▪ City of Canning – Clint Burdett</li> <li>▪ City of Cockburn – Cr. Steve Portelli</li> </ul>  |   |
| <b>1 Attendance/Apologies</b>  |   |
| 1.1 Attendance and apologies are noted above.  | Note  |
| <b>2 Previous Minutes</b>  |   |
| 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   |
| <b>3 Matters Arising from Previous Minutes</b>   |   |
| 3.1 Item 5.2 – the review of the Terms of Reference is included at agenda item 4.  | Note  |
| 3.2 Item 6.4 – the Noise Monitoring update is addressed at agenda item 5.  | Note  |
| <b>4 Terms of Reference Review</b>   |   |
| 4.1 At the previous meeting (item 9.1) John Douglas made the suggestion that the CACG should be promoting the airport as part of the local community. There is a lot of focus on the negative aspects of the airport operations and not much attention given to promoting the value and positive aspects of the airport. It was agreed the stated purpose of the CACG does not need significant changes to accommodate John's suggestion.  | Note  |
| 4.2 At the previous meeting (item 5.2) it was suggested that individuals be allowed to participate in the CACG due to the limited number of community groups. Clive Robartson suggested amending community group representation to 3 community groups and 3 community members. There will need to be specific criteria for community members to make sure the members can contribute to the role and   |   |

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| <p>purpose of the CACG. Graham Muir noted that membership applications must be agreed by the majority of CACG members. This will be progressed at the next CACG meeting.</p>  | G. Muir |
| <p>4.3 Dino Elpitelli queried whether a community group could have two members. The Terms of Reference states that each member representative can have a deputy that attends the CACG meetings as an observer.</p>  | Note    |
| <p>4.4 The Terms of Reference states that members are appointed for a two year term. The newer members commenced in November 2012. However, some groups have been involved for many years and it is unknown when they started. Clive Robartson suggested that the Terms of Reference have the same set term for everyone – e.g. based on calendar year – as it will be more difficult to have terms ending at different times of the year. It was agreed that existing members are appointed for a further 2 year term effective from November 2014.</p>  | Note    |
| <p>4.5 There was concern that the CACG cannot enforce any decisions. Graham Muir noted that the CACG is recommended by the Minister for Infrastructure as a forum for discussion.</p>   | Note    |
| <p>4.6 Graham Muir will make the suggested changes to the Terms of Reference and circulate for members to review and confirm at the next meeting.</p>   | G. Muir |
| <p>4.7 Graham Muir advised that his current two year term as Chairperson commenced in August 2013. After four years as Chairperson it is an opportune time for a change. Members were asked to consider persons they think are suitable for the role. The Chairperson must be independent and have some knowledge of the aviation industry. Graham Muir noted that CACG Chairs in other states include a former Mayor, former Air Marshall and also a former Governor. It was agreed that the Chairperson role will be advertised in the West Australian for transparency. If there is only a small number of nominations received each of the candidates will be asked to present at next CACG. If a shortlist of candidates needs to be established, a subcommittee comprising Clive Robartson (Local Government representative), John Fraser (airport), Dino Elpitelli (community group representative), Jack Garber (aviation representative) and Graham Muir will be formed to consider applicants. The shortlisted candidates will then be asked to present to the next meeting. Members will vote following the presentation by candidates. Graham Muir noted that it is important for the independent Chairperson to be appointed by majority vote.</p> | Note    |
| <p>4.8 JAH will prepare the draft advertisement and selection criteria and circulate to CACG members for comment.</p>   | JAH     |
| <p>4.9 Graham Muir noted that the CACG Chairs Forum is being held in Canberra from 8-9 September and it would be a good introduction for the new Chairperson to attend this Forum if possible.</p>  | Note    |
| <p>4.10 Due to Graham Muir's term as Chairperson concluding in August 2015, John Fraser proposed to extend Graham's appointment to include the September meeting. This was unanimously agreed by all members.</p>   | Note    |
| <p><b>5 Airservices Australia Update</b></p>  |         |
| <p>5.1 The CACG agreed at the last meeting to delay the short-term noise monitoring to the summer months. Airservices has since advised that the noise monitors are next available from February 2016, but will be allocated for 6 month period instead of original 3 months. A report will be issued at the conclusion of the monitoring period.</p>   | Note    |

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| <p>5.2 The Quarter 1 2015 Aircraft Noise Information Report (ANIR) for the Perth Basin will be published on the Airservices website shortly – see <a href="http://www.airservicesaustralia.com/publications/noise-reports/noise-reports/">http://www.airservicesaustralia.com/publications/noise-reports/noise-reports/</a>.</p>  | <p>Note</p>                            |
| <p>5.3 During Quarter 1 there were 43 complainants related to Jandakot Airport movements. Canning Vale was only suburb with more than 2 complainants.</p>   | <p>Note</p>                            |
| <p>5.4 At the previous CACG meeting Airservices was asked to provide more information about the types of aircraft activity resulting in complaints. Between 01 January 2014 and 30 April 2015 there were 391 complaints from 224 complainants across 75 suburbs. Complaints were mainly related to circuit training (65), emergency aircraft (56), helicopters (78), and night operations (16). David Moore noted that the helicopter complaints include Police Air Wing activity.</p>  | <p>Note</p>                            |
| <p>5.5 Graham Ellis commented that the main issue with helicopter operations is the rotor slap. Pilots wearing noise cancelling headphones won't hear the slap so there is no attempt to try and reduce the noise. The Robinson types (R22 and R44) are the worst. The slap is mainly heard on arrival when the rotor is not trimmed correctly and used as a brake. Chris Murray noted that helicopters have 3m-5m wide propellers and they often create more noise than fixed-wing aircraft. Graham Ellis stated that Airservices has published a document that says helicopters are to be treated the same as fixed-wing. Chris Murray advised that the procedure is for helicopters to depart parallel to the runway direction in use, and in his experience, 9 times out of 10 the helicopters are higher than a fixed-wing. Graham Ellis responded that 'lazy departures' (slow climb out) cause a noise problem and the large Bell helicopters used by emergency services are the worst. Jack Garber advised that he will raise the rotor slap issue with the Chamber of Commerce members. Chris Murray agreed to raise this for discussion at the next Chief Pilot / Chief Flying Instructor meeting. JAH will also write to local helicopter operators.</p> | <p>J. Garber<br/>C. Murray<br/>JAH</p> |
| <p><b>6 Jandakot Airport Update</b></p>   |  |
| <p>John Fraser provided an update on the development of Jandakot Airport.</p>   | <p>Note</p>                            |
| <p>6.1 MASTER PLAN 2014</p> <ul style="list-style-type: none"> <li>▪ Master Plan 2014 was approved by the Minister for Infrastructure and Regional Development on 17 February 2015. JAH has proceeded with the implementation of the Master Plan.</li> <li>▪ The Jandakot Airport Chamber of Commerce has taken action in the Administrative Appeals Tribunal against the Minister's decision on Master Plan 2014. It was noted that the only other Appeals Tribunal challenge of the Minister's approval of a Master Plan has been Archerfield Airport and that challenge is still ongoing.</li> <li>▪ The final Master Plan is published on the Jandakot Airport website (<a href="http://www.jandakotairport.com.au/corporate/master-plan.html">http://www.jandakotairport.com.au/corporate/master-plan.html</a>).</li> <li>▪ Civil and infrastructure documentation has been prepared for the development of Precinct 6 and 6A. Works will commence on approval.</li> </ul>   | <p>Note</p>                            |
| <p>6.2 INFRASTRUCTURE</p> <ul style="list-style-type: none"> <li>▪ The City of Cockburn has delayed agreement on funding for the Jandakot Rd, Berrigan Dr, Dean Rd and Pilatus St intersection pending establishment of costs.</li> <li>▪ The design for a signalised intersection at the Berrigan Drive and Karel Ave intersection (airport entrance) has been approved in principle by Main Roads WA</li> </ul>   | <p>Note</p>                            |

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| <p>and the City of Cockburn. Drawings are complete but the City of Cockburn is not prepared to agree to the intersection until the funding is agreed for the Jandakot Rd, Berrigan Dr, Dean Rd and Pilatus St intersection.</p> <ul style="list-style-type: none"> <li>▪ An MRS Amendment is underway for the East Link Road. The State Government is undertaking further environment studies and seeking funding for the road from Randford Road to the airport boundary.</li> </ul>  |           |
| <p>6.3 AVIATION</p> <ul style="list-style-type: none"> <li>▪ A preliminary Draft Major Development Plan is being prepared for the first stage of the airfield works identified in Master Plan 2014. This work involves the extension to runway 12/30 and the associated taxiways.</li> <li>▪ The taxiway and runway lighting upgrade is ongoing.</li> </ul>  | Note      |
| <p>6.4 COMMERCIAL</p> <ul style="list-style-type: none"> <li>▪ Site 2A – construction is complete on a carpark and yard extension for Jako.</li> <li>▪ Site 7A – documentation has been prepared for a carpark adjoining the office.</li> <li>▪ Site 8A – construction is complete on a carpark extension for GE.</li> <li>▪ Site 25 – a Heads of Agreement has been signed for a 120-room hotel. Construction is expected to commence later this year.</li> <li>▪ Site 206 – an 8,000m<sup>2</sup> distribution warehouse is being considered.</li> <li>▪ Site 209 – a workshop/office development is being considered for this 4ha site.</li> <li>▪ Site 212 – workshop and office development is underway for Eftech.</li> <li>▪ Site 213 – self-storage development is under construction.</li> <li>▪ Site 218 – construction has commenced on a distribution warehouse for Aldi.</li> <li>▪ Site 306 – construction is complete on a facility for Aquatechnics.</li> <li>▪ Site 313 – construction has commenced on an office and workshop facility for Coregas.</li> <li>▪ Site 315 – construction is underway for an office and workshop for PCS.</li> <li>▪ Site 501 – construction has commenced on the Kmart distribution facility.</li> <li>▪ Site 506 – a 2,000m<sup>2</sup> office building is being considered to adjoin the existing workshops.</li> <li>▪ Site 514 – construction has commenced on a 25,000m<sup>2</sup> distribution facility for Reece.</li> </ul> | Note      |
| <p><b>7 Correspondence</b></p>   |           |
| <p>7.1 A copy of a letter from City of Cockburn to Airservices, registering the City's objections to the way in which Airservices embarked upon the Perth Noise Improvements 2015 Project, was circulated by email prior to the meeting. David Moore reported that this complaint has since been discussed with the City of Cockburn Mayor.</p>  | Note      |
| <p>7.2 Sarah Harris reported that the Terms of Reference states that correspondence addressed to the CACG regarding noise complaints will be tabled for noting at meetings. The CACG was copied on an email sent from M. Ryan to Airservices regarding the location of the Canning Vale short term noise monitors. A copy of the email will be circulated with the draft minutes of meeting.</p>   | Secretary |
| <p>7.3 Dino Elpitelli stated that he is not happy about the Secretary deciding if correspondence sent to the CACG is circulated or not. Sarah Harris noted that the CACG email address is published on the Jandakot Airport website and the email account receives a lot of spam and inappropriate correspondence. Graham Muir advised that only relevant correspondence needs to be circulated.</p>   | Note      |

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| <b>8 General Business</b> |  |           |
| 8.1                       | The Terms of Reference states that aviation representatives are invited by Chairperson once ratified by the CACG. Graham Muir proposed to invite the Royal Flying Doctor Service (RFDS) to be a represented on the CACG. There were no objections.   | G. Muir   |
| 8.2                       | Ian Petkoff provided an update on the State Aviation Strategy. Of the 36 key action items, 7 actions have been identified as key priorities.   | Note      |
| 8.3                       | The Department of Training and Workforce Development has committed to develop an aviation training strategy.   | Note      |
| 8.4                       | Ian Petkoff advised that the study to identify sites for the second Perth international and general aviation airports has commenced. Suitable sites need to be identified and protected so that infrastructure is available when the capacity of Perth and Jandakot airports is reached at some stage in the future. The study anticipates that Perth, Jandakot, Pearce and Gingin airports will remain operational. The footprint for an international airport is huge – Perth Airport occupies 2,205 hectares. A general aviation airport doesn't need such a big footprint, but the study is mindful of the noise issues associated with the lower flying and more frequent general aviation operations. For an international airport to be viable it must be located within 100km of the market. Stage 1 is to determine priority criteria for assessment. Consultants have met with Perth and Jandakot Airport staff to ask what would be the most crucial aspects to consider if starting a new airport from scratch. Stage 2 will be to identify suitable airport sites based on the criteria identified. | Note      |
| 8.5                       | Andrew Trosic advised that he would follow up on the roads issues and provide an update at the next CACG meeting.  | A. Trosic |
| 8.6                       | Jack Garber reported that the Jandakot Airport Chamber of Commerce has taken action in the Administrative Appeals Tribunal to challenge the Minister's decision on the Jandakot Airport Master Plan 2014. The Chamber believes that the Minister did not appropriately consider a number of issues in his decision to approve the Master Plan. These issues include the location of the fourth runway pertaining to safety, infringement of land previously allocated towards aviation, and that the proposed development of the airport limits economics of aircraft operators and aviation businesses. Jack stated that it could have been easier if JAH had chosen to negotiate instead of litigate.  | Note      |
| <b>9 Next Meeting</b>     |  |           |
| 9.1                       | The next CACG Meeting will be held 4pm, Wednesday 2 <sup>nd</sup> September 2015.  | Note      |
| Meeting Closed 17:45      |  |           |