

**JANDAKOT AIRPORT COMMUNITY AVIATION CONSULTATION GROUP
MINUTES OF MEETING**

CACG MINUTES OF MEETING

Meeting Date: Wednesday, 09 December 2015
Time: 16:00
Location: JAH Airport Management Centre, 16 Eagle Drive Jandakot

Members Attending	Observers/Advisers Attending
<ul style="list-style-type: none"> ▪ CACG Chairperson – Steve Klomp ▪ Banjup Residents Group – Dino Elpitelli ▪ City of Cockburn – Andrew Trosic ▪ City of Cockburn – Cr. Lee-Anne Smith ▪ Jandakot Airport Holdings – John Fraser ▪ Jandakot Airport Operators Group – John Douglas ▪ JA Chamber of Commerce – Jack Garber ▪ Jandakot Residents & Ratepayers Association – Leanne Chaproniere ▪ Royal Aero Club of WA – Linda Maule 	<ul style="list-style-type: none"> ▪ Airservices Australia – Chris Murray ▪ Airservices Australia – Neil Hall ▪ Airservices Australia – David Moore ▪ Jandakot Airport Holdings – Sarah Harris (CACG Secretariat) ▪ Dept. of Infrastructure – Margaret Smythe ▪ Royal Flying Doctor Service – Matt Granger
Member Apologies/Absence	Observer/Adviser Apologies
<ul style="list-style-type: none"> ▪ City of Canning – Clint Burdett ▪ City of Gosnells – Andy Brighthouse ▪ City of Melville – Cr. Clive Robartson ▪ Heliwest Group – Alan Bailey 	<ul style="list-style-type: none"> ▪ Dept. of Transport WA – Ian Petkoff ▪ Civil Aviation Safety Authority – Craig Peterson
1 Attendance/Apologies	
1.1 Meeting 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 8.3 – the short term monitoring will be addressed in the Airservices update (agenda item 6).	Note
4 Chairperson’s Update	
4.1 Steve Klomp attended the CACG Chair’s Forum in Canberra the week after being elected as the new Jandakot CACG Chairperson. The Aircraft Noise Ombudsman presented the three main areas of focus for noise management: aviation industry commitment to technology; focus on best practice (e.g. education, town planning and flight procedures); and focus less on the impossible or unfair (there are mechanical and safety reasons for what aircraft and pilots do). Presentations were also made on why pilots fly the way they do, and the importance of the Master Plan for airport development.	Note
4.2 John Douglas stated that more needs to be done about planning around airports. People buy houses in ignorance of the proximity to an airport and then say the aircraft noise is unacceptable. There doesn’t appear to be enough care or responsibility from local councils and planning authorities e.g. residents in the new Banjup Quarry development will be subject to noise from every circuit operation and yet that development has been allowed to proceed. Steve Klomp commented that most	Note

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<p>ordinary people would not consider aircraft noise impact when purchasing a property. Andrew Trosic advised that the City of Cockburn does not agree with John's comments as aircraft noise was taken into account and the planning framework provided for the urbanisation of this landholding to occur.</p>	Note
<p>5 Royal Flying Doctor Service presentation</p>	
<p>5.1 Matt Granger, Head of Training & Checking, gave a presentation on RFDS operations.</p>	Note
<p>5.2 RFDS has bases at Jandakot, Kalgoorlie, Meekatharra, Port Hedland, Derby and Broome (under construction). Daily RFDS averages 25 patients flown and 52 aircraft landings across WA. RFDS budgets for 21,500 annual flying hours but is currently doing 24,000 annual flying hours.</p>	Note
<p>5.3 The Hawker 125 aircraft (VH-RIO – based at Perth Airport) is nearing the end of its life span. RFDS is purchasing three PC-24 light jets for delivery in 2017. The PC-24 has a range of 3,610km and is capable of landing on dirt strips. It has the same wingspan as the PC-12 but is slightly longer. The PC-24 is quieter than the Hawker 125. In operational capability 1x PC-24 will replace 2x PC-12s.</p>	Note
<p>6 Airservices Australia update</p>	
<p>6.1 David Moore received 13 suggestions for specific sites for the short-term noise monitoring and these locations have been plotted on a map. Airservices will advise the noise consultants of the general location of the monitors and the consultants will determine the most suitable sites based on technical specifications. The site must have a power source, be secure, and not be too close to a highway or other significant noise source.</p>	Note
<p>6.2 The noise monitors will record all noise events that are greater than 10 decibels above the established background noise level. Aircraft noise has a very specific noise signature and the software will separate the aircraft noise from other loud sounds (e.g. dog barking, school bell, lawnmower). Radar data will then be used to match an aircraft to the recorded noise events.</p>	Note
<p>6.3 Some of the suggested sites are in sparsely populated areas and others are on the inside of circuit paths which will not pick up the bulk of the aircraft traffic. The location of monitors should be relevant to highly populated areas.</p>	Note
<p>6.4 Short-term noise monitoring was initially requested by residential communities around the smaller airports. Monitoring is done for a variety of reasons, but the main purpose is to establish a base-line of noise level and frequency of noise around an airport. This provides the community with accurate information about the actual noise impact and also allows Airservices to evaluate the environmental noise impact from changed flight paths.</p>	Note
<p>6.5 Dino Elpitelli stated that as a local resident he expects the monitoring to prove that the noise levels residents are exposed to will exceed the ANEF, and when that is established authorities can then insist on quieter planes and better flight paths. Neil Hall advised that the noise monitoring will not change how pilots or Air Traffic Control operate. Monitoring doesn't generally provide any more value apart from understanding the actual noise impact.</p>	Note
<p>6.6 The diagram of proposed locations will be distributed with the draft minutes.</p>	Secretary
<p>7 Airservices Commitment to Aircraft Noise Management booklet</p>	
<p>7.1 Dino Elpitelli requested that the 'Airservices Commitment to Aircraft Noise Management' booklet be included for discussion at this meeting. Dino stated that he has been repeatedly asking which agency/organisation is responsible for doing something about unacceptable aircraft noise and the booklet says that Airservices is responsible.</p>	Note

