

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

CACG MINUTES OF MEETING

Meeting Date: Wednesday, 02 March 2016
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 Canning – David Brown ▪ City of Cockburn – Andrew Trosic ▪ City of Gosnells – Ann Dransfield ▪ City of Melville – Cr. Clive Robartson ▪ Jandakot Airport Holdings – John Fraser ▪ JA Chamber of Commerce – Jack Garber ▪ Jandakot Residents & Ratepayers Association – Leanne Chaproniere 	<ul style="list-style-type: none"> ▪ Aircraft Noise Ombudsman – Ron Brent ▪ Aircraft Noise Ombudsman’s Office – Tim Abberton ▪ Airservices Australia – Chris Murray ▪ Airservices Australia – David Moore ▪ Airservices Australia – Ruth Jost ▪ Jandakot Airport Holdings – Sarah Harris (CACG Secretariat) ▪ Dept. of Infrastructure – Margaret Smythe ▪ Dept. of Transport WA – Ian Petkoff
Member Apologies/Absence	Observer/Adviser Apologies
<ul style="list-style-type: none"> ▪ City of Cockburn – Cr. Lee-Anne Smith ▪ City of Gosnells – Andy Brighthouse ▪ Heliwest Group – Alan Bailey ▪ Jandakot Airport Operators Group – John Douglas ▪ Royal Aero Club of WA – Linda Maule 	<ul style="list-style-type: none"> ▪ Airservices Australia – Daniel Smith ▪ Civil Aviation Safety Authority – Craig Peterson

1 Attendance/Apologies	
1.1 Meeting attendance and apologies are noted above.	
2 Previous Minutes	
2.1 The previous minutes are discussed at Item 9 – General Business.	
3 Matters Arising from Previous Minutes	
3.1 Previous minutes item 11.1 – a draft copy of the Department of Infrastructure’s CACG Induction Package was emailed to the Jandakot CACG members in December for comment. The feedback received was provided to the Department.	
4 Airservices Australia Update	
4.1 The four short-term noise monitors were installed 01 February and are displaying on Airservices WebTrak (http://webtrak5.bksv.com/per). The monitors will be in place until early July.	
4.2 One noise monitor has been installed at Leanne Chaproniere’s house which is 1.5km from the end of one of the main runways. Leanne commented that her perception of a noise event when she is in her lounge room is different to the noise reading recorded by the monitor but over time she is starting to gauge the difference between 52 and 72 decibel sounds.	
4.3 Leanne Chaproniere queried why it was not mandatory for aircraft to be equipped with a transponder. David Moore advised that it is only mandatory for aircraft to have a transponder if the pilot has filed a flight plan with Airservices (i.e. to enter Perth Controlled Airspace). Aircraft only operating within the Jandakot Control Zone (3 nautical mile radius of the airport) do not have a filed flight plan. However, if an aircraft is equipped with a transponder it should be activated whenever the aircraft is operating. Approximately 1/3 of all aircraft operating at Jandakot are not equipped with transponders.	

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<p>4.4 Ruth Jost, Manager of the Airservices Noise Complaints and Information Service (NCIS), provided an overview of the main areas of Jandakot Airport noise complaints received by NCIS over the past three months.</p> <ul style="list-style-type: none"> ▪ Circuit training: new complainants are primarily from Canning Vale. This reflects the growth in new housing in this area. The reporting period included the Christmas holidays when more people would have been home during the day. ▪ Emergency services aircraft activity: complaints about police helicopter activity were received from residents in a variety of suburbs. NCIS has been asked not to disclose any police aircraft operations and complainants can only be told by NCIS that it is “high priority” traffic. Night movements by the Royal Flying Doctor Service also attract a lot of complaints due to medivac flights using the most expeditious route in and out of the airport. ▪ General helicopter traffic: complainants can be unaware that helicopters are generally permitted to hover over homes for airwork activities. <p>4.5 Jandakot, Parafield and Archerfield airports all have a similar volume of annual aircraft movements (240,000 p.a.) and receive a similar number of complaints.</p>	
5 Flight Paths & Flight Levels	
<p>5.1 Chris Murray, Jandakot Air Traffic Control Tower Manager, made a presentation on the flight paths and flight levels for Jandakot Airport operations.</p> <p>5.2 Aircraft arrive and depart into the wind as it is the wind across the wings that gives the aircraft lift. The runway direction in use will change throughout the day in response to changing wind direction and speed.</p> <p>5.3 Aircraft perform differently, depending on the type of aircraft, age of aircraft, and engine performance. Chris likened the difference in aircraft engine performance to being similar to the difference between a car with a 1L engine or a V8 engine.</p> <p>5.4 For smaller aircraft, the same aircraft type will also perform differently based on the number of people on board. A student conducting circuits with an instructor on board will fly a completely different circuit when the student is flying solo.</p> <p>5.5 There are no set lines on a map for aircraft to fly. Air Traffic Control cannot tell pilots where to fly their aircraft.</p> <p>5.6 The rectangular circuit path comprises 5 legs – take-off (from the runway), crosswind, downwind, base, and final approach (to the runway). A full circuit takes approximately 6 minutes to fly. When departing, pilots are required to make the first prescribed turn when they reach 500ft. The exact location of the aircraft when it reaches 500ft will depend on the aircraft performance – the ‘V8’ will climb quicker and be closer to the airport than the ‘1L’. For arrivals, pilots are required to turn for the base leg (prior to the straight in final approach) when the threshold of the runway they are landing on is at a 45 degree angle behind them, and again this position varies significantly between the different aircraft.</p> <p>5.7 The heights at which aircraft must turn are a world-wide standard set by the International Civil Aviation Organization.</p> <p>5.8 The areas most impacted by noise are those at the ends of each runway - for the take-off leg the aircraft will be climbing from 0ft to 500ft, the crosswind leg between 500ft-1000ft, downwind leg at 1000ft, and then reducing height on the base leg so that the aircraft is at 500ft by the final approach leg.</p> <p>5.9 Aircraft operating at Jandakot need to visually follow each other. The mix of aircraft in the circuit will impact on where aircraft are positioned, as to maintain appropriate separation and sequencing the faster aircraft will need to fly wider circuits than the lower-performance aircraft. Occasionally an aircraft will have to do an orbit to increase the visual separation between the slower aircraft being followed.</p> <p>5.10 Aircraft coming in to the Jandakot Control Zone will be at 1,500ft while departing aircraft will be 1,000ft. Except when in the act of taking off or landing, aircraft should be at 1,000ft or higher.</p> <p>5.11 Chris Murray noted that the flight levels displayed for aircraft on WebTrak are not</p>	

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<p>adjusted for air pressure and there can be a variation of up to 300ft. Helicopters fly inside of the fixed-wing circuit as they can climb quicker and perform a much more compact circuit.</p> <p>5.12 Where possible Air Traffic Control will allow emergency services to use the most expeditious tracks in and out of Jandakot. The pilots operating fire-fighting aircraft all have a low-level endorsement to make early turns (i.e. when lower than 500ft).</p> <p>5.13 Leanne Chaproniere commented that residents understand emergency services aircraft need to operate through the night, but the circuit training permitted until 10:30pm on week nights is what the residents react to. Having the older and noisier aircraft replaced with quieter aircraft would make a big difference to nearby residential areas.</p>	
6 Jandakot Airport Update	
John Fraser provided an update on the development of Jandakot Airport.	
<p>6.1 MASTER PLAN</p> <ul style="list-style-type: none"> ▪ The Jandakot Airport Master Plan 2014 was approved by the Minister for Infrastructure and Regional Development on 17 February 2015. The Jandakot Airport Chamber of Commerce has lodged an Administrative Appeals Tribunal action against the Ministerial decision on the Master Plan 2014. It is expected that the hearing will be listed in July 2016. 	
<p>6.2 INFRASTRUCTURE</p> <ul style="list-style-type: none"> ▪ The City of Cockburn has delayed approval of the South Link Road intersection (with Jandakot Road, Berrigan Drive and Dean Road) until agreement is reached on funding arrangements. ▪ Jandakot Airport Holdings has proposed a dual lane intersection at the Berrigan Drive / Karel Avenue entrance to the airport. The City of Cockburn is withholding approval to proceed until the Southern Link Road intersection funding agreement is finalised. ▪ Environmental studies are complete for the East Link Road (northern airport boundary connecting to Johnson Road, Canning Vale). A Metropolitan Region Scheme amendment is now underway. ▪ Precincts 6 and 6A have been cleared and earthworks to create a level site have commenced. 	
<p>6.3 COMMERCIAL</p> <ul style="list-style-type: none"> ▪ Site 25 – construction of a 120 room hotel is expected to commence this year. ▪ Site 218 – construction of a 45,000m² distribution warehouse for Aldi is complete. ▪ Site 315 – construction is underway for a 1,200m² office and 5,000m² workshop for PCS. ▪ Site 501 – construction of the 38,000m² K-Mart distribution warehouse is complete. ▪ Site 506 – construction has commenced on a 1,600m² office building for Schlumberger. 	
<p>6.4 AVIATION</p> <ul style="list-style-type: none"> ▪ A preliminary draft Major Development Plan (MDP) for the extension of runway 12/30 and taxiway system has been released for public comment. The public comment period closes Thursday 24 March 2016. (See http://www.jandakotairport.com.au/development/major-development-plans.html). ▪ Jack Garber stated that according to the Aviation White Paper, CACGs are to be 	

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9 General Business	
9.1 Andrew Trosic advised that the City of Cockburn Council will be considering the City's response to the draft SPP 5.3 and also the Jandakot Airport MDP for the runway 12/30 extension at its March meeting. The Council papers are available for viewing on the City's website http://www.cockburn.wa.gov.au/Meetings and Minutes/Minutes and Agendas/ .	
9.2 There has been correspondence from two CACG members disputing a comment recorded in the draft minutes of the December 2015 meeting. Steve Klomp stated that the minutes of the CACG meeting are not intended to be a word for word transcript of what is spoken, but rather a general reflection of the discussion.	
9.3 Jack Garber requested an independent secretariat not closely aligned to the airport-lessee due to the public relying on information contained in the minutes. Dino Elpitelli said that he also considers the secretariat to be biased. Steve Klomp stated that an independent secretariat would be appropriate if there wasn't a vetting process for the minutes. Draft minutes are circulated early and members have a mechanism to agree or disagree what has been documented.	
9.4 It was agreed by majority vote that removal of the disputed comment would not materially affect the minutes. The minutes of the 9th December 2015 meeting was accepted subject to the removal of the disputed statement. Dino Elpitelli objected to the acceptance of the previous minutes.	Note
9.5 The Chairperson reminded members that the purpose of the CACG meetings is to enable a channel of information. The Chairperson expects CACG members to be courteous and respect each other in meetings and in all email correspondence. John Fraser requested a formal apology be made to the Secretary for the emails that had recently been circulated. Steve Klomp made the apology on behalf of the CACG.	
10 Next Meeting	
10.1 The next meeting will be held Wednesday 01 June 2016.	Note
Meeting Closed 18:00	