

**JANDAKOT AIRPORT
COMMUNITY AVIATION CONSULTATION GROUP (CACG)
MINUTES OF MEETING**

MINUTES OF MEETING	
Meeting Date: Thursday, 23 rd May 2013	
Time: 16:00	
Location: JAH Management Centre, 16 Eagle Drive Jandakot	
Members Attending Graham Muir – CACG Chairperson Clive Robartson – City of Melville John Fraser – Jandakot Airport Holdings Graham Ellis – Jandakot Residents & Ratepayers John Douglas – Jandakot Airport Operators Group Bill Clarke – Jandakot Airport Chamber of Commerce Dino Elpitelli – Banjup Residents Group Alan Bailey – Heliwest Group Linda Maule – Royal Aero Club of WA Clint Burdett – City of Canning Roberto Colalillo – City of Cockburn	Observers/Advisers Attending Barry de Jong – Airservices Australia Peter Hay – Airservices Australia David Moore – Airservices Australia Neil Hall – Airservices Australia Joanne Wann – Jandakot Airport Holdings Sarah Harris – Jandakot Airport Holdings (CACG Secretary) Kevin Smith – Jandakot Airport Holdings Joseph Quick – Office of Melissa Parke, MP Alexandra Waldren – Dept. Infrastructure
Member Apologies/Absence Andrew Trosic – City of Cockburn Bill Ellis – City of Gosnells Jarad Finneran – Jandakot Volunteer Bushfire Brigade	Observer/Adviser Apologies
1 Attendance/Apologies	
1.1 Margaret Smythe and Leonie Horrocks are on leave. 1.2 Joseph Quick, representing the Office of Melissa Parke MP, has commenced attending the CACG as an observer.	Note
2 Previous Minutes	
2.1 Minutes of the previous meeting were accepted as a true and accurate record and will now be published on the Jandakot Airport website.	Secretary
3 Matters Arising from Previous Minutes	
3.1 The 2012 CACG Chairpersons Review (previous minutes item 4.1) are ready to be published on the website.	Secretary
3.2 The State Aviation Policy has not yet been issued for public comment (previous minutes item 5.1).	Note
3.3 All other items have been actioned or are addressed in the agenda for this meeting.	Note
4 Airport Safeguarding & Aircraft Noise Metrics Presentation	
4.1 Alexandra Waldren, from Department of Infrastructure Aviation and Airports Division, attended the CACG to give a presentation on Airport Safeguarding and Aircraft Noise Metrics.	Note
4.2 Following the recommendations of the Aviation White Paper, the National Airports Safeguarding Advisory Group (NASAG) was established to prepare a National Airports Safeguarding Framework. NASAG comprises Commonwealth, State and Territory Government planning and transport officials, the Australian Government Department of Defence, the Civil Aviation Safety Authority (CASA), Airservices Australia and the Australian Local Government Association (ALGA). The draft	Note

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<p>Framework was released for public comment in March 2012, and contains safeguarding principles plus six noise and safety guidelines as follows:</p> <ul style="list-style-type: none"> - Guideline A: Aircraft noise - Guideline B: Windshear & turbulence - Guideline C: Wildlife hazards - Guideline D: Wind turbines - Guideline E: Lighting distractions - Guideline F: Protected airspace. <p>Commonwealth, State and Territory Ministers considered and endorsed the Framework at the Standing Council on Transport and Infrastructure (SCOTI) meeting in May 2012.</p>	
<p>4.3 NASAG has recommended a review of Australian Standard AS2021 (<i>Accoustics – Aircraft noise intrusion – Building siting and construction</i>). AS2021 was last reviewed 13 years ago, and the Australian Noise Exposure Forecast (ANEF) is the aircraft noise metric used in the Standard. The ANEF is recognised to be insensitive to changes in movement frequency and aircraft types, and a review of the Standard would determine if there is a better way of explaining aircraft noise. However, Australian Standards has not yet made a decision on whether to undertake a review of AS2021.</p>	Note
<p>4.4 The WA Government does not support Guideline A: Aircraft Noise in its current form, but does support a review of AS2021. The Government has reviewed State Planning Policy 5.1 (Land Use Planning in the Vicinity of Perth Airport) and 5.3 (Land Use Planning in the Vicinity of Jandakot Airport), and while the draft reviews were released for public comment in 2011, the amendments still have not been finalised.</p>	Note
<p>4.5 The N60 Contour is a lot more reliable to demonstrate the impact of general aviation operations as the ANEF does not capture the number of aircraft or the frequency of movements. NASAG has proposed the use of N60 and N70 Contours for general aviation airports. The N60 Contour shows the number of aircraft noise events on an average day that are 60 decibels (dBA) or higher and the N70 similarly shows the average daily noise events greater than 70 dBA. The general public can understand noise frequency far easier than the ANEF.</p>	Note
<p>4.6 There has been a well-publicised debate about a proposed residential development near Canberra Airport. Canberra Airport has protested vigorously against the residential development proposal for Tralee, which is just 11km south of the Airport and under the main flight path. Tralee is within NSW government local area, and after years of debate, the NSW government has recently agreed to restricting residential development within the ANEF 20 and ANEF 25 areas. Alexandra Waldren reported that this decision is consistent with NASAG guidelines. Graham Muir stated that the Canberra experience highlights how difficult it is to prevent new residential development in areas adversely affected by noise. Noise nuisance is usually separated into two issues - 1) people already affected, and 2) preventing development where people will become affected.</p>	Note
<p>4.7 There was discussion about the limitations of the ANEF and noise measurement. Alex Waldren advised that the purpose of NASAG is to bring together all of the views, and CACG members are welcome to provide feedback directly to Alex.</p>	Note
<p>4.8 NASAG will be meeting again next week to look at additional safeguarding guidelines, such as Public Safety Zones (PSZ) and protection of Air Navigation Equipment.</p>	Note
<p>4.9 Graham Ellis queried whether any community groups were involved in preparing the Framework. This CACG discussed the paper but there was not enough time to prepare a response.</p>	Note
<p>4.10 John Fraser confirmed he has had some discussions with the WA government regarding SPP 5.3. There is a lot of concern about aircraft noise, but no one has come up with a better measurement tool. The review of State Planning Policy SPP</p>	Note

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<p>5.3 (Land Use Planning in the Vicinity of Jandakot Airport) is still a draft.</p> <p>4.11 John Douglas was involved in establishing Murrayfield Airport (near Mandurah) and shared about the difficulty in getting the Airport certified because there are no clear noise guidelines to use for assessment.</p> <p>4.12 Dino Elpitelli queried which organisation was ultimately responsible for policing the noise made by individual aircraft. Dino noted that the Regulations require aircraft to fly at 1,000ft over residential areas, but he has not been able to ascertain which organisation is responsible for monitoring and policing pilots that don't comply. David Moore commented that while Europe has strict guidelines that are legally enforceable, Australia has guidelines that are not managed by a single body/agency. Alex Waldren advised that CASA has the power to enforce regulations and stop aircraft operating. John Douglas is aware of a few situations where CASA has withdrawn an Air Operator's Certificate (AOC) because of unsafe practices. John Douglas also noted that Europe has been able to introduce such strict guidelines because it is not dependent on general aviation, whereas in Australia the general aviation industry is vital. Dino asked what could be done if residents do not get a satisfactory response to their noise complaints. It was suggested that if a resident was unable to get resolution through the established noise complaint channels [NCIS and the ANO], they could possibly consider writing directly to the companies that operate the aircraft.</p>	<p>Note</p> <p>Note</p>
5 Banjup Quarry Development Proposal	
<p>5.1 The City of Cockburn recently advertised a proposal to allow the old Banjup Quarry site to be redeveloped as a residential housing estate. The Quarry is very close to the airport boundary and is located directly beneath the circuit path. The proposal provides for 1,800 homes and a possible Retirement Village (up to 4,800 residents in total). Jandakot Airport and the Department of Environment and Conservation both submitted a response that noted concern that the development site was within the N60 Contour for 200+ average daily noise events above 60 dBA. However, the Council's assessment of these comments was to state that N60 Contours aren't used as a measure to inform land use planning and that the ANEF contours are the measure provided for in the current SPP 5.3. There is only a small portion of the Banjup Quarry site that falls within the ANEF 20 and ANEF 25 contours.</p> <p>5.2 Roberto Colalillo reported that the Banjup Quarry site has been identified on the Metropolitan Region Scheme (MRS) Plan as being suitable for urban development. SPP 5.3 is the planning bible that determines approval, and the current SPP only applies the ANEF as the noise measurement tool. The draft SPP 5.3 revision has not yet been approved and thus can't be used for the development assessment. Under the current SPP only a small section of the site falls within the ANEF contour that requires development restrictions, such as quiet house design. Roberto stated that ultimately the development approval will be decided by the Council and WA Planning Commission.</p> <p>5.3 It was noted that the N60 Contour was determined on the basis that a specific percentage of the population finds a noise impact of 60 dB(A) intolerable. While the N60 Contour shows 200 average daily events above 60 dB(A), during the summer months where the weather is ideal for flying training, there can easily be 500-600 flights in a day over the Quarry site. Dino Elpitelli reported that residents living close to airports are not bothered by noise that is 60 dB(A) but are annoyed with noise in excess of 70 dB(A).</p> <p>5.4 Linda Maule commented that if the development proceeds, the true noise impact needs to be very clearly communicated. David Moore stated that Airservices has found that no matter how well advertised the noise impacts are, some people will still not be aware or will find the experience far worse than what they expected and it will become a big issue for the airport. The expansion of residential areas around airports</p>	<p>Note</p> <p>Note</p> <p>Note</p>

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<p>is an area of interest to the ANO, and David Moore recommended that the CACG forward a copy of the Banjup Quarry information to the ANO for comment.</p> <p>5.5 Clive Robartson suggested that the planning decision should be delayed until SPP 5.3 is resolved, and recommended that the CACG addresses this with WA Planning Commission and the State Administrative Tribunal. It is not appropriate to make a planning decision based on the old SPP that does not take the N60 into account. Roberto Colalillo responded that this should have been addressed at the MRS review stage as the Council has to make decisions within certain timeframes and development can't be held up waiting for the SPP to be finalised. It was agreed that the CACG will address a letter to the WA Planning Commission, copy to the ANO, requesting that the decision on the Banjup Quarry development be deferred until the revised SPP 5.3 is adopted. Barry de Jong is also a councillor for East Fremantle, and he suggested that a copy of the letter is sent to the councillors of City of Cockburn so that they are aware of the concerns.</p>	<p>Secretary</p> <p>Secretary</p>
6 Aircraft Noise Information Report	
<p>6.1 David Moore reported on the Quarter 1 2013 (Jan-Mar) Aircraft Noise Information Report. There were no surprises – the report shows consistent flight patterns and flight numbers. There were 59 complaints received by the Noise Complaint Information Service (NCIS) that related to Jandakot Airport movements. The highest number of complaints were received from Canning Vale residents.</p> <p>6.2 The Aircraft Noise Information Report is published 3 weeks prior to each CACG.</p> <p>6.3 Short Term Noise Monitoring Reports for Canning Vale, Bibra Lake and Leeming were published on the Airservices website this morning. The actual monitors were located at private residences during December 2012. Each monitor measures a 2km wide corridor up to 6000ft in the air. When the monitor is set up, the technician identifies the typical background noise and sets the trigger to record any noise 10 decibels higher than the background noise. The recorded noise events are then compared with the local radar tracks and matched with the related movement. For all three monitors there was a low percentage of movements matched with a noise event, meaning that the majority of aircraft that passed through the corridor did not generate enough noise to trigger the monitor. The purpose of the monitoring is to provide a snapshot is what is happening. Airservices will now take this information and look at patterns across days and hours of the day to determine if there are any opportunities to improve noise outcomes. CACG members are welcome to provide feedback on the report to David Moore. The Chairperson requested that Airservices provide an update at the next CACG meeting, detailing the process that Airservices uses to identify opportunities for improvement.</p>	<p>Note</p> <p>Note</p> <p>Secretary</p>
7 Jandakot Development Update	
<p>7.1 John Fraser provided an update on the development of Jandakot Airport.</p> <p><u>INFRASTRUCTURE:</u></p> <ul style="list-style-type: none"> • The stage 3 infrastructure works for Precinct 5 will now be completed in mid-June due to a delay with the Western Power works. • Discussions are continuing with City of Cockburn on the Southern Link Road. • The design for a signalised intersection at the Berrigan Drive/Karel Ave entrance has been completed and discussions are underway with Main Roads WA and City of Cockburn. Main Roads has informally approved the intersection. • Northern Aviation precinct will be completed at the end of May due to a delay with the installation of High Voltage infrastructure. • AECOM has completed the study on alignment options for the Eastern Link Road and 	<p>Note</p>

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the State Government is expected to release the report shortly.

Note

AVIATION:

- The Preliminary Draft Major Development Plan (MDP) for the fourth runway and associated works was submitted to Dept. of Infrastructure for comment and the Department has requested an updated Australian Noise Exposure Forecast (ANEF). An updated ANEF is also required for the Master Plan 2014. The MDP will be released for public comment around the same time as the new Master Plan.
- The taxiway and runway lighting upgrade is ongoing.
- Taxiway resurfacing will commence shortly.
- The new helicopter precinct taxiway is complete.

Note

COMMERCIAL:

- A Draft MDP is being prepared for four new GE buildings – a 3,600m² workshop and 420m² office for GE Energy Services, a 1,400m² Measurement and Control Workshop for GE Oil & Gas, 12,000m² warehouse, and an additional 4,600m² office building and carpark alongside the existing office.
- Site 14 – two workshops are due for completion in June.
- Site 16 – construction of a 1,000m² warehouse has commenced.
- Site 105 – the Police Air Wing hangar construction is continuing.
- Site 200 – the mixed use commercial facility is now complete and shops are being fitted out. The pharmacy, Subway and Lollipops (children’s play area) are all open, and the liquor outlet will be opening soon. JAH is in discussions for possible medical suites in the remaining tenancies.
- Site 202 – the 4,000m² warehouse is complete and construction of an office addition has commenced.
- Site 204 – a 18,000m² office and 6,400m² workshop is being considered.
- Site 205 – construction of a 8,000m² warehouse and office for PFP is continuing.
- Site 206 – an 8,000m² distribution warehouse is being considered.
- Site 210 – the 5,000m² warehouse for HCN is due to be completed in June.
- Site 211 – construction of a 2,000m² workshop and 830m² office for Hydratight will commence shortly.
- Site 216 – a 12,000m² workshop and 1,000m² office are being considered.
- Site 309 – a 2,250m² warehouse and 1,000m² office will be constructed for West Coast Energy.
- Site 310 – a 4,000m² warehouse and 360m² office is being considered for Visa Logistics.
- Site 311 – the Caffi Logistics 12,000m² warehouse will be completed in June.
- Site 312 – a warehouse/storage facility for Shell Oil is being considered.
- Site 505/506 – a prefabricated building facility is being considered.
- Site 501-503 – a 50,000m² distribution warehouse and 3,000m² office building are being considered.
- Royal Flying Doctor Service is developing a Masterplan to redevelop its entire site for long-term operations out of Jandakot.
- Redevelopment of the Fugro site is being considered.

Note

MASTER PLAN 2014:

- The Master Plan is required to be updated every 5 years. Stakeholder consultation has commenced and consultants have been appointed.
- Data has been obtained from Airservices to revise the Australian Noise Exposure Forecast (ANEF) and Australian Noise Exposure Index (ANEI). It will take six months for the modelling to be completed and then thoroughly checked and endorsed by Airservices.

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<ul style="list-style-type: none"> • The Master Plan will include access requirements for the development of precinct 6 and 6A, as well as traffic planning for the entire airport site. The traffic planning will include reconsideration of existing access requirements. • Master Plan 2014 is expected to be released for public comment by the end of 2013. 	
8 JAH Aviation Update	
<p>8.1 At the last meeting JAH reported on a request for a letter of support for an L39 Aero Vodochody jet fighter/trainer to commence adventure flights out of Jandakot. JAH compared the provided noise metrics for the L39 to other aircraft at Jandakot, and the L39 is within the noise levels of aircraft already operating. JAH also contacted Campden Airport to discuss the community response towards the L39 that has been operating out of Campden for the past 2 years. It was noted that an L39 has previously operated out of Jandakot. The new operator is still going through the process for CASA certification.</p> <p>8.2 Dino queried whether there was a checklist that JAH uses to approve aircraft operators. JAH advised that it does not need to approve aircraft with a Maximum Take-Off Weight (MTOW) less than 5,700kg (the L39 has a MTOW of 4,700kg). As the airport operator, JAH is required to provide a letter of support for warbird operations. As part of the letter of support, JAH requested a movement cap and restricted hours of operation.</p> <p>8.3 Graham Ellis looked at a YouTube video of an L39 departing and observed that it is a very noisy aircraft with a flat rate of climb. Based on his experience with the L39 that previously operated out of Jandakot, Graham Ellis advised that JARRA does not accept the use of the L39 at Jandakot as it is outside of the Fly Neighbourly acceptable noise limit.</p> <p>8.4 Alex Waldren advised that CASA has delegated authority for policing of warbirds to the Australian Warbirds Association Ltd (AWAL).</p> <p>8.5 Kevin Smith reported that JAH has been receiving quite a bit of email correspondence from a few of the community groups. In the 5 years that Kevin has been with JAH, no group has asked to meet with JAH to discuss concerns. Kevin Smith has previously mentioned to the CACG that face-to-face meetings are preferred - it is easier to explain things and less likely for comments to get misinterpreted.</p>	<p>Note</p> <p>Note</p> <p>Note</p> <p>Note</p> <p>Note</p>
9 Correspondence	
<p>9.1 As advised at the previous meeting, the Aircraft Noise Ombudsman (ANO) would correspond with the resident who originally raised the noise complaint about simulated engine failure procedures. In his letter, the ANO asked the resident for feedback on dealing with the ANO and Airservices. The resident also made the following comments about the Jandakot CACG:</p> <ul style="list-style-type: none"> a) <i>The general public should be made more aware of this Group [CACG] and its function.</i> b) <i>Ranford Estate Canning Vale (being [the] most noise affected residential area close to the Airport) should have a representative on this Committee. It is no good having a member of the Canning City Council as a representative unless they live in Ranford Estate.</i> c) <i>Minutes of their [CACG] meetings should be available within weeks, not 3 months as it is at present.</i> d) <i>More should be done to advise the public how to register a complaint about aircraft noise. Most people I have spoken to do not know about the noise complaint number or about being able to contact Airservices Aust[ralia] or for that matter how to contact the ANO if not satisfied with the result of their complaint.</i> 	<p>Note</p>

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<p>9.2 A noise complaint was received from Leeming resident Geoff Harcombe regarding the noise impact from increasing helicopter operations. Sarah Harris advised that JAH will shortly be meeting with helicopter operators, and at the meeting JAH will be reminding helicopter operators of the Fly Neighbourly policy. It was agreed that the next CACG meeting will include discussion about helicopter operations. Alan Bailey will present on Heliwest operations.</p>	Secretary
<p>9.3 City of Canning advised by letter that following the suspension of the Council by the Minister for Local Government in November 2012, no further representation by Council Members could be taken on external decision making bodies and/or Committees. Accordingly, at its meeting held in March 2013, the Council resolved to appoint the City's Acting Executive Property Assets and Economic Development, Mr Graeme Bride, as the City of Canning representative on the CACG.</p>	Note
10 General Business	
<p>10.1 Dino Eliptelli requested that a CASA representative attends the CACG meetings. The CACG Secretary will discuss this with CASA as CASA is included on the notification list for meetings and minutes.</p>	Secretary
<p>10.2 Graham Muir advised that his two year term as CACG Chairperson concludes in August. The Secretary will send out an email one month prior requesting nominations. Members are encouraged to consider suitable nominations.</p>	Secretary
<p>10.3 At the previous meeting it was proposed to amend the CACG meeting start time to 3:00pm. Graham Ellis and Dino Eliptelli confirmed that they were self-employed and the earlier start time would be more difficult for them. It was noted that the Perth Airport CACG starts at 4:00pm. The Chairperson requested a vote, and due to the tie vote, the Chairperson had the casting vote (per CACG Terms of Reference). Graham Muir determined that the meeting would continue to start at 4:00pm.</p> <p><i>MOTION: CACG meeting start time be amended to 3:00pm.</i> <i>VOTE FOR: 4</i> <i>VOTE AGAINST: 4</i> <i>CASTING VOTE: AGAINST</i> <i>DECISION: CACG meeting start time will not be changed to 3:00pm.</i></p>	Note
11 Next Meeting	
<p>11.1 The next CACG meeting will be held on 15th August 2013.</p>	Note
<p>Meeting Closed: 6:00pm</p>	