

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

MINUTES OF MEETING

Meeting Date: Thursday, 15th August 2013
Time: 16:00
Location: JAH Management Centre, 16 Eagle Drive Jandakot

Members Attending

Graham Muir – CACG Chairperson
 John Fraser – Jandakot Airport Holdings
 Graham Ellis – Jandakot Residents & Ratepayers
 John Douglas – Jandakot Airport Operators Group
 Ian Scott – Jandakot Airport Chamber of Commerce
 Dino Elpitelli – Banjup Residents Group
 Roberto Colalillo – City of Cockburn
 Bill Ellis – City of Gosnells
 Clive Robartson – City of Melville
 Andrew Denny – Heliwest Group

Observers/Advisers Attending

Peter Hay – Airservices Australia
 David Moore – Airservices Australia
 Neil Hall – Airservices Australia
 Sarah Harris – Jandakot Airport Holdings (CACG Secretary)
 Tim de Raadt – Dept. Infrastructure & Transport
 Clinton Oversby – Police Air Wing
 Leanne Chaproniere - Jandakot Residents & Ratepayers

Member Apologies/Absence

Andrew Trosic – City of Cockburn
 Linda Maule – Royal Aero Club of WA
 Alan Bailey – Heliwest Group

Observer/Adviser Apologies

Barry de Jong – Airservices Australia
 Leonie Horrocks – Dept. Infrastructure & Transport
 Margaret Smythe – Dept. of Infrastructure
 Lee-Anne Smith – City of Cockburn

1 Attendance/Apologies

1.1 Attendance and apologies are noted above.

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.

Note

3 Matters Arising from Previous Minutes

3.1 Graham Ellis requested a copy of the letter sent by a Canning Vale resident to the ANO (referred to in item 9.1 of the previous minutes). The Secretary will confirm with the ANO that the letter can be distributed.

Secretary

4 Aircraft Noise Information Report

4.1 The Aircraft Noise Information Report for Quarter 2 (April – June 2013) (http://www.airservicesaustralia.com/wp-content/uploads/Q2_2013_Perth_Basin.pdf) was late being published due to staff leave - it is usually available three weeks before the CACG meeting. There were 51 complainants across 33 suburbs, which is consistent with the previous quarter. There were six complainants from Leeming and five from Roleystone. Helicopter operations are the main issue of concern.

Note

4.2 This quarterly report has a new section titled 'Improving noise outcomes' and includes information about noise improvements implemented in the reporting quarter,

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| <p>noise improvement opportunities being considered, and noise improvement improvements investigated but not implemented. The change to simulated engine failure after take-off (EFATO) procedures at Jandakot Airport has not been included as an implemented noise improvement as the change occurred in the previous quarter.</p> <p>4.3 The Chairperson noted that the majority of information in the report relates to Perth Airport movements and queried whether the data for Jandakot Airport could be reported separately. David Moore advised that previously the noise report only looked at Perth Airport movements, but it was expanded to include all movements in the Perth area (Jandakot, Pearce and Gingin aircraft traffic). Because of the close proximity of the airports and the overlapping airspace, isolating individual airports doesn't present the full noise picture for an area. An example is Roleystone – it is an area impacted by Jandakot movements, so by only showing Perth Airport movements the previous noise reports were not presenting the full noise picture. The revised reports aim to show the whole noise picture and how it all interacts. Most of the report information does relate to Perth Airport movements due to the noise monitors being positioned for Perth traffic.</p> <p>4.4 The Noise Information Reports aims to present quite complex information in simple terms. Neil Hall requested feedback if the information is too technical or if there is additional analysis that is required.</p> <p>4.5 The Chairperson requested that Airservices provide relevant diagrams on a powerpoint presentation at future CACG meetings.</p> | <p>Note</p> <p>Note</p> <p>D. Moore</p> |
| <p>5 Identifying Noise Improvement Opportunities</p> | |
| <p>5.1 David Moore discussed the Short Term Noise Monitoring Reports for Canning Vale, Bibra Lake and Leeming at the previous meeting. The reports had only been published on the Airservices website the morning of the CACG meeting and David had not had time to fully review the reports before presenting them at the meeting. The reports showed a number of noise events that were quite high, and David subsequently asked the technical staff to check each of the individual noise events above 80 dB(a). There were 57 events above 80 dB(a), and when these were investigated it was found that 17 were false positives - the aircraft noise had combined with other noise (e.g. dog barking) to cause the high reading. The aircraft noise still occurred and the average noise over the course of the day is correct, but not all of the loudest noise events recorded are genuine.</p> <p>5.2 Ian Scott queried whether there is a particular type of aircraft that is causing the high noise readings. David Moore advised that there are a variety of aircraft types attributed to the top 10 noisiest events.</p> <p>5.3 Graham Ellis queried how many of the noise events were above 65 dB(a). David Moore will investigate and provide information to the Secretary for distribution.</p> <p>5.4 Short-term monitoring is initiated to provide a snapshot of the noise impact to a specific area. Airservices will now compare the noise event data with individual complaints, and determine whether the noise is new or if it has built up over time. Once the noise situation is understood, Airservices will then evaluate whether there are opportunities for improvement. Neil Hall advised that there have been a lot of noise improvements suggested by the community, but Airservices needs data to back it up to be able to assess and see what can be done.</p> <p>5.5 Airservices takes the view that as long as safety is not impacted, noise outcomes can take precedence over aircraft efficiency. The new Roleystone flight path being trialled for Perth Airport moves noise from 4,500 residents to 250 new residents. Airservices discussed the flight paths with airlines and air traffic controllers, and because that</p> | <p>Note</p> <p>Note</p> <p>D. Moore</p> <p>Note</p> |

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| <p>flight path is mainly used for inbound aircraft during northerly wind conditions, the noise outcomes outweighed the operational and efficiency impost (added fuel use, flying time etc.) to the airlines. Information about the flight path trial is available on the Airservices website (see http://www.airservicesaustralia.com/projects/trial-of-new-flight-path-roleystone-wa).</p> | <p>Note</p> |
| <p>5.6 Airservices will conduct an environmental feasibility assessment to determine if a noise improvement is possible. The first part of the assessment is looking at how many people are going to be affected – if there is a potential for new communities to be affected then there needs to be a more in depth environmental impact assessment. The proposed improvement will firstly be discussed with airlines/operators, pilots and Air Traffic Controllers, and then with the community. Generally a change will be trialled for a specific amount of time and all of the stakeholders (aircraft operators, residents and Air Traffic Controllers) then asked for feedback. Some changes, such as the simulated engine failure after take-off procedures at Jandakot, did not need to be trialled as it was an easy change that was quickly agreed with the operators. The Roleystone flight path change will be trialled for 12 months, and Airservices will then take the feedback and determine if the new flight path will become a permanent change.</p> | <p>Note</p> |
| <p>5.7 Graham Ellis asked whether Jandakot flight paths could be given the same attention that Perth flights paths are currently receiving. David Moore reported that the majority of Jandakot operations are circuit training, and because circuit training is governed by international guidelines, not a lot can be done due to the interaction with other traffic. Similarly, entry and exit points are not easy to change because of the impact on other flight traffic.</p> | <p>Note</p> |
| <p>5.8 Dino Elpitelli queried whether circuit training was monitored. David Moore advised that WebTrak (on Airservices website) provides a visual display of aircraft movements after a 40 minute delay. It was noted that WebTrak can only display aircraft with transponders on and there are a lot of circuit aircraft at Jandakot not equipped with transponders. John Douglas reported that 5 out of the 12 Cessna's used by the Royal Aero Club WA (RACWA) for flight training are fitted with transponders. Graham Ellis also commented that WebTrak is not accurate. David Moore advised that WebTrak is indicative only, and the level of error increases the further away aircraft are from the Perth radar. Dino Eliptelli asked how a complaint of an aircraft flying at 300ft can be checked if it does not have a transponder on. Neil Hall responded that the complaint is taken at face value – if there is no flight data available, the NCIS investigators will look at the complaint on the basis of what the complainant is reporting. Dino Elpitelli stated that people have lost trust because complaints fall on deaf ears. Graham Ellis commented that complaints have to be left on an answering machine, and if a resident calls too many times they are branded a serial complainer.</p> | <p>Note</p> |
| <p>5.9 Leanne Chaproniere commented that there is no consistency with the circuit paths - some aircraft go wide, some go straight. Neil Hall advised that pilots are asked to fly as friendly as possible, and variation is expected for light aircraft, particularly with inexperienced pilots just focused on flying.</p> | <p>Note</p> |
| 6 Helicopter Operations | |
| <p>6.1 Clinton Oversby, Operations Manager at Police Air Wing, provided an overview of the Police Air Wing (PAW) operations out of Jandakot. Currently PAW has 2 helicopters (Kawasaki BK117 and Eurocopter AS365) and 2 fixed wing (GA8 Airvan and Pilatus PC12) aircraft at Jandakot. PAW activities include drug search and surveillance, searches using Forward Looking Infra-Red equipment (e.g. vehicle pursuits), search and rescue, covert surveillance, gathering video/photographic evidence at crime</p> | <p>Note</p> |

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| <p>scenes, targeted patrols and traffic enforcement, transfer prisoners and police personnel to remote locations, and medivac back up to RAC Rescue helicopter.</p> | |
| <p>6.2 PAW operates between 7am and 3am, with an average of 3-4 departures per day. Approx. 60% of operations are conducted at night. Aircraft use flight tracks authorised by Air Traffic Control. PAW has CASA approval to operate helicopters at a minimum height of 500ft at night, but this is rarely done as the optimum height for the monitoring equipment is 1,500ft.</p> | <p>Note</p> |
| <p>6.3 The PAW Chief Pilot is ex-military and he is extremely aware of noise impacts. Following a complaint recently the Chief Pilot put out instructions for pilots to follow roads where possible, rather than overflying housing. PAW receive between 7-10 noise complaints each year, and for every complaint received there has been a valid reason for the aircraft flying in the manner it did.</p> | <p>Note</p> |
| <p>6.4 Helicopter activity at night is mainly PAW, media and medivac (DFES RAC Rescue Helicopter) activities.</p> | <p>Note</p> |
| <p>6.5 Heliwest Group is the major helicopter operator at Jandakot, and Andrew Denny provided an overview of Heliwest operations. Heliwest has been operating for 21 years and providing helicopter pilot training for 12 years. Heliwest has a fleet of over 30 helicopters and fixed-wing aircraft. Flight training is conducted in Robinson 22s and 44s. The highest demand for training is in summer, when hot conditions can affect R22 performance and cause a slow rate of climb. Training syllabus includes 5 hours of low level flying, and most of this is conducted at a height of 200ft within the airport boundary. Flight training starts at 7am. Circuits are conducted at 800ft between the Helicopter Training Area and the airport boundary (parallel to runway in use). Training is also often conducted at Murrayfield Airport (Mandurah), and auto-rotations (simulated engine failures) and emergency landings are practised on farmland to the South that is owned by Heliwest.</p> | <p>Note</p> |
| <p>6.6 Twin-engine helicopters are used for Western Power surveillance, which does involve flying low at 50ft above power lines to look for faults. There are also regular surf life-saving patrols, medivac and search and rescue operations, gas pipeline survey work, mosquito spraying, and offshore transfers for oil and gas clients. Heliwest also provides a helicopter for DFES fire imaging during any bushfire response.</p> | <p>Note</p> |
| <p>6.7 Heliwest has an internal Fly Neighbourly policy. Heliwest is particularly mindful of the blade slap during particular manoeuvres, such as certain rates of descent. There will be a change in operations when Heliwest relocates to the new helicopter precinct within the next 24 months. Currently pilots use a direct approach to the Heliwest hangar west of the Air Traffic Control tower, but in the new location helicopters will be sequenced with fixed-wing traffic.</p> | <p>Note</p> |
| <p>6.8 The worst time for incidents is on approach and helicopters need safe reject areas, which does affect how helicopters are able to operate. Leanne Chaproniere queried whether all the development on and around the airport was creating an increased safety issue for helicopter operations due to there not being less available land for an emergency landing. Andrew Denny responded that there have not been any changes to flight procedures so far.</p> | <p>Note</p> |
| <p>6.9 Graham Ellis requested that helicopters increase flying altitude when going south as the aircraft are extremely noisy over his house.</p> | <p>Note</p> |
| <p>7 Correspondence</p> | |
| <p>7.1 At the previous meeting the Banjup Quarry Development proposal was discussed, and it was minuted that the Chairperson would write a letter to the WA Planning Commission and copy the City of Cockburn Councillors. The WA Planning Commission and City of Cockburn responded to the letter, and there are two items in</p> | |

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| <p>the City of Cockburn response to be addressed at this meeting. Firstly, the City of Cockburn stated that “there was no formal resolution requesting the CACG write to the WAPC. The City considers that there was only general discussion on this issue, with no formal position reached, considered or voted upon”. The Chairperson noted that if any member wants a matter to be put to a vote, they simply need to ask the Chairperson for a vote to be taken. There was no request for a vote on this matter, although there was considerable discussion about the inappropriateness of the proposed Banjup residential development and general agreement that the Chairperson should send a letter to WAPC and City of Cockburn. The intent of the letter was to express concern that 5,000 people will potentially be moving into a significantly noise impacted area. Secondly, the City of Cockburn referred to the formal response from Jandakot Airport Holdings Pty Ltd (JAH) to the proposed development. The Chairperson emphasised that the CACG is an independent body and its views and responses may differ to those of JAH and any other member.</p> <p>7.2 John Douglas stated that having reviewed the response from City of Cockburn, and seeing what the Council has agreed – such as reference to the noise impact to be recorded on land titles, Noise Impact Area signage, noise attention requirements etc. - he applauds the City for going beyond what is required under the State Planning Policy. John Douglas reported that he attended early meetings about other nearby residential developments and prospective residents were not even told a busy airport was nearby.</p> <p>7.3 Graham Ellis commented that noting noise on Land Titles is the Council’s way of washing its hands of the noise issue. Roberto Colalillo advised that the Banjup Quarry had existing zoning for urban development and was consistent with the current ANEF planning guidelines. Roberto pointed out that this rezoning just allows for higher density development. Roberto also noted that noise is considered a nuisance, and people make a choice whether to live close to an airport.</p> <p>7.4 Graham Ellis reported that the WA Planning Commission held an open meeting which he attended and presented at. The general consensus is that the ANEF is an inadequate tool for public noise information.</p> <p>7.5 Correspondence was also received from Jarad Finneran advising that he is no longer involved with the Jandakot Volunteer Bushfire Brigade. The Brigade has not responded to any emails asking for another representative to be appointed to the CACG.</p> | <p>Note</p> <p>Note</p> <p>Note</p> <p>Note</p> <p>Note</p> |
| 8 Jandakot Development Update | |
| <p>8.1 John Fraser provided an update on the development of Jandakot Airport.</p> <p><u>INFRASTRUCTURE:</u></p> <ul style="list-style-type: none"> • AECOM completed the study on alignment options for the East Link Road. A community information meeting was held on 24 July and the meeting was attended by 30 residents. The majority of attendees were supportive of the proposed road alignment that connects Ranford Road to Jandakot Airport. • 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. • Discussions are continuing with City of Cockburn on the South Link Road. • Stage 3 infrastructure works for Precinct 5 are complete. • Northern Aviation precinct is complete. <p><u>AVIATION:</u></p> <ul style="list-style-type: none"> • The Preliminary Draft Major Development Plan (MDP) for the fourth runway and | <p>Note</p> <p>Note</p> |

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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.

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 complete.
- Site 16 – construction of a 1,000m² warehouse has commenced.
- Site 105 – the Police Air Wing hangar construction will be complete this month.
- Site 202 – the office addition will be complete this month.
- Site 204 – a 18,000m² office and 6,400m² workshop for Oceaneering is being designed.
- 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 complete.
- 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 218 – a large 50,000m² distribution warehouse is being considered. An MDP will be required for this development.
- Site 309 – a 2,250m² warehouse and 1,000m² is currently being documented.
- Site 310 – a 4,000m² warehouse and 360m² office is being considered for Visa Logistics.
- Site 311 – the Caffi Logistics 12,000m² warehouse is complete.
- Site 312 – a warehouse/storage facility for Shell Oil is being considered.
- Site 313 – an office and workshop facility is being proposed for Coregas.
- Site 501-503 – a 50,000m² distribution warehouse and 3,000m² office building are being considered.
- Site 506 – a prefabricated building facility is being considered.
- Site 508 – a 23,000m² distribution facility is being considered.
- Site 509 – a 6,000m² distribution facility is being considered.
- Royal Flying Doctor Service is developing a Master Plan 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. Master Plan 2014 is expected to be released for public comment in early 2014.
- 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.
- The 4th runway was included in the Master Plan 2009, and the only change is a reconfigured taxiway system to improve ground traffic flow. Precinct 6 was also included in Master Plan 2009, but needs to be shown in more detail in Master Plan 2014. The locations of the southern link and eastern link roads will also be confirmed

Note

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| <p>in the new Master Plan. Traffic planners are reassessing access requirements for the entire airport site, and a new connection via Solomon Road is being considered.</p> <ul style="list-style-type: none"> Dino Elpitelli commented that he can't believe so much development has been allowed without adequate traffic planning. Tim de Raadt advised that traffic planning was not previously a legislative requirement for Master Plans, but all new Master Plans must now include detailed plans. It was agreed that traffic and road access will be discussed at next CACG meeting. | Secretary |
| 9 General Business | |
| <p>9.1 Only one response was received following the email sent to all CACG members requesting nominations for the role of CACG Chairperson. Graham Muir has expressed availability to serve a second term as CACG Chairperson. There was a show of hands confirming Graham Muir to be appointed for a further two-year term. There were no objections.</p> <p>9.2 Graham Ellis asked for an update on the L39 operations. Tim de Raadt confirmed that the Department of Infrastructure has agreed to a six month trial with conditions. The trial period expires at the end of December, and the Department will then consider the feedback received from the public. Graham Ellis stated that allowing the aircraft to operate even on a trial basis is not supported by the residents. A previous operator at Jandakot had an L39 and a Mustang, and both aircraft were extremely noisy. The noise from L39 has never been certified. Graham Ellis has prepared a paper on issues with the L39, but as the paper was not provided prior to the meeting it will be circulated with the minutes of this meeting.</p> <p>9.3 The Aircraft Noise Ombudsman attended the previous meeting and advised that aerobatics over Rockingham was being looked at. David Moore reported that the ANO has asked Airservices to consider changing the aerobatics area away from the coast and moving the boundary towards the Kwinana Freeway. This is now a matter for CASA to agree as CASA controls the use of airspace. Any concerns about aerobatics can be reported to David Moore. David will provide an issues paper to be circulated for the next meeting.</p> <p>9.4 Dino Elpitelli requested that an independent secretary is appointed for the CACG. This will be discussed at the next meeting.</p> | <p>Note</p> <p>Secretary</p> <p>D. Moore</p> <p>Secretary</p> |
| 10 Next Meeting | |
| <p>10.1 The next CACG meeting will be held on 14th November 2013.</p> | Note |
| <p>Meeting Closed: 6:10pm</p> | |