

JANDAKOT AIRPORT COMMUNITY AVIATION CONSULTATION GROUP MINUTES OF MEETING

CACG MINUTES OF MEETING

Meeting Date: Wednesday, 02 September 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 – Graham Muir ▪ Banjup Residents Group – Dino Elpitelli ▪ City of Canning – Sarah Seymour ▪ City of Cockburn – Andrew Trosic ▪ City of Gosnells – Andy Brighthouse ▪ City of Melville – Cr. Clive Robartson ▪ Jandakot Airport Holdings – John Fraser ▪ Jandakot Airport Operators Group – John Douglas ▪ Jandakot Residents & Ratepayers Association – Graham Ellis ▪ Jandakot Residents & Ratepayers Association – David Brennan 	<ul style="list-style-type: none"> ▪ Airservices Australia – Chris Murray ▪ Airservices Australia – Neil Hall ▪ Airservices Australia – Kylie Hobday ▪ Civil Aviation Safety Authority – Craig Peterson ▪ Dept. of Infrastructure – Rod Channon ▪ Jandakot Airport Holdings – Sarah Harris (CACG Secretariat) ▪ Jandakot Airport Holdings – Kevin Smith ▪ Jandakot Airport Holdings – Joanne Wann ▪ Steve Klomp
Member Apologies/Absence	Observer/Adviser Apologies
<ul style="list-style-type: none"> ▪ City of Canning – Clint Burdett ▪ Heliwest Group – Alan Bailey ▪ JA Chamber of Commerce – Jack Garber ▪ Royal Aero Club of WA – Linda Maule 	<ul style="list-style-type: none"> ▪ Airservices Australia – David Moore ▪ Dept. of Transport WA – Ian Petkoff ▪ Dept. of Infrastructure – Margaret Smythe
1 Attendance/Apologies	
1.1 Meeting attendance and apologies are noted above.	Note
2 Previous Minutes	
2.1 Subject to one minor amendment to item 5.5, 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 In response to item 5.5 of the previous minutes, Chris Murray (Jandakot Air Traffic Control tower manager) sent an email to all helicopter operators at Jandakot and also raised rotor slap for discussion at the quarterly Chief Pilots & Chief Flying Instructors meeting. The operators advised that rotor slap occurs mainly on descent but it does not have anything to do with trimming as rotors cannot be trimmed in flight. When a helicopter slows and starts to descend the rotors slap on the air rather than cutting through the air as when flying in a steady path. The slap can be minimised if the helicopter descends at a higher speed. One local operator is now changing helicopter procedures to require pilots to descend at speed (subject to Air Traffic Control separation instructions) so that rotor slap is reduced. Craig Peterson noted that helicopters don't need to be descending to make noise – due to the 'doplar effect' they make a thumping noise when approaching but are quiet once they go past.	Note
3.2 Graham Ellis queried whether Robinson R-22s could change the variable collective in flight to reduce the noise impact. Craig Peterson advised that while	Note

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<p>the variable collective can be adjusted in flight it does not impact on noise or rotor slap.</p>	Note
<p>3.3 The local operators response to comments made about the energy pulse from large helicopters was that helicopters are noisy and pilots have to operate to the flight rules set by CASA. Pilots are mindful of residential areas where possible but as residential areas increasingly encroach around the airport there are less and less flight corridors for helicopters to use that won't impact on residents. Graham Ellis noted that some houses around the airport have been there for 20-30 years so it is unfair to say that they have encroached the airport, particularly when the some of the larger and noisiest helicopters, such as the Bell 214's which are used for fire-fighting, have only started operating out of Jandakot in the past few years.</p>	Note
<p>3.4 Graham Ellis asked whether the Bell 214's comply with noise regulations. Neil Hall advised that there are international guidelines through the International Civil Aviation Organization but no specific regulations in Australia that he is aware of. Craig Peterson commented that the Civil Aviation Safety Authority does not have any regulatory authority to deal with noise issues.</p>	Note
<p>3.5 Graham Ellis asked whether helicopters could conduct a spiral departure so that they are not going over houses at 400ft. Chris Murray advised that helicopters operate parallel to the runways so that they don't impact fixed-wing operations. Local operators agreed that helicopters climb out earlier (are at a higher altitude) than fixed-wing aircraft, but helicopters are noisier and more easily heard.</p>	Note
<p>3.6 Dave Brennan queried whether aircraft operators had to provide a noise footprint when asking to use Jandakot Airport. Chris Murray advised that aircraft can fly in and out of Jandakot Airport without any approval from the aerodrome operator providing that the aircraft meets the published aerodrome requirements. Aircraft with a maximum take-off weight less than 5,700kg don't require aerodrome operator approval. The aerodrome requirements are published in the En-Route Supplement Australia (ERSA) guide which is available to view from the Airservices website – refer to the Perth/Jandakot listing at https://www.airservicesaustralia.com/aip/aip.asp.</p>	Note
<p>3.7 Item 8.5 of previous meeting minutes - Andrew Trosic advised that the City of Cockburn is still working with JAH to secure agreement on the road design and funding arrangements. Valuations/costings are currently being prepared.</p>	Note
<p>3.8 John Fraser stated that there are two different roads being discussed – the entrance to airport, and the south link road. A development application for the entrance to the airport has been with City of Cockburn for a number of months with no response. Once the City has responded JAH can seek Main Roads approval to commence with the works. It was noted that the completion of the freeway widening between Roe Hwy and Armadale Rd has had a massive impact on reducing the rat-running along Berrigan Drive and the airport no longer requires the services of the afternoon traffic controller ('lollipop man'). The draft agreement prepared for the South Link Road has been bandied around for a number of years and the airport has been unable to get City of Cockburn agreement on either the design or funding arrangements.</p>	Note
4 CACG Terms of Reference	
<p>4.1 A draft version of the Terms of Reference update was emailed to the CACG participants prior to the meeting. Graham Muir advised that the reason for the update to the Terms of Reference is to allow individuals to participate in the</p>	Note

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<p>CACG as a community representative. The individuals must be able to constructively contribute to the CACG.</p> <p>4.2 John Fraser raised concerns that individuals may seek to join the CACG because they have a personal gripe with the airport operations and are representing their own issues rather than community issues. There is also no forum for these individuals to disseminate the information shared at the CACG. Graham Muir commented that it is up to the CACG members to determine suitability of a person when considering their application.</p> <p>4.3 The Chairperson moved a motion for the amended Terms of Reference to be adopted. All members voted in favour except John Fraser.</p>	<p>Note</p> <p>Note</p>
<h3>5 Airservices Australia Update</h3>	
<p>5.1 The Quarter 2 2015 Aircraft Noise Information Report (ANIR) for the Perth Basin will be published on the Airservices website shortly – see http://www.airservicesaustralia.com/publications/noise-reports/noise-reports/.</p> <p>5.2 During Quarter 2 there were 38 complainants related to Jandakot Airport movements. 10 of these complainants were from Canning Vale. Neil Hall noted that most complaints from Canning Vale residents refer to both Perth Airport and Jandakot Airport air traffic.</p> <p>5.3 Neil Hall noted that the publicity around the proposed trial of Perth Airport night departures, that would affect Canning Vale, may have encouraged complainants to contact Airservices. This proposed trial was cancelled as environmental impact studies showed there would not be a sufficient noise improvement. Airservices sent 2,500 texts and emails (to anyone who has contacted Airservices or NCIS in past year) to advise that the trial would not be going ahead.</p> <p>5.4 Andy Brighthouse reported that the City of Gosnells receives a lot of complaints about aircraft noise and many residents say that the aircraft noise impact from Perth Airport is being compounded by Jandakot operations.</p> <p>5.5 John Douglas commented that Moorabbin and Jandakot airports have the same issues with residential development surrounding the airport. Many of the developments did not mention proximity to the airport or flight paths. There has been a huge change over the past 4-5 years with the empty land between Jandakot Airport and Armadale being built up with wall-to-wall houses. Fly Neighbourly asks pilots to avoid residential areas where possible but as all the empty land is being developed aircraft won't be able to avoid going over houses.</p> <p>5.6 Andrew Trosic noted that Jandakot Airport operations were considered when approving the Banjup Quarry Redevelopment. The new houses have to include 6mm glazing and additional insulation, as well as there being notifications on the land title about airport and road traffic noise sources. The Quarry site is outside of the ANEF which is the only recognised noise modelling used for land planning purposes. Dino Eliptelli asked why the airport operator, CASA and Airservices can't convince the government that the ANEF is not suitable? Graham Muir advised that a review of the ANEF and other noise metrics was considered but the Standing Committee on Transport decided not to proceed. Graham Ellis said that he has made a presentation to State government to say that aircraft noise doesn't stop at the boundary of ANEF noise contour and was told at that meeting that the ANEF is still the best noise modelling tool available.</p> <p>5.7 Graham Muir asked how noise complaints for Jandakot Airport compared to other secondary airports. Neil Hall reported that all of the secondary airports were very similar in the number of complainants and the nature of complaints. Secondary</p>	<p>Note</p> <p>Note</p> <p>Note</p> <p>Note</p> <p>Note</p> <p>Note</p>

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<p>airports are generally located close to the capital city airport so there are common issues in suburbs affected by flight operations from both the capital city and secondary airports.</p>	<p>Note</p>
<p>6 ATSB Safety Investigation – Separation issues between aircraft at Jandakot</p>	
<p>6.1 On 7th July the media reported that the Australian Transport Safety Bureau (ATSB) had commenced an investigation into ‘near misses’ at Jandakot Airport.</p>	<p>Note</p>
<p>6.2 Craig Peterson advised that the ATSB collects information about all types of aviation incidents, and if there is a spike or unusual pattern it will be investigated. Chris Murray noted that the Jandakot Air Traffic Controllers and pilots involved in the near-miss incidents have now all been interviewed. The purpose of the ATSB investigation is to determine if there is a common causal factor.</p>	<p>Note</p>
<p>6.3 The ATSB website indicates that the investigation is expected to be completed in March 2016. Dino Elpitelli queried why an investigation that relates to aviation safety takes six months to complete. It was noted that the ATSB is a completely independent government agency and the ATSB sets the timelines for any investigation. Chris Murray advised that operations at Jandakot are safe – the last fatality was in 2006 and there are few serious incidents, so this investigation is really about looking at what is causing the higher trend of separation tolerances being breached. John Douglas reported that he has been flying out of Jandakot Airport for nearly 50 years and he considers the separation service at Jandakot to be very effective and safer than a lot of other airports.</p>	<p>Note</p>
<p>7 Correspondence from Michael Ryan to Airservices (09 March 2015)</p>	
<p>7.1 Dino Elpitelli requested that the letter sent from Michael Ryan to Airservices, dated 09 March 2015, be tabled for discussion at this meeting. Dino noted the noise monitoring readings from 2013 that showed a number of aircraft noise events above 80dBA and queried why the CACG did not react to these high readings when the short-term noise monitoring was discussed at previous meetings [refer item 6.3 of the 23 May 2013 minutes and item 5 of 15 August 2013 minutes]. Graham Muir noted that it is not a surprise that there would be high noise events as discussion has always acknowledged that there are noisier aircraft than others.</p>	<p>Note</p>
<p>7.2 John Douglas commented that he is alarmed at the inconsistencies and misinformation in this letter and the people/organisations that have been copied in.</p>	<p>Note</p>
<p>7.3 Graham Ellis reported that the World Health Organisation has documented the link between aircraft noise and health. Dino Elpitelli asked which organisation/agency is responsible to take action and make improvements. Neil Hall advised that Airservices has a role in monitoring noise to be able to document and understand the noise impact to a specific area.</p>	<p>Note</p>
<p>8 Proposed locations for Airservices noise monitors</p>	
<p>8.1 Dino Elpitelli requested that the proposed noise monitor locations be included on the agenda for this meeting.</p>	<p>Note</p>
<p>8.2 It was noted that as discussed at previous meetings, the suburbs for the noise monitors were to be agreed by the CACG and the specific location of the noise monitor within each of the agreed suburbs will be determined by consultants for</p>	

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<p>Airservices based on the technical requirements [refer item 3.5 of the 3rd December 2014 minutes]. Neil Hall confirmed that the actual sites for the monitors will only be determined one month prior to the commencement of the monitoring. One company is contracted by Airservices to conduct the monitoring all around Australia. The technical consultants will visit possible site locations and determine which are most suitable. The consultants have access to flight radar data to match movements to noise events and then provide the matched data to Airservices to look at.</p>	Note
<p>8.3 It was agreed to discuss the possible noise monitor site locations and determination process for consultants at the next meeting.</p>	Secretary
<p>9 Jandakot Airport Update</p>	
<p>John Fraser provided an update on the development of Jandakot Airport.</p>	
<p>9.1 INFRASTRUCTURE</p>	
<ul style="list-style-type: none"> ▪ The City of Cockburn has delayed approval of the Jandakot Rd, Berrigan Dr, Dean Rd and Pilatus St intersection agreement. ▪ 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 and the City of Cockburn. Drawings are complete but the City of Cockburn has delayed approval of the development application. ▪ An MRS Amendment is underway for the East Link Road. The State Government is undertaking further environment studies. 	Note
<p>9.2 AVIATION</p>	
<ul style="list-style-type: none"> ▪ A preliminary Draft Major Development Plan has been prepared for the first stage of the airfield works identified in Master Plan 2014. These works include the extension to runway 12/30 and construction of the associated taxiways. Stakeholder consultation has taken place and the Commonwealth Government is reviewing the exposure draft MDP before it is advertised for public comment. John Fraser presented the stakeholder briefing to the CACG. ▪ In response to a query about whether the works are to enable Jandakot to take larger aircraft, John Fraser confirmed that Jandakot will remain a general aviation airport due to the constraints with the taxiway and apron separations. In addition, it is not financially viable to undertake the works needed to make the airport suitable for large aircraft operations. John noted that JAH can only develop what has been provided for in the approved Master Plan which has a 20 year planning horizon. ▪ The taxiway and runway lighting upgrade is ongoing. 	Note
<p>9.3 COMMERCIAL</p>	
<ul style="list-style-type: none"> ▪ Site 7A – construction is due to commence on a carpark adjoining the office building. ▪ Site 25 – construction of a 120-room hotel is expected to commence later this year. ▪ Site 212 – workshop and office development for Eftech is almost complete. ▪ Site 213 – self-storage development is complete. ▪ Site 218 – construction has commenced on a distribution warehouse for Aldi. ▪ Site 313 – workshop facility for Coregas is complete. ▪ Site 315 – construction is underway for an office and workshop for PCS. 	Note

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<ul style="list-style-type: none"> ▪ Site 501 – construction has commenced on the Kmart distribution facility. ▪ Site 506 – construction has commenced on a 1,600m² office building. ▪ Site 513 – a 30,000m² distribution facility is being considered. ▪ Site 514 – construction has commenced on a 25,000m² distribution facility for Reece. 	
10 Correspondence	
10.1 The correspondence received was in relation to seeking expressions of interest in the CACG Chairperson role.	Note
11 General Business	
11.1 This is the last CACG meeting that Graham Ellis will attend. Graham Ellis has had a long association with the CACG and Jandakot Airport. Graham Muir thanked Graham Ellis for his contribution to the CACG over the years.	Note
12 CACG Chairperson	
12.1 Graham Muir's second term as CACG Chairperson ended in August. Graham Muir advised at the previous CACG meeting he was stepping down as CACG Chairperson.	Note
12.2 An advertisement was published in the West Australian newspaper on Saturday 4 th July, Wednesday 8 th July, and Wednesday 22 nd July to seek expressions of interest in the CACG Chairperson role. The role was also advertised on the Institute of Company Directors website.	Note
12.3 Three nominations were received. Two nominees presented at the CACG meeting and the written submission from the third nominee was distributed.	
12.4 CACG members were asked to vote on the nominees. The nominee elected by majority vote was Steve Klomp.	Note
13 Next Meeting	
13.1 TBA (due possible rescheduling of Perth Airports Municipalities Group meeting).	Note
Meeting Closed 18:00	