

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

**CACG MINUTES OF MEETING**

**Meeting Date:** Wednesday, 31 August 2016

**Time:** 16:00

**Location:** JAH Airport Management Centre, 16 Eagle Drive Jandakot

<b>Members Attending</b>	<b>Observers/Advisers Attending</b>
<ul style="list-style-type: none"> <li>▪ CACG Chairperson – Steve Klomp</li> <li>▪ Banjup Residents Group – Malcolm Wilcox</li> <li>▪ City of Canning – Cr. David Brown</li> <li>▪ City of Cockburn – Andrew Trosic</li> <li>▪ City of Melville – Cr. Clive Robartson</li> <li>▪ Heliwest – Alan Bailey</li> <li>▪ Jandakot Airport Holdings – John Fraser</li> <li>▪ Jandakot Residents &amp; Ratepayers Association – Leanne Chaproniere</li> <li>▪ Royal Aero Club of WA – Linda Maule</li> </ul>	<ul style="list-style-type: none"> <li>▪ Airservices Australia – Chris Murray</li> <li>▪ Airservices Australia – Daniel Smith</li> <li>▪ Banjup Residents Group – Liane Lied-Cordruwisch</li> <li>▪ Dept. Infrastructure &amp; Regional Development – Adam Sutherland</li> <li>▪ Jandakot Airport Holdings – Jacqui Gill (CACG Secretariat)</li> <li>▪ Jandakot Airport Holdings – Joanne Wann</li> </ul>
<b>Member Apologies/Absence</b>	<b>Observer/Adviser Apologies</b>
<ul style="list-style-type: none"> <li>▪ City of Cockburn – Cr. Lee-Anne Smith</li> <li>▪ City of Gosnells – Andy Brighouse</li> <li>▪ Jandakot Airport Operators Group – John Douglas</li> <li>▪ Jandakot Airport Chamber of Commerce – Jack Garber</li> </ul>	<ul style="list-style-type: none"> <li>▪ Dept. Infrastructure &amp; Regional Development – Leonie Horrocks</li> </ul>
<b>1 Attendance/Apologies</b>	
1.1 Meeting attendance and apologies are noted above. 1.2 Jacqui Gill has replaced Sarah Harris as the CACG Secretariat. The Chairperson acknowledged and thanked Sarah for her contribution to the CACG.	
<b>2 Previous Minutes</b>	
2.1 The previous minutes were accepted as a true and accurate record of the meeting and the final version can now be published on the Jandakot Airport website.	Secretary
<b>3 Matters Arising from Previous Minutes</b>	
3.1 Item 4.2 of previous minutes – the Airservices online noise reporting is expected to be available within the next 4-6 weeks. The online reporting will replace the published Aircraft Noise Information Reports. 3.2 Item 4.3 of previous minutes – Malcolm Wilcox suggested at the previous meeting that emergency services movements be separately identified on WebTrak. WebTrak has been updated to display an information box for emergency services flights. Currently only the Royal Flying Doctor Service movements are identified as emergency services flights. Daniel Smith advised that all aircraft operating under Instrument Flight Rules are required to be equipped with an ADS-B (GPS based equipment) transponder by the end of 2018. Other emergency activity, such as fire-season response and medical evacuations, will be able to be identified on WebTrak as an emergency service flight once the aircraft is equipped with ADS-B. It was noted that Police Air Wing activity is deliberately excluded from WebTrak display in every State.	
<b>4 Airservices Australia Update</b>	
4.1 Chris Murray advised that Perth based personnel will now be representing Airservices at the CACG meetings due to a significant restructure of the company. Interstate personnel will attend meetings as required. The noise information reports will continue to be prepared by personnel in Canberra.	

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| <p>4.2 Short-term noise monitors were installed in the suburbs of Jandakot, Bibra Lake, Canning Vale and Piara Waters between February 2016 and August 2016. The Short Term Noise Monitoring summary report was published by Airservices a few days prior to this meeting (<a href="http://www.airservicesaustralia.com/publications/noise-reports/short-term-monitoring/">http://www.airservicesaustralia.com/publications/noise-reports/short-term-monitoring/</a>).</p> <p>4.3 During the monitoring period there were 77,000 movements that operated within the monitor capture zones. A total of 70% of the captured movements were able to be correlated to a recorded noise event. It was noted that transponders, which electronically record the location of an aircraft, are not mandatory for aircraft that only operate within the Jandakot Control Zone and noise events could not be matched where there was no electronic flight track record.</p> <p>4.4 Approximately 15% of correlated noise events exceeded 70 decibels. The loudest correlated noise event was 91.8 decibels at the Jandakot monitor (located 1.8km from the end of primary runway 06L/24R) for an aircraft departure. Arriving aircraft are generally quieter due to reduced engine power.</p> <p>4.5 Individual aircraft types were not identifiable due to most aircraft operating within the Jandakot Control Zone squawking the same transponder code.</p> <p>4.6 The Short Term Noise Monitoring report summarises correlated noise events by daytime (6am-11pm) and night-time (11pm-6am). It was assumed that these time periods were applied to separate data for what are considered sleeping hours. The CACG agreed that the report would be far more useful if an additional timeframe of 7pm-11pm was incorporated to identify the evening training circuit activity impact. Leanne Chaproniere stated that residents in her suburb are most affected by the night circuits that can occur every 13 seconds and continue up to 1030pm on weeknights. Chris Murray advised that it would be physically impossible to have an aircraft overhead every 13 seconds - up to six aircraft can be in the training circuit at night, and each circuit takes approximately 6 minutes to complete, resulting in an aircraft overhead every minute. Chris Murray will request data for a single busy day from the Jandakot short-term noise monitor to review the frequency of movements.</p> <p>4.7 Some of the data within the Short Term Monitoring Program report was difficult to understand. Adam Sutherland suggested that the CACG invite the Aircraft Noise Ombudsman to provide an interpretation of the noise monitoring data. The Secretary will invite the Aircraft Noise Ombudsman to present at the next meeting.</p> <p>4.8 The purpose of the short-term noise monitoring was to establish a noise baseline to understand the current impact and be able to assess the environmental impact of any proposed flight path or other operational changes. Malcolm Wilcox stated that the report shows a high frequency of daily noise events above 60 decibels, and as Australian Standard considers a 60 decibel outside noise event (50 decibel indoor noise event) to be the sleep disturbance level, residents expect that the noise monitoring data should be used for noise management. The resident group representatives both stated that the initial focus should be on the noisy aircraft types, particularly those that operate at night.</p> <p>4.9 Adam Sutherland advised that the Aircraft Noise Ombudsman will use the noise monitoring data when reviewing complaints and will have discussions with operators if a particular aircraft type or procedure is identified.</p> <p>4.10 Malcom Wilcox stated that the Calleya development at the old Banjup Quarry Site is going to result in thousands more people exposed to aircraft noise from Jandakot. Andrew Trosic advised that as a condition of development every house is required to have acoustic insulation installed in the roof and 6.38mm glass in windows, to reduce the outside noise impact. It was noted that these building requirements only apply to new developments on vacant land and not existing buildings.</p> <p>4.11 Chris Murray reported that circuit training and helicopter activity were the main topics of complaints received by the Airservices Noise Complaints and Information Service during the first quarter of 2016. South Lake and Canning Vale were identified as suburbs with high (5 or more) complaints during the quarter. The helicopter</p> | C.<br>Murray<br><br>Secretary |
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complaints were generally for emergency services (Police Air Wing and RAC Rescue Helicopter) operating in suburbs which do not normally experience helicopter traffic.	
<b>5 Jandakot Airport Update</b>	
John Fraser provided an update on the development of Jandakot Airport.	
<b>5.1 MASTER PLAN</b>	
<ul style="list-style-type: none"><li>▪ Jandakot Airport Master Plan 2014 was approved by the Minister for Infrastructure on 17 February 2015. The Jandakot Airport Chamber of Commerce lodged an Administrative Appeal Tribunal action against the Ministerial decision on Master Plan 2014. The appeal was heard in July 2016 and the Judges' decision is expected to be delivered within 90 days of the hearing.</li></ul>	
<b>5.2 AVIATION</b>	
<ul style="list-style-type: none"><li>▪ The Major Development Plan for the first stage of aviation development proposed in Master Plan 2014 was approved by the Minister on 15 June 2016. This includes the extension of runway 12/30, from 990m to 1,508m, and the associated taxiways.</li><li>▪ The Jandakot Airport Chamber of Commerce applied for a stay of the Major Development Plan through the Administrative Appeals Tribunal. The Justice refused the Chamber of Commerce application.</li><li>▪ Clearing will commence in early October to prepare for the extension of runway 12/30.</li></ul>	
<b>5.3 INFRASTRUCTURE</b>	
<ul style="list-style-type: none"><li>▪ Southern Link Road – The City of Cockburn has awarded the Jandakot / Berrigan / Dean / Pilatus link intersection works project. The funding split with Jandakot Airport Holdings is agreed and works have commenced. Andrew Trosic noted that there are some traffic management complexities with the roundabout reconfiguration and there will be a traffic impact during the works. The road development will not reduce the traffic volume but will make the traffic flow more efficient. Stockland will commence works in December 2017 to upgrade Jandakot Road to dual-carriageway between Solomon and Fraser Roads.</li><li>▪ Jandakot Airport Holdings has proposed a dual lane roundabout at the Berrigan Drive/Karel Ave intersection and will soon lodge a Development Application with the City of Cockburn.</li><li>▪ East Link – The State Government has completed its environmental studies. A Metropolitan Region Scheme amendment is underway and will take approximately 2 years to achieve. JAH will undertake the road works within the airport boundary.</li></ul>	
<b>5.4 COMMERCIAL</b>	
<ul style="list-style-type: none"><li>▪ Site 25 - Construction of a 120 room hotel is expected to commence this year.</li><li>▪ Site 206 - Construction of a 7,000m<sup>2</sup> warehouse and 350m<sup>2</sup> office has commenced.</li><li>▪ Precinct 6 – clearing has been completed. Earthworks will be completed by the end of 2016. The Precinct 6/6A civil project, comprising roads, water, electrical and sewer infrastructure, has been issued for tender. The civil works will commence in September with completion by February 2017.</li></ul>	
<b>5.5 ENVIRONMENT</b>	
<ul style="list-style-type: none"><li>▪ Joanne Wann, JAH Environment Manager, presented an overview of the Jandakot Airport groundwater management.</li><li>▪ Some areas of Jandakot Airport are located within the Priority 1 Jandakot Underground Water Pollution Control Area (JUWPCA).</li><li>▪ Master Plan 2014 details the management framework for groundwater. A Groundwater Management Plan and Local Water Management Strategy,</li></ul>	

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endorsed by the Department of Water, has been prepared to satisfy conditions of an Environment Protection and Biodiversity Conservation Act (EPBC) approval. Both documents are available on the Jandakot Airport website. A local water management strategy has also been developed by consultants.

- Sewerage connections have only been constructed within the airport precinct since 2006. JAH has constructed infrastructure to pump sewer 5km out of the airport site where it then connects to the local network. Tenant sites established prior to 2006 dispose of effluent via septic tanks or aerobic treatment units but are progressively connecting to sewer as infrastructure is expanded. It is expected that all effluent within the airport site will be disposed to sewer by 2024 where possible.
- JAH aims to ensure there is no negative impact on the JUWPCA from development and operations. Construction Environmental Management Plans and Tenant Operational Environmental Management Plans are developed and implemented if potential environmental impacts are identified. JAH has also prepared various policies that tenants must adhere to, including sewerage and greywater management, dangerous goods and hazardous materials storage, aircraft and equipment washdown, and storage of empty drums and containers. The policies can be viewed at <http://www.jandakotairport.com.au/environment/tenant-resources.html>.
- Within the Priority 1 JUWPCA areas, stormwater from roof surfaces is discharged to on-site soakwells while stormwater from hardstands, carparks, roads etc. is discharged to drainage basins located outside of the JUWPCA. For sites outside of JUWPCA areas, stormwater is retained or discharged within the leased area boundaries.
- If contamination were to occur, the impacts would be limited as use and storage of chemicals in the Priority 1 JUWPCA area is limited. Existing management and monitoring would identify the contamination promptly. A contamination event would take more than 10 years (average 20 years) before the water quality of supplies is impacted, allowing time for remediation and recovery.
- There is a high level of oversight by regulatory authorities such as the Department of Environment (Cwlth), Department of Infrastructure and Regional Development (Cwlth), Department of Water (WA), and the Water Corporation (WA).
- JAH holds a Department of Water licence to extract 225,000 kL each year for activities such as airside soil stabilisation (e.g. runway strips and aircraft parking areas), landside irrigation, and dust suppression during construction.

## 6 General Business

- 6.1 The Landgate Property Interest Reports now include the Australian Noise Exposure Forecast (ANEF) contours and the Noise Above N65 contours for Jandakot Airport. Property Interest Reports identify the various interests that affect or restrict a specific property, such as Acid Sulfate Soil Risk, Bush Fire Prone Areas, Mosquito-borne Disease Risk, Aboriginal Heritage Places, Public Drinking Water Source Areas, and Water Corporation Infrastructure Buffer Zones. The reports are ordered by real estate and settlement agents for every property sold, but are generally not passed on to the home/land purchaser. A Property Interest Report costs \$57 and is available from <https://www0.landgate.wa.gov.au/property-reports/single-address-report/property-interest-reports>.
- 6.2 Malcolm Wilcox queried the selection of Noise Above N65 decibel contours as Australian Standards do not refer to 65 decibels. Adam Sutherland noted that N65 was identified in the National Airports Safeguarding Framework ‘Guideline A – Measures for Managing Impacts of Aircraft Noise’. 65 decibels is considered to be the approximate sound level at which conversation and other indoor activities can generally be disturbed.

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6.3	A discussion paper regarding representation of local residents on the CACG was prepared by the Banjup Residents Group and circulated with the agenda for this meeting. There are currently only two resident groups represented on the CACG. The CACG Terms of Reference provides for up to 6 community groups to be represented. There is no representation from areas such as Canning Vale and South Lake that regularly feature in the Noise Complaint Information Service quarterly complaint statistics.	
6.4	The Chairperson requested that members provide specific suggestions for community group representation at the next meeting.	All
6.5	A draft review of the Terms of Reference was circulated with the agenda for this meeting. Due to time constraints, this discussion will be deferred to the next meeting. The Chairperson requested that all members review the draft revision of the Terms of Reference and provide feedback to the Secretariat prior to the next meeting so that formal adoption of the amended Terms of Reference can be voted on.	All
<b>7 Correspondence</b>		
7.1	John Douglas sent an email through the Secretariat regarding his concerns with the nearby Calleya residential development. The development site is located directly under the highest density turning points for the busiest runways at Jandakot and is going to be subject to significant aircraft noise. The Chairperson requested that a copy of John's comments be circulated to the Group with the draft minutes of this meeting. The development will be included as an agenda item for the next meeting.	Secretary
<b>8 Next Meeting</b>		
8.1	The next meeting will be held Wednesday 30 November 2016.	Note
Meeting Closed 18:00		