

JANDAKOT AIRPORT — FLYING TRAINING EXPANSION

1267. Hon Lynn MacLaren to the Minister for Transport

- (1) To what extent does the partnership between the Department of Transport and Jandakot Airport Holdings (JAH) exist in promoting and supporting JAH in the expansion process of the airport in increasing flying training both from overseas and local flight training organisations?
- (2) The Department of Transport actively promote Jandakot on their web site and promote the Jandakot airport consultative committee (JACC) process and the fly neighbourly campaign as policy, —
 - (a) when was the last time the JACC met;
 - (b) how is the Fly Neighbourly campaign progressing; and
 - (c) is the campaign it supported by Air Services Australia?
- (3) The Western Australian Government Policy Planning Paper 5.3 on Jandakot produced in 2006, was created at the behest of the DPI Aviation Planning Manager of the day, when it became clear and apparent that no policy existed. How does this Planning Paper compare with the planning policy for Perth Airport of 2003?
- (4) Why is the Planning Policy Paper 5.3 still being used by Western Australian aviation policy planning in support of expansion at Jandakot?
- (5) Is there any intention for the government to create a second General Aviation airport for Perth, which has been recognised as necessary since 1992, in order to support the reduction of the expansion of Jandakot and its associated noise, pollution, and environmental impact problems?

Hon SIMON O'BRIEN replied:

- (1) Jandakot Airport is leased by Jandakot Airport Holdings from the Commonwealth Government and is under the jurisdiction of Airservices Australia. The responsible Federal Minister is the Hon Anthony Albanese MP, Federal Minister for Infrastructure, Transport, Regional Development and Local Government. This is similar to the arrangement with Perth Airport that is leased by the Western Australian Airports Corporation (WAC). As such the Western Australian Government has no jurisdiction over aircraft routes, noise or what occurs on both Perth and Jandakot airport land.

Jandakot Airport is the only general aviation airport in the Perth Metropolitan Region and is an important infrastructure asset for Western Australia, generating substantial economic benefits for the State.

Jandakot Airport Holding's (JAH) recently released their Draft Master Plan for comment. JAH's stated vision from this Master Plan is "...to successfully develop and manage Jandakot Airport as a strategically significant aviation hub with a supporting business campus." Of note, the Airport supports a significant number of flight training schools and a large contingent of students from Australia and internationally. Again from the Master Plan it has been identified that the Airport's future growth in general aviation activity will in part be directly linked to flight training.

Over the next five years, JAH intends to invest a total of \$60 million in infrastructure and in excess of \$1 billion in development of the precincts to support the vision of the Master Plan.

While the Airport and airspace are ultimately controlled by the Commonwealth Government, the State of WA and the Department of Transport have a major interest in the Airport's contribution to the economy and therefore flight training.

- (2)
 - (a) The Jandakot Airport Community Consultative Committee last met on the 7th September 2009.
 - (b) Feedback from JAH and the responsible Commonwealth authority in Airservices Australia suggests the Fly Neighbourly Campaign is working well and reminders are regularly made to flight training school operators and other general aviation airport users to comply with the Fly Neighbourly Campaign.
 - (c) As outlined above the responsible Commonwealth Government agency for the Fly Neighbourly Campaign is Airservices Australia.
- (3) While this question should be referred to the Minister for Planning, I advise that the Western Australian Government Policy Paper 5.3 (Policy), produced by the Western Australian Planning Commission in March 2006, was a Statement of Planning Policy for the Jandakot Airport Vicinity. It applied to land in

the vicinity of Jandakot Airport which may be affected by aircraft noise associated with the movement of aircraft.

The objectives were to:

- protect Jandakot Airport from encroachment by incompatible land use and development, so as to provide for its ongoing, safe, and efficient operation; and
- minimize the impact of airport operations on existing and future communities with particular reference to aircraft noise.

To achieve these objectives, it utilised the traditionally used Australian Noise Exposure Forecast (ANEF) system which is the most suitable modelling tool for land use planning. The modelling once undertaken is then ratified by Airservices Australia. For Jandakot Airport it determined two areas a "Core Area" defined by the 20 ANEF contour and the "Frame Area" defined by the area between the 20 ANEF contour and Roe Highway, Ranford Road, Warton Road, Armadale Road and Kwinana Freeway.

The areas within the ANEF contours at Jandakot Airport are substantially smaller than for the respective ANEF contours around Perth Airport, despite the substantially greater volume of movements at Jandakot. For example the area inside the 25 ANEF contour for Jandakot Airport is around 400ha, which compares with an area of some 3200ha inside the 25 ANEF contour for Perth Airport.

- (4) It was noted in the Policy that there are deficiencies with the ANEF system especially as it had not been validated for use in relation to general aviation airports. But as there was no appropriate method available, the ANEF system had to be utilised to develop this Policy. The Policy recommended that national guidelines be developed for land use planning around general aviation airports.

The question as to why the Planning Policy Paper 5.3 is still being used should be referred the Minister for Planning.

- (5) Jandakot Airport has indicated in its Draft Master Plan 2009, that the airport will reach its theoretical capacity during 2027/28. Similarly the Perth Airport Draft Master Plan 2009 has forecast that, with proposed developments, it will comfortably service the expected increased demands for approximately the next fifty years.

I am advised by my Department that they are cognisant of the fact that long term planning for a Second General airport facility is necessary, especially given the unprecedented growth in demand for air services in the last 10 years. The need to set aside land reserves and undertake the appropriate planning has been raised with the Department for Planning, and the Government will continue to monitor the situation closely to ensure that appropriate facilities are provided in the longer term.