I submit the following suggestions to the CACG guidelines.

I have read your Draft copy and welcome the suggested documented changes.
Our airport group have been welcoming to all CACG members, and provide relevant updates on Airport activities.
But the current CACG meetings I have attended have become a constant arm wrestle with Government partners, to obtain basic aviation information. The community voice has on occasions been stifled by dismissive members comments and by the actual allocated time provided by the Chair.

I support the following ideas provided in your Draft:

1. More time needs to be allocated for relevant aviation community issues, as this is the best opportunity to quickly resolve and obtain information directly from an agency or industry partner.
   When this interaction is open and transparent, solutions and communication around the issues are more productive, and trust between all parties is strengthened.

2. Reporting by both ASA and CASA are important elements of the CACG's meeting especially when flight path designs, changes and implementation are planned. Flight path changes is a serious issue, especially since communities have been previously kept in the dark and provided little if any support.

3. CACGS constitution and relevant procedural arrangements needs to be shared, rather than just exist somewhere. Placing CACG documents on the Airport or shared Aust CACG website for easy access to all parties including the public should be adopted as best practices.

4. Chair appointments should be done so in consultation within the CACGs membership.
   No input from CACG members was even sought by our Airport body in a recent Chair reappointment.

5. Community requests for change around meeting Agenda's has been met with disinterest from both the Chair and Airport Exec. CACG members are left to politely play follow the leader and left with little or no time to contribute valid items for discussion. The acceptance of the open and frank exchange of views needs to be encouraged not actively suppressed. We are all professional people who willing give of our time to attend these meetings, so issues of significance need adequate discussion time. Any follow up action requests need to be properly documented in minutes, with information shared and action items completed within in a timely manner.

6. CACG membership and meetings should allow for interested community participation either by attendance face-to face or by online access. Updates or relevant aviation or airport changes that occur between CACG meetings should be shared with members in a timely manner. This has not always been the case with deadlines for important announcements either missed or time frames too tight to action any positive response or feedback.

7. Agree with Draft suggestions around Secretariate role. It certainly needs to encompass the providing of relevant documentation and framework documents, minutes that are representative of the actual meeting and not a high-level iced version, and the compilation of an annual report made available to the public.

8. I support the suggested Draft changes, as current CACG meetings have missed the mark and have slowly become an awkward disconnection rather than a positive connecting mechanism for community to engage with industry and airports.