

**Jandakot Tower**

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## Jandakot HOO/CP Safety Forum - Minutes

### Jandakot tower

**11:00AM, Tuesday 20 February 2024**

**Chair:** Chris Murray (Airservices)

#### Attendance:

Name	Organisation	Name	Organisation
Bryce Ivey	JAH	Andrew Capuana	Brooks
Jeremy Lim	Pacific FS	Derek Arnold	Paul Lyons
Herman Tsang	Pacific FS	Amit Bhatt	JFC
Frank Stynman	Rottnest Air Taxi	Stu Burns	CASAIR
Jarod Rowe	RACWA	Chris Burns	CASAIR
Mark Richardson	CASA	Steven Wright	FTP
Min Stokes	Minovation	Clement Seah	Singapore FC
Lachy McVey	Flight Standards	Jacob Barnsley	Corsair
Mark Zwartkruis	Airflite	Lucas Best	Corsair

Apologies: Kevin Smith (JAH), Esmeralda Melnick (JAH), Matt Cathcart PH TCU), Craig Peterson (CASA), Daniel Smith (CASA), Tayla Dunn (CHC), Nicholas Brown (Police Airwing), Fraser S-P (Corsaire), Anthony Green (RFDS), David Adamson (Specialist Helicopters), Tony Ridders (Perth Aviation).

**Meeting Opened 11:00am**

**Chris Murray - Airservices**

#### Introductions

- Thanks to everyone for coming and Welcome to Country.

## Previous Minutes

- Staffing – since the last meeting, there is one newly rated controller and two trainees commenced last week.
- NOTAMs for “Circuit Ops Restricted” – circuits are still available, there could be between 1 or 6 spots available depending on variables on the day.
- Runway occupancy - stopping on the runway after being cleared for take-off. This is slowing traffic down. Pilots are complaining about delays for departure and Runway crossings. ATC doesn't know who is or isn't going to incorrectly stop on the runway after being cleared for take-off. ATC has to consider the worst case where the pilot stops on the runway, so departures and runway crossings are slowing down.
- Ready Calls (VFR pilots) – please pass on to your instructors and students to include their intentions with the “Ready” call. If they do then ATC can use an abbreviated clearance of “Cleared for takeoff” If they don't advise their intentions then ATC should issue a long winded clearance which needs to be readback in its entirety.
- Safety on the aprons please, there are a lot of vehicles and aircraft moving around the apron areas and not all are on frequency.
- There was recently low cloud making the CTR non-VMC. Reminder VMC inside the Jandakot CTR is 500FT below cloud or 600m laterally clear of cloud. Many pilots forget this because in Class G VMC is clear of cloud. Special VFR is available at “Pilot request” ATC cannot initiate Special VFR.

## Local Runway Safety Team (LRST)

- 4 Runway Incursions
  - A vehicle on K requested to cross the undershoot of RWY 06R, they were instructed to hold short but readback crossing and was inside the undershoot before ATC could respond.
  - Aircraft vacated RWY 06R at TWY C, they entered RWY 06L and began backtracking. ATC instructed them to stop, they turned around taxied along 06L and vacated into B6 then asked for taxi clearance.
  - Aircraft was cleared to cross RWY 24R but entered and taxied along the runway.
  - Aircraft (first solo) requested to cross RWY 24R and was instructed to hold short, they then began to taxi and ATC instructed them to hold position (still outside the runway strip). They stopped and requested to cross the runway, they were instructed to hold position. Shortly after they were observed crossing the runway.
- The group was asked if there were any aerodrome markings, MAG signs, holding point lines etc that were confusing or could create a runway incursion.
- ATC suggested at the “B” holding point for RWY 30 could be an issue as it says RWY 12 only. When operating RWY 30, ATC have to say “taxi via B, hold short of RWY 30” so a pilot who reaches holding point B and the MAG sign says RWY 12, not RWY 30, the pilot could cross the runway. Bryce (JAH) advised that the number of Runway Incursions on RWY 06R have reduced since the ground marking of runway designators at the holding points and

extending the MAG sign to identify the holding point, this could be done for the holding point and MAG sign at TWY B.

## **JAH Briefing – Bryce Ivey**

- Maintenance work in the next few months.
  - Northern Apron works almost complete (completed at time of circulating the minutes)
  - Central Apron in front of Viva had some asphalt issues, the contractor is fixing, tiedowns and line marking to be completed before it is available – hopefully 1- 2 weeks.
  - End of March taxiway and runway painting which will require temporary closures – approximately 3, half day closures.
- Birds
  - Overall the trend is downward for bird strikes and reports.
  - Black Cockatoos are the current issue early morning and late afternoon as they move between areas.
  - Most seasonal birds are reducing due to strategies implemented about 4 years ago.
  - Still getting kestrels in the area, JAH have department approval for control of them.
  - Please email any animal/bird issues/reports to [aviation@jandakotairport.com.au](mailto:aviation@jandakotairport.com.au)
- Surrounding lights
  - If pilots notice any new lights within 3NM that are distracting, please advise JAH. Kmart was an example given to explain how JAH can reduce distracting lighting.
  - With housing and development getting closer, at night the aerodrome should appear as a black triangle with the runways lit. The taxiway lights become visible at about 200ft due to the lenses.

## **Incident Summaries**

- All the reported incidents between 11 October and 31 January were on the second page of the Agenda.
- There has been an increase in reporting as Airservices would like everything reported, so they can get a better picture of what is actually happening. Occurrences which would not have been reported because they are considered “training aerodrome mistakes” and had no immediate impact are now being reported. There are occurrences which are still not getting reported due to staff not able to submit the report immediately and forgetting to submit it when they get away from the console.

## **General Business**

### **From the floor**

#### **CNB arrivals and 8NM between IFR aircraft**

Chris from CASAIR – ERSA doesn't state IFR aircraft to expect via CNB, how are pilots to know that? Why does Jandakot need 8NM between IFR arrivals? They and other operators are being vectored because Jandakot requires 8NM.

**Answers** – Jandakot needs to separate IFR from IFR, the only way we can do this is by visually spotting both aircraft or the first IFR aircraft on the ground before the second aircraft enters the CTR. That's why 8NM, it used to be 5 minutes. The 8NM doesn't always work for us in certain situations (EG faster following) so if there is an IFR aircraft coming in from OCTA, ATC will on occasions advise "Clearance not available remain outside JT CTR". Once ATC spots the aircraft a clearance is issued.

Chris (ATC) is not fully aware of the origins of CNB for IFR arrivals but from conversations with previous controllers in the early 2000's this is his understanding. At one stage all IFR departures and arrivals could not get a clearance into PH CTA and had to enter/leave JT OCTA. As RFDS got high performance aircraft (C441 and BE20), an arrival route was developed for them through CNB (same track as the NDB A approach) and SIDs for departure. Initially this was only for the high performance IFR aircraft with low performance IFR aircraft still having to arrive/depart via OCTA. Eventually all IFR aircraft gained access to SIDs and arrivals via CNB. This was standard procedure when Chris M started at JT in 2002.

#### **Circuit Booking System**

Questions were raised about the next stage in the Circuit Booking System trial.

Chris explained there was a survey recently and the results of the survey were being collated and the next stage of the trial would be communicated by a meeting soon.

Feedback given at the meeting was that the survey didn't ask relevant questions and didn't offer the opportunity to add comments for each question to clarify the short answer space made available. There wasn't a general comment section to add extra information about the users' experience with the online form or how the trial was run. There was a section in one question where the user could add comments but it referred to that question only. One user put all their comments in that section. Chris asked the person to email their comments about the trial to him and they would be distributed to the other Airservices staff involved in the Circuit Booking System Trial/Implementation.

Chris (ATC) advised hopefully a conference room with video conferencing facilities could be used for the meeting so that people who can't attend in person were able to join in online. Mark from CASA volunteered their conference room in the city.

Discussion about delays between getting start approval and eventually getting airborne were discussed. It was suggested reducing the time from gaining "Start approval" to "requesting taxi" be shortened to 5 or 10 minutes. Some operators do their preflight walk around/checks before calling for start

approval, where others call on handhelds from the comfort of their building and only do their preflight checks after getting start approval. If pilots all did their preflight before requesting start then this would reduce the time. Mark from CASA suggested not to rush pilots as errors could occur. It was suggested to revisit this at the Circuit Booking meeting.

Next meeting end of May 2023.  
Meeting closed at 12:00 pm