

## Jandakot HOO/CP Safety Forum - Minutes

### Jandakot Tower Conference Room

10:00AM, Tuesday 18<sup>th</sup> February, 2020

Chair: Chris Murray (Airservices)

#### Attendance:

Name	Organisation	Name	Organisation
Bryce Ivey	JAH	Min Stokes	Minovation
Nicole Hardy	JAH	Rey Lecciones	China Southern
Kevin Smith	JAH	Michael Perron	CHC
Shane Stopp	Airservices	Laird Parsons	Heliwest
Wayne Zilko	Airservices	Ash Hawton	Singapore FC
Jarod Rowe	RACWA	John Pocock	Airflite
Daniel Smith	CASA OAR	Stu Burns	CASAIR
Paul Adamson	Airservices		

**Apologies:** Richard King (Police), Chris Dormont (Conrail Photography), Ben Day (Heliwest), Frank Stynman (Rottnest Air Taxi), Owen Nelson (CGG), David Adamson (Specialist Helicopters), Mike Watson (Rotorvation), Uni Flying Club, Craig Peterson (CASA), Pam Ray (Bunbury Flying School), Albin Unger & Damien Whitham (RFDS), Mark Zwartkruis (CSWAFC), Simon McDermott & Mark Walters (McDermott Aviation), Russell Stokes (CASAIR), Shane Gifford (Formula Aviation), Anthony Lim (Singapore FC) and Corsair Aviation.

#### Meeting Opened 10:00am

#### Airservices Australia – Chris Murray

#### Previous Minutes

- An operator raised the issue about the raised taxiway lights. The taxiway lights comply with the current MOS and the pending MOS. The following is from the previous minutes. *Some operators are concerned about them, which lead to discussion about taxiway widths. Most rated taxiways are 10.5m wide with some 12m wide. The remaining sealed part of the taxiway is a bitumen shoulder. This shoulder is not rated as a taxiway and can be broken through by*

*heavier aircraft. The taxiway lights are positioned outside the shoulder well away from the rated taxiway.*

## Local Runway Safety Team

- Data
  - 30 Runway Incursions in the past 12 months
  - 11 Runway Incursions since the August meeting
    - 7 due to aircraft landing on RWY 12 and vacating at old Taxiway V which proceeds into RWY 06R. There is a solid white line running across the old entrance to V with a white “X” painted on the ground where V was. There is also a NOTAM advising “TXY V NOT AVBL” this was issued in May 2019. CASA approved JAH to place U/S cones on the taxiway and since this occurred there have been no runway incursions there. There have subsequently been new MAG signs placed there which indicate do not enter.
    - 2 due to aircraft landing on RWY 12 then taxied via “S”, crossed RWY 06L without clearance then contacted ground requesting to cross RWY 06L and taxi to the apron.
    - 1 called ready and the aircraft was half way over the holding point line.
    - 1 aircraft was taxiing for an Armadale departure and was instructed to hold short of RWY 06L, this was readback correctly. The aircraft entered RWY 12 and held short of RWY 06R.
  - 3 Runway Excursions since the November meeting.
- Airport works
- Visual aids, signage, runway markings
  - New do not enter signs at old TXY V.
- Low visibility operations
  - Are for taxi operations only, not arrival and departure operations.
- Wildlife management
  - Please continue to report birds, around the zone as this data is helpful. Do this during CTAF and Tower hours. Once recorded on frequency the data entry person from JAH records that information.
- Communications
  - From 27 February AIP has been amended so the words “Holding point” do not have to be readback as part of a taxi clearance. EG. ATC “ABC taxi to holding point B5 RWY 24R”, pilot “B5 RWY 24R, ABC”
- Publications and Procedures
- Safety promotional and education programs
  - Airservices safety publications:
    - <http://www.airservicesaustralia.com/flight-briefing/pilot-and-airside-safety/>

- <http://www.airservicesaustralia.com/flight-briefing/pilot-and-airside-safety/runway-safety/>
- ICAO Runway Safety Toolkit:
  - [http://cfapp.icao.int/tools/RSP\\_ikit/story.html](http://cfapp.icao.int/tools/RSP_ikit/story.html)
  - <http://www.icao.int/safety/RunwaySafety/Pages/default.aspx>
- Daniel Smith advised the CASA “ON-Track” website would be updated in the future

## Feb 27 AIP Changes

- The readback requirements for “runway holding points” has changed, pilots are no longer required to readback the words “holding point”.  
EG. ATC - “ABC taxi to holding point B1, runway 06L”,  
Pilot – “B1, runway 06L, ABC”

## JAH

- Old Taxiway “V” had U/S cones placed on it and later new MAG signs to stop aircraft using it.
- In line with new standards JAH will be using red paint to indicate the runway at the holding points, in addition to the current Holding Point markings.
- Works
  - Taxiway B will be resurfaced along with the fillets at taxiways C, E and F. The old taxiway centreline lighting will be removed prior to the overlay. These works will require sections of taxiways to be close similarly to when the new lights were installed. JAH are currently in the tender process so it will be several months before works commence.
  - There will be painting on apron areas, JAH will communicate with affected tenants.
- Engine runs on the apron. Be courteous to other operators re your prop wash. Please use the run-up bays, or if you need full powered engine runs JAH and ATC can get you an area away from other aircraft.
- Helicopter training area
  - New dimensions are in ERSA as per the AIP SUP. If pilots want a clearance outside that area please ask. EG. Request to operate out to the southeast holding short of RWY30, or request to operate in/over the trees adjacent the helicopter training area.
  - Please make any autorotation landings to the reticulated grassed area inside the rectangle. This is due to ruts being created in the other areas, which could be a safety issue for other helicopters operating in that area afterward.
- Make all CTAF calls on 118.1. Several pilots are either not making calls on the CTAF or making their calls on the incorrect frequency – this is a serious safety issue for themselves, other pilots and vehicles. JAH ground staff commence operations/works before the tower opens and rely on aircraft calling on 118.1, as they are regularly operating on the runways during this time.

- There was a query about the raised taxiway lights and how many have been hit? It was explained that they comply with the MOS, JAH have tried to modify the lights to make them lower but haven't had any success.  
There have been 3 events of lights being hit, 2 of those were runway lights associated with runway excursions and the other was taxiway lighting in a very unique case.
- Question was raised about the RWY 06 night circuit direction. That is being driven by CASA and Mark Richardson is the person to ask.  
Kevin advised that there is a lot more involved than changing ERSA. JAH have a 20 year Master Plan that states RWY 06 at night is a right circuit, there are other documents which will require changing which would take time and significant consultation.  
Chris advised that any change to Airservices' procedures would probably take longer than CASA due to different internal processes.  
Since the meeting the following was emailed to Chris Murray - *For the minutes, can you please state that Mark Richards is still investigating and working on the issues and as soon as there is more information it will be provided to the group.*
- Refueling. Please don't refuel on the apron causing the refuelling truck to be on the taxiway. Set up your aircraft on your lease or general parking, so the refuelling truck is clear of the taxiway. BP are looking to get approval to refuel aircraft from behind, this will help the situation.
- Birds. Corellas are usually around this time of year, however JAH have done some food reduction action which appears to have discouraged their visits. Ducks tend to visit in April and May after the first rain. They usually arrive at night and leave at or before sunrise. If you notice any please advise JAH.
- PAL activation. The new lights have a different PAL activation sequence. ERSA states 3 one second transmissions. Pilots, JAH ground staff and ATC have reported difficulty activating the PAL. The transmissions have to be really close together with and not much longer than 1 second –  
Press PTT for 1 second, release PTT for less than 1 second, then press PTT for 1 second, release PTT for less than 1 second, then press PTT for 1 second.
- The Roe Highway westbound on ramp from Karel Ave will be closed for several months associated with the road works. There will be cranes operating in the vicinity below the OLS. Michael from CHC asked about the cranes due to their approach/departure parallel to RWY 12/30 which would be close to this area. Kevin also identified other cranes near ALDI which are below the OLS but potentially on their track.  
Since the meeting an RPA (drone) has been approved to operate at the road works below the OLS. There are strict conditions for this operation including NOTAM and ATC approval for each sortie.
- Please Fly Neighbourly

#### **Oakford/Brickworks review – Dan Smith (CASA OAR)**

- Daniel Smith for CASA OAR gave a briefing on the progress of the PIR and formation of a working group to address the identified issues.
- There were 3 issues raised in the PIR

- Proximity of ARE departure track and BRIC arrival track. Suggestion to find an alternative outbound VFR tracking point.
- BRIC difficult to sight until clear of the escarpment, suggestion to find an alternative point more easily identifiable.
- BOAT (Austral building) difficult to identify due to other similar buildings in the area. Pilots are misidentifying the building and tracking close to Yangebup Lake.
- The recommendation of changing the BRIC track from Canning Dam – BRIC – FDL to Canning Dam – Wungong Dam – FDL, addresses the first two issues.
- The Working Group will discuss the issues and hopefully find workable solutions.
- Daniel had sent invitations to several operators at Jandakot to join the Working Group but had only had a few replies. If you are interested please contact Daniel.

### **Special VFR**

- There was recently a day of bad weather requiring Special VFR clearances or aircraft to operate lower than 1500ft to remain in VMC. This highlighted the misunderstanding by pilots of their requirements in regard to VMC and Special VFR clearances.
- In Class G, when operating below 3000ft, VMC is vis 5000m, operate clear of cloud and be in sight of ground or water. There is no Special VFR in Class G.
- In Class D, to remain in VMC, visibility of 5000m, operate 500FT vertically below cloud or 1000ft vertically above cloud and 600m horizontally from cloud.
- If cloud is 1600FT, an inbound pilot can call at Boatyard at 1500ft and comply with remaining clear of cloud in Class G, however the moment they enter the Control Zone at Adventureworld they either have to be 500ft below cloud (maintaining 1100ft) to comply with VMC or have a Special VFR clearance which allows them to remain at 1500ft, operating clear of cloud.
- Pilots must request a special VFR clearance, ATC cannot issue a Special VFR clearance if the pilot has not requested one.

### **Circuit Size**

- There have always been different circuit sizes and despite everyone's best intentions, this will continue to occur due to many factors.
- RWY 12 ops, fixed wing aircraft are asked to make their downwind leg wider than the northern apron for the following reasons-
  - Helicopters depart and arrive to various parts of the Northern Apron, this will provide additional segregation between helicopters and fixed wing aircraft.
  - Helicopters are conducting circuits from/to the Helicopter Training Area and generally make their downwind leg no wider than the Northern Apron.

- Laird from Heliwest gave a quick brief on where they generally fly during RWY 12 ops, which was quite compact no wider than their hangar and remaining inside the Roe highway.

### **Summary of Occurrences**

- The following are a summary of occurrences since the last meeting.
  - 5 disabled aircraft,
  - 4 aircraft climbed without clearance, with 1 resulting in an airprox,
  - 4 aircraft descended without clearance, with 1 resulting in an airprox,
  - 4 aerodrome emergencies,
  - 3 aircraft joined the circuit in the wrong direction,
  - 3 Perth airspace penetrations,
  - 3 aircraft in conflict,
  - 2 radio failures,
  - 2 taxied without clearance (not resulting in runway incursion),
  - 1 drone,
  - 1 laser.

### **General Business**

- Daniel Smith advised that the OAR are conducting an aeronautical review of the Pilbara airspace, notification will be via RAPAC.

Next meeting Tuesday 19<sup>th</sup> May 2020.

Meeting closed at 11:10am