

## Jandakot HOO/CP Safety Forum - Minutes

### Jandakot Tower Conference Room

10:00AM, Tuesday 19<sup>th</sup> November, 2019

Chair: Chris Murray (Airservices)

#### Attendance:

Name	Organisation	Name	Organisation
Bryce Ivey	JAH	Min Stokes	Minovation
Nicole Hardy	JAH	Hugh Smith	China Southern
Shane Stopp	Airservices	Andrew Denny	Heliwest
Wayne Zilko	Airservices	Ash Hawton	Singapore FC
Jarod Rowe	RACWA	Ed Rabot	Singapore FC
Daniel Smith	CASA OAR	Chris Dormont	Contrail Photography

**Apologies:** Bruce Dowdall (Airservices), Richard King (Police), Jarrad Rowe (RACWA), 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 (RFDS), Mark Zwartkruis (CSWAFC), Michael Perron (CHC), Laird Parsons (Heliwest), Simon McDermott (McDermott Aviation).

#### Meeting Opened 10:00am

#### Airservices Australia – Chris Murray

#### Previous Minutes

- Discussed RWY 12/30 operations since the new length was extended. When RWY 30, ATC are still trialling what is the best taxi route for daylight operations and have offered intersection departures from TWY S4 (old threshold) for singles, all others have taken TWY K4. ATC will continue to trial taxi configurations to work out the most convenient and efficient for operators.
- Discussed the new lights which raised a point about the elevated taxiway lights. 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
  - 28 Runway Incursions in the past 12 months
  - 8 Runway Incursions since the August meeting
    - 3 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.
    - 2 due to aircraft landing on RWY 12 and vacating into RWY 06L without clearance.
    - The remaining 3 were one off instances.
  - 2 Runway Excursions since the August meeting.
- Airport works
  - None before Christmas.
  - After Christmas the removal of the old taxiway/apron lights will commence with sections of taxiway/apron closed for one day for each section. This will be similar to the installation of the new taxiway/apron lights
- Visual aids, signage, runway markings
  - MAG signs were replaced with the new taxiway names. Bryce from JAH advised when exiting at B3 there is no MAG sign to advise that you are at B3.
  - New paint on RWY 12/30.
- Low visibility operations
  - Are for taxi operations only, not arrival and departure operations.
- Wildlife management
  - Ibis have been the major nuisance over the past months. Their feed is reducing and so are their numbers at the airfield, however they continue to fly through the zone.
  - Kestrels and other birds of prey are active this time of year with them regularly seen hovering into wind attempting to drop onto prey on the ground.
  - Please continue to report birds, around the zone as this data is helpful. Once recorded on frequency the data entry person from JAH records that information.
- Communications
  - A query was raised about ready calls – are pilots required to say “Ready via Yangebup Lake” or Ready via Yangebup”? Technically “Yangebup Lake” however both are suitable and are better than other regular variations – Jangebup (Lake), Jandakot Lake, Manjibup (Lake) or Manjimup (Lake). A point was made that Lake Thomson is actually Thomsons Lake and this was

updated on the VTC on 7 November by Daniel Smith (CASA OAR). All the lakes around the area have the name followed by "Lake".

- Publications and Procedures
  - It was advised that Fiona Stanley Hospital is a VFR tracking point but it is not on the VTC. Daniel Smith from CASA OAR will action.
  - Bryce from JAH asked for feedback about emergency services staging areas. Traditionally Emergency Services have positioned at the landing threshold and after the aircraft has passed, chased the aircraft along the runway. DFES prefer to approach the aircraft from an upwind position and would like to stage elsewhere. Both have safety pros and cons. The main safety concern is the aircraft veering off the runway and taking out the Emergency Services vehicles. In the TFR occurrence (landing RWY 30) the Emergency Services vehicles were staged on RWY 24R) well back from the runway in use which provided a safety buffer but also possibly quicker access to the aircraft after it had stopped. If you have an idea or any feedback on this please advise Kevin or Bryce from JAH.
  - Bryce also raised Off-field lighting. If anyone identifies an issue with an off-field light distracting pilots please advise JAH.
- 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>

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

- A questionnaire was distributed via the HOO distribution list.
- It asked various questions and also had a free text area for additional comments. The closing date has been extended until December 1.
- [https://consultation.casa.gov.au/stakeholder-engagement-group/jandakot-visual-reporting-points/consult\\_view/](https://consultation.casa.gov.au/stakeholder-engagement-group/jandakot-visual-reporting-points/consult_view/)
- There have already been 60 replies and it is recommended to complete it if you haven't already
- Chris Murray advised he'd been watching that area more closely for conflicts and noticed a certain training operator, regularly departed via Armadale and when at Armadale turn right and track south directly through Brickworks at 1500.
- From the previous meeting Daniel is exploring the option of changing Armadale to "Valley" which puts the outbound tracking point approximately

1NM further north. Valley is an easily identifiable point on the ground and in the air.

- Boatyard has become surrounded by similar development and is less identifiable. Some aircraft are calling 3NM south of Boatyard believing they are at the waypoint. Daniel is looking at alternatives to the current location with Woodman Point being a preferred location. Chris Murray advised that Woodman Point was previously the inbound reporting point but this was changed. He is unaware of why it changed, if anyone knows why please advise Daniel or Chris.
- D169 – the danger area at and west of Swanbourne Barracks. This is currently SFC-1500, and aircraft can safely overfly this at 1500. The military are looking to have another Danger/Restricted area within D169 for Military Drone use. More detail about this when it is available.

### **Practice no radio arrivals**

- There have been recent instances of aircraft requesting practice no radio arrivals and not conforming to the procedures in ERSA.
- The biggest issues are-
  - Not broadcasting intentions. Most pilots advise where they are, sometime include a level, but do not advise where they are flying to, where they will join the circuit and if they have other aircraft sighted.
  - Not following the procedure to track overhead the aerodrome to ascertain which runways are in use. No matter which direction aircraft are inbound from, the procedure is to track overhead at 1500, ascertain which runway/s are in use then join the appropriate circuit maintaining separation with other traffic.
- Treat a no radio arrival like a CTAF. The pilot is broadcasting (hoping their transmitter is working) so that all other pilots know what the no-radio aircraft is doing and can move to avoid them if needed.

### **Solo/Early Solo/Subsequent Solo**

- A recent occurrence identified a difference of understanding between ATC and Training organization for the levels of pilot competency when advising solo, early solo and subsequent solo.
- The 4 training organizations at the meeting were individually asked for their interpretation of these terms. All advised “Early solo” and “Subsequent solo” referred to low time (less than 20 hours flight) students, with solo meaning the student was competent and could handle most ATC instructions.

### **Runway Occupancy**

- There are still instances where pilots stop on the runway after being cleared for take-off (maybe want a 10 second delay but didn't ask). ATC plan on the aircraft commencing the take-off roll once established on centreline.
- Slow Runway crossings (up to 30 seconds) have the potential to cause more delays in the future. The main issue is a clearance is issued to cross and is readback but the pilot then takes another 10-20 seconds before moving. ATC

plan on the aircraft moving as the readback is occurring or 2-3 seconds after the readback.

### **Circuit Size**

- There have always been different circuit sizes and despite everyone's best intentions, this will continue to occur due to many factors.
- Chris Murray advised he'd been approached by a flying organisation about Singapore Airforce potentially conducting their initial training at Jandakot (in CT4s). This would require a different circuit shape and could this be accommodated? They were advised they could fly the different circuit shape but would have to fit in with the other traffic.

### **Christmas Tower Closure**

- The request to close the Tower on Christmas Day has been submitted and awaiting approval.
- A risk assessment will be conducted on December 24 to determine if the Tower should close or open on Christmas Day.
- If there is active aerial firefighting occurring on 24 December and it looks like it will be the same for Christmas Day the tower will open on Christmas Day.
- If the tower is closed on Christmas Day and Perth ATC believe the Tower needs to open due to major activity the Tower can be opened.

### **Summary of Occurrences**

- The following are a summary of occurrences since the last meeting.
  - 5 disabled aircraft,
  - 3 aircraft climbed without clearance, with 1 resulting in an airprox,
  - 2 aircraft descended without clearance, with 1 resulting in an airprox,
  - 2 aircraft joined the circuit in the wrong direction, with 1 resulting in an airprox,
  - 3 aerodrome emergencies
    - Aircraft took off RWY 24R, returned and landed RWY 12 due to engine issue.
    - Retractable aircraft landed, wheels failed – reason unknown.
    - TFR medical emergency – instructor incapacitated.
  - 1 touch and go without a clearance, resulted in a technical runway incursion
  - 3 drones, 2 at Forrestdale Lake and 1 at Adventure World all at 1500 feet.

### **General Business**

- Airservices are receiving more requests for Drones to operate inside the Jandakot CTR. There are currently 2 approvals within the CTR and each time the operator plans to fly they must publish a NOTAM and have ATC approval to become airborne for each flight. There are 2 other submissions that we are currently assessing which will be over the Karel Ave upgrade and the new Northlake Rd bridge, over the freeway to join Armadale Rd. All will have strict requirements to ensure segregation is maintained from manned aircraft.

Next meeting Tuesday 18<sup>th</sup> February 2020.

Meeting closed at 10:55am