FACT SHEET

JANDAKOT AIRPORT

CHANGES TO AIRCRAFT PROCEDURES

Airservices Australia is making changes to three aircraft departure procedures and a helicopter circuit altitude at Jandakot Airport from 23 March 2023.

JANDAKOT AIRPORT

Jandakot Airport is the major general aviation airport in Western Australia and is one of the busiest airfields and largest pilot training bases in Australia. The airport is located 14km to the south of Perth Airport.

There are specific flight paths and aircraft operating procedures that are designed to manage the safe and orderly flow of aircraft operating at the airport. Airservices is making changes to three aircraft departure procedures and a helicopter circuit altitude.

There are no new residential areas that will be exposed to aircraft noise as a result of the changes. Due to the wide spread of aircraft tracks throughout the Jandakot Control Zone (5.5km radius of the airport), as well as the mix of different aircraft types and operating speeds, neither audible nor visible changes to aircraft tracking are expected from these changes.

CHANGE TO DEPARTURE PROCEDURES

A Standard Instrument Departure (SID) is a standardised departure flight path that relies on the use of aircraft navigation systems to guide pilots in all weather conditions.

The first SID being amended is referred to as the MANTL[1] SID, and this flight path tracks over Murdoch and towards Fremantle. The second SID is referred to as the SCARP SID, and this flight path tracks east over Harrisdale and towards Armadale.

Jandakot Airport has a parallel runway system and a third runway that is often referred to as the cross runway. Both the MANTL and the SCARP SIDs can be used by aircraft departing from the main parallel runway (runway 06L/24R) and the cross runway (runway 12/30).

For both SID procedures, pilots depart the assigned runway, complete an initial visual turn after the aircraft reaches at least 600ft (182m), and then align the aircraft to join the MANTL or SCARP flight path. The exact location of an aircraft when it reaches 600ft varies, and depends on aircraft performance, payload (operating weight), weather conditions and pilot technique.

At present, aircraft are required to join the MANTL or SCARP flight path within the Jandakot Control Zone. This is restrictive for some aircraft types and can keep aircraft at a lower altitude (as low as 700ft or 213m) longer than necessary.

The change to the MANTL and SCARP SIDs will remove the requirement for aircraft to have to join the flight path within the Jandakot Control Zone and this will allow pilots to climb above 700ft, after their initial turn, sooner.

[1] The five-letter capitalised words used in the SID names refer to waypoints, which are specified geographical locations where an aircraft will intercept the next segment of the flight route. A waypoint name must be pronounceable and distinct to pilots and air traffic controllers.

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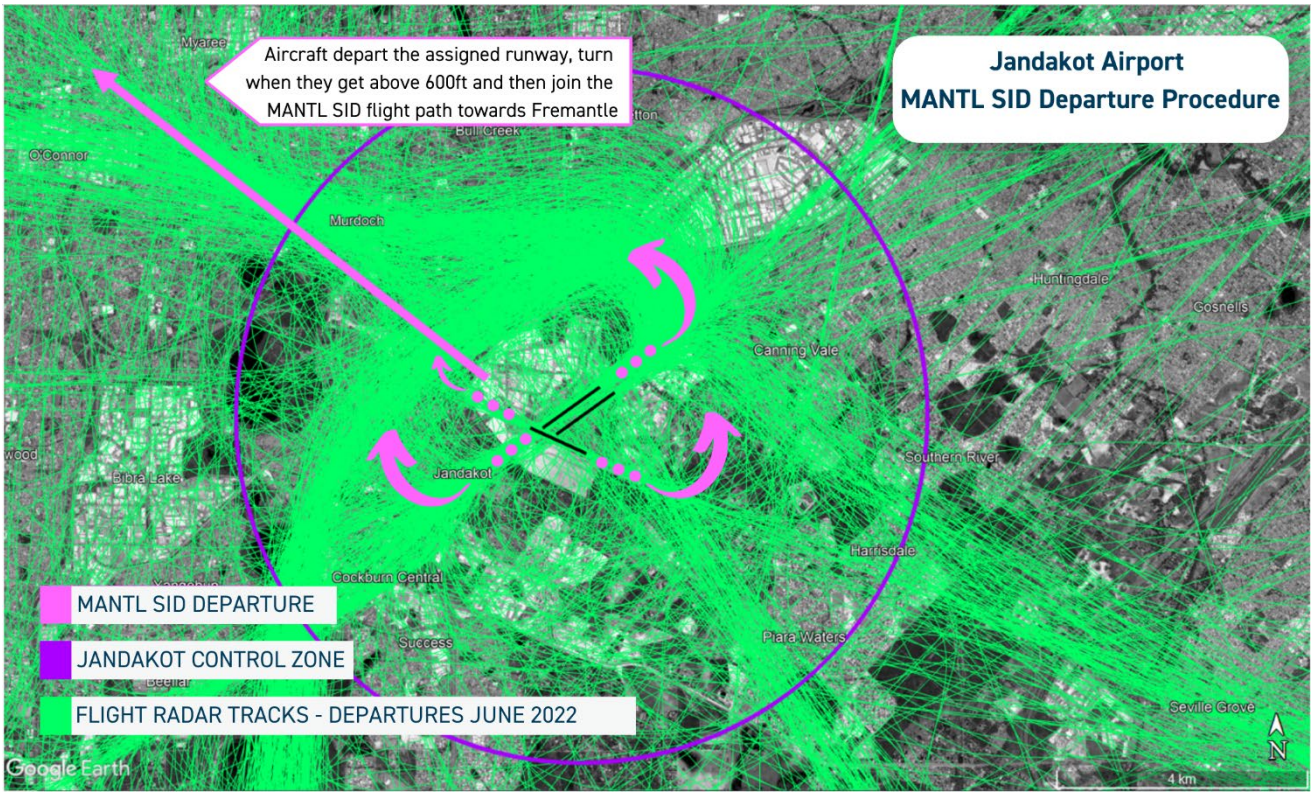
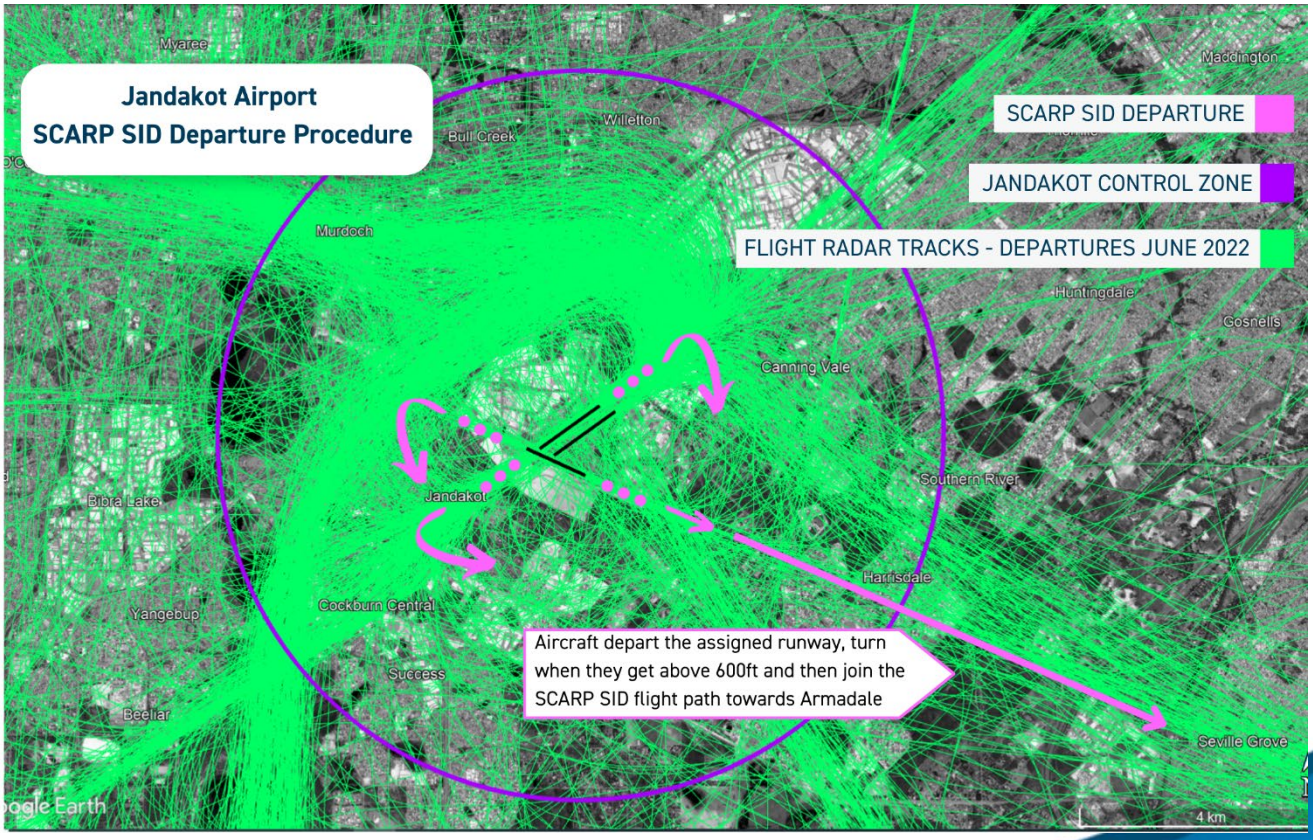
The following images show the location of each SID as well as actual flight radar tracks (green) for departure flights for a one-month period. As can be seen in these images, there is a wide spread of flight tracks within the Jandakot Control Zone (purple circle) and for this reason the change to the MANTL and SCARP SIDs is unlikely to be visually or audibly noticeable.

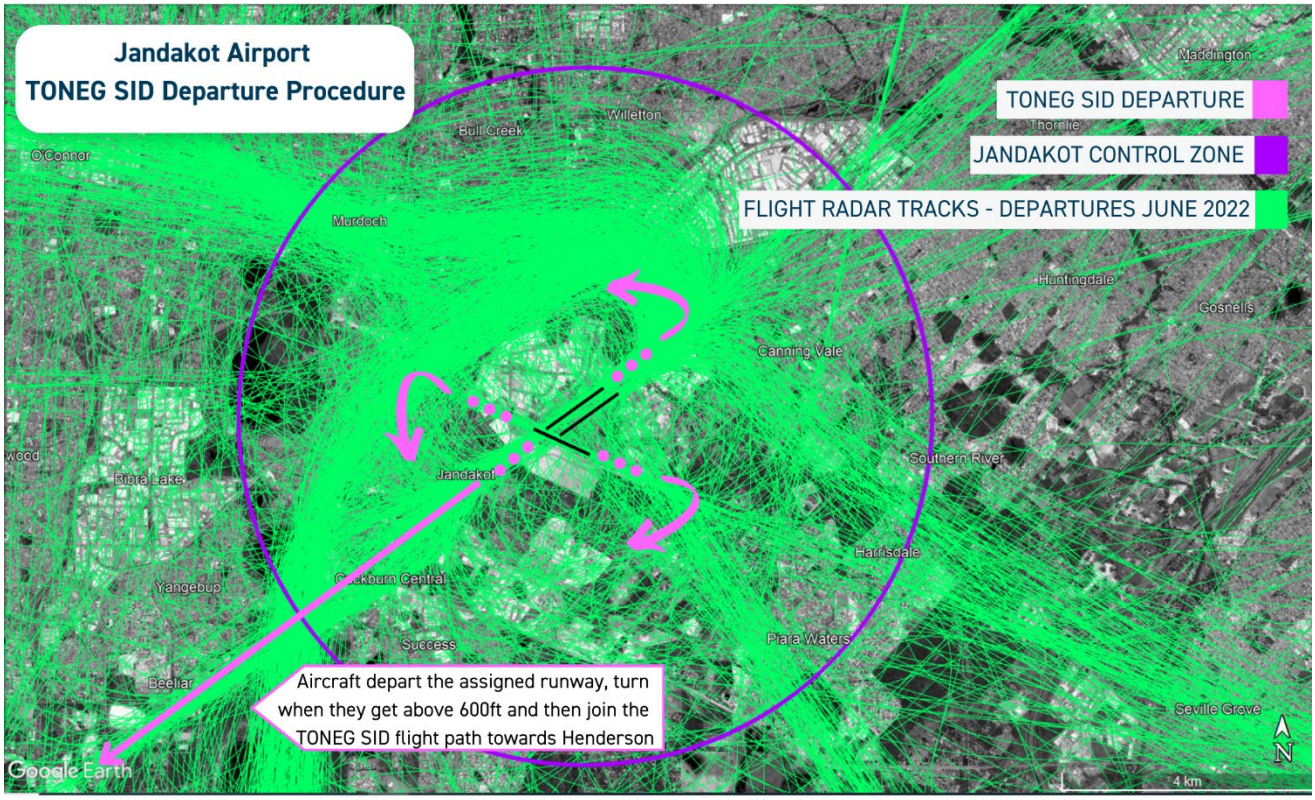




The third SID being amended is referred to as the TONEG SID, with this flight path tracking over Cockburn Central and then to Henderson. This SID currently has a speed restriction of 150 knots, which some operators find restrictive, because it is below the aircraft's typical speed performance profile.

The amended procedure will end the speed restriction once aircraft have completed the initial turn from the assigned runway and are aligned to join the TONEG flight path. This will allow aircraft to accelerate sooner and operate at more typical speed parameters for that phase of flight.

The location of the TONEG SID is shown in the image below. Due to the wide mix of different aircraft types and operating speeds of aircraft at Jandakot Airport, neither audible nor visible changes to aircraft tracking are expected as a result of the speed restriction change to the TONEG SID.



HELICOPTER CIRCUIT ALTITUDE CHANGE

At Jandakot Airport, both helicopters and fixed-wing aircraft conduct circuits. A circuit is a standard flight path for aircraft to follow to safely manage the flow of aircraft at busy airports.

Circuit operations are undertaken in both the south-east and north-west of Jandakot Airport. Helicopter circuits are flown closer to the airport than fixed-wing aircraft circuit operations. For the north-west circuit, helicopter operations are typically conducted within or just outside of the airport boundary and may occasionally overfly areas of Leeming and Jandakot.

The following image shows actual flight radar tracks (purple) for both fixed-wing aircraft and helicopter circuits for a one-month period as well as the approximate locations of the helicopter circuits.

The altitude for the helicopter circuit to the north-west of the airport will be reduced from 1,000ft (304m) to 800ft feet (243m). This will provide better separation between the helicopters and the fixed-wing aircraft which are conducting circuits at 1,000ft.

This change is consistent with the busier circuit to the south-east of the airport, where helicopters already fly the reduced circuit altitude of 800ft.

An average of twenty helicopter movements per day currently use the north-west circuit. The difference in noise levels because of the circuit altitude reduction is +1.5 decibels dBA, which is unlikely to be perceptible to the human ear.

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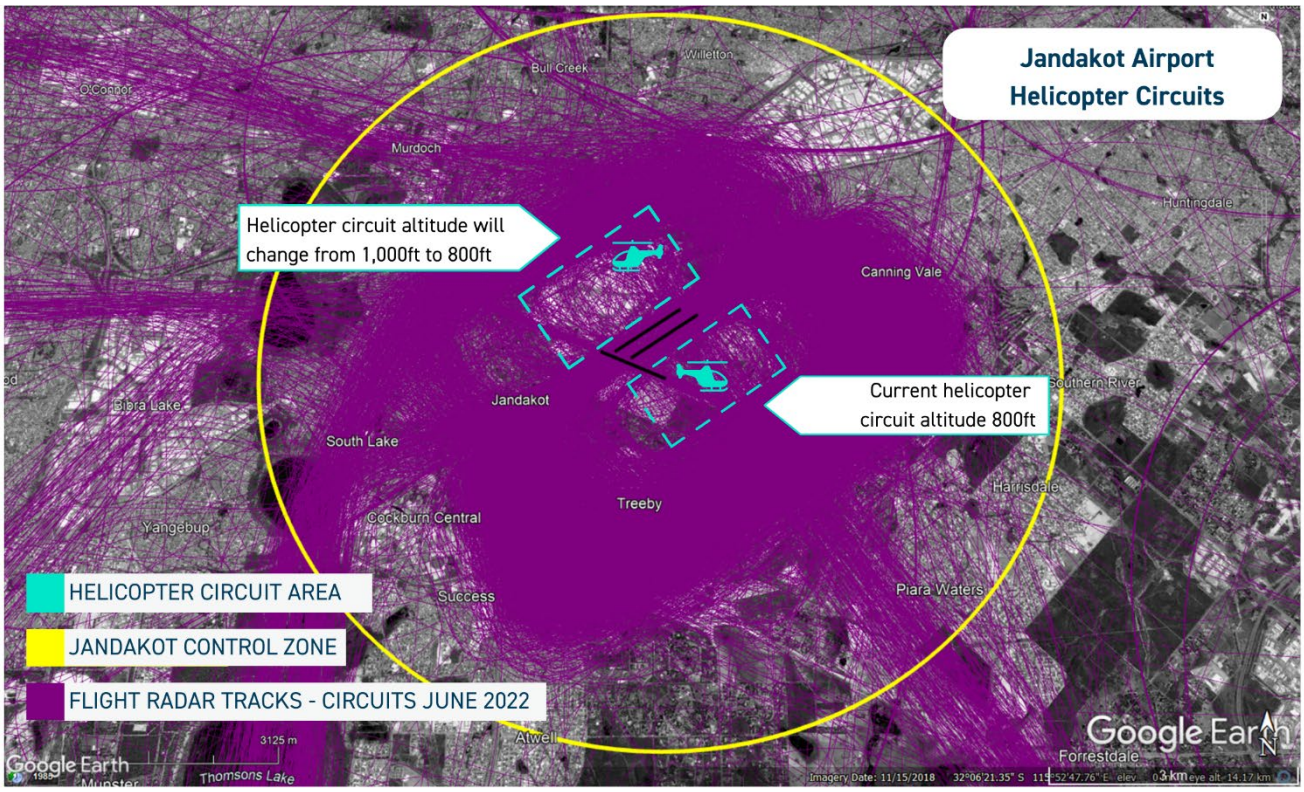

WHEN WILL THESE CHANGES START?

The changes to the three departure procedures and the helicopter circuit altitude at Jandakot Airport are expected to be implemented on 23 March 2023.

DO YOU HAVE A QUESTION?

For queries about these changes and/or current aircraft operations, please contact the Noise Complaints and Information Service (NCIS) on:

w: www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/

t: 1800 802 584 (free call)
t: 131 450 (interpreter service)