

Jandakot HOO/CP Safety Forum - Minutes

Online via Teams

10:00AM, Wednesday 29th June 2022

Chair: Craig Reynolds (Airservices)

Attendance:

Name	Organisation	Name	Organisation
Esmeralda Melnick	JAH	Daniel Smith	CASA
Nicole Hardy	JAH	Richard King	Police air wing
Kevin Smith	JAH	Laird Parsons	Heliwest
James Eason	Airservices	Ash Hawton	Singapore FC
Jarod Rowe	RACWA	Nick Ong	RSAF
Mark Richardson	CASA	Anthony Lim	SFC

Apologies: Mick Perren (CHC), Anthony Green (RFDS), Craig Peterson (CASA) Trevor Jones (Pacific Flight Services), Wayne Zilko (Airservices)

Meeting Opened 10:00am

Craig Reynolds - Airservices

Introductions

- Chris Reynolds is the acting Unit Tower Supervisor with the longer-term role to be filled shortly
- James Eason is acting Procedures manager for Jandakot tower.

Previous Minutes

- Previous minutes did not capture the intent from Ash Hawton relating to calling ready. Discussion offline clarified and the following was discussed: Pilots are welcome to call ready approaching the holding point if they are ready and number one which will reduce the delay especially when IFR.
- Change in helicopter altitudes was clarified with the intended change to be that helicopter in the Northern circuit (to and from aprons and pads) be changed to 800 feet rather than departures. This is currently with community engagement to see what consultation is needed with the communities surrounding the airport.

Booking systems

- Perth TCU is looking at moving to an electronic booking system for instrument approaches. At least one month notice will be given, and it will align with an AIRAC date.
- Thanks to those who provided feedback regarding the proposed booking system for circuits at Jandakot. This continues to be under consideration and a direction will be announced later.

Local Runway Safety Team (LRST)

- There have been 2 runway incursions and 4 runway excursions since the last meeting.
- This is a significant improvement since the last meeting.

Kevin Smith – JAH

- Building works are planned in the undershoot of runway 12. Operations will be conducted as previously communicated. This will involve a shortened runway 12/30. The runway will be affected HJ Mondays to Fridays, and from dawn until 12pm on Saturdays. HN ops will be unaffected and from 12pm Saturdays until dawn on Mondays operations will be as per normal. Runway will be shortened by 449m and landing distance available will be 1059m. Full-length departures for runway 12 will be available at all times and supplementary take-off distances for runway 30 will be published by NOTAM. STODAS will be 931m (3.3%) and 1304m (5%). Displaced threshold runway 12 marking will be set up on each side of runway 12. These markings will usually be set out on a Monday morning and left in place until 12pm Saturday when they will be removed again. During the time that these are being set up or removed it will likely be that circuits on runway 06R/24L will not be available (approximately 7.00 – 7.30am Monday mornings and 12.00 – 12.15pm Saturdays). Instrument procedures will not be affected as initially expected however KS advised that all pilots should check their aircraft performances against the Supplementary Take-off Distances. Flying schools should make sure that all students are educated in recognising and understanding displaced threshold markings. Works are likely to begin 1st August but may be slightly earlier.
- Craig Reynolds added that due to the increased runway occupancy times and runway crossings that circuits will be restricted at times and are likely to be not available on runway 12.
- Jarod Rowe added that there is likely to be more runway excursions as pilots attempt to make certain taxiways.
- Jarod Rowe asked when glide approaches would be available on runway 06R again. Kevin indicated approximately 6 weeks, but this would be reviewed.
- Jarod Rowe raised concerns regarding the number of restrictions occurring. Things such as the previous and aerodrome beacon being unavailable. Kevin indicated that it was likely the aerodrome beacon will not be replaced.

General Business, Open Discussion

- Laird Parsons (Heliwest) asked regarding reasoning for increased delays for departure from the Northern apron. With increased traffic and training there are likely to be more delays on all aircraft movements. Will discuss further offline.
- Laird also asked about aircraft manoeuvring close to inbound points after a near miss with a Cessna 172 manoeuvring to the South of Oakford that was not monitoring the frequency. Dan Smith (CASA office of airspace regulation) advised that these sorts of incidents need to be reported in order to improve safety. Additional discussion to occur offline.

Next meeting TBA.

Meeting closed at 10:35am