

Jandakot HOO/CP Safety Forum - Minutes

Online via Teams

11:00AM, Wednesday 23rd March 2022

Chair: Craig Reynolds (Airservices)

Attendance:

Name	Organisation	Name	Organisation
Esmeralda Melnick	JAH	Min Stokes	Minovation
Nicole Hardy	JAH	Trevor Jones	Pacific Flt Services
Kevin Smith	JAH	Richard King	
Bryce Ivey	JAH	Laird Parsons	Heliwest
Wayne Zilko	Airservices	Ash Hawton	Singapore FC
Jarod Rowe	RACWA	Nick Ong	RSAF
Josh Brown	GAS	Tony Ridders	Perth Aviation
Mark Richardson	CASA	Anthony Lim	SFC

Apologies: Michael Perren (CHC), Paul Adamson (Airservices), Tony Chudleigh (Airservices), Craig Peterson (CASA).

Meeting Opened 11:00am

Craig Reynolds - Airservices

Introductions

- Simon Anderson has left for Perth tower from January 2022
- Chris Reynolds now acting Unit Tower Supervisor until mid year. Craig has been the check and standardisation supervisor for four year at Jandakot.

Previous Minutes

- Nothing raised from previous minutes.

Traffic levels discussion

- Increasing traffic numbers, especially with Singapore Flying College increasing the number of students and Singapore Air Force being more established.

Circuit booking system

- As traffic levels increase Airservices is proposing the utilisation of a circuit booking system.
- Is currently used at Moorabbin and Parafield, with Archerfield having recently completed the consultation phase.
- The intent is for additional certainty for circuit bookings and to see availability.
- Parafield has reported positive outcomes from the system, with the number of aircraft in the circuit more spread throughout the day.

Helicopter training area operations

- An internal tower review identified the need to provide more specific information to fixed wing aircraft on helicopters conducting circuits. This will be recorded on the ATIS as helicopter circuits in operation to the (direction) of runway XX.
- Additional discussion has occurred relating to the distance helicopters can operate from runway 06R/24L. For independent operations the edge of the landing/takeoff areas needs to be 120 metres apart if either aircraft is a twin. This is further than the current 100 metres which is specified in ERSA. The alternative is that operations remain as they are, however if there is a twin operating then helicopters would need to have takeoff and landings positively controlled relative to other aircraft. As there is only one helicopter company represented a meeting will be established to discuss later.

Violations of controlled airspace

- There has been an increase in violation of Perth controlled airspace as Jandakot traffic levels have increased. There have been no specific hotspots as such, but increased vigilance is requested.

Local Runway Safety Team (LRST)

- There have been 7 runway incursions since the last meeting. Two of these involved aircraft taxiing from runway 12 and not obtaining a clearance to cross runway 06R. Another involved an aircraft vacating runway 12 directly onto runway 06L – A reminder a clearance is required for this.
- Most concerning is that there have been 8 runway excursions since the last meeting which is up from previously.

Kevin Smith – JAH

- Building works are planned in the undershoot of runway 12. The options are to either close the runway or displace the threshold. Due to feedback the option has been taken to displace the threshold. Depending on the length of

displacement one of the options may be to use RTIL lights to indicate the displaced threshold to allow full length departures. These lights are not currently available and there will likely be a wait for these. The displaced threshold will be in operation for hours of daylight on weekdays for 6 to 7 months. The full length runway will still be available HN and over weekends.

* Note not mentioned at the meeting, there is still a possible option not to have to use RTIL lights which we are hoping to achieve through discussions with the builders.

- The building currently under construction adjacent to the undershoot of runway 06R will require a crane to operate through the approach surface to lift certain panels. This will require the closure of runway 06R for up to a day in a month or two.* Note : post meeting and following further discussions with the builders the advice is that the works will only require a closure of 06R for 3 hours, most likely from 7am to 10am on the day. We will advise closer to the time when this date will be.
- There is a need to complete works including old light fittings from runway 06L/24R. This will require the closure of runway 06L/24R for one day on 12th April. The MOWP will be issued soon.
- The crossover from Corsaire hangar to the Northern apron will require taxiing diversions. A safety officer will be in attendance to assist. More information will be given close to the time.
- There is a desire to remove all refuelling operations off taxilanes for safety of taxiing traffic. Refuellers have been advised and this will be expected as a new standard. If refuellers are not able to reach agreement with their customers then JAH are happy to discuss if required.
- If there are any other safety(including airside driving) or lighting issues please report to JAH. This includes lighting issues on or off the airport. If any lights on the aerodrome cause any kind of distraction to pilots then please report it to us.

Bryce Ivey – JAH

- There is generally a seasonal July influx of galahs. Generally a larger increase every 3 years.
- Additional information on the bird mitigation strategy is available from JAH.

General Business, Open Discussion

- Trevor Jones requested an update on the move to reduce helicopter departure altitudes. Unfortunately there are no new updates since our one-on-one meeting in February. It may take some time to process due to the need for community consultation. Laird Parsons asked about the proposed change and it was explained because of a close proximity between two departing aircraft that helicopters depart at 800 feet to provide additional segregation.
- Ash Hawton asked if IFR aircraft should call ready from the run up bay to avoid blocking the holding point. The issue is that from when Jandakot tower advise Perth TCU of you being ready we have 2 minutes to get airborne. Jarod Rowe suggested all IFR departures taxi for the full length. Discussed that the main occurrence for non full length departures is C172's. Also on runway 24s

this tends to block the taxi path for circuit/Armadale Shop departures. Further discussion to be had after the meeting.

- Laird Parsons requested more clarification on the information surrounding proposed changes for operations from the helicopter training area. This was clarified as per previous discussion. Further discussion to occur between Airservices and helicopter operators.
- Is everyone happy with frequency of meetings? No responses received.

Next meeting TBA.

Meeting closed at 11:40am