



Tips for flying Jandakot

Jandakot is a complex metropolitan Class D airport used by a diverse range of fixed and rotary wing pilots—ranging from students to commercial operations.

Aerodrome environment

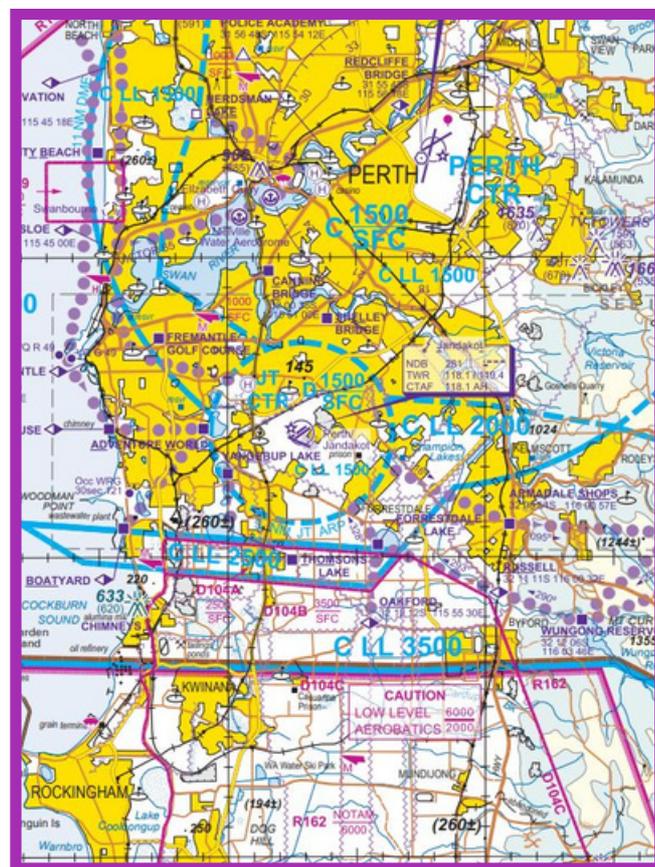
Jandakot’s aerodrome environment includes:

- multiple/crossing runways
- different types of operations, aircraft types and pilot levels
- varying pilot experience levels that can lead to a range of common errors made by pilots.

Airspace

Jandakot’s airspace features include:

- relatively small volume of airspace
- Perth control area (CTA) to the north
- Pearce (Military) restricted area to the north of Perth which is one of the busiest RAAF bases
- Lancelin (Navy) restricted area to the north-west used for activities including a naval gunnery range and air bombing range.



Jandakot and surrounds - cropped from Perth VTC, Nov 23

Ensure to read current NOTAMS and check the status of the different Defence airspaces.



Operations on the movement area

The movement area is the part of an aerodrome to be used for the take-off, landing and taxiing of aircraft. It consists of the manoeuvring area and the apron(s).

Jandakot movement area

Start approval is required for circuit training—please note, it is important that you obtain a separate taxi clearance and commence taxi within 15 minutes of the start approval to avoid unnecessary delays to other aircraft.

Taxi clearance is required prior to taxi anywhere on the manoeuvring area (i.e., not the apron). For example, after landing, a taxi clearance is required to go anywhere on the aerodrome once you have vacated the runway. If you require to cross a runway, include this in your taxi request.

Include your position on the aerodrome to assist ATC, other pilots or airside drivers to identify you.

Make sure you include your intentions so that ATC can give you appropriate instructions.

You need a specific clearance from ATC to enter, cross, taxi along, line up on, backtrack on or take off from any runway (even if that runway is not the runway in use).

Never cross or enter any runway unless in receipt of a specific clearance addressed to you that includes your callsign and the words "CROSS/ ENTER RUNWAY XX".

Refer to ERSA for current movement area operations.

Communications and readbacks

Use standard radio calls or readbacks to ensure ATC understands your intentions and confirm that you have understood your clearance.

Ensuring your readback is correct and complete, mitigates the need for ATC to confirm your understanding. This prevents additional conversation, complexity, workload and frequency congestion that may affect you, and/or other aircraft.

Always read back:

- the holding point
- the runway number and designator.

Readback requirements are detailed in the AIP, GEN 3.4.

Situational awareness

To maintain situational awareness, maintain a mental picture of all the factors that could be about to affect safety.

Always maintain a listening watch on the radio by ensuring:

- you are on the correct frequency
- your radio is working
- the volume is turned up.

'Ready' calls

When making your 'ready' calls, include:

- the word 'ready'
- your runway number (when parallel runways are in use) or HLS
- your first tracking point. (This allows ATC to issue an abbreviated clearance).

For helicopters, specify the HLS from which you are operating.

For example, "Jandakot Tower ABC ready RWY 24R via Yangebup Lake" or "Jandakot Tower Helicopter ABC ready Northern Apron for Yangebup Lake".

'Downwind' calls

A 'downwind' call is mandatory whether operating in or arriving into the circuit. This provides ATC with the trigger to issue sequencing instructions and other pilots with situational awareness. If you are late making this transmission, ensure you state your actual position in the circuit (e.g., late downwind).

Holding point

A holding point is the final destination of a taxi clearance for departure. This is where you make your 'ready' call, before being cleared to enter the runway and take off.

Holding short

'Hold short of' is an intermediate holding point on your taxi route. You will need to get further clearance from this location, including a clearance to enter or cross any runways.

Compliance with ATC instructions

ATC issues clearances and instructions to ensure the safe and efficient management of all traffic. Air traffic controllers also provide traffic information to aircraft when the aircraft's proximity warrants it.

The traffic information supplied by ATC will allow you to adjust your speed or track to avoid the traffic at a safe distance.

Sight traffic

If ATC passes traffic information, you must sight the traffic to comply with ATC instructions and maintain separation from it.

If you lose sight of the traffic, you must inform ATC immediately.

Commence instructed movement as soon as practicable

When ATC instructs you to "TURN LEFT/RIGHT", ATC expects you will commence the turn as soon as practicable (unless "WHEN READY" precedes the instruction). If you want to delay your descent to assist in avoiding traffic, or are unable to comply with a descent instruction or clearance, advise ATC immediately.

Commence descent within one minute of receiving that instruction

When ATC instructs you to descend, you must commence descent as soon as possible but no later than one minute of receiving that instruction from ATC (unless the instruction specifies a later time or place). If you want to delay your descent to assist in avoiding traffic or are unable to comply with a descent instruction or clearance, advise ATC immediately.

Follow' another aircraft

If ATC gives you an instruction to "FOLLOW" another aircraft, it requires that you sight the preceding aircraft and regulate your speed and approach path to maintain separation from that aircraft. If you cannot sight and identify the preceding aircraft, you must advise ATC immediately.

Ensure that all legs of your circuit (particularly upwind and final) are to the correct runway and not to the parallel runway. It is particularly important not to inadvertently 'drift' towards the upwind or final leg of the other runway.

Runway separation

ATC are required to maintain a runway separation standard between aircraft.

Although this standard changes depending on aircraft type, at Jandakot a useful principle is that a single engine light aircraft in front of you will need to be 600m ahead of you and airborne from the runway before you can conduct your touch and go.

If you adjust your speed and profile to remain 900m (1/2 a mile) behind (as a guide, JT RWY 06R/24L is 1150m long), that will generally allow enough room for the preceding aircraft to slow down and reconfigure for its touch and go.

Departure and arrival protocols

DAPs and ERSA contain current information on runway layouts, departure and arrivals information for different aerodromes.

As DAPs and ERSA are updated several times a year please ensure you are accessing the most up to date information.

Maintaining spacing

Both fixed-wing and helicopter pilots should consider the other type of aircraft when maintaining their spacing.

Altitudes

The departure altitude is 1000ft until outside of the Jandakot Control Zone; except for Fremantle Golf Course departures - after flying over Fiona Stanley Hospital, climb from 1000ft to 1500ft for noise abatement.

The arrival altitude is 1500ft.

Helicopter Operations

Helicopter operations to the Eastern and Central Pad are considered by ATC to be operating in the fixed-wing circuit and will be required to maintain spacing with other aircraft accordingly.

Helicopters conducting circuits are to operate within the fixed-wing circuit.

Helicopter departures and arrivals will fly the same tracks as fixed-wing aircraft.

Remember
that ATC are
there to
help.



Preventing a runway incursion at Jandakot

- Revise the aerodrome layout and procedures for your departure and landing.
- Ensure you are familiar with standard phraseologies including those for aerodrome movements.
- You need a clearance from ATC to enter, cross, taxi along, line up on, backtrack on or take off from any runway (even if that runway is not the runway in use). Do not enter or cross a runway unless you ATC approval.
- Check NAIPS for relevant NOTAMS.

Taxiing

- Exercise caution on all runways and helicopter landing sites (HLS).
- All runways, marked helicopter landing sites and helicopter training areas are active at all times and during ATC hours require specific clearance to enter, cross, taxi along, take off from or operate in.

Landing

- Aircraft landing on 12/30 must not vacate onto 06L/24R without an ATC clearance. At night aircraft landing on 12/30 must not vacate onto S1, S2, S3 or S4 as these taxiways do not have lighting.

ATC

- If not 100% sure of a clearance - check immediately with ATC.

More resources

For further information on operational insights to equip you for a safer flight, visit bit.ly/pilotsafety.



If you have any feedback or questions about this publication please email, safetypromotions@airservicesaustralia.com.

For aviation safety-related information from CASA, visit casa.gov.au/resources-and-education/pilot-safety-hub.

Check NAIPS for the latest NOTAMS at airservicesaustralia.com/naips.

Not for navigation. This information is current at the time of publication. Refer to the current AIP for latest charts and operational information.



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