



TIPS FOR FLYING AT 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.

The aerodrome layout, with multiple/crossing runways, is essential for the type of operations at Jandakot. However, this design coupled with varying pilot experience levels can lead to a range of common errors made by pilots.

Here are some tips for pilots to reduce the chances of errors when operating at Jandakot.

AIR TRAFFIC CONTROL (ATC) CLEARANCES

Points to consider:

- Start approval is required for circuit training—please note, it is important that you obtain a separate taxi clearance and commence taxi within a reasonable time of the start approval to avoid unnecessary delays to other aircraft
- Taxi clearance is required prior to taxi anywhere on the manoeuvring area (ie. 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
 - it is recommended that you include your position on the aerodrome to assist ATC and 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).

There are several runway incursion hotspots at Jandakot. These are detailed in ERSA and on Airservices Jandakot Runway Incursion Hotspot map available at www.airservicesaustralia.com/flight-briefing/pilot-and-airside-safety/runway-safety or from the tower.

COMMUNICATIONS AND READBACKS

Using non-standard radio calls or readbacks affects the ability of ATC to understand your intentions and confirm that you have understood your clearance. If your readback is incorrect or incomplete, ATC will need to confirm your understanding; leading to additional conversation, complexity, workload and frequency congestion. This may affect you, or other aircraft, by increasing the chances of incorrect information being passed or received.

Points to consider:

- always read back:
 - the **holding point**
 - the **runway designator**
- to maintain situational awareness, always maintain a listening watch on the radio. This includes ensuring that you are on the correct frequency, your radio is working and that the volume is not turned down
- when making your 'Ready' calls, you need to include: the word 'READY'; your first tracking point and your runway number (when parallel runways are in use). For helicopters, it is recommended that you 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"

- always make a 'Downwind' call, as this provides ATC with the trigger to issue sequencing instructions.
- if you are unable to comply with any ATC instruction or clearance, inform ATC immediately.

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

HOLD SHORT OF is an intermediate holding point on your taxi route. You will need to get further taxi 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 information is warranted by the proximity of the aircraft. This will allow you to adjust your speed or track to avoid the traffic by a safe distance.

Points to consider:

- If ATC pass traffic information, you must sight the traffic so that you can comply with ATC instructions and maintain separation from the traffic. **If you lose sight of the traffic, you must inform ATC immediately**
- When ATC instructs you to 'TURN LEFT/RIGHT', ATC expects you will commence the turn as soon as practicable (unless the instruction is preceded with 'WHEN READY')
- When ATC instructs you to descend, you must commence descent within 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
- 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 can't sight and identify the preceding aircraft, you must advise ATC immediately

ATC are required to maintain a runway separation standard between aircraft. Although this standard changes depending on aircraft type, at Jandakot a good rule of thumb 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 behind (as a guide, JT RWY 12/30 is 990M long), that will generally allow enough room for the preceding aircraft to slow down and reconfigure for its touch and go.

- Ensure that all legs of your circuit (particularly upwind and finals) 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.**

PROCEDURES

Refer to ERSA for details on local procedures for Jandakot. Common errors include:

- going through your altitude on departures
 - remember the departure altitude is 1000FT, including Armadale departures
 - Fremantle Golf Course departures climb to 1500FT **AT** Murdoch University for noise abatement.
- Not considering other aircraft types
 - both fixed wing and helicopter pilots should consider the other type of aircraft when maintaining their spacing
 - 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.
- Check ERSA to ensure you operate in the correct circuit direction as circuit directions change between day and night and within controlled or CTAF operations.

MORE INFORMATION

Airservices has a range of information to assist pilots on topics including runway safety, airspace infringements, operating in Class D airspace and working with ATC. These products are available at: www.airservicesaustralia.com/flight-briefing/pilot-and-airside-safety

CASA's OnTrack program provides pilots with information on operating at Jandakot and other aerodromes. OnTrack is available at: ontrack.casa.gov.au

Information correct at time of printing. Refer to AIP, ERSA, DAP and NOTAM for current, authoritative information. For more information contact safety.promotions@airservicesaustralia.com

