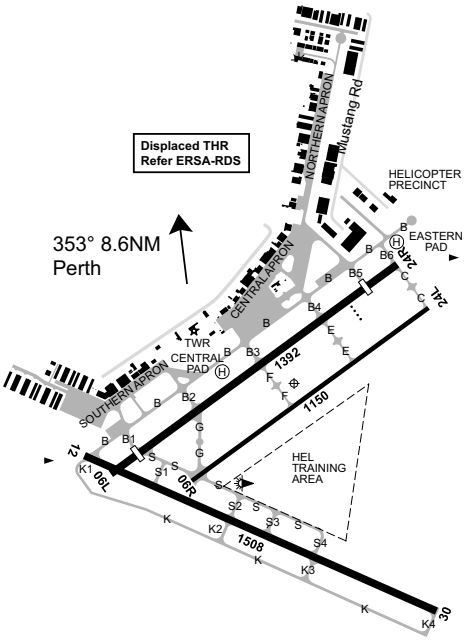
PERTH/JANDAKOT

ELEV 99

AVFAX CODE 6002

WA		UTC +8	YPJT
320551S	1155252E	VAR 2 DEG W	CERT

AD OPR Jandakot Airport Holdings Pty Ltd (JAH), 16 Eagle Drive Jandakot, WA, 6164. Email: jah@jandakotairport.com.au. PH 08 9417 0900. ARO 0417 827 557 (24HR). Website: www.jandakotairport.com.au.



REMARKS

1. Visitors needing airside/landside access are to contact AD OPR. Use of AD is permitted in accordance with 'Jandakot Airport Conditions of Access and Use' document, AVBL from the Airport Management Centre or AD OPR website.
2. AD Charges: All ACFT - fees and charges as per Schedule of Charges published on AD OPR website. COR holder is responsible for all charges incurred.
3. AD not AVBL to ACFT ABV 5,700KG MTOW without PPR from AD OPR.
4. ACFT with wingspan greater than 15M requiring parking, needs PPR from AD OPR.
5. No lit itinerant parking AVBL.

HANDLING SERVICES AND FACILITIES

AIR BP: 2300-1100 UTC DLY. Call-out fees apply Christmas Day and AH. H24 AVGAS card bowser (BP Card). Phone 08 9414 1515 (diverts to mobile if not answered).
AH MOB 0455 543 186. VHF 129.9 CS "AIRBP ". AVGAS, JET A1, JET A1+FSII and Phillips Oils. AirBP Sterling and credit cards (V and MC).
VIVA Energy: Bel-Air Refuelling Services 2300-1000 UTC DLY, AH call-out fee will apply.
Phone 08 9310 9999. Mobile 0409 142 039, VHF 121.8, CS "Viva Energy". AVGAS, JET A1, JET Plus, Aviation Oils. VIVA Energy Fuel2Sky and credit cards (V and MC).

General

AD OPR does not provide ACFT marshalling services. All requests for ACFT marshalling should be directed to a Fixed Base Operator.

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AERODROME OBSTACLES

1. Lit TWR 255FT AMSL BRG 279 DEG MAG 1.6NM FM ARP.
2. Unlit PWR pole 241FT AMSL BRG 288 DEG MAG, 1.46NM FM ARP.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT B, METAR/SPECI, AD WRNG
2. AWIS Phone 08 6216 2618 - Report faults to BoM.
3. AWIS FREQ 128.65, 281 AVBL outside TWR HR - Report faults to AD OPR.

PHYSICAL CHARACTERISTICS

06L/24R	056	46a	PCN 11 /F /A /1000 (145PSI) /T	WID 30	RWS 90
06R/24L	056	38a	PCN 7 /F /A /1250 (181PSI) /T	WID 18	RWS 90
12/30	116	49a	PCN 11 /F /A /1000 (145PSI) /T	WID 30	RWS 90

AERODROME AND APPROACH LIGHTING

RWY 06L/24R	MIRL	PAL+AA 123.9		SDBY PWR AVBL
RWY 24R	PAPI(1)	PAL+AA 123.9	3.0 DEG25FT	SDBY PWR AVBL
RWY 12/30	MIRL	PAL+AA 123.9		SDBY PWR AVBL

(1) Activated by PAL outside TWR HR. On request to ATC during TWR HR.

1. RWY edge light spacing: 06L/24R: 60M; 12/30: 60M.
2. PAL AVBL outside TWR HR.

OTHER LIGHTING

ABN FLG 6 W On TWR and PAL outside TWR HR.

1. SDBY PWR switchover time: 15 SEC. Automatic switchover.
2. TWY LGT: Blue edge on TWY B, B1, B2, B3, B4, B5, B6 and K, K1, K2, K3 and K4. Green centreline on APN.

ATS AND AERODROME COMMUNICATION FACILITIES

FIA	PERTH CENTRE		135.25 On Ground (Outside JT TWR HR)
ATIS	JANDAKOT ATIS	(1)	128.65 281
SMC	JANDAKOT GROUND		124.3
TWR	JANDAKOT TOWER		118.1 119.4

(1) ATIS AVBL by phone 08 9476 8755 H24.

1. TWR HR:
   a. JUN-AUG: MON-FRI 2300-1200 UTC. SAT-SUN 0000-1000 UTC.
   b. SEP-MAY: MON-FRI 2300-1300 UTC. SAT-SUN 0000-1000 UTC.

   Phone: 08 9476 8833^ for urgent operational matters.
   Email: jandakot.tower@airservicesaustralia.com for routine matters.
2. Jandakot TWR provides ATS within Class D airspace SFC to 1,500FT during TWR HR.
3. Outside TWR HR, airspace becomes Class G with SIS provided by Perth Centre.

RADIO NAVIGATION AND LANDING AIDS

NDB	JT	281	320609.7S	1155312.2E	Range 30 (HN 30)	(1)

(1) Pilot monitored

LOCAL TRAFFIC REGULATIONS

1. Start approval required for fixed wing aircraft conducting circuit training operations during tower hours.
   a. Contact Jandakot Ground on 124.3 to obtain start approval.
   b. Aircraft that have not taxied within 15 minutes of receiving start approval may lose priority.
2. Aircraft REQ clearance to DEP into Perth CTA/CTR - contact Perth Centre on 135.25 prior to starting engines.
3. Agricultural aircraft calibration test and training are not permitted.
4. Pilots planning survey operations require 24HR prior notification to Jandakot Tower. Survey flights below 7,000FT can expect to incur delays. Where practicable surveys are to be conducted outside notified periods of traffic holding at Perth and Jandakot.
5. Run-up bays not AVBL HN.

FLIGHT PROCEDURES

1. **GENERAL REQUIREMENTS**
   a. All airborne aircraft should display landing light in and around the Jandakot CTR where practicable.
   b. Practice instrument approaches are not available.
   c. Simulated engine failure after take-off in single engine fixed wing aircraft must be conducted over the RWY and recovery initiated prior to the airside boundary. ATC approval required prior to each manoeuvre.
   d. If frequency congestion or failure does not allow aircraft arriving from Class C airspace to obtain frequency transfer instructions from PH ATC, aircraft must contact Jandakot TWR on 118.1 MHz at 3NM Jandakot.

2. CIRCUIT PROCEDURES

2.1. **Circuit altitude**
   a. 1,000FT for fixed wing and rotary wing aircraft (unless specified otherwise).
   b. 800FT for rotary wing aircraft remaining north of RWY 06L/24R.

2.2. **Circuit Directions**
   a. During tower hours

RWY	HJ	HN
06L	Left	Right
06R	Right	Not Available
12	Left	Left
24R	Right	Left
24L	Left	Not Available
30	Left	Left

   b. Outside tower hours: see OUTSIDE TWR HR below.

3. **VFR PROCEDURES**

3.1. **VFR departures HJ**
   a. Departure altitude is 1,000FT (see FREM departure procedure below for exception).
   b. Departure directly into Class C airspace from the JT CTR is not available.
   c. Aircraft departing to the west and northwest:
      (i) RWY 06L and 24R: track from the end of crosswind to Fiona Stanley Hospital then to FREM.
      (ii) RWY 12: extend the downwind leg until clear of base and final traffic, then track via Fiona Stanley Hospital to FREM.
      (iii) RWY 30: turn right from upwind and track via Fiona Stanley Hospital to FREM.
      (iv) After tracking over Fiona Stanley Hospital, climb to reach 1,500FT as soon as practicable.

   Caution - inbound traffic to the S on the Powerhouse to Adventure World track.

   d. Aircraft departing to the south:
      (i) RWY 06L, 24R and 30: depart circuit leg to track YGB, then TOML.
      (ii) RWY 12: depart the CTR by extending the right crosswind leg.
      (iii) As soon as practicable after leaving the Jandakot CTR aircraft should climb to an altitude above 1,500FT, remaining in Class G airspace.
   e. Aircraft departing to the east:
      (i) RWY 06R: track from upwind to SHOP, remaining clear of Perth CTR.
      (ii) RWY 12: track from upwind to SHOP.
      (iii) RWY 24L: track from the end of crosswind to SHOP, remaining clear of FDL.

   Caution – inbound aircraft are on FDL to Jandakot track at 1,500FT.

      (iv) RWY 30: depart via a right circuit. From the end of downwind track to SHOP, remaining clear of Perth CTR and final RWY 30.
      (v) As soon as practicable after leaving the Jandakot CTR aircraft should climb to an altitude above 1,500FT, remaining in Class G airspace.

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3.2. **VFR arrivals HJ**

a. CTR entry altitude is 1,500FT
b. Arriving VFR aircraft should track via and establish two-way communication with Jandakot Tower at BOAT, POWR, OAKF or RUSS.
c. After establishing two-way communication at BOAT or POWR:
   (i) track via and report at ADWD, then
   (ii) join the circuit as directed by Jandakot Tower.
d. After establishing two-way communication at OAKF or RUSS,
   (i) track via and report at FDL, then
   (ii) if the duty RWY is 06L or 24R, overfly the aerodrome between the control tower and the upwind end of the duty RWY, then
   (iii) report overhead the aerodrome if no instruction has been received from Jandakot Tower, then
   (iv) join the circuit as directed by Jandakot Tower.
e. For aircraft arriving from D104 when RWY 06/24 is in use the preferred route is via BOAT and ADWD.
f. For aircraft requesting circuit operations on RWY 06R/24L the preferred route is OAKF to FDL. Expect a circuit joining instruction when reporting at FDL.

3.3. **VFR departures HN**

a. Departure altitude 1,500FT unless higher required for LSALT.
b. Aircraft may plan to track via preferred route.
c. Aircraft requiring clearance in Class C airspace due to LSALT requirements must obtain airways clearance while on the ground at Jandakot by contacting Perth Centre on 135.25 MHz.

3.4. **VFR arrivals HN**

a. CTR entry altitude 1,500FT unless higher required for LSALT.
b. Aircraft arriving from Class G airspace during tower hours must contact Jandakot Tower by 6NM for clearance.
c. Aircraft requiring clearance in Class C airspace due to LSALT requirements must obtain airways clearance by contacting Perth Centre on 135.25 MHz.

3.5. **VFR communication failure**

3.5.1. In the event of a communication failure:

a. Carry out Communication Failure procedures in EMERG.
b. Continue to transmit intentions.
c. Track via an appropriate published VFR arrival route.
d. Enter the CTR at 1,500FT.
e. Proceed to overhead the aerodrome at 1,500FT.
f. Ascertain RWY in use, descend to join the appropriate circuit at 1,000FT (remain clear of the opposite circuit).
g. When parallel RWY are in use the appropriate RWY is 06L/24R.
h. Proceed with normal circuit and landing, maintaining separation from other aircraft.
i. Watch for light signals from the tower.

4. **IFR PROCEDURES**

a. When not on a SID or STAR (including vectoring), aircraft arriving or departing JT via Class C airspace must not exceed 250KT IAS when below 10,000FT AMSL. Advise ATC if a higher speed is operationally required.

Note: Pilots must also comply with Class D airspace speed limits. Cancellation of ATC traffic management speeds does not cancel Class D airspace speed limits.

b. Pilots electing to commence or terminate an IFR flight under the VFR should communicate such intention at the earliest possible time to ensure their arrival or departure is processed efficiently.
c. IFR aircraft planning at or above 9,000FT may be issued STAR clearances.

4.1. **Airborne traffic delays**

a. Estimated airborne traffic delays for arriving IFR aircraft due to terminal area traffic density:
   (i) MON-FRI 0100-0500 UTC: 10 MIN.
   (ii) MON-FRI 0500-0900 UTC: 5 MIN.
   (iii) MON-FRI 0900-1300 UTC: 10 MIN.

Note: Actual holding times may differ from holding estimates. Historical data on actual holding is available from the National Operations Management Centre (phone 1800 020 626^).

5. **HELICOPTER OPERATIONS**

a. Unless otherwise specified, helicopters must comply with fixed wing procedures.
b. Pilots should keep hover time to a minimum whilst operating on aprons.
c. Departing helicopters must advise departure details to Jandakot Ground (124.3 MHz).
d. Pilots must nominate the HLS they wish to use on initial contact with ATC.
e. Unless otherwise specified, circuit legs to or from a HLS must be parallel to the fixed wing circuit.
f. Taxi clearance required to or from the Eastern and Central Pad.
g. For SHOP departure, RWY 06R/24L or the helicopter training area are the preferred departure locations when RWY 06 or 24 is in use.
h. Practice auto-rotative landings are only permitted in marked maintained area within the helicopter training area.

5.1. **Helicopter precinct operations**

a. Take-off or landing directly to or from the helicopter precinct not permitted unless operationally required.
b. Pilots should use the Eastern Pad when arriving or departing from the helicopter precinct.

5.2. **Northern apron operations**

a. Departures:
   (i) If RWY 24R is the duty RWY, track via the apron or Mustang Road then pass between the control tower and taxiway B, or as cleared by ATC.
   (ii) If RWY 12 or 30 is the duty RWY, track via the apron until the northern or southern end of the apron and clear of buildings, then track parallel to the duty RWY. Avoid tracking over the helicopter precinct.
b. Arrivals:
   (i) If RWY 06L is the duty RWY, track between the control tower and taxiway B then via the apron or Mustang Road to the landing site, or as cleared by ATC.
   (ii) If RWY 12 or 30 is the duty RWY, track parallel to the duty RWY remaining clear of buildings and the helicopter precinct, then via the apron to the landing site.

5.3. **Helicopter training area**

a. The helicopter training area is located on the grassed area bound by (but not including) the 06R/24L RWS, taxiway S (east of the 06R/24L RWS) and the airport perimeter road (extended to intersect the 06R/24L RWS near taxiway E).
b. Helicopters must remain 50M or more from the anemometer and windsock.
c. Unless cleared differently by ATC, helicopters operating in the helicopter training area must:
   (i) remain 100M or more from the duty RWY unless conducting operations in ground effect only.
   (ii) remain at or below 200FT AGL unless conducting a circuit.
   (iii) remain clear of taxiway S.
   (iv) hold short of all RWY.
d. Slope landing training may be conducted in the grassed drain adjacent to taxiway S between S2 and S4. Advise ATC when conducting slope training.
e. When RWY 06R/24L is in use, and subject to ATC clearance, training may be conducted over RWY 30 out to perimeter road north of RWY 30. Helicopters must remain north of taxiway K and at or below 200FT AGL.
f. Unnotified personnel and vehicles may be operating on perimeter road.
g. If RWY 06 or 24 is in use, contact Jandakot Tower (119.4 MHz) to obtain clearance to cross RWY 06R/24L. Contact Jandakot Ground (124.3 MHz) other times.

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h. ATC will only pass traffic information about vehicles and other helicopters in the helicopter training area upon first entering the helicopter training area. Pilots are responsible for avoiding the specified traffic during the period of their operations in the helicopter training area.
i. With prior permission from the aerodrome operator and subject to ATC clearance, training may be conducted within the aerodrome boundary in treed areas adjacent to the helicopter training area.
j. Operations outside the aerodrome boundary are not permitted below 500FT AGL except when taking off or landing.
k. Sprinklers operate in the helicopter training area around the aiming point HN.
l. Circuits may be conducted from the training area subject to the following conditions:
(i) Circuits parallel to RWY 24L or RWY 12 are left circuits.
(ii) Circuits parallel to RWY 06R or RWY 30 are right circuits.
(iii) Circuit altitude 800FT AMSL.
(iv) Circuits to be flown inside the corresponding fixed wing circuit. The downwind leg is recommended to be no wider than the aerodrome boundary.
(v) A continuous lookout for helicopter and fixed wing traffic must be maintained.
(vi) Pilots must report BECOMING AIRBORNE to ATC prior to commencing take-off. ATC will not control take-offs or landings, nor provide sequencing instructions.
(vii) Circuits beginning or terminating outside the helicopter training area are subject to ATC approval will be controlled. A take-off or landing clearance in the helicopter training area will be required.

6. LOW VISIBILITY OPERATIONS

a. Low Visibility Operations not available.

7. OUTSIDE TWR HR

a. RWY 06R/24L not available.
b. Listening watch must be maintained on CTAF whilst taxiing.
c. Class C airspace above 1,500FT remains active.
d. During HJ standard Class D departure and arrival tracking points should be used.
e. Aircraft planning to enter Perth CTR/CTA must obtain SSR code and ATC frequency from Perth Centre (135.25 MHz) on the ground.
f. Helicopters must land or take-off from a RWY or HLS.

7.1. **Circuit procedures outside TWR HR**

a. Aircraft conducting circuit training outside TWR HR should broadcast intentions on downwind.
b. Circuit directions:
(i) RWY 06L – right hand circuit.
(ii) RWY 12, 24R and 30 – left hand circuit.
c. Recommended fixed wing circuit altitude is 1,000FT.
d. Maximum of 5 aircraft may conduct circuit training.

CTAF - AFRU 118.1

Outside TWR HR.

NOISE ABATEMENT PROCEDURES

1. Preferred runways during tower hours:
a. RWY 06R/24L is preferred for circuit training and departures via SHOP.
b. RWY 06L/24R is preferred for arrivals and other departures.
c. ATC will consider nominating an alternative RWY when the crosswind exceeds 12KT HJ, 10KT HN or when there is tailwind.
2. Circuit training operations are only permitted:
a. MON-FRI 2300-1430 UTC (0700-2230 Local).
b. SAT-SUN 0000-1000 UTC (0800-1800 Local).
3. Fly Neighbourly flight procedures:
a. Repetitive formation circuits not permitted.
b. Repetitive low-level circuits not permitted on RWY 06L/24R.
c. Circuit size should be as compact as practicable.
d. Heavy/twin engine ACFT to conduct full length TKOF where possible.
e. Adopt rate of climb/descent which minimises noise over residential areas.

f. Operate not BLW 1,000FT AGL over residential areas outside circuit area.
g. Reduce engine RPM as soon as possible.
h. Perform aerobatics at least 600M laterally off the coastline or away FM residential areas when over land.

ADDITIONAL INFORMATION

1. Wake Turbulence Hazard
   a. Wake turbulence may be encountered in the Jandakot control zone (mainly in the northeast quadrant), due to aircraft over flying in Class C airspace. Delays may occur due super wake turbulence category aircraft operating above or near the Jandakot control zone.
2. Bird hazard exists as follows:
   a. Cockatoo and corella flocks overfly AD DRG spring.
   b. Crows and magpies in grassed areas across AD, most prevalent DRG winter and spring.
   c. Swallow flocks across AD all year.
   d. Ibis flocks overfly AD DRG winter and spring.
   e. Birds of prey (e.g. eagles, kites, kestrels) may hover at altitude.
   f. NOTAMS will be issued for other short term/seasonal hazards.

CHARTS RELATED TO THE AERODROME

1. WAC 3462.
2. Also refer to AIP Departure and Approach Procedures.

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