Australian Government
Civil Aviation Safety Authority

Jandakot

Visual PILOT GUIDE

FIXED WING

ISSUED JUNE 2005

JANDAKOT VISUAL PILOT GUIDE

The Jandakot Visual Pilot Guide (VPG) is an aid for pilots to use when flying into, out of and around Jandakot Aerodrome. It is an aid for both planning and conducting your flight.

This guide was developed with the assistance of operators based at Jandakot aerodrome.

Updates for the VPG are available on the CASA website – **www.casa.gov.au** – or from CASA Aviation Safety Promotion on phone 131 757.

For comments and suggestions on improving this aid contact:

CASA Aviation Safety Promotion

Telephone 131 757
Facsimile 02 6217 1950

This guide must be used in conjunction with current operational charts, documents and NOTAM. Contains information valid June 2005.

Australian Government
Civil Aviation Safety Authority

FEEDBACK FORM

We welcome your feedback on this edition of the Jandakot Pilot Guide.

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GPO Box 2005
Canberra ACT 2601

Type		Registration	
Best rate-of-climb speed			kt
Best angle-of-climb speed			kt
Normal climb speed			kt
Best glide speed – Heavy			kt
Best glide speed – Medium			kt
Best glide speed – Light			kt
Stall speed – 0° Flap			kt
Stall speed – Full flap			kt
Short-field take-off speed			kt
Short-field approach speed			kt
Flapless approach speed			kt
Normal approach speed			kt
Maximum gear extension speed			kt
Vfe (flap extension speed)			kt
Fuel capacity (usable)			litres
Fuel flow (65% power)			litres/hr
Fuel flow (75% power)			litres/hr
Empty weight			kg
Maximum take-off weight			kg
Maximum landing weight			kg
Maximum baggage weight			kg

Are you safe to fly?

I	llness	*Are you physically well?*
M	edication	*Are you free from the effects of drugs?*
S	tress	*Are you free from significant stress?*
A	lcohol	*Are you free from the effects of alcohol?*
F	atigue	*Are you adequately rested?*
E	ating	*Have you eaten properly to work effectively?*

Don't fly if you are not safe!

PRE-FLIGHT CHECK

CURRENT

Medical current?
- NO → Do not fly solo.
- YES ↓

Flight review current?
- NO → Complete before flying in command.
- YES ↓

Three or more take-offs and landings in the past 90 days?
- NO → Do not carry passengers. (CAR 5.82.)
- YES ↓

Maps and charts current?
- NO → Obtain before flight planning.
- YES ↓

Weather forecast and NOTAM
- NO → Obtain forecast
  - Website www.airservicesaustralia.com
  - Briefing 1800 805 150
  - PC Access 0198 304 767
  - Direct dial
  - Helpdesk 1800 801 960
  - THEN ↓
- YES ↓

FLIGHT PLAN

- Choose suitable route and complete calculations.

  e.g. heading, groundspeed, ETI, etc...
  (Refer to back section of Airservices Australia Flight Notification Form.)

  Check CTA and restricted area boundaries.

- Appropriate height.
- Flight fuel.
- Last light.
- Weight and balance calculations.
- Take-off and landing performance.
- Survival equipment.

YES ↓

YES

SARTIME flight
or flight into CTA

NO

Leave flight note with
a responsible person

YES

SUBMIT FLIGHT NOTIFICATION FORM:

Fax	1800 805 150
Briefing	1800 805 150
PC Access	0198 304 767 Direct Dial
Helpdesk	1800 801 960

Radio to ATS on appropriate frequency

THEN

YES

CHECK AIRCRAFT AND PERSONAL DOCUMENTS

Are you carrying

- Pilot's licence.
- Medical.

YES

- Aircraft flight manual and approved checklist.
- Aircraft maintenance release.

YES

Plan for contingencies

- Deteriorating weather.
- Radio failure.
- Diversions.
- Departure procedures (For example, "Clearance not available, remain OCTA").

YES

AIRCRAFT PRE-FLIGHT INSPECTION

- Check sufficient hours remaining.
- Check for unserviceabilities.
- Daily inspection or pre-flight inspection as per pilot's operating handbook or company operations manual.
- Check for required maintenance.
- Maintenance release signed.
- FUEL: Check for correct grade, quantity, and contamination.
- OIL: Check quantity.

TIME IN YOUR TANKS

PRE-FLIGHT PLANNING

- Determine total fuel capacity and usable fuel (refer Aircraft Flight Manual).
- Determine fuel consumption rates (refer Pilot's Operating Handbook).
- Familiarise yourself with the aircraft's fuel systems.
- Check fuel availability en route (note suppliers and operating hours).
- Plan to arrive with all fuel reserves intact: *Never plan to use fixed or variable reserve fuel.*
- Weight versus fuel. Keep in mind that you may not be able to carry full tanks.
- Check weather to determine holding and/or alternate fuel requirements.

PRE-FLIGHT INSPECTION

- Try to refuel on level ground to avoid inaccurate fuel measurements and unwanted fuel transfer.
- Dip each tank to check the amount of fuel. If a tank cannot be dipped, fill at least one tank (weight permitting) so there is a known fuel quantity.
- Cross-check fuel amounts by at least two separate methods. Use the lowest figure if they vary by more than 3% (mandatory for aircraft with MTOW in excess of 5700kg).
- Ensure drains and vents are working properly.
- If using Avgas, rock the aircraft to move trapped water over the drain point before carrying out a fuel drain (refer aircraft manufacturer's recommendations).
- Check for contaminants, particularly water; and correct fuel type.
- Ensure the fuel filler cap is secure and sealed.
- **Ensure all test fuel is disposed into fuel bins supplied at Jandakot and no product is discarded onto the ground.**

INFLIGHT FUEL MANAGEMENT

- At regular intervals (at least every 30 minutes and at turning points) compare fuel remaining from gauges with planned figures and monitor tank selection. Caution: Gauge readings as per aircraft's fuel calibration card.
- Use planned power settings and correct mixture leaning technique.

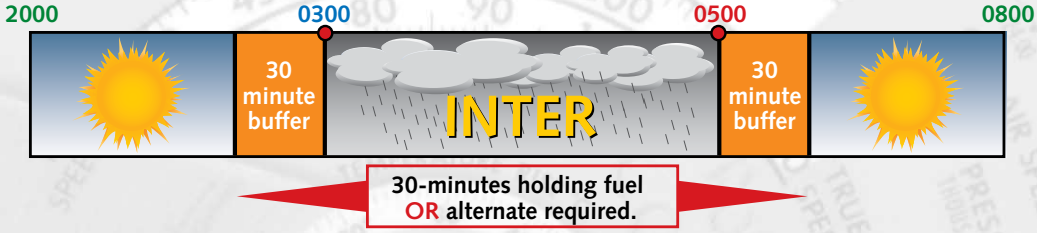
POST-FLIGHT FUEL MANAGEMENT

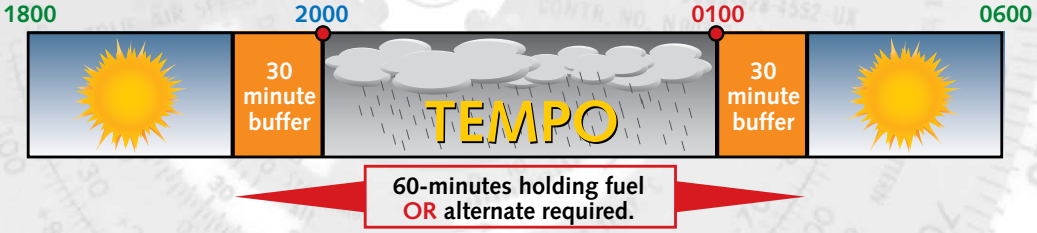
- Compare usage figures with planned figures when next refuelling.

Alternate due to weather summary (VFR) – refer AIP ENR 1.1, paragraph 69

1. **Cloud:** More than SCT (3 to 4 OKTAS) below ceiling of 1,500FT; or
2. **Visibility:** Less than 8km or forecast probability of fog, mist, dust, etc; or
3. **Wind:** Crosswind or downwind more than aircraft maximum. (Wind gusts must be considered.); or
4. **Thunderstorms or severe turbulence:** Forecast or probability.

TAF YGEL 011835Z 2008 09010KT CAVOK
INTER 0305 16015KT 6000 SHRA BKN005 SCT030
FM05 16010KT CAVOK
T 15 19 24 20 Q 1008 1007 1005 1007

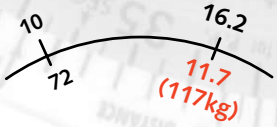




AVGAS FUEL CONVERSIONS (Conversions are approximate.)

Litres	÷ 0.72	x 0.72	Kilograms
US gallons	÷ 3.8	x 3.8	Litres
US gallons	÷ 2.72	x 2.72	Kilograms

162L AVGAS = 117kg



Example: Conversion from litres to kg using navigation computer.

Scenario - Cessna 172RG

Category:	**PVT**		
From:	**Geraldton (YGEL)**		
To:	**Jandakot (YPJT)**	ETA **0500**	
Distance:	**208NM**	Wind:	**Nil**
Climb:	**90 KIAS**	Cruise:	**130 KTAS**
Fuel Capacity	**235 litres**		

Cessna 172RG typical fuel flow:

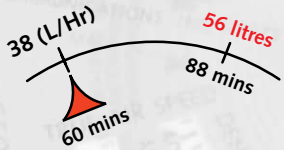
Climb:	**11 min/10 litres/18nm**
Cruise:	**38 litres/hr**
Holding:	**28 litres/hr**

Use figures from your aeroplane's Pilot's Operating Handbook

1 CLIMB

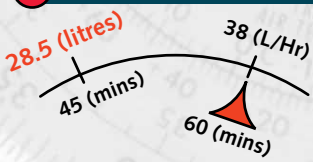
Fuel burn calculated using "Time, Fuel and Distance to Climb" chart in Pilot's Operating Handbook.

2 CRUISE

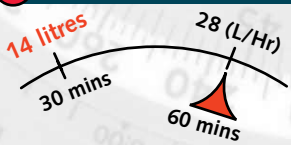


3 VARIABLE RESERVE

4 FIXED RESERVE



5 HOLDING



6 TAXI

NOTE: Allow appropriate fuel for taxiing. (Time calculation not applicable.)

	FUEL CALC.	Min	L/Kg/...
1	Climb	11	10
2	Cruise	88	56
	Alternate	–	–
	SUB TOTAL	99	66
3	Variable reserve	15	10
4	Fixed reserve	45	29
5	Holding	30	14
6	Taxi	–	10
	Fuel required	189	129
	Margin	167	106
	ENDURANCE	356	235
	FROM	YGEL	

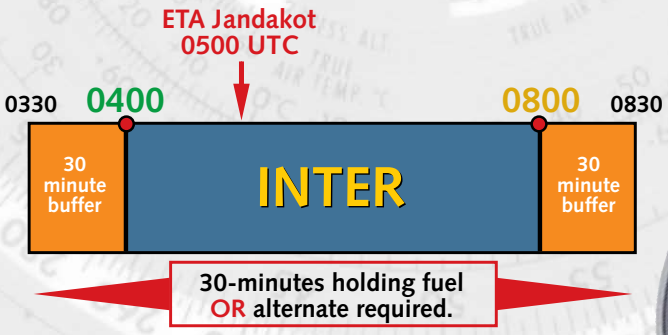
FUEL RESERVE RECOMMENDATIONS – REFER CAAP 234-1(0)

Type	Category	Flight	Variable Reserve	Fixed Reserve
PISTON	Private	IFR & VFR	not mandatory	45 minutes
	Charter RPT	IFR & VFR	15%	45 minutes
TURBINE	Private	IFR & VFR	not mandatory	30 minutes
	Charter RPT	IFR & VFR	10%	30 minutes
HELICOPTER	Private & Aerial Work	VFR	not mandatory	20 minutes
	Public Transport & Charter	IFR	15%	30 minutes

NOTE: Good airmanship dictates a higher margin than these recommended minima.

HOLDING FUEL

TAF YPJT 021830Z 2008 35010KT CAVOK
FM04 30015KT OVC100
INTER 0408 30020G40KT 3000 +TSRA BKN010 SCT040CB
T 23 24 28 33 Q 1012 1013 1014 1009



GPS should not be used as a sole means of navigation

- Ensure GPS plan has been cross-checked against written plan.
- GPS is **not** a substitute for thorough flight planning.
- Become familiar with the operation of your GPS unit before the flight.
- Use **caution** with the GO TO function. Check for CTA and Restricted areas.
- Always apply common-sense checks to GPS information. For example: Where should the sun be relative to your position? Should the coast be on your left or right?

GPS LATITUDE AND LONGITUDE

ADVENTURE WORLD (ADWD)	S32	06.2	E115	49.0
ALKIMOS WRECK (AKW)	S31	36.5	E115	39.0
ARMADALE (ARE)	S32	08.6	E116	00.8
BURNS BEACH (BUB)	S31	43.7	E115	43.0
CANNING DAM (CDM)	S32	09.3	E116	07.5
CLACKLINE NDB (CKL)	S31	41.0	E116	33.7
COTTESLOE (CTE)	S31	59.5	E115	45.0
FORRESTDALE LAKE (FDL)	S32	09.6	E115	55.8
FREMANTLE (FRE)	S32	03.5	E115	44.5
FREMANTLE GOLF COURSE (FREM)	S32	03.3	E115	46.4
HELENA RIVER RESERVOIR (HRR)	S32	00.1	E116	13.6
JANDAKOT AERODROME (YPJT)	S32	05.8	E115	52.9
LAKE THOMSON (LTOM)	S32	09.1	E115	50.1
MOUNT DALE (MUE)	S32	07.6	E116	17.8
MULLALOO POINT (MUP)	S31	48.5	E115	43.5
MURRAYFIELD AERODROME (YMUL)	S32	30.5	E115	50.5
OBSERVATION CITY (OBC)	S31	53.7	E115	45.3
PEARCE AERODROME (YPEA)	S31	40.1	E116	00.9
PERTH VOR/DME (PH)	S31	56.7	E115	57.6
POWERHOUSE (POWR)	S32	05.7	E115	45.4
ROLEYSTONE (RLY)	S32	07.0	E116	04.5
ROTTNEST ISLAND AERODROME (YRTI)	S32	00.4	E115	32.4
SAWYERS VALLEY (SWY)	S31	54.3	E116	12.3
SERPENTINE AERODROME (YSEN)	S32	23.7	E115	52.3
SHIPYARD (SHIP)	S32	09.0	E115	45.9
SIX SOUTH (SIXS)	S32	10.1	E115	56.0
TWO ROCKS (TOS)	S31	29.5	E115	35.0
UPPER SWAN (USW)	S31	46.3	E116	01.0
YANGEBUP LAKE (YGB)	S32	07.2	E115	50.0

Flying blind...

Procedures, regulations and airspace boundaries change regularly. Some may have changed since this guide was published.

So, if this guide is your sole source of information, you're flying blind.

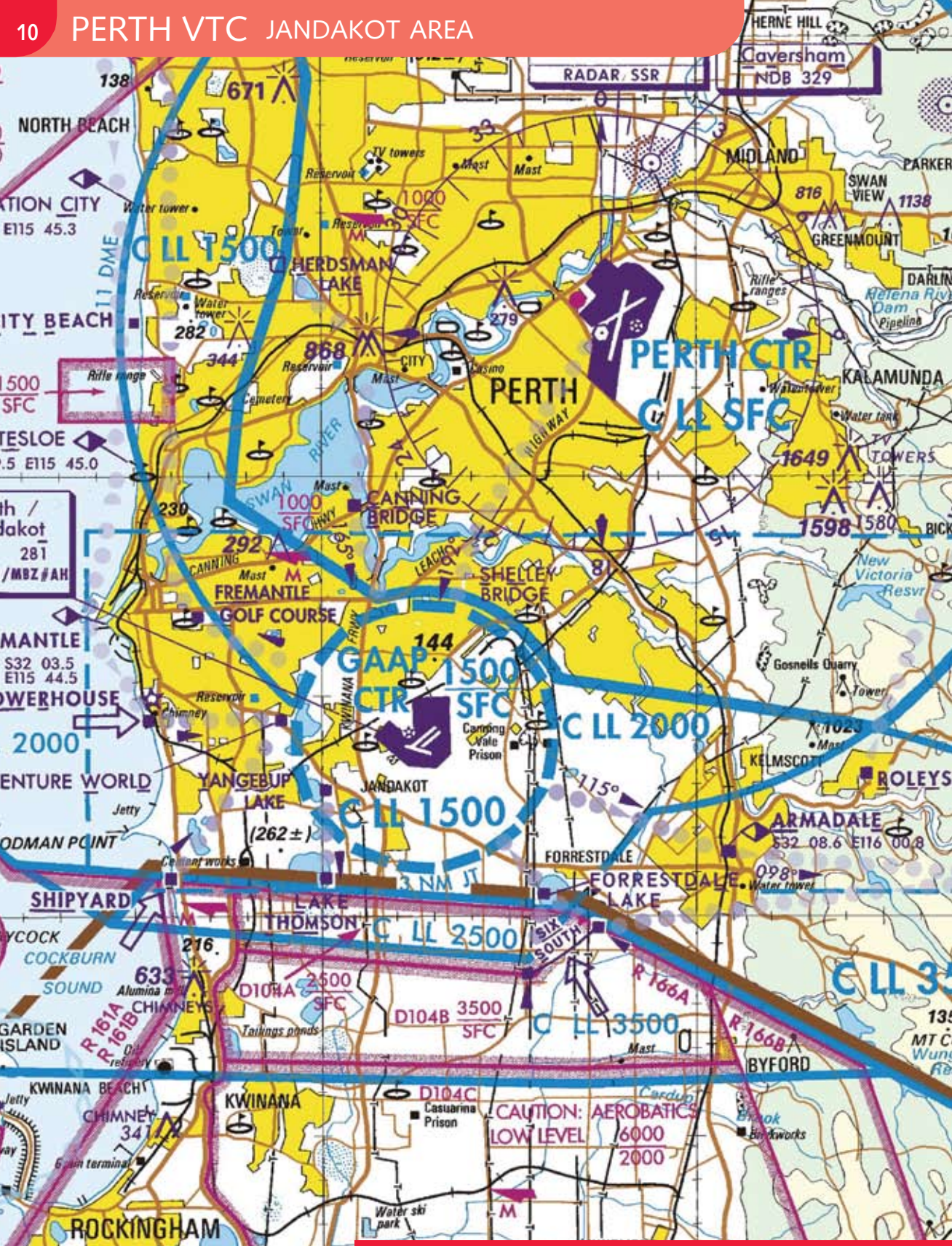
Always use current operational charts and documents, including:

- Aeronautical Information Publication (AIP) or Australian Airway Manual.
- En route Supplement Australia (ERSA) or Australian Airway Manual.
- Perth Visual Terminal Chart (VTC).
- NOTAM.

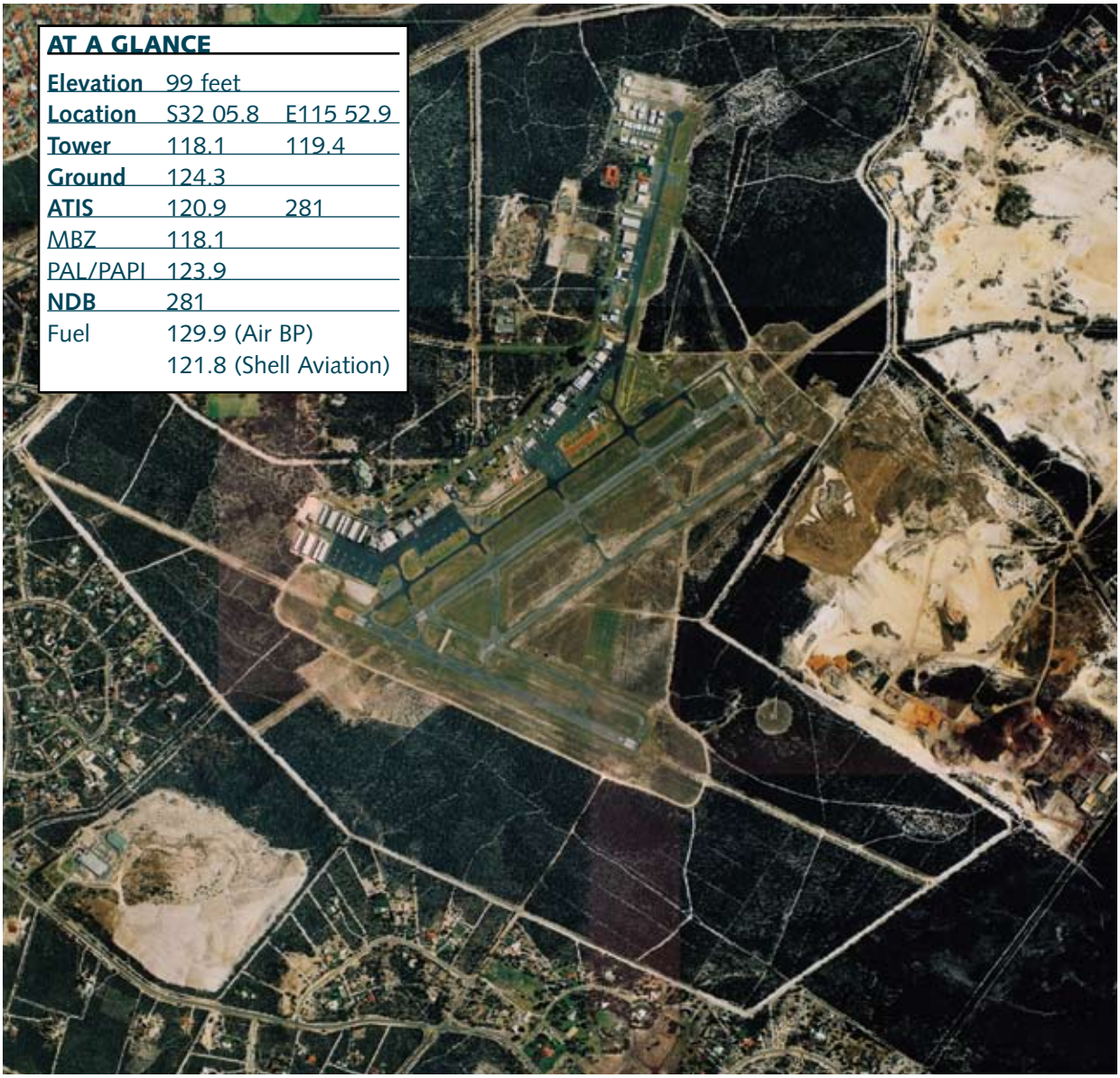
To order AIP, ERSA and VTC contact the Airservices Publications Centre on 1300 306 630.

To order the Australian Airway Manual contact Jeppesen on (02) 6120 2999.

Updates of this guide can be downloaded at CASA's new aviation safety website www.casa.gov.au



Effective 9 June 2005. Map section reproduced as a guide only. It should not be used for navigation purposes. **Always use current, approved charts.** (Reprinted courtesy Airservices Australia.)



AT A GLANCE

Elevation	99 feet	
Location	S32 05.8	E115 52.9
Tower	118.1	119.4
Ground	124.3	
ATIS	120.9	281
MBZ	118.1	
PAL/PAPI	123.9	
NDB	281	
Fuel	129.9 (Air BP)	
	121.8 (Shell Aviation)	

JANDAKOT AIRPORT

Jandakot Airport is located approximately 18 kilometres south of Perth city centre.
The airport's runways are: 06L/24R (1332m), 06R/24L (1150m) and 12/30 (990m).

Pilot activated lighting is available on 06L/24R and 12/30 outside Tower hours. PAPI is available on 24R (all hours), and is activated by PAL. The sole navigation aid available at Jandakot is an NDB.

Due to the close proximity of residential areas, pilots are encouraged to observe the "fly neighbourly" guidelines (page 17) to minimise the impact of aircraft noise.

Airport operator: Jandakot Airport Holdings
Address: Jandakot Airport, Jandakot WA 6164
Telephone: 08 9414 9400
Fax: 08 9417 3777

JANDAKOT GAAP OPERATIONS

(For more detailed information, refer to AIP ENR 1.1 and ERSA)

GENERAL

Jandakot is a GAAP (General Aviation Aerodrome Procedures) airport. GAAP airports cater for high-density traffic operations in Visual Meteorological Conditions (VMC).

You must not enter the Jandakot Control Zone (CTR) when it is active until you receive a circuit entry or zone transit instruction.

Jandakot Tower will usually give you a circuit joining instruction at Adventure World or Forrestdale Lake.

If you are unsure of the procedures used at Jandakot you should advise Jandakot Tower on first contact using the phrase, "Unfamiliar with Jandakot".

Jandakot has parallel runways and, by day, simultaneous contra-circuits may be conducted using separate tower frequencies. Operations are regulated independently in each circuit, and approval from Jandakot Tower is required to enter the opposite circuit airspace.

Where operations are confined to a single runway, ATC will specify the circuit direction.

JANDAKOT CONTROL ZONE (CTR) DIMENSIONS

The Jandakot Control Zone encompasses the airspace within a 3NM radius of Jandakot Airport up to 1,500FT.

CAUTION: Class C airspace adjoins the CTR along the northern boundary of the CTR and above 1,500FT.

JANDAKOT GAAP OPERATING HOURS

Jandakot Tower is active at the following times:

SEPTEMBER TO MAY

Monday to Friday	8am to 9pm AWST
Weekends	8am to 6pm AWST

JUNE TO AUGUST

Monday to Friday	8am to 8pm AWST
Weekends	8am to 6pm AWST

Closed Christmas Day.

Outside these hours Jandakot becomes a Mandatory Broadcast Zone (MBZ) within the control zone (CTR) limits. (For Jandakot MBZ procedures go to page 18.)

Check NOTAM and ATIS to confirm operating hours.

READ BACK REQUIREMENTS

As in any Air Traffic Control (ATC) environment, certain items of a clearance or instruction must be read back. Those items applicable to Jandakot are:

1. An ATC route clearance in its entirety;
2. Any holding point specified in a taxi clearance;
3. Any clearances or instructions to hold short of, enter, land, take-off, or backtrack on any runway;
4. Assigned runway, altimeter setting directed to a specific aircraft, SSR codes, radio and radio navigation aid frequency instructions; and
5. Level instructions, direction of turn, heading and speed restrictions.

PROVISION OF SEPARATION

In VMC, you are primarily responsible for ensuring separation from other aircraft. Air Traffic Control (ATC) controls runway operations with landing and take-off clearances and facilitates a high movement rate by providing traffic information and/or sequence instructions.

STATUS OF OPERATIONS

To aid in the provision of separation ATC will determine the status of operations in the GAAP CTR as follows:

1. Unrestricted VFR Operations: There are no weather-related restrictions to aircraft operations;
2. Restricted VFR Operations: ATC may apply weather-related restrictions to VFR operations to facilitate the movement and separation of IFR aircraft. ATC will then broadcast on the ATIS, "Restricted VFR Operations". The actual restriction imposed may be specified individually to aircraft, although general restrictions may be notified on the ATIS (eg. "Start approval required").

PILOT RESPONSIBILITIES

When operating in the Jandakot CTR, you must:

1. Sight, and maintain separation from, other aircraft;
2. Comply with ATC instructions while ensuring that you maintain separation from other aircraft;
3. Immediately advise ATC if you are unable to comply with a control instruction; and
4. Advise ATC if unable to sight, or if you lose sight of, other aircraft notified as traffic.

ATC RESPONSIBILITIES

When you operate in the Jandakot CTR Air Traffic Control (ATC) will:

1. Apply runway separation standards;
2. Issue instructions and/or traffic information to regulate traffic;
3. Provide relevant traffic information to regulate traffic;
4. Where practical, maintain surveillance of aircraft activity within the CTR and on the aerodrome.

TRAFFIC INFORMATION

You will be given traffic information by ATC when:

1. You are required to give way to, follow, or otherwise adjust your aircraft's flight path relative to that flown by another aircraft; or,
2. The relative positions of aircraft cannot be established, and a collision or near miss may be likely unless one or both aircraft adjust their respective flight paths. In this case an alerting service will be prefixed by the cautionary word "Alert".

(The provision of traffic information does not absolve you from keeping a good look-out and manoeuvring as required to avoid other traffic.)

CLEARANCES

You must receive a clearance before operating in the Jandakot CTR. A clearance to take-off, or instructions for circuit entry or transit constitute this clearance. Individual clearances are required for:

1. Take-off and landing;
2. Taxiing across active runways;

Note: An instruction to, "Hold Short of Runway [number] left (or right)," requires you to hold at a marked holding point or to hold short of the runway strip (For more information go to "Circuit Operations" on page 16).

3. Turns in a direction contrary to the circuit for a particular runway;

Note: An ATC circuit entry instruction constitutes a clearance for a contrary turn if that is required to comply with the instruction.

4. Circuits at a height other than 1,000FT;
5. Operations on routes or at altitudes different from those published in ERSA.

SPECIAL VFR CLEARANCE

You must not conduct a VFR flight in the Jandakot CTR when VMC do not exist. However, at your request, ATC may authorise a flight in the CTR in less than VMC for the purpose of entering or leaving the CTR. In this case you would be issued with a Special VFR clearance (AIP ENR 1.1-46 and AIP ENR 1.2-1). A Special VFR Clearance is only applicable within the CTR. It does not apply to circuit operations.

When operating under a Special VFR clearance, pilots are responsible for ensuring that:

1. The flight is conducted clear of cloud;
2. Visibility is not less than 3,000 metres; and
3. The flight is conducted in accordance with CAR 157 with regard to low flying. (AIP ENR 1.2-1.)

AERODROME INFORMATION (ATIS)

Automatic Terminal Information Service (ATIS) is broadcast on120.9Mhz, and on the NDB frequency (281kHz). ATIS can also be obtained by phone on 08 9476 8755.

When ATIS is not available, terminal information will be provided by ATC. This will include runway-in-use information, traffic patterns and QNH. Landing information may be requested with the inbound report.

When the CTR is deactivated and MBZ procedures are in use, the ATIS will broadcast information ZULU. Aerodrome Weather Information Broadcast (AWIB) is available on the ATIS frequencies outside Tower hours.

DEPARTURES

DEPARTURE ALTITUDE (DAY)

If departing via Fremantle Golf Course you must track via Murdoch University open space to remain clear of inbound traffic arriving from Adventure World:

Depart at 1,000FT.

Commence a climb to 1,500FT when:

1. Clear of traffic; and
2. Established over the Murdoch University open space.

You should reach 1,500FT by the Western boundary of the University.

If departing via Armadale or Yangebup Lake:

Depart at 1,000FT.

Climb to an altitude above 1,500FT as soon as practical after leaving Jandakot CTR and entering Class G airspace.

DEPARTURE ROUTES (DAY)

Depart Jandakot CTR into Class G airspace via one of the standard departure routes (as depicted on the Perth VTC and in this guide.)

Departure to the east:

Track via Armadale.

NOTE: Aircraft departing via Armadale must ensure they remain clear of Perth CTR immediately to the north of the standard departure track.

DEPARTURE ROUTES (DAY) - CONTINUED

Departure to the south-east or south-west:
Track via Yangebup Lake then Lake Thomson.

NOTE: **When Runway 12 is the duty runway**, depart the CTR by extending the right crosswind leg of the circuit and then track clear of Forrestdale Lake and the associated standard inbound route.

Departure to the west or north-west
Track via Murdoch University open space to Fremantle Golf Course.

NOTE: **When Runway 12 is the duty runway** depart the CTR by extending the downwind leg of the circuit until clear of circuit traffic on base and final, then track via Murdoch University open space to Fremantle Golf Course.

DEPARTURES (NIGHT)

At night ensure you depart at or above lowest safe altitude (LSALT). An airways clearance will be required from Perth Airways Clearance Delivery (ACD) on 132.95 before taxiing. (See below.)

By night VFR aircraft requiring clearance to depart into Perth CTA/CTR must flight plan via Armadale, or Fremantle.

For departures to the south you may plan to track via a preferred route (ie, not necessarily via Yangebup Lake).

DEPARTURES TO PERTH CTA/CTR

In VMC, by day, you are required to depart Jandakot CTR into Class G airspace. If you wish to enter Perth CTA/CTR after leaving Jandakot CTR you should:

1. Lodge Flight Notification details before your flight.
2. Before taxiing contact Perth Airways Clearance Delivery on 132.95MHz to request transponder code and frequency.
3. When READY for take-off activate your transponder with the allocated discrete code selected. (Ensure that your transponder is switched to ALT [Mode C].)
4. Depart Jandakot CTR following normal GAAP procedures. Remain outside controlled airspace until issued with an airways clearance.

You should lodge **Flight Notification** details prior to your flight. If you have not lodged Flight Notification details you may be subject to a clearance delay or denial.

When prior Flight Details have not been lodged the following information must be provided to Airways Clearance Delivery:

1. Aircraft callsign and "Flight details for departure". Wait for a response from ATC; then
2. Aircraft type,
3. First intended landing point,
4. Route, and
5. Level.

ARRIVALS

ARRIVAL ALTITUDE (DAY)

Inbound, overfly and join upwind altitude is 1,500FT (on Jandakot QNH) unless otherwise instructed.

CAUTION: Perth CTA is directly above Jandakot CTR. Do not operate above 1,500FT.

ARRIVAL ROUTES (DAY)

Arriving aircraft shall track via the standard routes (as depicted on the Perth VTC and in this guide), and must report at one of the following approach points:

Powerhouse, Shipyard, or Six South.

Aircraft must also report their callsign and position at Adventure World or Forrestdale Lake at which stage a circuit entry or transit instruction will be advised.

A circuit entry or transit instruction must be received prior to entering the CTR (when Jandakot Tower is operating).

Arrivals from the north-west or west
Track west of the coast via Powerhouse (commence turn on passing west abeam the strobe marker) to Adventure World.

Arrivals from the south-west
Track via Shipyard to Adventure World.

Arrivals from south or south-east
Track via Six South to Forrestdale Lake.

Arrivals from D103 when Runway 06/24 is in use:

1. The preferred route is via Shipyard to Adventure World.
2. If **circuit training** operations are required on Runway 06R/24L the preferred route is **Six South to Forrestdale Lake**.

ARRIVALS (NIGHT)

At night ensure you arrive at or above lowest safe altitude (LSALT). Arriving aircraft proceeding initially outside controlled airspace (OCTA) to Jandakot but requiring a clearance to enter CTA overlying Jandakot CTR, shall obtain an airways clearance from Perth Airways Clearance Delivery (ACD) 132.95 when 15NM from Jandakot.

Enter Jandakot CTR in accordance with your airways clearance.

Contact Jandakot Tower on 118.1 when instructed to do so by Perth Approach, then enter the zone and circuit as instructed.

If you are flying via a non-standard route (ie, not via Powerhouse, Shipyard or Six South) you must contact Jandakot Tower when 6NM from Jandakot Airport with your inbound call. This should include your callsign, aircraft type, position, altitude, ATIS identifier, and intentions (eg, "inbound").

Overfly and join upwind altitude is 1,500FT (on Jandakot QNH) unless otherwise instructed.

Note: If frequency congestion or radio failure prevents you from obtaining frequency transfer instructions AND you have been assigned 1,700FT, you should contact Jandakot Tower on 118.1 when 3NM from Jandakot.

ARRIVALS FROM PERTH CTA/CTR (DAY)

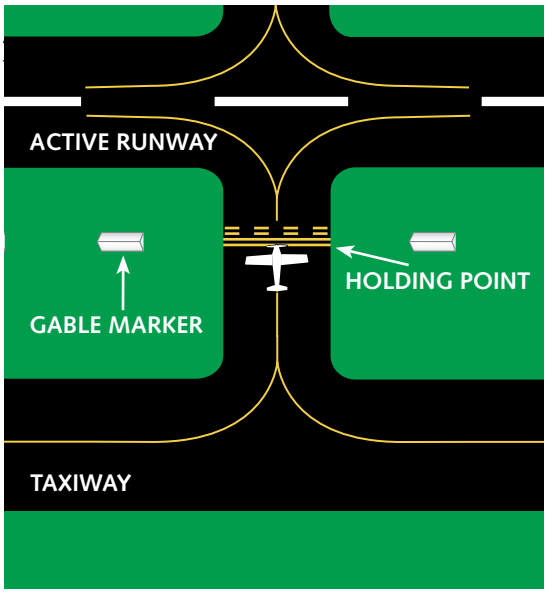
Aircraft departing or overflying Perth CTA/CTR to Jandakot can expect a clearance to track to a position in Class G airspace. Once established in G airspace aircraft should enter the CTR via a GAAP approach point.

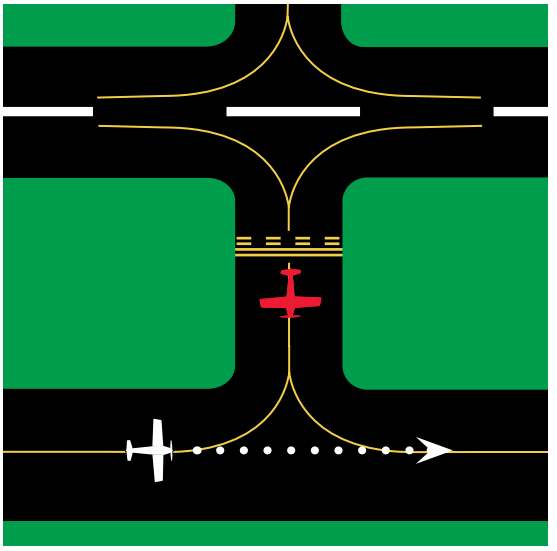
TAXIING AFTER LANDING

After landing you must vacate the runway as soon as possible. After vacating the runway, you must not cross or taxi along an active runway unless you obtain a clearance to do so.

Contact Jandakot Ground (124.3 MHz) immediately after vacating the landing runway.

An instruction to hold short of a runway (eg "Hold short of Runway 24R") requires that you hold at a marked holding point or hold short of the runway flight strip. (See illustration below.)





CIRCUIT OPERATIONS

The circuit altitude is 1,000FT on Jandakot QNH, unless otherwise instructed by Air Traffic Control (ATC) or notified on the ATIS.

You must **report downwind** when starting the downwind leg, and advise your callsign, "downwind" and intentions (i.e. full stop or touch-and-go).

If **frequency congestion** prevents the call being made in this position, you must report mid-downwind or late-downwind, as appropriate.

If you wish to conduct **non-standard circuit operations** (for example, glide approaches, flapless approaches, or simulated engine failures in single or multi-engine aircraft) you must advise the Tower with the downwind report. This advice will also alert other circuit traffic.

When appropriate, ATC will issue a **sequencing instruction**. In sequencing aircraft ATC will indicate the position of the preceding aircraft by reference to a leg of the circuit or as a clock bearing, and describe it either as a specific type or in general terms (eg, Cessna or Twin).

ATC may issue a **sequence number**. Sequence numbers specify the landing sequence position of an aircraft with respect to any preceding traffic.

The instruction "follow" requires you to sight the preceding aircraft, and regulate circuit speed and approach path to achieve longitudinal separation. If the preceding aircraft cannot be sighted and identified, you must advise ATC.

A **landing clearance** does not diminish your responsibility to maintain sufficient separation from the preceding aircraft during landing.

Note: An aircraft can be cleared to land while a preceding aircraft is still on the runway provided ATC is satisfied that no collision risk exists.

Where ATC instructs an aircraft to **go around**, or a **missed approach** is initiated, you must:

1. Commence climb to 1,000FT;
2. Position the aircraft on the **active** side and parallel to the runway you are using, while maintaining separation from other aircraft; and
3. Follow ATC instructions or re-enter the circuit from upwind.

ATC will advise when wake turbulence may be a hazard.

CIRCUIT DIRECTION

Unless otherwise notified the following circuit directions will be in use at Jandakot during GAAP hours of operation:

RUNWAY	CIRCUIT DIRECTION	
	Day	Night
Runway 06L	left circuit	right circuit
Runway 06R	right circuit	not available
Runway 24L	left circuit	not available
Runway 24R	right circuit	left circuit
Runway 12	left circuit	left circuit
Runway 30	left circuit	left circuit

SELECTION OF DUTY RUNWAY

Jandakot Tower will select the duty runway on the basis of prevailing wind, with preference to 06/24 up to a cross-wind maximum of 12 knots by day and 10 knots by night.

Runway 06L/24R is the preferred runway for arrivals and departures.

Runway 06R/24L is the preferred runway for circuit training and departures via Armadale in Class G airspace.

CIRCUIT TRAINING OPERATIONS

Circuit training is only permitted at the following times:

Monday to Saturday	6am to 10.30pm AWST
Sunday	8am to 6pm AWST

A start clearance may be required. This will be notified on ATIS.

Repetitive formation circuits are not permitted.

Repetitive low-level circuits are not permitted on Runway 06L/24R.

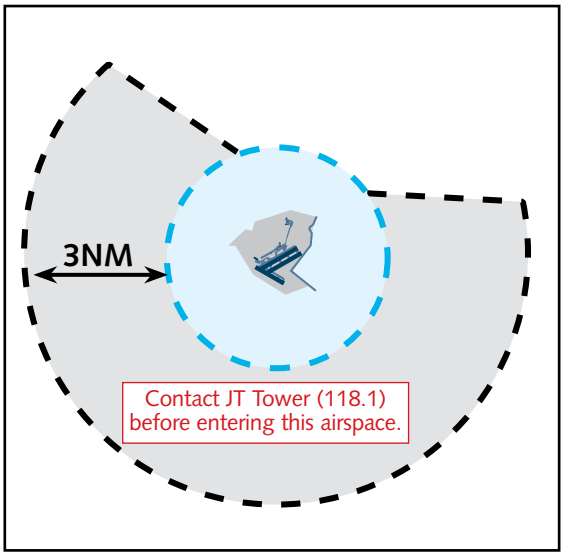
TRANSIT OF JANDAKOT CTR

If you intend to transit Jandakot CTR without landing, contact the Tower at one of the GAAP approach points (Powerhouse, Shipyard or Six South) and advise them of your intentions, then proceed as directed by ATC. Transit altitude is 1,500FT unless otherwise notified.

FLIGHT IN PROXIMITY

If your aircraft will track within 3NM of the Jandakot Control Zone boundary (approximately 6NM from Jandakot Airport), you must:

1. Obtain the ATIS, then advise Jandakot Tower (on 118.1) of your position, altitude and intentions prior to entering this airspace.
2. Maintain a continuous listening watch on the Jandakot Tower frequency (118.1) while operating in this airspace.



TRANSPONDERS

If you are operating in the Jandakot CTR or in Class G airspace, your transponder should be set to code 1200 and switched on (with ALT [Mode C] selected).

Switch your transponder on when READY for take-off and leave it on until after landing.

Note: If you are engaged in circuit training at Jandakot, select Code 1200 and switch your transponder to standby.

RADIO FAILURE

Carry out the general communications failure procedures as outlined in ERSA (EMERG-2).

Continue to transmit intentions prefixing radio calls with "transmitting blind". Track via Forrestdale Lake or Adventure World (ADWD) as appropriate. Enter the Jandakot CTR at 1,500FT. Proceed to overhead the aerodrome at 1,500FT. Ascertain runway(s) in use, descend to join the appropriate circuit at 1,000FT (remain clear of the other circuit).

Maintain separation from other aircraft and proceed with normal circuit and landing. Watch for light signals from the Tower.

NOTICES

1. Aircraft landing on Runway 06L at night, and using the full runway length, must backtrack to taxiway D.
2. Aircraft requiring a full-length take-off on Runway 24R at night must backtrack to taxiway C.
3. Kangaroo hazard exists.
4. Leaders of formation flights must advise the airport owner in writing of the callsigns of individual aircraft involved in the formation.
5. Wake turbulence encounters may occur in the Jandakot Control Zone, mainly in the north-east quadrant above 1,000FT, due to aircraft overflying in controlled airspace.

FLY NEIGHBOURLY PROCEDURES

Noise impacting on the surrounding community is a major concern at Jandakot Airport. To minimise noise, pilots should endeavour to comply with the principles of the Fly Neighbourly program.

These are:

- Climb as soon as possible within the airport perimeter as instructed.
- Use rates of climb and descent that minimise noise over residential areas.
- Maintain correct tracks after take-off, in line with CASA regulations.
- Reduce engine revs as soon as possible.
- Follow designated flight paths.
- Where possible, try to avoid flying over residential areas. Endeavour to be above 1,000FT when flying over residential areas.
- Do not fly wide circuits. Keep circuits as compact as possible.
- Circuit training can only be conducted between 6.00am and 10.30pm Monday to Saturday and 8.00am to 6.00pm Sunday.
- Repetitive formation circuits are not permitted.
- Repetitive low-level circuits are not permitted on Runway 06L/24R.

Note: While pilots are urged to consider the impact of aircraft noise, this in no way should be the basis of any action which could compromise safety.

JANDAKOT MBZ OPERATIONS

JANDAKOT MBZ OPERATING HOURS

Jandakot operates as a non-standard Mandatory Broadcast Zone (MBZ) at the following times:

SEPTEMBER TO MAY

Monday to Friday	9pm-8am AWST
Weekends	6pm-8am AWST

JUNE TO AUGUST

Monday to Friday	8pm–8am AWST
Weekends	6pm-8am AWST
Christmas Day	All day

Check NOTAM and ATIS to confirm MBZ hours.

MBZ-AFRU FREQUENCY

MBZ-AFRU frequency is 118.1MHz.

MBZ DIMENSIONS

The MBZ boundaries are the same as the lateral and vertical limits of the Jandakot control zone (CTR).

CAUTION: Class C airspace remains active during MBZ hours. Do not operate above 1,500FT without an airways clearance.

CIRCUIT DIRECTION (MBZ)

RUNWAY	CIRCUIT DIRECTION
Runway 06L	right circuit
Runway 06R	not available
Runway 24L	not available
Runway 24R	left circuit
Runway 12	left circuit
Runway 30	left circuit

CIRCUIT TRAINING (MBZ)

Circuit training is permitted at the following times:

Monday to Saturday	6am to 10.30pm AWST
Sunday	8am to 6pm AWST

No more than six aircraft may operate simultaneously in the circuit during MBZ hours.

If you are conducting circuit training you should broadcast your intentions downwind.

At night it may also be appropriate to broadcast "vacated runway".

Caution: Keep a good lookout for other aircraft.

MBZ ARRIVALS (DAY)

Confirm that Jandakot is an MBZ via the ATIS (information "ZULU") or NOTAM.

Actual weather can be obtained on Jandakot ATIS ZULU on 120.9MHz or 281kHZ outside Tower hours.

During daylight hours you should track via one of the GAAP arrival tracks and make an "all stations" inbound call on 118.1 at a GAAP approach point.

Overfly the field at 1,500FT.

Confirm the runway-in-use via the windsock or other traffic currently in the circuit.

Turn left or right to position yourself on the dead side of the circuit and descend to 1,000FT.

Any turns during the descent to circuit altitude should be made in the circuit direction.

Make a radio broadcast announcing your intentions when joining the circuit at 1,000FT.

Turn downwind and fly a normal circuit. You should fly at least 3 legs of the circuit. Broadcast your intentions downwind.

Always maintain a good lookout.

MBZ ARRIVALS (NIGHT)

At night ensure you arrive at or above lowest safe altitude (LSALT). Arriving aircraft proceeding initially outside controlled airspace (OCTA) to Jandakot but requiring a clearance to enter CTA overlying Jandakot MBZ, shall obtain an airways clearance from Perth Airways Clearance Delivery (ACD) on 132.95 when 15NM from Jandakot.

MBZ DEPARTURES (DAY)

Confirm that Jandakot is an MBZ via the ATIS (information "ZULU") or NOTAM.

Actual weather can be obtained on Jandakot ATIS ZULU on 120.9MHz or 281kHZ outside Tower hours.

Confirm departure runway and make an "all stations" taxi broadcast (on 118.1) stating your intentions.

Make an "entering runway" broadcast and other broadcasts as necessary.

When the Control Zone is deactivated, it is good practice to use standard GAAP departure tracks and to remain clear of GAAP approach points when tracking outbound.

You should change frequency to Perth Radar 135.25 MHz when clear of the MBZ.

MBZ DEPARTURES (NIGHT)

At night ensure you depart at or above lowest safe altitude (LSALT). An airways clearance will be required from Perth Airways Clearance Delivery (ACD) on 132.95 before taxiing.

Refer to page 14 for Flight Notification requirements.

FLY NEIGHBOURLY

For noise abatement procedures see page 17.

TURN YOUR TRANSPONDER ON

Transponders are an essential defence against violations of controlled airspace and mid-air collisions.

As well as helping air traffic controllers to anticipate and prevent potential conflicts, transponders are detected by aircraft fitted with Traffic alert and Collision Avoidance Systems (TCAS), allowing them to "see" other aircraft and take evasive action if necessary.

But TCAS will not work if your transponder is unserviceable, switched off, or not transmitting altitude information (ALT).

So, if you have a transponder:

- Select code 1200.
- Switch it to ON/ALT (Mode C) when lining up for take-off.
- Leave it switched to ON/ALT until after landing.

(Note: If you are engaged in circuit training at a GAAP airport, select Code 1200 and switch your transponder to standby. For more information see AIP ENR 1.6 - 9 and 10.)

DEPARTURE TO CLASS G (GAAP VFR)	DEPARTURE TO CTA/CTR (GAAP VFR)	MBZ DEPARTURE (VFR)
	Submit Flight Notification by fax, NAIPS or briefing. Contact Perth Airways Clearance Delivery (ACD) on 132.95 for transponder code. (ACD will issue an SSR code and instructions to contact Perth ATC outside controlled airspace for an airways clearance.)	**If entering CTA:** Submit Flight Notification by fax, NAIPS or briefing. Contact Perth Airways Clearance Delivery (ACD) on 132.95 for transponder code. (ACD will issue an SSR code and instructions to contact Perth ATC outside controlled airspace for an airways clearance.)
Obtain ATIS (120.9 or 281) **"Jandakot Terminal Information Bravo"** **Runway** ____ Wind ____ Crosswind ____ Visibility ____ Cloud ____ Temperature ____ QNH ____		**Obtain ATIS/AWIB (120.9 or 281)** Obtain ATIS on 120.9 or 281 to confirm Jandakot is an MBZ. (Should be broadcasting terminal information "ZULU".) Ensure your radio is working by reference to the AFRU beep back.
Taxiing (Monitor 124.3) Listen out for other traffic. **Note:** Pilots wishing to engage in non-standard operations (eg. aborted take-off practice), must make a taxi call to Jandakot Ground (124.3).	**Taxiing (Monitor 124.3)** Listen out for other traffic. **Note:** Pilots wishing to engage in non-standard operations (eg. aborted take-off practice), must make a taxi call to Jandakot Ground (124.3).	**Taxi broadcast (118.1)** "All stations Jandakot Callsign ____ Aircraft type ____ Taxiing *Jandakot* For (destination or intention) ____ Runway ____ Note: Listen out for other traffic entering or leaving the MBZ.
Transponder (1200) Set code 1200 and select ALT (Mode C) when READY for take-off.	**Transponder (allocated code)** Set allocated SSR code and select ALT (Mode C) when READY for take-off.	**Transponder (1200)** **Departing into Class G:** Set code 1200 and select ALT (Mode C) when entering runway. **Departing into Class C:** Set allocated SSR code and select ALT (Mode C) when entering runway.
READY call (118.1) "Jandakot Tower, Callsign ____ Ready, Runway ____ For *"Yangebup Lake", "Fremantle Golf Course" or "Armadale"* Received [ATIS]."		**Take-off** Make a broadcast when entering the runway for take-off. Make radio calls as necessary.
DAY: Depart the CTR at **1,000FT.** Track via published departure tracks. **NIGHT:** Depart the CTR at or above LSALT.		
Departure Monitor 118.1 until 3NM past the Jandakot CTR boundary (approximately 5NM from the centre of the airport). Then monitor Perth Radar (135.25).	**Departure** Depart the Jandakot CTR following normal GAAP procedures. Contact Perth ATC as directed outside controlled airspace (Class G). Remain OCTA until issued with an airways clearance.	**Departure** **Departing into Class G:** Change to Perth Radar (135.25) when clear of the MBZ. **Departing into Class C:** Contact ATC as directed.

GAAP ARRIVAL (VFR)

Obtain ATIS (120.9 or 281)

"Jandakot Terminal Information Bravo"

Runway [ ] Wind [ ] Crosswind [ ]

Visibility [ ] Cloud [ ] Temperature [ ]

QNH [ ]."

Inbound call (118.1)

"Jandakot Tower

Callsign [ ]

Aircraft type [ ]

Position [ ]

Altitude [1,500FT]

Received [ATIS]

Inbound."

DAY: Make inbound call at GAAP approach point (Powerhouse, Shipyard, or Six South).

NIGHT: Make inbound call at GAAP approach point **or** when 6NM from Jandakot (if flying a non-standard route).

"Three-mile" call (118.1)

"Callsign [ ] Position [*e.g, "Adventure World", or "Forrestdale Lake".*]

Arrival altitude

Maintain 1,500FT.

A circuit entry instruction constitutes an approval to descend to circuit altitude (1,000FT), except where ATC instructs you to "join upwind" or "overfly". Join upwind and overfly altitude is 1,500FT.

Downwind call (118.1)

"Callsign [ ] Downwind,

Intentions [*e.g, "full-stop" or "touch-and-go."*]."

After landing

Remain on 118.1 until clear of the runway strip. Then contact Jandakot Ground on 124.3. "Jandakot Ground, [callsign]."

MBZ ARRIVAL (VFR)

Obtain ATIS/AWIB (120.9 or 281)

Obtain ATIS on 120.9 or 281 to confirm Jandakot is an MBZ. (Should be broadcasting terminal information "ZULU".)

Ensure your radio is working by reference to the AFRU beep back.

Inbound call (118.1)

"All Stations Jandakot

Callsign [ ]

Aircraft type [ ]

Position [ ]

Altitude [1,500FT]

Inbound"

DAY: Make inbound call at GAAP approach point (Powerhouse, Shipyard, or Six South) during daylight hours.

NIGHT: Make inbound call at GAAP approach point **or** when 6NM from Jandakot (if flying a non-standard route).

Arrival altitude

Maintain 1,500FT. Fly overhead and descend on the dead side of the circuit to 1,000FT.

Joining Circuit broadcast (118.1)

"All Stations Jandakot,

Callsign [ ]

Joining [*"crosswind" or "downwind"*]

Runway [ ]

Intentions [*"full-stop" or "touch-and-go"*]"

After landing (118.1)

Remain on 118.1 after landing. Broadcast "runway vacated".

Cancel SARTIME through CENSAR on 1800 814 931 or Flightwatch 120.7 when phone not available.

GAAP READ BACKS

1 **Route clearance**
2 **Runway clearance**
3 **Runway in use**
4 **Level/altitude**
5 **QNH**
6 **Transponder code**
7 **Radio frequency**
8 **Turns/headings**
9 **Conditional clearance**
10 **Holding instructions** (Refer AIP GEN 3.4-13)

Where are you now?

If in doubt, call Perth Radar on 135.25

Each year hundreds of aircraft inadvertently stray into controlled airspace. For each incident the risk of a mid-air collision rises.

Many of these incidents could have been avoided if the pilots involved had contacted air traffic control when they first became unsure of their position.

If you are unsure of your position call Perth Radar on 135.25MHz and ask for assistance.

Air traffic control can help you with position information and navigation guidance. All you have to do is ask.

OUTBOUND PROCEDURES

DAYLIGHT OPERATIONS

- In VMC, all aircraft are required to depart from the Jandakot Control Zone into Class G airspace.
- The **departure altitude is 1,000FT** on Jandakot QNH.

DEPARTURE TO THE WEST AND NORTH-WEST

- Track to **Fremantle Golf Course** via **Murdoch University** open space.

  (When **Runway 12 is the duty runway** aircraft shall depart the CTR by extending the downwind leg of the circuit until clear of circuit traffic on base and final, then track via Murdoch University open space to Fremantle Golf Course.)
- Depart at 1,000FT. Commence climb to 1,500FT when:

  1. Clear of traffic; and
  3. Established over the Murdoch University open space.

  Reach 1,500FT by the Western boundary of the University. **CAUTION: Class C Airspace above 1,500FT. Do not climb above 1,500FT**.
- Once established over the Fremantle Golf Course, turn to the right to parallel the coast. CAUTION: Remain no further East than 1NM from the coast, due to the close proximity of the Perth CTR. Follow the shoreline northbound, but remain over land to avoid southbound traffic that will be over water. Once abeam Hillarys Boat harbour, a further climb may be initiated to **not above 2,000FT**.
- Be on the lookout for VFR traffic that may be leaving the Perth CTR from the City and tracking westbound to the coast.
- Tracking up the coast, be on the lookout for opposite direction traffic, and also for hang gliders operating off the coast.

DEPARTURE TO THE EAST

- Track via **Armadale**.

  NOTE: Aircraft departing via Armadale must ensure they remain clear of Perth CTR immediately to the north of the standard departure track.

DEPARTURE TO THE SOUTH-EAST OR SOUTH-WEST

Track via **Yangebup Lake** then Lake Thomson.

(When **Runway 12 is the duty runway**, aircraft shall depart the CTR by extending the right crosswind leg of the circuit and then track clear of Forrestdale Lake and the associated standard inbound route.)

NIGHT OPERATIONS

- Depart the Jandakot Control Zone into Class G airspace.
- Depart at or above lowest safe altitude (LSALT). An airways clearance will be required from Perth Airways Clearance Delivery (ACD) on 132.95 before taxiing.

GAAP READ BACKS

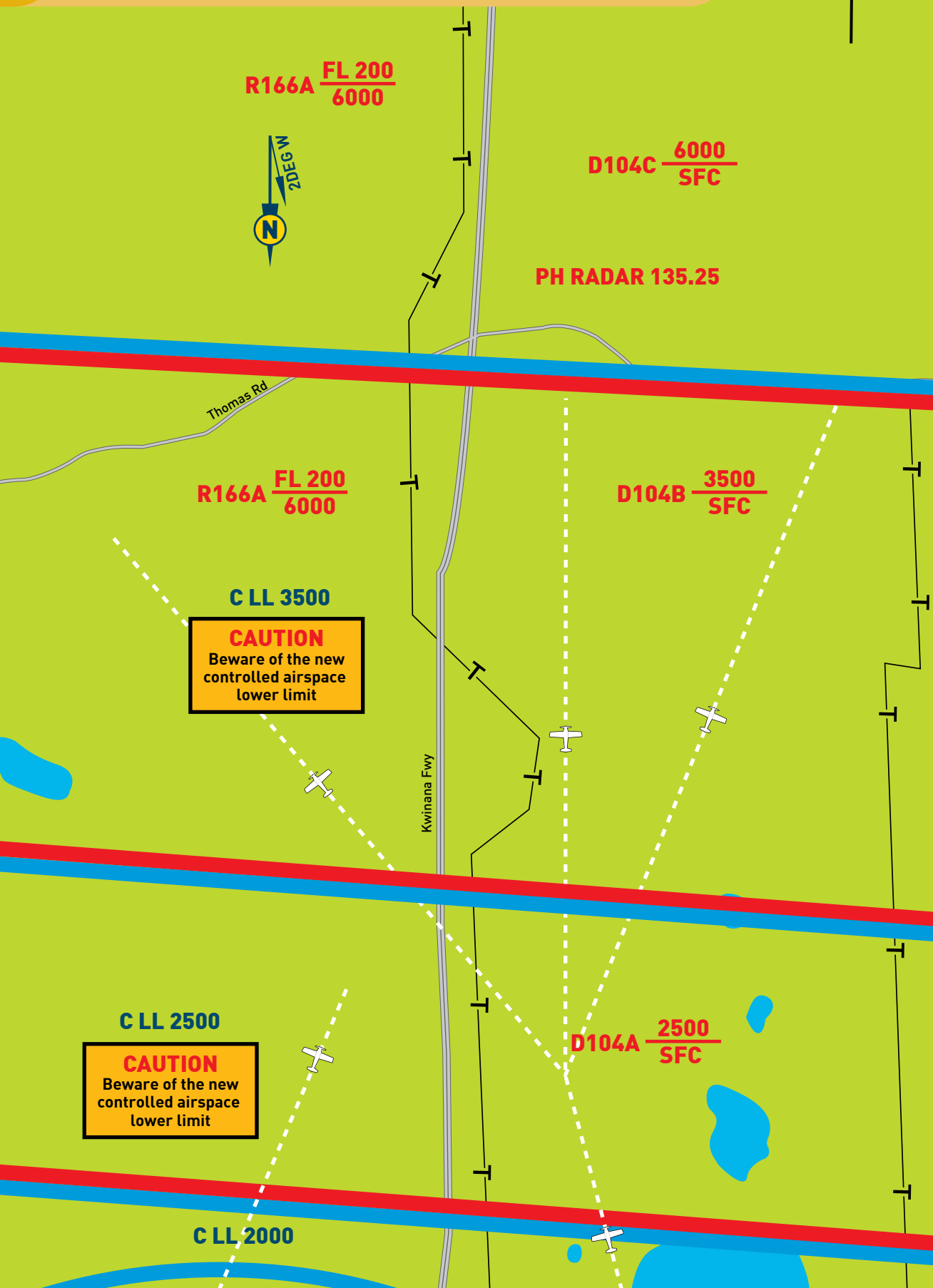
1. **Route clearance**
2. **Runway clearance**
3. **Runway in use**
4. **Level/altitude**
5. **QNH**
6. **Transponder code**
7. **Radio frequency**
8. **Turns/headings**
9. **Conditional clearances**
10. **Holding instructions**

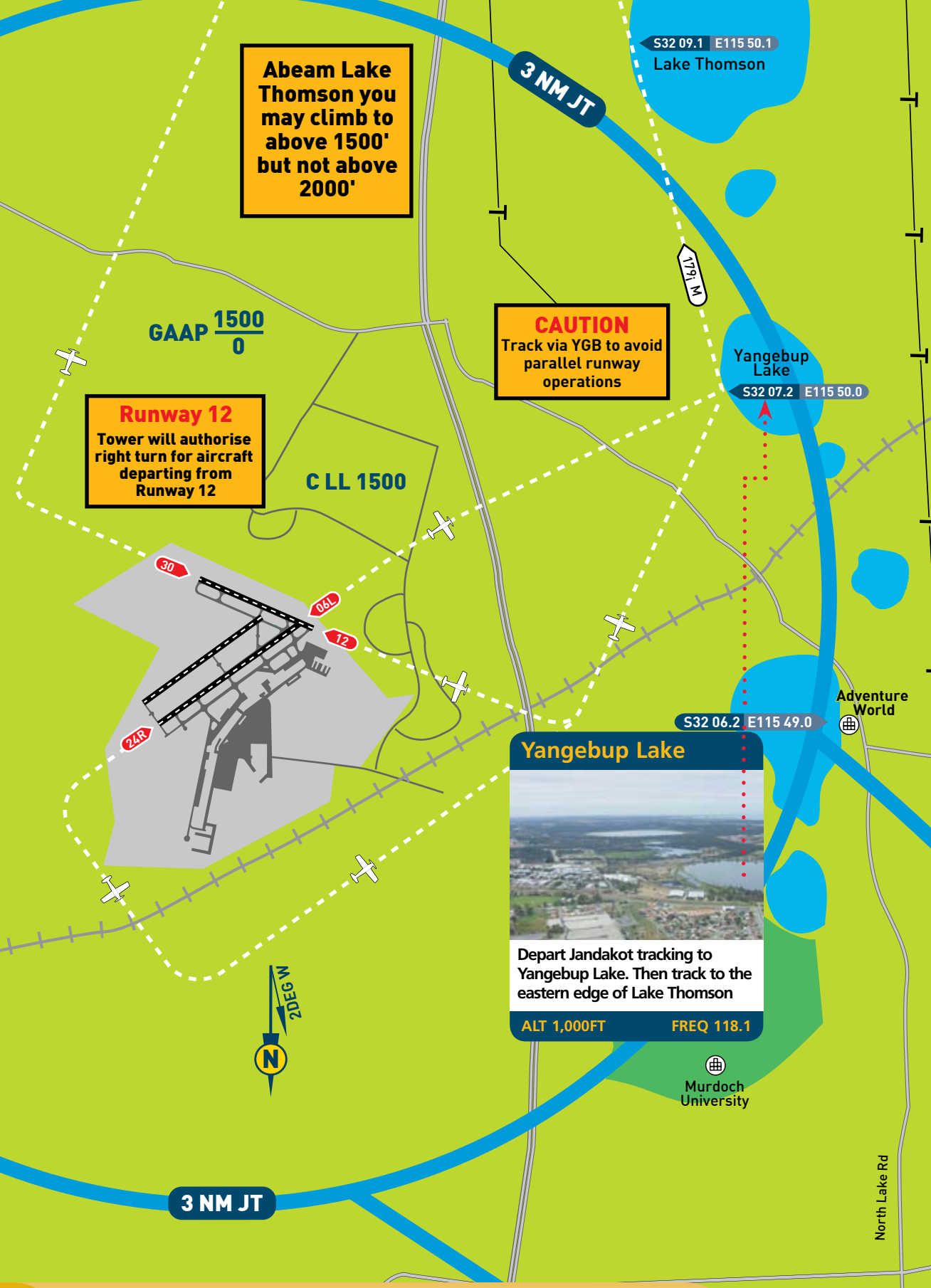
(Refer AIP GEN 3.4-13 (4.4).)


082°M
Canning Dam
S32 09.3 E116 07.5
Mt Dale
Track 082°M to Mount Dale
ALT 3,500FT FREQ 135.25
Canning Dam CLOSE UP
Track 098°M to Canning Dam
ALT 3,500FT FREQ 135.25
C LL 2000
2DEG W
Brookton Hwy
Roleystone
S32 07.0 E116 04.5
Canning Dam
ALT 3,500FT FREQ 135.25
CAUTION
CTA LL 3500
098°M
Albany Hwy
C LL SFC
C LL 2000
C LL 3500
S32 08.6 E116 00.8
Armadale CLOSE UP
Armadale
115°M
CAUTION
Beware of inbound traffic at Armadale at 1,500FT
Climb to 3,500FT if required
ALT 2,000FT FREQ 135.25


Armadale
Maintain 1,000FT until clear of the Jandakot zone
ALT 2,000FT
FREQ 135.25
115°M
C LL 2000
CAUTION
Avoid Perth CTA to the north of the 115°M track
3 NM JT
Armadale Rd
Forrestdale Lake
S32 09.6 E115 55.8
Juvenile Prison
Canning Vale Prison
Nicholson Rd
C LL 1500
24L
30
06R
12
GAAP 1500/SFC
2DEG W
Runway 30
Tower will authorise right turn for aircraft departing from Runway 30
Kwinana Fwy
Murdoch Dr
3 NM JT
Murdoch University
S32 07.2 E115 50.0
Yangebup Lake
S32 09.1 E115 50.1
Lake Thomson

YANGEBUP LAKE OUTBOUND




Abeam Lake Thomson you may climb to above 1500' but not above 2000'
3 NM JT
S32 09.1 E115 50.1
Lake Thomson
179° M
GAAP 1500 / 0
CAUTION
Track via YGB to avoid parallel runway operations
Yangebup Lake
S32 07.2 E115 50.0
Runway 12
Tower will authorise right turn for aircraft departing from Runway 12
C LL 1500
30
06L
12
24R
S32 06.2 E115 49.0
Adventure World
Yangebup Lake
Depart Jandakot tracking to Yangebup Lake. Then track to the eastern edge of Lake Thomson
ALT 1,000FT
FREQ 118.1
2DEG W
N
Murdoch University
3 NM JT
North Lake Rd


N
2DEG W
1500
SFC
D 126
Cottesloe
ALT 1,500FT
FREQ 135.25
S31 59.5 E115 45.0
Cottesloe
PH RADAR
135.25
Danger Area
CAUTION: Live firing in progress
ALT 1,500FT
FREQ 135.25
Stirling Hwy
Fremantle
S32 03.5 E115 44.5
Fremantle Golf Course
Do not climb above 1,500FT due to overlying class C Airspace
ALT 1,500FT
FREQ 135.25
C LL 2000
Fremantle Golf Course
S32 03.3 E115 46.4
Swan River
Canning Hwy


South St
North Lake Rd
Leach Hwy
CTA
C LL 1500
291°M
Forrest Rd
Stock Rd
Murdoch University
Murdoch Dr
Murdoch University open space
3 NM JT
Adventure World
Farrington Rd
Kwinana Fwy
Yangebup Lake
12
19L
24R
30
GAAP 1500/SFC
C LL 1500
Nicholson Rd
206°G W
N
Canning Vale Prison
3 NM JT
Murdoch Open Space
Climb to 1,500FT over Murdoch open space to be at 1,500FT by the western boundary of the Murdoch University open space.
ALT 1,000FT
FREQ 118.1
Runway 30
Tower will authorise right turn for aircraft departing from Runway 30


Alkimos Wreck
ALT
Not above 2,000FT
FREQ
135.25
N
2DEG W
H
R160A FL150 / 2000
Burns Beach
S31 43.7 E115 43.0
NOT ABOVE 2000
Lake Joondalup
R 155 FL150 / SFC
CAUTION
WATCH FOR OPPOSITE DIRECTION TRAFFIC
Wanneroo
Mullaloo Point
ALT 2,000FT
FREQ 135.25
CAUTION
Remain over land tracking northbound and over water tracking southbound
R161A FL200 / 4000
C LL 2000
S31 48.5 E115 43.5
Mullaloo Point
Hillarys Boat Harbour
Hillarys Boat Harbour
Climb to not above 2,000FT where necessary
ALT 2,000FT
FREQ 135.25
Marmion Ave
Reservoir
Mitchell Fwy
Wanneroo Rd
660

PH RADAR
135.25

North Beach

Balcatta

CAUTION
WATCH FOR AIRCRAFT TRAFFIC TRACKING FROM PERTH CITY

Observation City

CAUTION: The 1,500FT step extends over the water

ALT1,500FT FREQ 135.25

Observation City

S31 53.7 E115 45.3

Osborne Park

Scarborough Beach Rd

C LL 1500

Herdsman Lake

S31 55.8 E115 49.5

West Coast Hwy

The Boulevard

CAUTION
WATCH FOR OPPOSITE DIRECTION TRAFFIC

City Beach

Oceanic Dr

Observation City

ALT 1,500FT FREQ 135.25

Danger Area

CAUTION: Live firing may be in progress

ALT1,500FT FREQ 135.25

Rifle Range

D126 1500/SFC

C LL 2000

C LL SFC

Cottesloe

ALT 1,500FT FREQ 135.25

Cottesloe

S31 59.5 E115 45.0

Stirling Hwy

CAUTION
WATCH FOR AIRCRAFT TRAFFIC TRACKING FROM PERTH CITY

Swan River

N

2DEG W


Forrestdale Lake
S32 09.6 E115 55.8
N
2DEG W
3 NM JT
C LL 2000
Canning Vale Prison
Nicholson Rd
C LL 1500
24R
06L
Kwinana Fwy
GAAP 1500/0
Yangebup Lake
Jandakot Aerodrome
Track to the circuit position advised by Jandakot Tower
ALT 1,500FT FREQ 118.1
Adventure World
"_____[CALL SIGN] ADVENTURE WORLD."
ALT 1,500FT FREQ 118.1
3 NM JT
Murdoch Dr
Murdoch University
S32 06.2 E115 49.0
Adventure World
South St
Leach Hwy
North Lake Rd
Forrest Rd

DO NOT PASS
Adventure World until received a circuit joining instruction

CAUTION
Watch for traffic inbound from Shipyard

Stock Rd

Chimney

093°M

Cockburn Rd

Canning Hwy

Strobe light

Powerhouse
S32 05.7 E115 45.4

C LL 1500

Powerhouse

ALT 1,500FT FREQ 118.1

C LL 2000

Powerhouse

"JANDAKOT TOWER
_____[CALL SIGN]
_____[A/C TYPE]
POWERHOUSE, 1500
RECEIVED_____[ATIS]
INBOUND."

ALT 1,500FT FREQ 118.1

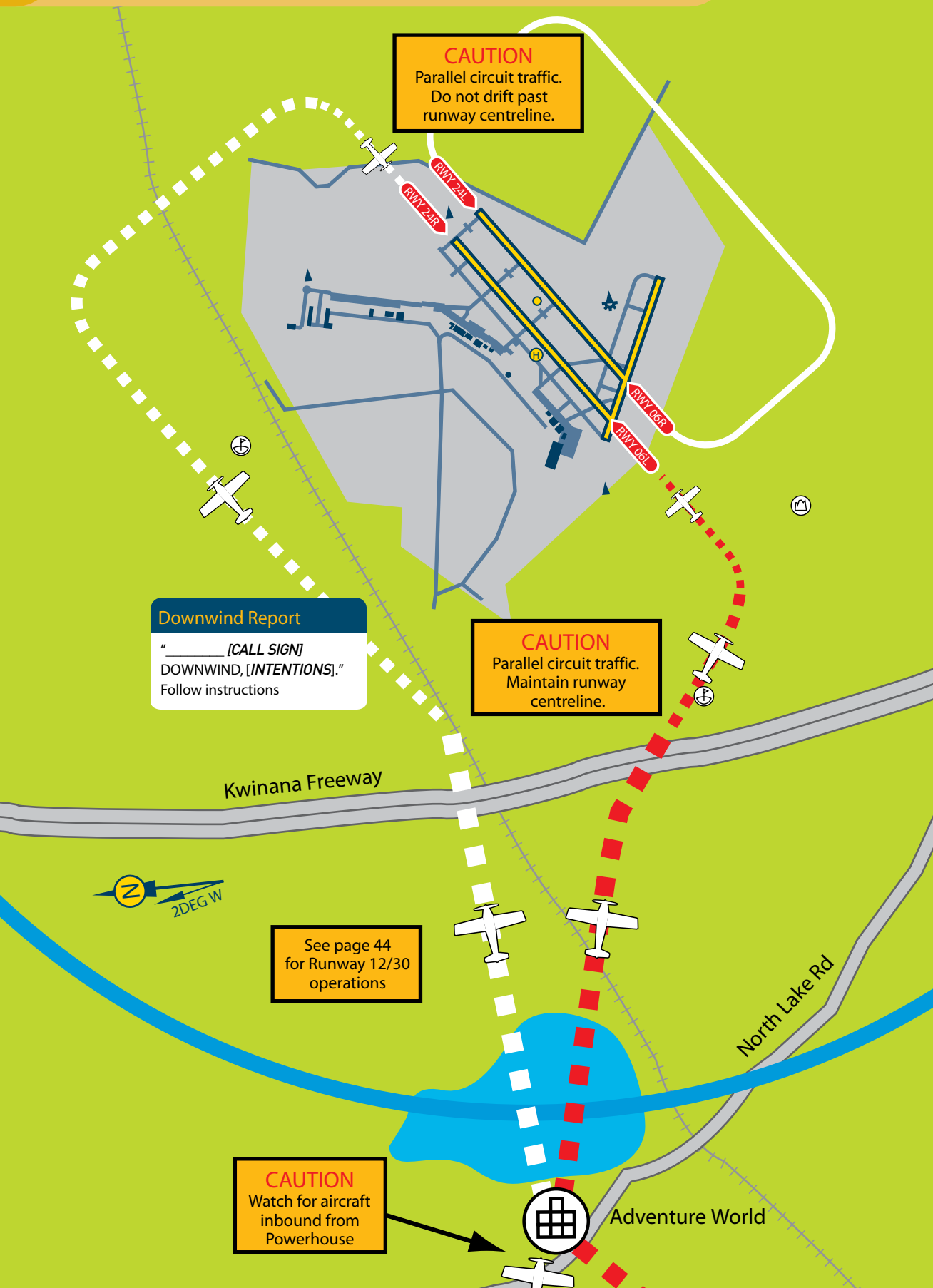
Cottesloe
S31 59.5 E115 45.0

Fremantle
S32 03.5 E115 44.5

N
2DEG W

PH RADAR
135.25

CAUTION
LOOK OUT FOR OTHER AIRCRAFT TRACKING TO AND FROM ROTTNEST ISLAND


CAUTION
Parallel circuit traffic.
Do not drift past
runway centreline.
RWY 24L
RWY 24R
RWY 06R
RWY 06L
Downwind Report
"_____ [CALL SIGN]
DOWNWIND, [INTENTIONS]."
Follow instructions
CAUTION
Parallel circuit traffic.
Maintain runway
centreline.
Kwinana Freeway
2DEG W
See page 44
for Runway 12/30
operations
North Lake Rd
CAUTION
Watch for aircraft
inbound from
Powerhouse
Adventure World

INBOUND PROCEDURES FROM THE NORTH AND POWERHOUSE (COASTAL)

All VFR aircraft tracking southbound shall track over the water to avoid northbound aircraft tracking over land.

Remain at or below 2,000FT initially.

From Two Rocks, be on the lookout for hang gliders operating from the shore.

By Mullaloo Point commence descent to be at or below 1,500FT to avoid the Perth CTA lower limit, or track further out to sea to avoid the CTA boundary.

Approaching Observation City, be on the lookout for VFR traffic approaching at your 10 o'clock position, from Perth City.

Between City Beach and Cottesloe be aware of the Army firing range (D126) that extends approximately 3NM off the coast and up to an altitude of 1,500FT.

Report to Jandakot Tower on 118.1 abeam Powerhouse (over water) at 1,500ft.

To assist with identification, a strobe light marks the turning point to Adventure World. The strobe is on the Eastern side of the railway line.

Track from Powerhouse to Adventure World (Track 093°M; distance 4NM). Approaching Adventure World, be alert for other inbound VFR traffic from Shipyard, also at 1,500FT.

You must not enter the Jandakot Control Zone (just past Adventure World) unless you have received a circuit joining or transit instruction.

If ATC instructs you to "join upwind" or "overfly", maintain 1,500FT until cleared to descend or in receipt of a sequencing instruction. Any other circuit entry instruction ("join downwind", "join base", "make straight-in approach" or "join final") constitutes a clearance to descend to circuit altitude (1,000FT).

GENERAL CIRCUIT JOINING INSTRUCTIONS

1. **Circuit Joining Instructions** are given to place an aircraft in the circuit in sequence with other aircraft already established in the circuit.

2. **A sequencing instruction may include:** a position to enter the circuit, a number in the sequence and/or traffic to follow. e.g. *"Alpha Bravo Charlie, join mid-downwind, follow a Warrior on final."*

3. Care should be taken to maintain your position in the sequence and not to "cut inside" other traffic. If you are unsure of the location of preceding traffic, or if you subsequently lose sight of that traffic, you must inform ATC. ATC will then provide you with the other aircraft's position relative to your own (eg. in your two o'clock), or as a position in the circuit (eg, turning final).

4. A circuit entry instruction or a sequencing instruction constitutes an approval to descend to circuit altitude (1,000FT), except where ATC instructs you to "join upwind" or "overfly". Join upwind and overfly altitude is 1,500FT.

5. Only include the mandatory readback items, due to the large number of aircraft movements at Jandakot. Refer to AIP GEN 3.4-13 (4.4).

MBZ

Make all necessary radio calls as per AIP, ERSA and pages 20-21 of this Guide. Overfly airport at 1,500FT. Once you have selected the appropriate runway, fly at least 3 legs of the circuit. **Runway 06R/24L is NOT available** during MBZ operations.


3 NM JT
C LL SFC
Nicholson Rd
Canning Vale Prison
C LL 1500
2DEG W
24R
19D
Murdoch Dr
Kwinana Fwy
GAAP 1500 / 0
CAUTION
Watch for aircraft inbound from Powerhouse
C LL 1500
Forrest Rd
Adventure World
S32 06.2 E115 49.0
Jandakot Aerodrome
Track to the circuit position advised by Jandakot TWR
ALT 1500FT
FREQ 118.1
3 NM JT
3 NM JT

Adventure World

"_____[CALL SIGN] ADVENTURE WORLD."

ALT 1,500FT FREQ 118.1

CAUTION
Do not pass Adventure World until you receive a circuit joining instruction.

C LL 2000

Lake Thomson
S32 09.1 E115 50.1

Cement Works

Rockingham Rd

Cockburn Rd

041 M

Shipyard
S32 09.0 E115 45.9

Woodman Point

2DEG W

C LL 2000

C LL 2500

R161A FL200 4000

C LL 2500

C LL 3500

Cement Works

View of cement works from right-hand side of aircraft

ALT 1,500FT FREQ 118.1

Woodman Point

Shipyard in relation to Woodman Point

ALT 1,500FT FREQ 118.1

Shipyard

"JANDAKOT TOWER _____[CALL SIGN] _____[A/C TYPE] SHIPYARD, 1500 RECEIVED_____[ATIS] INBOUND."

ALT 1,500FT FREQ 118.1


CAUTION
Parallel circuit traffic.
Do not drift past
runway centreline.
RWY 24L
RWY 24R
RWY 06R
RWY 06L
Downwind Report
"_____ [CALL SIGN]
DOWNWIND, [INTENTIONS]."
Follow instructions
CAUTION
Parallel circuit traffic.
Maintain runway
centreline.
Kwinana Freeway
2DEG W
See page 44
for Runway 12/30
operations
North Lake Rd
CAUTION
Watch for aircraft
inbound from
Powerhouse
Adventure World

INBOUND PROCEDURES FROM SHIPYARD

When arriving from the south through D103 when Runway 06/24 is notified in the ATIS as being the duty runway, the preferred inbound route is via Shipyard and Adventure World.

Approaching Adventure World, be on the lookout for other aircraft that will be inbound from Powerhouse (on the coast, 4NM North of Shipyard). They will be on your left at 1,500FT.

Descend to be at Shipyard at 1,500FT based on Jandakot QNH, and make your inbound report to Jandakot Tower on 118.1. The inbound track to Adventure World is 041°M and 4.5NM.

You must have received your circuit joining instructions by the Jandakot CTR boundary, which is immediately after Adventure World.

If ATC instructs you to "join upwind" or "overfly", maintain 1,500FT until cleared to descend or in receipt of a sequencing instruction. Any other circuit entry instruction ("join downwind", "join base", "make straight-in approach" or "join final") constitutes a clearance to descend to circuit altitude (1,000FT).

GENERAL CIRCUIT JOINING INSTRUCTIONS

1. **Circuit Joining Instructions** are given to place an aircraft in the circuit in sequence with other aircraft already established in the circuit.

2. **A sequencing instruction may include:** a position to enter the circuit, a number in the sequence and/or traffic to follow. e.g. *"Alpha Bravo Charlie, join mid-downwind, follow a Warrior on final."*

3. Care should be taken to maintain your position in the sequence and not to "cut inside" other traffic. If you are unsure of the location of preceding traffic, or if you subsequently lose sight of that traffic, you must inform ATC. ATC will then provide you with the other aircraft's position relative to your own (eg. in your two o'clock), or as a position in the circuit (eg, turning final).

4. A circuit entry instruction or a sequencing instruction constitutes an approval to descend to circuit altitude (1,000FT), except where ATC instructs you to "join upwind" or "overfly". Join upwind and overfly altitude is 1,500FT.

5. Only include the mandatory readback items, due to the large number of aircraft movements at Jandakot. Refer to AIP GEN 3.4-13 (4.4).

MBZ

Make all necessary radio calls as per AIP, ERSA and pages 20-21 of this Guide. Overfly airport at 1,500FT. Once you have selected the appropriate runway, fly at least 3 legs of the circuit. **Runway 06R/24L is NOT available** during MBZ operations.

GAAP READ BACKS

1 **Route clearance**
2 **Runway clearance**
3 **Runway in use**
4 **Level/altitude**
5 **QNH**
6 **Transponder code**
7 **Radio frequency**
8 **Turns/headings**
9 **Conditional clearances**
10 **Holding instructions**
(Refer AIP GEN 3.4-13 (4.4).)


C LL 1500
3 NM JT
C LL SFC
N
2DEG W
C LL 1500
24R
06L
GAAP 1500/SFC
Nicholson Rd
Canning Vale Prison
Jandakot Aerodrome
When overflying, maintain 1,500FT until instructed by ATC.
ALT 1,500FT
FREQ 118.1
323°M
3 NM JT
DO NOT ENTER zone until a circuit joining instruction has been received
C LL 2000
Armadale Rd

D104A 2500/SFC

C LL 2000

Forrestdale Lake

S32 09.6 E115 55.8

LOOK OUT FOR OTHER AIRCRAFT ESPECIALLY VFR INBOUND TRAFFIC FROM EAST

C LL 2500

Six South

S32 10.1 E115 56.0

Forrestdale Lake

_____[CALL SIGN]
FORRESTDALE LAKE."

ALT 1,500FT FREQ 118.1

R166A FL 200/6000

D104B 3500/SFC

C LL 3500

Six South

"JANDAKOT TOWER
_____[CALL SIGN]
_____[A/C TYPE]
SIX SOUTH, 1500
RECEIVED_____[ATIS]
INBOUND."

ALT 1,500FT FREQ 118.1

N

2DEG W

South Western Hwy

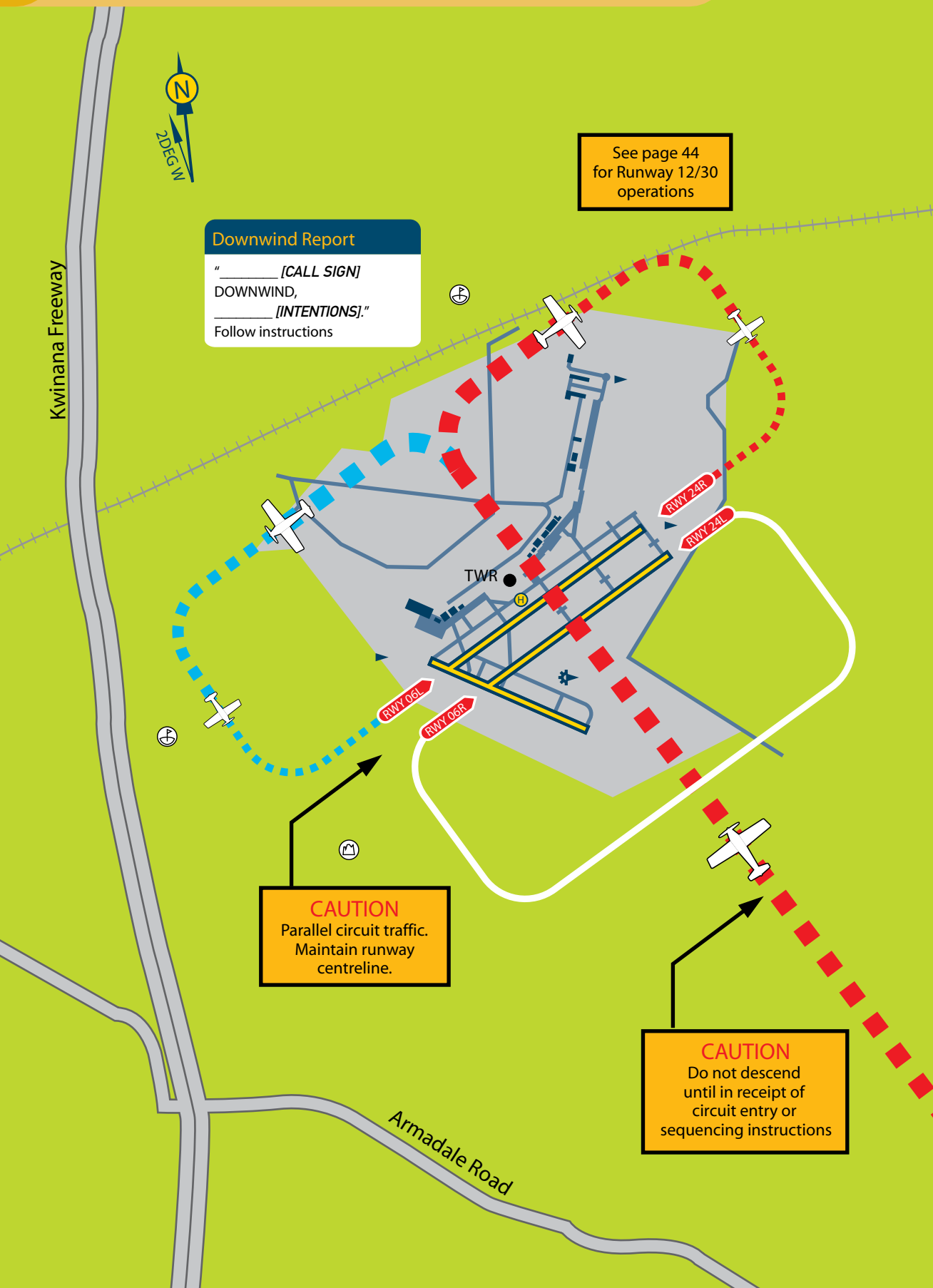
D104C 6000/SFC

R166A FL 200/6000

CAUTION Low level Aerobatics

PH RADAR 135.25

SIX SOUTH INBOUND


N
2DEG W
Kwinana Freeway
See page 44 for Runway 12/30 operations
Downwind Report
"_____ [CALL SIGN] DOWNWIND, _____ [INTENTIONS]."
Follow instructions
TWR
RWY 24R
RWY 24L
RWY 06L
RWY 06R
CAUTION
Parallel circuit traffic. Maintain runway centreline.
CAUTION
Do not descend until in receipt of circuit entry or sequencing instructions
Armadale Road

INBOUND PROCEDURES FROM SIX SOUTH

Six South is a position line 6NM south east of Jandakot.

If you wish to conduct circuit training on arrival at Jandakot, the preferred inbound route from D103 is via Six South then Forrestdale Lake at 1,500FT. Circuit training is normally conducted on 06R/24L. Descend to 1,500FT by Six South and make your inbound call to Jandakot Tower on 118.1.

Approaching Forrestdale Lake, be alert for possible VFR traffic inbound from Canning Dam (to the east of your position) at 1,500FT.

Continue to Forrestdale Lake, and maintain 1,500FT unless instructed otherwise. Caution: Do not operate above 1,500FT due to the Perth CTA directly above Jandakot CTA. Note also 3500 and 2500 steps as you approach "Six South".

At Forrestdale Lake contact Jandakot Tower: "[Callsign], Forrestdale Lake."

If ATC instructs you to "join upwind" or "overfly", maintain 1,500FT until cleared to descend or in receipt of a sequencing instruction. Any other circuit entry instruction ("join downwind", "join base", "make straight-in approach" or "join final") constitutes a clearance to descend to circuit altitude (1,000FT).

GENERAL CIRCUIT JOINING INSTRUCTIONS

1. **Circuit Joining Instructions** are given to place an aircraft in the circuit in sequence with other aircraft already established in the circuit.

2. **A sequencing instruction may include:** a position to enter the circuit, a number in the sequence and/or traffic to follow. e.g. *"Alpha Bravo Charlie, join mid-downwind, follow a Warrior on final."*

3. Care should be taken to maintain your position in the sequence and not to "cut inside" other traffic. If you are unsure of the location of preceding traffic, or if you subsequently lose sight of that traffic, you must inform ATC. ATC will then provide you with the other aircraft's position relative to your own (eg. in your two o'clock), or as a position in the circuit (eg, turning final).

4. A circuit entry instruction or a sequencing instruction constitutes an approval to descend to circuit altitude (1,000FT), except where ATC instructs you to "join upwind" or "overfly". Join upwind and overfly altitude is 1,500FT.

5. Only include the mandatory readback items, due to the large number of aircraft movements at Jandakot. Refer to AIP GEN 3.4-13 (4.4).

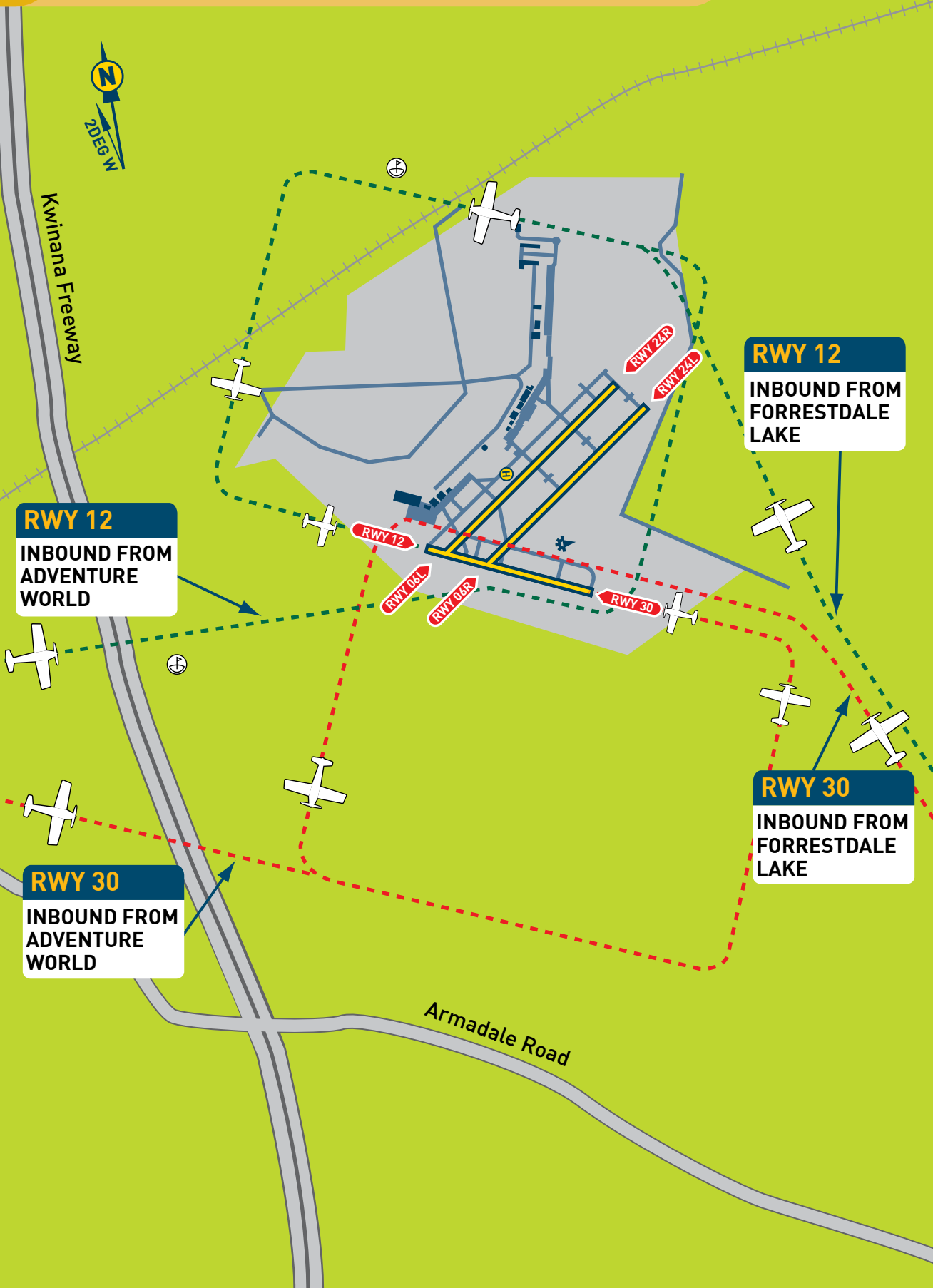
MBZ

Make all necessary radio calls as per AIP, ERSA and pages 20-21 of this Guide. Overfly airport at 1,500FT. Once you have selected the appropriate runway, fly at least 3 legs of the circuit. **Runway 06R/24L is NOT available** during MBZ operations.

GAAP READ BACKS

1. **Route clearance**
2. **Runway clearance**
3. **Runway in use**
4. **Level/altitude**
5. **QNH**
6. **Transponder code**
7. **Radio frequency**
8. **Turns/headings**
9. **Conditional clearances**
10. **Holding instructions**

(Refer AIP GEN 3.4-13 (4.4).)


N
2DEG W
Kwinana Freeway
RWY 24R
RWY 24L
RWY 12
RWY 06L
RWY 06R
RWY 30
RWY 12
INBOUND FROM FORRESTDALE LAKE
RWY 12
INBOUND FROM ADVENTURE WORLD
RWY 30
INBOUND FROM FORRESTDALE LAKE
RWY 30
INBOUND FROM ADVENTURE WORLD
Armadale Road

NOTES

FREQUENCIES

Jandakot Tower	**118.1**	119.4
Jandakot Ground	124.3	
ATIS (JT)	120.9	281
Jandakot MBZ – AFRU	118.1	
PAL/PAPI	123.9	
AWIB (outside Tower hours)	120.9	281
Perth Radar	**135.25**	
Perth ACD	132.95	
Flightwatch	120.7	

PHONE NUMBERS

Flightwatch	1800 814 931
Jandakot Tower	08 9476 8833
Jandakot Tower Manager	08 9476 8512
Jandakot ATIS	08 9476 8755
Jandakot AWIB	08 9417 9904

NAVIGATION AIDS

Jandakot NDB	281
Perth VOR/DME	113.7
Perth NDB	272

Check current version of guide on:
www.casa.gov.au
Phone: 131 757 Safety Promotion

RADIO FAILURE

IF IN G AIRSPACE

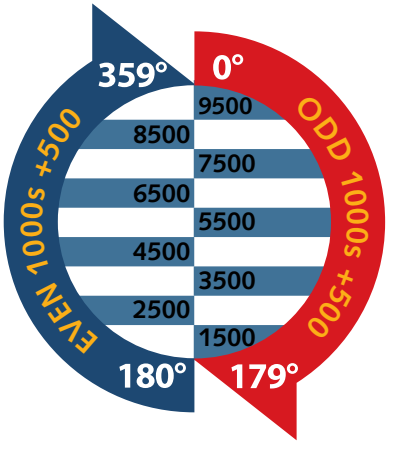
- Squawk transponder code 7600.
- Stay in VMC.
- Continue to broadcast intentions. Prefix all radio calls with, *"Transmitting Blind"*.
- If possible land at the nearest suitable non-MBZ aerodrome.

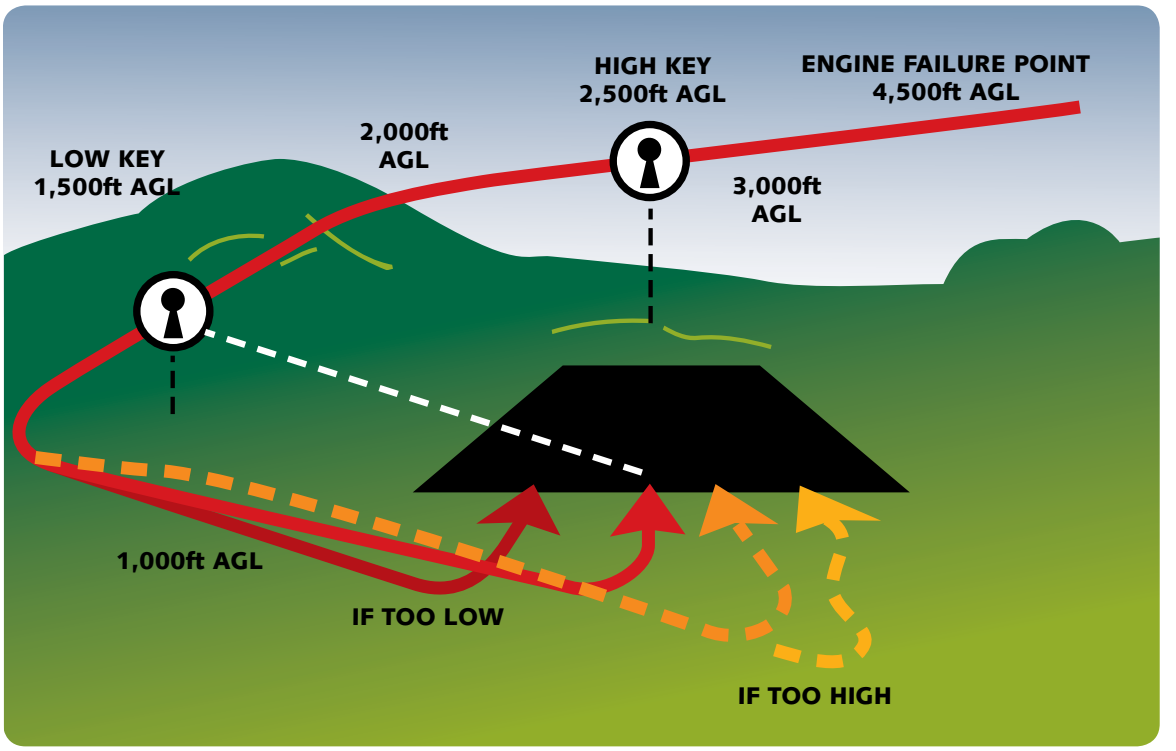
IF ON APPROACH TO JANDAKOT

- Squawk transponder code 7600.
- Carry out general COM failure procedures.
- Continue to broadcast intentions. Prefix all radio calls with "Transmitting Blind".
- Track via Forrestdale Lake or Adventure World (ADWD) as appropriate.
- Enter the Jandakot CTR at 1,500ft.
- Proceed to overhead the aerodrome at 1,500ft.
- Ascertain the runway(s) in use and descend to join the appropriate circuit at 1,000FT (remain clear of the other circuit).
- Maintain separation from other aircraft and proceed with normal circuit and landing. Watch for light signals from the Tower. (See back page for more information about light signals.)

Mobile phones can be used in emergencies.

CRUISING ALTITUDE





INITIAL CHECK

Hold speed	Aim for best glide speed
Mixture	Rich
Carburettor heat	Full hot
Fuel On **Pump**	On **Change tanks**
Trim	To best glide speed

FIELD SELECTION

Wind – determine direction.
Surroundings :Power lines ,trees, etc.
Size & Shape – in relation to wind.
Surface and Slope.
Civilisation – close proximity if possible.

FMOST CHECK

Fuel	Contents, pump on, primer locked.
Mixture	Up & down range, leave rich.
Oil	Temps & pressures green range.
Mag switches	Left then right back to both.
Throttle	Up & down range then close.

MAYDAY CALL & SQUAWK 7700

"Mayday, Mayday, Mayday, Perth Radar, ZFR, Piper Warrior, engine failure, attempting to land in a paddock, 4,500 feet, 8NM east of Serpentine."

Any other useful information such as number of passengers etc.

BRIEF YOUR PASSENGERS

FINAL ACTIONS

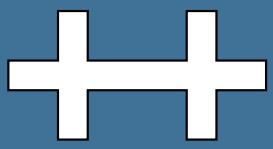
Fuel	Off
Mixture	Lean cut-off
Mags	Off
Harness	Tight
Door	As required
Master switch	Off
Caution	If flaps are electrically operated

LIGHT SIGNALS

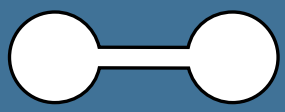
ON GROUND		IN FLIGHT
Authorised to **TAKE-OFF** if pilot is satisfied that no collision risk exists		Authorised to **LAND** if pilot is satisfied that no collision risk exists
Authorised to **TAXI** if pilot is satisfied that no collision risk exists		**RETURN** for landing
STOP		**GIVE WAY** to other aircraft **CONTINUE CIRCLING**
TAXI CLEAR OF LANDING AREA in use		**DO NOT LAND** Aerodrome unsafe
Return to starting point on aerodrome		

SYMBOLS NEAR WIND DIRECTION INDICATOR

AERODROME UNSERVICEABLE



GLIDING OPERATIONS IN PROGRESS



OPERATIONS ARE CONFINED TO HARD SURFACE RUNWAYS, APRONS AND TAXIWAYS ONLY