

A couple of changes at Jandakot

What's even scarier than flying into Jandakot? Change! There are a couple of useful changes that have happened at Jandakot recently. One is the change to inbound points from the south and east. Previously if you flew down from Northam via Mount Dale or the ever-scary controlled airspace of Victor 66, you reported inbound at Armadale or Six South. The problem with Six South was that was a bit of a nebulous concept, somewhere around that set of east-west powerlines that was sort of somewhere south of Forrestdale Lake. "I'm at Six South" was never a particularly accurate description of your position.

The new reporting point is Oakford, which is a much better and easier point to fix. It's the south end of Nicholson Road, where it intersects Thomas Road. It's near enough to 3nm directly south of Forrestdale Lake, and it's just east of a very easy feature to find, which is the Tonkin Highway-Thomas Road intersection. Tonkin Highway, being a 4-lane divided road that runs down the east side of Forrestdale Lake, is very easy to pick, and Nicholson Road runs down the west side of the lake.

The new inbound point at Armadale is called Brickworks, which is the Austral Brickworks site a mile south of the Albany Highway-South Western Highway-Armadale Road intersection, between the SW Highway and the railway line to its west. See the attached snip from Google Maps highlighting the points. (Yes, the view is from considerably higher than 1500 ft, but that's so both inbound points fit on the same page).

Runway 12/30 extension

For maybe the first time in the 20-odd years since Jandakot Airport Holdings bought the airport (or more correctly the lease), they've done something other than extend their business park, and actually made a contribution to aviation. They've extended Runway 12/30, which is now 1500 metres long.

Operations on that runway are the same as before. The main change is the taxiing. There's a new taxiway on the south of the extended runway. See the attached diagram for the taxiway layout and designations. A brief summary of taxiing for daytime departures and arrivals is:

- Departing off Runway 12
 - Same as before. Taxi to the holding point at the western end of Taxiway Bravo.
- Landing on Runway 12
 - Vacating via S1, S2, S3 or S4 – you need clearance to cross 06L and 06R;
 - Vacating via K4 – get a clearance to cross Runway 12 at K3 or K2, then clearances to cross 06L and 06R;
- Departing off Runway 30
 - Taxi via Bravo and hold short of Runway 30;
 - Get a clearance to cross 30, and clearances to cross the undershoots of 06L and 06R;
 - Taxi to holding point K3 or K4.
- Landing on Runway 30
 - Vacate via S1, S2, S3 or S4;

- Get clearances to cross 06L and 06R (or just 06L if you get off at S1).

Just a reminder – Jandakot is no longer a GAAP aerodrome. It's now Class D, just like Karratha or Albany or Alice. That means firstly, you need a clearance to taxi anywhere, and secondly, by day all runways are active, not just the ones nominated on the ATIS, so you need a clearance to cross them.

Another change is that Taxiway K infringes on the runway strips of 06L and 06R (ie. within the gable markers), which is why you need clearances to cross the undershoots. You've never needed that at Jandakot before, although some of us can remember taxiing to what's now holding point C for 24R and saying "Request to cross undershoot of 24 Right" when you taxied to 24L. You weren't actually crossing an undershoot; you were crossing at the take-off threshold which was (and still is) generally only used by larger aircraft using the full length of 24R.

And always remember if you're on the ground at Jandakot and it's all getting too scary, "Request taxi guidance" is a very useful phrase. It doesn't make you sound ignorant or unprepared; it makes you sound safe.

The attached diagram is from an Airservices document detailing the changes. I can't find it online, but please email me (kevinlathbury@gmail.com) if you'd like a copy. And as always, if you're planning to fly into Jandakot and you haven't done it for a while, have a look at ERSA, and give Murray or me a call if you have any questions. We're both pretty familiar with the place.

Kevin Lathbury



Tonkin Hwy

Brickworks

Oakford

New aerodrome layout

