



**JANDAKOT AIRPORT  
BUSHFIRE MANAGEMENT PLAN**

**CONSERVATION MANAGEMENT PLAN  
APPENDIX G**

Jandakot Airport Holdings Pty Ltd  
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# 1 Introduction

Jandakot Airport is the only general aviation airport in the Perth Metropolitan Region and covers a total area of 622 ha. Of this 622 ha, approximately 170 ha is zoned by JAH as conservation or as proposed conservation, with an additional 32 ha identified for potential runway extensions but managed for conservation in the meantime.

Jandakot Airport is vital to the local and regional economy of Western Australia. It provides facilities for tourism, pilot training, general aviation, services to the resources and pastoral sectors and important emergency services such as the Royal Flying Doctor Service, Police Air Wing, Department of Fire and Emergency Services (DFES) and aerial water bombers. In recent years, the “Jandakot City” development at Jandakot Airport has seen the establishment of new facilities not directly associated with the aviation industry, including office accommodation, warehousing and distribution, retail, and maintenance and training facilities. A map showing a general overview of the airport is provided in the Jandakot Airport Master Plan 2009, Figure 1.

On 1 July 1998 Jandakot Airport Holdings Pty Ltd (JAH) acquired a 50-year lease over Jandakot Airport from the Commonwealth Government, with an option for a 49-year lease extension. As part of the privatisation process JAH were required to produce several Management Plans overseeing environmental protection, including a Bushfire Management Plan (BFMP).

This Bushfire Management Plan is a strategic document that provides policy and direction to Jandakot Airports planning and response to bushfires, and is intricately linked with the Jandakot Airport Aerodrome Manual and the Jandakot Airport Environment Strategy. The BFMP identifies management strategies and responsibilities for bushfire prevention, preparedness, response and recovery.

This plan does not extend to fires originating in or entering the building line, or relate to other major emergencies. Response plans for these eventualities are provided in the Aerodrome Emergency Plan (AEP Version 5 August 2012).

## 1.1 Factors Critical to a Bushfire Management Plan

A number of factors must be taken into account to ensure effective bushfire management at Jandakot Airport. These include:

- **Safety**

The safety of human life (i.e. all Jandakot Airport staff and tenants, firefighters and the public) is recognised as the highest priority in responding to a bushfire.

- **Infrastructure/Property**

Infrastructure, materials and environmental assets of Jandakot Airport are vulnerable to bushfire.

- **Ecological Significance**

The native vegetation in Conservation Precincts is sensitive to the effects of fire.

- **Appropriate fire management methods**

Appropriate fire management methods are identified to allow for effective pre-fire risk management, fire control and post-fire rehabilitation.

## 1.2 Scope and Purpose

The aim of the Bushfire Management Plan is to define the minimum requirements to achieve the below objectives:

- A. protect human life
- B. protect property and assets

- C. minimise the physical and environmental impact of bushfires and damaging fire suppression techniques
- D. provide for bushfire protection work to be undertaken in an environmentally sustainable and cost effective manner
- E. maintain fire regimes that are appropriate and necessary to conserve environmental values.

### **1.3 Prevention, Preparedness, Response & Recovery**

As with any emergency plan, the BFMP should address **PREVENTION, PREPAREDNESS, RESPONSE and RECOVERY** techniques in order to achieve the fire management objectives.

The issues can be defined as:

1. **Prevention:** 'Stop a fire starting in the bushland'
2. **Preparedness:** 'Get ready to keep the fire small'
3. **Response:** 'Put the fire out quickly'
4. **Recovery:** 'Help the bush to recover'

### **1.4 Fire History**

A recorded fire history of the airport is available from 1981 and suggests that a number of wild fires and control burns have affected the airport in the past. It is important to continue to map fires for fire prevention planning and for ecosystem management. Mapping of Jandakot Airport's fire history is included in Figure 2.

### **1.5 Fire Regulation and Legislation**

Jandakot Airport is gazetted into the Metropolitan Fire District and as a result, DFES is responsible for attending to a fire. In accordance with the AEP, JAH is to be notified of a fire on the airport.

Although the AEP governs fire, as well as other emergencies, bushfires are not covered in depth in the AEP and therefore this BFMP has been prepared. The AEP looks only at emergency procedures, whereas this BFMP sets out strategies for the prevention and remediation of bushfires.

### **1.6 Natural Environment**

#### **1.6.1 Climate**

Jandakot Airport is located in a Mediterranean climate zone, where long hot summers dry out the bushland every year and natural sources of ignition (such as lightning) can occur. Jandakot Airport is located in the Lower West Fire Weather forecast district. Typically Western Australia's (WA) bushfire season in the south west starts in November and continues through to April.

Jandakot Bureau of Meteorology (BOM) station's monthly data is summarised in Table 1 below. The mean rainfall at Jandakot station is 827.5 mm of which only 173.2 mm of rainfall falls during summer months (November to April). Bushland on the airport is generally too wet to burn during the winter and spring months (May to October).

**Table 1 Jandakot Weather Data Summary.**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Mean Max Temperature (°C) (1989-2012)	31.3	31.5	29.7	25.7	22.1	18.9	17.9	18.6	19.9	22.6	26.1	28.9	
Highest Temperature (1989-2012)	45.7	46.6	43.0	36.0	33.4	24.5	25.9	27	30.4	37.4	40.0	44.0	
Mean 9am Relative Humidity (%) (1989-2010)	49	52	55	62	72	79	80	76	68	59	52	49	
Mean 3pm Relative Humidity (%) (1990 – 2010)	37	36	38	45	51	57	58	55	53	48	43	39	
Mean Monthly Rainfall (mm) (1972-2012)	14.6	16.8	14.9	43.5	106.3	162.4	174.5	124.6	85.4	47.3	29.0	10.5	827.5

A review of BOM wind roses produced from data collated at the Jandakot BoM Station ([http://www.bom.gov.au/climate/averages/tables/cw\\_009172\\_All.shtml](http://www.bom.gov.au/climate/averages/tables/cw_009172_All.shtml)) reveals that the most common winds in the summer months are from the southeast and east in the mornings (9:00 am), with south-westerly sea breezes occurring on most warm days by mid-afternoon (3:00 pm).

### 1.6.2 Flora

The results of vegetation mapping (Figure 3) indicate that the Jandakot Airport Conservation Precincts are predominately a combination of woodlands of *Banksia* woodlands (high-value fauna habitat) and *Melaleuca* woodlands (medium value fauna habitat).

The vegetation communities on the Swan Coastal Plain have been described by Gibson *et al* (1994). Jandakot Airport's Conservation Precincts support three vegetation communities:

- H2 Open woodland of *Banksia attenuata* and *Banksia menziesii*
- J1 Woodland of *Banksia ilicifolia* with *Banksia* spp.
- K2 Woodland of *Melaleuca preissiana*

The airport also supports a Declared Rare Flora population (*Caladenia huegelii*, Grand Spider Orchid) in the Conservation Precincts and hence these areas are high priority fire protection areas. The majority of the rare orchids are located in Precinct 1A, and to a lesser extent in Precinct 1B (refer to Figure 1 and Attachment B).

Wetland areas at the airport are illustrated in Figure 4.

### 1.6.3 Weeds

Weeds are rapid colonisers which compete with native species for natural resources, are often highly flammable compared to native species and are major contributors to bushfire fuel loads. Recent weed and Bushland Condition mapping of Jandakot Airport (Ecoscape 2011) revealed the Conservation Precincts were generally in excellent condition, with around 96% of the grid points having less than 20% weed cover. A total of eighteen target species were recorded during the survey. The most dominant weed species were Wild Gladiolus (*Gladiolus caryophyllaceus*) and Perennial Veldt Grass (*Ehrharta calycina*). Other major weed species were Annual Veldt Grass (*Ehrharta longifolia*), Victorian Tea Tree (*Leptospermum laevigatum*), Petty Spurge (*Euphorbia peplus*) and Wild Oat (*Avena barbata*).

Jandakot Airport has a Weed Management Plan (Conservation Management Plan Appendix B). An annual weed control program targets high priority weed species and areas where weed cover is greater than 20%.

#### 1.6.4 Fauna

The bushland and grounds areas of the airport contain an abundance of fauna. A number of "Species of Significance" have been identified at Jandakot Airport and much of the remaining bushland has been mapped as potential habitat for these species.

**Carnaby's Black-Cockatoo.** Carnaby's Black-Cockatoo (*Calyptorhynchus latirostris*) has been recorded in the Jandakot Airport and is listed as Endangered under the EPBC Act. This species is known to forage in banksia woodland at the airport. The bushland does not contain suitable roosting locations with the exception of amenity trees within the developed precinct.

**Forest Red-Tailed Black-Cockatoo.** The Forest Red-tailed Black-Cockatoo (*Calyptorhynchus banksii naso*) is listed as Vulnerable under the EPBC Act and Schedule 1 under the WC Act. Whilst Forest Red-tailed Black-Cockatoos may occasionally visit the conservation areas of Jandakot Airport, it is not the species' preferred habitat.

**Quenda (Southern Brown Bandicoot).** The quenda (*Isoodon obesulus fusciventer*) is classified as Priority 5 by the DPAW. This mammal typically seeks daytime refuge from predators in very thick ground-storey vegetation. Quenda are likely to occur in all native vegetation at Jandakot Airport, as well as in any densely planted gardens around airport buildings. A recent survey (Western Wildlife 2011) revealed the highest proportion of quenda to be in Precinct 1B.

**Western Brush Wallaby.** The Western Brush Wallaby (*Macropus irma*) is listed as Priority 4 by the DPAW. Suitable habitat for this species occurs broadly throughout the airport, with Precinct 1A and 1B being fenced specifically to manage the wallaby populations within.

**Graceful Sun-moth.** The Graceful Sun-moth (*Synemon gratiosa*) is a day-flying moth endemic to south-west Western Australia. It was removed from the WA threatened fauna list in November 2012 and subsequently removed from the EPBC Act's threatened species list in May 2013. Individuals have previously been recorded in the south-east of the property in the vicinity of Precinct 6 and 2.

**South-western Cool Skink.** The South-western Cool Skink (*Acritoscincus trilineatum*) is considered of local conservation importance, as it is restricted to Jarrah forest and/or *Banksia* woodland of coastal south-west of Western Australia. All bushland areas are considered potential habitat for the cool skink.

**Throscodectes xiphos.** The cricket *Throscodectes xiphos* is known only from its holotype from Cutler Road, Jandakot (pers. comm, Terry Houston, WAM), and little is known of its life history and habits. Jandakot Airport is within 2 km of the location of the holotype (Cutler Road) population, so it is possible this species occurs on the site.

Habitat maps for priority species are contained within Attachment C.

### 1.7 Jandakot Airport Areas

To further enhance the efficiency and effectiveness of bushfire management the Jandakot Airport property has been divided into three sections, as described below: (Refer to Figure 1)

#### Aviation Operations

- Aircraft Parking and Aprons.
- Taxiways and Runways (shown in Figure 2 as a Restricted Area).

- Infrastructure associated with or immediately adjacent to 'Airside' areas, such as hangars, aviation maintenance and support businesses, flying schools etc.

### **Landside Developments**

- Facilities and businesses not adjoining 'Airside' and not in direct support of airside operations.
- New "Jandakot City" commercial developments (Precincts 4 and 5).

### **Conservation Precincts**

- 170 ha of bushland exists at the airport under conservation protection, including:
  - Precinct 1A: Proposed Conservation, 31 ha
  - Precinct 1B: Existing Conservation, 47 ha
  - Precinct 2: Existing Conservation, 39 ha
  - Precinct 6: Future Development, 43 ha
  - Precinct 6A: Future Development, 10 ha.
- Three runway undershoot and overshoot areas – to be managed as Conservation until required for runway extensions and operations, 7 ha, 14 ha and 11 ha.

## **1.8 Areas of Natural Significance**

Whilst all bushland in Jandakot Airport's Conservation Precincts is to be protected, as far as practicably possible, from the impacts of bushfires, some areas have particular significance.

**Rare Orchid Habitat Precinct 1A and 1B.** Precinct 1A, and to a lesser extent Precinct 1B support a significant population of *Caladenia huegelii* (Refer Figure 1). The majority of individual plants have been identified with red or pink pin tags.

**Dieback Areas** - *Phytophthora cinnamomi* is a soil borne plant disease that infects the root systems of some plant species and causes them to rot. At Jandakot Airport there are five identified dieback sites, with two being located in the wetlands (Refer Figure 5).

**Wetlands** – Wetlands are seasonally waterlogged basins that arise as a result of the natural infilling of silt and decaying vegetation that occurs over the lifetime of a wetland or through gradual drying of the climate over time. Figure 3 shows wetland locations on Jandakot Airport.

**UWPCA Boundary** – Jandakot Airport is located on the Jandakot Groundwater Mound and lies partially within the Underground Water Protection Control Area (UWPCA) (Refer Figure 6).

## **1.9 Prescribed Burning**

The fire history of Jandakot Airport indicates that some level of prescribed burning likely occurred in the past. However, the current approach at Jandakot Airport is for no prescribed burning to occur. This is primarily due to the unknown impacts that prescribed burns may have on the rare orchids at Jandakot Airport, as well as significant fauna species.

However, as orchid research progresses and more information comes to light, JAH will be guided by relevant experts as to whether prescribed burning is beneficial for maintaining the ecological values of the native vegetation.

## 2 Prevention

### Definition

Fire prevention is concerned with stopping fires from starting in bushland and minimising the impact of any fires that do start. Fire prevention is proactive in nature.

### Objectives

- To reduce the impact, intensity and frequency of fire within bushland at Jandakot Airport.
- To educate stakeholders about bushfire hazards and effective management.
- To identify likely sources of fire at Jandakot Airport through prior fire history of the area and use these to implement prevention measures.

### 2.1 Sources of Fire

Likely sources of fire at Jandakot Airport can be divided into three areas.

#### 2.1.1 External Activities

- Fire encroaching from neighbouring properties.
- Arson (including dumping and torching vehicles).
- Accidental as a result of high-risk unauthorised public activities (e.g. trail bike/4WD trespassers, camping etc.).

#### 2.1.2 Natural Phenomena

- Lightning Strikes associated with dry weather conditions.

#### 2.1.3 Airport Activities

- Vehicles or Mechanical Equipment.
- Electrical faults associated with power supply.
- Green waste stockpiles.
- Building fires from tenant activities (e.g. hot works).
- Aircraft crash.

Keeping a record of sources of previous fires assists with prevention planning and risk assessment.

### 2.2 Prevention Measures

Much of the fire exclusion principles at Jandakot Airport relate to control of access into the site.

Community education, prevention of fuel load build up, and extra care taken during hot summer days will also help to lower the chance of bushfire at Jandakot.

#### 2.2.1 Controlling Access

Controlling access to Jandakot Airport's Bushland areas to prevent the entry of unauthorised vehicles and persons will assist with reducing the likelihood of arson or trespass related fires. Conservation Precincts 1B, 2, 6 and 6A are fully fenced with 6-foot chain mesh to prevent public access. 90% of Precinct 1A boundary is fenced with a combination of 6-foot chain mesh security fencing and 4-foot stock fencing. The remaining 10% is protected with bollards and signage.

Daily boundary checks are completed by JAH staff to ensure fences, gates and signage are in place and undamaged. All gates are secured with master-keyed padlocks, with access only permitted to approved personnel, contractors and Emergency Services (see Section 3.2).

### 2.2.2 Fire Danger Ratings and Total Fire Bans

As most fires start on “Severe”, “Extreme” or “Catastrophic” fire danger days, especially during school holidays, special notice should be taken during these times.

JAH Staff will ensure that activities prohibited during total fire bans are not undertaken (by either JAH or airport tenants) unless exemptions are obtained.

FIRE DANGER RATING
Category
<b>CATASTROPHIC (CODE RED)</b>
EXTREME
SEVERE
VERY HIGH
HIGH
LOW – MODERATE

### 2.2.3 Stakeholder Consultation and Education

Informing neighbours about fire prevention practices reduces the risk of fires starting on neighbouring properties and subsequently encroaching on the airport. The City of Cockburn sends out flyers and places adverts and articles in the local newsletters and on the City of Cockburn website.

Liaising with other authorities, such as DFES and the City of Cockburn, will help provide a more uniform and united approach to fire prevention. In the event of an issue arising that warrants wider consultation with external stakeholders, liaison may occur either directly with the relevant agency or via the Jandakot Airport Community Aviation Consultation Group (CACG).

### 2.2.4 Weed Management

Weeds are a major part of fire prevention management as they are capable of thickly infesting a site and significantly raising the fuel loading in a bushland area. Introduced grasses such as veldt grass are a particular risk. Jandakot Airport has a control program in place for bushland weeds and aims to keep the weed cover of any given area below 20%.

Weeds tend to occur in disturbed areas, especially after a fire, and can be controlled by selective herbicide spraying and by protecting the integrity of the bushland. Jandakot Airport has a comprehensive weed management program within its Weed Management Plan. In the event of a fire that results in a change to weed priorities at the airport, the Weed management Plan will be reviewed accordingly.

### 2.2.5 Separation of Sources of Risk

In the case of Jandakot Airport, neighbouring properties and publicly accessible roads form a high fire risk and should be separated from airport bushland. Similarly airport bushland presents a fire hazard to the building line and vice versa.

Firebreaks, low vegetation areas and fences separate airport bushland from neighbouring properties to reduce the chances of fires spreading into bushland areas. Where the centre grass and apron areas do not separate the bushland from the building line, low vegetation zones, firebreaks or fences should be put in place to separate the Jandakot Airport building line and bushland.

### 3 Preparedness

#### Definition

Preparing for the fire season increases the likelihood of containing fire, helping fire fighters to effectively and safely fight fires and minimising environmental disturbance caused by fire.

#### Objective

To ensure the airport is prepared to allow a fast and effective response to any fire which may start.

#### 3.1 Firebreaks & Tracks:

The provision of effective fire access tracks is important in the containment of bushfires, as they allow for access to and egress from a fire and provide a safe combat area. For this reason the provision of access tracks is a valuable bushland management tool.

#### Three track types are provided at Jandakot Airport:

1. **Fire Breaks** – Cadastral boundary tracks are required by Cockburn City Council to be “mineral earth” – bare earth with no flammable material - to a minimum width of 3 meters.
2. **Fire Access Tracks** – Vehicle accessible tracks for combating fires within the bushland. These tracks are rendered safe by being hardstanded where necessary to be reliably trafficable, to be dual ended to allow for egress, to be a minimum width of 3 m, have turning around points for large vehicles and are regularly maintained to ensure they are clear from overhanging vegetation to a minimum height of 4 m. This maintenance will be to a standard suitable for DFES vehicles.
3. **Maintenance tracks** – Designed for bushland maintenance by JAH staff and approved contractors only. These tracks are not regularly maintained and may not be trafficable in all conditions and they are generally not suitable for use during a fire.

##### 3.1.1 Track creation and maintenance:

Fire tracks at Jandakot Airport allow for compartmentalisation of the bushland. This reduces the area burnt during fire by providing fire fighting access and/or back-burning points in between blocks. Any future track construction should consider both fire fighting and environmental requirements, for instance a narrower slashed access track may be more appropriate for a smaller area than a wide bare firebreak.

#### The purpose of fire access tracks

- To allow fire fighting vehicles access for a direct attack on the fire
- To provide a fire line to control the use of back burning
- To be trafficable in all conditions.

#### Fire fighting considerations

- A tracks usefulness during a fire incident
- Avoid placing tracks in dangerous areas such as slopes and high fuel areas
- Tracks should have both access and egress
- Gates should be master keyed
- Vegetation and weeds beside the track should be slashed. All overhanging branches should be removed
- Tracks do not necessarily need to be bare earth.

## **Environmental Considerations**

- To avoid erosion, tracks should follow contour lines and allow 'all weather' access.
- The number of tracks should be kept to a minimum to protect bushland integrity.
- Fire Access Tracks should not be sited in Dieback areas where possible. When fire track access through dieback infested areas is unavoidable, the track should be hardstanded with limestone or similar hardened material to prevent vehicles picking up small particles of soil.

### **3.1.2 Control of Access to tracks**

One method of reducing the fire risk is through control of access to the airport. At present a 2.3 m chain mesh security fence with three strands of barbwire at the top is located around the perimeter of the Airside area (including Precincts 1B, 2, 6 and 6A located within). Inspections of the perimeter fencing are carried out daily to ensure fences are in good condition and trespassers are not present. Signs are located at 40 metre intervals discouraging trespassing into restricted areas.

## **3.2 Gates**

Tracks should be fully accessible to allow a quick response to fire, but where gates are necessary for security purposes the locks should be master keyed and keys held by the Duty Reporting Officer (DRO), Operations Manager, Facilities Manager and 1<sup>st</sup> and 2<sup>nd</sup> response DFES stations to allow quick and easy access. Gate locations are shown on Figure 7.

## **3.3 Water Supply**

- Over 85 Fire hydrants are available at Jandakot Airport (see Figures 8 and 9). Additional fire hydrants associated with new commercial developments are being installed on a regular basis.
- There are two bores with BIC coupling but these may not be available at all times as they are dependent upon mains power.
- Extra Water Corp hydrants may be available along Leeming and Johnson Roads.
- It should be noted however that water supply is limited within Jandakot Airport Bushland.

## **3.4 JAH Staff Training and Bushfire Awareness**

The BFMP is made available to all staff with electronic copies available on the JAH website and the JAH internal electronic database. Issues and actions relevant to the BFMP are addressed as required via the JAH Safety Management System meetings, which are held monthly.

All staff receive inductions and training appropriate to their role. JAH staff are not the first response for fire fighting, providing support to DFES only. Groundstaff are not required to become actively involved in fire fighting.

### **3.4.1 Identification**

Uniforms are provided for JAH staff that may be called on to assist DFES in the event of a fire. All personnel are required to be wearing long sleeved shirts and long trousers or jeans, sturdy shoes and wool or cotton socks prior to helping with a fire.

All personnel involved in fire procedures should be identifiable. Unauthorised or non-identified personnel should be removed from the fire area by the incident controller for security and safety reasons.

### **3.5 Equipment**

Although JAH staff are not required to be actively involved in fire fighting, JAH has equipment that may be available for use by JAH or other emergency services in the event of a fire. This includes:

- 5000 L truck
- 2 fast attack 4WD
- 5x4WD's without water tanks
- 1 Plough
- 1 Tractor with FEL
- 1 x FEL
- Access hydrants, pumps and bores.

Equipment and vehicles that may potentially be utilised in bushfire response are maintained in good working order in line with JAH maintenance procedures. Any equipment and vehicle faults should be reported immediately to ensure prompt repairs can be made.

### **3.6 Maps**

Maps (Bushfire Response Plan, Fire Hydrants and priority areas) will be reviewed annually and updated if required. Updated maps will be forwarded to DFES.

### **3.7 Communication with other stakeholders**

Familiarisation tours for 1<sup>st</sup> and 2<sup>nd</sup> DFES response stations at Jandakot Airport occur on an annual basis to assist with preparation in the event of a fire. These familiarisation tours are organised and managed by DFES and typically take place in the least up to or early stages of the fire season, depending on available resources. In the event that major changes occur at the airport, JAH liaises with DFES prior to the familiarisation tours in order to provide the relevant updated information.

Advantage should be taken of the Aerodrome Emergency Committee (AEC) meeting of major stakeholders to discuss updates to the BFMP annually before the fire season.

Through the BFMP and annual tours, DFES personnel should be made aware of the various environmental issues/values at Jandakot Airport.

## 4 Response

### Definition

It is important that the response to a fire is well planned and coordinated. This ensures that the available resources are used effectively, adequate safety measures are in place, high priority areas are given the maximum protection possible and that personnel are confident and prepared to deal with the situation. At Jandakot Airport response to a fire is carried out and controlled by DFES.

### Objective

To identify and implement response methods that will contain and extinguish fires quickly, minimise environmental impacts and ensure effective communication between the attending authorities.

### 4.1 Keeping the fire small

#### 4.1.1 Rapid Response

Rapid response will increase the likelihood of containing and extinguishing a fire quickly. In order to achieve this, measures must be put in place to raise the alarm, and for the appropriate personnel to be confident in their roles and responsibilities once a fire is reported.

- Fire Spotting

During office hours JAH ground staff, the control tower and tenants will be on hand to spot fires that start in airport bushland or that are approaching airport land, but after hours and on public holidays we rely upon tenants and neighbours notifying DFES and subsequently JAH to allow for a quick response.

Given this, a bushfire awareness campaign to highlight the importance of reporting fires and to distribute the correct contact details would increase the likelihood of alarm being raised and allowing the fire control process to be started.

- Reporting a fire

A methodology for reporting emergencies is given in the Jandakot Airport Aerodrome Manual and Jandakot Airport Emergency Plan and is included overleaf. Fires are reported first to DFES on the 000 number, and DFES then notify JAH through the emergency group paging number. See Attachment A for the JAH Master Contact List as contained within the Jandakot Airport Aerodrome Manual.

## 4.2 Response Procedures

Once a fire is reported the appropriate response plan must be enabled as below:

### Section 5:10 of the Jandakot Airport Aerodrome Emergency Plan V12.

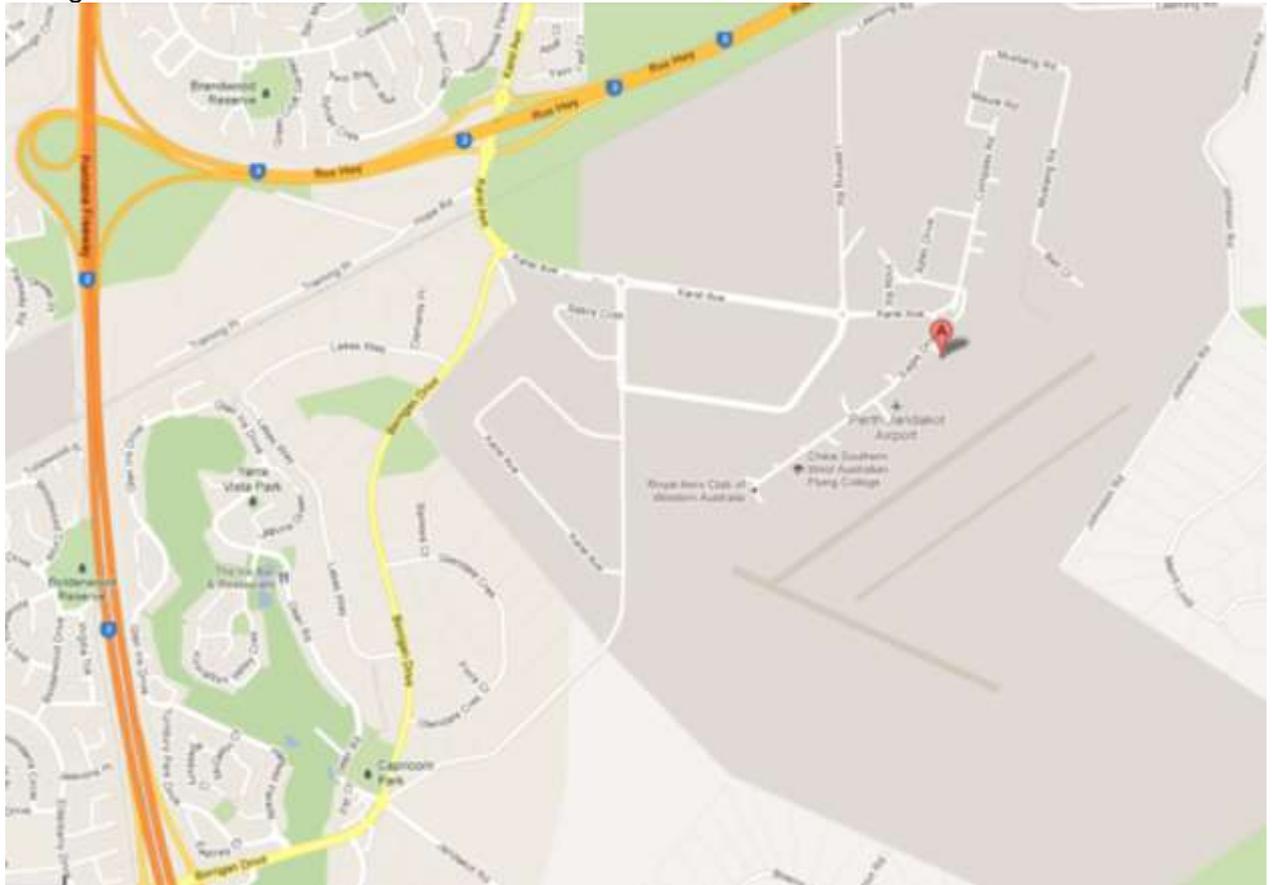
<b>Fire Hazard Event</b>	<b>BUSH FIRE</b>
<b>Emergency Description</b>	A situation where a bush fire starts on, or comes onto, the airport land.
<b>Emergency Triggers</b>	Observation of smoke or fire.
<b>Emergency Activation</b>	Person or organisation that becomes aware of the situation and advises DFES (000-Fire).
<b>Activation Process</b>	<p>If ATC is advised of a bushfire on or near the Airport, or fire is observed from the Tower, ATC will:</p> <ul style="list-style-type: none"> <li>• Advise DFES (000-Fire)</li> <li>• Advise JAH (pager message "BUSHFIRE")</li> </ul> <p>If a call is made to 000-Fire:</p> <ul style="list-style-type: none"> <li>• DFES will activate WAPOL and St John as required</li> <li>• DFES will contact JAH if airside access is required*</li> </ul>
<b>Controlling Agency</b>	DFES
<b>Hazard Management Agency</b>	DFES
<b>Support Agencies</b>	<ul style="list-style-type: none"> <li>• Jandakot/Cockburn Bush Fire Brigade</li> <li>• JAH</li> <li>• WAPOL</li> <li>• St John Ambulance (if persons are injured)</li> </ul>
<b>Staging Area</b>	<p>Determined by DFES.</p> <p>EGCP may be initiated if the response operation becomes complex and/or airside access is required.</p>
<b>Response</b>	<ul style="list-style-type: none"> <li>• DFES: Incident site isolated.</li> <li>• DFES: Evacuation to remove people from the area threatened by the fire.</li> <li>• DFES: Confine and extinguish fire.</li> <li>• WAPOL: Traffic, road and crowd control of incident site.</li> <li>• ST JOHN: Medical treatment of casualties and transport to hospitals as required.</li> <li>• JAH: Isolate electrical supply (if required).</li> <li>• JAH: Respond to restrictions/impact on aircraft operations.</li> </ul>
<b>Stand Down</b>	DFES
<b>Response Plan</b>	WESTPLAN – BUSH FIRE
<b>Supporting Documents</b>	Jandakot Airport Bushfire Management Plan (appendix to Conservation Management Plan)

\* DFES notifies DRO Emergency group (Pager 9485 7555). The DRO emergency group pager number will alert both the Duty Reporting Officer & the Operations Manager.

#### 4.2.1 Assembly at the Emergency Gate Control Post (EGCP)

The EGCP is the standard mobilisation point for any emergency on the airport, and is familiar to all emergency services. The EGCP can be activated by any emergency personnel, as in the Jandakot Airport Aerodrome Emergency Plan. It should be noted however that the EGCP would only be an appropriate meeting location for bushfires past this point within the Airside area. For a fire in Precinct 1A, a more appropriately mustering point may be in the vicinity of northern Marriott Road (formerly Leeming Rd within the Airport) or northern Orion Road.

The primary access to Jandakot Airport is from Karel Avenue (accessed via Karel Avenue or Berrigan Drive).



**Primary Emergency Access to the EGCP.**

## Section 4.5 from Jandakot Airport Aerodrome Emergency Plan. Emergency Gate Control Post (EGCP)

<b>Facility</b>	<b>EMERGENCY GATE CONTROL POST (EGCP)</b>
<b>Function</b>	The EGCP is a fixed location for the overall control of the on-scene agencies responding to the emergency.
<b>Location</b>	The EGCP is located Airside, directly inside the electronic Emergency Gate (Gate 8). Access is from Eagle Drive.
<b>Identification</b>	<p>Small white demountable with red "EGCP" markings on outside.</p> 
<b>Access</b>	Electronic Gate 8 can be opened by entering a PIN on the access keypad (Police Operations Centre will provide the PIN over the phone to the first arriving agency).
<b>Set-Up</b>	<p>The EGCP will be activated by the response agency arriving first on-site. A break-glass box located next to the EGCP door holds the key to unlock the EGCP door and communications cabinet.</p> <p>The first arriving agency will appoint an interim Incident Controller until such a time as WA Police is on site to assume responsibility.</p>
<b>Control Agency</b>	WAPOL
<b>Operation</b>	<p>All responding agencies and organisations must report to EGCP on arrival.</p> <p>The following staff are to position at the EGCP:</p> <ul style="list-style-type: none"> <li>• Police Incident Controller</li> <li>• DFES Commander</li> <li>• St John Ambulance Commander</li> <li>• JAH Senior Representative (if available)</li> <li>• aircraft owner/operator representative.</li> </ul> <p>Note: if the Forward Control Post (FCP) is activated, the DFES and St John Commanders will relocate to the FCP.</p> <p>The EGCP, in the initial period, may also serve as the location of the Emergency Coordination Centre, until (if necessary) the ECC is established at the Airport Management Centre.</p>
<b>Equipment</b>	<p>The EGCP contains:</p> <ul style="list-style-type: none"> <li>• 1 x telephone that links directly to the Air Traffic Control tower.</li> <li>• 1x base and 1x handheld VHF radio (to be operated on frequency 118.1 – for communication between EGCP, ATC and aircraft).</li> <li>• 1x base and 1x handheld UHF radio for communication between EGCP and JAH vehicles.</li> <li>• 2x files containing airport maps, note pad and contact information</li> <li>• File containing photographs and information on the most common types of aircraft that operate at Jandakot Airport.</li> <li>• Desk and chair</li> <li>• Bottled drinking water</li> <li>• Whiteboard and markers</li> <li>• 2x synchronised clocks</li> <li>• WAPOL AIMS tabards (vests).</li> </ul>
<b>Stand Down</b>	The Incident Controller is responsible for stand down of the EGCP. Stand down procedures will normally be implemented on a progressive basis as the emergency winds down.

#### 4.2.2 Fire Incident Controller

Before the arrival of DFES the DRO, or Operations Manager may assume control of the incident.

On the arrival of DFES, the Chief Fire Officer will assume the Fire Incident Controller position. The Incident Controller then has the power to determine with discretion the fire suppression techniques which will be used.

#### 4.2.3 Standard Mobilisation

The Fire Incident Controller determines the DFES resources required to respond to a bushfire emergency at Jandakot Airport based on availability and other priorities.

### 4.3 **Protection of the Environment**

#### 4.3.1 Dieback Hygiene

There are known areas of dieback infection at Jandakot Airport so care is needed when dealing with fire control and water use. The effects of fire are short term but the effects of Dieback infection are permanent and irreversible.

The following guidelines address dieback spread during bushfire response (and recovery).

- Try to keep all machinery operations in one area, either in dieback infested or uninfested areas.
- Minimise the entry of machinery or vehicles into bushland areas, or keep to marked access tracks.
- During earthworks take care not to push dieback infested soil into uninfested areas.
- Avoid areas where soil can be picked up, e.g. muddy or wet areas, or clean soil off vehicles.

#### 4.3.2 Fire Retardants

##### ***Foam***

The use of foam and other water additives is very effective, however there are concerns about the effects that foam may have on the surrounding environment. Foam is generally not recommended for use near swampy areas or wetlands as it can alter nutrient and chemical balances and be harmful to fauna such as amphibians. Jandakot Airport bushland contains several wetland areas (see Figure 4) and foam should not be used in these locations if this can be avoided. Ultimately, the use of foams and other fire retardants will be at the discretion of the Incident Controller.

##### ***Back Burning***

Back burning increases the area of bushland burnt so other direct methods of fire fighting should be considered before back burning. However, the use of back burning can prevent the spread of fire across compartments and so reduce the total area of bushland that burns during one incident. Back burning is a powerful tool for fire fighting but one that should be undertaken with care at Jandakot Airport at the discretion of the Incident Controller.

##### ***Priority Protection Areas***

The Conservation Precincts are all priority protection areas, with Precincts 1A and 1B considered the highest priority due to the presence of Declared Rare Flora (Refer Figure 1 and Attachment B).

#### 4.3.3 Use of Vehicles During Fire Operations

All fire vehicles should remain on the fire access tracks during all fire operations as most areas at Jandakot Airport are extremely sandy and may cause vehicles to be bogged.

#### 4.3.4 Mop up strategies

- **Responsibilities of DFES**

DFES is responsible for the fire procedures and fire response until the Incident Controller declares 'Stand Down'.

- **Duties and Responsibilities of JAH**

A staff member should remain on hand until the possibility of re-ignition is deemed unlikely.

- **Extinguishing Smouldering Trees**

During Mop-up once a fire has been contained, trees within the 100 m fire edge must be extinguished before the fire ground can be left. Effort should be made to extinguish these trees using water rather than cutting them down.

- **Fauna Rescue**

The safety of people involved should not be compromised by the urgency of animal rescue. The fire ground must not be entered without the permission and knowledge of the Incident Controller until the area is deemed "Safe", and then not without the knowledge and permission of JAH.

Should fire fighting personnel detect an injured animal, and the animal can be rescued without endangering personnel, a rescue should be attempted and the animal should be placed into suitable care. The JAH Environmental Manager should be notified, and can be called upon to facilitate the rescue. In the event the Environment Manager is unavailable, the DPAW-managed Wildcare Helpline should be contacted for assistance on (08) 9474 9055.

## **5 Recovery**

### **Definition:**

Recovery is the process of returning the affected area back to normal after the impact of a fire. It can include short-term and long-term activities. The main responsibility for post fire recovery rests with JAH.

### **Objectives**

- To determine post fire strategies to rehabilitate bushland post fire.
- To debrief all parties involved on the result of the fire fighting effort.
- Adequately record information about the fire.
- Review the plan and update as necessary.

### **5.1 Debriefing**

Ideally all stakeholders involved in the development of the BFMP should be involved in the debriefing sessions after a fire. At minimum, a debrief should be held with all parties involved in combating the fire to discuss changes and improvements which should be made to the plan to improve its efficiency. The debriefing should be held as soon after the event as possible for maximum effectiveness.

### **5.2 Investigating the cause**

An investigation of the cause of the fire should be undertaken where possible as this will assist with the prevention of future fires, and possibly the apprehension of offenders. Where arson is suspected the DFES Incident Controller will notify the Fire Investigation Team.

### **5.3 Recording the Fire**

Keeping adequate records of the extent and impact of fire assists with both planning for fire prevention and management of bushland. Responsibility for keeping these records rests with JAH. Records for each fire should include:

- The area covered
- The degree of damage
- The source of the fire
- Date and time
- How the fire was reported
- The Fire Danger Index and weather conditions on the day
- The success or otherwise of preparedness initiatives
- The fire response activity undertaken and the rehabilitation required.

Where possible maps should be prepared and photographs taken as they will provide a visual record of the fire and recovery.

## **5.4 Safety**

After the fire is deemed "Safe" areas and facilities (including roads and tracks) should be assessed for safety. Access to the area should be determined and remediation of any threat should occur as soon as possible.

## **5.5 Post Fire Fauna and Flora Management**

Post fire rehabilitation requirements will be dependent on a number of factors such as the habitat/vegetation type impacted, the size of the fire, the intensity of the fire, the time of year and the success of natural post-fire regeneration. Therefore, it is not possible to develop a detailed post-fire rehabilitation until after an event has occurred. The factors below will be taken into account when developing a post-fire rehabilitation plan.

### **5.5.1 Assess the need for fauna monitoring**

In cases of severe fire damage where large expanses of bushland or especially significant areas are burnt, provisions may need to be made for surviving native species (e.g. temporary supplementary feeding), or monitoring undertaken to assess the impacts to the relevant species/populations.

### **5.5.2 Assess the requirement for revegetation initiatives**

In cases of severe fire damage, revegetation work may be required to protect soil from erosion and repair bushland. The Jandakot Airport Rehabilitation and Revegetation Guidelines (CMP Appendix D) have been developed to assist in the planning of post-fire revegetation requirements.

Should post fire assessment and/or monitoring determine that rehabilitation and revegetation management is warranted, a site-specific rehabilitation and revegetation plan will be developed and implemented.

## **6 Reporting Requirements**

Reporting against actions described in this plan will be included within the Jandakot Airport Annual Environment Report (AER). In line with the *Airports (Environmental Protection) Regulations 1996*, the AER will be submitted to the Department of Infrastructure and Regional Development by 28<sup>th</sup> October each year. A copy of the report will be provided to Dow by 28<sup>th</sup> October each year.

## **7 Review and Amendment of Bushfire Management Plan**

As with the overarching The Conservation Management Plan, the Bushfire Management Plan is a 'live' document and as such will require regular review and amendment in order to meet practical requirements on site as changing circumstances demand.

Where amendments are unlikely to have a material impact on matters protected under the EPBC Act or the intent of EPBC 2009/4796 conditions of approval, copies of the amended plan, including appropriate rationale and justification for each amendment, will be provided to DOE and DIRD. If DOE deem it necessary, the amended plan will be elevated for the Minister's approval.

Where amendments to the Bushfire Management Plan impact matters protected under the EPBC Act or are deemed not to be in accordance with that approved by the Minister (ref Conditions 6 and 12 of EPBC 2009/4796 approval), the amended Plan will be submitted to DOE for review and approval by the Minister.

The JAH Environment Manager will review this Bushfire Management Plan every five years to ensure that it is up to date and its control measures are effective. However, if new relevant information comes to light before the three-yearly review is undertaken (e.g. significant changes to maps, following the occurrence of a significant bushfire etc.), a review of the Bushfire Management Plan will occur before the scheduled action.

## 8 Summary of Actions

The tables below contains a list of actions relating to the Bushfire Management Plan

<b>Table 2. Bushfire Management Plan –Actions.</b>			
<b>Action</b>		<b>Responsibility</b>	<b>Timing</b>
<b>Preventative Actions</b>			
<b>Controlling Access to Bushland Areas</b>			
BFMP1	Inspect security fencing and perimeter signage daily and repair/replace immediately if necessary (conducted as part of daily boundary inspections).	JAH ASOs	Daily
<b>Fire Danger Ratings and Total Fire Bans</b>			
BFMP2	Total Fire Bans will be adhered to unless an exemption permit is obtained.	All Staff and Tenants	During Total Fire Bans.
<b>Stakeholder Consultation and Education</b>			
BFMP3	Publish the BFMP on the JAH website and make available to JAH staff on internal electronic database.	JAH EM	Achieved. Version on website be replaced with updated BFMP within 4 weeks of BFMP review completion (or, if required, within 4 weeks of endorsement by relevant government regulator).
BFMP4	Forward a copy of the BFMP to DFES following any amendments.	JAH EM	Within 4 weeks of BFMP review completion (or, if required, within 4 weeks of endorsement by relevant government regulator).
<b>Weed Management Program</b>			
BFMP5	Control weeds that may contribute to increased fire risk by implementing the Jandakot Airport Weed Management Plan. Refer CMP Appendix B Weed Management Plan.	Refer CMP Appendix B Weed Management Plan	Refer CMP Appendix B Weed Management Plan.
<b>Separation of Sources of Fire Risk</b>			
BFMP6	Ensure the interface between the building line and bushland is a low vegetation area.	JAH OM (supported by JAH EM) for Airside Areas. JAH FM (supported by JAH EM) for Landside Areas.	Annually by start of fire season (31 October).
BFMP7	Inspect fire breaks and fire access tracks and undertake any required maintenance.	JAH OM (supported by JAH EM) for Airside Areas. JAH FM (supported by JAH EM) for Landside Areas.	Annually by start of fire season (31 October).

<b>Table 2. Bushfire Management Plan –Actions.</b>			
<b>Action</b>		<b>Responsibility</b>	<b>Timing</b>
<b>Preparedness Actions</b>			
Firebreaks and Tracks			
	Refer BFMP1, & 7		
Gates			
BFMP8	Ensure all gates are master keyed and all necessary personnel have keys.	JAH EM supported by JAH FM and JAH OM	To be confirmed during annual DFES familiarisation tours.
Water Supply			
BFMP9	Undertake Annual Fire Hydrant Inspection.	JAH FM	Annually by start of fire season (31 October).
JAH Staff Training			
	Refer BFMP3		
BFMP10	Issues and actions relevant to the BFMP are addressed as required via the JAH Safety Management System meetings, which are held monthly.	JAH EM and JAH AOM	Monthly unless meetings are postponed or cancelled due to operational priorities.
BFMP11	All JAH ground staff potentially involved in bushfire response or support to be issued with appropriate uniforms.	JAH OM and JAH FM	Uniforms provided upon commencement of employment and replaced as required.
Equipment			
BFMP12	Equipment and vehicles that may potentially be utilised in bushfire response are maintained in good working order in line with JAH maintenance procedures.	JAH OM supported by JAH SASO.	Ongoing
Maps			
BFMP13	Review and update (if required) existing maps (Bushfire Response Plan, Fire Hydrants and priority areas). Provide updated maps to DFES.	JAH EM supported by JAH OM & JAH FM.	Annually by start of fire season (31 October).
Stakeholder Communication			
BFMP14	Undertake familiarisation tours.	DFES response stations	Annually
BFMP15	Liaise with DFES to provide relevant updated information relating to any significance changes that have occurred in the previous 12 months.	JAH EM and DFES	Prior to undertaking annual familiarisation tours if major changes have occurred at the airport since the previous annual tour.
BFMP16	Raise any significant updates to the BFMP at the AEP Annual meeting for major stakeholders	JAH EM supported by JAH OM.	Annually (if significant updates to BFMP have occurred).
<b>Response Actions</b> *Note – only JAH actions are listed below. Whilst guidelines and recommendations are provided within this BFMP, JAH is not responsible for the DFES response actions			
BFMP17	Support DFES response to any bushfire at Jandakot Airport.	All JAH Staff	When a bushfire occurs.
BFMP18	Facilitate fauna rescue of animals injured by the fire.	JAH EM	Immediately after area is deemed

<b>Table 2. Bushfire Management Plan –Actions.</b>			
<b>Action</b>		<b>Responsibility</b>	<b>Timing</b>
			“Safe”.
<b>Recovery Strategies</b>			
<b>Debriefing</b>			
BFMP19	Hold a meeting with all parties involved in the fire fighting effort.	JAH OM/JAH EM & Incident Controller	ASAP after fire.
BFMP20	Complete any recommended changes to the preparedness and response strategies as a result of the above.	JAH EM	Timing to be determined at the debriefing.
<b>Investigation</b>			
BFMP21	Conduct post fire investigations in consultation with DFES.	JAH EM/JAH OM	ASAP after fire
<b>Recording</b>			
BFMP22	Prepare and store electronic records of the fire. Records to contain details outlined in Section 5.3.	JAH EM	Within 4 weeks of any fire occurring.
BFMP23	Create map using post-fire aerial photography and take ground-based photos of the area.	JAH EM	Ground-based photos to be taken within 7 days of the area being declared safe. Mapping to be completed within 4 weeks of Nearmap post-fire photos being made available.
<b>Safety</b>			
BFMP24	Undertake an inspection of the areas impacted by fire close areas deemed ‘unsafe’ pending further assessment and/or remediation.	JAH OM, JAH IM, or JAH EM – depending on areas impacted.	ASAP after DFES declare Stand Down. Exact timing dependent on the areas impacts and associated risks.
<b>Bushland Rehabilitation and Revegetation</b>			
BFMP25	Assess the need for fauna assistance (e.g. temporary supplementary feeding) and determine ongoing monitoring requirements.	JAH EM	As soon as possible after a fire. Exact timing of fauna rehabilitation tasks will be dependent on location of fire and species impacted.
BFMP26	Assess the fire-impacted area for rehabilitation and revegetation requirements.	JAH EM	As soon as possible after a fire.
BFMP27	If required, develop and implement a post-fire rehabilitation and revegetation plan.	JAH EM	Following the completion of the post-fire rehabilitation and revegetation assessment (BFMP31).
<b>Reporting and Review</b>			
<b>Reporting</b>			
BFMP28	Report against relevant actions of the BFMP within the Jandakot	JAH EM	By 28 October Annually.

<b>Table 2. Bushfire Management Plan –Actions.</b>			
<b>Action</b>		<b>Responsibility</b>	<b>Timing</b>
	Airport Annual Environment Report (AER) and provide copies to DIRD and DOE.		
<b>Review</b>			
BFMP29	Review and update BFMP.	JAH EM	2018.
BFMP30	Review and amend BFMP (including details of areas to be cleared) if proposed clearing for firebreaks/tracks exceeds the 167 hectare clearing limit under EPBC 2009/4796 within precincts 1B,3, 4 and 5, or if any clearing of native vegetation is proposed within other precincts, and submit to DOE for approval.	JAH EM	Prior to clearing for firebreaks and fire tracks.

## 9 Glossary

<b>AEC</b>	Aerodrome Emergency Committee
<b>AEP</b>	Aerodrome Emergency Plan.
<b>AER</b>	Annual Environment Report
<b>AM</b>	Aerodrome Manual
<b>ASO</b>	Airport Services Officer
<b>BFMP</b>	Bush Fire Management Plan
<b>BOM</b>	Bureau of Meteorology
<b>CEMP</b>	Construction Environmental Management Plan
<b>CMP</b>	Conservation Management Plan
<b>DEC</b>	Department of Environment and Conservation. On 1 July 2013 the Department of Environment and Conservation separated into two agencies, the Department of Parks and Wildlife (DPAW) and the Department of Environment Regulation (DER).
<b>DEWHA</b>	Department of Environment, Water, Heritage and the Arts (now DOE)
<b>DFES</b>	Department of Fire and Emergency Services (Formerly FESA)
<b>DIRD</b>	Department of Infrastructure and Regional Development (previously DIT)
<b>DIT</b>	Department of Infrastructure and Transport (now DIRD)
<b>DMP</b>	Dieback Management Plan
<b>DOE</b>	Department of the Environment (previously DEWHA and DSEWPaC)
<b>DPAW</b>	Department of Parks and Wildlife (formerly DEC).
<b>DRO</b>	Duty Reporting Officer
<b>DSEWPaC</b>	Department of Sustainability, Environment, Water, Population and Communities (Previously DEWHA and now DOE)
<b>EGCP</b>	Emergency Gate Control Post
<b>EMP</b>	Environmental Management Plan
<b>EPBC</b>	Environmental Protection and Biodiversity Conservation Act 1999
<b>JAH</b>	Jandakot Airport Holdings
<b>JAH AOM</b>	Jandakot Airport Holdings Assistant Operations Manager
<b>JAH EM</b>	Jandakot Airport Holdings Environment Manager
<b>JAH FM</b>	Jandakot Airport Holdings Facilities Manager
<b>JAH OM</b>	Jandakot Airport Holdings Operations Manager
<b>OEMP</b>	Operational Environmental Management Plan
<b>SMS</b>	Safety Management System (an access database used by JAH to record all Incidents).
<b>UWPCA</b>	Underground Water Protection Control Area.
<b>WAPOL</b>	Western Australian Police.

## 10 References

City of Cockburn (2012) *Fire Control Order 2012-2012*, City of Cockburn, Perth WA.

Ecoscape (2011). Jandakot Airport Weed Assessment and Bushland Condition. Report Prepared for Jandakot Airport Holdings.

JAH (2012) Aerodrome Emergency Plan, Version 5, August 2012.

JAH (2012) Jandakot Airport *Aerodrome Manual*, Version 5, August 2012.

Western Australian Planning Commission & the Fire and Emergency Safety Authority (2010). Planning for Bushfire Protection Guidelines Edition 2.

FIGURE 1 MASTER PLAN 2009

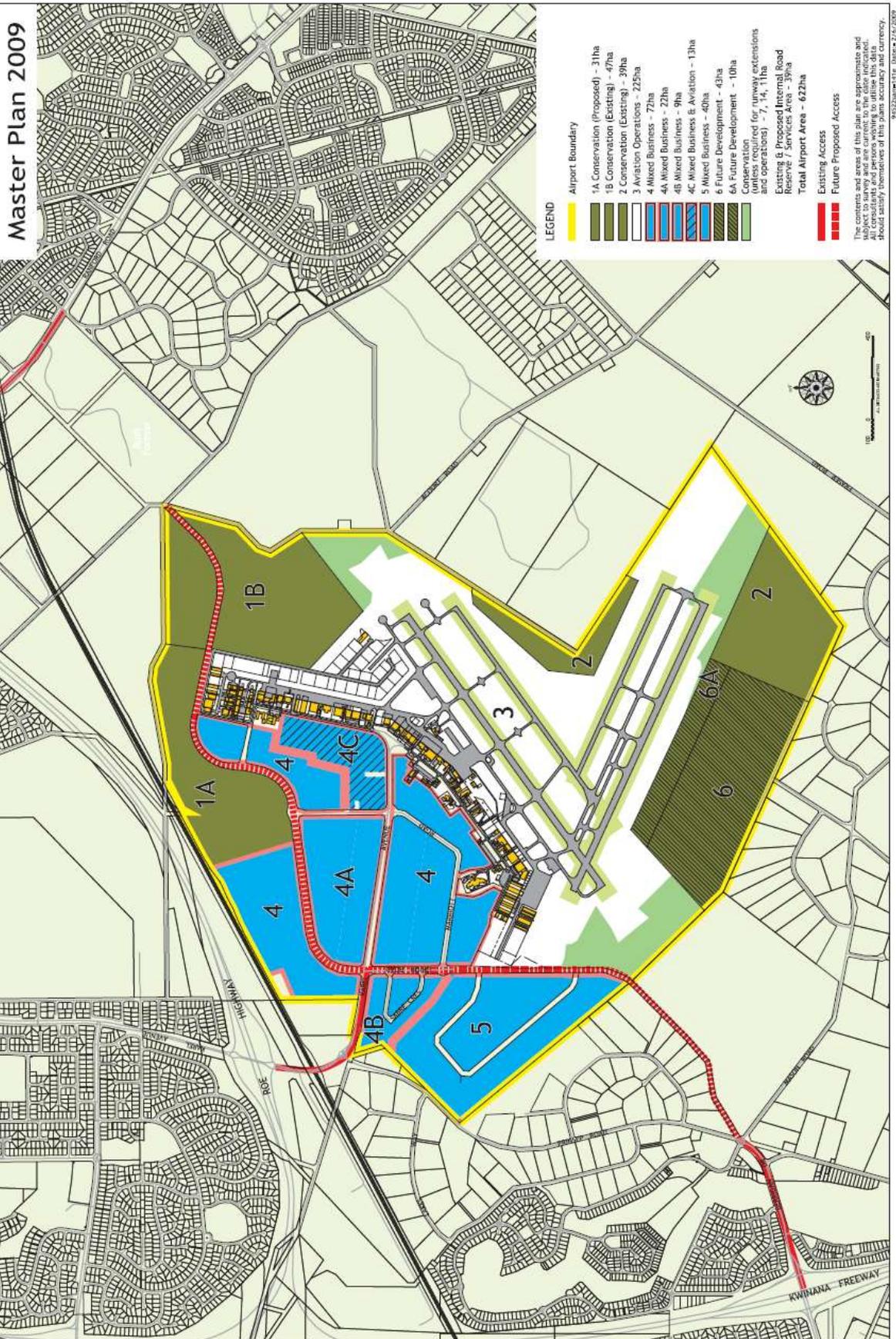


FIGURE 2 JANDAKOT AIRPORT BUSHFIRE RESPONSE PLAN

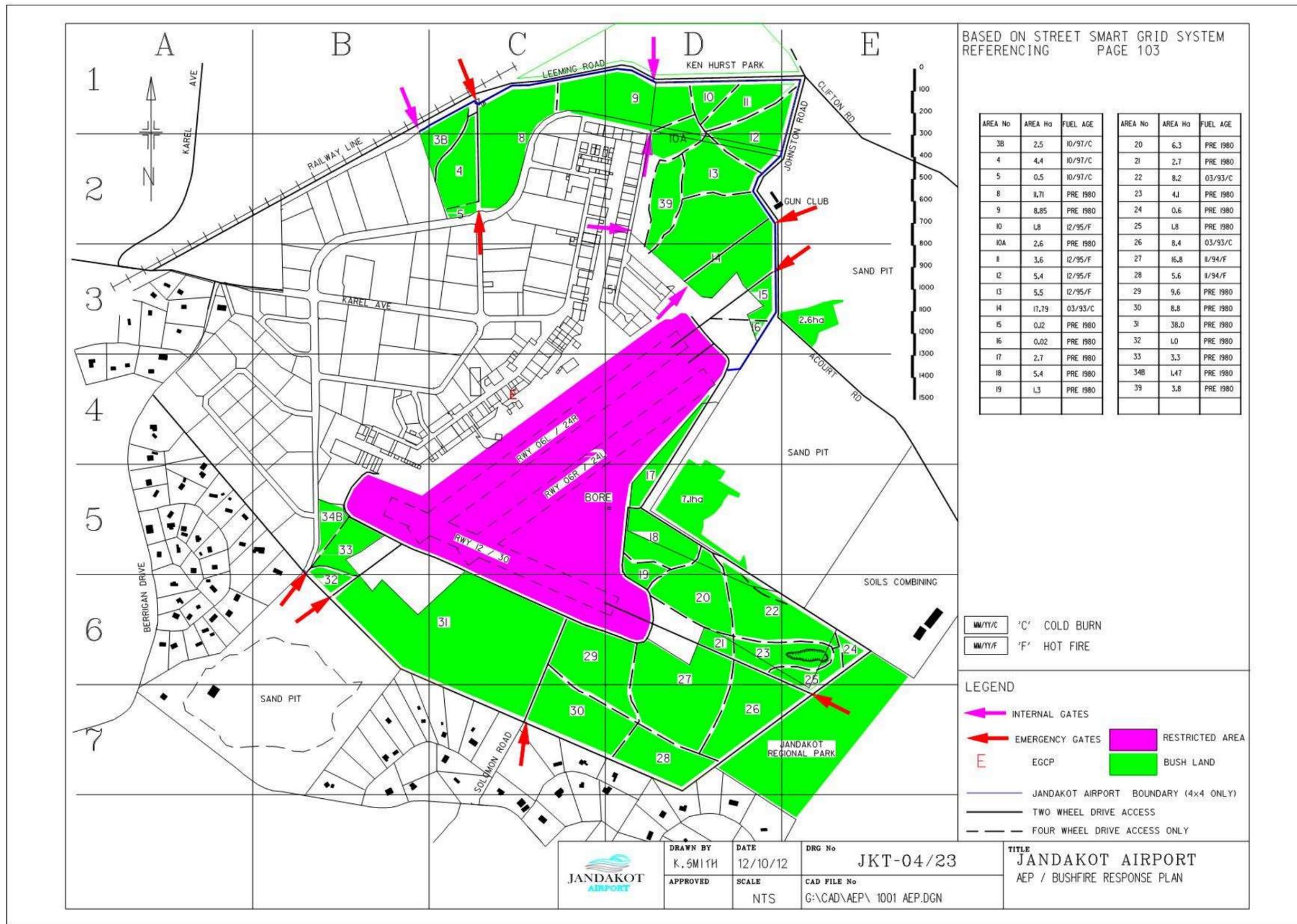


FIGURE 3 VEGETATION COMMUNITIES MAPPING

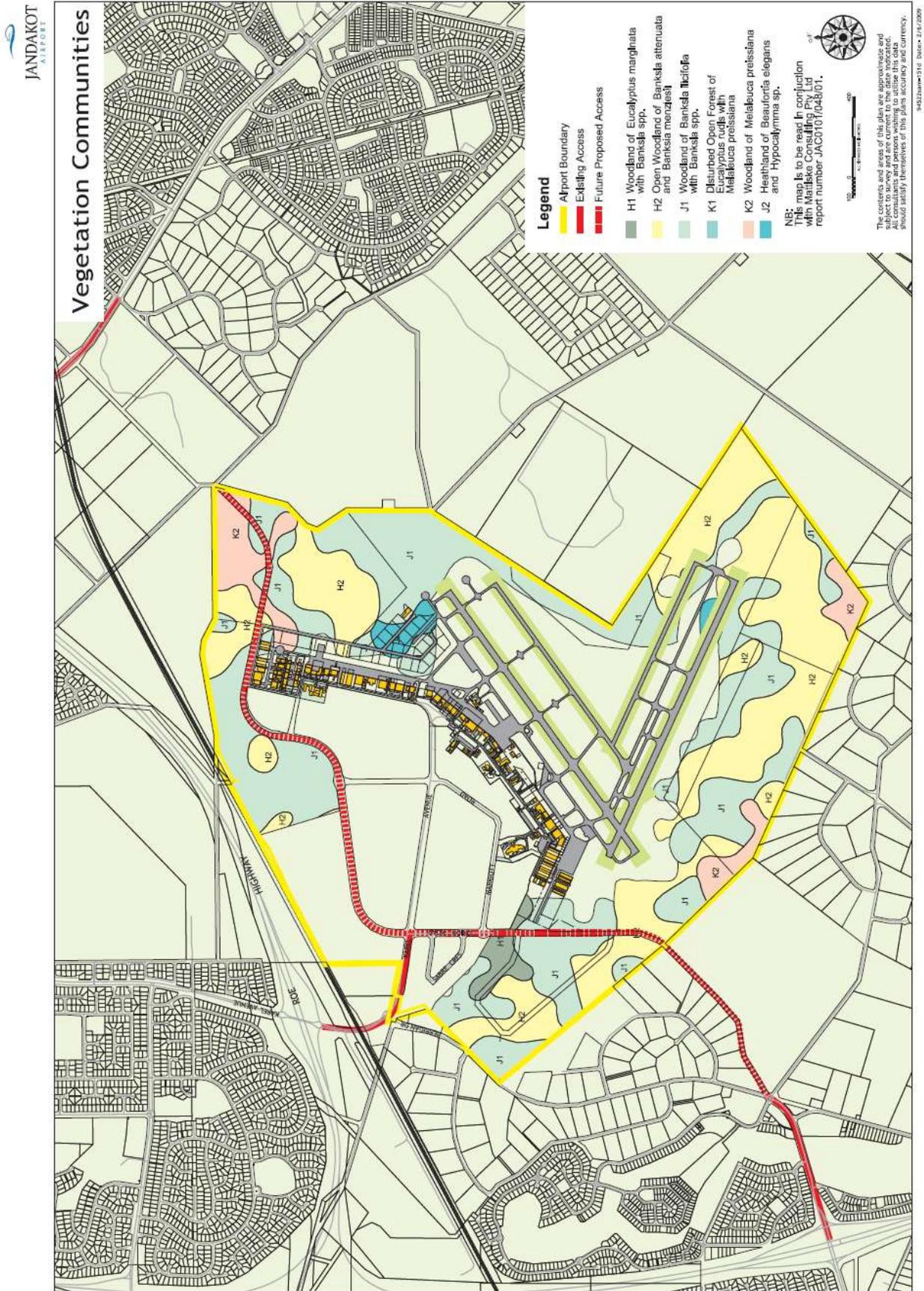


FIGURE 4 JANDAKOT AIRPORT WETLANDS

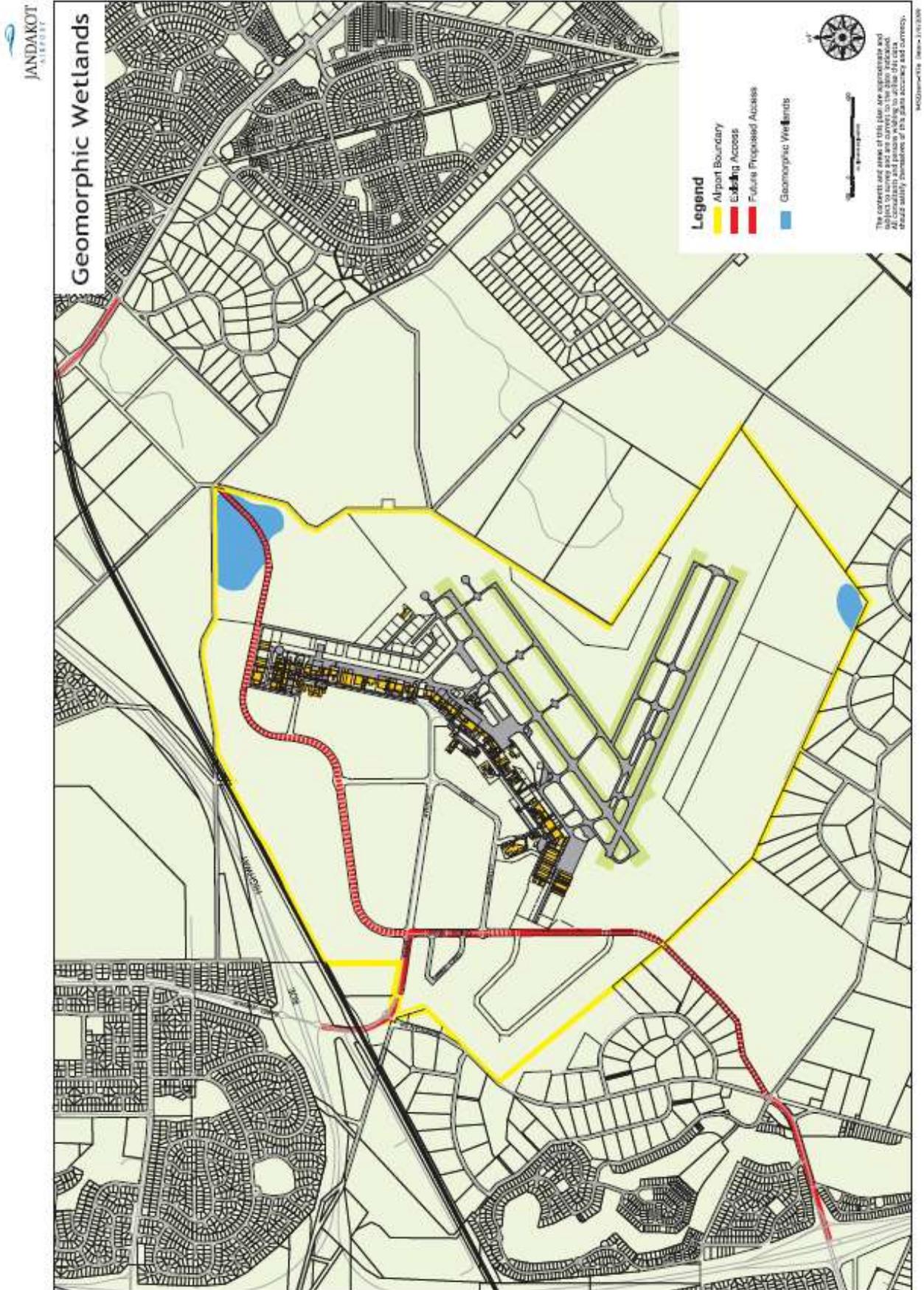


FIGURE 5 DIEBACK AFFECTED AREAS

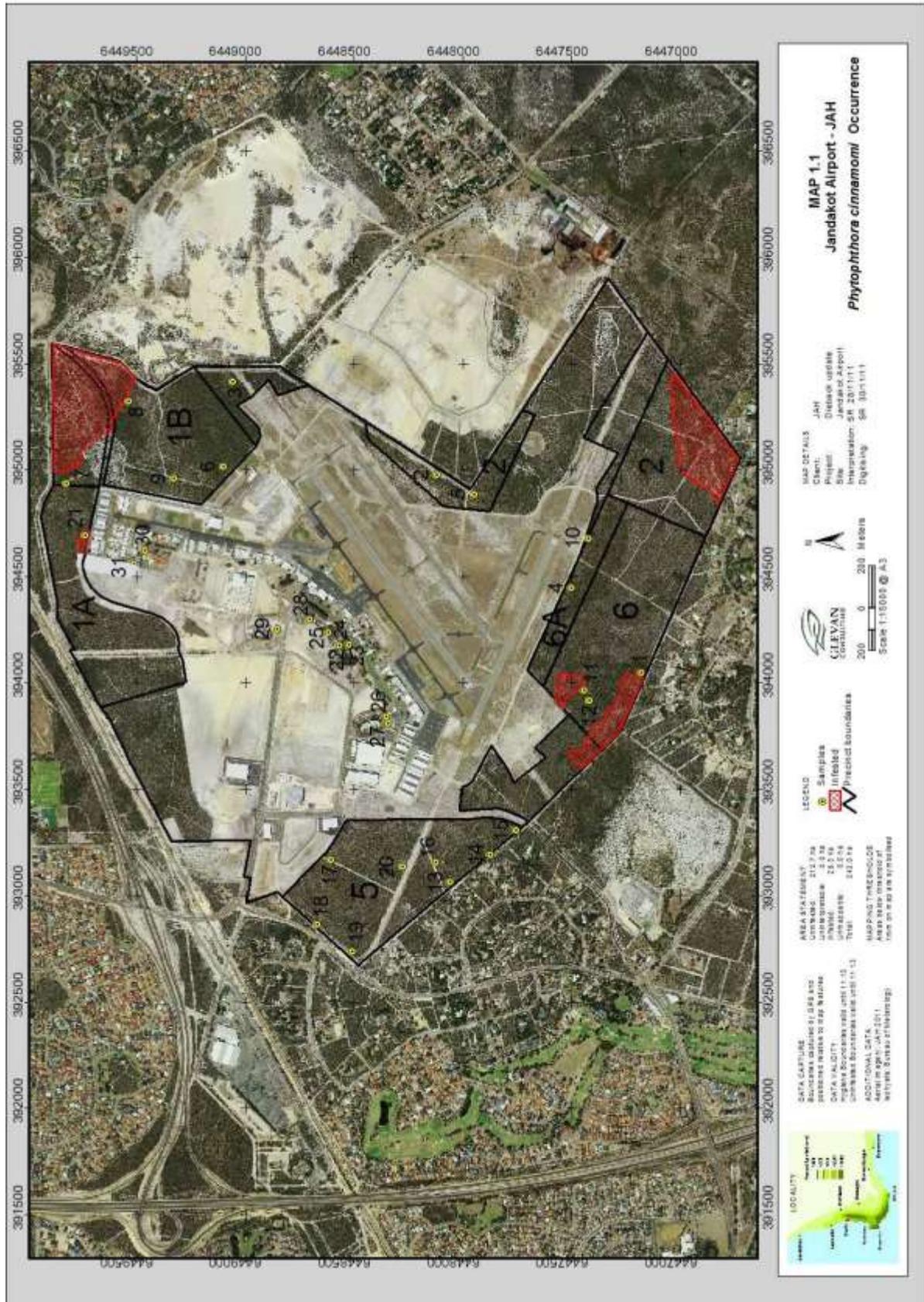


FIGURE 6 JANDAKOT UWPCA

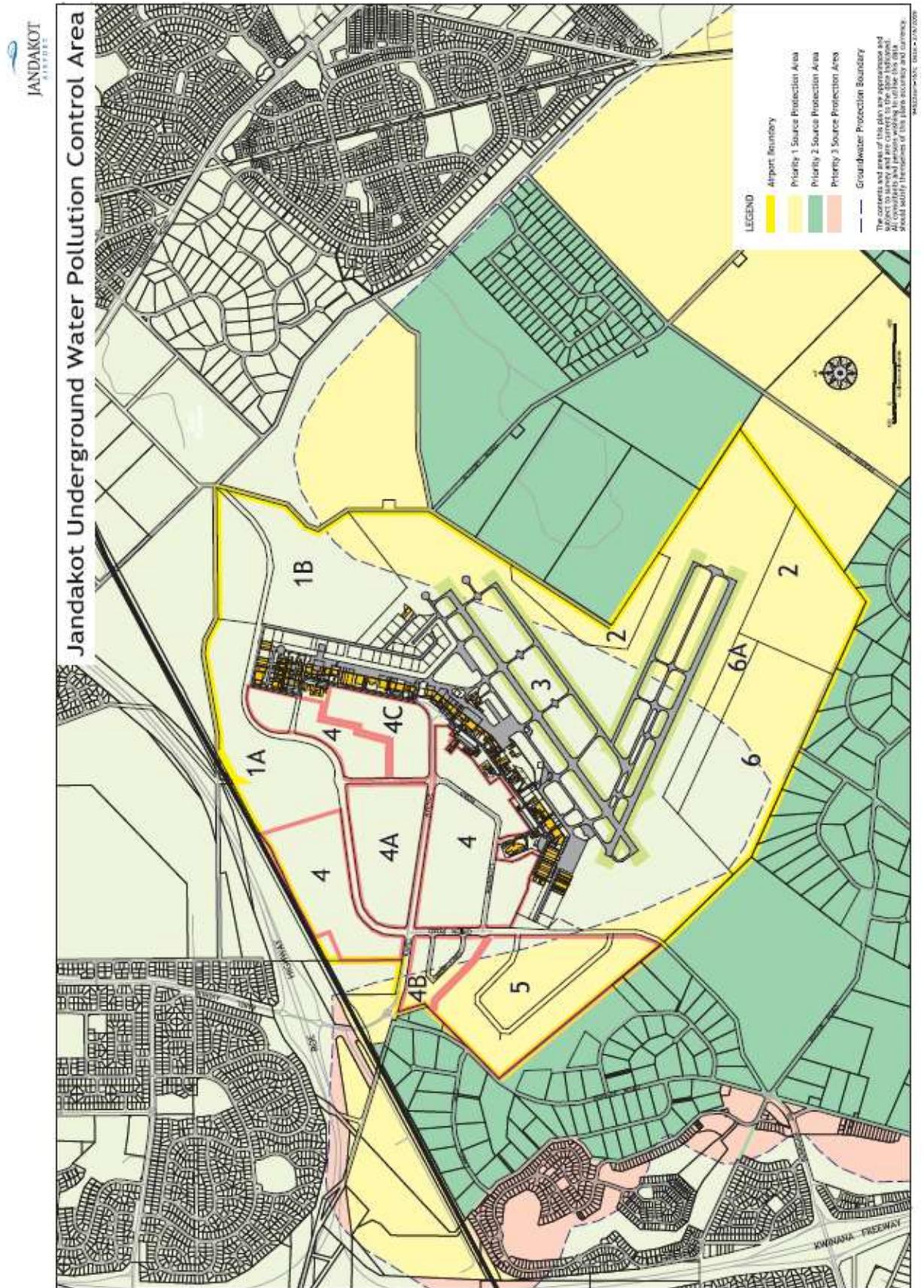


FIGURE 7 JANDAKOT AIRPORT AIRSIDE GATE LOCATIONS

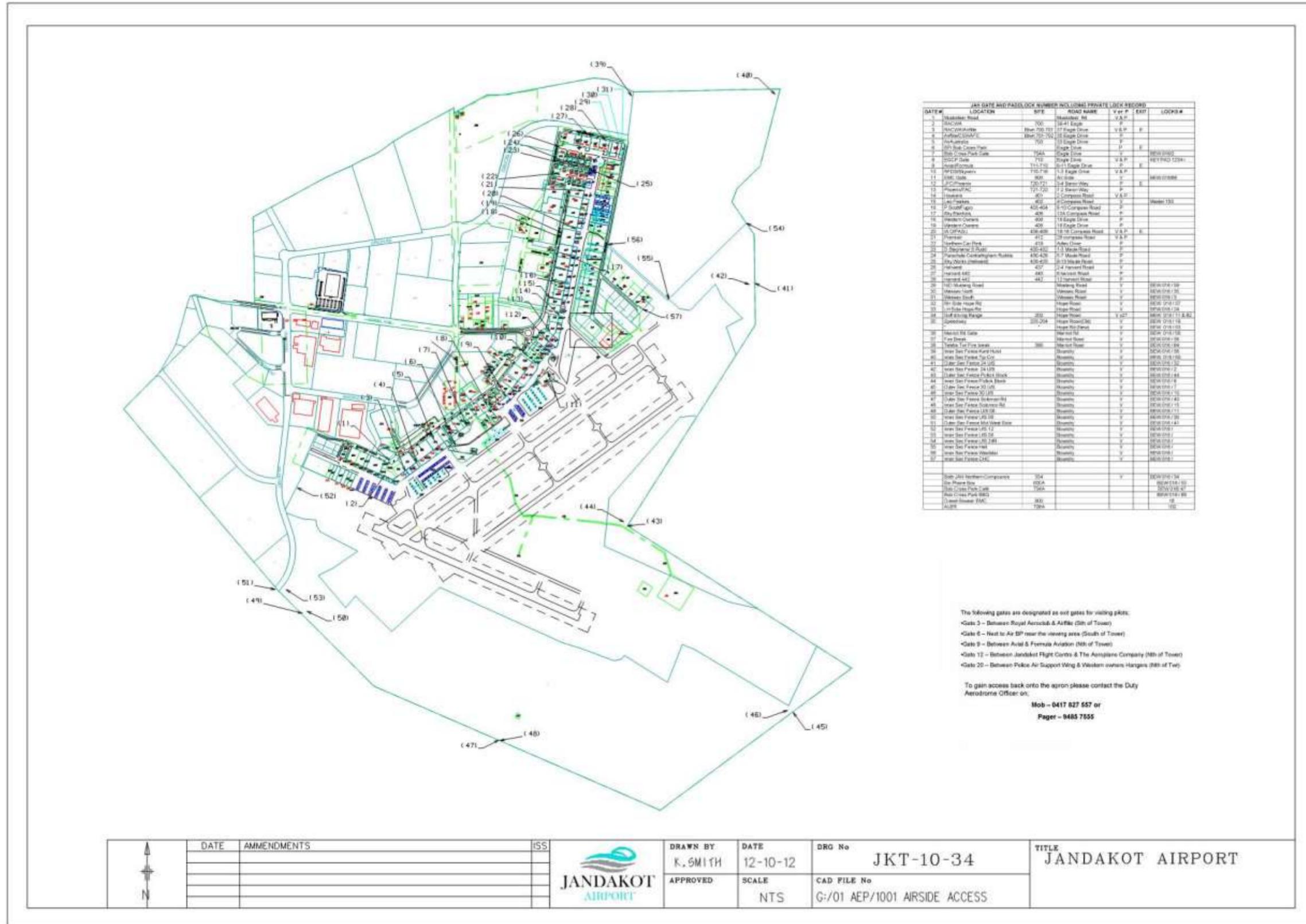


FIGURE 8 HYDRANT LOCATIONS

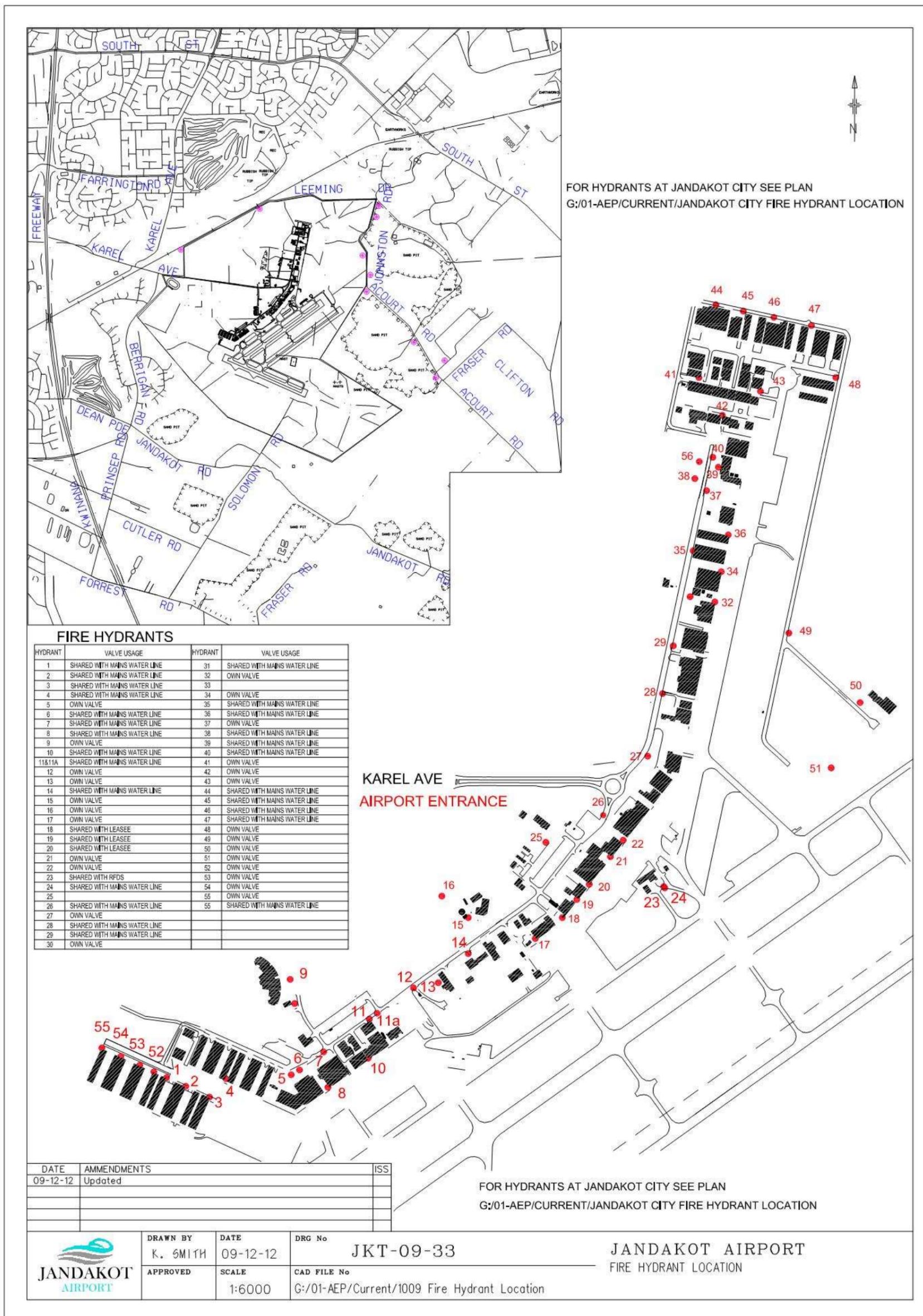
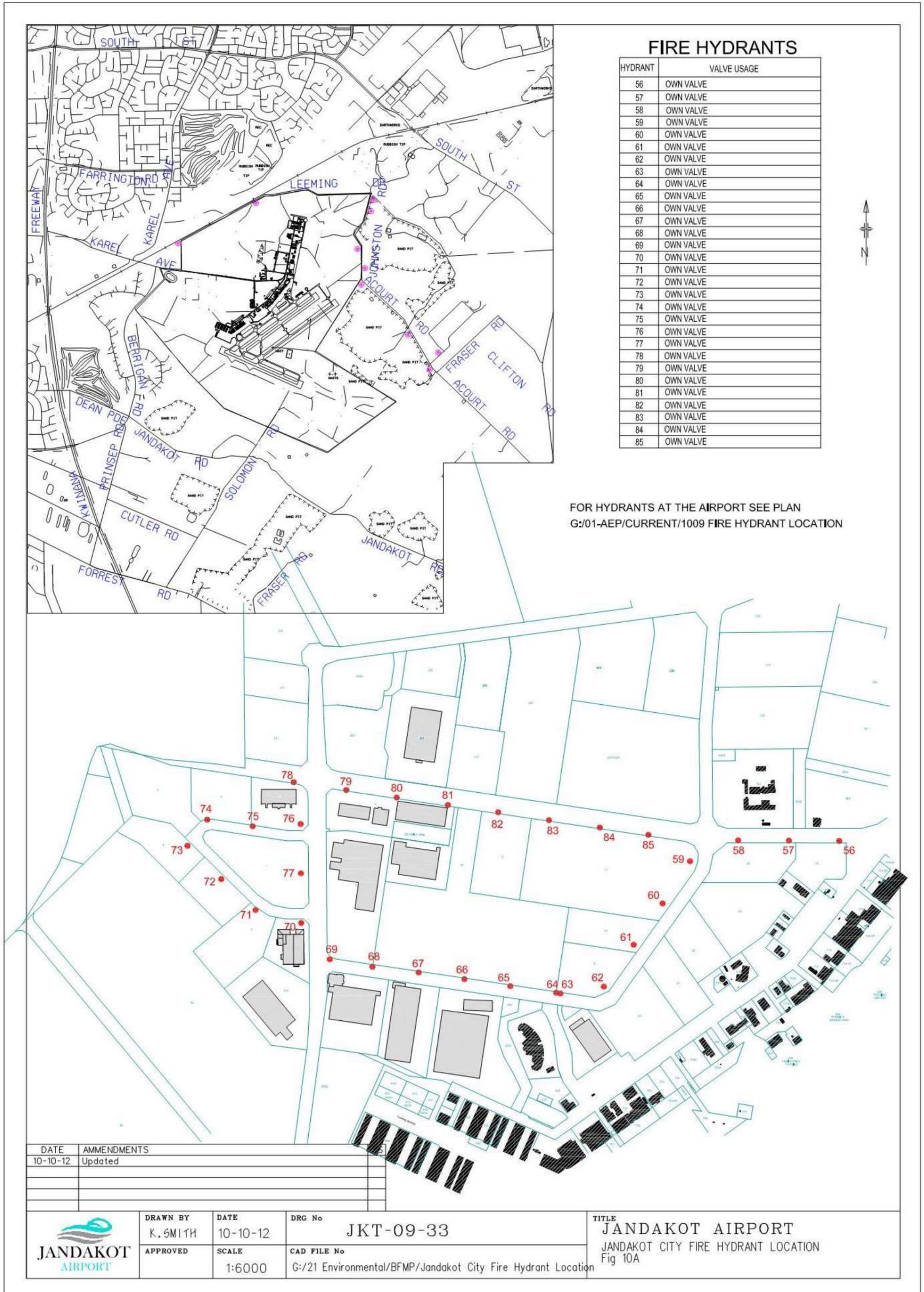
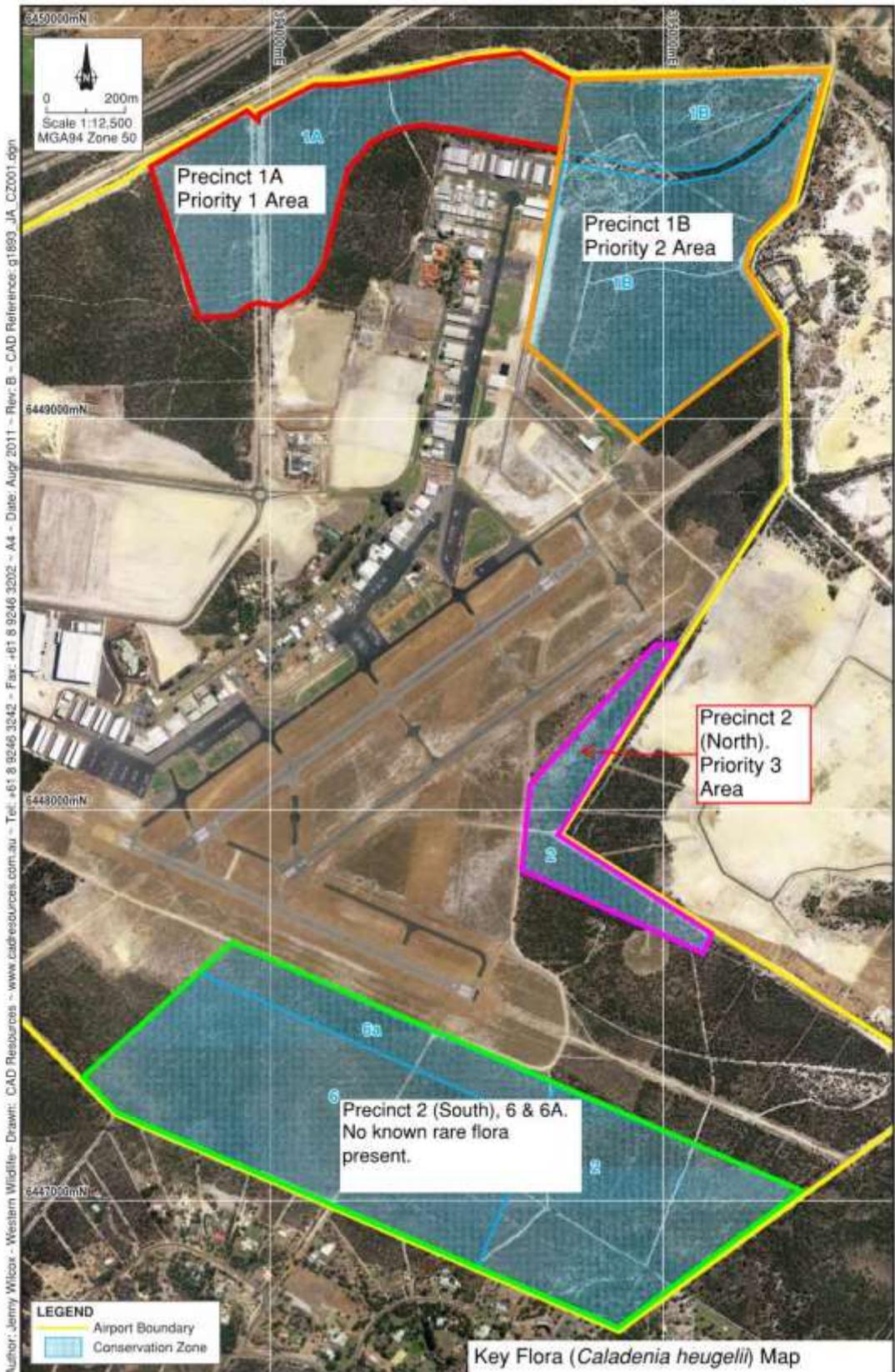


FIGURE 9 HYDRANT LOCATIONS – JANDAKOT CITY

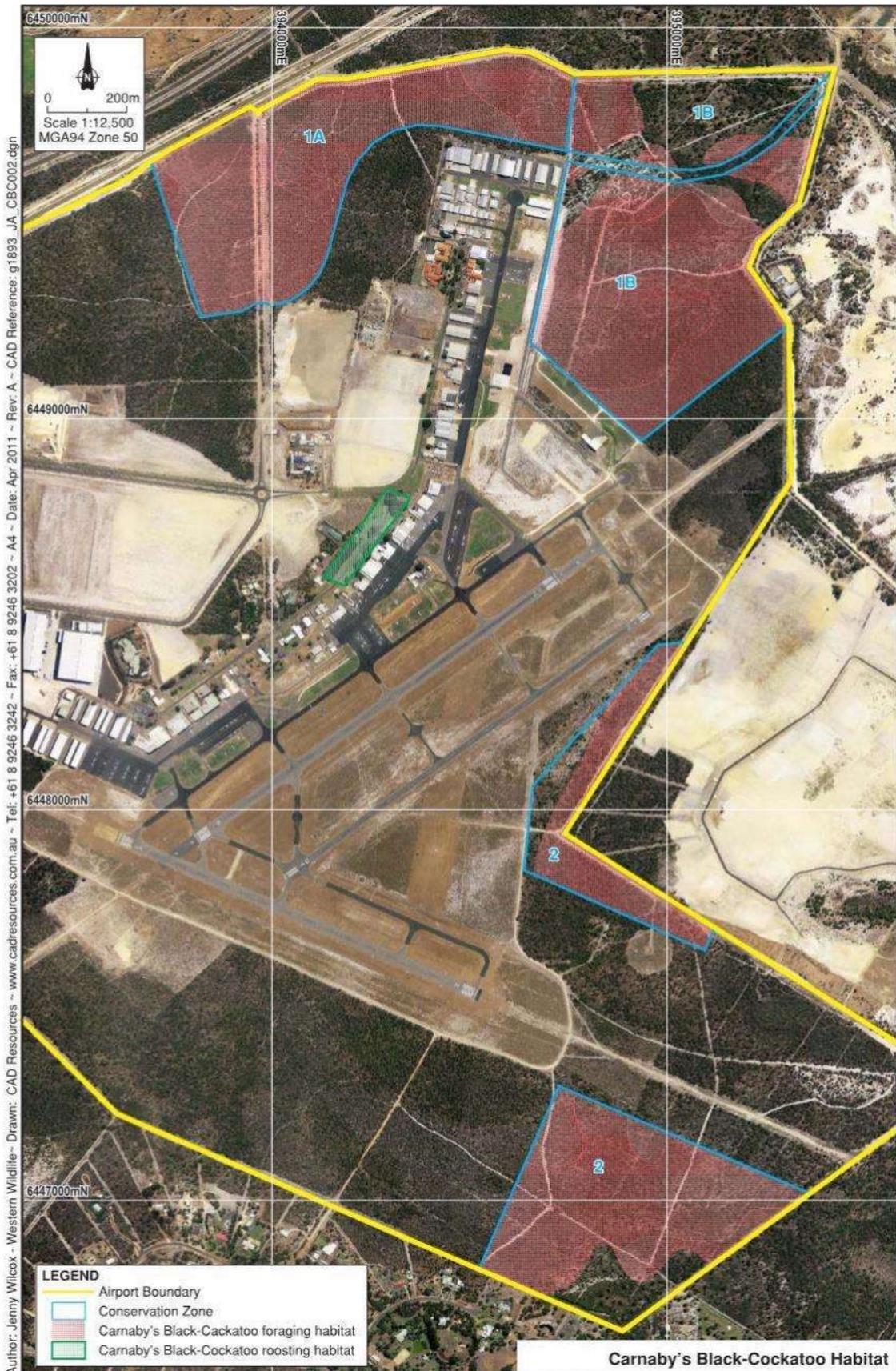


**Attachment B. Significant Flora (*Caladenia huegelii*) Habitat Map.**

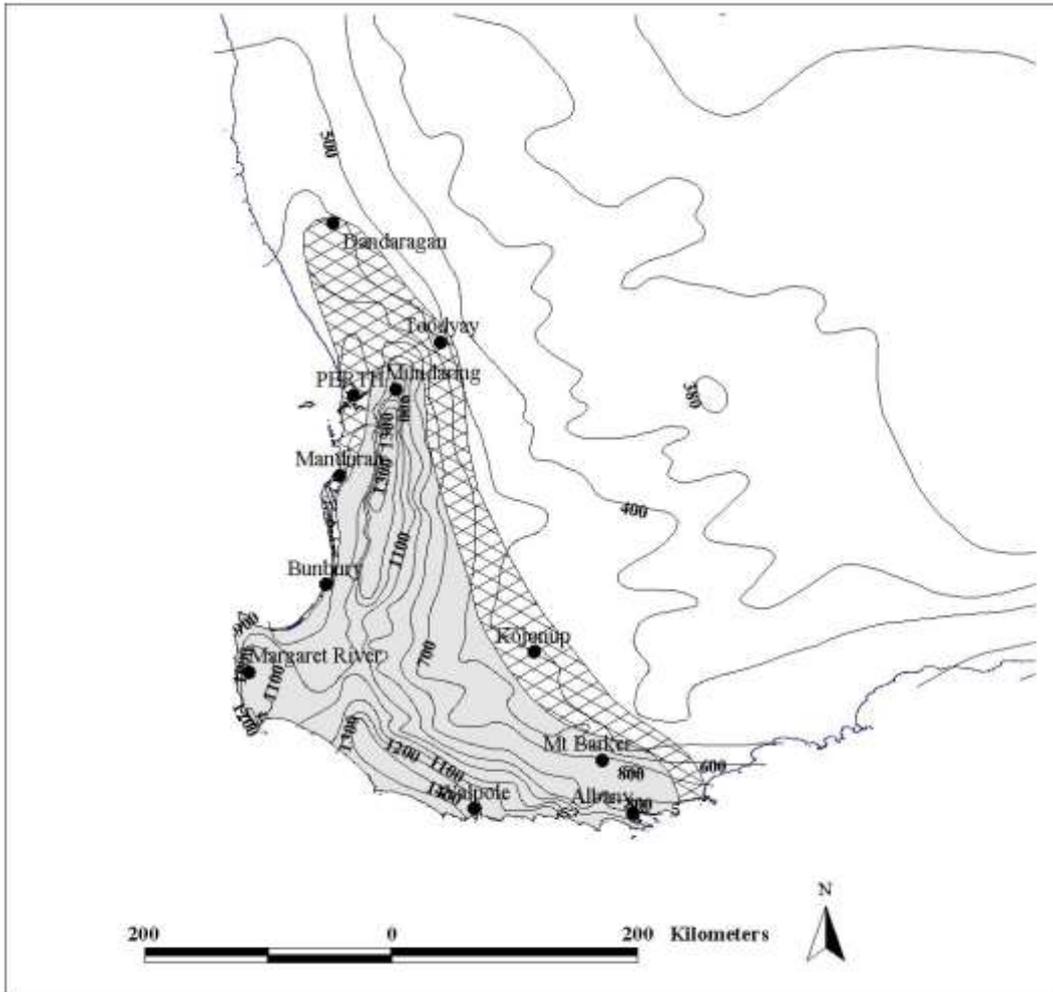


## Attachment C. Significant Fauna Habitat Maps.

# CARNABY'S BLACK-COCKATOO HABITAT MAP



## FOREST RED-TAILED BLACK-COCKATOO HABITAT MAP



Distribution of the Forest Red-tailed Black Cockatoo shown with isohyets of average annual rainfall (mm). The grey area shows the generalised current distribution and the hatched area shows the extent of the former distribution (information taken from Johnstone and Storr 1998 as presented in DEC 2008).

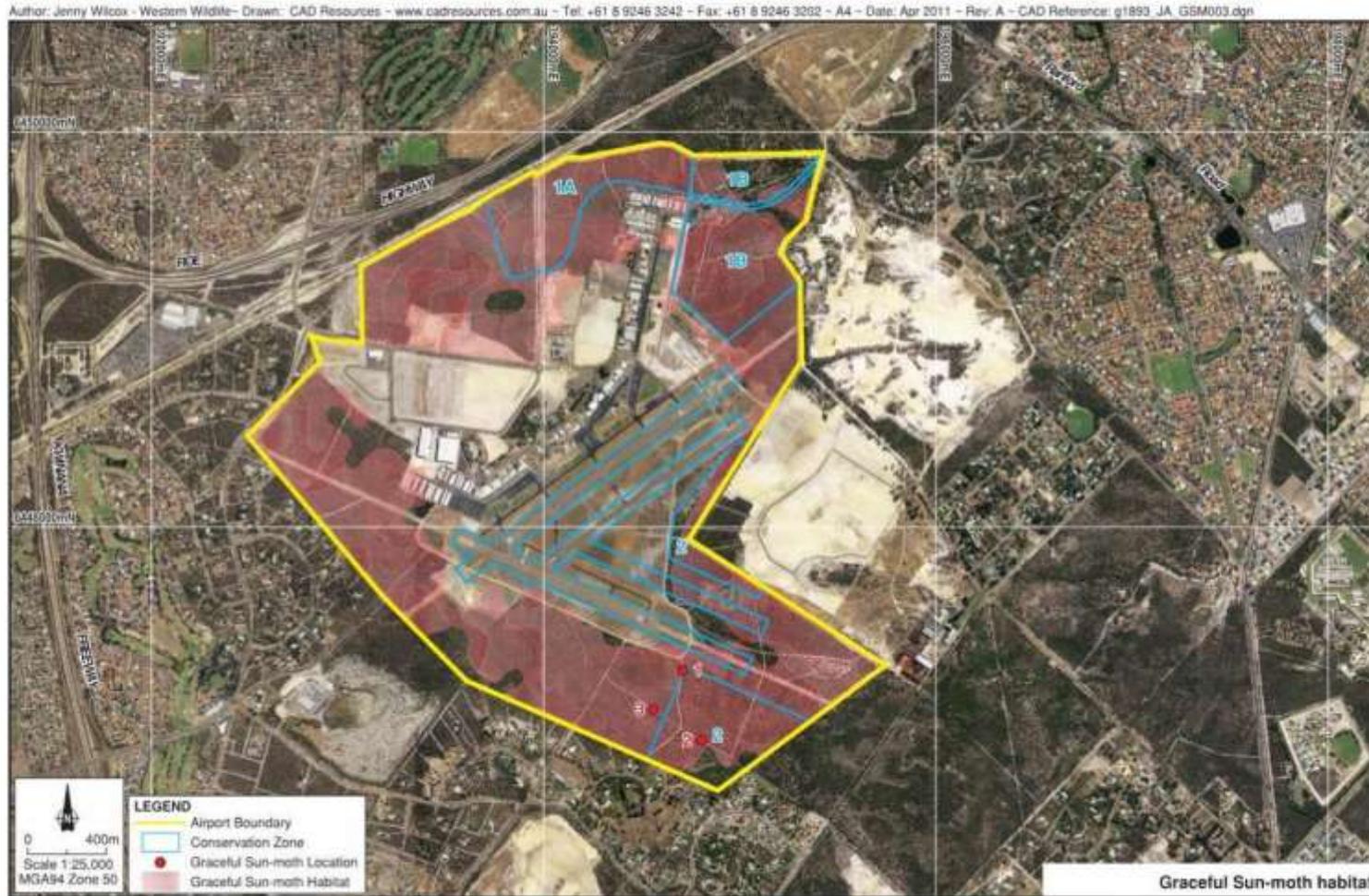
# QUENDA HABITAT MAP



# WESTERN BRUSH WALLABY HABITAT MAP



# GRACEFUL SUN-MOTH HABITAT MAP



# SOUTH-WESTERN COOL SKINK HABITAT MAP



## THROSCODECTES XIPHOS POTENTIAL HABITAT MAP



END OF DOCUMENT