FIGURE 8.6 - N70 CONTOURS

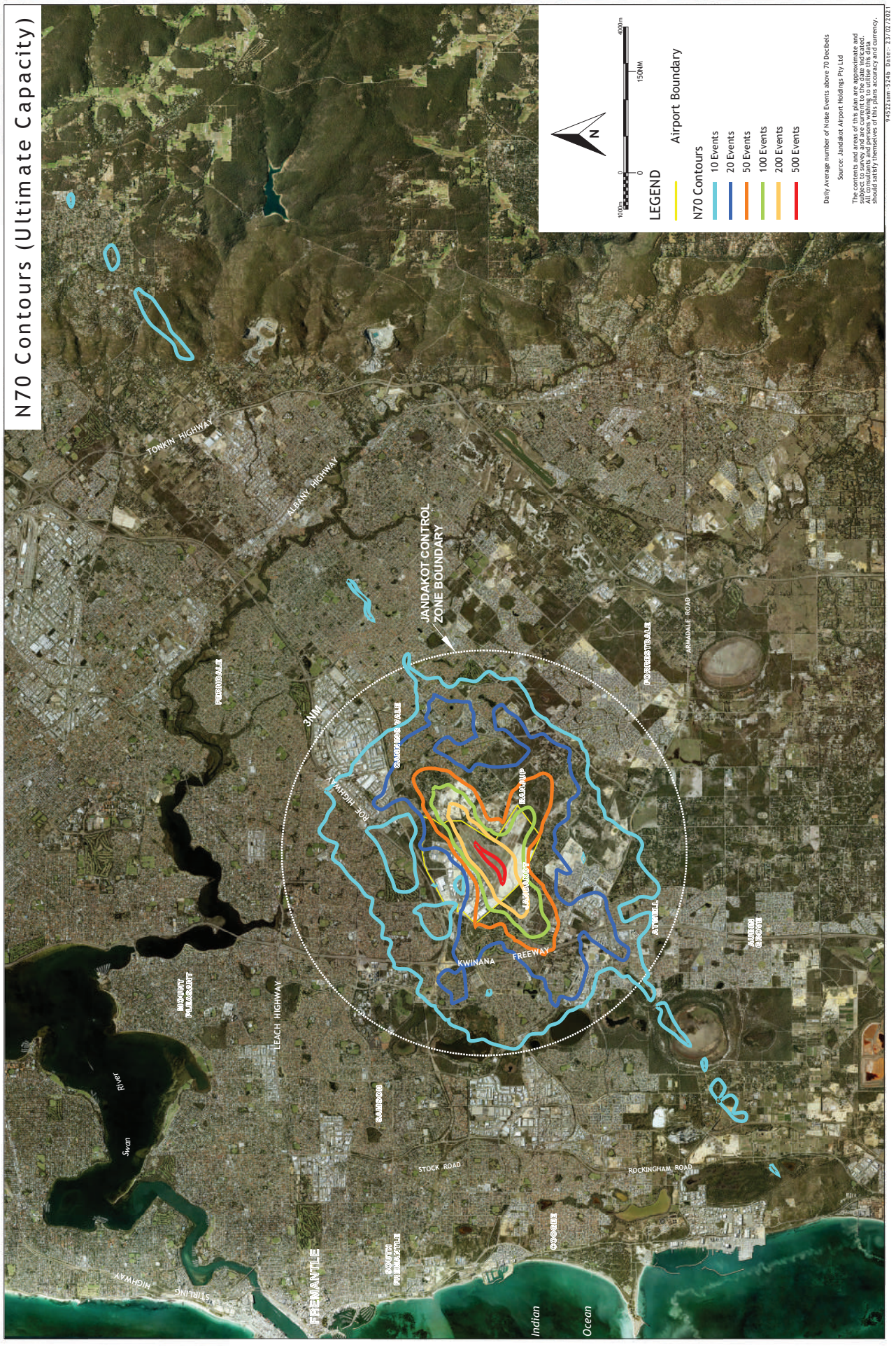
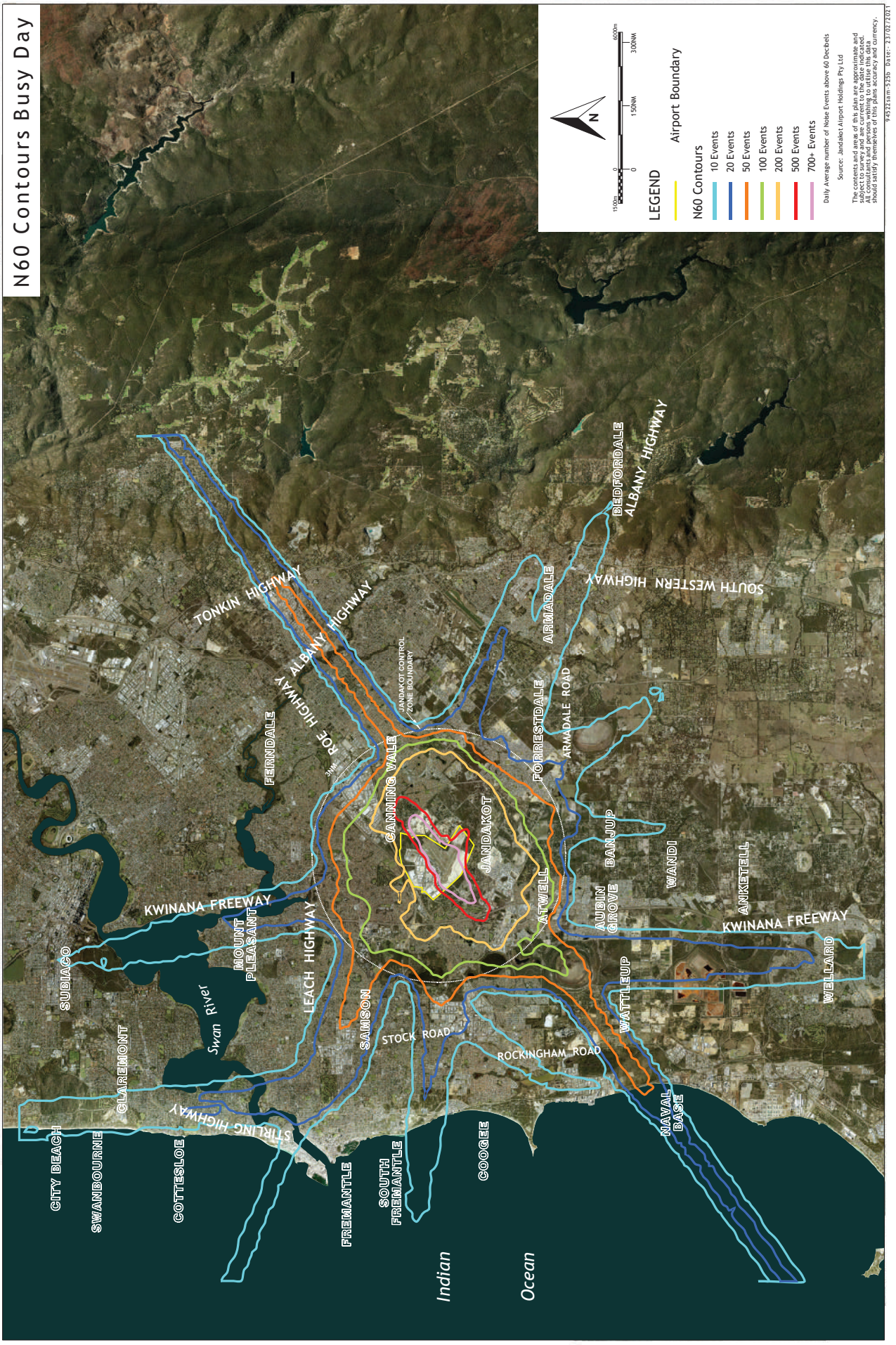


FIGURE 8.7 - N60 CONTOURS (BUSY DAY)



CIRCUIT TRAINING

9. Only conduct 'Touch & Go' circuit training between 0700-2230 Monday to Friday, and 0800-1800 Saturday and Sunday.
10. Fly circuits and conduct turns that minimise impact on residential areas.

SIMULATED ENGINE FAILURE

11. Fixed wing aircraft must conduct simulated engine failures over the runway with recovery initiated prior to the airside boundary.

AEROBATICS

12. Perform aerobatics at least 600m laterally seaward off the coastline or away from residential areas when over land.

TRAINING AREA

13. When operating to, from and within the Training Area (D104), avoid populated areas where possible. After leaving Jandakot Class D Airspace, climb to the highest practicable level below the base of controlled airspace.

HELICOPTERS

14. Use correct take-off and landing areas to minimise the effects of rotor wash.
15. Minimise tight manoeuvres and turns, and avoid hovering, when operating over populated areas where possible.
16. Minimise rotor blade slap noise and utilise descent profiles with low-power and low-noise operations.

8.3.1 JANDAKOT AIRPORT COMMUNITY AVIATION CONSULTATION GROUP

The Jandakot Airport Community Aviation Consultation Group (CACG) is an independenty chaired committee established to provide a forum for appropriate community engagement on airport planning and operations. The Jandakot Airport CACG comprises representatives from Federal, State and Local Governments, Airservices Australia, Jandakot Airport Holdings, aircraft operators, and local community groups.

The role and purpose of the CACG is to enable residents affected by airport operations, JAH, aviation operators at the airport, local authorities, airport users, and other interested parties, to exchange information on issues relating to the operation of Jandakot Airport and its impacts. The CACG meets on a quarterly basis and minutes of the meetings are published on the Jandakot Airport website.

8.3.2 NOISE INFORMATION

Experience suggests that those people who are aware of aircraft noise before they move to an area tend to have a higher tolerance than those who were unaware that an airport is nearby. Providing information on aircraft noise impacts and aircraft operating procedures to the surrounding community has proven to be an effective tool in the management of aircraft noise issues.

The Jandakot Airport website was upgraded in March 2013, and the Aircraft Noise webpage was significantly amended to provide detailed information and related links on topics such as aircraft noise impacts, aircraft noise modelling, which organisations are responsible for managing aircraft noise, what is being done, and what affected residents can do.

8.3.3 AIRSPACE ARCHITECTURE AND REDESIGNED NAVIGATION PROCEDURES

Under the *Airspace Act 2007* and in respect of the *Airspace Regulations 2007*, Australia's airspace regulator (CASA) is the final decision maker with regard to any changes to the airspace architecture and/or redesigned navigation procedures which may be required in respect of supporting lengthening of any runway.

8.4 AIRSPACE PROTECTION

8.4.1 PRESCRIBED AIRSPACE

The Department of Infrastructure, Transport, Regional Development and Communications protects the airspace around leased Federal airports under the *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996*. Obstructions and obstacles in the vicinity of an airport have the potential to create air safety hazards and to seriously limit the scope of current and future aviation operations into and out of an airport. Whilst the protection of airspace is applied to all stages of flight, it is most critical for arrivals and departures at any airport. During these stages, the aircraft is close to the ground, the pilot's workload is greatest and the aircraft is least manoeuvrable. Since the majority of aircraft accidents occur during these stages, the objective is to provide a safe, predictable environment in which aircraft can land and take-off.

FIGURE 8.8 - INDICATIVE 2039 ANEF FLIGHT PATHS RUNWAY 06 DAY

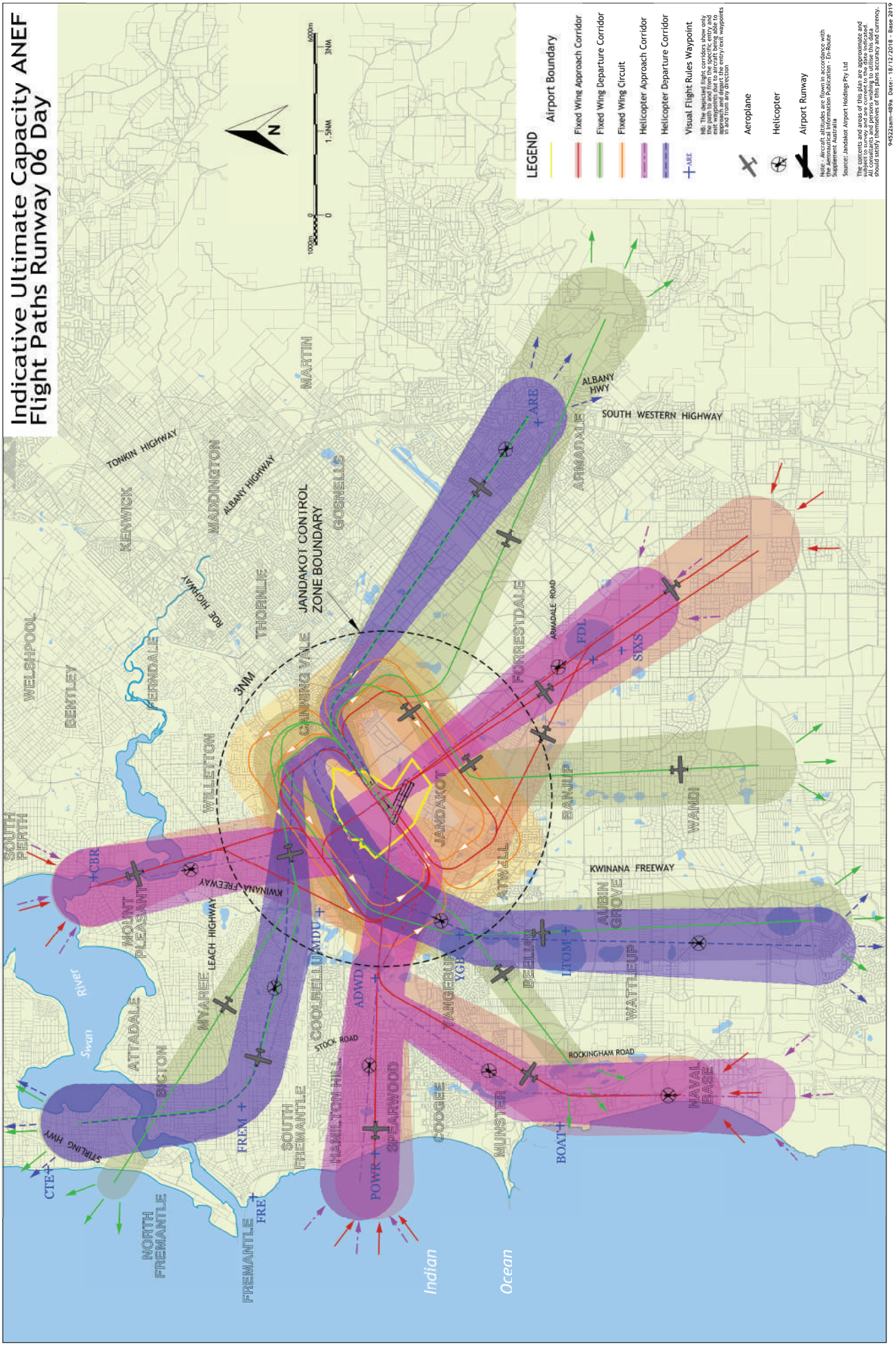


FIGURE 8.9 - INDICATIVE 2039 ANEF FLIGHT PATHS RUNWAY 24 DAY

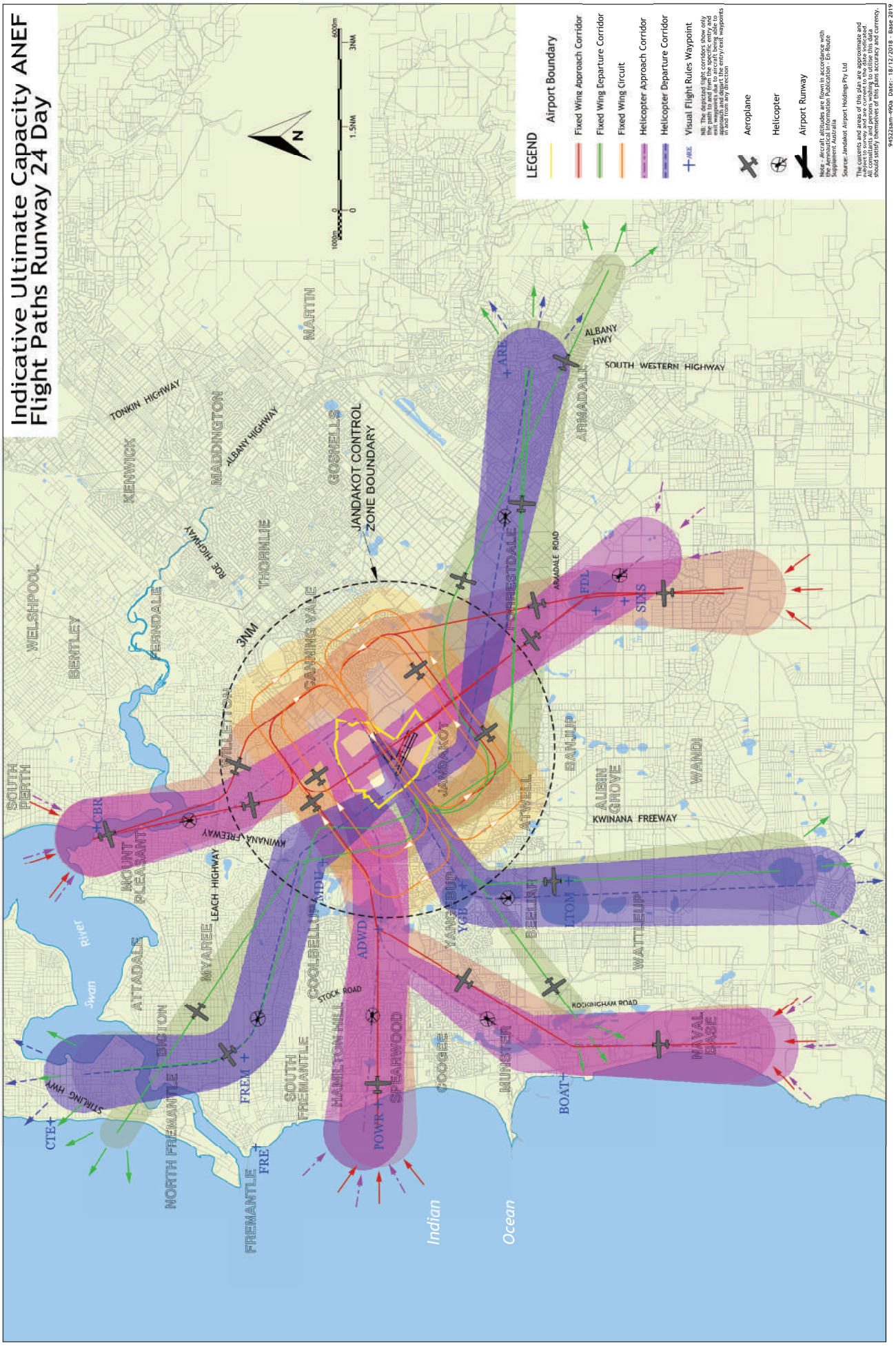


FIGURE 8.10 - INDICATIVE 2039 ANEF FLIGHT PATHS RUNWAY 12 DAY

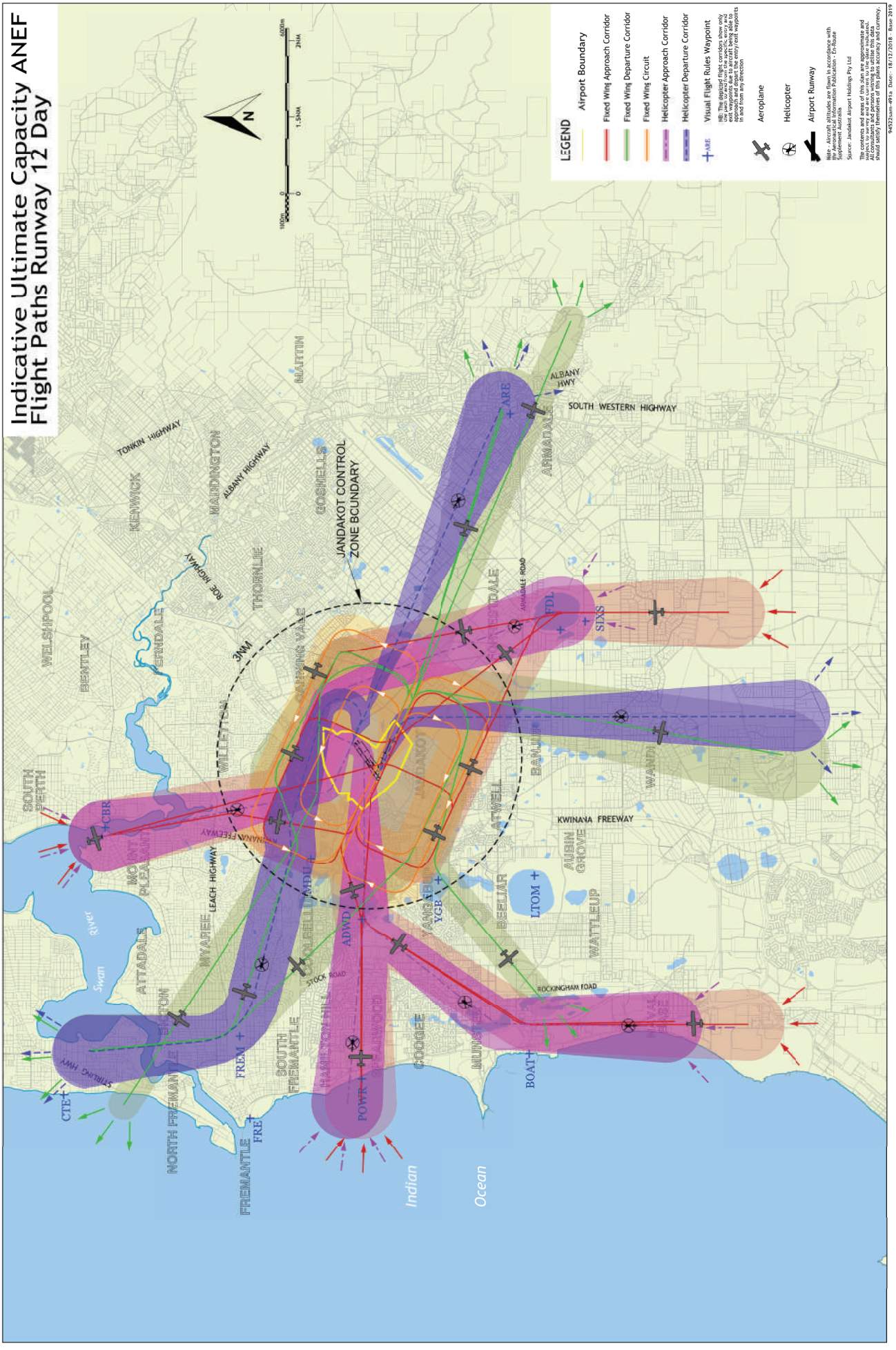


FIGURE 8.11 - INDICATIVE 2039 ANEF FLIGHT PATHS RUNWAY 30 DAY

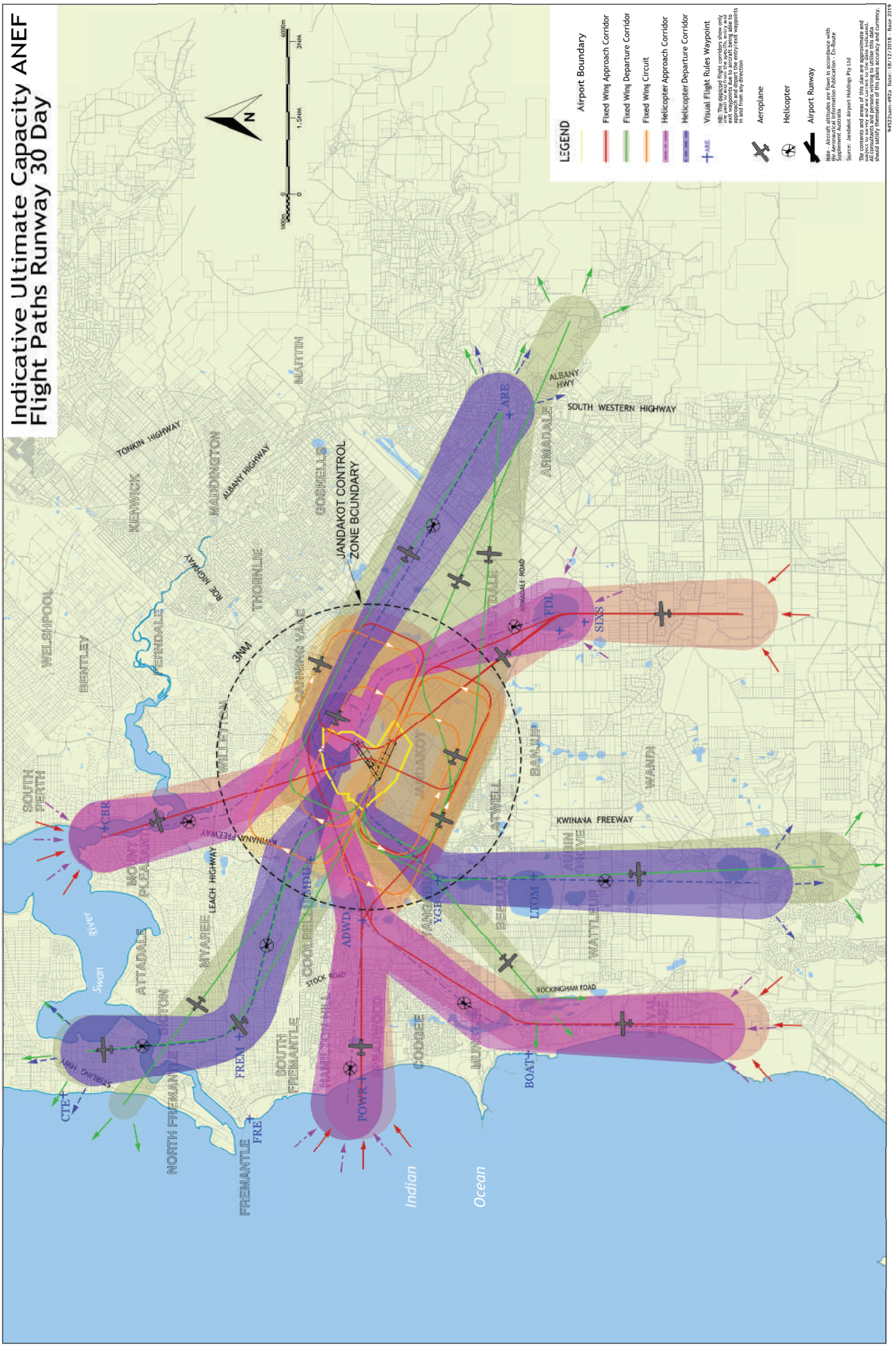


FIGURE 8.12 - INDICATIVE 2039 ANEF FLIGHT PATHS RUNWAY 06 NIGHT

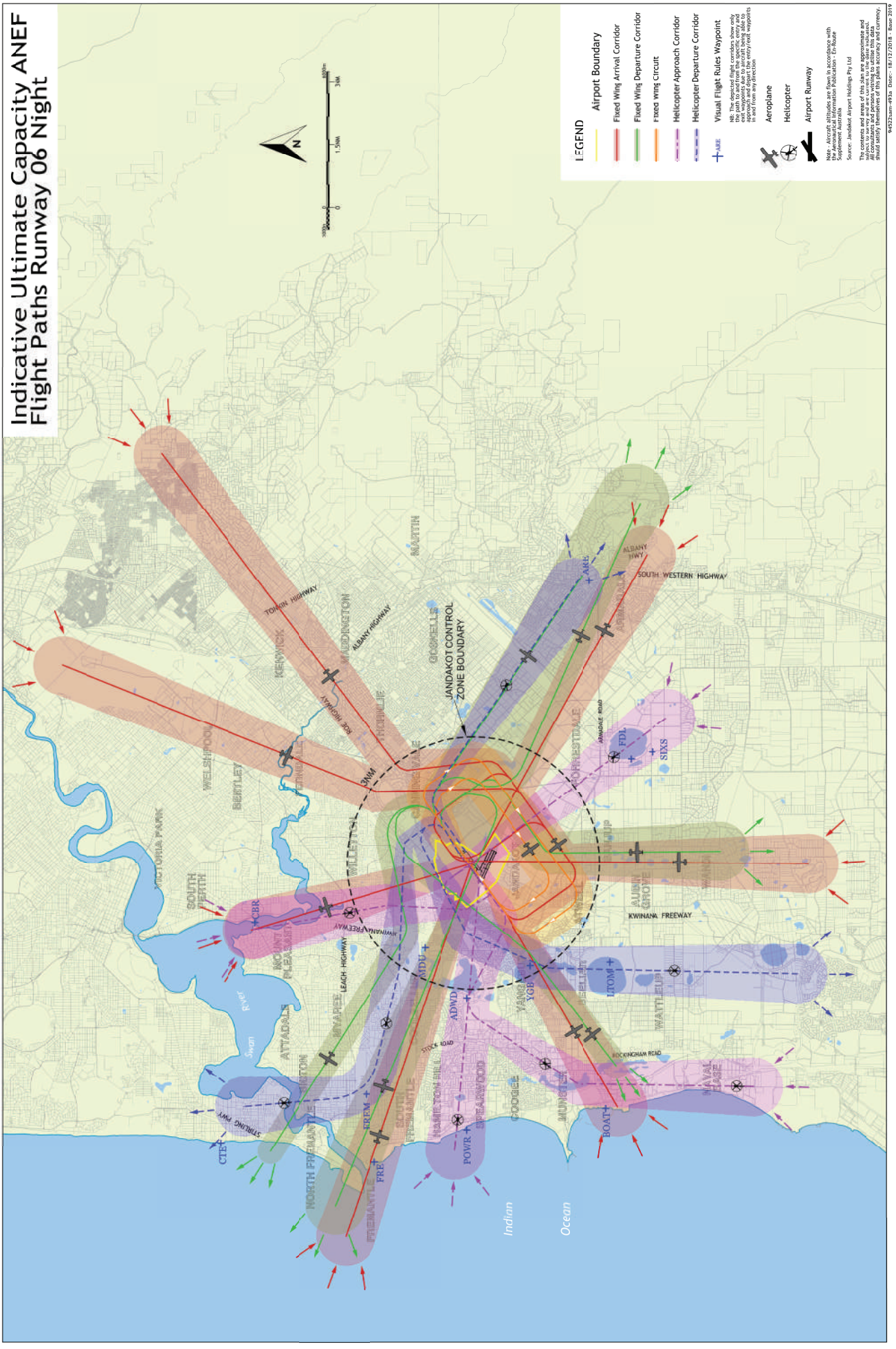


FIGURE 8.13 - INDICATIVE 2039 ANEF FLIGHT PATHS RUNWAY 24 NIGHT