

# Perth City Electro Route



SKY ACADEMY

The Perth City Electro route has been specifically allocated for Electro flight operations by Air Services Australia.



## Aircraft

All FlyOnE Pipistrel Electro Aircraft are eligible (and fitted with a Mode S Transponder).



## Requirements

The pilot must be compliant to operate both the RAAus aircraft as pilot in command and to operate in the airspace as a current CASA qualified pilot. Therefore, pilots must hold both a current RAAus Pilot Certificate and a current CASA licence (i.e. have satisfactorily completed an Aircraft Flight Review (AFR) in the previous 2 years for an RPL\* or higher (cannot hold a student pilot licence), and have completed the appropriate airspace training in order to meet the pilot criteria for flight through controlled airspace (CTA) in an RAAus aircraft. The medical requirements for access to CTA must also be held, which include a CASA Class 2 (Basic) Medical Certificate or higher



## Duration

The 56km Perth City Electro Route will take around 25 minutes to complete.

Even at MTOW, without delays or deviations, the aircraft should return to the YPJT control area with only 45% battery SOC used, and approximately 35 minutes indicated flight time remaining.

Aircraft must depart YPJT with 98% or higher battery SOC.

## Mission profile

**Departure: Jandakot airport YPJT**

**Arrival: Jandakot airport YPJT**

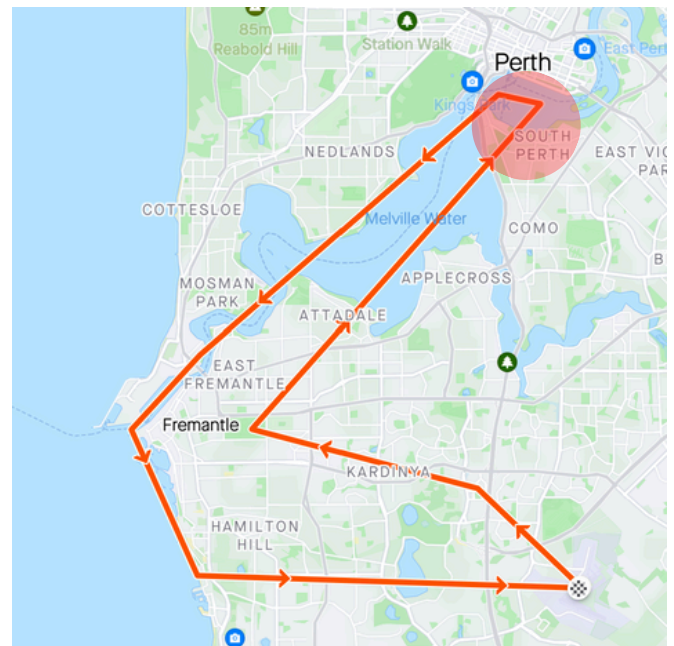
**Airspace: Class D, Class C**

**Ceiling: Not above 1500ft**

**Track: 56km**

**Flight plan:**

**YPJT – FREM – PCTY – FRE – POWR –  
ADWD – YPJT**



Flight track

# Procedure

The PIC will execute the following procedures.

## Flight plan:

The track will intercept the following VFR waypoints

**YPJT – FREM – PCTY – FRE – POWR – ADWD – YPJT**

## 30 minutes Prior to Departure

Submit the flight plan via NAIPS as a new flight plan at [THIS LINK](#) (sample below)

or choose from your saved routes at

[THIS LINK](#)

In the remarks field, enter

‘DIRECT ROUTE REQUESTED DUE TO LIMITED ELECTRO ENDURANCE’

After submitting the Flight plan, call the Perth TCU Supervisor desk on 9476 8620 approx. 20 minutes prior to departure to determine any potential delays for the electric flight.

Complete pre-flight checks.

Contact Perth Centre on 135.25 for SSR code on ground at Jandakot.

## Radio call:

‘PERTH CENTER, ELECTRO 20XX ON THE GROUND AT JANDAKOT, REQUEST CODE’

Record advised transponder code, enter into the transponder and set to standby.

Complete remaining ground procedures (Taxi clearance, safety checks etc.)

Depart Jandakot VFR via Class D into Class G airspace. Once clear of the control area and in class G airspace, contact Perth Centre En route to FREM (Fremantle Golf Course) for airways clearance.

## Radio Call:

‘PERTH CENTRE, ELECTRO 20XX 3 MILES EAST OF FREMANTLE GOLF COURSE, REQUESTING CLEARANCE DIRECT TO PERTH CITY THEN FREMANTLE VIA THE RIVER NOT ABOVE 1500 FEET AND CAN ACCEPT NOT ABOVE 1000 FEET IF REQUIRED’

Expect to be advised to contact

**Perth Departures 118.7** or

**Perth Approach 123.6 or 132.95,**

depending on the runway in use at Perth YPPH.

Record frequency and QNH on your notepad and repeat instruction back to ATC.

Fly the track maintaining the instructed height (not above 1500/1000ft as advised)

If entry to the airspace is delayed, you will need to abort mission. Advise ATC that ‘Due to endurance restrictions, we will abort the request and remain clear of Class Charlie airspace’. IN this circumstance, continue to fly the standard TIF route.

## POINT OF NO RETURN

You should plan to arrive at Perth city with NO LESS than 70% SOC under any circumstances. However, if you are to be fighting a headwind of up to 20 knots on your return leg, plan to arrive at Perth City with 75% SOC.

If you reach 75% SOC prior to reaching the city, advise ATC on your current frequency of the change of heading (now direct to Fremantle) and immediately correct your track for the return leg. If the wind is higher than 20 knots. Do something else.

At all times, stay vigilant on the radio, listening for updated instructions from ATC.

## PCTY

When adjacent to the city and flying over ‘The Narrows’, do not fly below the hard deck of 1000ft (indicated in red shaded area on the above map). This is to maintain correct separation from buildings. Be aware of drift and lift as you turn into the wind and sink and mushing if you are turning with it.

When vacating Class C airspace En route to Fremantle you will be advised by either Perth Departures or Perth Approach that your control services are terminated. acknowledge with...

**Radio Call:** “IDENTIFICATION AND CONTROL SERVICES TERMINATED, FREQUENCY CHANGE APPROVED, ELECTRO 20XX”.

Switch back to 135.25 and continue to POWR via FREM being vigilant for converging traffic (Fremantle Heliport, Northbound from FREM, eastbound from YRTI, Departing FREM to YRTI etc.)

Contact Perth Centre and request traffic in the Fremantle Powerhouse area.

If advised of no reported traffic, then a track shortening directly to Jandakot may be available but this will have to be requested by contacting Jandakot Tower directly on 118.1

If traffic is reported in the area, continue via POWR. Perform regular approach to YPJT via POWR.

When on the ground, be sure to cancel SARTIME with 1800 814 931

## NAIPS Flight plan submission sample

**Main**

Aircraft ID: \* 20XX Flight Rules: \* V Flight Type: \* ( )  
 Number: \* 1 Aircraft Type: \* PIAE Wake: \* I  
 Equipment: \* V  
 Surveillance: \* S  
 Departure: \* YPJT DOF (UTC): \* YYMMDD EOBT (UTC): \* HHMM  
 Speed: \* N0070 Level: \* A010  
 Destination: \* YPJT TEET: \* 0030 Alternate: \*  
 Route Description: ([Route Directory](#)) [AIP Flight Notification User Guide](#)

Airway	Significant Point	Speed	Level	Rules
DCT	FREM			
	PCTY			
	FRE	N0070	A015	
	POWR			
	ADWD			
DCT				

[Add a new segment](#)

**Other**

[AIP Flight Notification User Guide](#)

REG/ \* 2320XX  
 STS/ \*  
 PBN: \*  
 NAV/ \* COM/ \* DAT/ \*  
 SUR/ \* DEP/ \* DEST/ \*  
 EET/ \*  
 SEL/ \* TYP/ \* CODE/ \*  
 DLE/ \*  
 OPR/ \* ORGN/ \* PER/ \*  
 ALTN/ \* RALT/ \* TALT/ \*  
 RIF/ \*  
 RMK/ REQUEST VIA THE SWAN RIVER DUE LIMITED ELECTRIC RANGE

**Sartime**

DTG (UTC): YYMMDD HHMM  
 To: CENSAR  
 For: Arrival  
 Location: YPJT

**Pilot in Command**

Pilot Name: \*  
 Phone Number: \*

**Supplementary**

Endurance: 0100 Persons on Board: 2

**Survival**

Polar (P)  
 Desert (D)  
 Maritime (M)  
 Jungle (J)

**Radios**

ELT 406 Mhz  
 UHF  
 VHF

**Life Jackets**

Light  
 Fluorescein  
 UHF  
 VHF

**Dinghies**

Number: \*  
 Capacity: \*  
 Color: \*  
 Covered:

Aircraft Colour and Markings: WHITE

## Pre Submission Checklist

### Check NAIPS for

- Area Briefing for Area 9600
- NOTAMS for area
- Check GAF for weather
- Check GPWT for weather
- Plan route on CASA flight planning notepad (example below)  
[LINK to Order](#)
- Submit flight plan



# Perth Electro - City route

## Australian Government

### Civil Aviation Safety Authority

CALLSIGN

23-20

TYPE

PI-AE

SARTIME

ETD

UTC

LOCAL

Perth TCU 08 94768620

SARTIMES 1800 814 931



NAIPS link

TAFS

NOTAM

LOCATION

GAFS

FIR

GPWT

HEAD OFFICE

### NAV LOG

POSN	FL or ALT	TAS	TR (M)	Wind	HDG (M)	G/S	DIST	ETI	EET	PLN EST	REV EST	ATA ATD
YPJT		070										
FREM	A010	↓	298				06					
PCTY	↓	↓	049	↓			08					
FRE	↓	↓	234	↓			10					
POWR	A015	↓	174				03					
ADWD	↓	↓	092	↓			04					
YPJT	↓	↓	093	↓			03					

NAV/COM FREQ

REQUEST CODE:

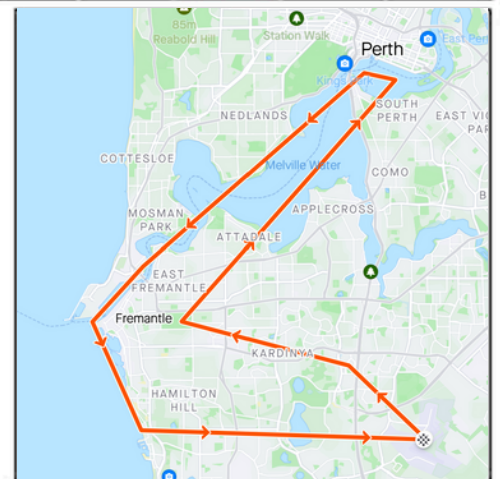
Perth CTR 135.25

Perth Arrivals 123.6/132.95

Perth Departures 118.7

Estimated battery SOC usage on this track - 40%

Aerodrome information



### PILOT NOTES

RADIO CALL (Once clear of Murdoch)

“PERTH CENTRE, ELECTRO 20XX 3 MILES EAST OF FREMANTLE GOLF COURSE, REQUESTING CLEARANCE DIRECT TO PERTH CITY THEN FREMANTLE VIA THE RIVER”