

ASCOT CAPITAL - OZ CO BASED IN PERTH

South African Company ultimately owned through a family trust and BVI interests with possibly bearer shares

The following slide reveals the true ownership.

PRINCIPLES (sic) EXTENSIVE DEVELOPMENT EXPERTISE

Is not in doubt nor argued it is however the only expertise they bring to management of the airport and the principle driver for their "relocation" concept.

ACCESS TO CAPITAL

We understand the principal financial backer is a Mr. Kirsch a London based South African businessman, who met with Minister McTiernan, circa 6 weeks ago ?? and expects Ascot Capital to implement this programme within a short time frame to

MASTER PLAN ALLOWS 148HA NON-AVIATION AND 4TH RUNWAY

This is the Master Plan that all parties including Federal and State Governments, the airport tenants, users and other stakeholders agreed to prior to privatization of the Federal Government owned airport. It is incorporated as a fundamental provision in the Act and the primary condition that allowed its passage. It is reviewed 5 yearly by ALL parties. The implementation of this Master Plan by the lessee is a condition of their lease.

The lease is for the operation of an airport in accordance with the provisions of the Master Plan. It is not an invitation to the lessee to do their own thing.

GOOD RETURNS RELATIVELY SHORT TIME FRAME

BUT UNIQUE OPPORTUNITY EXISTS - MINISTERS GUIDANCE

The Minister for Transport and Regional Services Warren Truss during meetings with JACC and in writing has made it clear that no consideration will be given to any such move if it disadvantages GA in the Perth area. Additionally the support of the residents around the proposed relocation site is required. The Minister has given no guidance whatsoever; in fact the Minister has advised us that it is highly unlikely anything will happen, if it did happen it would require an Act of Parliament with the concurrence of both Fed AND State Govts and that the lessee, JAH controlled by Ascot Capital, has no preemptive ownership rights in the future of the Jandakot Airport Commonwealth leasehold agricultural land.

Slide 2

[Click HERE to see](#) who owns Ascot Capital.

Source: Dun and Bradstreet, public domain



RECENTLY COMPLETED ROE HIGHWAY EXTENSION
DIRECT ACCESS TO JA FROM BOTH ROE AND KWINANA
JANDAKOT SURROUNDED BY SUBURBS EXPERIENCING STRONG GROWTH

Jandakot airport was planned in 1955 in Stephenson Plan and specifically located with the planned transport and recently completed links to Perth and Perth Airport. It was specifically sited on the Jandakot water mound for maximum land use efficiency, as an airport is considered to be a very benign use of land not suitable to for residential, commercial or industrial uses.

QUESTIONS BEST USE OF THIS LARGE 622HA UNDERDEVELOPED SITE

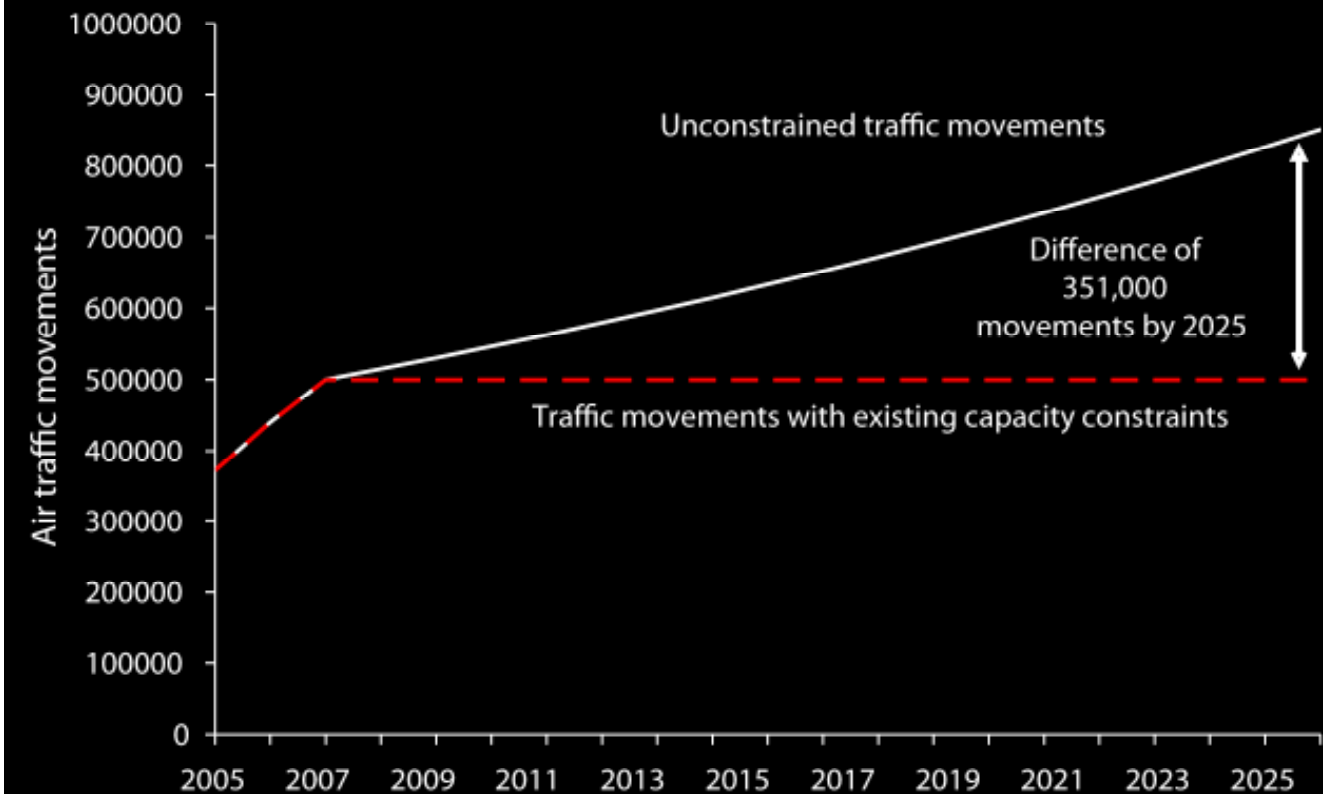
The use of word underdeveloped is misleading. The site has been specifically planned as a major GA Capital secondary airport and is realizing it potential for now and into the foreseeable future.

ASCOT BELIEVES SOMETHING UNIQUE CAN BE CREATED

The JACC knows that we have already created something unique at Jandakot. It is the most successful GA airport in Australia and has grown in spite of the difficulties experienced by previous owners, Fuel prices, Government cost recovery, and so on.....

The concept of an Aviation University and all of the "new" activities claimed for the relocated airport were developed by the JACC in 1997 when all the tenants put together a proposal for the privatization. The current Master Plan was developed around this proposal.

JANDAKOT AIRPORT ACTUAL AND FORECAST AIRCRAFT MOVEMENTS



JA IS CONSTRAINED IN ITS GROWTH TO 500,000 FLIGHT MOVEMENTS

The Master plan calls for maximum movements 512000 movements. At this level Jandakot would be the busiest airport in the world.

WILL ELABORATE LATER

We do not anticipate the linear or extrapolated growth shown here, as the attached graph of actual movements will show .

UNCONSTRAINED CAN GROW TO APPOROX 800,000 MOVEMENTS BY 2025

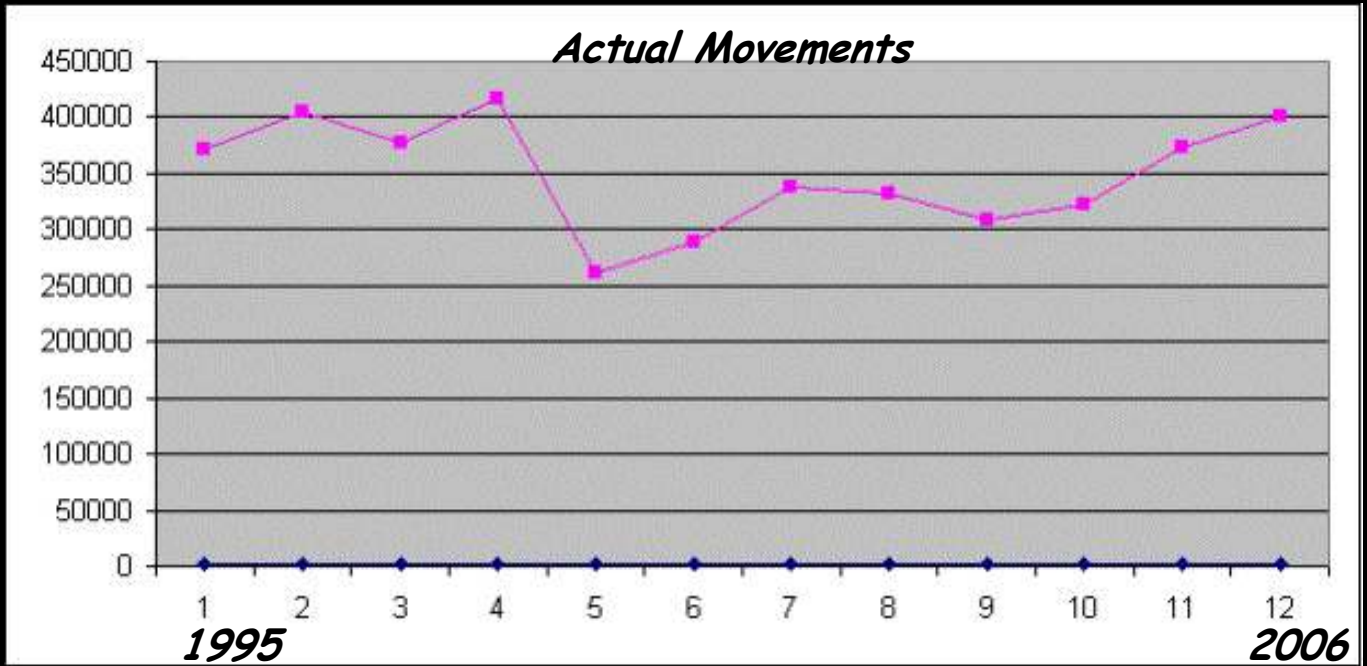
Why not 1,000,000 or 2,000,000 the simple facts are any airport anywhere can reach capacity sooner than planned, provision is already available to the North and other places for this eventuality. Does this mean that when the proposed airport reaches capacity it must needs be shifted. This is misleading and false logic.

JA IS EXPECTED TO ACHIVE 400,000 BY JUNE 06 - MASTER PLAN EXCEEDED 38,000 LAST MONTH 50% FROM CHINA SOUTHERN ALONE.

The planning for Perth calls for an additional GA airport NORTH of Perth

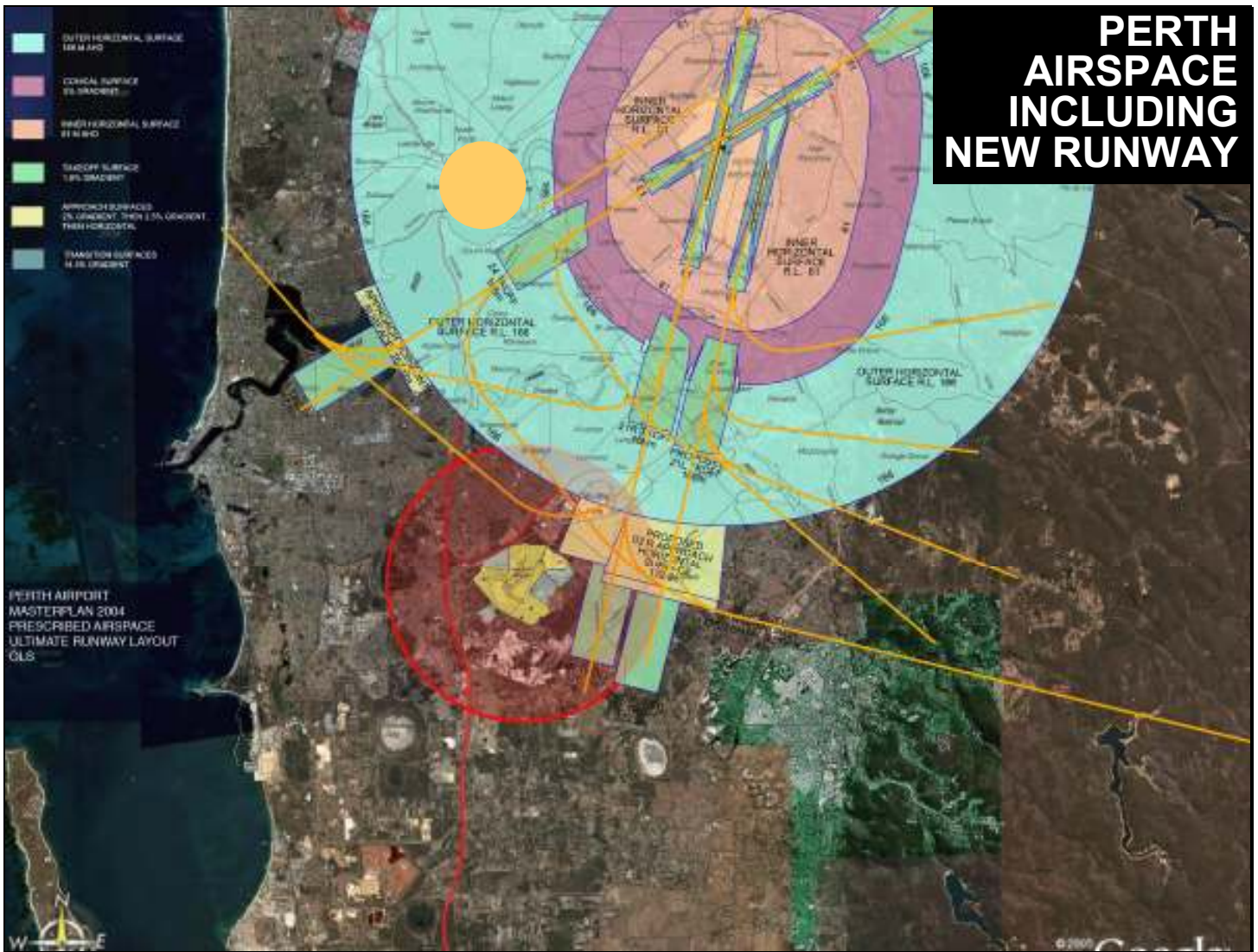
when Jandakot reaches capacity.

Fully 60% of Jandakot users live North of the river.



*Source: Jandakot Airport Master Plan 2005
Airservices Australia. Signed off by JAH*

You could hardly extrapolate this graph to 800,000 movements.



PIA CTR - NOTICE INTERSECTION WITH JA CTR
POSES SOME REAL CONSTRAINTS AND PROBLEMS

Perth by International standards is one of the safest in the world and has during the total period of its growth had Jandakot Airport operating equally safely alongside.

A good comparison would be Van Nuys airport in proximity to Los Angeles International Airport a GA airport with a similar number of movements as Jandakot albeit including a higher proportion of the more airspace demanding corporate turboprop and jet types.

Van Nuys like Jandakot in the 1950s used to be at the edge of the residential development which has now grown around it and remains fully integrated into the community.

Van Nuys is but one of several dozen significant airports operating in proximity to LAX in the Greater Los Angeles area servicing 20 million people. See attached map.

There is a Light Aircraft lane that crosses directly over LAX airport



NON JET TRACKS FOR WEEK OF 2-8 MARCH 2003
ORANGE 1000 TO 3000 FT ON FINAL APPROACH

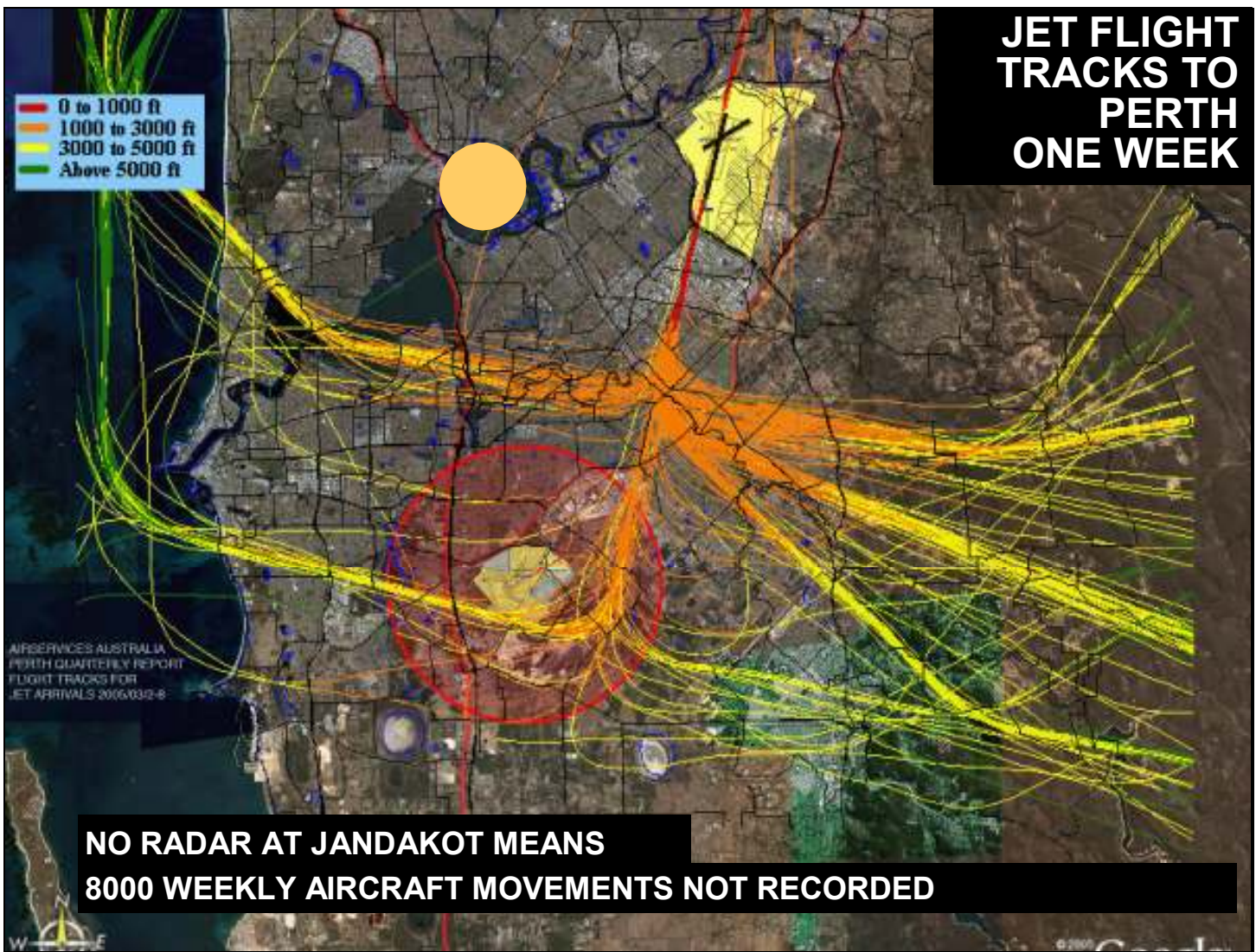
Without an proper understanding of Air Traffic Control procedures this comment is at the best misleading if not meaningless.

It is necessary for aircraft to be on descent in this segment of the approach procedure. The conclusion that the ORANGE tracks between 1000-3000ft means that they are "probably" over Jandakot at 1000ft and by extension "unsafe" is misleading or ignorant of the meaning of the diagram. It simply means that that aircraft is between 3000ft on descent to 1000ft which point is well outside the Jandakot CTA.

One needs only stand at Jandakot airport when runway 03 is in use at Perth Airport to see many regular and heavy jet airliner overhead and on descent.

SIGNIFICANT ACTIVITY IN AND AROUND JA CTR

This diagram simply shows what it shows, inbound traffic to Perth on Runway 03 which carries only 18% of the total traffic. As you would find at any two airports in close proximity.



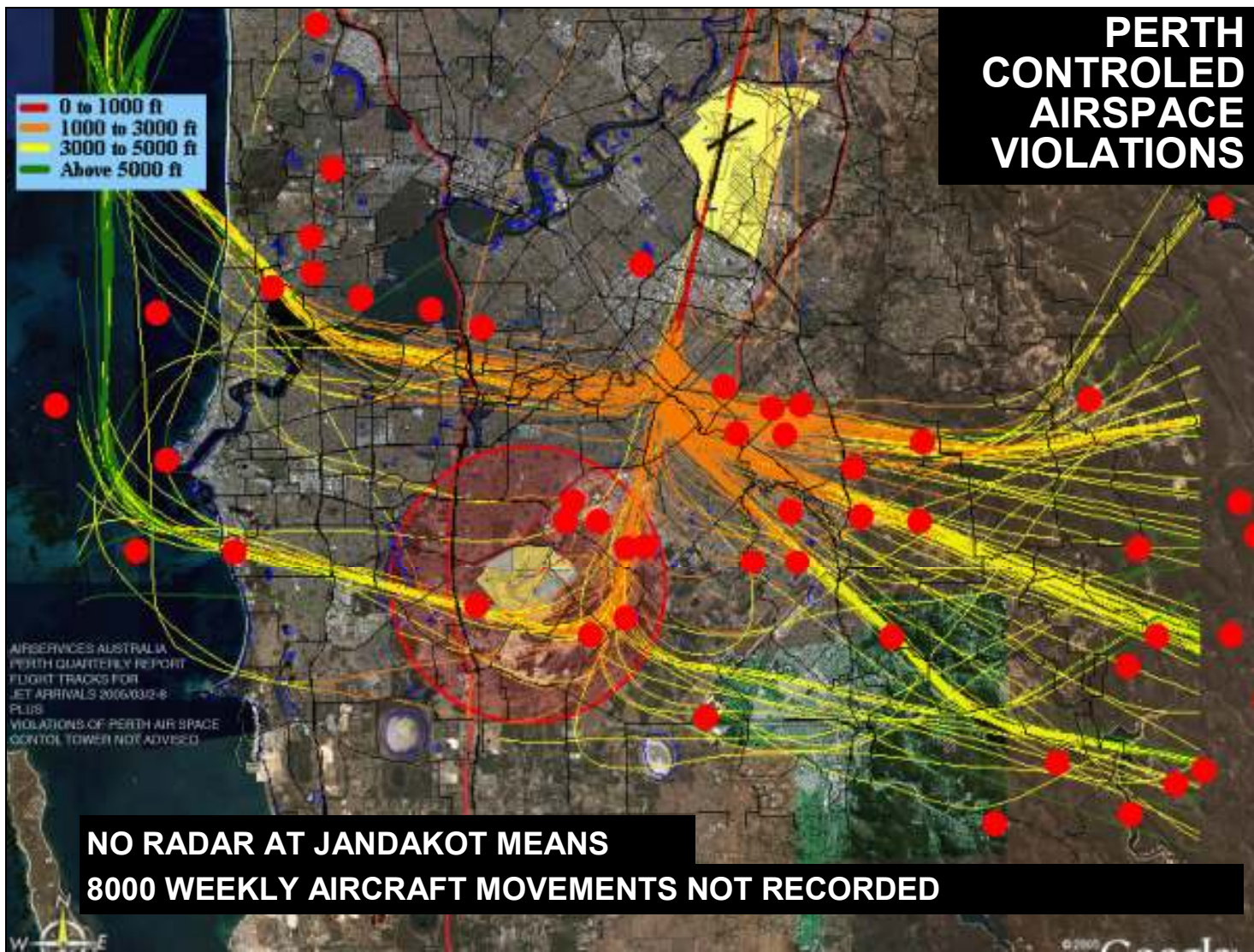
JET ARRIVALS FOR SAME WEEK
 1370 TOTAL JET AND NON JET BUSIEST WEEK
 190 PER DAY
 8000 FLIGHTS ALSO FORM JA
 1400 PER DAY - AIRSPACE SIGNIFICANTLY CONGESTED

This is simply not so.

Again, as they represent only 18% of total Perth movements how congested then are the opposite directions runways that carry the balance overhead and around Pearce Military airport.

The military and civilian traffic is integrated and controlled by military and civilian controllers sitting next to each other and coordinating their even more disparate traffic. An F18 fighter at 700 knots is potentially more hazardous to an airliner traveling at the 250kt maximum in the approach than a 100 kt Cessna 150 for fairly obvious reasons.

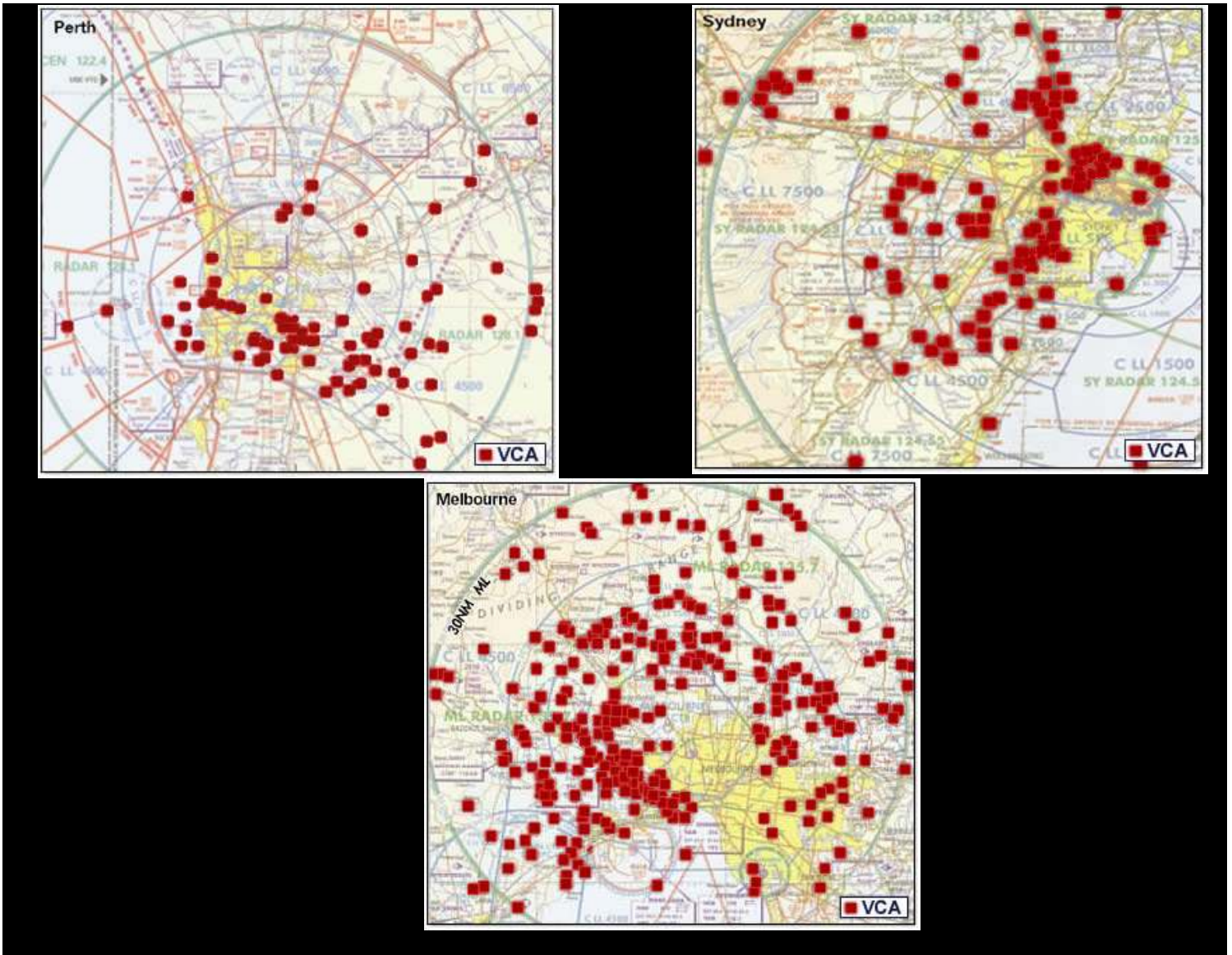
In any event Jandakot Tower has a repeater radar monitor and direct contact with Perth for the same level of coordination if required.



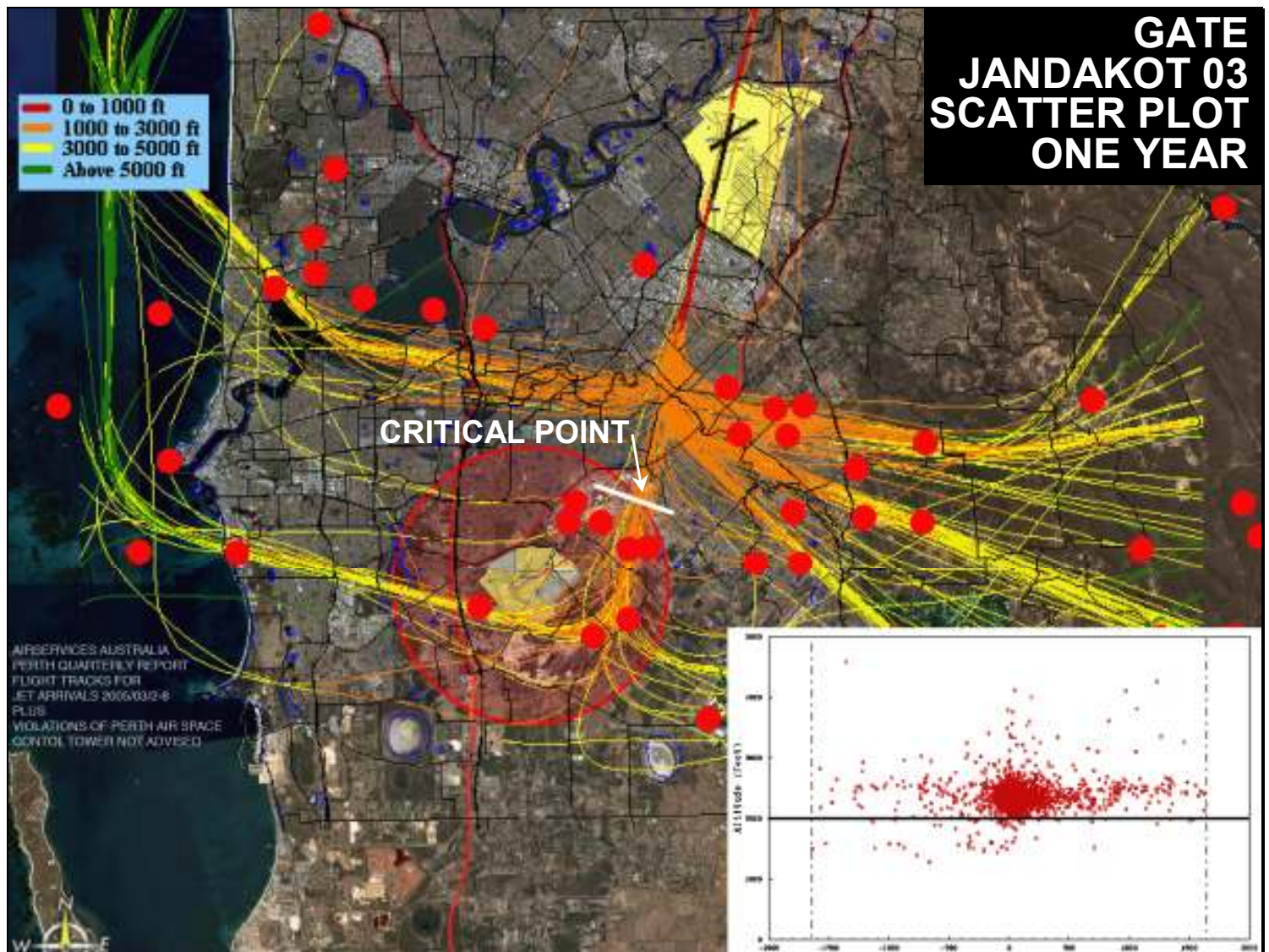
DOTS REPRESENT PLANES IN THE WRONG PLACE AND OR AT THE WRONG HEIGHT
APPROX 70 PER YEAR
RISK OF INCIDENT

Show Mel and Syd , show Perth has lowest levels in Australia.

Airservices and Casa COMMENTS



These VCA plots for the SAME period at Sydney and Melbourne, source Airservices put the lie to their VCA claims.



CRITICAL POINT LEAVE JA CTR INTO PIA CTR AT THIS STAGE FINAL DESCENT INTO RUNWAY SHOULD BE AT 2000 FT OR MORE I.E. 500 FT BUFFER ZONE JA 1500 FT AND APPROACHING JETS SCATTER GRAM SHOWS APPRX 70 JETS INTERSECTED THIS AREA TOO LOW - POTENTIAL ISSUES ESP WHEN MARRIED TO VCA'S

This is not even an issue and is within Airservices Australia and ICAO parameters and many of these automatically computer generated VCAs are a result of an Air Traffic Control authorized deviation from the original flight clearance instruction (Standard Instrument Arrival) or STAR to shorten track miles for more efficient use of the airspace. See attached.

The Critical Point shown is simply the point at which the horizontal position of the inbound tracks intersects the horizontal position of the Jandakot CTA, this is totally irrelevant unless the inbound traffic is "flying through" the Vertical level of the Jandakot CTA which it does not do.

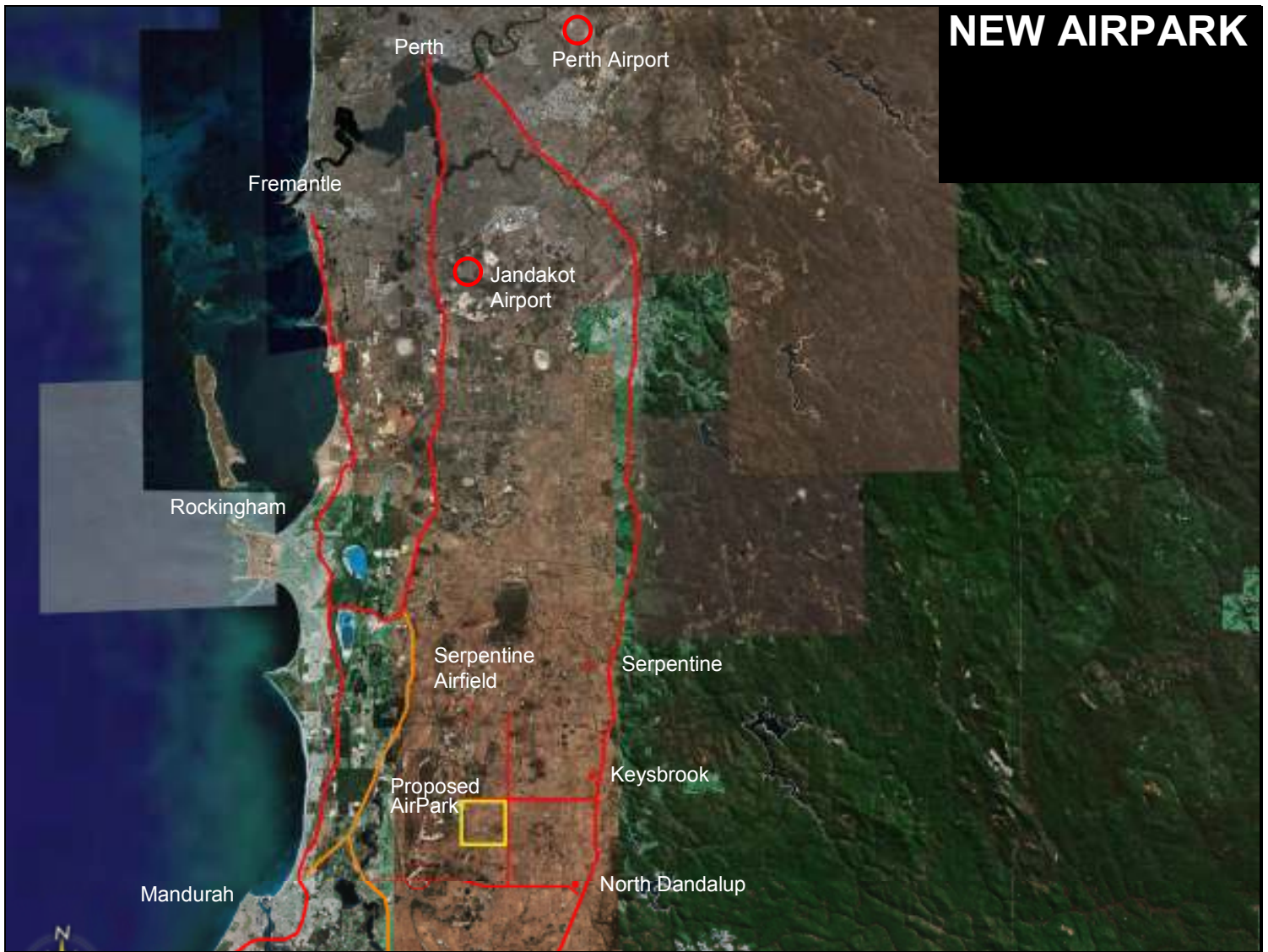
The buffers are exactly that internationally agreed (ICAO) buffers.



This slide appears to show the horizontal position of inbound tracks to Runways 06 and 03 at Perth Airport and that they cross over Jandakot CTA.

Well they may, but no more and likely less than you will find at thousands of co-located airports around the world, separation is achieved vertically.

One only needs to stand and watch the over flying traffic at Jandakot when Runway 03 and 06 are in use at Perth Airport.

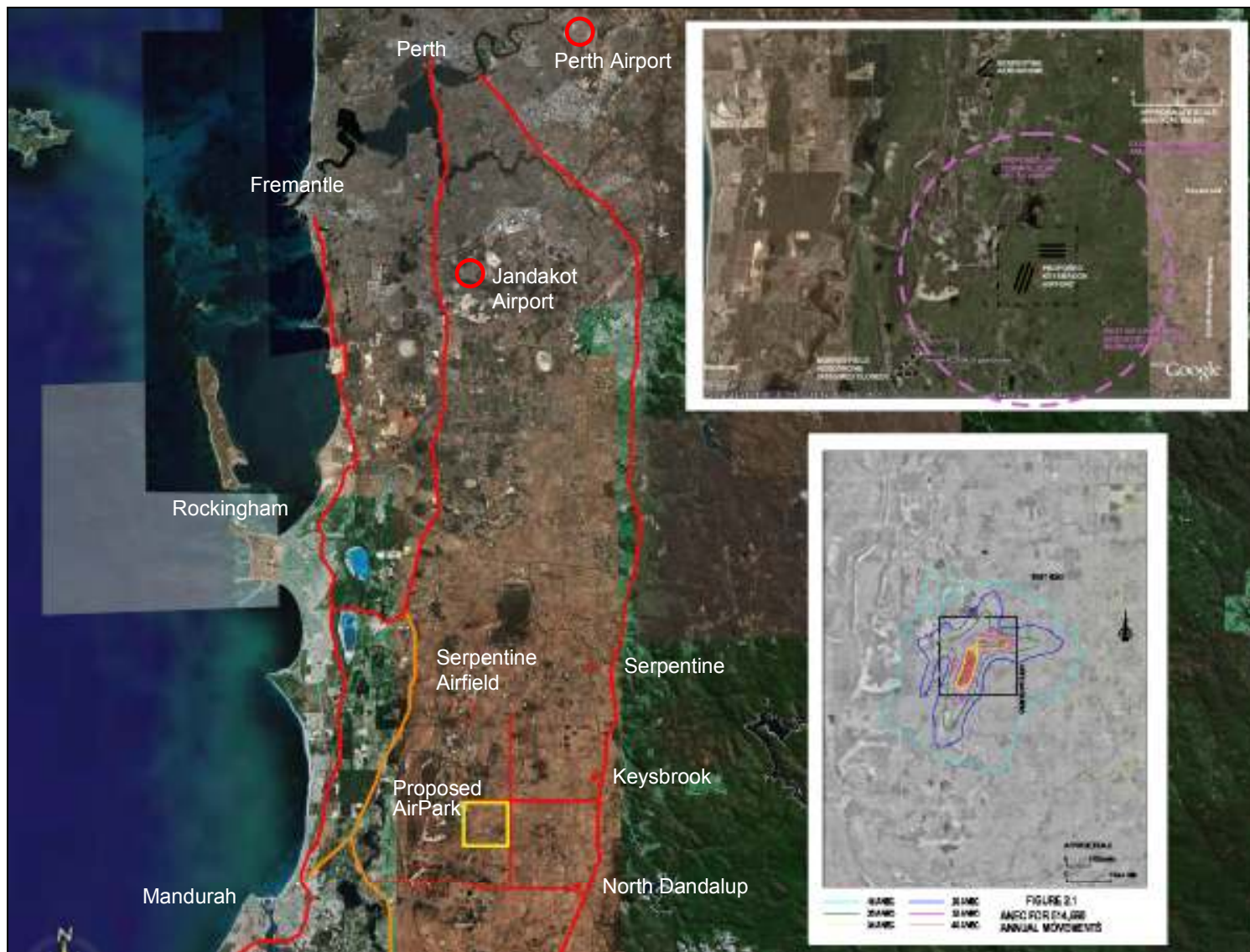


This map is used to demonstrate the proximity of the proposed airport to the City but ignores the fact that 60% of the users come from the Northern suburbs the extent of which is not shown here.

The next slide put a more relevant context on it.

Neither does it show the 1000 hectare Murrayfield airport near Mandurah, which were the proposed airport to go ahead would have to close.

The Serpentine airport to the North would under the regulations most likely also be required to close.



This slide purports to show the proposed location, runway directions and noise profiles.

What it actually points up is the specific geography of the area and its location in a large wetland and that it is in much closer proximity to the Darling scarp than is Jandakot.

This will bring 2 further important issues into play, issues that are present at Jandakot but not as severe as one could expect at the proposed airport which is much further south.

Local experience over the last 40 or so years of operation in the Jandakot Training Area the Southern boundary of which runs approximately through the proposed location clearly reveals that already marginal weather at Jandakot airport deteriorates even more rapidly the closer you get to Mandurah. This directly effects the training environment.

The prevailing Easterly in summer produces a rotor or rotating wind off the scarp which would affect aircraft especially training aircraft when they are most vulnerable to upset, in the circuit area low and slow.

The orographic uplift on the scarp and high relative humidity of the surrounding wetlands increases the risk of fog, low mist and cloud base and low visibility . This normally closes the airport to VFR operations.



Again the supposedly the BIG picture but missing the WHOLE top half, the NORTHERN suburbs.

See the next slide.



That's not the Big Picture THIS is the BIG Picture.

Murray Shire and Peel Region Economic Benefits

1. Addition 100 to 400 jobs in the Shire of Murray during the construction phase of the airport
2. Additional 2,000 permanent airport related jobs by 2025, amounting to a 45 per cent increase in the current number of jobs in the Shire of Murray
There are 900 full time employees at Jandakot. A move to Murray will result in over 600 of these jobs being lost to the WA economy as RFDS, Royal Aero Club, China Southern, Fugro, Airflite, Hawkers etc will not move. China Southern will relocate overseas which will also decimate the Merredin economy.
1. Additional 4500 permanent jobs to be created by the light industrial estate by 2020.
2. Immediate rate revenue in the order of \$400,000 per year, amounting to a 8 per cent increase in rate revenues to the Shire of Murray. This will increase significantly as the industrial estate is built out.
3. 1,000 post-secondary education places for Australian students, amounting to a substantial increase in the number of post secondary education places in the Peel region.
Any aviation related educational facilities are best located in the metro area. As this move will reduce total Australian pilot training significantly, there will be a substantial overall loss in the educational dollar and export revenue.
4. potential for the 2,000 students living on site at the airport facility to contribute to the economy of the Shire of Murray particularly through expenditure on tourism-related activities.

JACC have not so far been able to locate the source or data to justify the Ascot Capital/JAH "predictions" neither have JAH been forthcoming in the provision of them beyond, "they are working on them".

This appears to be an important part of their "public brief", it is our view that any decision to go ahead or not and the commitment of Council or anyone to infrastructure, utilities and resources would be ill advised in the absence of formal research.

In the meantime they are asking us and everybody else to take there claims on faith for which they will "eventually" provide the back up.

It is our view therefore that in relation to their claims our view is no more or less valid than their own best guess.

However the combined experience of the 100 or so businesses at Jandakot and the resources of the State and Federal Government infrastructure and transport planning departments over the last 40 odd years suggests that Jandakot Airport businesses located anywhere but Jandakot would severely reduce the General Aviation activity in Western Australia if not kill it altogether.

In all the case for relocation fails even a cursory first pass on the criterion presented by Ascot Capital/JAH.

Even the most charitable observation would have to admit to it being ill conceived and planned, the reality is they are making a grab for a 2 billion dollar real estate development at the expense of the aviation community and the West Australian community at large which Jandakot Airport serves.

The further reality is that the Ascot Capital/JAH proposal has already failed the Ministers requirements necessary for him to even consider any further discussion.

Our position is very simple.

We believe it is comprehensively irresponsible to consult with anyone on proposals that are clearly incompetent, bereft of detail and without attribution to credible research and sources.