

NEWSLETTER for Managers of Airfields/Airports in Australia and New Zealand.

The Airport industry has some very innovative people, and they come up with great solutions for the challenges we all face in managing our own airports. In these newsletters, we're passing on items of interest to other Airports.

How Important are Airfields to the Local Community?

Managers of large airports are clearly carrying out an important function... not so obvious is that the Council Property managers and owner/operators who look after most of the country airfields, are also maintaining essential safety infrastructure.

The recent earthquakes in NZ showed just how important small country airfields are. The South Island town of Kaikoura was cut off by road and rail by huge slips that took weeks to even partially clear. Helicopters attended to the urgent problems, but they're not well suited to heavy lifting on a big scale. Kaikoura Airfield is a small country airfield mostly used for Whale Watching flights and transitting small aircraft, but during the months that it took to fully restore the road links (not yet completed), the airfield traffic expanded greatly with tonnes of freight brought in economically by fixed wing planes. A scheduled passenger service was quickly set up, with small planes able to use Kaikoura's grass strip.

Further south, Rangiora Airfield, mostly used for training and recreational flying, saw a substantial increase in traffic as it is the closest airfield to Kaikoura whose road links were not affected. It was like the 'Berlin Airlift' on a small scale.

So, if you are managing an airfield/airport, no matter how big or small... keep up the good work. it's important for the community that you keep them well maintained and able to handle a surge in traffic.

'Near Miss' incident:

One of the Airports who use AIMM Movement Monitoring system, recently had a loss of separation, ('near miss') incident when a training flight from another airport flew very close to other aircraft over the Aimm airport. As reports became available from the various parties, it became apparent that recollections of who said what, were significantly different between the parties. The Aimm radio call recordings left no doubt. Without the Aimm radio recordings of the event, a young commercial pilot could have had his career blighted for something he did not actually do, and the Airport could have been forced into changing procedures that were not at fault. With the cause obscured, a similar incident could happen again and perhaps would not be a 'miss' next time.

AIMM clients; you can listen to any radio calls from years ago up to the last few minutes, whether you're on Aimm-Plus (having all the calls played back) or Aimm-Lite (where the computer does a statistical analysis).

With both systems, copies of all radio calls can be sent to any computer within a few minutes if the need arises.

RECENT TOPIC we've been asked about: Visitor 'Touch and Go' – To charge or not?

This is the 'fly by' situation where an aircraft based elsewhere appears, does 2 or 3 'Touch and Goes' onto your runway, and departs without stopping. Similarly for 'Low Approach and Go around' or 'Missed Approach'.

Charging for Visitor T&Gs is your policy decision of course, and some Airports waive such fees. Its common to charge a full landing fee for the 1st in a sequence of T&Gs.

But many airports generate a significant income stream from these Fly-bys, (especially if there are commercial flying schools at nearby airports). The rationale behind charging is that aircraft are occupying a landing slot. Once they call 'downwind' or 'final' they are effectively reserving the runway for their own exclusive use, and descent below 500ft is only made legal by the existence of the Airport's approach fan and runway. T&Gs also use up Consent limits and consume the neighbours' noise tolerance as much as Landings followed by a Takeoff. T&Gs do have costs to an airport. Anecdotally; its often itinerants who cause incidents like low passes over your tractor driver, and with the H&S obligations getting stronger, you do need to know who to talk to if they give your staff member or contractor a fright.



New AIMM Function - Special Landing Fees defined by Operator:

AIMM clients; You have always been able to define a Special Landing Fee for named aircraft, and this can now also be done by Aircraft Operator.

These 'Special Fees' are used when an Airline or Flying School pays a yearly bulk charge and nothing (or a reduced rate) for each landing. You can still add each of their aircraft to the 'Special Fees' list as before, or now choose to select the Operator which detects their whole fleet. This has the advantage of automatically detecting changes in the fleet... when they acquire a new aircraft, it will be assigned the new fee without you having to do anything. Likewise, when they dispose of an aircraft, it will revert to the standard landing fee when they advise Civil Aviation of the change (which they are required to do within 30 days).

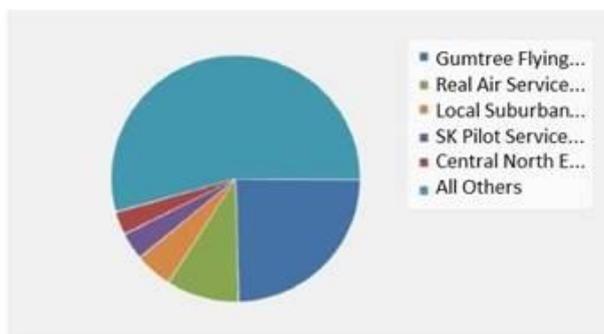
Reviewing Bulk Fees:

Speaking of Bulk Fees... this is a good time of the year to review them. Even if they're being charged \$0 per landing, the Bulk Charge Operators are not flying for free... their actual Landing Fee is the Bulk charge divided by the number of landings. It is worth a few minutes to calculate this figure before rolling over the annual fee. Whether \$0 or \$1000 / Landing, the movements are all tracked the same way, so the same numbers are available to you. One of the Aimm Airports did this exercise recently and found that their Flying School was still on the bulk fee set many years ago, and their movements had increased considerably, giving an effective landing fee of 30c a training session. Not what they wanted.

Graph from the monthly Aimm Dashboard.

Most Active Operators

Operator	Movements
Gumtree Flying Club (Inc)	165
Real Air Services (2010) Pty Ltd	63
Local Suburban Wings Pty Ltd	32
SK Pilot Services	24
Central North Eastern Aviation Pty Ltd	20
All Other Operators	365
Total	669



Metrics like this are invaluable when it comes time to review your pricing structure and fee arrangements. It's surprisingly common to find, as in the above example, that one operator will account for 25% of total airport usage.

Health and Safety Checklist for AIMM clients:

We'll be sending out a Health and Safety Checklist to all Aimm sites soon. This is a simple list of things you need to check (signs, gates etc), which you can tick off, then sign, date, and file away... if an incident occurs, you can pull it out to show that you were pro-actively managing risk to ensure the safety of the public, pilots and your staff/contractors.

If you're too busy to do this yourself (or want it done by an independent 3rd party), Aimm staff can do this for you at most locations. It does need to be done by someone, at least every six months.

AAA National Conference 2016 – Canberra 2016 – Adelaide 2017:

It was great to meet Aimm Clients face-to-face at the AAA conference in Canberra. Always good to put a face to a name and catch up with old acquaintances. Looking forward to AAA Adelaide this year.



NEWSLETTER: We produce this newsletter for the interest of Airfields/Airports in Australia and New Zealand whether using our AIMM movement monitoring system or not. We welcome feedback. Are there any items of interest you would be happy to pass on? Any topic you would like discussed? Any questions?

For more information about AIMM visit; www.Aimm.aero or contact us; info@Aimm.aero



Aerodrome IT Systems
www.Aimm.aero
info@Aimm.aero



Australia:
[03] 9020 8148
Lethbridge Airport
3429 Midland Highway
Lethbridge, VIC 3332



New Zealand:
[09] 972 2650
West Auckland Airport
76 Green Road, Parakai
AUCKLAND 0874