Funding is available for Remote Airfields

Australia: $28.3 million of additional funding has been allocated by the Dept of Home Affairs to the 'Remote Airstrip Upgrade Program', and another $50.1 million for additional security at regional airports.

Many thanks are due to the Australian Airports Assn (AAA), which has worked long and hard to secure this funding, not only for their own members but for all Australian Aerodromes.

Remote and rural airfields are essential infrastructure for their communities, especially important in case of emergency, so the Govt supports this financially.

Of course, no Govt Dept can hand out funds without strong written evidence… and proof that movement numbers are increasing makes a strong argument for funding. Aimm's reports are specifically designed to support grant applications. Over the last few years millions of dollars have been secured by our clients for runway upgrades, terminal rebuilds, fuel system renovations, and other improvements.

For more information or assistance with accessing this funding, contact Aimm at funding@aimm.aero or phone 03 9020 8148.

New Zealand: Many Councils have funds allocated for strengthening Civil Defence resilience, with rural airfields being really important. For example, Kaikoura Airfield was the only way in or out of town for several weeks after the earthquake, and Takaka Airfield kept the town connected for a week after slips took out the only road. As in Australia, you do need hard written evidence of usage to be successful with an application. Aimm can provide this evidence, and assist with funding applications, contact us at funding@aimm.aero or phone 09 972 2650.

YTD Graph: One of the many graphs in the Aimm Monthly 'Dashboard report' to Airport Managers and Supervisors.

Movements: Months of Year

The YTD Graph makes it easy to detect significant changes in usage that may require the Safety procedure tor Facilities to be reviewed. If there is little change, it provides evidence that the management were keeping an eye on usage levels and were satisfied that the established procedures were sufficient.

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Lethbridge Airport
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Lethbridge, VIC 3332

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[09] 972 2650
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76 Green Road, Parakai
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Drones at your Airport: A surprisingly large number of airports have had a drone operator phone to say, "Just letting you know I'll be filming off the end of your runway sometime on Tuesday or Wednesday" when often it should be… "May I film off the end of your runway and what do I need to do to maintain safe separation from aircraft?"

A partial solution to this is to have a 'Drone operators' page on your Airport website, which makes it clear that anyone wanting to operate a drone close to the airport needs to be aware of their safety obligations… depending on the drone Operator's status they may or may not be required to phone the airport and ask permission.
Anyone operating off the end of a runway will certainly need someone competent on a handheld radio to accompany the drone operator to maintain separation.

Drones operate under Part 101 in Australia, Part 101 / 102 in NZ, and some drone operators do not know that there are any regulations at all.   Drones have parts (batteries, motors) that are a lot denser than anything a bird has on board, and quite capable of shattering the windscreen of a plane with dire consequences.   So:

- Have a 'Drone operators' link on your webpage
- Ask your pilots to file an Incident Report with the authorities (can be done on-line) if they see a drone illegally close
- If you see a Drone from the ground, try to find the pilot and politely explain the requirements and ask them to tell their friends. While it would be satisfying to tell them how stupid they are, "You catch more flies with honey than vinegar" and at present education is the only effective option.

If you would like help with creating text suitable for a webpage to suit your situation, give us a call.

ADSB: We will turn on the ADSB functions as soon as there are enough ADSB equipped aircraft for it to be a practical method of monitoring movements. The ADSB data will be fully integrated into the reports and billing.

"Holding someone to Account!": The Health and Safety (H&S) world is getting more demanding. It's easy to just 'leave all that to the club', but if an incident should occur it will be the airport land owner in the H&S sights.   This might seem a bit unfair if you're supervising a small airport and work in town, even more so if it is a remote rural airfield you only visit once a year. But in today's environment, you do need written evidence that you were keeping yourself informed and so able to make decisions as the usage changes.

For this reason, 'Aimm-Lite' was designed to work at minimal cost ($295 / month in total) to satisfy the reporting requirements for the Aviation Authorities: CASA in Australia and CAA in NZ and provide evidence of 'care' when required.   As one of our clients commented, *"It's all lovely to know nothing until someone does something stupid, then you better have the paperwork available."*

Old Aimm newsletters are now posted on our website, **www.aimm.aero** at the base of the entry page select 'newsletters'.   The contents of the newsletters remain relevant for a long time.
E.g. previous newsletter topics include; Regulatory Reporting, CASA and CAA; Counting all movements does matter; Noise footprint – Acoustic LDN counts.

Other topics also on website…   Compliance, Noise complaints, Funding …. Etc.