

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

In this issue ...

- *Counting ALL movements does matter.*
- *Regulatory Reporting, CASA and CAA.*
- *Aircraft parking – hours on the ground.*
- *Noise Footprint – Acoustic LDN counts.*
- *New Feature generating \$1000 / week.*



They see this... but do you always see them?

Counting ALL movements at an airport really does matter:

Not just for Landing Fees ... though obviously those are important... but also for recognition of the work and responsibility its management are carrying.

A new Aimm client recently commented on receiving Aimm's monthly report, she was surprised to find that some of the Airport's Top 10 most active users were operators they had never heard of!

New Aimm Clients often find that the reported movement count doubles, by simply detecting what was previously being missed by their old method. This is great for applications for funding and KPI recognition for both the Airport and Management.

Regulatory Reporting for CASA and CAA:

Regulatory reporting is part of an Airport Manager's job... and they want it done as quickly and easily as possible. In Australia, the Civil Aviation Safety Authority (CASA) is working through its Notice of Proposed Rule Making (NPRM) process to require reporting of Movements at ALL Australian aerodromes, no matter how small.

PTO



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(Regulatory Reporting) continued...

It seems likely that CASA will adopt the Part 139 rules used by most other ICAO countries. If so, problem solved... Aimm already has this reporting in place for its NZ clients, and generates a reminder within a few days of the required dates, stating the numbers, with links and step-by-step instructions on how to file on-line. This reduces it to a 5 minute job... the Airport remains in compliance... so the Manager can mentally tick that box and move on.

New Aimm Feature generating \$1000 a week:

Aircraft 'formations' have one aircraft make the radio calls for itself and others that are flying close together, which Air Traffic Control and other aircraft correctly treat as one aircraft.

E.g. "ABC and company lifting for xxx". The 'company' is another aircraft.

Airports with tourist operations will have a busload of tourists arrive, fill several planes or helicopters, and fly off in formation. How many landing fees? Aimm now reports these 'formations', and in the first week's testing it picked up \$1000 of extra landing fees for an airport that has heavy tourist operations. There is going to be good growth for them this year, regardless of any other changes. Similarly, with aerobatic aircraft flying in formation, and even "ABC rolling with glider in tow" ... if you're lucky the glider might identify itself on landing, but many don't and it's a movement lost.

Hours on the ground – Aircraft parking?

The detailed movement report now shows for each takeoff the 'hours on ground' and 'days on ground'. These new figures need to be used with caution when charging aircraft parking fees, as the aircraft may have been parked inside someone's hangar rather than on the apron, but they do indicate where to look when considering who has stayed, for how long.

Noise Footprint – Acoustic LDN counts for Aimm Plus Clients:

Many Airports have noise limitations, so we've added 'LDN' counts to the monthly Dashboard report for Aimm-Plus users. These report the counts for the 'Acoustic Day' starting at 07:00, and the 'Acoustic Night' starting at 22:00, which is assumed to be the time that the airport's neighbours become less noise tolerant regardless of the actual hours of darkness. If you have an Acoustic Consultant preparing a report for you, give them these figures... they need them for their work and you don't want them having to spend time re-creating information that you already have available. If your airport's consents specify Day/Night times other than 0700 and 2200, let us know as we can change these internally to suit you.

Unfortunately most of us do get occasional noise complaints, so have a look near the base of the Aimm website, www.aimm.aero, which has a 'complaints' page containing some painfully gained tips on how to handle noise complaints before they escalate into a mountain of paperwork.

Note that these new LDN counts are additional to the other day/night analyses that work off the Aviation Day/Night rules, for which the 'Day' starts at Morning Civil twilight (MCT) and the 'Night' at Evening Civil twilight (ECT).

MCT/ECT times? FYI if interested... these are defined as occurring when the sun is 6 degrees below the horizon. The calculation of which requires some fancy spherical trigonometry each day for each airport's exact latitude and longitude, as the earth spins and the sun moves north and south with the seasons. Fortunately, computers are good at maths, and can calculate this to within a few seconds.

To discuss any of these points, contact us...

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