

Newsletter for Managers of Airports/Airfields in Australia and NZ...

As a provider of Airport movement monitoring systems, we often observe common items of interest which we are passing on in these newsletters.

Approach Notifications directly to Airport Staff mobile phones:

Aircraft arrival times determine a lot of airport activities... mowing, runway maintenance, apron handling, etc.

Aimm now has a new Mobile App to notify staff / contractors when aircraft are approaching. They switch this on at their mobile phones when they go airside and...

E.g. (Buzz).... "QFA1234, A320, will be landing in 12 minutes at 14:32".

The new App works off ADSB data which most scheduled aircraft already have. They are the ones that you don't want to force to 'go around' because the runway is occupied.

More small aircraft are also installing ADSB as it will soon be mandatory for any aircraft to enter controlled airspace.



Approach Notifications increase efficiency and safety in many areas including;

- Mower / Runway Sweeper drivers: Receive "Alert" when aircraft are 5 minutes out, so they can move away.
- Health and Safety: Ensure airside people are warned in good time to check that equipment is cleared from the runway.
- Rental car / Café / Taxis etc. The airport can choose to authorise use of the Mobile App to other businesses that serve the airport to be ready for arrivals.

Prior agreement to land? It is VERY inhibiting to the usage of an airport to require 'prior agreement' for anyone to fly in. Often these clauses have been inserted by careful lawyers wanting to protect against claims, but that's not necessary as pilots are always responsible for →



(Continued) deciding on suitability of an airport. The airport only promises to provide a runway of stated dimensions, not that it is suitable for a specific aircraft or usage.

Funding for Small Airports: Small airports have been in the news recently, with Governments realising just how important they are to keep isolated communities alive. More funding is becoming available from various Regional Development funds. BUT, an application needs an established history with reports to back it up. No one can hand out Govt funds without hard written evidence to justify a grant.

New Aimm clients almost always find that the level of activity is substantially higher than expected. Whether computerised, manual, (or Operator advised), most older methods pick up Landings but miss Takeoffs and Touch-and-Goes, so the reported level is less than half the actual level. This makes a big difference when justifying the level of funding being applied for.

Movements: Months of Year



Yearly comparison of monthly movements extracted from a sample Aimm Report.

Reports sent automatically each month: Our 'Lite' system provides Statistical Reports very economically as it works off a computer statistical analysis.

For those who also want to bill landing fees, the 'Plus' system does the job. Its easy for Airports / Airfields to switch between them as needs change.

Phone or email us if you would like to discuss with one of our senior staff how these would help you achieve your objectives..

Who does the Aimm radio call Transcriptions? Either the Airport's own people, or Aimm's operators, it's the Airport's choice. Some prefer to do it themselves to get the benefit of local knowledge and keep the work in their town, others just want it taken care of.

For those who do-it-themselves, we can take over the work at short notice in event of holidays or sickness, and will automatically take over if a backlog develops, Our Transcription Operators follow along a few days behind, and on 4th of each month finish off any leftover calls from last month.



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