

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 pass on some of those solutions we feel other Airports might benefit from.

Noise Complaints:

In the course of our work reporting Aircraft movement numbers and types, we get to talk to many Airport Operators. In addition to helping them we always learn a lot ourselves, from the innovative people who run Airports.

Recently there seems to be a surge in noise complaints, with Skydiving, Crop dusting, and Flight Training (especially Helicopters) bringing in the most.

Noise is tricky as it is not something you can fix so much as manage. We've helped quite a few airports develop management strategies and we've had a lot of success at our own airport from taking a pro-active stance on managing noise. About five years ago it got so bad we had locals making petitions and sending them off to Civil Aviation Administrators, the Govt Ministries, the Local Council and the Mayor... anyone who'd listen.

This was not good... either from the PR perspective for future development of the Airport, or just because it takes so much time on the phone to sooth an angry resident. Life's too short for this. So, we tackled it head on and put strategies in place to manage it, and in the last 18 months we have not had a single noise complaint even though we've almost doubled our traffic volume in the last 5 years.

If you would like to discuss Noise Management, Aimm's Senior Staff are happy to have a 5-minute chat at no charge, or can do a full consultation with written report on suggested mitigation processes if you need that.



Health and Safety:

Health and Safety is getting more important as time passes. One of our Client Airports received a claim from a Horse owner for the Vet bill for their horse, which had run into a fence after being spooked by an aircraft arriving at the nearby airport. They were attending an Equestrian Event being held on some vacant airport land.

This is also a matter of management... before giving permission for the event, it would have been good to have had a Memorandum of Understanding between the Equestrian Club and the Airport stating that the Club would warn people that there would be aircraft nearby. And that it was the Club's responsibility to ensure that all the horses were 'aircraft friendly'.

A similar situation applies with a local Aero Club based at your Airport... there is no problem with them running all their own events without involving you, so long as you have a MoU that clearly states that they take responsibility for ensuring safety of everyone that their members bring onto the Airport.



Clubs run by volunteers are not good at accepting responsibility after an incident, so if the paperwork is not in place then 'holding someone accountable', (which used to be known as 'blame'), tends to fall through to the landowner. Just 'leaving it all to the club' is no longer enough unless you have a paper that says so, and are keeping a watching brief on the level of movements to satisfy yourself that the levels of activity have not changed significantly. It is not hard to manage these things, but they DO need to be managed.



General Aviation Contribution:

General Aviation (basically everything not involving scheduled Passenger, Cargo or military transport), can be a significant contributor to an Airport's income. When we get a new Aimm Client Airport they usually suspect that the levels of G.A. activity is higher than the previous estimates, and this has always been confirmed when accurate figures become available. The 'Gut feelings' are proven correct.

A lot of Clubs and Local Operators pay an annual bulk charge for unlimited landings, and in many situations, this is the most economic way to handle it. But you do need to know what the actual movement figures are to decide on the appropriate bulk charge.

It is also difficult for an Airport landowner to prove that they are meeting their obligations to have 'appropriate processes in place' for H&S, if they don't have hard evidence of the actual level of activity. Aimm automatically emails monthly reports with graphs and figures to be filed away, and these stand up to the pressure of an incident investigation much better than do estimates.

On a brighter note, a new Aimm Client generally finds that the (relatively low) cost of the Aimm system is paid for by the extra revenue opportunities it opens up from GA and visiting aircraft. Airports usually install Aimm for the H&S coverage and Management benefits rather than revenue, but we've yet to meet anyone who didn't welcome some extra revenue.

Aimm clients - Did you know?

You can listen to pilot radio calls within a few minutes of them being recorded by either Aimm-Lite or Aimm-Plus... you don't need to wait for the calls to be processed. This lets you respond quickly to noise complaints or incidents before they escalate.

Do you know what's happening at your airport?

Aimm produces reports, graphs and statistics to help you demonstrate accountability at your airport to stakeholders.

Discuss Challenges and Opportunities:

You're welcome to phone or email us to discuss any challenges and opportunities at your airport.



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