



Plane & Simple

SAFE
Safe Airport For Everyone



Andrew Seymour, Barrier Air Charter Pilot, demonstrating safe work practices



Etienne Muscat, Barrier Air Charter Pilot demonstrating unsafe practices

General Aviation Apron Safety Barrier Air Charter Team

It is easy to become complacent on the GA apron here at Darwin. Everyone has been here for a while, knows everyone else and is comfortable in the environment. Occasionally someone walks across the apron in a rush, text messaging, on the phone, in an early morning daze or exhausted at the end of the day. They are prime candidates to step out in front of a moving aircraft or walk into a prop.

The following safety tips are to remind us all that it is still an active apron, with plenty of moving aircraft and spinning propellers.

- If you never walk through a stationary prop arc due to a conscious decision to avoid it, when you hurry across the apron it is less likely that you will walk through a turning prop arc. Make it a habit to walk around prop arcs - turning or not.
- People who have been killed by prop arcs were familiar with the aircraft and apron around them, but a momentary

lapse of concentration caused them to stray into a turning propeller.

- Pay attention to safety chains and markings.
- Always be aware of your surroundings.
- Look out for other aircraft.
- Wear a high visibility safety vest, be seen!

Hearing protection is another commonly overlooked safety issue.

At the domestic and international terminal everyone air-side has hearing protection of some kind. On the GA Apron it is rare to see a set of earmuffs, especially on pilots.

With the increase in turbine activity it is becoming increasingly important to protect your hearing. Long term exposure could cause serious long term damage.

- Always have your hearing protection with you. Your company should supply staff with a set of earmuffs, and earplugs for passengers.

- If there is a turbine aircraft running, attempt to delay passengers from making their way to their aircraft.
- A nearby or passing piston aircraft can be as loud as a turbine, so don't assume that Cessna 210 or 402 isn't doing you any harm.
- A dangerous sound is anything that is 85 dB or higher, and can damage your hearing with long or repeated exposure. We had an audiologist measure the noise levels inside a Cessna 310 with pneumatic door seals (the quietest 310 on the airfield), the reading was 88 dB. This gets louder if you are outside the aircraft, so always protect your ears.

We are all professionals, hopefully this is useful reminder on General Aviation Apron Safety.

Learn more about the Invisible Injury – noise induced hearing loss - on Tuesday 25 OCT 2011 at Safe Work Australia Week – see the Schedule on www.ntairports.com.au/safety



PLTOFF Louis Lavender, ATC Darwin



AirNorth Aircrew



Laura Campbell, DIA Operations Safety Officer

On the Airwaves FLGOFF Scott Hartwich, Air Traffic Controller, DARWIN

Working in and around airports, most of us at some time will have to make a call to Air Traffic Control. While it is true ATC, as the name implies, work with the flow of aircraft in the air; it is the often forgotten ground controller, a very important link in the ATC chain, who keeps things moving to and from the runway.

The scenario is Monday morning 0800hrs the GA fleet is eager to get into the air, and the “conga” line from the GA to the runway is starting to grow. There are multiple requests from aircraft to taxi to the passing bay for their pre-flight engine runs. Then various other requests start to flood the radio; “Safety One” wants access to the runway for an inspection, Car55 needs to fix the lights that were struck by lightning the night before, vehicles are requesting to cross the runways and a Boeing 737 at the terminal requests push back. “Push back approved”, “taxi to holding point”, “cross Runway 29”, “Give way to the Titan”.

Things can get very busy very quickly. Throw in some weather like an early morning storm and the morning just gets a whole lot more complicated.

This scenario is not uncommon for the ground controller at Darwin. So when things are busy and you need to talk to the ground controller, there are a few things to remember.

- **Maintain situational awareness.** Always know what is going on around you, and what is happening on the radio. Remember that read backs are required so, when requesting something from ground wait until the previous transmission is completed before transmitting. This includes waiting for the applicable read back as well.
- **Clear concise R/T.** A good technique is to take a quick pause before transmitting and think about what you want to say. Use standard R/T that is specified in AIP, and keep all non-standard R/T to a minimum.

- Using standard phrases will mean the controller will understand exactly what it is you’re requesting, the transmission will be clear and unambiguous. This will reduce the amount of “Say again” replies from ground.
- **Correct read backs.** AIP (GEN 3.4 -12) lists what is a read back requirement. Not everything is required to be read back. If ATC issue an instruction that requires a read back, then ATC is required to obtain a correct read back. Understanding the read back requirements is a quick way to reduce extra transmissions and keep things moving.

Remember on the ground it is a joint pilot/ controller responsibility. By keeping to a few basic protocols things will run a whole lot smoother for everyone working airside.

Should you wish to visit the Air Traffic Control Tower tours are being conducted in Safe Work Australia Week - see the Schedule on www.ntairports.com.au/safety

Controlled Burns at Alice Katie Cooper, Alice Springs Airport General Manager

Alice Springs experienced a higher than average rain fall in 2010 and subsequently, the desert turned into a green landscape. Unfortunately, this green landscape has now started drying out, raising the fire risk by increasing the fuel load.

As part of our Fire Management Plan, a fuel load assessment was conducted by Low Ecological Services and this formed the basis for our fire risk reduction plan.

Fuel (Fire) Breaks have been cleared by grader and slasher as well as new breaks created to assist with vehicle movement, should an unplanned fire occur. In conjunction to this Alice Springs Airport has undertaken Bush Fire Awareness theory training with Bushfires NT along with some follow up practical experience with controlled burns on Airport.

Most of the burns have taken place at night in the cooler conditions with

some at short notice when the weather was suitable. These burns often didn't conclude until around midnight or 1am with a couple of the grounds team returning to check the site for any flare ups the next morning.

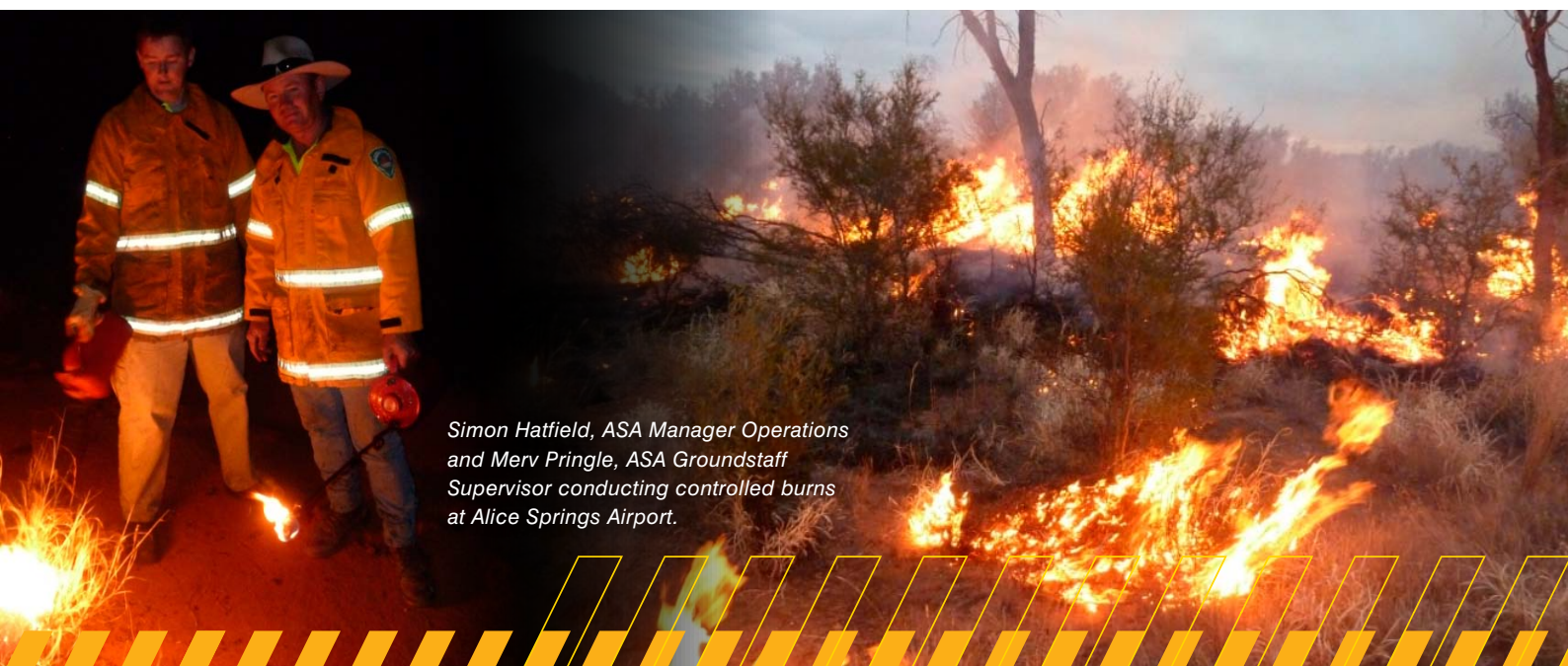
These controlled burns have been communicated using the new SMS communications tool and Airport Alerts as well as information being notified on Facebook and Twitter.

Sincere thanks go to the airport team members who have worked some very long hours to ensure the airport is made safer for everyone and in particular to Merv Pringle (Grounds Supervisor) who co-ordinated the activities. Our thanks and appreciation are also extended to Bushfires NT, who with their fabulous volunteers and also volunteers from Low Ecological services have assisted – without their help, we could not have achieved what we have.

There is a heightened risk for all parts of Central Australia and we take this opportunity to remind all airport workers and tenants to please be mindful of this, over summer.

PLEASE ENSURE:

- Relocation of storage materials on hard stand or cleared areas
- Remove all excess materials and heaped waste (especially combustible materials)
- Access to water point or hydrants, and /or hydrants in the vicinity of infrastructure assets remains clear
- Access to fire extinguishers that are regularly serviced
- Your building has a Fire Evacuation Plan



Simon Hatfield, ASA Manager Operations and Merv Pringle, ASA Groundstaff Supervisor conducting controlled burns at Alice Springs Airport.

Wildlife strikes Mike Clancy, DIA Senior Airport Duty Manager

Darwin International Airport operates 24 hours per day with a significant number of jet aircraft movements during the night.

Approximately 50% of all strikes (confirmed & suspected) occur at night and the percentage of unknown species, is higher during the Night period (1900-0600) than the Day period (0600-1900).

Darwin Airport has one of the highest average bird strike rates per movements in Australia and the recent ATSB report noted that this is partly due to the higher number of bird populations in the tropics, many of these species are active during the night period.

One of the major contributing factors that we have assessed is the difficulty in monitoring and locating bird hazards and carrying out effective harassment activities during the night.

DIA has been investigating the use of equipment to assist identifying and managing bird and animal hazards at night for some time and have recently purchased new equipment *FLIR Thermal Systems* that will assist with managing these hazards.

The FLIR (Forward-Looking Infrared) is being used at aerodromes around the world for use in their wildlife programs, though DIA is the first Australian airport to implement the use of this equipment as a bird and animal hazard management tool; DIA have purchased a hand held unit and vehicle mounted equipment (to be installed in the Operations Safety Vehicle).

The major benefit of thermal imaging equipment over night-vision technology is that thermal imaging detects infrared wavelengths, as opposed to night-vision systems, which enhance visible light. As

a result, thermal imaging is not affected by ambient light. This will enable us to:

Use the FLIR equipment in areas where bright lights are used at night without losing the images e.g. near apron areas, and also to use the equipment during low light periods and during the day.

The Airport Operations Officers have been trialing the use of the hand held unit with encouraging results (see photos) and the Bird & Animal Hazard Working Group will be developing procedures and triggers for when we need to implement management procedures when increased numbers of birds are observed at night. The Working Group is focusing on reducing Confirmed Bird Strikes by 20% for 2011 and the use of additional equipment and management tools is critical for success in reducing strikes and managing bird and animal hazards.



Alicia Jones, DIA Operations Safety Officer using the FLIR



Bird images as seen through the FLIR

Changing Aviation Regulations – beginning 21 November

Vanessa Lockhart, DIA Security Coordinator

Please be aware of a significant legislative amendment, which may impact on your business. This new legislation has been introduced by the Federal Government with regards to Airport Visitor Identification Cards.

From 21st November 2011, visitors to secure areas of security controlled airports (of which Darwin International and Alice Springs Airports are) will be subject to new security requirements under changes to the Aviation Transport Security Regulations 2005.

The changes include:

- Visitors will only be allowed to enter a security controlled airport with a Visitor Identification Card (VIC) for a maximum of 28 days in a 12 month period however there will be an allowance if the VIC applicant has an ASIC pending;
- It will be an offence to intentionally apply for a VIC for greater than 28 days at any one airport within a 12 month period; and

- A number of existing issuing bodies will cease to have the ability to issue VIC's in their own right.

If you have regular visitors, including contractors, that are likely to exceed the prescribed 28 day limit, it is advisable to have these persons apply for Aviation Security Identification Cards (ASIC) at their earliest convenience.

Should you require any more information, please contact the Office of Transport Security at www.infrastructure.gov.au/transport/security/contact.aspx

Darwin ecoglo - Stairway to a safer flight

Tania Young, Qantas Darwin Airport SAFE Co-ordinator

Slips, trips and falls can result in serious, even fatal injuries, especially when they occur on steps. Over the years, there have been several serious injuries, including fatalities from accessing aircraft stairs.

Whilst attending a safety seminar in Darwin last year, Tania Young, SAFE Coordinator – Qantas Darwin Airport, discovered a company called **ecoglo** who have developed advanced technology for the production of high visibility photoluminescent and anti-slip step edge and path marking products. These products are designed for the safe and efficient movement of people, 24 hours a day.

Working with Ann Shotter of **ecoglo** QLD, Paul Haddon (Qantas GSE Coordinator) and Nicole Everingham (Qantas Manager, Safety Standards & Compliance) we were able to source **ecoglo** stair treads and have them affixed to a set of stairs in Darwin for trial in the lead up to Darwin's famous wet

season, where it's not only incredibly wet but can be incredibly dark even in the middle of the day.

The feedback from Qantas and Gate Gourmet staff was overwhelmingly positive:

- Daytime employees thought it was a good idea, and have not been an inconvenience at all. They feel safer walking up & down the stairs
- Definitely safer when the stairs are wet (from people having to walk through water before getting onto the stairs and then dripping whilst they wait)
- Night time employees think it is great as they now feel safer due to the step edge being much more visible than the current low level light in the stairs (even darker when it's full of people)
- The anti-slip is great, an improvement on other anti-slip products, without being 'too sticky' and causing you to grip

- Much better than checker plate or nothing at all
- Tread is not too thick - does not cause additional trip hazard
- Steps definitely more visible during overcast days / massive thunderstorms and night shifts
- Bound to be beneficial for passengers who are tired, keen to exit quickly, visually impaired, congested on the stairway etc
- (We'd) like it to be affixed to other equipment including the rear steps of the toilet truck and water cart.

The **ecoglo** products also have environmental benefits in that it's made of recycled items; reduces the need for additional lighting and can be used to supplement electrical lighting systems (especially in building stairwells and emergency lighting and signage) ensuring the safe and efficient movement of people in an emergency and non-emergency situations.

For more information on ecoglo go to www.ecoglo.com

The Green Facts

- DIA are Finalists for the 2011 Northern Territory Landcare Awards (Urban Landcare) with winners to be announced on the 13 October 2011. WISH US LUCK!
- DIA have recently updated the interpretative signage along the 2.5 km Rapid Creek 'Gurumbai' path. Please educate yourself about this natural wonder, which is right at the airport doorstep. The public car park is located next to the recently completed Airport Lodge car park or is a short walk from most airport business.
- The 2010/11 wet season in Darwin recorded the highest ever rainfall anywhere in the Northern Territory for a single wet season. 3000mm of rain fell between September 2010 and April 2011, which is well above the average 1700mm annual average. Much of this rain fell during February associated with Cyclone Carlos, which passed over Darwin on the 16th February. Approximately 960mm of rain fell between the 6th and 20th February 2011.
- When flying into Tennant Creek it's hard not to miss the large interesting structure next to the Bureau of Meteorology. This is the WF100 radar which it has two roles at Tennant Creek – to provide weather watch capability providing detailed imagery showing the location, intensity and movement of rainfall, updated every 10 minutes and provides forecasters upper wind measurements through closer tracking of weather balloon target.
- Mulga plants (*Acacia aneura* Artetye) cover large areas of arid Australia and

are featured in the native "Anetyeke" gardens at ASA. Mulga is a sweet tooth's delight. The mulga seeds are a good food source; the red scale insects can be picked from the Mulga's branches and rolled into sweet tasting balls; and the parasitic mistletoe that often grows on the Mulga has berries, called snotty-gobbles, which are sweet and good to eat. Find out more about Central Australia's plants by walking through the Anetyke garden at the front of the terminal.

- Switched on in September 2010, the \$2.3 million ASA solar plant will reduce the airports carbon emissions by about 470 tonnes of carbon dioxide, the equivalent of 70 Alice Springs households.



Safe Work Australia Week 24 – 28 October 2011

NT Airports has made safety in the workplace a priority, celebrating Safe Work Australia Week through presentations and exercises.

For further details check out the Schedule of Events on our website www.ntairports.com.au which are being run throughout the week to encourage everyone to get involved in making our workplace safe.

Upcoming EVENTS

- **DARWIN INTERNATIONAL AIRPORT PRE-CYCLONE CLEAN UP**
10 October – 10 November 2011
- **AVSAFETY SEMINAR – WEATHER – FLYING IN THE WET SEASON**
18 October 2011 – Contact Peter Ball, CASA on peter.ball@casa.gov.au
- **FIELD EX AEP HAZMAT RHINO – DIA/RAAF BASE DARWIN**
26 October 2011
- **FIELD EX AEP MET JET 11 – ASA**
2 November 2011
- **FOD WALK ON DIA RPT APRON**
4 November 2011
- **AUSTRALASIAN AVIATION GROUND SAFETY COUNCIL SAFETY SEMINAR**
7 November 2011 – Wellington Airport. Free and available to everyone. For further information visit: www.aagsc.org