THE DRY SEASON IS IN FULL SWING AND SO ARE THE DEVELOPMENTS

At both Darwin International Airport and Tennant Creek Airport we have commenced our biggest projects since both airports were privatised.

In Darwin $60 million is being invested into the terminal expansion. In Tennant Creek the airport is matching the Commonwealth funding of $850,000 to reseal all the airside movement areas of runways, taxiways and the apron. Both these projects demonstrate NT Airports Pty Ltd commitment to servicing the Northern Territory community.

Almost doubling in size, the Darwin terminal will grow from 16,000 to 27,000 square metres and create room for additional departure lounge areas; improved baggage systems and security screening areas; an expanded check-in area; and vastly upgraded facilities for international travellers.

The current terminal is also getting a renovation with Delaware North Companies, the food and beverage operator, opening their doors to Bumbu, an Asian food offering and Hungry Jacks in early July. Works are commencing for the construction of the new ground floor café named Giancarlo Café and Bar that will open in August. Work on Dôme Café will also begin development soon, transforming the old smoker’s deck into a 170-seat restaurant with apron views.

In Alice Springs Delaware North’s food and beverage offering, Café Terra Rosa opened in May providing a stunning setting for the travellers and staff to enjoy a break.

There are a multitude of projects underway in Darwin to expand the airport’s capacity and meet demand for new operations. The Top End Medical Retrieval Service Hangar and associated apron is due for completion in July, three additional RPT apron parking bays are being developed to match the terminal expansion; the General Aviation car park is being expanded and a new car park is being constructed to cater for JKC employees, consultants and contractors’ vehicles with these persons bussed to work on the Ichthys LNG Project at Blaydin Point.

Territorian airline, Chartair commenced twice weekly Alice Springs-Tennant Creek flights in June, and a weekly service from Alice Springs to Kiwirrkurra, in Western Australia. Both routes have been subsidised by the Australian Government under the Remote Air Services Subsidy Scheme (RASS).

Operationally in Darwin, Exercise Aces North was conducted in June. This exercise forms part of the No 32 Fighter Combat Instructor course for Australia’s elite F/A-18 fighter pilots. A Dornier 228 aircraft has been based at Darwin Airport and used by consultants Cardno for observing dolphins and marine animals as part of the Inpex project’s environmental monitoring.

In the commercial arena we have had some exciting months with airlines providing extra services for our Northern Territory community. Airnorth announced the fourth weekly Townsville-Darwin service; Philippine Airlines commenced daily Darwin-Manila services in June with onward connections across Asia and on the 1st July Indonesia AirAsia resumed flights to Bali four times a week. Tiger Airways were welcomed back to Alice Springs on the 9th April, offering resumption of Melbourne services as well as the addition of flights from Sydney.

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DIA BEATS THE HEAT

The Top End’s unique weather can pose challenges for operational staff at DIA, who need to be more aware than most of the conditions and when the environment might have an impact on safety. With a lingering Wet Season (that was actually quite dry!) causing hotter-than-normal conditions, OHS Adviser Eve Somssich organised a training session to refresh staff and stakeholders on how to deal with heat stress and manage hydration in the work environment.

Dr Matt Brearley from Thermal Hyperformance presented to a large group that included DIA grounds, technical and operational staff; as well as airline, aviation fire-fighting, ground handling and government staff. Known as ‘The Heat Guy’, Dr Brearley has a long history of working with emergency service workers, sporting teams and work crews in the Territory to help them stay safe and work efficiently in our hot and sometimes isolated situations.

The session covered practical ways to stay hydrated on the job, how to spot the signs of dehydration and how to cool someone down fast to potentially save their life. Dr Brearley showed how some of his previous work with the Australian Olympic Hockey teams could have practical uses in the hot work environments of the Top End, and shared the results of research conducted with Northern Territory Fire and Rescue Services (NTFRS) fire-fighters on the job.

ON THE AIRWAYS WITH 452 SQN DARWIN FLIGHT

It’s exercise time of year again! Military Flying Exercises are currently being conducted from RAAF Darwin and Tindal. With exercises comes activation of a vast amount of restricted airspace and increased traffic levels.

Regardless of peak exercise times, there is constant activation and deactivation of restricted airspace within the wider Darwin airspace. Local operators need to be vigilant in checking for active airspace and pay particular attention to flight planning requirements around this airspace.

R224AB for example is activated by NOTAM, often active for large blocks throughout the year and can be released to the Army at short notice. Pilots who plan through RA2 airspace can expect amended routing or may be instructed to re-submit their flight plan. Planning via MITTY or BUNDY will ensure you remain separated from R224AB. VFR aircraft must track to remain visually clear of active restricted areas.

There are also a number of smaller restricted airspace portions which are activated by the Army. R203A and R262 are examples of airspace activated daily which may be released by Darwin ATC for use by the Army at any time. Timings for these airspaces are located in the Designated Airspace Handbook (DAH) so it is important to also be aware when this airspace is active. A NOTAM is only released for these restricted areas when there is a change to the standard activation as outlined in DAH. Be especially vigilant when proceeding outside controlled airspace and tracking near these restricted areas as they may have been released to the Army at short notice. If you are in doubt as to whether restricted airspace is active, keep well clear and ask ATC!

With Exercises Aces North/Arnhem Thunder conducted throughout June the continued cooperation and understanding of the local flying community is greatly appreciated in order to allow this high fidelity training to continue. This type of major exercise is critical to developing and maintaining the skill level of our Air Force personnel required to operate jointly in an operational environment.
Recently the Office of Transport Security conducted an audit of Darwin International Airport, and compliance with federal security legislation. As part of this audit, inspectors gauged compliance with the requirement to display individual Aviation Security Identification Cards (ASICs) when operating in secure areas of the airport (which include airside, and certain areas of the landside area, including the sterile area, fuel storage facilities and the like).

The audit found that there continues to be issues with compliance with this requirement. A reminder to all that ASICs MUST be worn when operating airside.

Also a reminder that it is everybody’s responsibility to be aware of their environment, and to speak to any person not displaying a valid ASIC when within these areas. The Office of Transport Security, and the Australian Federal Police will be conducting ongoing spot checks in all areas of the airport.

It is also important to remember not to facilitate/allow access through hangars or gates to any person who is not displaying an ASIC. Even when displaying an ASIC you need to satisfy yourselves that they have an operational need to access any secure area of the airport.

During the recent audit, OTS also found a number of aircraft unattended and unsecured in the general aviation area. THERE IS A REQUIREMENT TO ENSURE THAT AIRCRAFT ARE SECURED WHEN NOT IN USE.

The Aviation Transport Security Regulations 2005 require that reasonable measures be taken to protect aircraft from being accessible to any unauthorised person.

Regulation 4.72 states that such reasonable measures include:
1. wheel locks or clamps; or
2. lockable control locks; or
3. the aircraft being chained or padlocked to a permanent tie-down point; or
4. the aircraft being inside a locked hangar.

All locking devices fitted to aircraft must be discernable from outside the aircraft by anyone whose responsibility it is to check that an aircraft security device is fitted. It is also suggested that the device be readily visible when conducting mandatory pre-flight checks, when approaching the aircraft or when entering it.

Where a device is deployed inside a covered aircraft a notice should be placed on the outside of the cover so that the notice is visible from the outside which reads:

**AIRCRAFT ANTI-THEFT SECURITY DEVICE FITTED**

In the case of a covered aircraft displaying such a notice an aviation security inspector may contact the owner to arrange for the device to be inspected.

**SAFETY**

Any measures taken must be reasonably effective to prevent the aircraft being flown by an unauthorised person and must not compromise the safety of the aircraft. It is the responsibility of the aircraft owner to establish whether or not the locking device complies with safety regulations and standards prior to deploying such locks, either directly by way of certification from the locking device supplier, or by contacting your aircraft maintenance engineer.

**COMPLIANCE**

The Office of Transport Security will continue to conduct regular inspections of aircraft as part of their ongoing compliance inspections.

**FURTHER GUIDANCE**

Locking Devices for Aircraft – Download word document here: http://tinyurl.com/nqvfz3s
SECURITY UPDATE

ELECTRONIC KEY SYSTEM

Since the last edition of Plane & Simple DIA has rolled out the new electronic keying system to DIA owned airside access gates, and other security sensitive doors throughout the terminal. This keying system replaces the old manual locking system. It provides DIA with an excellent tool for auditing access. Personnel with an operational need to gain access to these gates or doors have been provided with a key and instructions on how to update the key on a regular basis, a requirement to have continual access to these areas. If you believe that you require a key, please contact the Terminal Control Centre to discuss.

ENHANCED INSPECTION POINTS

In early May 2013 Darwin International Airport implemented the first of two enhanced inspection points. This inspection point, located to the eastern end of the Security Restricted Area (the RPT apron) captures 90% of all vehicles requiring access to the apron.

The installation of this point was to ensure compliance with the federally regulated requirement for all vehicles to have a level of inspection prior to entry. This inspection includes the following:

- A face to ASIC check of all occupants.  
  (Note a VIC holder will also be inspected)
- A visual inspection of the vehicle to ensure no “weapons” are being carried
- A visual inspection of any bag being carried.

There are exemptions for certain freight and other items.

Entry to the airside area from the eastern end has been reduced to Gate Lima only.

Gate Kilo access has been reduced to emergency entry only.

While the other inspection point (to the western end of the apron) has yet to be installed, vehicles entering into the SRA from the western end will be subject to random inspection by our DIA Operations Officers.

We continue to work on the installation of this point – services are currently being run to the proposed location. We aim to have the second inspection point installed prior to April 2014.

OUT OF GAUGE X-RAY SYSTEM

DIA continues to roll out security initiatives to enhance the day to day operations of the airport.

In coming months the Out of Gauge X-ray will be installed – this will see the current manual process of using explosive trace detection on oversized items being phased out. The X-ray system will be installed in the current location of the oversized baggage inspection room.

DIA are in discussion with OTS regarding the installation of optimal technology at the International Screening point. This equipment will include a multi view X-ray and a bottled liquid scanner. It is proposed to have this equipment installed prior to 2014.
An Emergency Response Exercise was conducted at the Air BP / Shell Aviation Alice Springs Airport fuel depot on the 27th May 2013, at 2pm. The joint exercise involved Air BP, Shell Aviation, Directhaul and Airport Rescue & Fire Fighting Service (ARFFS).

The scenario involved an aviation refuelling vehicle manoeuvring around a triple road train unloading Jet A-1 into storage. The refuelling vehicle came into contact with a protruding gate guide on the right side of the tanker, rupturing the side wall and losing product. The driver’s concentration was at his left side of the vehicle trying to avoid the road train parked there. The driver of the refueller raised the alarm with the two operators unloading the Jet fuel from the road train. In turn the road train driver trips and injures his leg. Two other Air BP staff were in the depot performing maintenance duties who came to assist.

The purpose of the exercise was an operational requirement, to ensure all staff are trained to respond in an emergency and that all parties involved understand each other’s role during an emergency. Phone communication between NT Airports was tested, as well as Emergency Numbers for both Shell and Air BP. Some telephone communication had no advance notice of the exercise and the responses received were very positive. ARFFS involvement is crucial to any emergency at the fuel farm. Their understanding of our response plan to the emergency, integrated with their strategy to make the area safe, was important for a quick resolution to this scenario or any future incident. Like all exercises, lessons were learnt and these will be incorporated into future training exercises, including equipment implemented for future emergency responses.

Staff and emergency services responded very well to the pressures of performing their best in front of observers from ARFFS, Shell, Air BP and NT Airports.

The most positive outcome was the face to face contact with people on the airport on whom we would call during a real emergency. Having that direct contact and sorting out the pros and cons eliminated wrong turns that will help us all during any real emergency.

I would like to thank all people involved. ARFFS, Air BP & Shell staff, Directhaul, Alice Springs Airport. And special thanks to Graham Randell (ARFFS) and Peter Mostran (Shell) for their many hours of preparation for the exercise.

Environmental audits commenced in Alice Springs in May 2013, in follow up to the environmental survey that was conducted using Survey Monkey.

NT Airports thanks the operators for their positive response to the audits and will continue to work with each operator to ensure up to date Environment Management Plans are in place for each operation.

Tenant Audits will continue at Alice Springs Airport and will commence at Darwin International and Tennant Creek Airports in the 2013/14 financial year.
The second half of 2013 will be a busy year at Darwin International Airport with several projects in progress or about to get under way. With works occurring in several locations in and around the airport on the landside, airside, and within the terminal, safety is paramount and all airport personnel will need to be mindful of any changes to their normal work routine.

Construction sites in general require a high level of safety awareness, this is of particular importance with construction works at airports with large numbers of staff and passengers using the airport facilities and services 24 hours a day, 7 days a week.

Some construction sites, such as the eastern and western ends of the terminal will be hoarded or fenced off to prevent people from entering the site; though other works occurring outside of these boundaries, such as the Terminal extension between Bays 3 and 4 on the airside and apron expansion works may be marked with temporary hoarding or barriers and/or with red and white (or red lights) unserviceability markers. Hoarding, fences and barrier mesh should never be crossed, moved or interfered with as they may be preventing access to a potential dangerous area that you cannot see.

There will be a number of vehicles, including cranes required during various stages of the construction to perform the works; remove and deliver materials. When you notice vehicles turning or moving in and out of construction sites, ensure you are well clear of the vehicle. Do not stand behind a vehicle, make yourself visible to the driver and make eye contact and wait for acknowledgment if you need to travel through the traffic area. Often with large and noisy machinery pedestrians are obstructed or hard to see and hear.

Airside works may include changed traffic conditions to ensure a safe traffic flow around work sites, this could include changes to normal access routes, reduced speeds or other restrictions. Works such as the Terminal extension for Concession 2 between Bays 3 and 4 will require a specific Traffic Management Plan that will include water filled barriers and screens around the actual works site, signage, reduced speeds in some locations, traffic diversions, changes to the airside road and changed pedestrian routes.

It is essential that all staff working around this area are familiar with the changes and follow any signage or traffic management barriers and/or directions from authorised persons.

No work sites should be entered unless you have been inducted; and entry must be approved by an authorised person, ensure that appropriate clothing, shoes and PPE are worn in accordance with the relevant site rules; this may include covered shoes, high viz vests and in some cases hard hats.

Regular DIA stakeholder briefings and updates will be held to keep everyone informed of works in progress and any changes that may affect day to day operations and access to facilities.

**REMEMBER**

» SAFETY IS EVERYBODY'S BUSINESS

» NEVER CROSS OR INTERFERE WITH WORKSITE HOARDING, CONSTRUCTION FENCES OR BARRIERS

» DO NOT ENTER A WORK SITE UNLESS YOU HAVE BEEN INDUCTED

» ENSURE YOU ARE WELL CLEAR OF CONSTRUCTION VEHICLES AND CRANES

» ENSURE APPROPRIATE PPE AND CLOTHING IS WORN

» FOLLOW DIRECTIONS FROM AUTHORISED PERSONS WHENEVER ACCESSING OR WORKING AROUND A WORK SITE

» ADHERE TO ALL SAFETY SIGNAGE
On the 18 and 19 April 2013 Darwin International Airport and EcOz Environmental Services (EcOz) hosted and funded the CSIRO Scientists in Schools Program for 100 O’Loughlin Catholic College Grade 7 students and their teachers Simon Aylott, Catherine Hives and their assisting staff.

Jill Holdsworth, NT Airports Environment Manager and a team of scientists from EcOz Environmental Services – Tom Reilly (aka Tree Top Tom), Glen Ewers (aka Bird Nerd), Trish Dumitro (aka Triller Trish), Dane Trembath (aka Dane Toad), Brendan Schembri (Lizard Wizard), Will Riddell (aka Wedgetail Will) and David Wilson (aka Puddle Pirate) from ‘Aquagreen’ all imparted their specialist knowledge to the budding scientists.

Students gained knowledge of the flora and fauna and the habitat and ecology of Rapid Creek through visiting four stations set up along the ‘Gurambai’ path that meanders through the wetland area and along the length of Rapid Creek on airport land. Two ‘Fauna Stations’ were set up – one in the woodland and one close to the creek that showed the students the different flora and fauna found in these habitats – as well as the abundance of bush tucker! A ‘Fish Station’ at Yankee Pools and a ‘Bird and Land Management Station’ at the Rapid Creek weir demonstrated a multitude of scientific information – from water chemistry, types of birds and fish to the man made weir and introduced pest species.

To establish the stations the EcOz scientists undertook nocturnal searches and set overnight traps so that the students would be able to see the animals that are often not seen up close and to demonstrate the healthy ecological state of the Airport bushland. A variety of snake, frog, fish, lizard and bird species (just to name a few) were found and shown to the students. The cute and cuddly looking mother bandicoot with her pups and the excitable frilled necked lizard were favourites amongst the students and scientists alike.

Students completed a workbook and entered a photo competition that the airport ran as part of the program. All the students produced a high calibre of work and as result a number of students were rewarded with prizes.

CSIRO’s Scientist in Schools is a national program that creates and supports partnerships between teachers and scientists with the aim of providing inspiration, fun and learning for students, teachers and scientists alike. With the feedback from the school (below) and all those involved the aim of the Program was definitely met.

“Thanks for a fantastic two days at the Airport. From our perspective, it was a huge success. I was blown away at the breadth of information that the kids were able to learn about in just one morning. All the stations were engaging and the presenters were awesome!! The essential logistics of drinks, buses, muesli bars, first-aids kits etc went really well too. One of the staff members who came said it was the best Science excursion he’s ever been on.” Simon Aylott, Science and Drama Teacher, O’Loughlin Catholic College.
Royal Australian Navy N7-202 (812) at the Darwin Aviation Heritage Centre.

The Australian Aviation Heritage Centre is adjacent to the south west corner of Darwin Airport/RAAF Base Darwin. Exhibits at the Centre include aircraft with a Northern Territory association including this Wessex helicopter involved in relief work under ‘Operation Navy Help’ after Cyclone Tracy struck Darwin in December 1974.

This Wessex was one of nine based aboard aircraft carrier HMAS Melbourne, moored in Darwin Harbour.

The Wessex was tasked with ferrying work crews and equipment to perform several critical initial tasks. These included clearing roads of obstacles to allow heavy vehicle passage for further clean-up and reconstruction operations. Another urgent task the work crews had to perform was the disposal of food in the supermarkets, butchers and warehouses left without power. The rotting food could have led to disease and a follow-on disaster.

Wessex helicopters also played a significant role in delivering supplies where needed; were also put to work as flying cranes; and performed search, rescue and reconnaissance missions. Navy crews were assigned to clear Nightcliff, Rapid Creek and Casuarina. The Wessex helicopters flew continuous missions during the day and returned to HMAS Melbourne by night. Maintenance was carried out overnight to ready them for the following day. The Wessex were worked so hard, their maintenance crews had no time to clean the aircraft during the maintenance downtime or in-between flights.

During Exercise Kangaroo 1989, N7-202 while attempting a take-off from HMAS Success, suffered a phenomenon, peculiar to helicopters, known as “ground resonance”, where the helicopter would rock uncontrollably in increasing amplitude resulting in the aircraft sustaining damage, coming to rest on its side. N7-202 was written off and was later repaired to static display standard at HMAS Coonawarra (present day Berrimah Defence Establishment). N7-202 was presented to the Aviation Heritage Centre in 1990.

The Aviation Heritage Society of the Northern Territory is proud to have the Westland Wessex N7-202 (side number 12) on display for its significance to the people of Darwin. It is a symbol of the assistance given to Darwin in our time of need. It is an important reminder of our connection and our gratitude to the personnel of “Operation Navy Help Darwin” and all the people who helped Darwin begin to recover from the destruction of Cyclone Tracy.

More information about Operation Navy Help Darwin:


WANT TO SEE MORE OF DARWIN AIRPORT’S HISTORY?

FOLLOW US ON FACEBOOK AND LOOK OUT FOR

‘Throwback Thursday’
At about 1500ft from each end of the runway at RAAF Base Darwin/Darwin International Airport there is a 1 1/4 inch cable held beneath the runway. The cable is attached to long nylon straps 8.5 inches wide, 0.225 inches thick and over 1200 feet long. This allows certain military aircraft to be arrested, or stopped, on a runway that utilises external means. Aircraft activates the aircraft arresting system by engaging the cable with the aircraft tail hook.

The system is similar to what you might have seen on aircraft carriers but our system only uses one cable at each end of the runway. Bi-directional, it can arrest an aircraft on landing or after an aborted take-off, it can stop an aircraft up to 50,000lb with speeds of up to 180 knots. If all goes according to plan and the aircraft is moveable the cable can then be reset by the Barrier Crew and be ready to arrest another aircraft in under 15 minutes. An aircraft going over 180 knots can be arrested; however, this will over stress the system leaving it unable to arrest another aircraft until extensive maintenance has been carried out.

Arrestable aircraft are not based at RAAF Base Darwin; therefore it is mostly utilised during exercise periods and as a backup airfield for RAAF Tindal. Aircraft arrests at RAAF Base Darwin are rare unlike other bases such as Williamtown in NSW where they can have up to one hundred arrests in one year.

MAINTENANCE AND DISPLACED THRESHOLDS

To maintain and operate the Aircraft Arresting System the Royal Australian Air Force have trained teams of personnel known as the Barrier Crew. Each member of the six person crew are trained to operate the system and carry out servicing and maintenance on the system and as the systems in Darwin are below ground level every member of the team is required to be confined spaced trained.

ARRESTS

If there has been an aircraft arrest each of the crew has a vital role to play as the aircraft must be released and the cable must be reset prior to the runway being re-opened.

COMMUNICATIONS

Just about all of the communications used by the barrier crew (except to the tower) are done by hand signal, this is because of the distances involved, the noise of aircraft and motors within the pits. Hand signalling prevents confusion or misheard instructions as each signal is specific to a single task, is regularly practiced and is common to all crews.

ROLES

One member of the crew performs the task of Aircraft Controller. That person is responsible to communicate with the pilot, using hand signals, to raise his hook and release the cable from the aircraft, he then signals to the pilot to move on once the cable has been dropped from the raised hook.

Whilst this is happening other members of the crew are getting into position and preparing to rewind the cable. This is done from either side of the runway, one rewind operator is situated in each pit, and as they cannot see each other, a rewind signaller is responsible for safety control and to relay signals to and from rewind controller and operator. The rewind operator will start the Wisconsin V4 rewind engines and wait for instructions from the rewind signaller.
When the Aircraft controller signals the rewind controller that the aircraft has been released from the cable, the rewind controller then co-ordinates both operators to put the cable in the correct position with the correct tension. The cable is then manually placed back into the 20 rubber blocks and the cable is lowered beneath the runway surface ready for the next aircraft.

**SERVICING**

Services on the Aircraft Arrestor Systems are carried out on a daily basis and between aircraft movements. Every month we require a displaced threshold of about 1900 feet at each end of the runway. A displaced threshold is in place on the first and third Tuesday of the month to allow Barrier Crew to use the runways sealed surface. DIA assists with providing and placing markings. The cable and tape are pulled down the runway, serviced and inspected free from aircraft interference. When we're working on the AAS we encounter all types of problems, the weather, working in a confined concrete pit full of equipment and wildlife (we're always on the lookout for snakes). But the most exciting times are on the runway. Depending on the active flight strip and wind condition we have planes landing or taking off overhead the entire time we are on the runway. It's hard to describe how it feels to be kneeling down working in the middle of the runway and seeing a large airliner coming in on short finals and heading directly at you. But it certainly adds to the excitement of the job.

Reference used AAP7663.012-2M
AIRPORTS PROJECTS SUMMARY

DARWIN INTERNATIONAL AIRPORT

- The Top End Medical Retrieval Service (TEMRS), a purpose built aero-medical facility including hangar and a combined helicopter and fixed wing apron, located between Airnorth and Vincent Aviation is expected to be completed in July 2013.

- Grease traps will be installed in August 2013 at Good Start Child Care and Alpha Catering to improve the management of trade waste produced at these facilities.

- Eight more billboard signs will be erected in July and August around the airport providing more advertising opportunities.

- The oversized lockers, currently located in the terminal will be relocated outside in the short term car park, with works commencing mid July 2013. The relocation of these lockers will give space for the installation of the new oversized baggage X-ray which will include a new conveyor system and check-in facilities for passengers transferring from international to domestic flights.

- 15 Bays in the Short Term Car Park have now been painted bright pink with a 15 minute pick logo to assist with traffic movement at the front of the terminal. Baggage trolley bays will also be installed in the Short Term Car Park in late July.

- Infrastructure installation in the AXIS precinct, adjacent McMillans Road, commenced in May and consists of a 300mm water main, high voltage electrical ring main, sewerage line upgrade and a communication pit and duct system. These works will enable future developments in this area.

- Construction started at the end of May 2013 for the JKC 400 bay Park and Ride facility, which will include a bus shelter and toilet facilities. This private car park, located at Charles Eaton Drive, has been designed to cater for JKC employees, consultants and contractors’ vehicles with these persons bussed to work on the Ichthys LNG Project at Blaydin Point. A 171 bay extension of the existing General Aviation Car Park is being carried out at the same time with completion expected to be at the end of August. These spaces will be integrated into the current General Aviation Car Park with ingress and egress through the existing Pedersen Rd entry. From late 2013, this car park will become the main Long Term Parking facility at Darwin Airport, with a free shuttle to the terminal.

- Airport Management Centre car port extension providing an additional 14 car park bays with cover.
**ALICE SPRINGS AIRPORT**

- The fit out of Café Terra Rosa operated by Delaware North was completed in late May 2013.

**DIA AIRFIELD WORKS**

- Works will commence in July for the three new code C aircraft parking bays (Bays 23-25) at the western end of the terminal. These works will extend the RPT Apron by approximately 15,000m² and will include in-ground fuel hydrant line, stormwater drainage, apron flood lighting, airfield ground lighting and associated line-marking. The old RAAF Surveillance Radar Building, located at the western end near the Ground Service Equipment storage area will be demolished as part of these works.

- Defence works including resurfacing Taxiway A, B1, C, D and E1 as well as addition of shoulders to those TWYS, replacement of centreline lighting, illuminated Movement Area Guidance Signs and RWY guard lights will commence on the 8 Jul 2013.

**TERMINAL EXPANSION AND ASSOCIATED PROJECTS**

- The construction of the bookend extensions to the terminal is well underway, with both ends of the existing terminal hoarded off in preparation for the exterior demolition and construction.

- Bumbu and Hungry Jacks (operated by Delaware North) will be opening early in July 2013. Works on the ground floor café will commence shortly, with works expected to take 10 weeks. Construction on the 170 seat Dôme Café will also commence shortly. The works will see 300m² added to the previous smokers deck, with the new 24 hour restaurant providing tarmac views by early 2014.

**TENNANT CREEK AIRPORT**

- Airside Works will commence in August 2013. All the aircraft movement areas including Runway 07/25 and 11/29, Taxiways A and B, and the RPT Apron will be resealed using a hot bitumen seal to the existing sealed surface with levelling of depressions as identified in specific areas. Additionally an application of a Fuel Resistant Membrane to designated areas on the aircraft parking apron will be applied.

**EROSION AND SEDIMENT CONTROL TRAINING IN DARWIN & ALICE SPRINGS**

The course provides a practical introduction to the key principles of erosion and sediment control (ESC) and the necessary training to design, implement, and assess soil erosion and sediment control plans.

Competency-based training for people responsible for construction erosion and sediment control works, including consulting engineers, environmental practitioners and construction supervisors and foremen.

DARWIN 9th – 13th September 2013
ALICE SPRINGS – 16th September

For further information, please contact Danielle Bolton EIANZ on 07 5429 8480
BIRD IDENTIFICATION BOOKS OUT NOW!

NT Airports are publishing Bird Identification Guides for Alice Springs, Tennant Creek and Darwin International Airports.

These Guides have been produced for quick reference material to assist Operations Safety Officers with on-ground identification of the birds and flying foxes that are at risk of colliding with aircraft. Only the high, moderate and potential risk species to the aircraft operations at our airports have been included in this guide to improve the identification of the species, with a particular focus on difficult to identify species.

Should you be interested in these Guides check out on our web site http://www.ntairports.com.au/environment

AIRPORT DEVELOPMENTS GROW MATBOERRMA GARDENS

Several current developments that are underway at the airport have provided an opportunity to increase the numbers of native cycads (Cycas armstrongii) in the Matboerrma Garden at Darwin Airport. The native garden located north of the public car park showcases the native plant species in the Top End.

A protected species, the Cycas armstrongii requires a permit from the Northern Territory government to relocate them. This was sought and approximately 200 cycads were removed from the JKC car park, the General Aviation car park extension and a development site adjacent to Neale St with most being relocated in the Matboerrma Garden. The remaining cycads improved the landscaping at the Airport Management Centre.

Cycads are the oldest living group of seed producing plants in the world.

They have been around for at least 250 million years, long before the dinosaurs, and are therefore considered a true living fossil having survived unchanged as a living relic of that time. In many parts of the Top End, cycads remain a distinctive element over large areas of the landscape. The native cycad (Cycas armstrongii) which is prevalent over much of the bushland that still exists on Darwin International Airport is considered vulnerable or threatened due to the expansion of rural development and agriculture especially in the Darwin and Katherine regions. These areas have become especially vulnerable to land clearing and the changing fire regimes also pose a threat to many cycad populations.

Slow growing, living for a long time and their distinctive appearance ensures they are used as showcase plants in the airport gardens. Want to know more about these wonderful plants – visit the Matboerrma gardens on airport and read the several interpretative signs installed to educate visitors about the Top End plant species.
FOD WALKS – MORE THAN JUST A SAFETY INITIATIVE

On the 30 May 2013 a coordinated approach for FOD management was taken by airport personnel at Alice Springs Airport. While Airservices Aviation Rescue Fire Fighters, ISS Security, Qantas and Alice Springs Airports staff were undertaking a FOD walk on the RPT Apron Chartair personnel were on the Commuter Apron providing a coordinated approach to this safety issue.

FOD Walks are also a means of getting the airport community together – building a strong team focus so that staff see the bigger picture and that everyone plays a part in keeping the airfield safe.

SPILL RESPONSE TRAINING – STANDING ROOM ONLY IN ALICE

NT Airports continue to support our Operators and up skill airport staff with the knowledge to respond to spills at their facility or on the apron. NT Airports contract a Territory company Total Safety Solutions to undertake spill response training.

In the last financial year six training sessions were held either for all operators or at an operators facility – for example two sessions were conducted for Vincent Aviation at the Darwin Airport. Two sessions have been held in Alice Springs and the last training session was held in May, attended by Qantas, Aerocare, BP and ARFF and there was standing room only. Since it was so popular we are running another session in July and will continue to offer the training to airport staff across our ports to ensure a timely and effective response to spills.

GLOBAL CORPORATE CHALLENGE – WALKING AROUND THE GLOBE

This year is the first time that Vincent Aviation has taken part in the Global Corporate Challenge (GCC), which kicked off on 23 May 2103 and runs for 16 weeks. The GCC is a global and largest corporate health initiative with over 260,000 people taking part this year. The aim is to encourage participants to increase their level of activity with focussing on an improvement in fitness, well-being and health. Three Vincent Aviation teams with seven staff members each take part and the event has already resulted in great team-building activities such as joint lunch-walking activities or participation in the ‘city to surf’, better communication between all members of such groups and a positive commitment to increasing their steps. Vincent Aviation has also set up internal fun competitions to foster great team work.
Commencing in 2010, NT Airports through the ‘Gateway to Health’ corporate health program, set up an annual ‘Pedometer Challenge’ as a means to encourage people to become more active and get together with other airport stakeholders.

This year’s challenge had the biggest response ever in the short history of the Challenge, with 30 teams racing to complete the equivalent of the Gibb River Road: a distance of 927kms or 1,158,750 steps. Facilitated by Q2Health, the Challenge uses the 10,000 steps web site to monitor the stepping progress. Teams from Darwin International, Alice Springs and Tennant Creek Airports, ISS Security, Qantas, Department of Environment, St John Ambulance, Toll and even spouses and former airport employees sweated it out over three weeks to see if they had what it took.

Eventual winners were ‘Steptoemaniacs’, from the Department of Environment; their team walked the distance in nine days, averaging over 26,000 steps a day!

Alice Springs and Tennant Creek Airports staff put in a stellar effort with 100% staff participation. This effort did not go unrecognised and in Alice Springs top performers were recognised each week to keep their motivation up. Prizes were awarded for highest stepping team, biggest increase in results between the first and second weeks, and highest stepping individuals.

The highest individual stepper was Max Mace from the St John ‘The Vital Greens’ team with a an average of a whopping 35,771 steps a day.

Winners of the best team photo was a DIA Team that consisted of Robyn Kruger, Jane Riordan, Jill Holdsworth, Charlene Pollock and Peta Jeggo, the reigning ‘Queens of the Kimberley’!
AUSTRALIAN AVIATION WILDLIFE HAZARD GROUP ANNUAL FORUM

The Australian Aviation Wildlife Hazard Group (AAWHG) invites all members and industry stakeholders to the 7th annual forum and industry collaboration. The two day program will be hosted at the Queensland Museum in Brisbane. Please visit the website http://www.aawhg.org/ for further information and refer to the event brochure on details how to register.

AAA NATIONAL CONFERENCE DARWIN – ‘Navigating the future’

The AAA National Conference is the preeminent aviation conference and exhibition in the Asia pacific region. This is the first time Darwin will host the event.

350+ Attendees
95+ Expert Speakers
25+ Exhibitors
5 EXCITING DAYS

Register now at www.aomevents.com/AAA2013

NEW SAFETY ALERT

• SAFETY ALERT 03/2013 – AIRCRAFT RUN UPS & LOCATION

For further information, please visit www.ntairports.com.au/safety

UPCOMING EVENTS

ALICE SPRINGS

• 2 JUL 2013
  AIRPORT SECURITY CONSULTATIVE GROUP/APRON USER MEETING RESCHEDULED FOR 13 AUGUST

• 17 JULY
  SPILLS RESPONSE TRAINING

• 7 AUGUST 2013
  EMERGENCY EXERCISE – TABLE TOP

• 1 OCT 2013
  AIRPORT SECURITY CONSULTATIVE GROUP/APRON USER MEETING

• 27 OCT – 2 NOV 2013
  SAFE WORK AUSTRALIA WEEK

• 19 NOV 2013
  APRON USER MEETING ONLY

DARWIN AIRPORT

• 9 AUG 2013
  DARWIN INTERNATIONAL AIRPORT CHARITY GOLF DAY

• 9 AUG 2013
  RAMP SAFETY MEETING

• 13 AUG 2013
  ‘EXERCISE FLAME 2013’-FULL FIELD AERODROME EMERGENCY EXERCISE

• 27 AUG 2013
  AERODROME EMERGENCY COMMITTEE

• 15 SEP 2013
  GREAT NORTHERN CLEAN UP DAY

• 27 OCT – 2 NOV 2013
  SAFE WORK AUSTRALIA WEEK

• 1 NOV 2013
  DIA URBAN ADVENTURE CHALLENGE

NATIONAL EVENTS

• 25 AND 26 JUL 2013
  AUSTRALIAN AVIATION WILDLIFE HAZARD GROUP ANNUAL FORUM

• 13 AUG 2013
  AUSTRALASIAN AVIATION GROUND SAFETY COUNCIL MEETING – PERTH (www.aagsc.org)

• 17-20 SEP 2013
  AAA NATIONAL CONFERENCE (DARWIN)

IMPORTANT HEALTH DATES

• 14-20TH JUL 2013 – NATIONAL DIABETES WEEK

• 26TH JUL 2013 – STRESS DOWN DAY

• 26-31 AUG 2013 – HEARING AWARENESS WEEK

• 16 OCT 2013 – WORLD SPINE DAY

• NOV 2013 – LUNG HEALTH AWARENESS MONTH

FOR ALL OTHER EVENTS AT NT AIRPORTS – FOLLOW US ON FACEBOOK AND TWITTER BY LIKING ‘DARWIN INTERNATIONAL AIRPORT’ AND ‘ALICE SPRINGS AIRPORT’