

Safeguards for Airports and the Communities around Them.

Attn: Nicholas Dowie

Dear Nicholas,

The above Discussion Paper sought comment on the issues raised therein. I believe I have the qualifications and experience to provide suitable input to the paper, including:

- Over 40 years of operational experience as a pilot in Australia and overseas, including Military, Corporate and Airline flying.
- Nine years as a CASA Flying Operations Inspector and Airways Surveyor
- Currently Chief Pilot of the Queensland Government Air Wing
- Passionate interest in Aviation Safety.

I wish to provide the following comments (please note; these comments are my own and should not be taken as Queensland State Government policy).

Planning for compatible development:

- The ANEF system is a useful tool for planning development around aerodromes, provided it is backed up by appropriate legislation to protect aerodromes and prevent developments (such as community housing) in sensitive areas.

Protection of operational airspace:

- Protection of the OLS around aerodromes is critical to the safety of aircraft and to those on the ground. The likelihood of an aircraft impacting a structure is extremely low, due to the reliability of the aircraft and its systems, the consequences of such an impact would be catastrophic to all concerned.
- I believe the Federal government should set the standards and State governments provide the legislation for this requirement.

Turbulence and Wind Shear:

- This issue should be combined with the issue above (Protection of operational airspace) as the impact on aircraft of wind flow/airflow of manmade structures near a runway may not be evident to a lay person.
- Assessment of such effects should be conducted by approved and qualified persons.
- Such assessments then need the backing of suitable laws to prevent adverse effects on aerodrome operations

Wildlife hazards:

- Wildlife hazard management should not just be limited to birds and bats. Other wildlife such as Kangaroos and Wallaby's can cause major damage to aircraft and their occupants.
- The development of facilities that encourage wildlife near aerodromes, such as wetlands and ponds, must be controlled. A 15 KM radius zone is supported.
- Fencing of regional aerodromes (as occurs in many Queensland regional Aerodromes) is essential to enable safe night operations.
- Regular wildlife feed control, such as slashing and planting of unsuitable feed plants, is also required.

Wind Turbines:

- Wind farms, with the associated wind turbines, can have a severe impact on low level aircraft operations.
- I believe the extremities of turbines should be marked in bright contrasting (to the surrounds) colours and by lighting to enhance their visibility to low flying aircraft.
- Developers should be required to advise CASA and Defence of all such developments to enable an assessment of the impact of such developments.
- Legislation should be provided to limit such developments where there is a major impact on aviation activities.

Technical facilities:

- Aviation is becoming increasingly reliant on highly technical systems such as GNSS/GPS. These systems are susceptible to electronic interference, either intended or unintended.
- The impact of developments that have the potential to generate interference to aviation related systems should be assessed by qualified organisations or individuals.
- Legislation is required to limit such developments, or the ceasing of harmful interference that is detected.

Lighting and pilot distraction:

- The existing regulations, in particular CAR (1988) 94, provides the regulatory base to control dangerous lights, if used correctly.

Public safety zones (PSZ) and third party risk:

- In a similar way to the impact of obstacles near and aerodrome, the likelihood of an aircraft impacting the ground of the end of a runway is extremely low, due to the reliability of the aircraft and its systems, the consequences of such an impact would be catastrophic to all concerned if the area of the impact is used inappropriately (such as children's sports fields!).
- The concept of the PSZ is strongly supported.
- The boundaries of a PSZ should be similar to those used for the approach/take-off clearance plane use for the OLS.

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29 July 09