

AIR OPERATIONS MANAGEMENT PLAN

**LETHBRIDGE AIRPARK – MIDLAND HIGHWAY,
LETHBRIDGE.**



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SUMMARY

In 2011 the Lethbridge Airpark was rezoned to facilitate for a safe and efficient operational airport for the use of light aircraft and associated activities. These include restricted industrial, commercial, training and retail activities.

The resulting planning controls allow the use of the airport or a heliport on the following basis;

- Except with a permit the number aircraft movements must not exceed 17500 per annum. Each take-off, landing, or touch and go is an aircraft movement.
 - The take-off weight of aircraft using the airport must not exceed 5700kg. By way of explanation the types of aircraft which fit within this weight limit and which are expected to use the facility include helicopters and range from
 - Twin engine 8 seaters to;
 - Single engine, single seat planes.
- No flights over houses within a 1 km radius of the land
- Except with the written consent of responsible authority the number of airshows, fly-ins and similar events must not exceed six per annum.
- Aircraft movements must, except with the written consent of the responsible authority, be limited to:
 - 15 minutes after sunrise to 15 minutes before sunset during daylight savings time.
 - Sunrise to sunset during Eastern Standard Time.

In addition to these controls which sit within the Golden Plains Planning Scheme, the applicant is required to submit an Air Operations Management Plan (AOMP) for the approval of Council. Future operations of the site must be generally in accordance with the AOMP, which must include;

- The method by which the number of aircraft movements per annum will be monitored and reported to the responsible authority.
- The method by which annual aircraft movements will be monitored and audited.
- Specified flight paths; and a requirement that take offs and landings, and circuit flight paths must be in accordance with the specified flight paths.

It is intended that the AOMP, in conjunction with the detailed controls specified at the top of this page, will be the planning controls used to manage operation of the site. The AOMP is not exhaustive but is intended to supplement the broader controls.

MOVEMENT MONITORING

Method

The number of aircraft movements per annum will be recorded using radio transmissions. Radio transmissions are automatically recorded and relevant detail is subsequently transcribed into a hard copy form. This is an automated method with the service being provided by a third party - it is typically used for both recording flights and monitoring aircraft movement for invoicing purposes.

The details to be recorded include;

- Date
- Time
- Plane registration

Not all information will be generally made available due to privacy policies of RA Australia. The results of the monitoring to be posted and updated quarterly on the Airpark website will include the total number of flights in the period.

At the request of Council, the operator can make available the times of flights on a particular day, however the registration number of planes will not be made available due to privacy policies.

The current website for posting of these results, and also of the posting of this AOMP when approved, is;

<http://www.lethbridgeairpark.com.au>

Audit

The results of the monitoring will be made available to Council for auditing on request, or via the website on a quarterly basis.

SPECIFIED FLIGHT PATHS

The specified flight paths are attached as Appendices to this document.

- The basis of the designated flight paths is that they reflect the two existing runways, and use both directions of each runway. In practice the flight path used generally depends on wind direction therefore both directions of each runway are made available. There are therefore four flight paths;
- The flight paths do not go directly above any dwellings. It is noted that the broader planning controls already specify that no flights may occur over houses within 1 kilometer of the land.
- Take offs and landings and circuit flights must be generally in accordance with these plans. This requirement will be conveyed to airport users by both the Airpark website and by ERSA information and publications.



APPENDIX 1 – CIRCUIT 11



APPENDIX 2 – CIRCUIT 18



APPENDIX 3 – CIRCUIT 29



APPENDIX 4 – CIRCUIT 36