



Members Forum

23th March 2019

To enjoy safe flying, friendship, and sharing our passion for aviation

Agenda



Safety matters

Strategic Plan

Radio procedures

Airspace – ASC access to Class C

Open forum



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OCCURRENCE REPORTING

THE KEY TO SAFE FLYING.

IF YOU REPORT IT, THE CLUB WILL:

- Take every report seriously
- Not blame anyone for making a mistake
- Deal with every report

Lets have a look at some recent hazard reports.

CAN YOU SPOT THE HAZARD?



What have we done to addresses this hazard?



- Contacted DPTI to control the bird nesting site under the expressway bridge.
- Engaged bird control contractors to control birds by:
 - Poisoning
 - Shooting
 - Falconry



A CRANE + RUNWAY



What have we done to addresses this hazard?



The Club's President (Steve Pegler) personally contacted the crane contractors and a program of work was negotiated that minimised to hazard to aircraft.

The crane contractors were reported to Safe Work SA and the local council.

RUNWAY INCURSIONS!



What have we done to addresses this hazard?



- New taxi ways are being considered.
- Pilots are being re-educated by the LSA Gliding Instructors.
- An information article will appear in Enews.

KNOTS IN GLIDER TOW ROPES



What have we done to addresses this hazard.

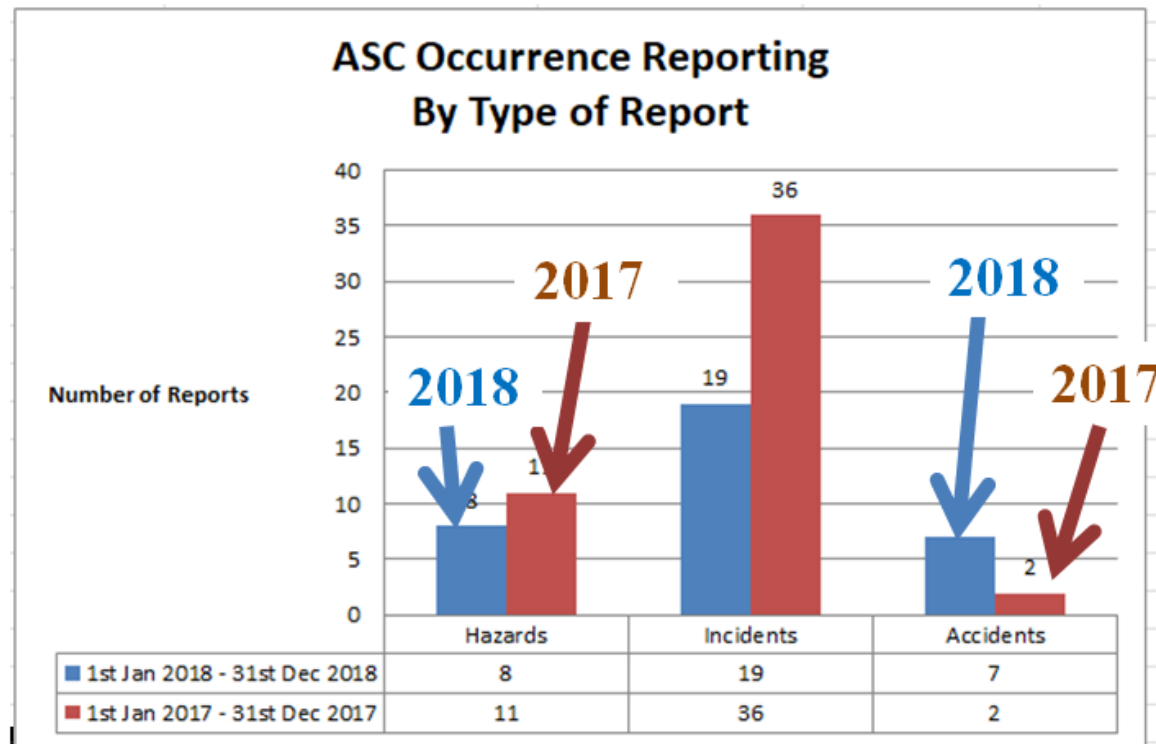


- Glider pilots are being re-educated by the gliding CFI and instructors.
- An information article will appear in Enews.



WHY REPORT HAZARDS

The more we report and deal with hazards the less accidents we will have. Here is the proof





Take Home Message

No matter how small, please report all:

- Hazards
- Near misses
- Accidents

Because accidents can be prevented.

29Th APRIL 2018



R.I.P Jabiru 8198





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ASC Strategic Planning

Just another piece of paper?



A guiding document





Lots of models....

Balanced Scorecard. Strategy Map. ...

SWOT Analysis. ...

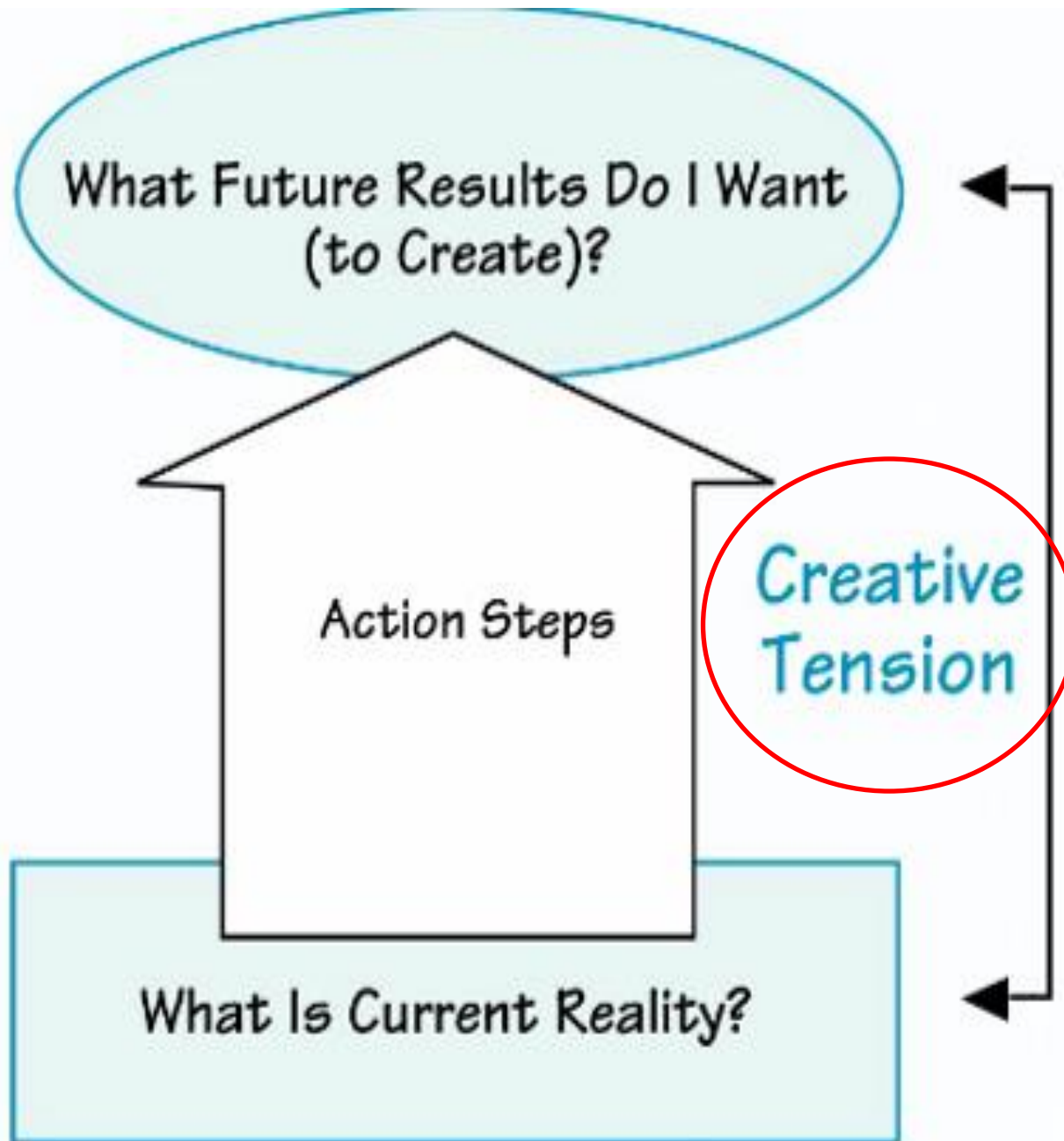
PEST Model. ...

Gap Planning. ...

Blue Ocean Strategy. ...

Porter's Five Forces. ...

VRIO Framework. ...





Some Background

- Strategic Planning in 2006
- Strategic Planning Development 2017/18
 - two surveys of members to gather opinions and thoughts
 - ASC Committee agenda item through 2017 (late) and 2018
 - ASC Committee Strategic Planning Day

Foundational Statement



“To enjoy safe flying,
friendship, and
sharing our passion
for aviation.”

Foundational Statement



“To enjoy **safe** flying,
friendship, and
sharing our passion
for aviation.”



Key Focus

- Safety
- Community

Key Statement



“We are a flying club
that trains people.”



Seven Key Areas

- Fleet Planning
- Promotion
- Retention
- Amenities and Facilities
- Finance and Administration
- Safety and Training
- Community and Culture



Strategic Intent

- Underpinned by beliefs
- Some will be fluid and dynamic
- Some will be definites
- All will be directional, guiding us to achieve our overall aim “To enjoy safe flying, friendship, and sharing our passion for aviation.”

The Plan



- Let's run through the plan

Fleet Planning



Goals / Activities / Outcomes

1. A non-Jabiru LSA
2. Modern, single seat glider
3. Tugs – stick with Pawnees
4. Tugs – retain two tugs
5. Standardise glider fleet instrumentation
6. Not to pursue the idea of investing in a self-launching glider

Promotion



Goals / Activities / Outcomes

1. E-commerce and social media
2. Attract new long term members
3. Flying scholarships
4. Gliding AEF – promotion and marketing
5. LSA TIF – promotion and marketing
6. Video to showcase ASC activities
7. Upgraded website
8. Continual review and refinement of promotion and marketing activities

Retention



Goals / Activities / Outcomes

1. Member Development Officer
2. Support of member goals and aspirations
3. Member development – further training and fly-aways
4. Develop flying relationships
5. Non-flying activities
6. Consideration to developing a Juniors' Club



Amenities and Facilities

Goals / Activities / Outcomes

1. Rebuilding the entrance road
2. More efficient taxiway design
3. Improved overnight accommodation
4. Protecting our assets – glider trailer-port
5. Asset register with planned replacement / maintenance budgeting
6. Airfield Master Plan – future development
7. Airspace – access and surety
8. Take-off point amenities improvement, eg, signage
9. Consideration for availability of Mogas / credit card facility
10. Hangars – well maintained and tidy
11. Clubhouse heating



Finance and Administration

Goals / Activities / Outcomes

1. Increasing TIF and AEF and implementing a booking system
2. Explore “commercial” opportunities
3. Financial structure review to ensure equity and parity for members
4. Cost increases for members will be kept to a minimum
5. Maintain our current staffing level
6. Staff training and development
7. Investigate investment in solar power
8. Work towards reducing council rates
9. Continual review and assessment of our progress towards achieving our strategic goals
10. Investigate water saving efficiencies and “green” initiatives

Safety and Training



Goals / Activities / Outcomes

1. Consideration of short courses – get you solo quicker
2. On-line training
3. Compliance and risk – annual reviews
4. SMS – continual review with strong emphasis on just-culture occurrence reporting
5. High standard of training, but we need to improve consistency



Community and Culture

Goals / Activities / Outcomes

1. Our broader community should know we are inclusive and friendly
2. More flying activities – camps / competitions
3. Members encouraged to use club facilities for private functions
4. Club media to demonstrate unity – gliding and LSA
5. Cross experience – LSA to gliding and vice versa
6. Consideration to hosting gliding competitions
7. New members need to be nurtured in Club culture and values



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Radio procedures

Our standards need to improve

- CTAF is not a “chat” frequency
- Overuse – clutter and pilots “switch off”
- If called – acknowledge

BE HEARD, BE SEEN, BE SAFE

- CASA publication
- Radio procedures in non-controlled airspace
- Gawler airfield is non-controlled airspace

BE HEARD, BE SEEN, BE SAFE



Essential elements

- Radio to be used in conjunction with “see and avoid” procedures
- Good pilot-to-pilot communication will assist “alerted see and avoid”
- Avoid clutter by making **only** appropriate calls

BE HEARD, BE SEEN, BE SAFE



Standard format and phraseology

- Who are you talking to?
 - “Gawler traffic”
- Identify yourself
 - “Sailplane GER” – “Roko 7357”
- Intention
 - “One zero miles north, inbound, on descent from 3,500”
- Location
 - “Gawler”

BE HEARD, BE SEEN, BE SAFE



When **must** a call be made

- When you recognise a potential conflict

When **should** a call be made

- When departing, arriving or overflying

BE HEARD, BE SEEN, BE SAFE



Calls recommended **all** the time

- Before take-off or during taxiing
- Inbound – 10nm
- Overflying

Calls recommended when there is **other** traffic

- Entering a runway
- Joining the circuit
- Making a straight in approach of more than 3 nm
- Joining on base leg
- Once clear of the active runway



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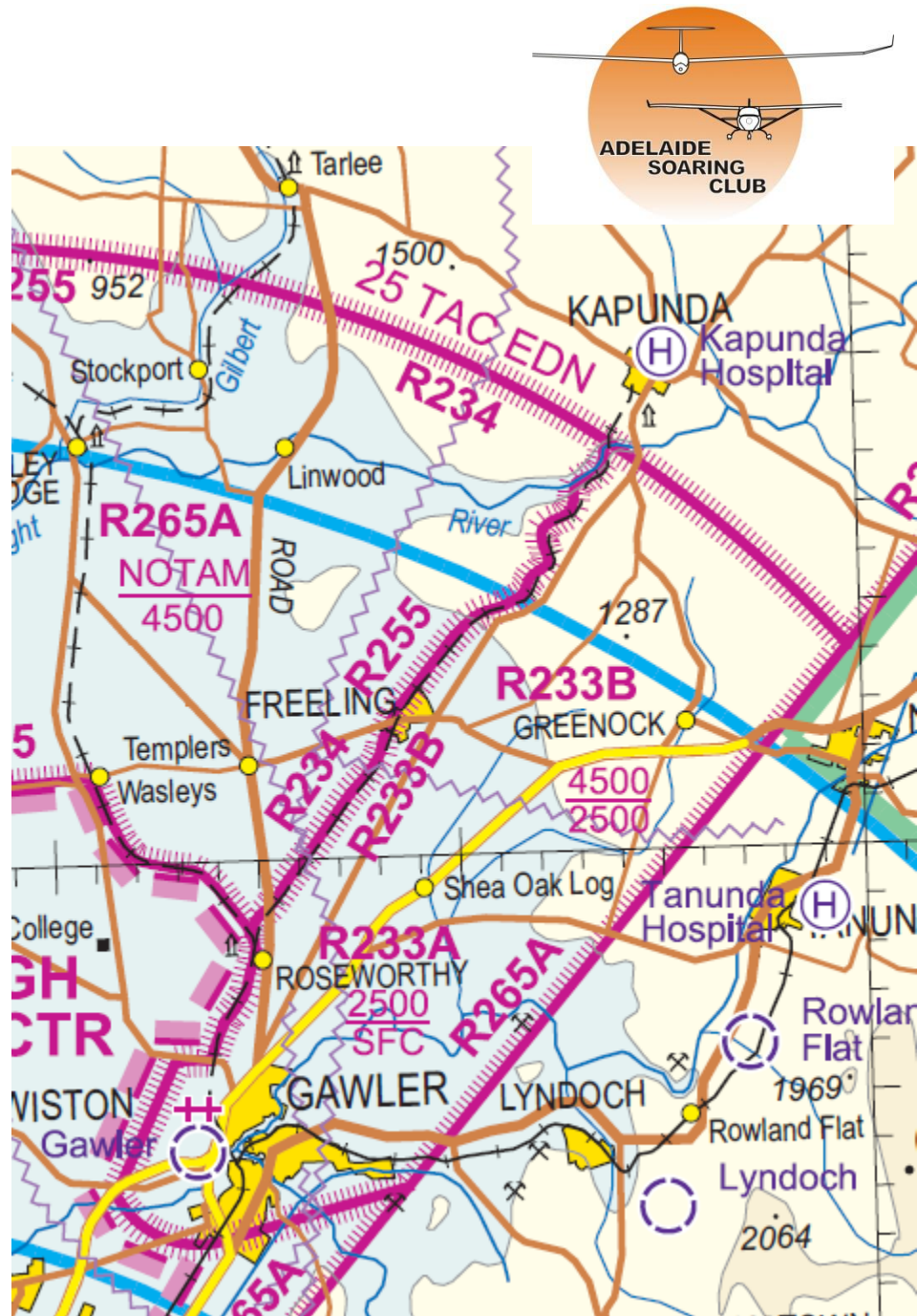
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ASC Airspace

Without a clearance we can only fly in class G or class E

With additional releases ASC gliders previously accessed volumes of:

- R265A/B (mid-week)
eg. Eudunda
- Class C (weekends)
eg. Tarlee





ASC Airspace - Current

Access to **restricted airspace** is available through an agreement with the RAAF

There are no changes to this access *see below

Access to **class C** was through Air Services creating **Temporary Danger Areas** allowing mixed services in the defined volume of class C

This is not within the regulations so we can no longer get releases in this way

* All gliders must vacate restricted airspace before the Edinburgh tower closes



ASC Airspace - Future

ASC is negotiating a new arrangement to access class C airspace

Permanent danger areas activated by NOTAM
Marked on charts

It is anticipated that on most days the available airspace will be equal or better than previously

Negotiations are complex and involve CASA, RAAF, Air Services, ASC and all other airspace users

This will take time to resolve but should be in place before next season



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Questions

Comments

Suggestions