ADELAIDE SOARING CLUB (ASC)

Registered Office
PO Box 94, Gawler SA 5118

Principal Place of Business
Gawler Airfield
1 Ward Belt Road, Ward Belt SA 5118

Telephone: (08) 8522 1877
Email: office@adelaidesoaring.org.au

DOCUMENT INFORMATION

Approved By: ASC President

Revision History

Version	Date	Author / Originator and Review Details
1	02/11/2011	ASC
2	N/A	ASC
3	20/10/2014	ASC
4	01/10/2016	ASC
5	01/02/2018	ASC
6	28/10/2018	Andrew Wright (Format Changes)
7	04/10/2020	Andrew Wright (New CFIs)
8	24/08/2021	Andrew Wright (AVGAS & MOGAS Refuelling)
9	13/11/2023	Andrew Wright / Tony Lewis (Annual Review)
10	13/03/2025	Andrew Wright / Tony Lewis (Annual Review)
11	24/11/2025	Andrew Wright / Tony Lewis (Annual Review)
12	29/04/2026	Andrew Wright / Tony Lewis (Annual Review)

CONTEXT

The ASC is an incorporated, not for profit organisation consisting of members who share a common interest in gliding and powered light sport aircraft and the activities associated with them. The ASC owns a fleet of aircraft, and infrastructure such as buildings and equipment. Some members take part in ASC activities which do not directly involve flying, such as social events and airfield maintenance.

The ASC is the lessee of the Gawler Airfield through a head lease with the Light Regional Council, and subleases portions of land to members for the purpose of erecting hangars. The ASC manages operations at the airfield through the authorities exercised by the ASC's elected committee, and by officers appointed by the committee.

An effective emergency response plan for the Gawler Airfield needs to incorporate requirements of the four regulatory bodies that the ASC activities operate within. Gliding related aviation activities are regulated by Gliding Australia (GA), light sports aircraft activities are regulated by Recreational Aviation Australia (RAAus), glider towing aircraft and other general aviation activities are regulated by Civil Aviation Safety Authority (CASA) and workplace activities are regulated by SafeworkSA.

Whilst the focus of an emergency response plan for an airfield is on accidents, serious incidents and incidents involving aircraft, it is also possible that accidents and incidents may occur on the airfield involving ground operations, motor vehicles, machinery and plant, hazardous and dangerous substances, ground infrastructure or natural hazards. The same basic *"First Response"* principles apply to all emergencies however specific *"Further Actions"* tailored to the demands of a specific activity may be specified by the regulator of that activity.

THIS EMERGENCY RESPONSE PLAN IS IN 3 PARTS

Part 1: Emergency First Response and Details to Provide to Emergency Services and ASC Officials
For those at the scene of an emergency. (First Responders)

Part 2: ASC Official Emergency Contact Details
For Emergency Services and first responders.

Part 3: Further Actions
For management of specific emergencies by ASC officials following Emergency First Response.

PART 1

EMERGENCY FIRST RESPONSE

IN ALL EMERGENCY SITUATIONS

Ring 000 (Help People Only if Safe to Do So.)

Alert People to Keep Clear of Danger.

Contain Emergency. (Try to Keep People Away from the Emergency Site.)

Evacuate to the Emergency Assembly Point or safe area and Coordinate with Emergency Services.

MAIN CAR PARK (Emergency Assembly Point)

Details to Provide to Emergency Services

TYPE OF EMERGENCY

E.g., Fire, Medical, Aircraft Incident

LOCATION

1 Ward Belt Road, Ward Belt, Gawler SA
(Include your location on the airfield.)

PEOPLE INVOLVED (Injured)

Provide number and status of injured people if possible.

THEN RING AT LEAST ONE OF THE ASC OFFICIALS LISTED IN PART 2

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For a Missing or Unaccounted for aircraft Contact AUSSAR on 1800 815 257 and provide details requested.

For an emergency on the airfield, terminate flying operations if it is safe to do so and notify all aircraft.

FUEL EMERGENCY

In the Event of Fire, Spill or Leak

REMOVE: yourself from danger.

ALERT: RING OOO IMMEDIATELY. (Call for Fire Brigade, Police and Ambulance.)

CONTAIN: Press the fuel pump ISOLATION SWITCH LOCATED on the hangar wall.

USE A FIRE EXTINGUISHER ONLY IF SAFE TO DO SO.
APPLY SPILL ABSORBENT MATERIAL TO CONTAIN A SPILL ONLY IF SAFE TO DO SO.

EVACUATE: Move yourself as far away from a fire as is possible.

In the Event of Skin or Eye Contact with Fuel

Stand under the emergency shower and pull the handle.
Wash the effected skin or eyes with copious water.
RING OOO IMMEDIATELY. (Call for Ambulance.)

CALL THE GAWLER AIRFIELD MANAGER ON:
Mob: 0400 900 903

Part 2

ASC OFFICIAL EMERGENCY CONTACT DETAILS

ASC President

Tony Lewis
Phone: 0417 853 768

ASC Chief Flying Instructors (CFIs)

Paul Marshall (Gliding)
Phone: 0427 394 841

Sue Ingham (LSA)
Phone: 0437 658 976

ASC General Airfield Manager (GAM)

Tom Leech
Phone: 0400 900 903

AUSSAR ……1800 815 257

ATSB Hotline…..1800 011 034

Part 3

FURTHER ACTIONS

FOR MANAGEMENT OF SPECIFIC EMERGENCIES BY ASC OFFICIALS FOLLOWING FIRST RESPONSE

AVIATION EMERGENCY

The ASC has chosen to adopt the Gliding Australia Emergency Response Plan (ERP) for dealing with accidents, serious incidents and incidents involving aircraft. Whilst the type of aircraft operating from the Gawler Airfield is not limited to gliders and the aircraft that tow gliders, the emergency response plans produced by Gliding Australia are comprehensive and easily applicable to other types of aircraft.

In the event of an aviation related emergency at the ASC's Gawler Airfield, ASC officials will, where applicable to the emergency, implement the Gliding Australia Emergency Response Plan (ERP) available on the Gliding Australia website: CLICK HERE

AIRFIELD EMERGENCY

The ASC is an incorporated, not for profit organisation defined as a workplace[*1] under the South Australian Work Health and Safety Act and Regulations. The ASC seeks to comply with these regulations by implementing an emergency response plan that acknowledges that the ASC has a primary duty[*2] to ensure, so far as is reasonably practicable, that the health and safety of workers, clients, visitors, and volunteers is not put at risk from the conduct of the activities of the ASC.
ASC officials will report notifiable (workplace) incidents to Safework SA. CLICK HERE

The ASC has adopted the Sports Integrity Australia National Integrity Framework (NIF). This framework offers protection to ASC members from all forms of violent behaviour. ASC members experiencing any form of violent behavior are advised to follow the RACE acronym.

Ref [*1] PCBU
Ref [*2] Primary Duty

BUSHFIRE EMERGENCY

The ASC acknowledges that a high-risk bushfire near the airfield is likely to be a fast-moving grass fire on days with high temperatures and wind speeds, low humidity and very low moisture content in surrounding soils and crops. A grass fire occurring pre-harvest is more of a threat due to high fuel load in paddocks surrounding the airfield, when compared to stubble fires that occur after harvest.

The ASC community is encouraged to be vigilant to environmental cues on high-risk days and to be aware of the fire risk associated with sparks caused by unguarded vehicles and operation of equipment and machinery igniting dry materials.

In the case of a rapidly approaching fire, ASC staff, flying instructors and officials will encourage members and visitors to stay calm and shelter in a safe place, close but not lock doors and windows, check for spot fires extinguishing these fires if safe to do so, and monitor phones, local news, social media, and online services for information.

Risk and Mitigating Factors

The ASC airfield lies within the Mid North Fire Ban District, closely bounded to the east by the Mount Lofty Ranges Fire Ban District that lies to the east of the Main North Road and to the south of the Gawler River.

A bush/grass fire impacting the airfield is most likely to approach from the north and or the west of the airfield on days of high fire danger. Fires approaching from the east and or the south pose a lesser risk as these are fires more likely on days of lower fire danger.

The main ASC infrastructure is concentrated south-east of runway 05/23 and north-east of runway 13/31 and has the natural protection of runways 05/23 and 13/31 to the north and west. The Northern Expressway provides protection to the south and east. The ASC airfield is used as an operational base for CFS firebombers, aircraft, and crews. ASC Jabiru aircraft do not operate on days exceeding 38°C as mandated by the manufacturer. The ASC gliding golf buggies are provided with a fire extinguisher.

The ASC has scheduled preparations for the fire danger season. The ASC General Airfield Manager (GAM) is responsible for facilitating general airfield fuel reduction. Airfield maintenance personnel regularly mow and slash grass, clear and remove debris and ensure that club infrastructure is maintained. ASC grass cutting equipment is not used on total fire ban days. Whilst not responsible for privately owned hangars, the GAM also monitors and encourages grass and fuel reduction around private hangars.

The ASC share farmer is responsible for harvesting the airfield crop in accordance with the Grain Harvesting Code of Practice[*3].

Ref [*3]: https://www.dcgrant.sa.gov.au/webdata/resources/files/grain_harvesting_code_of_practice.pdf

The crop will be slashed (or not planted) within 10 meters of the gliding launch points and all aircraft taxi ways.

In the event of a glider pilot out-landing on high-risk days, the ASC duty flying instructor, CFI or officials will advise retrieve crews to:

- Carry a fire extinguisher in the car.
- Remain on sealed or made roads regardless of the vehicle type.
- Obtain landowner permission to enter the paddock.
- Delay derigging of the glider until fire danger has subsided.
- Carry a simple survival kit consisting of food and drinking water for crew and pilot.

The airfield bush fire risk whilst not eliminated, is somewhat mitigated by these factors.