

SAFETY ALERT



FOD

A Near Miss incident occurred on an apron area. An H-145 Aircraft was preparing for landing on the apron area when a large piece of corrugated sheet iron became airborne in the downwash and came into close proximity to the tail boom end of the aircraft which was still in the air.

Once the aircraft landed it was discovered the loose object came from the neighbouring property.

There were more unsecured sheets and objects lying around in the same area.

Following on from this incident it is important that all Airport Users and tenancies take on board the real danger of FOD in our environment. Over the past year we have shared learning and advice to our community on the dangers of FOD and or insecure materials stored in operational areas.

Airside operational areas are not the ideal location for any storage. What may have become the normal is not best practice and even materials believed to be secure can become insecure. Our best practice is NOT to store materials airside.

We would ask all tenancies to complete a FOD inspection of your properties and remove any stored material.

Let's learn from this and other related incidents and become a FOD AWARE Airport.

FOD ALERT
Set of mobile stairs causes damage

A set of mobile stairs left unsecured has caused damage to property. Obviously not to enter property, persons or aircraft was fortunately avoided by chance. This cannot be allowed to occur. Owners and local aircraft addresses should have an expectation to load safely and free of any avoidable hazards.

Rule 139-127 Airside Inspection programme. A holder of an airside operator certificate must implement an airside inspection programme for ensuring that the aerodrome and its facilities are maintained as specified under this Part, and:

- 4) establish a reporting system for ensuring prompt cessation of an unsafe airside condition that is noted during an airside inspection.

Unnecessary and potential FOD items must not be stored on aprons. Please check all aprons regularly for the presence of potential FOD and remove immediately.

It is not acceptable practice to tie down items or attempt to secure these items. We must follow the hierarchy of control and address unnecessary FOD or equipment.

Any questions or clarifications, please contact AA, Asset and Compliance Manager,
fod@airside.govt.nz

REPORT FOD by using this link >>>> [Airside Airport FOD Report](#) <<<<

SAFE ALERT

Good afternoon, Team,

We would like to share a few recent examples of FOD we have collected on the Airport in recent times as a timely reminder to be vigilant and help make Airside Airport safer.

Timber splinter (Siber) Nail Set Manual Bush Canvax Cap

Aircraft Dipstick

FOD reports should be made to Airside airport list to be recorded for CA compliance and monitoring purposes.

Foreign Object Debris (FOD) Programme AA, management and tenants/users/operators have a joint responsibility to anticipate, inspect, monitor, and remove Foreign Object Debris (FOD) from operational areas.

FOD are fragments of loose material (i.e., sand, stone, paper, wood, metal, and fragments of pavement) that are detrimental to aerodrome structures, operations or engines and is a result in unsafe operations.

FOD Awareness

1. Pick up and Remove
2. Report any FOD to Airside Airport Limited
3. Alertness during work conditions
4. Keep bin clear and don't overfill
5. Clean as you go
6. Take a safe minute look before you go. Wading Tools, Fuel caps are where they should be. Loads are covered and secured.

28 Jun 2022

SAFETY ALERT
Helicopter Rotor Downwash Hazard

A recent incident on runway 03 occurred when a light aircraft experienced a balloon in the flare followed by a heavy landing. No damage was sustained to the aircraft.

It has been determined that the balloon in the landing flare was due to rotor wash turbulence from a medium size helicopter landing at the intersection of Runway 03 and Slacks. The helicopter was landing in a flare and was well clear of the runway. Wind conditions on the day were light and variable. At the time of the incident the AWAIS Metraza indicated a wind of 054 degrees Mag, at 4.5 knots. As the wind was coming from behind the helicopter, we believe the rotor wash was blown into the runway which represents an estimated drifting distance of 70 metres.

The helicopter operator is looking at ways to mitigate rotor downwash in similar situations.

Pilots of fixed wing aircraft need to be aware that the rotor downwash hazard from a 4-core helicopter is considerable and that wind direction and proximity are factors.

At all times, no ground

Other feedback from helicopter pilots that is unrelated to the incident but relevant are that pilots of rotary wing aircraft often have had close to helicopters and seen warnings of the potential risk. Please exercise caution and if necessary, stop and wait for the helicopter to clear the area.

Subject to A. Airport to NZ Date: 28 Nov 2022 Ref: 019 11

NZ WARBIRDS ASSOCIATION SAFETY UPDATE

HELICOPTER DOWNWASH HAZARD

Recently we had an incident outside runway 3 of a sheet of iron that was incorrectly stored. This sheet became airborne and airborne which became airborne close to a H145 helicopter landing at Airside at Airside.

The outcome of this incident could have been entirely preventable and with clear good fortune the one involved the helicopter.

This is a timely reminder that we are operating at an active airfield with a considerable amount of work and equipment on the tarmac and apron areas is likely.

We are working with Airside and the Airside Asset Authority to collectively bring some <https://www.airside.govt.nz/airside-operations/airside-operations> this will be a great effort with one of Airside's best pilots taking a preventative on helicopter rotor wash turbulence as well as a further understanding of what wind and its effect, also the significance of that FOD point to helicopter.

In the meantime, being looking for FOD pick up and place it in a bin. If you need a bin or have items stored outside, please make sure they are adequately secured and secured in a single Tarpside cover can become any section of the associated helicopter or aircraft.

HELICOPTER DOWNWASH