



## NEW PROCEDURES AT BALLARAT DURING THE FIRE SEASON

All pilots are requested to make note of the following changes during the fire season. These changes are simply a local agreement (Memorandum of Understanding) between operators to facilitate safe and efficient fire operations during the summer. They will not normally restrict our operations much but an awareness of what is happening is important.

During the fire season, scheduled to start soon, the following changes apply:

- **Parking Area.**

The parking area on the main apron has been modified to just one line of aircraft so this should allow easy access for fire related aircraft. Just remember that it is important to allow plenty of room for large aircraft to taxi in from runway 18/36. Please also exercise caution when taxiing as fire crew will often be walking across the apron.

- **New Run-up area**

The old run-up area in the Northern corner will be used by the Erikson Airplane and its support equipment and all aircraft run-ups can now be completed on the North-West side of the hangar on the far side of the white line, or anywhere well clear of other aircraft. Remember too that if you are to take-off from 36 you can taxi to the new runup area near the threshold of that runway and do your run-up there.

- **Give priority to fire aircraft**

If fire related aircraft are operating and you know that it is due to fire work (rather than ferry or training work) then please give them priority in the same way you would for aero-medical aircraft. In particular, they may state on the radio that they “Require” priority when departing or arriving at Ballarat and obviously we will need to ensure that we do not impede their flight. These aircraft include helicopters (“Helitack...” or “Firebird...”) fixed wing spotter aircraft (“Bird-dog...” or “Firespotter...”) or fixed wing bombers (“Bomber...”)

- **Notification when the “Airbase” is activated**

On certain days, mainly when there is a Total Fire ban or a “Code Red” day declared, the Ballarat Airbase (at AeroVision) will be activated. When this occurs the Aero Club may be notified and a notice placed on the front desk. On these days you can expect more fire aircraft activity.

- **Other Safety reminders.**

Operating and even parking near the Air-Crane presents new hazards. It has an enormous downwash so it would be advisable to make sure that aircraft are not left in the vicinity unless they are securely tied down. The down wash could be damaging (particularly if assisted by the wind) for aircraft at the refuelling area or in front of the Aero Club if the Airplane arrives or departs from the old run-up area. Only park in front of the Aero Club if the aeroplane is under constant supervision and can be quickly moved.

Also be aware of the fire-season NOTAM (FIR NOTAMS) which requests aircraft to remain clear of an area within 5 NM and up to 3,000 feet AGL of any bushfire. Speaking from experience, it is vital to observe this.

Remember that it can be very busy here if there is a fire in the region so thanks for your thoughtful cooperation of these things.