



Archerfield Airport Corporation

Archerfield Airport Master Plan 2022-2042 and Airport Environment Strategy 2022

KEY FEATURES

PRELIMINARY DRAFT IS OPEN FOR PUBLIC COMMENT

Archerfield Airport's preliminary draft Master Plan 2022-2042 and Airport Environment Strategy 2022 is open for public comment.

The proposed Master Plan and Environment Strategy, Archerfield Airport Corporation's fifth since 1998, provides a roadmap for the timely and coordinated development of aviation facilities and infrastructure, land use and environmental management.

This fact sheet provides an overview of the preliminary draft; and sets out how you can find out more about the current and future plans for the airport, and provide comment.



THE VISION FOR ARCHERFIELD AIRPORT

Archerfield is Brisbane's metropolitan airport, and the focus of general aviation in Queensland.

AAC's vision is for the airport to be the focus of general and corporate aviation in South East Queensland and a sustainable aviation and enterprise hub, integrated with and serving the growing needs of Brisbane.

The airport will continue to be a centre of excellence for aeronautical and related activities; catering for corporate aviation, flying training, charter, freight, aeromedical and emergency services, Advanced Air Mobility and emerging technologies; supported by a range of allied businesses.

The airport infrastructure will be developed progressively to meet the changing needs of aviation. AAC will continue to work with existing aviation businesses on the airport to encourage their long-term sustainability, and will seek to attract new viable aviation businesses.

Archerfield will also play a strategic role in the development of the *South West Industrial Gateway* of Brisbane, designated by the Queensland State Government and Brisbane City Council (BCC) as a Regional Economic Cluster and one of the most important industrial areas in South East Queensland.

Building on the strengths of existing enterprises, facilities and infrastructure; AAC will facilitate the development of industrial and appropriate commercial and other complementary activities on land that is not required for aviation purposes.

AAC will work with BCC and the State Government to identify opportunities to attract and foster business investment that is complementary to the airport and the district, and meets the emerging needs of Brisbane.

Master Plan vision

Archerfield Airport Master Plan 2022-2042
and Airport Environment Strategy 2022

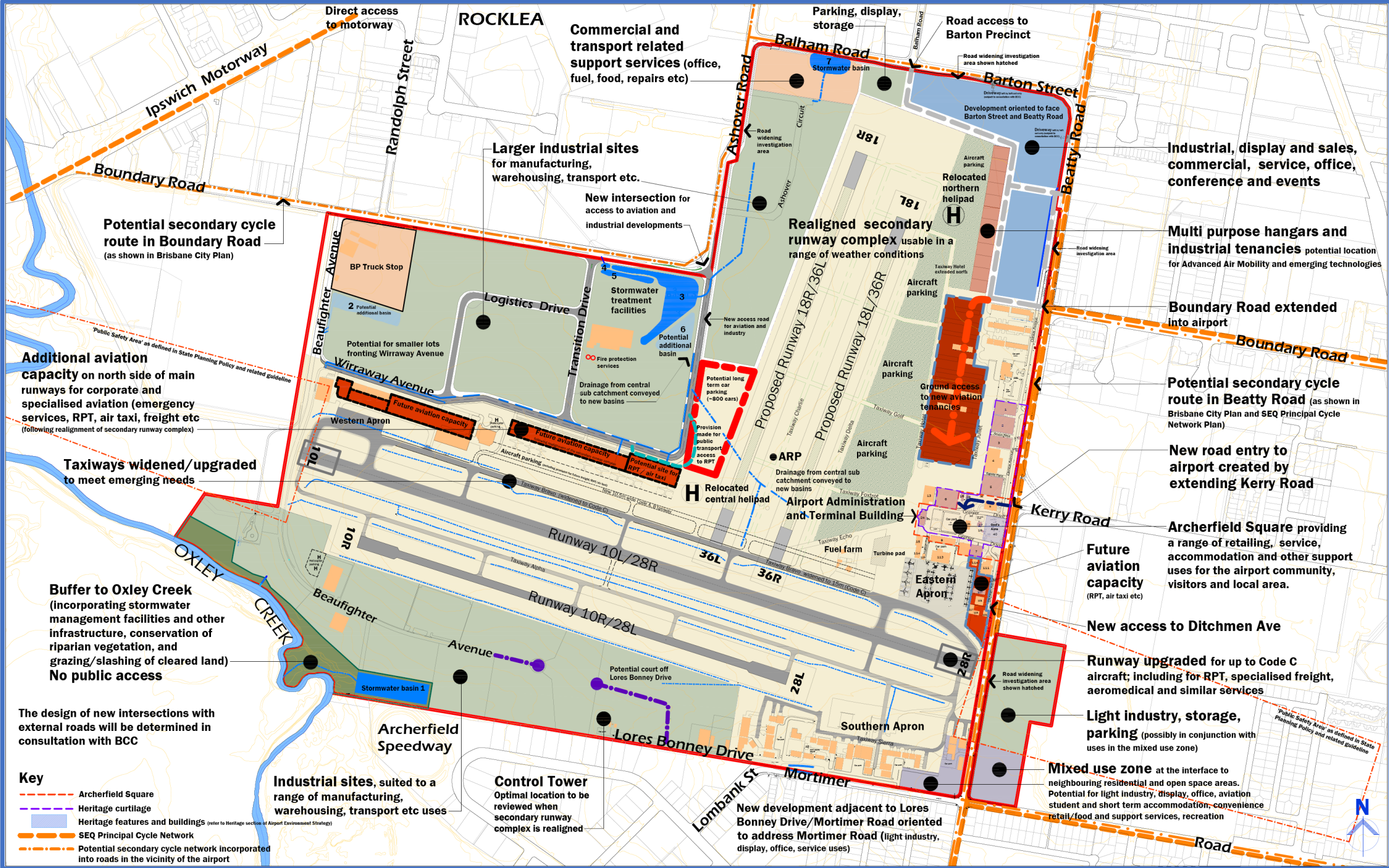
GUIDING OBJECTIVES

The objectives for development of the airport are:

- to nurture, maintain and develop airport facilities;
- to establish a complementary balance between aviation, aerospace, industrial and commercial developments;
- to enhance, promote and support the aviation image of the airport;
- to achieve best practice with significant developments;
- to be a good neighbour;
- to complement key objectives identified by State and Local Government authorities;
- to work with government and the local community to achieve the ecologically sustainable development of airport land;
- to attract commercially viable developments to aeronautical and non-aeronautical sites;
- to contribute to the regeneration of the South West Industrial Gateway of Brisbane by providing industrial and commercial developments, services and facilities; and
- to advocate for the enhancement of the surrounding road network.

PRIORITIES TO YEAR 2030

- Encourage new aviation developments, for emergency services, aeromedical, flying training, air taxi, freight, Advanced Air Mobility and emerging technologies, corporate aircraft and charter;
- Further develop the aviation area in the Wirraway Precinct to the west of QGAir;
- Continue to make provisions for the reintroduction of small Regular Public Transport services, should they be required in the future;
- Consolidate and/or redevelop sites along the east side of the Eastern Apron (through to Beatty Road), maximising aviation uses next to the upgraded apron, with access from Ditchmen Avenue and Beatty Road;
- Implement realignment of the 04/22 grass runways;
- Implement the Airport Environment Strategy, and related action plan;
- Further develop the Beatty, Mortimer, Beaufighter, Boundary and Ashover precincts; and the initial stage of the Barton precinct; and
- Improve the safety and efficiency of access to Archerfield Square from Beatty Road.



ARCHERFIELD AIRPORT TIMELINE: 93 YEARS OF AVIATION AT ARCHERFIELD

Year.	Description.
1929	The Commonwealth buys 300 acres from Elizabeth Beatty to establish the airport, and constructs two gravel air strips.
1930	Australian National Airways (ANA) established at Archerfield.
1931	Eagle Farm closed due to extensive flooding.
1931	Hangars 1, 2, 4 and 5 established at Archerfield.
1935	The Shell 'kiosk' is constructed.
1937	Plans for Administration and Terminal building with control tower prepared.
1936	Hangar 003 is constructed.
1937	Hangar 7 is erected.
1939-1942	RAAF No. 23 Squadron and 3rd Flying Training School are based at Archerfield.
1939	Hangar 6 erected by Airlines of Australia/Australian National Airways.
1940	No. 2 Elementary Flying Training School operates from Hangar 7.
1941	Work begins on the Administration and Terminal Building.
1941	Bellman Hangars (Building 105 & 110) are built.
1942	United States Army Air Force based at Archerfield.
1949	Eagle Farm reinstated as Brisbane's principal airport.
1973	The current control tower is constructed in the southern part of the Airport, and the previous facility is removed from Building 28.
1990	God's Acre Restoration Committee (now the Friends of God's Acre) is established to restore and maintain the cemetery.
1998	The Shell Kiosk is refurbished.
2000	Wirraway Avenue and Beaufighter Avenue upgraded.
2003	Administration and Terminal Building (Building 28) purchased for restoration, and made weather tight to prevent further dilapidation.
2003	New hangar and offices constructed for QGAir on Wirraway Avenue.
2006	New hangar complex constructed at 235.
2007	Four corporate hangars constructed on Wirraway Avenue.
2007	Barton Street constructed, linking Beatty Road and Balham Road.
2008	Street lights provided in Lores Bonney Drive, Beaufighter Avenue and Wirraway Avenue.
2008	Building 28 top floor renovated and reinstated as headquarters for airport administration.
2012	Building 111 constructed for Aviall (Boeing).
2014	Building 28 middle floor refurbished for offices.
2014	Building 9 converted to an Aviation Student Accommodation Complex.
2015	Hangar 6 refurbished and upgraded for LifeFlight heavy maintenance.
2015	Building 28 ground floor refurbished.
2016	Hangar 5 refurbished to accommodate fixed base operations.
2021	Project AIM Stages 1 and 2 (reconstruction of main runway 10L/28R, taxiways and modernisation of associated navigation and lighting systems) implemented.
2021	Hangar 4 redeveloped as a new centre for Tisdall Aviation.
2021	Initial stage of Transition Archerfield Logistics Estate completed.
2021	Hangar 3 refurbished for aviation use.
2021	Archerfield Airport awarded the Metropolitan Airport of the Year.
2022	Building 58.1 constructed on the Transition Archerfield Logistics Estate.
2022	Hangars 13 and 14 redeveloped for aviation
2022	Project AIM Stage 3 (Eastern Apron pavement, lighting and related infrastructure, and upgraded Taxiway Hotel and Bravo) underway.
Development of air transport (1929-1938).	
World War Two (1939-1946).	
Post World War Two (1947-1997).	
Archerfield Airport Corporation (1998 to Present).	

PURPOSE OF THE MASTER PLAN

The Master Plan is a high level, strategic business plan that sets the overall direction for the efficient and economic development of the airport for the next 20 years (2022-2042).

It will guide the timely and coordinated development of aviation facilities and infrastructure, aviation and non aviation land use, and for appropriate management of the airport environment. It describes also priority actions for the initial 8 year planning period.

The Master Plan:

- describes the overall vision and development objectives for the airport;
- looks back on the past 24 years, and also identifies the emerging factors that are shaping the future of the airport;
- sets out the key issues and opportunities facing the airport;
- identifies ways for addressing these issues and embracing these opportunities;
- describes key development initiatives, and the catalyst for these; and
- defines the consultative and decision making processes that will be followed as the airport develops over the coming years.

It describes AAC’s intended uses of the land at the airport and the relationship of the airport to the surrounding area.

It seeks to minimise where possible conflicts between uses on the airport site, and between the airport and surrounding land. It also seeks to highlight opportunities for compatible use and development to the mutual benefit of the airport and the wider community, consistent with the *National Airports Safeguarding Framework* which has been adopted by all levels of government.

The Master Plan sets out the details of measures required to safeguard the continued operation of the airport, including:

- an Australian Noise Exposure Forecast (ANEF) to the year 2042;
- obstacle clearances and navigation requirements for the prescribed airspace around the airport;
- buffer zones, to manage the risk to aircraft of bird or other wildlife strike;
- key areas in the vicinity of the runways where there is potential for new development to cause turbulence or wind shear impacts;
- requirements for managing lighting glare, to protect pilots from unsafe conditions; and
- public safety areas, at runway ends.

It also identifies opportunities for further improvements to ground access to aviation and non-aviation developments on the airport; by cars, commercial vehicles, buses and other public transport services, pedestrians and cyclists.



AIRPORT ENVIRONMENT STRATEGY

The AES provides the framework for the ongoing management of heritage, flora and fauna, air quality, ozone depleting substances, groundwater, surface water, soil, hazardous materials and waste, natural resources and energy, and noise at Archerfield Airport.

This strategy builds upon the initiatives implemented by AAC and its tenants over the past 24 years, and includes:

- the AAC corporate environment policy;
- a statement of environmental responsibilities that apply to Archerfield Airport;
- an overview of the airport environmental management system;
- a description of each aspect of the airport environment;
- a summary of existing environmental issues (from the ongoing assessments that are undertaken), and an action plan to address them;
- details of consultation processes when implementing (and reviewing) the AES.

The airport environment is subject to ongoing monitoring, and the review of this data is used to assess the performance of the AES, identify any new or emerging issues, and refine the actions implemented for each aspect of the environment.

The preliminary draft AES is consistent with the current and past strategies. It includes refinements that respond to evolving requirements, and to new information including the findings of the Heritage Management Plan that has just been completed by AAC.

MASTER PLAN REVIEW PROCESS

The preliminary draft Master Plan and AES is on public exhibition until 11 January 2023.

It can be viewed and downloaded from the Archerfield Airport web site (using this QR code) or by visiting <https://archerfieldairport.com.au/masterplan>.

Printed copies of the document can also be viewed or purchased from the AAC offices on the top floor of the Airport Administration and Terminal Building, Grenier Drive, Archerfield Airport, between the hours of 8.30am and 4.30pm, Monday to Friday.

Written comments are welcomed up to close of business on 11 January 2023. These can be made by email masterplan@archerfieldairport.com.au or posted to PO Box 747 Archerfield QLD 4108.

On completion of the public exhibition of this preliminary draft, AAC will review all submissions, and then prepare a draft master plan and AES that has due regard to all issues raised.

The draft will then be submitted to the Federal Minister for Transport (responsible for the Airports Act) for assessment and approval.

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