

# AVIATION CONSULTATIVE MEETING

## ARCHERFIELD AIRPORT

**Time:** 14.00 Hrs                      **Date:** 12<sup>th</sup> June, 2009  
**Venue:** Terminal /Lounge – Ground Floor

**Recording By:** Claudia Birnbreier (AAC Representative)

**Present:** Trevor Lucht (TL), Ian Tait (IT), Bill Bristow (BB), Stewart Cameron (SC), Paul Olsen (PO), George Lane (GL), Robert Luxford (RL), Peter Boughen, (PB) – Late arrival 2.40pm, Hesh Elnadi (HE), Mark Bustas (MB), Des Ross (DR) & Duncan Bird (DB)

**Apologies:** Geoff Holland, Bob Armstrong, Carol Rappensberg & Nigel Pluckrose

### AGENDA

- 1) Airport Operations
- 2) Aviation Security
- 3) Safety Management Systems (SMS) and Drug and Alcohol Management Programmes. (DAMPS)
- 4) Building use and approvals for development
- 5) Introduction to Master Plan concept
- 6) Waste removal and cleaning issues

### Informal General Discussion

DR opened the meeting by welcoming the participants and provided a general overview of discussion topics. The objective is to speak to a broad range of operatives on the Airport, although low attendance was disappointing.

The following points were put forward –

## INTRODUCTION OF RELAUNCHING AAC's IMAGE

- : New Logo
- : New attitudes
- : New vehicles / Equipment
- : AAC attempting to improve the maintenance equipment for Ground staff
  - Signage to meet standards and be equivalent to other Airports
  - Painting, road works etc have been completed to enhance the ambiance of the Airport
- Taking the Airport forward to referencing the airport as Brisbane Metropolitan Airport
- Entering the Master Plan process to be completed by November 2010
- Engaging airport operators on AAC's future plans
- 75% currently training related
- Will seek opportunities with the remaining 25% gap to be filled with Corporate and Regional Charter

## SECURITY

Airport Security currently up for Tender -

- : ISS monitoring security in the interim
- : Need to set up Airport Security Committee – requirement by OTS, representatives needed from the Airport
- : First meeting to be held on or about 15<sup>th</sup> July 2009
- : Aviation security needs to be addressed next month as refinement is essential
- : Current security is considered fairly safe – Whereas OTS has determined AAC need to meet with a certain level of requirements. AAC will liaise with OTS to address the situation

PB expressed Aviation Security is a problem airside

DR advised measures have been taken in the interim to address anomalies

- : AAC will be introducing daytime security control for airside and landside
- : Address parking infringements – airside/landside
- : Infringement notices to be handed to recalcitrant airside/landside users
- : Requirement to allow Airport Users to maintain efficient operations as much as is possible
- : Eradicate inappropriate usage of Runways and Taxiways e.g. unlawful vehicles – semi trailers and large vehicles that cause damage

SC asked if AAC had an Airport Emergency Plan

- : Would AAC arrange a meeting to put some protocols in place to address Emergency situations

GL advised AAC had conducted the last Emergency Exercise approximately eighteen months ago

- : ATO would support regular Emergency Meetings
- : To discuss protocols
- : Nominations for Committee Members
- : Since declassification of the Airport the onus is on the Airport Owner and at this stage this does not seem to be a regular event

TL agreed to the above and advised BAE are willing to participate and wish to inform they hold regular in-house Security Exercises

DR acknowledged above and informed AAC will organise an Emergency Exercise later this year after discussions with an Airport Emergency Committee.

- : Airport Emergency and Airport Security Meetings will be conducted
- : Suggested committee is made up of members who attend both

## **BUILDING USE / LEASE APPROVALS**

Several tenants have constructed improvements of buildings without approval

- : Problems are surfacing by the ABC's stance in building requirements

BB mentioned the process for his approvals had gone smoothly. IT mentioned concerns with the legal interpretation of the ACT. DB thought the Government was in the process of rewriting the Regulations. RL had concerns with the cost of Building Applications through the ABC

## **MAINTENANCE AIRSIDE / LANDSIDE**

SC enquired about Sweepers

- : Concern on loose materials on runways, aprons etc.
- : Most people did not consider this a major issue at this stage

## **SAFETY MANAGEMENT SYSTEMS**

AAC have doubts that the airport operators are properly embracing Safety Management Systems

- : Soon to be mandatory for all operators to have a Safety Management System in place

GL has concerns on Bird Strikes

- : Plethora of IBIS
- : Tripled in numbers recently during the rainy periods
- : Congregate midfield on Runways
- : Any wet weather IBIS return
- : Birds hard to distinguish particularly in touch and go situations
- : Grazing IBIS don't scare easily
- : Significant problem on weekends
- : Suggested a Safety Officer should be present in Tower hours on weekends

HE gave a brief introduction on Safety Management Systems and has advised Safety Management Systems can be a costly exercise

: Very few Operators have a Safety Management System accredited which is a concern to CASA

#### **DRUG AND ALCOHOL MANAGEMENT PROGRAMME (DAMPS)**

Brief Introduction given on DAMPS

- : Random Testing to be conducted on Airside
- : At times false positives have occurred
  - Can occur from chewing a cigarette
  - Eating Poppy Seeds
  - Certain medication e.g. Morphine, Methadone, Codeine can confirm positive reactions

#### **MASTER PLAN**

##### **CAR PARKING**

General consensus that Car parking has become a problem on Archerfield Airport in certain areas, partly due to other business users across the Road. Also mentioned requirement of maintenance businesses on Qantas Drive to be able to accept truck deliveries

- : Some heavy vehicles should not be on the Airport
- : Parking of non-airport users
- : Taxiways are being blocked more frequently

IT has expressed parking space is becoming a problem

CB mentioned the changes in the lease uses since the design of these facilities may be a contributing factor to lack of available car parks

PB has suggested AAC visit the need for improved Parking Facilities

GL proposed that AAC provide guidance to Operators on Parking Areas

DR advised Master Plan will address Car Parking issues

## **RUNWAYS**

GL has asked for consideration of the possibility of having a dominate Runway for Students

: Upgrade 04/22 Runways – Would like 2<sup>nd</sup> Parallel when the need is required to change Runways

PB says there is a problem operating on one Runway

: Suggested AAC investigate the idea of moving thresholds of 04/22 across the main strip so the airport could release the additional land for development whilst retaining the two crosswinds.

DB informed this had been suggested in previous Master Plans and had been rejected by Air Services on safety concerns.

PG mentioned other Airports have thresholds that cross Runways

: Other Airports have cross Runways

: Also suggested the following crosswind Runway lengths could be used -

- Touch & Go to 1200m
- Arrival / Departure 1000m
- Without losing Grandfather Rights
- No change to airborne mode

GL said he didn't think it would be an issue in this case either but would need to check with Air Services

: Runway Lighting

- Standard lighting in his opinion much dimmer than other IFR Airports
- Impossible to get visual on lights in wet weather when approaching
- Hard to spot Aerodrome when the visibility is reduced

GL would need to evaluate Regulations

DR advised AAC are in development of keeping Stats on Runway usage and have noticed some interesting patterns

GL advised caution should be taken with Stats due to environmental conditions eg weather patterns causing closure of 04/22's, public holidays, events etc

: Outside aircraft operators frequently require guidance to Parking Areas

RL – Shell have problems servicing Helicopters when Grass Runways are not operable

GL noticed larger Helicopters create problems with Rotor Wash and with Gables etc

PO advised wake turbulence (Black Hawk Helicopters) and GA don't mix

: Circuit traffic is restricted due to a 2 – 2.5 minute wait caused by the turbulence

: Generates Rotor Wash

: Can be a dangerous situation

: Causes delays

: Taxiway not designed for the weight of the craft (Black Hawk)

TL will organise future pilots to meet with ATC so problems can be discussed

DR advised he will take all suggestions into consideration

## **TIE DOWNS**

PG and SC made the suggestion to use Rollers and compaction to flatten out divots

: Prop Strikes are a risk to operators

## **AERONAUTICAL CHARGING SYSTEM**

AAC and other Airports are looking at improvements to the current charging systems by installing electronic systems to capture all landings

: AAC are operating the current charging/invoice system manually

: Looking at a more efficient approach but the new system is still in the embryonic stage

: Bankstown has installed a video system

## **GENERAL**

SC complained it has become dangerous when entering and exiting the Airport on to Beatty Road

DB added this issue has been raised recently with BCC and AAC have offered land for necessary road works

: AAC are still awaiting a response

GL would like the banning of truck parking on approach to 28

: Need for BCC to be involved in discussion with regards to safety issues

AAC are in the process of designing a new Website and offer to link all operators on the Airport to the Website

: Operators need to provide info to AAC for Directory contact

: Links to CASA, Briefing, Emergency Procedures etc

: AAC will try to send regular communications of matters of concerns/issues to keep Operators in the loop

DR provided final briefing

MEETING CLOSED 3.45pm