

# AVIATION CONSULTATIVE MEETING ARCHERFIELD AIRPORT

## Final Minutes

**Time:** 15:00 Hrs **Date:** 16<sup>th</sup> April, 2010  
**Venue:** Terminal Meeting Room – Ground Floor

**Recording By:** Jessica Handley (AAC)

**Present:**

Corrie Metz	(CM- AAC)	Chair
Laurie Prior	(LP- AAC)	
Don Foy	(DF- AAC)	
Stewart Anstey	(SA- AAC)	
Bob Bosanquet	(BobB – Ryan Aircraft Sales)	
Stuart Cameron	(SC – RQAC/AAA)	
Lucas Tisdall	(LT – Flightone)	
Bill Bristow	(BB – Angel Flight)	
Ross Steele	(RS –AACC Inc)	
Lindsay Snell	(LS- AACC Inc)	
Graham Banks	(GB –AACC Inc)	
George Lane	(GL -Airservices Australia)	
Bob Gardner	(BG- Acmat Consultants)	
David Balassa	(DB – BAE Systems)	
Ian Tait	(IT- Aviation Insurance)	
Scott Hutchinson	(SH)	
Dave Dougie	(Scouts Pilot –DD)	
Tony Barker	(Scouts Pilot TB)	

**Apologies:**

Rod Sullivan	(Randal Pty Ltd)
Maurice Law	(Scouts)
Geoff Dickie	(GKD Consulting)
Russell Kelly	(Quality Avionics)
Robert Pope	
David Paynter	(Brisbane Aero Engineers)

### AGENDA

- 1) Welcome
- 2) General Operational Issues
- 3) Class D Ground Environment
- 4) Airport Maintenance
- 5) Master Plan Update

Meeting commenced 15:05pm

## Welcome

CM- Opens meeting and welcomes all participants.

RS- The minutes from each meeting should be made available for the approval of all meeting attendees. The Archerfield Chamber of Commerce would also like to request a copy of voice recordings from previous meetings to pass on to their members.

CM- Minutes from these meetings are published on our website [www.archerfieldairport.com.au](http://www.archerfieldairport.com.au) . Any recordings from meetings are Archerfield Airport Corporations property and will not be circulated. I am presently recording this meeting, unless anyone has an objection in which case I will switch the recorder off.

RS – We object unless we get a copy to circulate to our members.

CM – That will not be done therefore I will switch recorder off.

LP – *Switches recorder off* – Lindsay Snell confirms that recording device is switched off.

## Minutes of Last Meeting

The meeting was advised that all Consultative Meeting minutes could be found on the AAC website.

## Outstanding Actions from Previous Meetings

1. Light Aircraft Option – A letter was received from Airservices to indicate *inter alia* the following:

“As of 1 January 2010 Airservices no longer has any financial arrangement in place with Archerfield Airport Corporation that relates to Terminal Navigation services at Archerfield Airport. The previous arrangement between Airservices and AAC was usage based and did not incorporate any of the LAO provisions.

As was stated in the letter sent to Archerfield operators in December 2009, Airservices has stopped charging AAC on a usage basis and is now applying that same usage basis to charge operators directly for the service at the same price that we were charging AAC.”

A full copy of the letter can be found on the AAC website.

([www.archerfieldairport.com.au/Downloads/Minutes\\_29Jan10\\_AsALetterLAO.pdf](http://www.archerfieldairport.com.au/Downloads/Minutes_29Jan10_AsALetterLAO.pdf))

Further information on the LAO can be found on the Airservices website

([www.airservicesaustralia.com/pilotcentre/avcharge/price/lightaircraft.asp](http://www.airservicesaustralia.com/pilotcentre/avcharge/price/lightaircraft.asp))

This action item is now complete

2. ATSB Report – The report is now published and available on the ATSB website. This action item is now complete.
3. Detailed analysis of costs to implement Class D airspace – This is an Airservices/CASA issue. AAC will report any response received but will not be actively pursuing Airservices/CASA. No further action will be taken unless a report is received.

4. AAC financial records – No. The Board considered this rather unusual request and rejected it outright. Anyone with business credibility would know that private company records are confidential. This action item is now complete.
5. Geoff Dickie's contract with AAC – Geoff Dickie does not have a contract with AAC. This action item is now complete.

### **General Operational Issues**

CM – Building permits will be published on our website in the future.

A question was asked as to who approves building permits at Archerfield Airport?

LP – There is a process that should be followed before any works are undertaken. Any building/works applications need AAC's consent prior to proceeding with the Airport Building Controller. New legislation states that all applications are now required to be posted on the Airport Leasing Company's website.

CM- Following the Helicopter accident last Sunday (11<sup>th</sup> April, 2010) AAC are holding a de-brief with all parties involved to discuss any issues with the Airport Emergency Plan.

CM - We currently have a job vacancy for a groundsman if you know anyone who may be interested in the position. The advertisement will be published in The Courier Mail next weekend.

### **CLASS D Ground Environment**

GL - Class D commences 3<sup>rd</sup> June, 2010. We are expecting big changes. Laurie (AAC) is in the process of minimising the size on the manoeuvring area, not the apron area. The ground controller has a lot of responsibility once Class D is introduced. AAC are organising Taxiway signage. The tower is going to require a lot more "heads-up" from the pilots. We will also require accurate "read backs". The ground situation is going to change.

DB – How will rotary wing aircraft be affected?

GL – Rotary wing aircraft will not be affected unless they are IFR-Instrument Flight Rules or SVFR – Special Visual Flight Rules.

SC – Are we going to see a slowing in ground movement as a result of Class D? Will Taxi way signage be up before the 3<sup>rd</sup>?

GL – Ground movement will definitely be slower.

CM – Although we are working on it, I don't think the taxiway signage will be in place by the 3<sup>rd</sup>.

CM - CASA have approved a movement footprint in principle. We are currently waiting on the formal notification, once we have received such notification we will publish the movement area on our website.

RS – Will this movement footprint be issued by the 11<sup>th</sup> May 2010 in time for the CASA Class D Briefing?

GL – It's CASA's responsibility.

BB – Any talk of an ASIC (Aviation Security Identification Card) requirement?

CM – No, not unless we go to RPT.

## **Airport Maintenance**

CM – We have funding approved for repair works to Taxiway Foxtrot.

LP – Works recently completed on the airport:

- Drainage near hangar 113 - \$50,000
- Outside Furniture near Café and Sunland Aviation - \$20,000

Proposed and scheduled Works:

- Repairs to Taxiway Echo and Hotel (Quoted Approx \$50,000)
- Line Marking
- Taxiway repair (Gate 4)
- Class D Taxiway signage

## **Master Plan Update.**

CM – The consultants have reviewed many NOTAM and wind studies. It has been noted that the grass runways were not available 27% of the time due to rain. Meeting's with major players on the airport ruled out the idea of a single runway. The runway alignment we are considering is "01/19". This alignment is slightly better for wind but much better for drainage. (*The Chairman presents plan of proposed runway alignment*). We will probably strengthen the main runway; however the length will not be extended in this Master Plan.

RS – This is incorrect because it is not in accordance with the wind data already tendered at the last meeting which confirms 04 – the former FAC and department got it right.

LS – Is this plan on your website?

CM – No.

LS - Will the fuel farms need to be moved?

CM – That may be the case. We are still investigating that issue.

How long is 01L?

CM – 900m, this won't eliminate aircraft currently using the airport.

BobB – The balanced field length of a Cessna C340 is approximately 1300 metres this exceeds the reduced runway length.

LS – Do you have an estimated cost?

CM – No.

GB – Will this plan free up land for commercial development (western side)?

CM – This plan offers up an extra 5 hectares for aviation use only over the current Master Plan. We are currently in discussions with Brisbane City Council and State Government regarding the main entrance of the airport. We are considering an option to move the main

entrance to the extension of Kerry Road and creating a controlled intersection with lights. As you know, Beatty road and access to the airport currently is very dangerous.

**(Chairman's Note** – The documents displayed at the meeting were for the information of attendees only. These documents cannot be released until the commencement of the Public Consultation process which is currently scheduled to commence on 5 July 2010.)

SC- Looking at the plan the Royal Queensland Aero Club could move next to the corporate hangars. We could build new buildings.

CM – Yes, that's possible. We will also consider using this area for RPT in the future.

Bob B – Now that the Scouts have moved from the south-east corner of the airport is anything planned for that area?

CM – I don't know of any plans.

SC- We originally had plans for a training centre.

GB – RPT freight won't come to Archerfield due to the length of the runway. The A.T.S.B report is a white wash.

LS – The A.T.S.B took two (2) years to publish a report consisting of seven (7) pages. We believe the report is inaccurate and will be challenged. We are looking for solid direction. Our members are asking about lease renewals.

CM – We are negotiating leases all the time. In the last couple of months we have negotiated lease renewals with some of your members. The master plan will have an impact. We are also in the processes of building new facilities for some tenants.

Do you have a formal policy in place for renewing leases?

CM – After we get a clear approval for the Master Plan (November) we will formalise a lease renewal policy.

BobB – Why did AAC pull down the scouts building?

CM – I believe it didn't meet fire code.

**(Chairman's Note** - The Scouts Association advised it was not in a position to pay commercial rates at the end of their lease. The building was removed by contractors who were engaged by the Scouts Association. AAC willingly subsidised the Scouts facility to the value of about \$70,000 per year prior to this and contributed to the costs associated with its removal upon expiration. A solution was provided whereby the Scouts Association could operate on the airport using existing flying providers. In doing so, they have cut-down on unnecessary overheads and provided those organisations with an additional source of income.)

SC – The kids are still on the Airport. I will show you the list I have of 30-40 students.

RS – I will show you a list of 200 Scouts per course when operations were from the air Activities building.

LS – Flooding is a problem around my hangar. The drains need to be cleaned. The rain water isn't getting away. Qantas Avenue buildings also flood badly and have caused substantial damage.

CM – I am looking into the drainage and the flood prone areas of the airport. It's a big issue and we are looking into it.

RS – Graham Banks former AAC Operations Officer will give his historical view of runway 04/22L.

GB – The restrictions placed on the existing runway 04L/22R is due to it's (*sic*) location relative to the Brisbane CTR. This is evidenced by the displacement of the existing runway 04R/22L threshold by 290m to minimise the problem. A new 01/19 runway would exacerbate the problem and create a major safety issue if approved by CASA. YBAF Airport abuts the Brisbane (YBBN's) CTR with the centre-line of YBBN's 01/19 main runway passing directly over YBAF Airport. Removal of the existing 04/22 parallel runways replaced with parallel 01/19 runways will require the removal of the heritage listed existing terminal building and adjacent hangars as they will clearly penetrate the 01R/19L runway's transitional surface.

Runway 28/10 is not capable of any RPT use at night until the offending structures are removed. The airport has been downgraded from a Certified to a Registered Aerodrome and also downgraded from a 3C to a 3A.

The runway wasn't unserviceable 27% of the time as you mentioned earlier. In FAC days the 04's weren't out that often.

CM – The figures we have are based on actual NOTAMS dating back to 1989.

**(Chairman's Note** - NOTAM reports from 1989 - June 1998 (during FAC) indicate both runways were closed 24.74% of the time due to rain events. Reports from July 1998 - 2008 (during AAC) indicate they were closed 27.75% of the time. The 3% difference between the two decades could be due to a number of factors including: changes in rain patterns; an increase in building activity along Beatty Rd causing an increase in groundwater runoff to this area; the addition of decomposed granite to the runways to attempt to stabilise the grass; or more conservative safety measures taken by Groundstaff in assessing the runway conditions.)

RS – Our most urgent issue is the ditch. We have raised this in previous master plans. Former General Manager Mr. Richard Kent indicated it was a problem from a safety aspect. There has been a history of accidents. Do you see a problem here? This is our major issue.

CM – I am aware this is your most urgent issue.

RS – Do you agree it is unsafe? AAC is a member of Flight Safety Foundation isn't it. They have an approach and landing accident reduction toolkit that shows that 20 percent of fatal or serious accidents involve runway excursions.

CM – I will look into this.

**(Chairman's Note** - AAC is unaware of any incidents caused by or involving this so-called 'ditch'. Incidents involving the original nearby boundary fence due to an engine failure and a propeller strike resulting in termination of the aircraft near Oxley creek are the only incidents in this vicinity that AAC is aware of. The 'ditch' was not a factor in either of these incidents. The 'ditch' was created in 1997 during FAC and had existed for a number of years before being turned into a sealed road. It was previously a drainage channel and environmental disaster due to poor planning prior to privatisation. The construction of the road has allowed for very expensive drainage works to be completed beneath the surface to alleviate the problem. This area has been examined by independent auditors, CASA and the ATSB following a REPCON report and has been determined to adhere to the Regs on each occasion. See figures 1 and 2 on page 9 for photos of the original construction works taken on 24/04/97 and the road as it existed prior to privatisation for further information. It should be noted that an extension of 10/28 to the west is being considered in the Master Plan 2010.)

SC – Would you be likely to get RPT with the proposed master plan?

GB – No you wouldn't. The ditch needs a bridge over it, 1,100m isn't long enough for RPT.

**(Chairman's Note** - In the event RPT aircraft begin operations from Archerfield they will use 10L/28R which provides sufficient length. It would still require significant upgrading works prior to commencement of services. Runway 10R/28L (1,100m) is too short for RPT operations and will not be used.)

RS – *A list of action items is passed around to meeting participants from the chamber.* Action Item #1 - Light Aircraft Option? What is the outcome?

CM – AAC no longer charges on behalf of Airservices. I will look at all action items. Please see *Outstanding Actions from Previous Meetings* above

RS – In the previous consultative meeting a sub contractor to AAC chaired the meeting. We don't think this is acceptable and in future would rather the meeting postponed if a senior member from AAC is unavailable. We believe it's a waste of time otherwise.

GB – A lot of people are upset. The Federal Government sold lease agreements following privatisation. The airport was meant to remain the same. Since AAC Archerfield Airport has declined in standards and safety.

CM – We have a lot of tenants. I have met with a lot of tenants already. Not everyone is against AAC. There are commercial costs to running an airport - it's very expensive. I am trying to address leasing issues.

GB- Archerfield Airport was a 3C airport that was downgraded to a 3A airport. The airport is not going forward. We used to be the third largest airport. This airport should be full of aircraft. Why isn't it? It's too expensive and the standards are low.

**(Chairman's Note** - The airport has not been downgraded since FAC. It is our intent to cater for 3C type aircraft in the upcoming Master Plan. Progressive upgrades will be implemented in accordance with the MOS. There has been no development during privatisation that would prevent this from occurring. Average aircraft counts recorded in 1996 and 1997 (during FAC) indicate resident numbers of 228 and 236 aircraft respectively. Average counts taken in 2006, 2007 and 2008 indicate numbers of 230, 235 and 251 aircraft respectively.)

CM – Minutes will be on our website.

BobB –I think we should give Corrie a go, he is new.

DB – I am also new to the airport and can't believe how people in this room have spoken to Corrie. You need to give Corrie a chance.

GL – I have worked at the airport for the last 25 years. Don is very professional and very dedicated to his job.

LS – The Helicopter crash was a concern with increased movements we may have more accidents.

CM – It's a concern to me also.

LT – Have you looked into parking arrangements?

CM – Parking is an issue on the airport. We are currently consulting with Brisbane City Council about paid parking.

Why wasn't a pedestrian gate installed in the long term car park?

CM – I am unsure and will look into this.

**(Chairman's Note** - For security reasons and to cut-down on installation and maintenance costs, a limited number of pedestrian gates were installed throughout the airport to satisfy the *Aviation Transport Security Act 2004* requirements. The majority of long-term carpark users access aircraft near the terminal building and have little to no knowledge of aircraft operations. For safety reasons, it is preferred these users walk Landside to the terminal building rather than Airside.)

SC – You are welcome to come through RQAC If need be.

BB – Do we have a lock for the security gate on Beaufighter Avenue?

LP – I have purchased a combination lock, however it isn't suitable for operating at night. I will go and see the lock smith to organise a more suitable lock.

CM – I want to hold these meetings to hear issues. I will continue to meet with operators. We can't keep operating in the past, we need to move forward.

GB – It's at the expense of aviation that you are moving forward.

SC – At the RQAC we have gone from 14 aircraft to 50. Not everyone is suffering. We do 20,000 flying hours a year.

LS - We are professionals. We need to consult. We know the A.T.S.B is flawed. The people conducting the report can't even read the "manual of standards". We need to be on our game especially with Class D. I want to consult with AAC. Up until today it has been hard. In my opinion nothing has been done to fix the flooding.

CM – The first thing AAC will do is check and clear the drains. I will allow frank and open discussion in this forum, however, I will not be sitting quietly taking abuse from a vocal minority. Thank you for your attendance.

Meeting concluded 16:45

**Corrie Metz - Chair**



**Figure 1** - "Excavation at end of Runway Strip 10L/28R. Gables mark Runway Strip end. Depth Approx 3m. 24/04/97"



**Figure 2** - The road as it existed prior to privatisation and before the first significant rain event which caused extensive scouring and environmental degradation widening and deepening it further. Attempts were made to reduce this degradation by slowing water flows. The only viable solution was to engineer an expensive drainage system which now resides below the sealed road. This road has opened up areas to the West of the airport helping fund the necessary drainage works.