

AVIATION CONSULTATIVE MEETING ARCHERFIELD AIRPORT

Time: 14.00 Hrs **Date:** 22nd July, 2009

Venue: Terminal /Lounge – Ground Floor

Recording By: Duncan Bird (AAC)

Present: Ian Tait (IT - Aviation Insurance), Bill Bristow (BB), George Lane (GL - AsA), Robert Luxford (RL - Archerfield Refuelling), Hesh Elnadi (HE - Leading Edge), Mark Bustas (MB - Leading Edge), Des Ross (DR - AAC), Don Foy (DF - AAC), Laurie Prior (LP - AAC), Brad Welca (BW - Observair), Ron Rappensberg (RR - Rapair), David Vandreire (DV - RQAC/AAA), Peter Franks (PF - Sunland), Steve Argulon (SA - Sunland), Brian Westin (BW - Sunland), Andrew Learmonth (AL - AAA), Adam Johnson (AJ - Cirrus), Murray Bolton (MB - Helibiz)

Apologies: Trevor Lutch (BAE Systems), Peter Boughen (PB - FTA), Stewart Cameron (RQAC/AAA)

AGENDA

- 1) Welcome
- 2) Flight Safety Foundation presentation
- 3) CASA directive to AsA limiting air traffic and Master Plan
- 4) Security Contract
- 5) Brisbane Airspace Consultative Group

Meeting commenced 2pm

Flight Safety Foundation Presentation

Paul Fox - Regional Director from Flight Safety Foundation for the Asia Pacific Region gave an interesting talk and video presentation on global risks associated with aircraft flight and landing procedures.

Flight Safety Foundation provides the following services:

- Research, auditing, education, advocacy and publishing (AeroSafety magazine)
- Research and Development of technical programs
- Deliver workshops
- Not for profit

Major accident rates globally since 1997 has almost halved but we still have around about the same number of deaths. Most accidents occur due to runway excursions, flight into terrain and more increasingly and worryingly, loss of control in flight.

Accidents can affect economies, tourism and whole industries therefore everyone has a vested interest in ensuring safety standards are maintained and airline accidents are decreased.

Graham Rochat - (Flight Safety technical officer) gave an interesting presentation on accidents within Australia based on ATSB publications.

- There are currently 13,000 aircraft in Australia
- In the 1970's / 80's Amateur aircraft made up 2.5%, this has now increased to around 8.5% in the 2000's
- 65% of all aircraft are below 5,700kgs
- Approximately 140,000 movements at Archerfield compared with approximately 350,000 at Bankstown and Jandakot
- GA accidents are high when compared with passenger aircraft but the incident reporting doesn't correlate with these statistics
- Private and Business accidents are high, whilst Flying Training is relatively low
- 35% of accidents occur during take-off and 26% during approach and landing
- Increase in accidents of late is not related to the downturn in the economy
- An increase in the middle class population worldwide should increase the number of aircraft services globally and Asia (including Australia) is expected to be the leader in world air traffic volumes by 2026
- A shortage of skills is apparent

Flight Safety Foundation need input from the industry and encouraged all participants to sign up for free emails, join the foundation and/or provide input.

DR - Encouraged operators to inform the appropriate organisation if a safety concern is identified. At last months consultative meeting it was pointed out that some Runway lights are duller than others, these are now in the process of being replaced.

CASA directive to AsA limiting air traffic and Master Plan

DR - Review of GAAP procedures has been conducted by CASA and they have directed AsA to limit airplane operations to a maximum of 6 in the circuit at any one

time. This will not include helicopters. The main issue concerning CASA is runway incursions

GL - Mentioned this may mean inbound traffic is given priority and those about to conduct a Touch and Go may need to conduct a Full- Stop landing to maintain numbers in the circuit.

- Has caused a resource issue with staffing
- Require a dedicated SMC for ground traffic
- Previously had internal limitations of 7 in a circuit + inbounds / outbounds

BW - Had concerns that this change would restrict commercial operations

GL - Expects this to affect other airports like Bankstown and Jandakot much more than it will affect Archerfield because they have some of busiest numbers of movements in the world over only a 12 hour period. Movements were managed yesterday adhering to the new conditions without any problems.

DR - CASA has informed they conducted some studies and concluded that all current movements would be catered for under the new system and a decrease in movement numbers would not be required when averaged over the new operational tower hours (dawn to dusk).

PF - Had concerns that all schools would like to train in peak hours and mentioned that schools would now need to co-ordinate amongst themselves for slots

GL - Has concerns over the ability for AsA to cover the 14 hours that will be required during Summer months. Also mentioned that because they are required to alter to category D airspace, due to the close proximity of parallel runways, they may have to cease parallel runway operations. If early morning flight training was necessary, it would inevitably cause noise complaints and eventually lead to curfews which is a major concern for the airport. Other issues also need to be investigated.

DR - Longer tower operating hours will inevitably increase AsA landing fees. Australia is the only country in the world conducting GAAP procedures. Concerns were raised by John McCormick (CASA) regarding safety aspects involving non-English speaking students.

BW - agreed that this could cause an issue and this has raised concerns for him in the past

DR - Masterplan is required to be submitted by Nov 2010 and this new directive may have an impact on the future layout of the runways.

Security Contract

DR - ISS has been awarded the contract to provide security services for the coming 3 years. They currently provide security services at Brisbane Airport along with a number of others. They will provide general security patrols around Landside and Airside but those wishing to have their premises / aircraft personally secured should contact ISS. They will start daytime patrols in the coming weeks and will be specifically targeting Airside driving and car parking issues.

A combination padlock will be provided at the Beaughter Rd gate for the QES and Wirraway Ave operators for after hours security

Brisbane Airspace Consultative Group

DR - On the 6th August a meeting will be held to discuss future issues with airspace around the airports in SEQ. Suggestions or ideas are welcomed. The USA are currently experimenting with a dynamic airspace concept in NY.

BW - Questioned changing the visual approach structures to benefit unfamiliar pilots (ie IKEA instead of Target)

GL - This is possible, but a little difficult politically

Meeting concluded 3:30pm