

AVIATION CONSULTATIVE MEETING ARCHERFIELD AIRPORT

Time: 15:00 Hrs **Date:** 29th January, 2010
Venue: Terminal Meeting Room – Ground Floor

Recording By: Laurie Prior (AAC) & Geoff Dickie (GKD)

Present:

Attendee	Organisation
Geoff Dickie (Chair)	GKD
Laurie Prior	AAC
Corrie Metz	AAC
George Lane	AsA
Paul Olsen	AsA
Rhonda Richings	RQAC
Ian Tait	Ian Tait insurance
Nev Donald	Eagle Flying Club
Don Foy	AAC
Danny Hindle	AAC
Nev Donald	Eagle Flying Club
Brad Bishopp	Bishopp
Ross Steele	AACC Inc
Lindsay Snell	AACC Inc
Buck Brooksbank	GAPAN
John. Howie	GAPAN
David Paynter	BAE

Apologies: Stewart Cameron (RQAC), Peter Johns (CASA), Bill Bristow (Angel Flight), Peter Scott, John Appleton, John Lowrey, Russell Dwyer (CASA), Michael Solomon.

AGENDA

- 1) Welcome
- 2) General operational issues:
 - GAAP & ATC update
 - CASA
 - Airport maintenance
- 3) Master Plan update
- 4) Industry issues

Meeting commenced 15:10pm.

Welcome

- All welcomed and introduced chair person and new AAC GM Corrie Metz.

GAAP & ATC update

- AsA Tower Manager gave brief on Class D proposals:
 - Date now 3 June 2010.
 - Similar to GAAP. Taxi clearance required. One way taxiway system. VFR procedures similar to GAAP. IFR procedures different. VMC different. Small CTR size is an issue. More ATCs required for Class D (7 up to 12 or 13 staff) due to dedicated SMC and 2 ADC. Extra costs nationally.
 - CASA education will deliver program after details are published shortly. Education campaign expected to include DVD, Pilot Guide, Web site and seminars.
 - GAPAN spoke of their concerns about Class D and had written to CASA. Concern over safety at Inbound Reporting Points if clearance not available. Doubt need to introduce Class D with actual GAAP collision record.
 - One report from industry of insufficient hear back/read back not being challenged by ATC.
- CASA update. CASA rep did not attend.
 - AACC inc requested feedback from CASA regarding MOS 139 requirements Pans/Ops & OLS infringement at Archerfield.
 - AACC inc requested CASA/AsA to supply detailed financial analysis and figures regarding costs of introducing Class D at GAAP locations, for transparency. Will costs be passed on to Industry?

Airport maintenance

- Meeting briefed by AAC on completed aerodrome works during 2009:
 - Lores Bonney Dr upgrade, incl Bonanza Av car park, Victa Av and car park, approx cost \$80k.
 - Vehicle gate #4 taxiway upgrade, approx cost \$57k
 - Ditchman Av upgrade incl car parks and service road, approx cost \$80k,
 - Reconstruction of taxiway Bravo and Echo intersection. Reconstruction of engine testing pad; approx cost \$80k,
 - Replacement of all holding point cones and replacement of 4 acft tie down cables, approx cost \$20k.
- Meeting briefed on future scheduled works:
 - Line marking,
 - Replace 4 x acft tie down cables,
 - MAG Signs to be replaced to comply with CASA standards,
 - Airside taxiway pavement works near northern hangar area,
 - Airside stormwater upgrades near and along taxiway Hotel,
 - Landside furniture upgrades.
- Report from industry: 'RWY04/22 patchy even when dry'. *Laurie noted ongoing 04/22 maintenance issue.*
- Report from industry: "hangars at Northern end of aerodrome can get large amount of water after just small amount of rain". Need a big water culvert extended to cope with storm water. Also Oxley Creek is contributing to the drainage problem. Laurie pointed

out that many old drainage pits had been covered over in the past which now adversely affects the current flow of stormwater.

Master Plan update

- Meeting briefed by GKD on 2010 Master Plan update and process being followed.
- MP is due in November 2010. AAC is still in the relatively early 'concept' stage as no 'design' has yet been determined, Technical investigations are continuing.
- Division of planning issues between airside and landside. Steps in order are determining best Aerodrome usability, Runways, Taxiways, Aprons, Support services, aviation precincts, and lastly non-aviation precincts (what's left over after other considerations)
- Considerations include all stakeholder input; all rules, regulations; technical data (Met, Serviceability, demand and capacity, engineering, noise, airspace protection) then risk analysis, growth projections, current changes (e.g. Class D), future changes (e.g. acft types, nav aids, procedures, demand vs. capacity, surrounding environment), liaison including Federal, State and Local Government and Industry.
- Initial 'concept' (before actual design) indicates:
 - 2 roughly east/west runways needed,
 - 2 roughly north/south runways needed (not much difference within the arc 360 to 040 mag).
 - Replace old 04/22 runways with new re-aligned parallel grass runways and taxiways,
 - 20 years staged approach to infrastructure development based on suitable triggers,
 - Landside; need to establish land use for future needs (e.g. new Control Tower).
- Consultation through MARCOM. Airports tenants and users survey form was distributed in October to over 550 airport users via email and over 300 users with their aeronautical invoices and over 100 airport tenants by mail with their property invoices. 117 survey forms received. MARCOM is compiling Survey Summary Report. Please contribute your ideas about the future if you wish to influence the outcomes.

Industry

- AACC Inc tabled BoM wind roses at meeting (annual average at 1500hrs, Annual average at 0900 hrs, and 11 months at 3 pm (1951 to 1986). This was supporting the implied hypothesis that there should be no change to runway 04/22 direction.
- AACC Inc requested AAC supply AACC Inc with full details of brief to Master Plan Consultants (RANDL).
- AACC Inc requested ATSB report regarding OLS/PANS OPS be published.
- AACC Inc has issue about previous joint airport/AsA billing practice has prevented them from claiming the GA rebate as per other GA aerodromes. Want answers from AAC. See "AsA letter re: Light Aircraft Option" on AAC website for details

Meeting closed at 1700.