

AVIATION CONSULTATIVE MEETING ARCHERFIELD AIRPORT

Time: 14.00 Hrs **Date:** 30th October, 2009
Venue: Terminal /Lounge – Ground Floor

Recording By: Jessica Handley (AAC)

Present: Ian Tait (IT - Aviation Insurance), Bill Bristow (BB), George Lane (GL - AsA), Trevor Lucht (TL - BAE Systems), David Paynter (DP – Brisbane Aero Engineers), Peter John (PJ - CASA), Geoff Dickie (GD –GKD Consulting), Adolf Van Zyl (AV – Archerfield Airport Chamber of Commerce Inc) Russell Kelly (RK – Quality Avionics), Des Ross (DR – AAC) Laurie Prior - Departed at 14:20 (LP - AAC) Duncan Bird - Arrived at 14:20 (DB- AAC)

Apologies:

AGENDA

- 1) Welcome
- 2) Website
- 3) GAAP
- 4) Landing Charges
- 5) Master Plan
- 6) ISS Security
- 7) Remondis Waste Management
- 8) General Discussion

Meeting commenced 14.10

Website

DR – Introduced the new Archerfield Airport website. He also explained the free advertising available to both aviation and non-aviation tenants/ businesses.

GAAP

IT – Can not understand why CASA require persons to request clearance to cross a non-active runway.

PJ – This has been a major issue in other airports. Obtaining clearance for crossing of runways needs to be standardised.

LP – Are AAC ground staff required to request clearance when runways are wet and closed?

GL – Yes, if in doubt they should request clearance.

PJ – The criticism CASA is receiving is more commonly from commercially disadvantaged organisations as opposed to organisations disapproving due to safety concerns.

GL – GAAP changes appear to be working satisfactorily in Archerfield. We haven't experienced any runway incursions. Everyone is applying these procedures; however the 21st April 2010 may be different when Class D starts.

PJ – There are a number of "Class D" myths circulating at present. Airport users shouldn't believe such "myths" as nothing from CASA has been decided. Future workshops are planned.

Landing Charges

DR – As of the 31st December 2009 AAC will no longer collect aeronautical charges on behalf of Airservices Australia.

B.B – Will Airservices incorporate Archerfield tower charges with other airports?

D.R – Believes Airservices will charge for all airports you land at, including Archerfield in the one single monthly account.

Master Plan

DR- The Master Plan for the next 20 years is currently underway and is due in November 2010. We require input from Airport User's and Tenant's on proposals put forward. Please submit the tenant and user surveys by the 6th November 2010. Marcom are leading the consultation process and should be contacted for comments/ questions on 1800 637 876 or info@marcomcommunication.com.au. Extensive research has been carried out on prevailing wind direction at the airport over the past 20 years along with NOTAMS from the past 20 years. One concept is to realign the north/ south (04/22) runways and provide a single-sealed runway 20 degrees closer to the north to accommodate for wind direction and closure due to soft wet surfaces. Obviously, some training operators may have issues with this proposal. We need to hear from them. Scheduled public transport is also a possibility, the 10/28 runway

would require strengthening. Although we would not want to disadvantage flight training, which is growing. A helicopter preferred precinct is also envisaged separate to fixed wing aircraft operations.

GL- Had a meeting with Geoff Dickie yesterday. Commented on his thoroughness in dealing with all issues and believes he is looking into all safety aspects.

BB – Questioned what the suggested runway direction would be.

GD – Stated it would possibly be more northerly, e.g. 01/19, but not determined yet.

BB – Asked if the proposed runway would have lights.

DR – Possibly.

GD – When doing major runway works, the new Standards have to be applied. This means grandfather rights can no longer be applied as the runways are currently too close to each other under CASA regs for parallel runway ops.

AV- Will the 10L runway be extended to go over the top of the road at the end of the runway?

DR – Everything is on the table. Some people tell me the ditch is an issue others say it isn't. I personally don't think it is a major issue from my overseas experience; however I haven't flown at Archerfield. Asked if the concern was over-running the runway.

AV- Yes

DR- FAC actually dug the so-called 'ditch' at the end of 10L in 1997 before AAC took over the airport in 1998.

BB- Thought a tunnel was once going to be build under that end of the runway so it could be extended.

AV – Has old FAC plans indicating a tunnel was planned a couple of years before privatisation.

DB- Asked for a copy of the plans.

AV- Stated that he would try and find the plans and send them through.

IT- Commented on the fact that Archerfield may have problems attracting RPT with the displaced threshold that is currently in place in IMC due to the Corporate Hangars.

DR- Believed threshold displacement is incorrect and should be changed. The ATSB has conducted a large study on Pans–Ops at Archerfield which should put everyone's minds at rest one way or another.

DP- Commented there should be a consistent approach and consistent rulings for issues such as this.

GD – Provided Marcom's email address and contact number to return Master Plan Survey.

Phone: 1800 637 876

Email: info@marcomcommunications.com.au

Website: www.marcomcommunication.com

ISS Security

DR – Stated that random daytime patrols are now underway. Our security company ISS Security will carry out these patrols.

RK- Mentioned that ISS Security phoned him, they discussed appropriate charges for his site. This comment was in relation to security of individual site.

DR – It is ISS Security's job to secure the perimeter of the airport not your individual buildings unless you have directly arranged this service with them.

BB- Stated that the Gate at Beaufighter Road for the QES and Wirraway Ave operators has not been locked and questioned what is happening.

DR- Suggested BB should call ISS Security on their "1800 Number" until we organised the combination lock.

AV- Questioned if the security "1800 number" was displayed on airport.

DB- The security contact number is displayed on the Terminal Building Landside door.

Remondis Waste Management

DR – Announced that as of the 5th November 2009 Remondis Waste Management will commence all airport waste services. Remondis could also install sand bins for aircraft operators to dispose of fuel samples.

IT – Questioned how the sand bins would work. He didn't believe bins could be metres away as no one would use them.

General Discussion

BB - Noticed on Monday (26/10/2009) or Tuesday (27/10/09) at approximately 19.15 the circuit was at capacity. Approximately eight aircraft in total, mostly training school aircraft. He would like to know if the flying schools have their own unspoken rules.

GL – The major flying schools are presently in discussions with each other. Extending tower hours is on the cards.

DR- Asked if any tenants had been visited for CASA "Drug and Alcohol Testing" on the airport.

DP – Stated that his company had been tested and audited.

TL - Commented that his company had also been tested and audited.

IT- Asked if the change to "D Class" was definite for April 2010.

PJ- The director's desire is for April next year. CASA would require a large reason for "D Class" not to commence in April 2010.

DR – Commented that Airservices Australia currently have staffing issues to fill control towers.

GL – When everyone works together it makes the transformation process a lot smoother.

PJ- CASA is looking at having less experienced controllers monitor /direct surface movement, this issue is currently on the table. At present towers are doing it tough.

PJ – Current CASA developments. The helicopter industry is rapidly growing. A national helicopter office will soon be based in Brisbane to meet operational needs. UAV (Unmanned Aerial Vehicle) are operating out of Watts Bridge Memorial Airfield. The rural fire services are using UAV to detect hot spots.

Meeting concluded 3:20pm