

Autumn 2010

newsletter

A message from the General Manager

This is the first newsletter since my appointment as General Manager, Archerfield Airport Corporation.

After 39 years in the Air Force, I am looking forward to the challenge that the civilian aviation sector offers. Having spent my school days in the Ipswich and Brisbane region, I have fond memories of Archerfield. On leaving a career of flying and running military airfields, amongst other things, I was very fortunate to secure this challenging and interesting position. I can't think of a better way to stay engaged with the aviation sector.

I have been fortunate to have met with a number of tenants to date and have had some interesting discussions on various perspectives and perceptions. My aim is to meet with as many tenants as possible over the next couple of months in order to come to grips with issues and concerns. I intend to promote and foster honest and open discussion. To that end, I will avail myself to anyone who wants to discuss any specific issue or concern. I would ask that you make an appointment through reception.

The global financial crisis seems to have slowed down some activity on the airport for a period. However, I have been encouraged by recent activity. There are a number of tenants looking to expand their operations. This bodes well for the rejuvenation of Archerfield. I would be keen to hear from anyone who is experiencing growth beyond their current capacity.

The development of the Archerfield Master Plan is progressing well. A number of technical papers and studies have been completed but we are waiting for the final papers before we start drafting the Plan. Consultation is ongoing with both the State Government and the Brisbane City Council, and we are continuing discussions with the Department of Infrastructure, Transport, Regional Development and Local Government at the federal level. The public consultation process for the Plan begins in July. I believe the Plan will enhance the utility of Brisbane's Metropolitan Airport and make it an airport of choice for regional aviation professionals.

My predecessor, Captain Ross, valued the exchange of information at the Airport Consultative Meetings. I want to continue these meetings and I hope you will continue to make them worthwhile. The next meeting will be 16 April, and you will be advised of the time and venue shortly.

Corrie Metz, General Manager

drugs and alcohol management

- Archerfield Airport has submitted its 2010 DAMP (Drug and Alcohol Management Plan) to CASA. Have you? It is the responsibility of all airside operators to address drug and alcohol management in their operations via an annual plan lodged with the federal safety authority.
- Random testing of alcohol and other drugs in aviation started Australia-wide this time last year. The policy is zero tolerance. Be aware that some over-the-counter or prescribed medications may be detected in a CASA-authorized random drug test (for instance, codeine used in panadeine, panadeine forte and neurofen plus), so check the label of any prescribed medication or ask your doctor.



master plan update

Archerfield Airport's Master Plan is steadily progressing.

To date, several meetings have been held with airport tenants for their input, and a number of technical studies have been completed or undertaken by industry-experienced consultants.

In addition the AAC has consulted with Brisbane City Council and various State and Federal Government departments over a range of issues including improvements to roads around the airport.

All this information will be fed into several Master Plan options before public consultation starts in July.

planning for safety reform

From 3 June this year, air traffic controllers at all GAAP airports, including Archerfield, will require Class D air traffic services during the hours of daylight.

The Class D airspace classification will be based on United States Federal Aviation Administration procedures. On 18 January 2010 the cap on the number of aircraft permitted in the circuit at a GAAP aerodrome was raised from six to eight.

To prepare for this Civil Aviation Safety Authority (CASA) reform, Archerfield Airport is developing an operational plan in close consultation with Airservices Australia. The plan will ensure that the ground environment operating under the new regulations is workable and safe for both the airport and airport users.

Another important aspect of the Class D airspace introduction is the requirement that control towers be staffed from first light to last light.

Additional information about the changes is on the CASA website at www.casa.gov.au. Click on "GAAP Changes."



Corrie Metz profile

**General Manager
Archerfield Airport**

Meet the new General Manager of Archerfield Airport, former Royal Australian Air Force Group Captain, Corrie Metz (pictured).

Corrie brings extensive airfield and personnel management leadership to the airport. Before retiring from the RAAF in February, he was Chief of Staff for the Combat Support Group and responsible for managing the development of fixed base and expeditionary airbase operations.

During a very successful 39-year career with the RAAF, Corrie also served (among other positions) as Base Commander at two Air Force Bases in Australia. He was Chief of Aviation Operations in East Timor; and for three years from 1995, he was Australia's representative on the US Pentagon's Air Standardisation Coordinating Committee and the Pentagon Liaison Officer for the Air Attache.

Corrie lists the following among his key RAAF achievements:

- coordinated the development of an airworthiness framework for fixed airbases (as Chief of Staff – Combat Support Group)
- commanded and managed Air Force Base Tindal as Base Commander and led the workup and deployment of 75 Squadron to the Middle East
- commanded and managed a squadron of 340 personnel to perform airfield support functions at Richmond Air Force Base, and prepared and deployed the squadron to East Timor to provide support at Comorro Airfield in Dili (as Commanding Officer – 386 Expeditionary Combat Support Squadron)
- as Chief of Aviation Operations, Corrie negotiated an appropriate mix of air assets with the United Nations (UN) to provide the capability required by the UN Peacekeeping Force in East Timor.

Early career

Corrie joined the RAAF when, as a young man keen on flying, he found there were no openings at Qantas. He was selected as an aircraft electronics officer, joining aircrews flying Neptunes, the anti-submarine warfare aircraft. He later became a navigator, then a navigation instructor specialising in electronic warfare, before progressing to senior management and planning roles.

While aboard a Neptune in 1977, Corrie and other crew members had the distinction of setting a world altitude record for the aircraft. They reached 33,000 feet over Townsville (the plane generally flew below 10,000 feet because it was unpressurised). Corrie said it was about minus 55 degrees at that altitude – and he was so cold that his fingers froze. To get a photo, he had to use his elbow to operate the shutter on his camera.

Corrie also played a background role in pinpointing the location of the HMS Pandora, one of the most significant shipwrecks in Australian waters. The Pandora was carrying captured mutineers of the infamous Bounty when it struck the Great Barrier Reef in 1791. More than 30 crew and four mutineers were lost.

In the mid-seventies, diver/documentary-maker Ben Cropp, approached the RAAF for help. He believed he knew the location of the wreck and that a Neptune flying over the search area could use its anti-submarine equipment (Magnetic Anomaly Detector) to detect the ship's cannon and cannonballs. The RAAF agreed to fly some sorties. Corrie was part of the crew and involved in interpreting the data. The exercise proved Cropp right.

New challenges

"There were so many highlights in my years with the Air Force," Corrie said. "My appointments in the United States and East Timor rank right up there, as do my earliest flying experiences."



old bird flies off

In December last year, after thousands of hours of painstaking work, members of the Historical Aircraft Restoration Society (HARS) finally saw their labour of love take flight.

The giant 1943 DC-4 airliner, which once served the US Navy, left Archerfield Airport after eight years on the ground. It will soon be a flying museum in New South Wales.

During its time at Archerfield, the plane became something of a local landmark. There was great excitement earlier last year when the old bird was fitted with a 'new' wing sourced from an aviation graveyard in the American desert. The wing still bore its original stars and stripes livery, although the birds' nests had been cleared away.

AAC supported the restoration project with subsidised parking charges during the plane's years at Archerfield.

for lease

The following airport facilities are now available for lease...

Hangar/Office 605: 191.25sq.m hangar with clearance of hangar door 13.5m and height of 4m, with adjacent walk-in two storey office on a 365sq.m. site.

Office: 40sq.m lower level with amenities; 41.25sq.m upper level includes small balcony.

Hangar/Office 411 (Bay 2): Located in the Corporate Hangar Complex, this is a 757.6sq.m site as well as office space of 143sq.m. Internal dimensions: hangar is 23.7m wide by 18.2m deep; main entry is approx. 5m high by 22m wide. Features a revolutionary, vertical-tilt, automatic opening door.

Site Hangar/Office (Part) 002: 1,208sq.m shared hangar/workshop and 66sq.m office space. Sliding hangar doors with opening 23m centre to end. Hangar door height is approx 4.4m. This site shares a common entrance loading door and toilet amenities.

Hangar 203: Old style tin hangar on 212sq.m. Hangar door height is 4.1m, opening 14.4m. Width is 16.8m with depth of 11.8m.

For all leasing inquiries, please call AAC Property Manager, Claudia Birnbreier on 07 3275 8000.

While the career change to civil aviation will be a significant one for Corrie, he is looking forward to new challenges – not to mention the fact that he no longer has to lead a nomadic lifestyle.

Corrie has a wife, Sue; adult children Jason and Amanda; and five grand-children. In his spare time, he enjoys many high energy activities like fast cars and motorbikes.

Corrie replaces Capt. Desmond Ross who plans to return to Asia to resume his work in aviation management.

in brief

- While recent wet weather hampered a number of maintenance projects at Archerfield, improvements to infrastructure will continue. Airfield marking works are ongoing, while the first stage of drainage repairs (outside Hangar 113) has been completed.
- Believe it or not, but Archerfield Airport is one of only four places in Australia to make it into the Encyclopedia of Haunted Places. According to the editor, this is because of reports of regular sightings along Beatty Road of a “jovial spirit” who, dressed in World War 2 flight uniform, waves and smiles to curious onlookers. The encyclopedia entry says the ghost was aboard a C-47 Dakota that crashed in 1943 just after taking off from Archerfield bound for Sydney. It was Australia’s worst air disaster at the time, claiming all 23 people aboard.

feedback

We are interested in your feedback on our newsletter.
Please forward any comments to aac@archerfieldairport.com.au

www.archerfieldairport.com.au

A new set of procedures will be introduced to Archerfield on 3 June.

CASA has endorsed that the current GAAP operating rules will be replaced by Class D procedures. From this date, a taxi clearance will be required for every aircraft prior to taxiing on the maneuvering area. This clearance may involve specific directions to use certain taxiways. Pilots should have an airport diagram handy in the aircraft to assist with interpreting the directions. Additionally, appropriate read backs will be required by all operators.

Due to the significantly increased radio transmissions required, delays are to be expected, especially when runway 10 is being used. Pilots will normally receive traffic information on other aircraft using the taxiways but are still required to remain clear of each other without ATC intervention. CASA will shortly commence a Class D pilot education program to advise about the new ground and airborne procedures.

Until next time – happy and safe flying.

George Lane
Tower Manager

The logo for 'tower talk' is displayed in a blue box. The word 'tower' is in white lowercase letters, and 'talk' is in blue lowercase letters.

contact us

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