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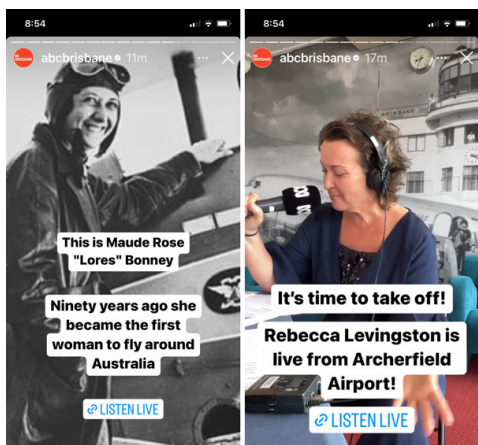
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Archerfield

Brisbane's Metropolitan Airport



AAC Director Lachlan Bird and ABC Radio Presenter Rebecca Levingston take a trip down memory lane in Archerfield's Art Deco-style Terminal Building.



Archerfield On Air!

Archerfield's graceful 1940s Terminal Building was transformed into a live radio studio last month when ABC Radio Brisbane broadcast its morning program from the airport with Presenter Rebecca Levingston providing an audio portrait of work and life, past and present, at Archerfield.

The first interview in a busy on-air line-up was AAC's General Manager Rod Parry who outlined the importance of the airport to the local community and economy.

Archerfield's vital emergency services role was highlighted with on-site interviews recorded with Polair and LifeFlight. Rebecca also took listeners into the control tower with Airservices Australia, and on an audio tour of God's Acre cemetery with Robin Barke of the Friends of God's Acre community group.

The Terminal Building buzzed with producers, microphones, headsets and social media reporters as Basair's Annie Brock and Bradyn Cawood gave listeners an insight into flight training, Tisdall Aviation's Clint Dudman explained general aviation, and UPRT Australia's Jeremy Miller stunned the ABC crew with stories of his aerobatic exploits and burnouts in his Yak-55.

Archerfield's rich history was a major theme of the broadcast. AAC Director Lachlan Bird strolled around the historic Terminal Building with Rebecca, discussing the airport's role as an early aviation catalyst and its contribution to World War II.

The program closed with talkback callers sharing their memories of learning to fly at Archerfield and recounting where their aviation careers took them. A flood of social media stories on Facebook, Instagram and Twitter accompanied the broadcast.

Smooth Landing in Sight for Project AIM

After yet more rain delays, Project AIM Stage 3 Section 1 works, comprising Taxiway Hotel and the northern part of the Eastern Apron, were finally completed and opened for operations last month. These works required the temporary closure of the airport's main thoroughfare (Taxiway Hotel), the 28R run-up bay and the jet turbine parking bay, providing plenty of challenges for airport operators, air traffic control, the contractor and AAC.

McIlwain, with the aid of Fulton Hogan, undertook the final asphalt works on the Eastern Apron on a Sunday night shift

with two crews and more than 40 staff working through the night to expedite this section of works. AAC is very grateful for the patience and cooperation shown by operators, particularly ATC, during this trying time.

Section 2, the remainder of the Eastern Apron, is currently under construction with good progress to date. Work is expected to be complete in March/April 2023, marking the final chapter of Project AIM, Archerfield's most significant infrastructure upgrade in more than 50 years.



A message from the **GENERAL MANAGER**

It was a pleasure and an honour to welcome ABC Radio Brisbane to Archerfield for the outside broadcast of their popular morning program last month.

The ABC is celebrating its 90th birthday this year. Archerfield Airport is even older – we've been an integral part of Brisbane's growth since 1931 – and the broadcast was a great way to remind the ABC's 120,000 listeners that, as well as our crucial role in emergency services, Archerfield is also a major economic and educational hub.

ABC Radio presenter Rebecca Levingston and producer Josh Edwards were excited to discover our beautiful Terminal Building and learn about Archerfield's role at the forefront of aviation in the 1930s and 40s. History will always be important to us at Archerfield, but our sights are well and truly set on the years ahead. With Project AIM nearing completion and the next building in the Transition Estate due to start construction soon, we can see the future taking shape around us, guided by our Master Plan. It's exciting!

The depth and diversity of Archerfield's community has always been our greatest asset. On behalf of us all at AAC, thank you for your support during 2022. After all we've been through together in recent years, the ABC's celebration of all things Archerfield felt very timely.

I wish you and your families a very happy and restful Christmas and New Year.

Warm regards,



Rod Parry
General Manager

PS: The AAC office is taking a Christmas break from Friday 23 December to Tuesday 3 January but our ground staff will be available. Keep safe over the holidays and here's to blue skies in 2023!

A Master Plan for the Future

Archerfield Airport's blueprint for the future is open for public comment.

AAC's preliminary draft Master Plan 2022-2042 and Airport Environment Strategy, the fifth since 1998, provides a roadmap for the timely and coordinated development of aviation facilities and infrastructure, land use and environmental management.

The proposed Master Plan builds on more than 20 years of airport rejuvenation and Project AIM that have transformed Archerfield's airside infrastructure. It highlights projects that will keep pace with aviation trends and attract new business that will complement existing airport users, are compatible with airport land use, and benefit the community.

The draft plan positions Archerfield to manage the challenges and opportunities of a rapidly changing aviation landscape, the emergence of Advanced Air Mobility and Brisbane's growth, particularly during the 'Olympic decade.' It addresses the broad range of issues confronting Brisbane's Metropolitan Airport including road use, airspace protection, noise and public safety.

The draft Master Plan incorporates a comprehensive Environment Strategy for maintaining, restoring and enhancing Archerfield's environment, including the protection of the Oxley Creek habitat corridor, air quality, noise, rain- and stormwater management, efficient use of energy and other resources, protection of soil and groundwater, heritage conservation, waste management and other issues.

"Archerfield's proposed Master Plan will enable the airport to cater for the diversifying needs of aviation and the community over the next 20 years," AAC General Manager Rod Parry said.

"Our focus is always on safety, best practice and sustainability and everything we do is underpinned by AAC's philosophy of pragmatic commercial management and commitment to the environment and community."

"Archerfield Airport has been an important generator of economic, employment and educational opportunities since the 1930s. As southeast Queensland grows, AAC's proposed Master Plan will help guide and sustain appropriate development so Archerfield meets the needs of current and future airport users and continues to be a community asset."

Archerfield's preliminary draft Master Plan is open for consultation until 11 January 2023. It can be viewed at www.archerfieldairport.com.au/masterplan.

Copies are also available for inspection and purchase during office hours (8.30am to 4.30pm) at AAC's Grenier Drive office. Written comments can be forwarded to The General Manager, AAC Master Plan 2022, PO Box 747, Archerfield QLD 4108.

For further information, call AAC on (07) 3275 8000.

Drop into the Future

Archerfield's preliminary draft Master Plan will be on display at two community drop-in sessions in the passenger lounge of airport's Terminal Building. AAC staff will be there to answer queries and hear feedback. No need to tell us you're coming – just drop in!

Session times:

8.30am to 1.30pm, Tuesday 13 December;
2.00pm to 7.00pm, Thursday 15 December.



Runway to Success

With the post-pandemic stampede to the air bridge gathering pace, now's a great time to start an aviation career.

So says Jana Fayyad, Archerfield Campus Base Manager and Marketing Manager at Basair Aviation College, Australia's leading flight training organisation boasting the country's third largest fleet.

Jana points to forecasts that international aviation activity will return to pre-Covid levels by mid-2023 but she's already seeing that uptick feeding into airline recruitment.

"We tend to hire graduates who have studied with us, specifically flight instructor rating graduates, and pre-Covid their average tenure was two years," she explains. "Once they got all their hours and experience, they moved on to an airline. During Covid, that extended to four years but this year a lot of our instructors were poached, for example to the United States. That was a highlight of 2022 as our instructors moved on and progressed their careers."

Training up to 200 pilots a year, mostly school leavers and young people, Basair knows how to pick students who will succeed in this fast-paced and competitive industry.

Passion is a huge theme of aviation and that never dies.

"We don't have any high school pre-requisites to study at Basair, we don't look at ATAR or other scores," Jana says. "We require students to finish year 12 but they don't need to have taken maths or physics or anything like that. We teach them everything they need to know to be a fantastic pilot. But we do have a pilot aptitude assessment and an interview with a senior instructor."

"It doesn't take genius to be a good pilot but it does take determination and a good work ethic. The students who present themselves professionally and have that thirst for success, that's what it takes. It's a very tough industry, not everyone can survive it."

Basair Aviation College students are required to study full-time on campus and are noticeable around Archerfield in their smart, clean-cut uniforms. Less noticeable are female students, something Jana is working to correct.



Plenty of interest in aviation careers at Basair's Open Day on 3 December.

"Aviation is still a male dominated industry but the number of female commercial pilots is increasing by four or five per cent a year," she says. "Airlines are on the hunt for female pilots because they want a more gender-diverse workforce. When I speak to female potential students, I tell them they're at an advantage. Once they graduate, their career prospects are fantastic."

Career progression for young graduates can be quick, particularly in Australia.

"It takes longer to become a captain if you go straight into an international airline because you'll start as a second officer instead of a first officer," Jana says. "If you start with an Australian regional airline, you have the chance to begin as a first officer and progress to captain once you reach the right level of skill and competency. Ninety-four per cent of our flight instructor rating graduates obtain a job within a year of graduation."

Drone technology is also fuelling interest in aviation careers. Basair's UAV Air business offers a school-based certificate-level course for year 10 and 11 students who graduate with a remote pilot licence.

But it's not all about young guns. Basair's Brisbane Aviators affiliate offers equally professional but more relaxed, self-paced training that's perfect for private and recreational flying - a great option for people who always wanted to fly but never got around to it.

"We see them every year at our open days," Jana says. "They come along and say 'when I was a kid, I wanted to be a pilot' but their parents didn't let them or they took another career path. Then something just clicks with them and 'now's the time, I have to do it now!'. When they discover Brisbane Aviators, they get motivated."

"Passion is a huge theme of aviation and that never dies."

Gloomy Skies No Match for FOD Walkers

Hi-vis vests contrasted vividly with Brisbane's grey skies but the rain held off long enough – just! – for October's FOD walk as part of Airport Safety Week.

Tisdall Aviation's Tom Allen spied the marked five cent piece planted by AAC Operations Manager Don Foy, winning a handsome hamper for his efforts. Tisdall had the largest cohort of FOD walkers this year, accounting for 43 of the nearly 100 participants who helped clear the 1,700m runway of foreign object debris.

Thanks to everyone who joined the early morning stroll and stayed for one of the 168 sausages Jaimie Harrison cooked for breakfast afterwards.

Right: A sharp-eyed Tom Allen (left) receiving his prize from AAC Operations Manager Don Foy.





Transition Expands

Construction is due to commence on the Transition Estate's newest development in early 2023. Site 580 will feature almost 10,000m² of warehouse and office space over one or two tenancies, with a total awning area of 1,130m², a hardstand area of 8,600m², modern amenities, plenty of car and bicycle parking, and excellent access and connectivity.

Above: Construction of Transition's Site 580 is slated to begin in early 2023.

Tasmanian Tigers

One of Australia's most enduring aviation mysteries will be the subject of the Aviation Historical Society of Australia (Qld) Inc's first presentation for 2023.

In September 1972, Max Price took off from Cambridge Aerodrome near Hobart in his DH82 Tiger Moth to take environmental activist and political candidate Brenda Hean to Canberra where she planned to protest the flooding of Lake Pedder as part of a hydroelectricity project. Price and Hean never arrived. They were never seen again and the plane has never been found. What happened has been the subject of speculation, gossip and conspiracy theories ever since.

To commemorate the tragedy's 50th anniversary, pilot Jason Cheney recreated the planned flight in 'Millie', a Tiger Moth provided by Siobhan and Paul Lamont of Cressy Historic Aerodrome in Victoria. His co-pilot and accompanying photojournalist was Dion Makowski (left, above) who will discuss the challenges of flying an 80-year-old aircraft over long distances – including over treacherous Bass Strait – at the AHSA's meeting at Archerfield's Terminal Building at 7.30pm, Friday 27 January 2023.

In February, former Royal Navy pilot David Smith will relate his air combat experiences in the Falklands War. Former Lieutenant Smith served in the 800 Naval Air Squadron on board HMS Hermes in the 1982 conflict. Don't miss his presentation at 7.30pm, Friday 24 February 2023 in the Terminal Building.

Both presentations will also be livestreamed via Zoom.



For Lease

Site 676 – Large Helicopter Hangar + Hardstand, Beaufighter Avenue

This 12,312m² site comprises a 1,800m² tilt panel building with 8m height hangar/warehouse, 50m² of office space including kitchenette and amenities, with room for expansion; and a 1,750m² hangar/warehouse with two helicopter landing pads, plus parking space in the facility. It has a 4,000m² drive-around hardstand with two driveways, and features container height electric roller doors, hangar openings large enough for AW139 aircraft, an awning area of 400m² and 20+ car parks. Surrounded by 1,513m² of gardens, this property is flood-free. Outgoings paid by tenant.

Building 009 – Student Accommodation and Training Complex, Grenier Drive

This modern, state-of-the-art complex features 40 bedrooms (some ensuited), communal dining and recreational facilities, breakout study areas, a commercial kitchen, laundry and observation deck.

Building 030, Grenier Drive

This 60m² demountable office on Grenier Drive opposite Airport Café is air-conditioned and has a small kitchenette and bathroom amenities.

Building 206, Qantas Avenue

Located on Qantas Avenue at the northern end of Archerfield Airport, this 107m² site has great exposure to Beatty Road and land- and airside access. It features offices, a kitchenette and shower and toilet amenities.

Vale Garry Liehm and Gil Layt

Archerfield Airport marks the passing of two of its much loved and highly respected pilots who had a long association with the airport.

Garry Liehm, 63, died in August when the Cessna 182 RG he was flying came down near Fernvale. Only months from retirement, Garry had spent 40 years in the air with an unblemished 30,000-hour record. The Chief Pilot at Executive Helicopters had enjoyed a varied career, flying for Seaworld, television networks and Queensland's fire and emergency services. He was a well-respected and widely liked fixture at Archerfield, a modest high achiever. A memorial service for Garry was held at Archerfield in October.

Gil Layt established his Flying School in 1974, offering his well-known "flying without a tie" approach. Gil Layt's Flying School rode the aviation updrafts of the 1970s and 80s, boasting 19 aircraft and nine instructors at its peak. It closed in 2019. AAC Managing Director Gavin Bird described Gil as "an integral part of the Australian pilot training industry and a notable character in Archerfield's evolution." Gil passed away peacefully in October at the age of 78.

Archerfield Airport Corporation extends condolences to the families of Garry Liehm and Gil Layt.

Contact us

Archerfield Airport Corporation
PO Box 747, Archerfield Q 4108
P (07) 3275 8000 F (07) 3275 8001
aac@archerfieldairport.com.au
www.archerfieldairport.com.au

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