



Airport Master Plan review completed

A Federal Ministerial decision made in 2012 to approve the draft Archerfield Airport Master Plan 2011-2031 has been upheld following nearly three years of thorough investigation by the Commonwealth Administrative Appeals Tribunal (AAT).

The master plan sets out AAC's vision for Archerfield for the next 20 years and describes key initiatives to strengthen Archerfield as Brisbane's metropolitan airport and Queensland's premier general aviation hub. The master plan was originally approved on May 24, 2012, however the decision was challenged by Archerfield Airport Chamber of Commerce Incorporated (AACCI) later that year.

Throughout the extensive review and investigation, the AAT heard from over 30 representatives of the Federal Minister for Infrastructure and Regional Development, AAC, CASA, Airservices, and AACCI. The AAT found that the Minister's decision to approve the master plan was the correct decision to make:

"...I am satisfied that there is nothing of substance in the Chamber's criticism of the Minister's decision. I am satisfied that the decision was correct. It will be affirmed," Deputy President, Mr P. E. Hack SC determined.

In regards to the master plan's proposal to realign the grass runways, he stated: *"I am then satisfied that the re-alignment of the 04/22 runways will likely improve useability; it certainly will not reduce it."*

Concerning safety on the grass runway realignment and on the airport in general, he said: *"...the Chamber's evidence, even if relevant, does not satisfy me that there are matters of genuine concern regarding aviation safety."*

In relation to the master plan's indication of present and future uses, he wrote: *"Nothing in the Chamber's arguments*

lead me to conclude that the draft master plan fails to meet the present and future needs of civil aviation users and other users of the airport."

Concerning consultation undertaken, he said: *"The draft master plan, in Section 14, details the lengthy consultation undertaken by the Corporation and the process by which the final version of the draft master plan came into being. I am satisfied that the process of consultation was both appropriate and meaningful."*

Deputy President Hack summarised the case by stating: *"The kindest thing that may be said of [the case presented by the Chamber] was that it was diffuse, in all senses in which that word is used. My distinct impression from the way in which the Chamber's case was presented and argued, by its solicitor and, unusually, by its witnesses, is that many of those who stand behind the Chamber have failed to come to grips with the reality that the airport was privatised in 1998."*

The approved plan (available from www.archerfieldairport.com.au/masterplan) includes several projects to further modernise the airport. They aim to provide opportunities for aviation and airport-compatible activities; improve aviation safety, access and assets; and enhance economic growth and employment opportunities.

Key initiatives already completed by AAC since the plan approval include development of the airport's first onsite flight training student accommodation and the transitioning of the airport classification from 'Registered' to 'Certified', paving the way for anticipated growth in aviation operations. New tenants include Basair (one of Australia's largest flying training colleges), vital community air medical retrieval operators, Careflight Maintenance, and the Queensland Police crime fighting helicopter service, Polair 2.

To read the full AAT decision, visit www.archerfieldairport.com.au/AAT.



Brisbane Open House comes to Archerfield

Archerfield's distinctive art deco terminal building will be featured in the Brisbane Open House 2015 program on Saturday October 10 (from 10am to 4pm).

Held annually to coincide with World Architecture Day, Brisbane Open House is a free event offering guided and self-guided tours of the city's 'hidden' wealth of architecture.

The 1941 terminal building was once the passenger terminal for Brisbane's original airport, servicing the major airlines of Qantas, Ansett ANA and TAA. Later it served as a key wartime military airbase. Open House visitors will have the chance to see the terminal building and other interesting aspects of the airport, including God's Acre cemetery, a tribute to local pioneering families, with graves dating back to 1859.

A MESSAGE FROM THE GENERAL MANAGER



Archerfield Airport is a vital aviation resource for this state. As a strategically important area of land, it provides a unique opportunity to grow aviation in Brisbane and Queensland.

Archerfield Airport Corporation's vision is for the airport to be the focus of general aviation growth and to be a sustainable, viable aviation and enterprise hub. Our

performance is inspired by our goal to become the premier general aviation airport centre – and we will make this possible by working with our partners, tenants, the community and government stakeholders. What also sets us apart is our dedicated team and the passion for excellence we share with others who contribute to our overall success.

There is a real and positive vibe at the airport with open days, new aircraft, hangar upgrades, new aviation business, road improvements, future planning and new business partners that we welcome with open arms. We are very pleased to work with airport businesses and the community to support airport awareness and growth.

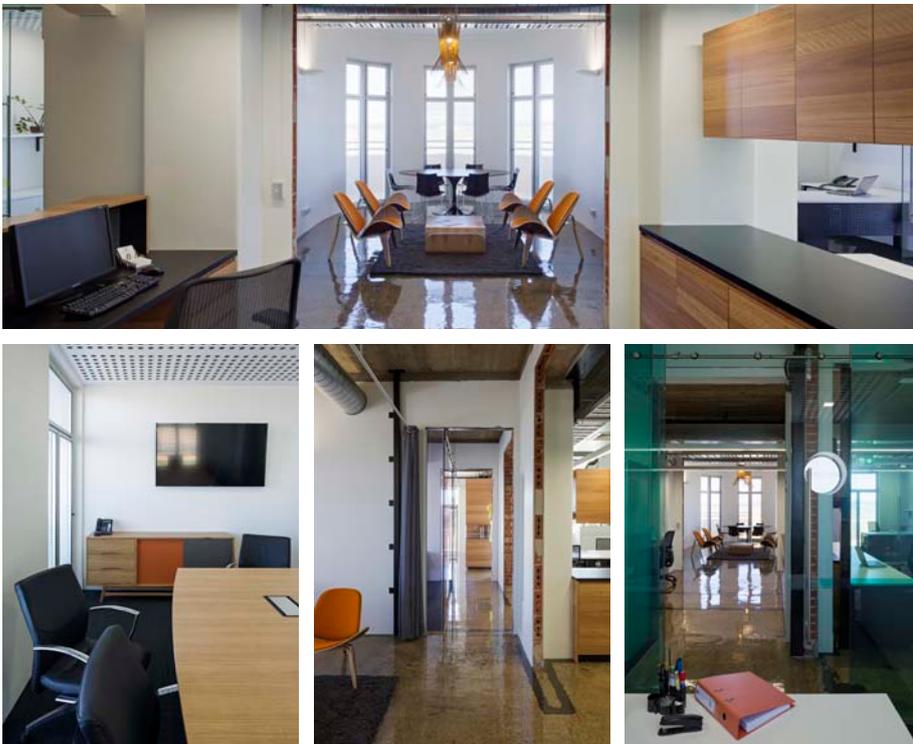
The airport community is central to the fabric of our vision and part of the backbone of Queensland that contributes to our state economy in many ways. Our stories are rich with ideas, resilience, imagination and aspirations for the future, and our achievements inspire others to strive for success. Some of these stories are outlined in this newsletter.

I attended the Community Aviation Consultation Group (CACG) in July and would like to share with you the humbling presentation by Queensland Government Air Wing (QGAir) about their work from bases in Archerfield, Townsville and Cairns. QGAir operates helicopters for rescue and medical retrieval, and they rescued more than 50 people during the Grantham floods in extremely adverse conditions.

Archerfield Airport is committed to maintaining a safe environment and will participate in *Airport Safety Week* (26 – 30 October 2015) to promote the importance of safety and maintaining a safe environment for staff and the public. Information and resources are available online (www.airportsafetyweek.com). We will host various toolbox talks/safety meetings via daily eNewsletters, and we are pleased that Civil Aviation Safety Authority, Airports Council International – Asia/Pacific Office, Airservices Australia, Airways New Zealand and the Australian Transport Safety Bureau are also partners for this campaign.

Griffith University, a key partner of Archerfield Airport, recently launched its new CAZ-80 flight simulator and I was invited to attend the official opening with University Vice Chancellor Professor Ian O'Connor and new Head of Aviation, Professor Tim Ryley, at the Nathan Campus. The simulator replicates the flight deck of a twin-engine Baron B58 aircraft. Griffith has about 400 aviation students and the CAZ-80 reflects their ongoing engagement with the aviation industry.

Sincerely, **Heather Mattes**



Accolades for terminal refurb

Refurbished offices within Archerfield Airport's terminal building have won two regional architectural awards.

Miengrove Pty Ltd commissioned Shane Thompson Architects to refurbish its middle floor offices of the Archerfield Airport Terminal for improved functionality and to cater for future growth. The recently completed works received commendations in the categories of Interior Architecture and Heritage in the 2015 Brisbane Regional Architectural Awards, presented in May. The accolades recognise the sensitive and adaptive re-use of the internal space of the 1940s building to create modern offices for Miengrove and its subsidiary companies, including AAC.

Emergency exercise planned

A 'real time' field exercise to test Archerfield's emergency response procedures is scheduled before the end of the year. The exercise will simulate an aircraft crash and will include all relevant state emergency agencies including Queensland Police, Fire and Rescue and Ambulance. All airport tenants will be advised as soon as a date is finalised.



Introducing...

Ray Heiniger Royal Queensland Aero Club (RQAC)
Board Member; Head of Training for The Airline Academy of Australia

Four next generation instructors with The Airline Academy of Australia have aviation veteran, Ray Heiniger, as their mentor.

Ray was recently appointed Head of Training to assist the Academy's Flight Instructor Rating Program. He brings extraordinary aviation experience to this key advisory role.

Ray spent 37 years with Qantas in positions that included Chief Pilot, Group General Manager Flight Operations, and Director Flight Training. In 1989, Ray was part of a four-person crew whose 20 hour, nine minute, five second journey on the airline's first Boeing 747-400 set a world record for the first non-stop flight from London to Sydney. This achievement still holds the Federation Aeronautique Internationale (FAI) world record for speed over a recognised course.

Ray has been a RQAC Board Member since 2012 and is Chair of the Safety and Flight Operations Sub-Committee. He is also Head of Training for Boeing Flight Training (Asia and Pacific) where his expertise is shared at training campuses in Brisbane, Singapore and Korea.

"I've been around this industry for as long as I can remember, so to be able to share some of that experience is wonderful," says Ray. "It's hard not to love what you do when you're surrounded by such enthusiasm and dedication."

HINKLER LINK

Ray's interest in aviation began early. He grew up in Bundaberg, the birthplace of Australia's great aviator, Bert Hinkler – so it's fitting that Ray has been a RQAC representative in a major project to honour Hinkler's contribution to aviation.

Earlier this year Ray was part of a delegation to inspect a basalt boulder at Mon Repos Beach near Bundaberg where Hinkler first experimented with solo flying in 1911 using a home-made glider. After a RQAC flypast to mark 82 years since Hinkler's death, the boulder was lifted onto a truck, taken to Brisbane, then shipped to Italy. Since then, the boulder has been shaped into a memorial by Italian stonemasons and placed on a site in the Italian Alps close to where Hinkler crashed and died in 1933 while attempting to break the solo flight record from London to Australia.

Ray also accompanied RQAC Group Managing Director, Craig Duncan, and memorial project organiser Kevin Lindeberg to Canberra recently to witness the Prime Minister present a time capsule to be placed close to the memorial site. The capsule contains a written tribute to Hinkler and represents part of Australia's official World War 1 centenary commemorations. Hinkler flew with RAF's 28 Squadron over Italy during World War 1.

While Ray spends most of his time these days training young aviators, his interest in flying remains as strong as ever. Whenever he has the chance, Ray enjoys sitting behind the controls of his own plane – a beautiful old 1937 Tiger Moth!

Fly Neighbourly Program

A recent noise complaint from a local resident has led to the start of a new partnership between AAC and its airport users, tenants and neighbours.

AAC is working closely with aviation stakeholders and local residents to develop an aircraft noise reductions program aimed at making Archerfield Airport a better 'neighbour'.

Airport General Manager, Heather Mattes, investigated the success of similar programs operating at eight Australian airports, and expects that the Archerfield program, Fly Neighbourly, will be in place by the end of the year. Heather thanks the support of Royal Queensland Aero Club/Airline Academy and local resident Robert Dalziel on working with the airport to develop the program and to understand the implications of aircraft noise.

The program is a response by AAC to the issue of noise on and off airport, and reflects the Corporation's commitment to operating in an environmentally and socially responsible way.

By mapping noise-sensitive locations in adjoining residential suburbs, the program plans to educate people, especially pilots, about ways they can reduce the impact of their activities on the local community.

WebTrak to be expanded

A web-based aircraft flight tracking service available through Airservices Australia may soon be expanded to include regional airports including Archerfield.

WebTrak currently allows people to track flight activity in and out of major Australian airports. It identifies aircraft and flight paths, shows the location of noise monitors and provides access to data, and lets you check your location against flight paths.

WebTrak is now available on the AAC website at www.archerfieldairport.com.au/noise.



Spotlight on...

QGAir Helicopter Rescue

Rescuing injured hikers, searching for missing aircraft, and winching terrified people from the roofs of their flooded houses are just some of the dramatic life-saving duties performed by the crew of Queensland Government Air (QGAir) Helicopter Rescue at Archerfield.

Archerfield is 'home' to the QGAir Rescue500 AW139 helicopter as well as housing a major facility responsible for the maintenance of all QGAir rescue helicopters. The fleet comprises three AW139s and two Bell412 Ep's which operate from Archerfield, Cairns and Townsville. The Quality Assurance Manager and Safety Management Team are also based at Archerfield.

QGAir Helicopter Rescue is managed by the government's Public Safety Business Agency (PSBA) with sponsorship for operational enhancements by Rio Tinto. The service is dedicated to safeguarding the welfare and property of Queenslanders and visitors 24 hours a day.

In times of disaster or emergency, QGAir has Australia's most capable multi-role rescue and auxiliary helicopters available at a moment's notice.

The highly skilled pilots and crews work closely with police, Queensland Fire and Emergency Services (QFES) and all other emergency services, supporting them during natural disasters, search and recovery missions, and medical emergencies. Normal operational aircrew consists of a single pilot, air crewman (hoist operator), specialist rescue crewmen/swimmer, Queensland Ambulance Service intensive care paramedic, and an emergency doctor.

STATE-OF-THE-ART FITOUT

QGAir's helicopters are state-of-the-art, fitted with the technology needed for on and offshore rescue, and incorporating specialist medical equipment that can deal with a host of situations including road crash rescue assistance, evacuations and hospital transfer.

Often working in hazardous conditions and terrain, the helicopters are high speed and very powerful. They are even able to run on diesel fuel if necessary. Standard equipment includes a tracker, spotlight and hoist – and a recent major safety improvement was the introduction of night vision goggles to assist with night operations and safe landings in remote areas.

The tragedy of the 2011 floods in Grantham, west of Brisbane, was a major challenge for the crew of Archerfield's QGAir Rescue500; however media coverage of the massive rescue operation they performed also highlighted the dangers of the job and the difference an emergency helicopter can make between life and death. Over three days, 53 people were rescued by two crews. Sadly, 19 people perished in floodwaters.

Other vital duties include resupplying communities isolated by natural disasters, transporting medical teams to accident scenes, and paediatric and neo-natal retrievals.

For lease

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

Hangar 005B (Annex) – This property comprises office/warehouse/roller door entrance on the side of the annex on a site area of approx. 450 sq.m. Offices are carpeted and freshly painted and include power/computer connection, kitchen, male/female amenities and shower.

Site 013/014 – Conveniently close to the common carpark with good access to Ipswich, Beaudesert and Granard Rds, this fully fenced 1,037 sq.m. site comprises admin/multiple offices/classrooms and recreational area. Building 13 is approx. 181 sq.m. and Building 14 is approx. 453 sq.m.

Hangar 002 – The area of approx. 1,364 sq.m. on Qantas Ave has 66 sq.m. of office space and includes low-height storage space with secondary office accommodation. This hangar has high exposure to a very busy road; single phase power and staff amenities; a shared common entrance loading door; and sliding hangar doors (height is approx. 4.4m; opening of approx. 23m from centre to end).

Hangar 226 – This all-steel aircraft hangar on a 488 sq.m. site at the northern end of the airport near Qantas Ave has airside access only and hangarage only, and specifically excludes all other uses.

Hangar 622 – Situated at the southern end of the airport, the hangar is approx. 12m x 15m x 4.6m. and suitable for a high winged smaller aircraft. It has airside and landside access, two small storage rooms and a toilet.

Site 605 – This steel/Colorbond hangar on Victa Ave has an approx. area of 191.2 sq.m. with clearance of hangar door (13.5m). There is an adjacent two storey administration office consisting of a 40 sq.m. lower level with amenities and a 41.25 sq.m. upper level for storage. Additional aircraft (max height of 4m) are permitted to be secured/parked on the cement driveway at no charge subject to ongoing consent of AAC.

Hangar 606 – The 211 sq.m. site at the south-east end of the airport has airside access only. The hangar is approx 12.36m x 15.30m, with a hangar door height of approx. 3.7m.

Hangar 110 – Hangar dimensions on this 1,200 sq.m. site are: 29.5m width, 26.5m depth and 5.3m height, with a hangar door opening of 29m x 5.3m (with cutout roof line for larger aircraft for fin of approx. 7.4m). There is three-phase power; permitted use is hangarage.

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

Wartime memories of Archerfield

Graceville resident, Patricia Truesdale, was among the audience at a recent meeting of the National Seniors of Corinda to hear guest speaker, Archerfield's GM, Heather Mattes. Heather, who is Archerfield's first female general manager, spoke about the airport's history, current operations and future plans. She later met Patricia, who was also a 'pioneer' at Archerfield when it was a key wartime airbase...



When Patricia Truesdale, 91, worked at Archerfield during World War II, she was the only female wireless assistant. Earlier, in a class of men at a Sydney technical college, Patricia had gained the technical skills she needed to work on transmitters. The fast-tracked wartime training took just seven months instead of the usual five years.

After her father's death, Patricia was posted home to Brisbane where she was stationed at Archerfield. Her job was to change the radio frequency of signals sent to pilots flying in the area – and she later learned that her brother, who was flying bombers, was among them. The change of frequency was done several times a day so that if the Japanese discovered the frequency, they could not intercept too many signals.

Some months later, Patricia abruptly left Archerfield. She said a dog had dug up three Japanese parachutes at Richlands – and while a security shutdown and enemy manhunt (including an Aboriginal tracker from Goodna Police Station) were underway, Patricia was removed from the airbase for her own safety.

"I had no idea what was going on. I was just told to grab my handbag," Patricia said. "I wanted to change out of my overalls, but there was no time for that. They said they would

send my clothes later. They didn't want a woman in the signals section in case it was attacked."

Patricia went straight to work at the wireless workshop at Reid House in Edward Street in the city. Once again, she was the only woman among many men – and she said she would never forget the moment she arrived to find every pair of eyes in the workshop focused on her.

For the last few months of the war, Patricia's job included keeping morse code equipment in General Douglas Macarthur's AMP Building headquarters in working order. Macarthur was the American general in command of the Allied forces in the Pacific.

After the war, Patricia opted for a career change. As a trained nurse, she later joined the Army Reserve, working part time.

Patricia's only return to Archerfield was in the sixties when she and a pilot friend, the late Pat Hutchinson (nee Fittock), were passing the airport on their way home from Greenbank army camp. They made a spur of the moment decision – and Pat, who later became flying instructor with the Darling Downs Aero Club in Toowoomba, took Patricia on a joyflight!

Above: Heather Mattes with Patricia Truesdale. (Image provided by Susan Prior at www.livingintheshires.com.au)

Police dog presence

Archerfield Airport is widely recognised as Queensland's leading pilot training centre, but few people know that it's also a key training venue for the Police State Dog Squad.

The airport site has been used for decades to train 'general purpose' police dogs in tracking and searching for lost people. The secured open paddocks of Archerfield are handy to the Dog Squad Centre at Oxley and are virtually uncontaminated as far as human and animal scents are concerned – which creates the perfect controlled environment for introductory training for canine recruits.

Novice dogs undertake an intense 14 week training course, with the first few weeks entailing regular early morning tracking exercises at the airport. The dogs are all German Shepherds, renowned for their excellent retrieve drive. A strong willingness to retrieve forms the foundation work for teaching a dog to track.

The State Dog Squad has 84 handlers and dogs of various breeds, with 17 'general purpose' dogs performing search duties in the Brisbane area. The squad also includes drug detection dogs and explosives and firearms detection dogs.

Mozzie monitoring

It may be winter, but a mosquito monitoring program is underway at Archerfield Airport following an unprecedented spate of detection of dengue mosquito at Brisbane International Airport.

The program involves setting and monitoring traps and is being conducted jointly by Brisbane City Council and Queensland Health with AAC support. The aim is to reduce breeding habitats for these mosquitoes which can spread dengue fever. Airport tenants are urged to assist by urgently removing any containers or disused tyres where water may accumulate.

Airline Academy opens its doors

Archerfield played host to some 300 potential pilots and aircraft engineers on June 13 during one of the biggest open days held by The Airline Academy of Australia.

The Open Day was an opportunity to showcase the Academy's aviation training capabilities and people – and there was no shortage of participants in the free trial introductory flights on offer. Visitors also took advantage of industry presentations and engineering workshops, flight demonstrations and two-for-one Boeing 737 simulator flights.

The Academy Group Managing Director Craig Duncan said the Open Day complemented a comprehensive recruitment drive to meet a major upswing in demand for professional pilots and aircraft engineers, particularly in the Asia-Pacific region.



Australis takes off

The new Cirrus Australis aircraft (pictured), specifically modified for Australian flying conditions, made its Queensland debut at Archerfield in May.

Flight One at Archerfield is the state's only Cirrus Training Centre – so it was perfect as the first venue on a national fly-in tour of the Generation 5 SR22 Special Edition Australis.

The million dollar aircraft represents state-of-the-art avionics, Cirrus' high level safety Airframe Parachute System (CAPS) which deploys a parachute to avert an air tragedy, and features tailored for Australia's climate and remote area flight operations. These include air-conditioning, UV protection windows to reduce UV exposure and cool the cockpit by 30 percent, four-in-one backup gauges, a personal location beacon and a four-person survival kit.

About 300 people, including fly-in visitors, took the opportunity to inspect the aircraft and the other major drawcard, the new Garmin Perspective equipped SR20 (VH-FON).

Working together

Neighbourhood Watch Mt Ommaney 13, which represents residents in the Oxley Ridge area, passed on a noise complaint to AAC in June. The issue was not only addressed at a personal level, but led to an opportunity for the group to hear first-hand from the airport general manager about many aspects of airport operations.

The community group works to keep its neighbourhood safe and liveable, often liaising with government departments, the council and other authorities to address a host of issues such as security, speeding, littering, maintenance of public land, and nuisance noise.

Neighbourhood Watch Area Coordinator and Neighbourhood Watch representative on Archerfield's Community Aviation Consultation Group, Lynne Ball, said Heather Mattes' presentation to the group's monthly meeting gave locals a better understanding of their airport 'neighbour' and the challenges involved in managing aircraft noise. Lynne said the commitment by both parties to work together was expected to lead to improved community relations and fewer noise issues.

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tower talk

In May next year, Archerfield's Non Directional Beacon (NDB) will be removed as part of an Airservices' Australia-wide rationalisation project. To replace the current NDB Bravo approach procedure from the west, there will be a new approach procedure. It is to be called RNAV-Z GNSS RWY 10L and will use modern GPS technology instead of the antiquated NDB.

The inbound track of the new procedure is closely aligned with the old track to minimise environmental impact. However this inbound track will be more accurate as it utilises satellite technology. It will allow aircraft to descend slightly lower to assist pilots with acquiring the runway in poor weather. This will reduce the incidence of circling approaches (a high workload procedure for pilots in bad weather), thereby creating a safer operating environment.

It's pleasing to see Archerfield movements increasing with an escalation in training activity creating some busy circuits. This increases the importance of maintaining situational awareness on the ground and in the air.

Pilots should constantly scan outside the aircraft to keep traffic in sight and, if required, follow aircraft that have been notified by the tower. Flying touch and go circuits is a valuable tool to maintaining your flying proficiency as a circuit exposes you to many elements of flight in a high workload environment. The AAC and tower assist by not charging for touch and go circuits. Only the final landing incurs a cost.

Until next time, take care and fly safely.

George Lane
Tower Manager, Archerfield

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