

## training focus for 2008

The aviation industry is about to enter a boom time if pilot training at Archerfield Airport is any indication.

Flying training is experiencing a rapid, sustained increase in the number of cadet pilots applying for courses, particularly with the larger academies and schools. Aircraft movements at the airport have jumped from an historical average of 10,000 to 12,000 per month to about 19,000 per month.

The Airline Academy of Australia reports that all its courses are over-subscribed. The Academy provides a fully integrated flight and ground school catering for three courses a year – and its first 2008 course was over-subscribed by more than 50 percent.

Additional aircraft have been purchased and more instructors hired to meet demand, which is expected to increase now that the Academy has been selected as the only Qantas approved Flight Training Organisation in Queensland. The Academy will train graduates from Griffith University, who will then start flying careers with Qantas.

The Academy has also had a busy year conducting the Beta Test for the Multi-Crew Pilot License (MPL) for Alteon Training, a wholly-owned subsidiary of The Boeing Company. The inaugural cadets have completed their core and basic phase of training and are sitting their Australian ATPL exams. The cadets will then transfer to the Alteon Training Centre at Brisbane Airport to begin final training on a B737 New Generation Fixed Base Simulator.

In addition to the Academy, the Royal Queensland Aero Club's standard pilot training courses have been in demand, with about 190 students currently enrolled. To help meet demand, the RQAC is using the latest fast track computer-based training software. Developed in Australia, the package reduces training time from 18 months to about 18 weeks.

Flight Ideas, which now own Flight Training Australia, report that its courses are almost at capacity. The government accredited flight training provider has operated from Archerfield for some 21 years, and has about 120 overseas and 60 domestic students.

Students representing overseas airlines come from as far afield as India, Hong Kong, Taiwan, Columbia, the Solomon Islands and China. They provide a multi-cultural mix and reflect FTA's ability to meet the specific needs of a number of overseas airlines.

FTA also trains Griffith University students (the Bachelor of Aviation course this year attracted some 130 applicants), privately sponsored students and cadets from regional airlines.

Other flight training schools at Archerfield are: Sunland Aviation, AV8, Gil Layt's Flying School and Hempels Aviation.



## waterwise initiatives

In an expensive and time-consuming exercise, AAC has worked with Sustainable Solutions International to develop a Water Efficiency Management Plan (WEMP) for the airport. Thank you to everyone who completed questionnaires or permitted building access for inspection purposes.

Under Level 6 water restrictions now in force across drought-affected South East Queensland, all major water consumers using more than 10 megalitres (ML) per year in the period 1 July 2005 to 30 June 2006 must submit a WEMP to Brisbane Water and reduce water use by at least 25 percent.

In 2005/06, the airport used 18.6 ML of Council-supplied potable water. The WEMP analyses that water usage and identifies water saving opportunities to achieve the required minimum reduction or to prove best practice. In fact, the target for the airport is a 38 percent reduction, resulting in usage of 11.6 ML a year.

It is essential that all airport tenants recognise the need to save water and ensure that their operations, buildings and facilities comply with the restrictions.

To ensure compliance, please:

- Use water efficient fixtures with a minimum of 3 WELS stars.
- Identify and repair all leaks.

The washing of aircraft should be restricted to operational and safety necessity. Large Vehicle Washing Guidelines, available on the AAC website, dictate that:

- all operators washing large vehicles (including aircraft) be registered with Commerce Queensland
- a designated staff member must attend a training program organised by the Queensland Water Commission
- training certification must be displayed
- a registration card must be available on request.

**Please note that cars are not to be washed on the airport using potable water.**

## a 'reasonable' decision

In a recent decision by the Administrative Appeals Tribunal, Archerfield Airport Corporation was found to be "perfectly reasonable" in imposing a fee on non-tenant businesses that intend to use airport land to earn income.

The matter related to the charging of a commercial fee for a mobile business that services aircraft at Archerfield Airport. As well as finding it reasonable to require a fee to be paid, the Tribunal decision noted that the fee itself was reasonable.

Tenants contribute to the upkeep of airport facilities through the payment of outgoings. The Commercial Licence Fee ensures that all businesses that use the airport for commercial purposes (especially those in competition with existing airport tenants) also contribute to the costs of airport maintenance.

# Cirrus takes off at Archerfield

A decision by Cirrus to establish its second overseas re-assembly plant at Archerfield Airport is paying off. Cirrus Australasia is busy filling its biggest single contract to provide 24 aircraft to a Malaysian flight training school.

Since the Archerfield operations started in late 2006, some 40 aircraft have been re-assembled here. One is the highest valued Cirrus in Australia, providing its North Queensland owner with every available safety and luxury option.

According to General Manager of Cirrus Australasia, Mark Blake, there is strong domestic interest in the Cirrus SR range. While the SR20 appeals to recreational customers, the SR22 is fast capturing the imagination of progressive businesses. This high end model offers superior technology and safety features, and is being viewed more and more as a practical transport option for successful self-employed businesspeople.

"Cirrus has been the best selling aircraft for the past six years – which is pretty amazing when you consider Cirrus delivered its first SR20 in 1999," Mark says.

"Cirrus has brought a lot of change to the industry in a fairly short time. Our Airframe Parachute System set the benchmark in small aircraft safety, and we continue to be the only manufacturer to fit this as standard. In addition, our aircraft have airbags, a roll cage and specially designed seats for all occupants."

If you're in the market for the latest Cirrus model, you may be interested to know that a personal jet is on the drawing board. But with 400 orders already placed and production a year or so away, you may have to get in line.



# available airport facilities

The following airport facilities are currently available for lease. For all property matters, please contact **Claudia Birnbreier** on 07 3277 5722 or email [claudia@archerfieldairport.com.au](mailto:claudia@archerfieldairport.com.au)

site no.	type	area
203	Hangar	212m <sup>2</sup>
214 (Bay A)	Hangar	171.4m <sup>2</sup>
214 (Bay B)	Hangar	173.4m <sup>2</sup>
235 (Bay A)	Hangar	185m <sup>2</sup>
405	Office & Hangar	924m <sup>2</sup>
605	Office & Hangar	573m <sup>2</sup>
411 (Bay 1)	Corporate Office & Hangar	1037.5m <sup>2</sup>
411 (Bay 4)	Corporate Office & Hangar	614m <sup>2</sup>

For more information about Archerfield Airport's new \$3 million corporate hangars, visit [www.archerfieldairport.com.au](http://www.archerfieldairport.com.au)



pictured right

**Steve Maltby**

Director, Cirrus Australasia

Steve Maltby operates four aviation businesses at Archerfield, however his association with the airport goes back 20 years to when he first left school.

As soon as he was old enough, Steve took flying lessons at Archerfield. His passion for aircraft led him to leave his job as a graphic designer and become a commercial pilot, working happily as a flight instructor and charter pilot in Queensland.

When the industry suffered a downturn, Steve headed for Japan where he spent three-and-a-half years working for a trading company. Steve's new career involved sourcing commodities for import and export to Japan; and it was through contacts he made with Boeing that he heard about an innovative American aircraft company called Cirrus.

That was 12 years ago – and at the time, the people behind Cirrus had great ideas and impressive concepts on paper, but no manufacturing plant.

"As soon as I saw what they were developing, I knew that if they didn't go broke, they would have a best seller," Steve said. "So I got in on the ground floor and became the company's second international distributor."

As Director of Cirrus Australasia, Steve is more than happy with the way things have worked out. Cirrus has become a best seller, and it's unique in that the aircraft attracts a large proportion of first time fliers. Steve attributes this fact to Cirrus' advanced safety features (its parachute system has saved 36 people so far) and its roomy automobile-like interior, which provides comfort and builds confidence.

Steve's aviation interests at Archerfield employ about 30 people. They work at three locations for Cirrus Australasia, Cirrus Aircraft Maintenance, Air BP and Sunland Aviation flight school.

A significant increase in aircraft movements at Archerfield means a greater requirement for pilot vigilance and conformity.

Pilots should be aware that many students undergoing training are flying solo and operating in a somewhat congested circuit. It is therefore important, when flying, not to get 'tunnel vision' with cockpit tasks, but to continually scan outside the aircraft as well.

If you are instructed to follow an aircraft but subsequently lose sight of the traffic, let the tower know so we can help you reacquire the preceding aeroplane. Maybe you received directions from the tower controller but are unsure how to comply? Perhaps you're confused? Ask for clarification of the instructions. It is much better to spend time communicating than to track for a wrong runway or miss advised traffic.

Pilots should also be aware of local ERSA requirements and familiar with read-back requirements. Time spent on the ground reviewing the ERSA can help you operate your aircraft in a professional manner. Aviation is a most enjoyable hobby or career, but unforgiving of mistakes or recklessness. The tower staff are here to help you stay safe and to assist you to operate your aircraft efficiently in all levels of traffic.

George Lane  
Tower Manager

**tower talk**

## in brief

- It's almost the end of the financial year – which means that **swipe cards** issued with an Authority to Drive Airside (ADA) in 2006/07 will not be valid after the end of June. If you have not yet renewed your ADA, please contact AAC.
- Please note that the **annual landing charge** increase takes effect from July 1, 2008.
- Every aviation industry participant has a **duty of care** when it comes to airport safety and security. Please remember to securely close all gates after use. There are legal consequences for deliberately leaving gates unlocked.

## feedback

We are interested in your feedback on our newsletter.  
Please forward any comments to [aac@archerfieldairport.com.au](mailto:aac@archerfieldairport.com.au)

[www.archerfieldairport.com.au](http://www.archerfieldairport.com.au)

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