

Fly Neighbourly

Archerfield Airport has introduced Fly Neighbourly, a voluntary code of conduct for aircraft operators.

The program aims to reduce noise impacts on local residents, hospitals and schools and areas sensitive to aircraft noise, and promote 'good neighbour' relations between the airport and surrounding community. In the coming weeks, aircraft operators will receive information by way of brochures, the website and ERSAs promoting the initiative and advising practical ways to reduce noise, both on the ground and in the air. Fly Neighbourly will form part of the airport's Conditions of Use.

Fly Neighbourly was developed by Archerfield Airport Corporation (AAC) in partnership with airport pilots, flying schools and community representatives including local resident Robert Dalziel. General Manager, Heather Mattes,

is encouraging all aircraft and airport operators to come onboard and adopt the program and work with the local community to reduce the impact of aircraft noise. While Archerfield Airport is mainly surrounded by industrial areas, there are numerous residential areas which are on higher ground than the airport and are therefore closer to the "noise".

"Fly Neighbourly is about considering our neighbours and reducing noise wherever possible and safe," Heather said. "While noise will always be associated with airports, there are simple things that pilots and airport operators can do to reduce noise levels as part of situational awareness in aircraft operations... like avoid flying low over residential areas, reduce lengthy engine run-ups before take-off and closely follow training circuits."

"We also hope that by identifying key noise-sensitive areas close to the airport, there will be greater awareness by pilots of where and how they fly over houses and businesses."



Emergency exercise

The airport's emergency procedures were put to a critical test in September by a field exercise involving airport staff, Queensland Police, Queensland Ambulance, QGAir, and Fire and Emergency Services personnel.

In the mock exercise, an aircraft carrying an aero-medical team and their patients 'crashed' on landing. There was one fatality, with injured passengers treated at a triage station near the crash site before being transported by ambulance to hospital.

Airport General Manager, Heather Mattes, said the exercise was a valuable opportunity for airport and emergency services personnel to work together to improve response procedures in the event of a genuine plane crash. She said a debriefing identified ways to improve coordination and communication; and lessons learned would be used to finetune the airport's emergency plan.

Paramedic students learned first-hand what it's like to require, rather than give, urgent medical care. Laura Edwards, Danica Kimmins and Abigail Herlt were among the 'casualties' for the exercise.



Airport Safety Week

Archerfield Airport joined over 80 airports across Australia and New Zealand in late October to support Airport Safety Week 2015.

The week promotes airport safety awareness to airport staff, contractors, tenants, community members and other stakeholders – and this year the focus was on

airside and runway safety, fatigue management, noise reduction, and drug and alcohol management.

Archerfield Airport activities included a runway safety walk, and strategies to effectively reduce airside vehicle speeds and human factors such as managing fatigue at work.



A MESSAGE FROM THE GENERAL MANAGER

We had a wonderful Brisbane Open House in October and leading up to that the upgrade and refurbishment of the terminal. Thank you to all those who helped out including the great work by AAC staff, aircraft owners, Careflight,

QGAir, Airline Academy, Basair, Russell McCurdie from RQAC and the Archerfield Airport Historical Group, God's Acre Cemetery, Red Spoon Cafe and Carbridge Buses to name just a few.

Archerfield Jet Base has now commenced in Hangar 5 which has undergone some renovations to retain its former glory. I have been in my role now for nine months and we have had some exciting milestones and events; and I look forward to working with you on this great journey.

Yours sincerely,

Heather Mattes, General Manager

Runway lighting upgrade starts

The first step has been taken in a major program to upgrade airport runway lighting.

Recently-completed work involved replacing an outdated lighting system with a modern one of greater capacity and capability. For instance, the new system will allow for LED lighting and new visual navigational aids to assist pilots landing and taking off in poor visibility.

Future program stages include installing cabling to the runways and upgrading lights on taxiways and runways.

Fire safety management obligations

Queensland building owners/occupiers and business owners have a legal obligation to ensure the safety of people within their buildings in the event of a fire or hazardous material emergency.

Tenants are reminded to review their fire safety obligations to ensure compliance with the *Fire and Emergency Services Act 1990* and *Building Fire Safety Regulation 2008*.

The *Fire Safety Management Tool for Owner/Occupiers*, produced by QFES in 2012, is a helpful checklist which covers: means of escape and occupancy limits for buildings, maintenance of fire safety installations, evacuation planning, record keeping etc. This document can be found at www.fire.qld.gov.au/buildingsafety/owner-occupier.asp



Spotlight on...

Robert Dalziel Member of Archerfield Airport's Community Aviation Consultation Group (CACG)

Acacia Ridge resident, Robert Dalziel, is the newest member of Archerfield Airport CACG. He lives near the airport, is an aviation enthusiast, and joins other local residents at CACG meetings to talk directly to AAC and industry representatives about airport-related issues.

"When I was 34 years old I really wanted to learn to fly, but circumstances at that time prevented this from happening – then glaucoma in later life pushed my ambition even further out of reach.

In 2007, I happened to be in a Harvey Norman store when I saw a sample of Microsoft Flight-simulator X. I played around with it, and I was instantly hooked! As well as having my own small simulator at home, I've experienced the simulator at Royal Queensland Aero Club.

At the age of 66, I'm learning to fly at last. I discovered that I could fly an Ultra Light, so I flew a Sports 2000 aircraft under instruction for about an hour-and-a-half above the Coominya, Esk, Lake Wivenhoe and Atkinson Dam area. Up there in the sky I felt I could leave every trouble in life behind.

While I was flying that day, a Black Eagle came up close and someone said "You wouldn't get that on your simulator Robert!". How right that person was! The feeling of true flying is far more fulfilling, although using the simulator has been great training and really helped in my reaction time. I am now looking forward to getting my Ultra Light licence."

Terminal refurbishment continues

Refurbishment of Archerfield's art deco terminal building is continuing with several new projects recently completed or underway. They include:

- refurbishment of the men's rest room and minor works in the ladies' rest room
- repainting of all ground floor public areas
- waterproofing of the roof and external balconies and decks
- external repainting of the terminal
- installation of automatic lights in the passenger lounge (for energy efficiency and to aid visiting pilots at night)
- installation of double-glazed windows to top floor offices (for energy efficiency and improved acoustics)
- removal of foyer tiles and polishing original foyer concrete flooring and
- installation of historical airport memorabilia.



New CACG Chair

Community consultation specialist, Jan Taylor (pictured), has been appointed the new Chair of Archerfield Airport Community Aviation Consultation Group (CACG). Jan takes up the position following the retirement of former Chair Ray Perry. Jan is Principal of JTA Australia, which she established in 1992 after serving as

Queensland's Director of Fair Trading and Commissioner for Consumer Affairs. AAC thanks Ray for his vital work in strengthening the airport's community and industry links, and welcomes Jan to the CACG role.



Brisbane Open House Success

About 700 people, including some in aviation-themed attire, visited Archerfield Airport on Saturday October 10 for Brisbane Open House 2015.

This year was the first time the airport was featured in the free event which offered guided and self-guided tours of Brisbane's many examples of architectural excellence.

Visitors to Archerfield Airport inspected the distinctive art deco terminal building, God's Acre pioneer cemetery, the recently refurbished Hangar 5 (departure point for the first scheduled passenger-carrying flights from Australia to England in 1935) and the facilities of Careflight and Royal Queensland Aero Club. A great feature of the day was the airside bus tours highlighting various aircraft, buildings and airside features. There were also special displays, visual presentations and walking tours.

CAPTION: This elegantly dressed visitor looked like she had stepped out of an episode of *Miss Fisher's Murder Mysteries* TV series.

Tree to go

A sick poinciana tree near the Red Spoon Café is to be removed following professional advice. Unfortunately the tree has not recovered from a lightning strike last year.

Do you have a DAMP?

The airport has a Drug and Alcohol Management Plan (DAMP) in place. Do you have one for your airport operations?

Airside operators are responsible for addressing drug and alcohol management in their workplaces. A DAMP is used to minimise the risk of accidents, incidents or injury caused by people consuming alcohol and other drugs.

Random testing for alcohol and drugs in aviation started Australia-wide in 2009. The policy is zero tolerance. It's worth noting that some over-the-counter or prescribed medications may be detected in a CASA-authorized random drug test (such as codeine used in panadeine, panadeine forte and nurofen plus), so check the label of prescribed medication or ask a doctor.

Get ready! Be prepared.

Airport operators are urged to get ready for predicted extreme weather during the summer ahead.

The Bureau of Meteorology has warned of possible cyclones, fires, floods and severe thunderstorms. Last summer airport buildings suffered extensive damage from a severe hailstorm. Tenants should ensure premises are storm-ready while aircraft owners should securely tie down planes that are not hangared.

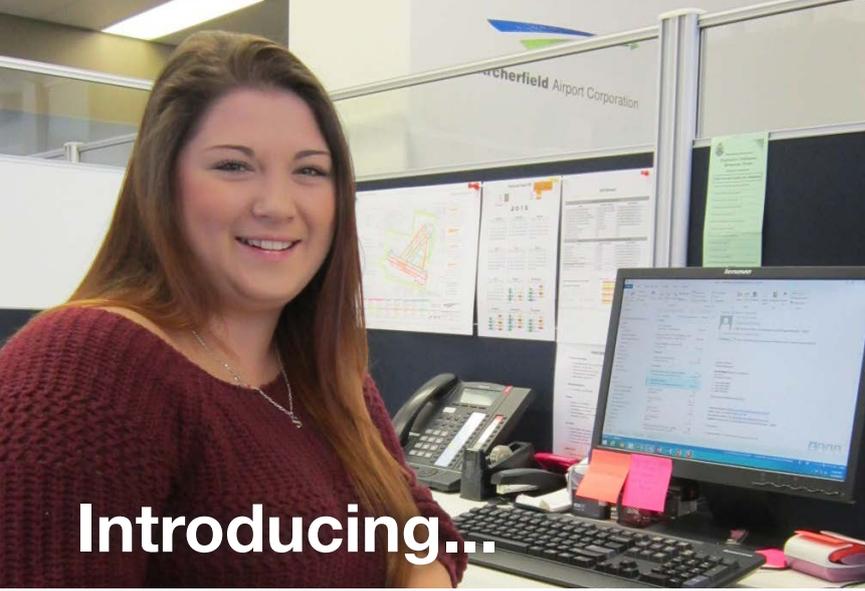
Governor opens Hangar 1



The Governor of Queensland, His Excellency the Honourable Paul de Jersey AC, visited Archerfield Airport in September to officially open Hangar 1 at Royal Queensland Aero Club.

As Club Patron, the Governor (pictured) addressed RQAC members, staff, guests and students of the Airline Academy of Australia before unveiling a bronze plaque.

The refurbished building is part of a major project to renovate RQAC's premises. Initially, the project was to repair storm damage, however the opportunity to combine restoration with a capital works program was too good an opportunity to miss. New classrooms, flight briefing areas, recreation areas and an Integrated Operations Centre are already in use in Hangar 1, and work is underway in administration areas of Building 210.



Introducing...

Siobhan Somers AAC Receptionist

Siobhan Somers (pictured) is the newest member of staff at AAC.

Siobhan joined the team earlier this year as Receptionist and general administrative assistant. She is the first point of contact for most enquiries to AAC, and her broad and varied role extends to supporting the management team in many facets of airport operations.

"I love the work here. I learn something new from the team every day," says Siobhan, who previously worked as receptionist for Greenbank RSL, Queensland's largest RSL club. "It's great to be part of an airport community, and to be involved in really interesting things like the recent emergency exercise and liaising with members of the Community Aviation Consultation Group. Before joining AAC, I wasn't aware how closely linked the airport is with the local community."

In her leisure time, Siobhan heads for the football field. She's been a keen soccer player for the past 10 years.

UPDATE ON... Mizzie monitoring

There is good news and bad news associated with a joint council-state government mosquito monitoring program at the airport.

While both monitoring sites found no sign of dengue mosquito (which can spread dengue fever), they recorded an increase in mosquito egg numbers. This means there are water-bearing containers nearby.

Water-bearing containers are mizzie breeding places and allow dengue mosquitoes to establish if they or their eggs are introduced to the airport in aircraft or freight. With the warmer weather, airport tenants are asked to check premises weekly and remove water-bearing containers.

AAC office Christmas closure

With the holiday season quickly approaching, please note that the AAC office will close at midday on Christmas Eve and reopen on Monday January 4th 2016. Merry Christmas and safe landings!

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.

Hangar 667 – Located on a 2,500 sq.m. site on Lores Bonney Dve, this 997 sq.m. freestanding metal clad warehouse has easy access to main arterial roads. Features: 82m of office space, a clearspan height of 5.5m, three phase power and a security fenced yard.

Site 659 – There are three buildings on this 2,400 sq.m. site: Building 1 – Concrete floor, steel frame with sliding door access to side, hinge door to road frontage. Building 2 – Small demountable in fair condition used as office, with vinyl flooring and toilet. Building 3 – Concrete floor, steel frame with sliding door access to side, hinge door to road frontage and rear of shed, three phase power installed. The yard is fenced and comprises part concrete and part earth hardstand area.

Hangar 002 – The area of approx. 1,364 sq.m. on Qantas Ave includes 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).

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.

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 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. 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.

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

Australian Women Pilots' Association

In 1933, Archerfield Airport was the departure point for an historic 20,000km solo flight to England by Lores Bonney – the first woman to achieve this feat. In the years since, the airport has been the training ground and workplace for a multitude of female pilots, many of them members of the Australian Women Pilots' Association (AWPA).

This year marks the 65th anniversary of the AWPA, whose founding president, the late Nancy-Bird Walton, had strong links to aviation in Queensland.

A gathering of women pilots in 1949 to discuss their wartime work was the catalyst for the creation the following year of the AWPA. The meeting was called by Nancy-Bird Walton who, in 1933 at just 17, was the youngest Australian woman to gain a pilot's licence.

At a time when female pilots were far from the norm, the group was keen to stay in touch and support each other in continuing their careers. Thirty-five women attended the inaugural AWPA meeting, with the minutes dutifully recorded on a paper serviette. Nancy was elected founding president.

The group included Pat Toole of Brisbane and Senja Robey of Sydney – both special guests at an anniversary celebration dinner in Brisbane recently. The function was also attended by Archerfield Airport General Manager, Heather Mattes, AWPA past President (2002 to 2005), pictured above with Pat Toole.

In 65 years, AWPA membership has grown to some 500. Members include recreational, commercial and military pilots from across Australia; ages range from 16 to 90; and the aircraft they fly covers the full spectrum of rotary, fixed wing and hot air balloons.

STRONG FOUNDATIONS

The enthusiasm and commitment of the early members laid strong foundations for the association's growth. Under Nancy's leadership, the AWPA quickly set about achieving its aims, which

were to encourage women to gain pilot licences of all types and to assist them with training and career opportunities.

Nancy's personal achievements also helped to promote flying to Australian women. An early student of aviator Sir Charles Kingsford-Smith, Nancy won the Ladies Trophy in the 1936 South Australian Centenary Air Race from Brisbane to Adelaide. She later launched a Queensland charter service. Nancy's work as pilot to the Far West Children's Health Scheme saw her appointed an Officer of the Order of the British Empire in 1966; then later in 1990 as an Officer of the Order of Australia for her services to aviation.

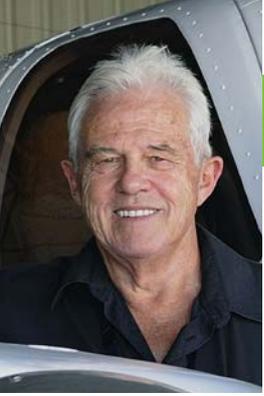
Today, the AWPA operates with a national committee plus state and regional groups that actively organise meetings, seminars, fly-ins and social events. And according to AWPA Queensland President, Deb Evans, the commitment to training and educating women pilots is stronger than ever.

She said the AWPA offered more than 20 awards and scholarships thanks to industry and government sponsorships. The Lady Casey Scholarship was named after the association's first Patron Lady Maie Casey, wife of the Governor-General at the time. It provides up to \$5,000 to assist a member to gain an Instructor Rating or a Command Instrument Rating.



'Go Archerfield' team wins wooden spoon

The 'Go Archerfield' team of Bill Mattes (General Manager, QGAir), Heather Mattes (General Manager, Archerfield Airport), Jason Hazell (General Manager, AIR360) and consultant John Buckby represented Archerfield Airport at the recent annual Careflight Rescue Charity Golf Day hosted by Aviation Insurance. Despite poor weather conditions, the team put in a great effort to win the coveted Wooden Spoon Award. This enjoyable event at St Lucia Golf Course involved 18 enthusiastic golf teams and raised more than \$5,000 for Careflight Rescue.



A half-century connection

A recent work-related visit to Archerfield Airport by Chartered Loss Adjuster, Murray Rowley, has kept alive a half-century connection with the airport.

Murray (pictured) learned to fly with the RQAC in 1964 after deciding that his job as a loss adjuster would be much easier if he could travel the state by light plane instead of a car. The decision took Murray, a self-confessed “aviation tragic”, on a life journey largely centred on the fun of flying.



Crowds on top of the terminal watch former Lord Mayor Sallyanne Atkinson flag away a competitor in the CSR Hinkler Air Race.

Murray was a boy in Cairns during the war, where his father was a padre with the RAAF. He was fascinated by planes and a committed builder of model aircraft (“they took three months to build and a few seconds to crash”). Although Murray joined the RAAF for national service training, the closest he came to an aircraft was to wash a Lincoln Bomber.

After gaining his pilot’s licence, Murray joined the Brisbane Flying Group at Archerfield Airport. It was at Archerfield that Murray had his first ‘taste’ of air racing, competing and winning in a RQAC aircraft in one of the world’s first night air races staged as part of the annual Warana spring festival in 1970.

In the early 1970s, Murray and a friend bought their first plane, a Beechcraft Debonair. By the early 80s, Murray had converted to a twin engine Piper Seneca, upgrading two years later to the Beechcraft Baron that is now on the Gold Coast.

In 1983, he flew his plane all over Queensland to win the Most Enterprising category of the Mall to Mall Air Race from Townsville to Archerfield. In 1988, Murray and co-pilot Tony Lavan flew out of Archerfield as competitors in the CSR Hinkler Bicentennial Air Race, winning the twin engine category.

The most significant event for Murray was the 2001 London to Sydney Air Race, in which the Baron finished ninth in a field of 35 planes and one helicopter.

“I talked Tony into taking five weeks off work and being my co-pilot again,” Murray explains. “It was six months before 9/11, so it turned out to be the last race of its type to fly through the Middle East. We had severe weather in the northern hemisphere, but once we entered Australian airspace we had blue skies. Up till then, I hadn’t appreciated what great flying conditions we have here. Because we had to fly below 10,000 feet, it was an amazing trip – like being on a magic carpet ride across the world.”

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tower talk

The approaching summer months herald the onset of storm season. No area is probably more exposed to the potential for expensive damage than a large general aviation airfield, with typically over 100 aircraft parked outside in the elements.

Controllers are very conscious of approaching severe weather and its impact on flying conditions. Storms can cause rapid wind changes in speed and direction, and this may require a short-term runway change as nearby showers create localised wind effects different from the prevailing flow.

There are often late arrivals to be processed as the activity nears the airfield. Pilots should be conscious of not only wind effects but the possibility of heavy turbulence, damaging hail, and the immediate reduction in windscreen visibility when flying through a shower. Controllers will try and pick the best track to the airfield to help you avoid observed activity.

Once on the ground, be cautious when taxiing in strong winds. Excess taxi speed must be avoided, and control inputs added to minimise a wing lifting. I have seen a Cessna wing tip scrape the ground while taxiing too fast in high winds and turned at the same time. Once parked in an open area, tie down the aircraft even if only for a short time. Damage to an unsecured aircraft is traumatic enough, but there is high potential for it to be blown into other aircraft.

Storm cells often pass through an airport quite quickly. Plan to have sufficient fuel to safely hold for up to 60 minutes before attempting a landing or diverting to an alternative airfield.

Happy flying and have a safe summer.

George Lane
Tower Manager, Archerfield

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