

Spring 2010

newsletter



Archerfield

Brisbane's Metropolitan Airport

A message from the General Manager

Spring is here. It is always a source of amazement to me how quickly time goes by. Although I acknowledge it is a sign of aging, it is also a sign of the level of activity one is engaged in. That is certainly the case here at Archerfield. On the property front, there is an increased level of activity. Inquiries are increasing for hangars and we have seen a number of facilities change tenants. There are also some tenants who have been hit hard by the GFC and have not been able to maintain their tenancies.

Although movements are relatively steady, we have seen a marked increase in the number of helicopter movements. V2 Helicopters have certainly started their association with the airport at a quick pace. Great to see their new business is doing well. Helicopters Australia has also made their presence felt although their fire fighting duties might not be necessary if this rainy weather continues. At least the weather does wonders for the aesthetics of the airport.

Funding has been identified to undertake a number of projects. The first is to develop drainage along Taxiway Hotel. It is anticipated that the new drainage will significantly improve life for tenants to the northern part of Qantas Avenue. Another significant project to be undertaken in the near future is linemarking and MAG signs.

The Archerfield Airport Master Plan is still in development. All of the technical studies have been completed and the ANEF endorsed by Airservices Australia. A briefing session will be held once the MP has been received from the contractor.

Although the general atmosphere at Archerfield appears to be quite good, there are still some tenants with some concerns or issues. I know some members want to address those issues in an open forum where they can grandstand and get on their soap box. I will happily accommodate them if that is the way they wish to operate. However, if they are serious about bringing about change, a more constructive way of achieving that is to work with AAC. I would encourage anyone who has the interest of Archerfield at heart to make an appointment with me to discuss issues openly and frankly. We can then develop realistic options that will address the concerns.

With apologies to Julia Gillard, I want to move forward and not live in the past. My focus is to improve the utility of Archerfield for all existing users and the community at large, noting that everything comes at a cost. There are some exciting projects in the pipeline that will complement Archerfield's rejuvenation.

In conclusion, let me thank all those I have met over my short time at Archerfield and the welcome and goodwill you have shown me. I look forward to our continued productive and mutually beneficial relationship. Ring me to meet up for a coffee anytime.

Corrie Metz, General Manager

noise control obligations

Noise at work is a major cause of deafness in Queensland, so it's important that all airport business operators observe regulations and understand their obligations when it comes to managing noise.

Noise-related responsibilities are set out under the Workplace Health and Safety Act 1995 and the Noise Code of Practice (Department of Employment and Industrial Relations). All airport businesses must ensure their workplaces are healthy and safe for employees, contractors, visitors and neighbours.

Managing workplace noise is not only necessary for health – it makes good business sense. Temporary or permanent hearing impairment contributes to staff turnover levels, increased absenteeism and reduced productivity.



master plan update

Archerfield Airport's Master Plan continues to take shape, although it is behind schedule.

All technical studies have been completed, meetings have been held with airport tenants and representatives from all levels of government, and the ANEF (Australian Noise Exposure Forecast) has been endorsed by Airservices Australia.

All the information gathered during this extensive planning process is being used to compile a plan that will be available for broad public and stakeholder consultation as soon as possible.

airport environment strategy

The recently approved Airport Environment Strategy (AES) is now available on AAC's website.

This five-year plan defines a framework for managing the airport's environment, focusing on key issues such as surface water management, ground water protection, noise control, heritage conservation, hazardous goods management, and the efficient use of water and energy.

To view the strategy, visit www.archerfieldairport.com.au and follow the links under 'Environment'.

building activities

There is a flurry of building activity around the airport at the moment, but don't forget that all necessary construction approvals must be secured before any building work starts.

This is a requirement under the Airports Act. So too is the need to notify both the Government Airport Building Controller (ABC) and AAC.

To check out currently approved airport building activities, visit www.archerfieldairport.com.au and follow the links under 'Building Rules and Regulations'.

The following steps are a starting point for managing noise exposure at work:

Step 1: Carry out a noise assessment.

This can be simple or complex, depending on the type of workplace, the number of people working there, and information already known about noise exposure levels. A noise hazard identification checklist is available as an appendix in the Code of Practice (www.deir.qld.gov.au/workplace/resources/pdfs/noise_code2004.pdf). Use it as a preliminary assessment to see if a more detailed one is required.

Step 2: Develop a noise control policy and hearing conservation program.

A noise control policy sets goals for noise exposure levels, and the program details ways to achieve those goals. For instance, you may purchase quieter plant and equipment, come to agreement with contractors over noise levels, or put noise controls in place for temporary work situations.

Step 3: Provide workers with information about noise, the control measures in place at their workplace, and the risks from noise exposure.

It is important that all staff know the risks of noise exposure and adopt control measures such as wearing personal protective equipment and undertaking work practices that generate the least noise possible.

For more information about managing noise in your workplace, visit www.deir.qld.gov.au/workplace/subjects/noise/law/index.htm#specific



Jeff Holland profile

**General Manager
Aircraft Radio Pty Ltd**

Aircraft electrician, Jeff Holland (pictured), established his avionics business in the distinctive dark blue building in Qantas Avenue more than a decade ago, but his association with the airport goes back to 1987.

At that time Jeff joined AWA, the company which occupied the building. It was his first experience in general aviation after nine years in the RAAF working on military aircraft including F111s and Chinooks.

A few years later, Jeff left Archerfield to pursue opportunities working for the short-lived Compass Airlines, Australia's first low-cost carrier. After the failure of Compass, he took a break from the aviation industry to manage a wrecking yard at Capalaba; but soon Jeff's long-held interest in high tech electronics (plus a job offer) led him back to Archerfield and the blue building.

By the time Jeff set up his own company there five years later, the sign on the doors had changed four times since Jeff first walked through them in 1987.

Today, Aircraft Radio Pty Ltd is a fully approved aircraft electrical, instrument and radio workshop with expertise that goes well beyond aviation. A team of six engineers with more than 100 years combined experience in aviation technology also services the communication and navigational needs of land and marine operators.

Aircraft Radio Pty Ltd is a Member of the Aircraft Electronics Association and the only Garmin distributor at Archerfield Airport. Garmin's innovative products, such as synthetic vision technology, represent cutting edge aviation navigational systems.

Jeff's team can install and repair all types of avionics equipment in small to medium freight and commuter aircraft, specialising in turbine and piston aircraft and helicopters, and providing approved data (CAR 35 and CAR 36) for aircraft modifications.

It's not surprising, given this specialist field of aviation, that Jeff is a pilot.

a good corporate citizen

BAE Systems is consolidating its Queensland operations and relocating capability from Archerfield to a sister site in Townsville later in the year. However before leaving, the company has agreed to make reparations and contribute towards the cost of rectifying damage caused by its operations to tarmac and airport road surfaces.

BAE Systems has operated at the airport for about a decade (previously as Hunter Aerospace), maintaining and servicing the Army's fleet of Iroquois and Black Hawk helicopters. A global business, BAE Systems prides itself on being a responsible company with exceptionally high standards across its operations.

AAC thanks BAE Systems for its cooperation, and wishes the company well for the future.

stay secure

The strategic importance of Archerfield Airport was recognised several years ago with Federal funding (from the government's anti-terrorism activities) for a comprehensive airport-wide security program. The installation of closed circuit television, improved lighting and strict airside access control systems were all required under the Aviation Transport Security Act 2004.

Airport tenants also have security responsibilities under this Act. For instance, you are legally responsible if a visitor or staff member goes airside via your premises without correct clearance.

Make sure you are meeting your legal obligations by reading the Act at www.comlaw.gov.au.



historical moment

Archerfield Airport has a long and interesting history, as demonstrated by the story behind these historic photographs sent to AAC recently by the daughter of the late Frank Higginson, Mrs Helen-Mary Blake.

Frank (pictured) operated F.C.Higginson & Co at Archerfield before World War 2, flying the 'milk run' delivering daily newspapers as far north as Rockhampton. He also ran a regular flying taxi service to Toowoomba and was on standby for police work. Once he flew out west to collect the body of a stockman who had fallen from his horse and tragically, was caught in a tree.

The only crash Frank ever experienced was while taking off from Crow's Nest showgrounds with a honeymoon couple aboard. Nobody was seriously injured, but Frank wore a moustache after that to cover a nasty scar on his upper lip.

From late 1934, Frank worked in New Guinea as a pilot for Pacific Aerial Transport Co, flying between Salamoa and Wau. By the time war was declared, Frank had three aircraft – one he built himself. He married Connie McGovern from Toowoomba (whom he taught to fly); and the couple spent their honeymoon touring the east coast of Australia selling joy flights at country towns. At one stopover, Frank won a cocker spaniel pup in a duck shoot, so the dog accompanied them for the rest of the trip.

The company's reliable Cessna 210, which is hangared at Archerfield Airport, is regularly used by Jeff or his Workshop Manager, Kevin Windle, to visit clients in regional Queensland. However when it comes to recreation, Jeff prefers to spend his leisure time strapped in a high powered race car rather than in the cockpit of a light plane.

Jeff's impressive V8 dirt modified car (pictured) has four to five times the power of a street V8. This race car has just completed its first competitive season at Archerfield Speedway, with Jeff finishing consistently in the top five.



in brief

- Much needed drainage works are now underway on the tarmac area in front of the terminal building. These works will address flooding problems experienced by tenants at the northern end of the airport.
- If you have an airport property or hangar you wish to lease or sell, you can advertise on the AAC website for a nominal fee. Call Claudia Birnbreier on 3275 8000 to discuss.
- **Tenant reminders:** Please remember to operate only within your leased area. Also as the weather warms up, it's important to be water conscious, so please do not wash vehicles on the airport using potable water.
- Quite a few local and State politicians were spotted at Archerfield Airport in July. The reason? Local Member for Sunnybank, Judy Spence, met our new General Manager Corrie Metz and toured the airport. A few days later, the Lord Mayor Campbell Newman took up an invitation to host Brisbane City Council's Civic Cabinet meeting in the AAC Board Room in the terminal building. The councillors also inspected the airport's Water Management Plan and toured the airport.



Frank served in the RAAF and was one of their few A1 flying instructors. Although frustrated at remaining in Australia during the war (he was licensed to fly nine different types of aircraft, from Moths to Bombers), Frank did have contact with the enemy when the Japanese ventured into Sydney Harbour in 1942. The following year, he was appointed Commanding Officer of the Airforce base at Geraldton in WA.



After the war and a lengthy break from aviation, Frank established an insurance loss assessing business in 1953 where he specialised in assessing damaged aircraft. He and Connie spent much of their later years travelling until Frank passed away in 1974.

for lease

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

Hangar/Office 006 - An ideal maintenance facility, this hangar is approx. 2,400sq.m. on a 2,737sq.m. site area. Airside hangar doors are capable of accommodating aircraft with a tail height up to 10m. The facility includes a separate lunch room, sheet metal workshop area, storage rooms and offices.

Hangar/Internal Office 657 - This 480sq.m. hangar has an internal office, 270sq.m. site landside access fronting Rockwell Drive, three phase power and amenities.

Stand-alone Office 115 - This 145sq.m. lowset brick building available for lease as office space has the layout of a two bedroom house. It is air-conditioned with power, water and sewer connected. There is a kitchenette and bathroom/toilet.

Office Building 020 - This 292sq.m. stand-alone office building was recently refurbished and is centrally located near the main entrance of the airport. It includes all amenities, five offices, reception, board room, storage room and brand new environmentally friendly air-conditioning.

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

Pilots will be aware that they are talking a lot more on the Ground frequency since early June this year, when the Archerfield Control Zone changed to a Class D from the previous GAAP operation. There is now a requirement for a taxi clearance which normally gives a pilot approval to proceed to the holding point of the respective parallel runway via the run-up bay, or back to the apron after landing.

When receiving a taxi clearance, you should read AIP to be aware of your read back requirements. You should also keep your eyes outside the cockpit because you will not be advised about obvious traffic.

Also, taxi speeds should be limited. This enables other traffic to see and avoid you in time, reducing the risk of collision on the ground. Any aircraft departing to the west should expect a duty runway that suits their departure track. For instance: if you are departing on a track south of centreline of the sealed runways, then runway 10 Right or 28 Left would be the preferred runway for takeoff unless you have special permission to depart from a different runway. This selection will help pilots from unintentionally drifting into the other parallel circuit on departure without a clearance to do so from the tower.

When requesting a taxi clearance for a western departure, advice of the initial departure track (or first tracking point e.g Lake Manchester) with the request for taxi clearance will assist the controller in allocating the correct runway.

Happy and safe flying.

George Lane
Tower Manager

tower talk

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

www.archerfieldairport.com.au

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