



## A message from the General Manager

Spring at Archerfield seems to be a time when new businesses and new ventures start to blossom. Although the resources sector has slowed down to some degree, we are seeing an increase in certain FIFO (fly-in-fly-out) traffic. We are fortunate to welcome a number of new tenants who now call Archerfield home.

In the last newsletter, I advised that Archerfield is now a certified airport and therefore able to take RPT (regular public transport) or frequent charter operations with more than 30 passengers. AAC is currently in serious discussions with two RPT operators who envisage operating niche services from Archerfield with aircraft with a capacity of between 18 and 35 seats. Should either (or both) of these ventures progress beyond discussions and the operators provide a firm commitment to such an operation, AAC and the operator will jointly be required to conduct public consultation before services can commence. It is an exciting prospect and a further indication of how Archerfield is starting to blossom.

AAC is very pleased to welcome CareFlight to Archerfield. CareFlight is currently occupying Hangar 110 primarily for the heavy maintenance of their helicopter fleet. They are already experiencing some space issues and are considering the lease of a larger facility. CareFlight complements the excellent work that Emergency Management Queensland does in the region and is a very welcome addition to Archerfield.

*Corrie Metz, General Manager*



## Emergency exercise planned

A multi-agency emergency exercise will be staged at Archerfield Airport on Wednesday November 27. AAC, Queensland Police, Ambulance, Fire and Rescue and other response personnel will be involved in a simulated light aircraft crash, complete with 'actors' requiring emergency treatment.

The last full-field exercise at Archerfield was conducted two years ago, with a desktop exercise carried out last year to ensure the continual fine-tuning of the airport's emergency plan. These exercises provide valuable training to improve the way the agencies communicate and co-ordinate their specialised activities in the event of a crash.



## CareFlight calls Archerfield home

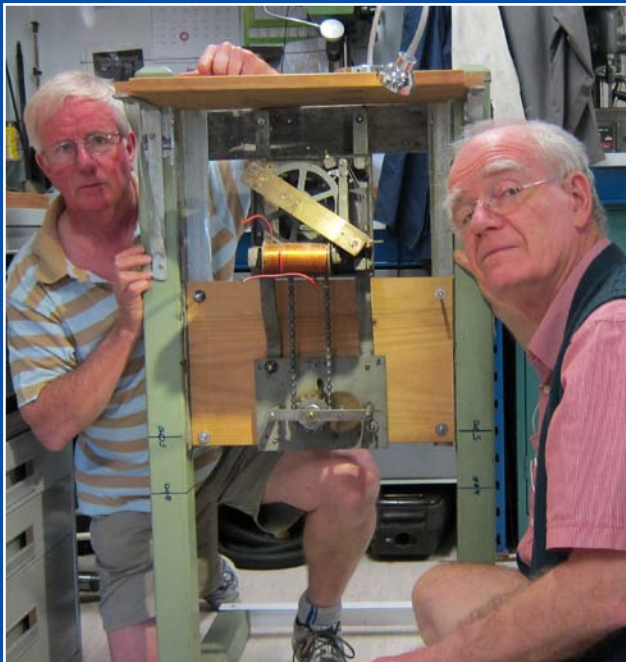
**Archerfield Airport is now the centre for modification and heavy maintenance operations for CareFlight Group Queensland and its vital air rescue services.**

CareFlight operates a fleet of 11 rescue helicopters and two air ambulance Learjets. The not-for-profit group recently merged with Sunshine Coast Helicopter Service, and now covers a region that stretches across a massive 3.7 million square kilometres. Some 400 staff work at 14 locations throughout Queensland, including seven CareFlight air-medical bases.

Before the merger, all heavy maintenance work on the fleet was carried out at the Billunga Base on the southern Gold Coast. However Hangar 110 at Archerfield was chosen as the new venue because of its central location, additional work area and capabilities, and improved access to suppliers and aviation specialists in Brisbane.

According to Peter Johnson, CareFlight's Executive Manager, Engineering, the Archerfield site will be developed into a hub base from which to support the fleet in outlying bases. He said skilled engineers with the appropriate parts would be deployed to any of the bases needing assistance, using a dedicated fixed wing support aircraft.

Heavy maintenance includes scheduled short-term work through to five-year, 3,000 hour maintenance on the Bell 412 helicopters – a task that can take at least two months. Eight engineers are currently working at Archerfield on two of the fleet's community helicopters.



## Perfect timing

**Archerfield Airport's passenger terminal clock, installed within the airside façade of the art deco building in 1942, will soon be keeping time once again.**

It has been some years since the clock worked, however a major repair and restoration project should see the clock mechanism reinstalled by the end of the year.

The heritage conservation project is being co-ordinated by Steve Lucey for AAC – and has proved something of a technical challenge for Tony Roberts and Norman Heckenberg (pictured with the exterior dial slave mechanism).

A retired Army Officer, Tony (left) is an horologist; Norman is an Emeritus Professor of Physics and Director of the University of Queensland's Physics Museum. Both have been conserving and restoring electromechanical clocks for the past 25 years and share an interest in Brisbane-made Synchronome systems. The one in the terminal consists of a master clock wired to a number of dials, including the highly visible airside clock.

While the conservation and restoration of the master clock and slaves was time-consuming but straight forward, the mechanism driving the external dial presented a number of issues. After being dismantled, cleaned and reassembled, it refused to co-operate.

Tony and Norman believe that a special relay system was installed at one time, however there is little of this still in existence, and no records. As a result, several electrical circuits are being trialled to ensure that when everything is reinstalled later this year, the entire clock system will have a trouble-free life – at least for another 70 years!

The reinstatement of the airside clock will complement additional refurbishment works to be carried out on the building to preserve it for the future and to reflect the 'glamour' days of flying, when Archerfield was Brisbane's major airport.

## Safety Update

In the interests of safety for all on-airport operators, only registered and authorised people and vehicles are permitted airside.

In line with our recently introduced Safety Management System (which identifies on-airport risks) regular compliance checks will be made of airside driving rules and regulations. AAC appreciates your assistance and co-operation while our staff and security agents carry out this task.



## Taking a 'back seat'

**After more than 20 years operating Rapair Maintenance at Archerfield Airport, Ron and Carol Rappensberg (pictured) are about to take life a little easier.**

While both will continue to be involved in the family-owned business on a part-time basis, their new 'back seat' roles will give them more time to enjoy their leisure interests. Carol is a keen gardener, and Ron's passion for aviation remains as strong as ever. Meanwhile Ron and Carol's children (and now Directors of Rapair), Neil Rappensberg, Michelle Stiglbauer and Cherie Perkins, will continue the company's reputation for providing high quality aircraft maintenance to clients across Queensland and northern NSW.

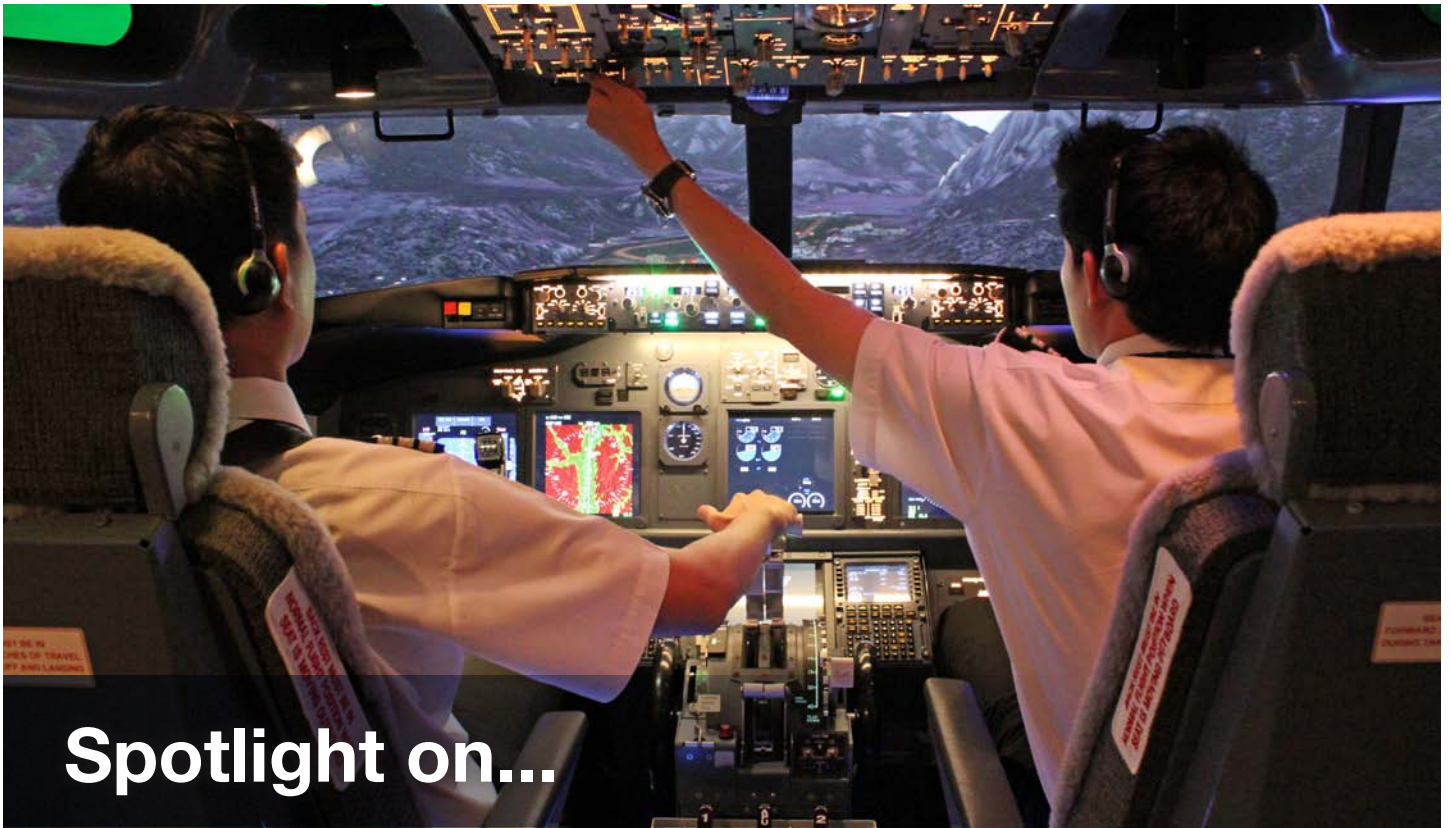
## Be environmentally responsible

All airport tenants have a legal obligation to maintain their premises in an environmentally responsible way, so please ensure all workplace practices comply with your environmental management plan and AAC's Airport Environment Strategy.

### Remember...

- Conserve and recycle water wherever possible.
- Wash aircraft at the dedicated aircraft wash down bay.
- Correctly dispose of all regulated waste (e.g. oils, paints, fuels and contaminated containers) as per Queensland legislation.
- Correctly store and handle hazardous chemicals as per Queensland legislation and various Australian standards.
- Recycle wherever possible.
- Ensure that ground-based noise is controlled and does not adversely impact staff, contractors and neighbouring businesses.
- Keep dust to a minimum by ensuring that all control measures are properly monitored and maintained.

If you need help to meet your legal environmental management responsibilities, please visit the AAC website ([www.archerfieldairport.com.au](http://www.archerfieldairport.com.au)) and follow the links under 'Environment' for a summary of tenant responsibilities.



## Spotlight on...

### State-of-the-art simulator at Archerfield

**The Airline Academy of Australia (AAA) at Archerfield Airport has taken pilot training to a whole new level in Queensland with the launch of a High Performance Training Division and the purchase of a state-of-the-art simulator based on the Boeing 737-800 commercial jet.**

Also new is the introduction of general public leisure flights in the simulator. This initiative is a joint venture with Flight Experience, an international flight simulation entertainment company.

The centrepiece of AAA's multi-million investment in high performance training is the fixed-base simulator (pictured) which genuinely simulates what is involved in flying a large passenger aircraft. Its fully enclosed, built-to-scale cockpit accurately represents the extensive avionics, computerised systems and controls of the largest selling commercial jet in history. Every dial, button, switch and light in the cockpit functions exactly as it would in a real aircraft.

The CASA-certified simulator also features photo-realistic 180 degree external visuals, a database of 24,000 airports in which to 'land' or 'take off', and countless flight tracks across the world. All 'flying' in the simulator is under the direction of AAA's specialist team of instructors and conducted to the highest safety standards.

Established by the Royal Queensland Aero Club, AAA is a recognised leader in pilot training and the only flight school in Queensland to offer such a high level of simulator training. In addition to the 737-800 device, the Academy operates two full motion RedBird light aircraft simulators, purchased from the United States about 18 months ago. These RedBirds were the first in Australia to receive CASA certification.

"We train pilots from zero hours, right through to their Commercial licence plus Multi Engine Command

Instrument Rating," explains Allan Brooks, the CEO of AAA. "In speaking with major airlines, the feedback that we are now receiving is that trainees coming through with lower flight hours need a higher degree of complexity in their training.

"The 737-800 simulator helps provide this ability to work in a modern jet environment, whilst 'bridging that gap' between general aviation and jet operations. The device is also very useful in honing the skills of those already flying in a multi crew environment.

"By continually investing in the latest training methods and technologies, we are producing the very best pilots," Allan said. "We also believe that a professional pilot never stops learning – so these types of opportunities ensure pilots stay at the forefront of their professional development."

AAA's High Performance Division offers courses in three broad categories: Professional Programs (including jet orientation courses and multi crew competencies), Career Preparation Programs, and Generic Jet Training Programs. All programs are supported by a range of ground school courses such as Advanced Leadership, Cold Weather Operations, Dangerous Goods, High Altitude Training, Low Visibility, and Safety Management Systems.

\*The Airline Academy will hold a special Happy Hour for tenants and nearby residents of Archerfield Airport at 4pm on Friday, October 25th. The doors of the simulators will be open for AAA's airport neighbours to have a look at what is developing in pilot training.

## For lease

The following premises are now available for long-term leasing...

### HANGAR 657

This 750 sq.m. site in Rockwell Drive is ideal for hangarage/own maintenance on aircraft or a small manufacturing business requiring airside access.

**Features:**

- Approx 29m x 16m hangar / office / storage area / shower / toilet / kitchenette
- 11m depth approx, three phase power, high bay lights, steel frame, metal clad tin wall cladding, excellent height and accessibility, landside roller door and personnel door
- Hangar doors approx 4m in height - three panels that slide behind each other with a door opening of 20m less 4.5m for storage facility, fixed panel incorporating a personnel door.

### HANGAR 005 – Annexure B

**Features:**

- Steel structure with entrance facing Qantas Avenue, with exposure to Beatty Road
- 450 sq.m. with offices / warehouse / roller door entrance on the side of the annex
- Kitchen / shower / male and female amenities
- Power and data.

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

## tower talk

### Working in the tower for many years gives a controller an ability to assess a pilot's mindset with a degree of accuracy.

Every so often, it will be obvious that a pilot is a bit of a 'cowboy' or is in a hurry to the detriment of safety. Taxiing fast on the apron and on taxiways has the potential for collision. Remember that passengers walking across a tarmac are in an unusual environment and may lack situational awareness. They may be oblivious to taxiing traffic or may change direction quickly without looking.

Pilots who are in a hurry and have also taken short cuts with their preflight inspection may find that they have departed, for instance, with a pitot cover still on, resulting in zero airspeed indication. One aircraft was once seen taxiing around trailing a tie down rope attached to a concrete block. We have had an aircraft attempting to depart with control locks still engaged (a vigilant controller picked that one up before the aircraft commenced its takeoff roll), baggage doors left open, fuel caps left off, just to name a few.

A few minutes to cross check that an aircraft is safe to depart can be a lifesaver. Aviation can sometimes be unforgiving of mistakes. It is good insurance to take the time to thoroughly prepare the aircraft for flight.

Until next time – happy and safe flying.

*George Lane*  
Archerfield Tower Manager

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