



### **DMP 2011 - Realignment of the grass runways**

The 04/22 grass runways are currently unavailable more than 25 percent of the time due to having a soft wet surface. These runways do not conform with current ICAO standards due to the high degree of variance across their longitudinal surfaces. The proposed realignment to a bearing of 01/19 will improve their usability and safety by bringing them up to current standards, moving them away from low lying areas and decreasing the effects of crosswinds. In addition, new opportunities will be created for aviation developments.

Numerous studies were undertaken prior to arriving at the final proposal and a number of options were considered in consultation with Airservices Australia, CASA and the two major flying schools.

Sealing the current 04/22 runway complex was considered. However, costs associated with pavement works and bitumen sealing of the runways and associated taxiways were found to exceed \$6 million. A further \$1.8 million was also required to raise this area prior to any works to ensure the longitudinal levels conformed with current ICAO standards. For these works to be feasible, it would be necessary to recover a substantial part of the costs from airport tenants and users. AAC cannot see this being a realistic option.

By relocating the complex to the east, the runways are removed from low lying areas and can be levelled appropriately to conform with current standards. Studies confirm that, following the removal of the 13/31 runways in the 1980's, an alignment of 01/19 provides more usability than the current 04/22 direction. The nomenclature will require a change to 18/36 to avoid confusion with the 10/28 runways and Brisbane Airport's main runway.

A Major Development Plan (MDP) will be required before works proceed to ensure that all relevant issues including those associated with noise, safety issues, the location of the Control Tower, the fuel farms, pilot procedures and helicopter training areas are given full consideration. More detailed investigations and design will be undertaken for the MDP, and stakeholders will have further opportunities to have their say about this project before the Minister decides whether to approve the MDP. This has been expanded upon in the Draft Master Plan (DMP).

Assuming approvals are granted for the realignment, works are expected to take place around 2015. If you would like to be kept informed, please sign-up to our e-newsletter by clicking here: [www.archerfieldairport.com.au](http://www.archerfieldairport.com.au)

It should be noted that preliminary surveys indicate the fuel farms will be able to remain in their current location. The Air Traffic Control Tower may require relocation to conform with CASR 172 Manual of Standards, Chapter 3, Section 3.1.2.1 paragraph f (ability to detect movement of a departing aircraft as soon as possible after it has commenced its take-off run).

Many training runways throughout Australia are around 850m in length, like the nearby Redcliffe Airport's main runway. The realigned runways are shown at 920m and 1020m giving them ample length for training aircraft. The final length and other specifications will be



resolved through the detailed design to follow, and the preparation and approval of a MDP. This information has been expanded upon and included in the DMP.

Costs for the relocation of the grass runways would be offset by the land currently occupied by the 04L/22R strip being made available for aviation and general industry purposes. This will provide opportunities for the creation of enlarged aviation precincts adjacent to the upgraded airside facilities. Importantly, the development of new tenancies will ensure that current tenants and users of the airport are not burdened with the costs required to complete the project. All existing leases will be honoured.

To offset any loss of aviation land due to the realignment, the Draft Master Plan makes provisions for the majority of land fronting Beatty and Mortimer Roads to be rezoned for long-term aviation purposes only, following the projects completion. This land is currently zoned for general and light industry. Rezoning will reinforce the aviation focus of the tenancies and provide greater certainty to aviation tenants. Triggers for this have been included in the DMP.

These changes will result in a net total area gain of almost 5 hectares in long-term aviation-only land. The diagrams on the following page illustrate this.



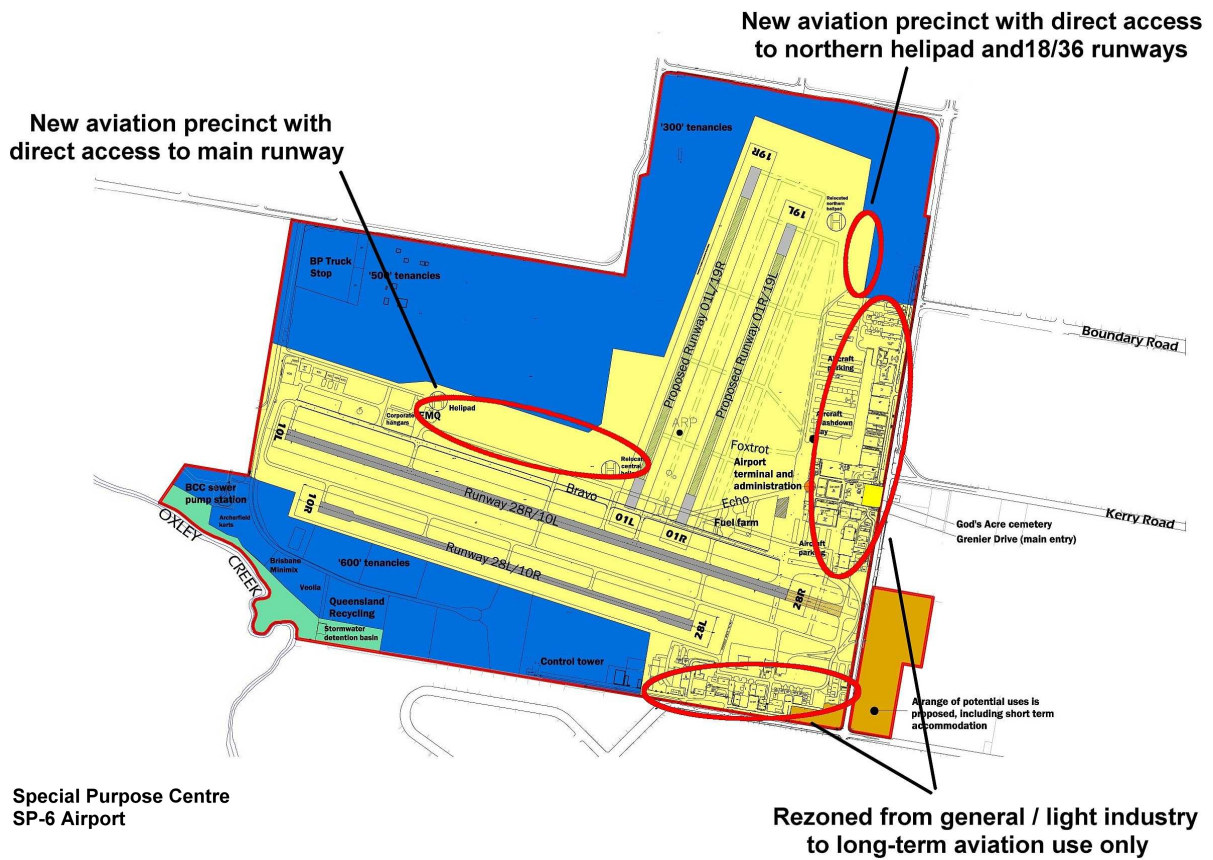
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### Draft Master Plan 2011-31



### Current Approved Master Plan 2005

