



Archerfield

Brisbane's Metropolitan Airport

**A MESSAGE FROM
THE GENERAL MANAGER**

Archerfield Airport continues to be of significant interest to a number of large companies looking to complement their operations at Brisbane Airport and further afield. This can only be good news to everyone at Archerfield.

There have been enquiries from operators of larger aircraft so the airport has taken the step of becoming certified to take advantage of those enquires. The certification process was completed through CASA in April 2013. Fortunately, most of the requirements for certification were already in place, so the leap from a registered airport to a certified airport was not great and was quickly put in place.

What does certification mean for Archerfield? Any airport that hosts charter aircraft with a seating capacity of 30 or greater or RPT (regular public transport) operations is required to be certified. A number of enquiries have been fielded from operators in that category, so we want to be in the best possible position to provide the platform they require for their operations. It is likely that those prospects will also attract employment opportunities which would benefit the whole community.

Archerfield Airport Corporation (AAC) gave an undertaking to consult with the community if we were to introduce RPT operations at Archerfield. This will be done as a matter of course when the right opportunity presents itself.

Corrie Metz, General Manager

**UPDATE
TRANSITION ARCHERFIELD
LOGISTICS ESTATE**



Infrastructure works for the emerging TRANSITION Archerfield Logistics Estate at the north-west end of the airport are well underway.

Flood-mitigation retention basins have been completed, vegetation is in the process of being established, and a pylon sign at the entrance to the proposed estate has been installed.

Also planned are entry walls, to be finished in Jindabyne stone; and palisade fencing for the new boundary beyond a strip of land donated by the airport for roadway widening. AAC is continuing to work with Brisbane City Council and the State and Commonwealth governments to improve the roads surrounding the airport.

The 24ha 'green' master planned estate will create a modern business community that will contribute to the economic growth of the region and underwrite much needed renewal and development of aviation facilities on the airport itself.

AAC appreciates your patience during this transformation period.



**FIFO OPERATIONS
TAKE OFF**

Archerfield Airport has seen an increase in fly-in-fly-out (FIFO) services and FIFO enquiries as a result of air traffic delays at Brisbane Airport.

While the size of aircraft used to transport workers to

and from various mining communities is constrained by the length of Archerfield's runways, the number of FIFO operators choosing Archerfield is expected to grow.

A major benefit for the local community is that there is minimal noise associated with these air commuter services because they don't involve circuit training or practice landings and takeoffs.



LUCAS TISDALL

MANAGING DIRECTOR AND CEO OF FLIGHT ONE

Until recent years, aviation had always played a strictly behind-the-scenes role in life for Lucas Tisdall (pictured with his son Brenton at the Avalon Airshow earlier this year).

As a boy, he loved reading the adventures of pilot-hero "Biggles" while his father Bob was involved in developing flight simulator software for BOAC in Britain. Years later as a successful businessman, Lucas gained his pilot's licence, together with Bob. The two shared a holiday touring Australia in a Beechcraft Baron, rotating piloting and navigation duties while discovering the unique freedom that only a light aircraft provides.

"About four years ago, aviation suddenly became central to our lives," Lucas explains. "I had a mid-life crisis and Bob had a late-life crisis. We both had experienced problems in general aviation when it came to customer service, so we decided to form a joint venture to offer new standards in air charter, flight training services and scenic flights."

Their business, Flight One, started at Archerfield Airport with a few pilots and aircraft. However it quickly established a reputation as a boutique provider to professional clients. Four years on, Flight One manages up to 20 aircraft and 10

full-time and part-time pilots, and is the charter company of choice for a growing number of management groups. In addition, Flight One has partnerships with a network of allied providers in other parts of Australia to offer a range of corporate aircraft and flexible interstate charter services.

While building the business and working to grow the private charter sector in Queensland have been challenging tasks, Lucas was able to draw on a wealth of experience from a career in corporate and business banking. As well as tapping into personal networks and being in tune with the specific needs of business and professional clients, he had extensive expertise in management and customer service.

Likewise, Bob brought his considerable skills in information technology to the business. Bob, who is Board Chairman, is a co-director of the Dialog Group, Australia's largest privately-owned IT company. His influence is particularly relevant in the development of Flight One's aviation information management systems.

Lucas highlights Flight One's Client Service Charter and its 'real world' pilots as the points of difference for his business.

"The Client Service Charter is our formal commitment to clients of what to expect when they secure flights through us. For people who want to learn to fly, we offer real world experience because our charter pilots are also our flight instructors. Student pilots receive person-to-person training that is specially tailored for them."

Investing in his professional team and aircraft is also a priority for Lucas. Flight One's Adam Starr recently became one of two pilots in Australia to become an accredited Cirrus Standardized Instructor Pilot. In the very near future, a luxury fifth generation Cirrus SR22 will join the Flight One fleet at Archerfield.

Other plans shared by Lucas and Bob include a buying tour in July to the world's largest airshow, AirVenture Oshkosh in the United States, and expanding Air One's Archerfield operations and corporate services.



NEW WH&S LEGISLATION

Does your workplace comply with new workplace health and safety legislation?

The *Work Health and Safety Act 2011* was implemented in Queensland on January 1 last year. It aims to protect the health, safety and welfare of all workers while at work and other people who might be affected by the work. Under this legislation, if you manage or control a workplace, you must ensure that workplace poses no risks to the health and safety of any person.

The Corporation takes safety very seriously, and recently implemented a Safety Management System. The SMS identifies on-airport risks and introduces measures to reduce and control the risks to 'As Low As Reasonably Practical'. To ensure that all risks are known and managed, AAC has established an SMS Committee which is represented by operators from all business types on the airport.



LOCAL RUNWAY SAFETY TEAM

Airservices Australia has identified runway safety as one of the most significant risks to safe airport operations. The establishment all over the world of Local Runway Safety Teams (LRST) has been shown to improve runway safety outcomes; and this initiative has been endorsed by the Board of Airservices Australia.

AAC formed its LRST in August last year, and the latest team meeting was held in May. Like other LRSTs, our team is working to identify current and emerging issues relating to runway safety at towered locations, and to implement safety initiatives in a targeted, tailored and timely manner.

FOR LEASE

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

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 computer connection

BUILDING 013/014 (on 1,037 sq.m)

Features:

- Adjacent to Terminal Building
- Building 013 approx 181 sq.m. and Building 014 approx. 453 sq.m.
- Courtyard between buildings
- Fully fenced and close to common carpark
- Multiple offices, airside view and landside access
- Good access to Ipswich, Beaudesert and Granard Roads

HANGAR 002A (central section)

Features:

- Approx 1,346 sq.m. including 66 sq.m. office area
- Low height storage space with secondary office accommodation
- Forms part of a hangar and shares a common entrance loading door
- Single phase power and staff amenities
- Sliding hangar doors (opening of approx. 23m from centre to end; door height approx 4.4m)

STAY SECURE

Aviation security is designed to safeguard Australia's civil aviation operations against "acts of unlawful interference". Although AAC has several security measures in place (as required by law), it relies on airport operators to remain vigilant and to report anything out of the ordinary. In this way, the airport community works together to ensure ongoing security.

Security is everyone's responsibility, so please check that no unauthorized access can be gained to the airfield. In particular, double-check that hangar doors are not left unlocked.

The recent works by the AAC have returned the 04/22 grass runway complex to service.

Pilots should remain vigilant when using taxiways as they may be crossing a runway that is in use. It is good procedure to always check left and right prior to crossing any runway, even after you are given a clearance to cross or when taxiing in the CTAF (the airlines always do it).

The increased number of helicopters has also increased the need for taxiing pilots to maintain situational awareness, especially when rotary wing traffic is operating in the helicopter training areas Alpha or Bravo, as these aircraft may fly over taxiways being used by taxiing traffic.

To avoid tower intervention and delays in taxiing, pilots should listen out and be aware of other taxiing traffic, and manage their own interaction with these aircraft.

Until next time – safe flying.

*George Lane
Tower Manager, Archerfield*



TOWER TALK

REPORT A HAZARD

If you notice a potential hazard on the airport, please advise AAC as soon as possible. This can be done simply by completing a form on our website (go to the Airport Information tab at www.archerfieldairport.com.au).

Potential airport hazards are reviewed each week unless they need immediate attention. Feedback about all concerns is provided.

HELP PROTECT OUR ENVIRONMENT

To help protect the environment, please remember that aircraft may be washed only at the wash-down bay provided north-west of the Terminal Building. Thanks for your co-operation!



If you are interested in receiving future newsletters electronically, please send an email to news@archerfieldairport.com.au with the word '**subscribe**' in the subject line.

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