



**Archerfield Airport Corporation**

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ACN 081 619 123

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Archerfield Qld 4108  
Top floor Terminal building  
Grenier Drive Archerfield Airport

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**DMP 2011 - Regular Passenger Transport (RPT) and freight**

The Draft Master Plan 2011-31(DMP) makes provisions for up to 12 RPT arrivals and departures per day should they be required in the future by local businesses or the surrounding community. These flights would be during daylight hours only, except for one flight around 6am and one flight around 8pm, and would operate from the existing main runway. Currently, Archerfield Airport has approval for 8 RPT arrivals and departures per day and has had this approval for a number of years. This information has been clarified in the DMP.

The picture below appeared on the front page of the *Southern Star* newspaper three days before submissions for the Preliminary Draft Master Plan 2011-31 closed. It shows a 767 aircraft attempting to land at the airport. Understandably, this raised considerable concerns throughout the community. AAC contacted the *Southern Star* and requested that the information on the following page be published so that the community be presented with the realistic facts surrounding existing and future passenger operations from the airport.

**WIN A NIGHT OF LUXURY AT THE SEBEL: PAGE 69** ▶

**Southern Star**  
WEDNESDAY, MARCH 16, 2011

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**SHOULD THIS FLY?**

ARCHERFIELD will become Brisbane's second airport, offering daily domestic passenger flights if its master plan is adopted. The airport's general manager accepts there may be some residents opposed to it. Moreton MP Graham Perrett says he's "bloody alarmed." Submissions on the master plan close Friday. [Page 03]

GROUND IT: Moreton MP Graham Perrett

TAKEOFF: Airport boss Corrie Metz

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A Quest Community Newspapers Publication



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22-03-2011

Dear Editor,

*The artist impression on the recent front page of the Southern Star painted a very false picture of what is proposed in the Archerfield Airport Preliminary Draft Master Plan 2011-31 (PDMP).*

*The Plan has never proposed for large jet airliners such as the 767 shown in your illustration to operate from Archerfield. This aircraft is capable of carrying up to 350 passengers and is best served conducting operations out of Brisbane Airport. Instead, the PDMP allows for small freight and light passenger plane operations to cater for some domestic travel and to complement local business operations.*

*Light passenger planes include modern aircraft such as the Q400 (Dash 8) and Embraer 170, capable of carrying 60 - 80 passengers. Archerfield has been approved for aircraft of this size for a number of years now, and the Corporation has no intention of introducing planes of a larger size. These planes are approximately six times smaller than the plane pictured on the front page of the Southern Star on Wednesday, March 16, 2011.*

*On behalf of Archerfield Airport Corporation, I believe it is important that residents are presented with the realistic facts about plans for existing and future passenger operations from the airport.*

Corrie Metz  
General Manager  
Archerfield Airport

For RPT operations to begin at Archerfield the main runway will need to be strengthened and there will be other works required to improve the airport infrastructure. Before these can proceed, a Major Development Plan (MDP) will be prepared which will take factors such as noise and safety issues into consideration.

AAC will be undertaking detailed investigations and designs, and will be consulting with people who might be affected. Ultimately, the federal Minister is responsible for assessing a MDP, and the works cannot proceed until a MDP is approved. Before commencing works on the realignment of the grass runways a similar process will be required.

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)

RPT aircraft (60-80 passengers) and small freight aircraft (up to 10 seats) would be required to operate from the existing main runway and would not be permitted, or able, to use the grass runways. The airport would require certification before RPT operations above 30 passengers commenced. This information has been clarified in the DMP.