

Project AIM Update

Project AIM (Airside Infrastructure Modernisation) comprises various airside infrastructure improvements foreshadowed in Archerfield Airport's master plans since 2000. It includes alterations to the main runway and upgrading of associated taxiways and other related infrastructure such as lighting and visual aids. The initiatives represent a \$17.8M investment by AAC to modernise airport infrastructure and ensure that Archerfield Airport continues to play a support role to Brisbane Airport well into the future.

For more information, go to www.archerfieldairport.com.au/mdp

Detailed design for the upcoming Project AIM works, associated with the lengthening and strengthening of Archerfield Airport's main runway and associated lighting, has now been completed. AAC is awaiting approvals from the Airport Building Controller (ABC) and CASA, and is also reviewing submissions from tenderers for the construction of the works.

Regular airside users may have noticed the installation in recent weeks of a relocatable building to the north-east of the Fuel Farm. This is the new "Airport Lighting Equipment Room" (ALER), installed in preparation for the relocation of the PALC (Pilot Activated Lighting Control - currently in the terminal building) and installation of all equipment associated with the runway lighting upgrade.

This is the exciting first stage of Project AIM.

Whilst approvals are being sought from the ABC and CASA for the works on the main runway itself, a number of associated works are anticipated to be completed over the coming couple of months. These include bulk earthworks to the south of 10L/28R to improve drainage, along with the installation of some pits and conduits for the new lighting system.

The bulk earthworks are expected to take approximately three weeks to complete and will have some impact on daytime operations of Runway 10L/28R. For aircraft that are unable to operate from the parallel secondary runway (10R/28L) or grass runways during these works, Runway 10L/28R will be available on a 60 minute recall during daylight hours.

At this stage, night-time operations on Runway 10L/28R are not expected to be impacted during these works. The parallel secondary runway (10R/28L) will operate with a slightly reduced runway length (approximately 60m shorter) during this time period.

As foreshadowed in the Project AIM (MDP) document, these works will also necessitate permanent relocation of both run-up bays on Taxiway Alpha to the intersection of Taxiway Alpha and Alpha 9. AAC will endeavour to provide operators with at least three weeks' notice prior to commencement of any works that will have an impact on operations.

Following the bulk earthworks, the lengthening and strengthening of the main runway works will begin. The start date for these works will be dependent on funding, construction methodology adopted by the selected contractor and approvals. At this stage, AAC hopes that the works will start before the end of 2020, and will be completed early 2021.

AAC will provide further information about start dates and impacts to operations after consulting with the selected contractor and airport operators.

AAC appreciates the continued patience and support of stakeholders as this once-in-a-lifetime project takes shape. As always, we intend to keep disruptions to a minimum where possible, and we look forward to engaging further with you as the methodology is clarified and dates firm up.

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