



Archerfield Airport Project AIM pdMDP

Key aspects

- Archerfield Airport Project AIM (Airside Infrastructure Modernisation) is the culmination of works foreshadowed in successive airport master plans since 2000, including the recently approved Master Plan 2017-37. The works are expected to be staged over a number of years and are anticipated to commence in late 2019 - early 2020. (see **Table 6** of the Project AIM preliminary draft Major Development Plan [pdMDP] document)
- The Project works have an estimated value of approximately \$17.5 million and include the lengthening and strengthening of the airport's main runway (10L/28R) and adjoining taxiways, and replacement of the airport's ageing ground lighting system with LED technology. These works, along with other associated improvements, will provide safety, environmental, economic and operational benefits and will modernise the airport and facilitate its growth into the foreseeable future. (see **Section 5** for details)
- Existing physical elements of the runway and taxiways will be brought up to modern Civil Aviation Safety Authority (CASA) standards by improving longitudinal and transverse cross-falls, adding Runway End Safety Areas (RESAs) at each end of the main runway and installing new approach lighting (Precision Approach Path Indicators and Runway Threshold Identification Lights) to improve safety for all aircraft, particularly in conditions of reduced visibility. The new approach lighting will also add a valuable training tool for student pilots. (**Section 5.2**)
- Other works include: the strengthening of some of the existing pavements from Pavement Classification Number (PCN) 6 to PCN 14; construction of a new stub taxiway (B8) along with the decommissioning of stub taxiway B5 and upgrades to taxiway B6 for improved operational efficiencies at the western end; relocation of the existing run-up bays alongside taxiway Alpha to A9; and improvements to the Ditchmen Apron along with the realignment of taxiway stub B1 and the taxiway Hotel centreline to facilitate the operation of Code C aircraft within the main aircraft parking area at the eastern end. (**Sections 5.1, 5.4.2 & 5.5**)
- These works will permit the types and sizes of aircraft that currently utilise the airport to do so with more efficiency and will ensure the airport's pavements are not susceptible to accelerated damage. (**Sections 4.5.2, 5.2.2 & 5.3**)

Operations during construction

- Archerfield Airport Corporation (AAC) is still undertaking detailed design, however at this stage it appears as though a full reconstruction of the existing main runway pavement will be required due to poorer subgrade conditions than initially anticipated. Depending on the extent of works and construction method adopted, this will require the full closure of the main runway for certain periods of time. (**Section 11.1.1**)
- It is expected the secondary grass runways will be available with a displaced threshold during this time and aircraft with an ACN 4 or under (as assessed at Subgrade Category D) will be able to use the parallel sealed 10R/28L runway. Pavement concessions may also be approved on a case by case basis for aircraft up to ACN 5 (when assessed at Maximum Take-Off Weight and subgrade category D) with weight restrictions. Night operations for fixed-wing aircraft are currently being investigated and will be subject to CASA approval. (**Sections 6.2.5 & 11.1.2**)



Operations following construction

- The airport is currently catering for around 140,000 movements per annum. The 2017 Master Plan forecasts by year 2037, Archerfield Airport will be catering for between 170,000 and 260,000 aircraft movements per year. (**Section 5.3**)
- In order to cater for the existing and anticipated future aircraft mix, and to continue to play a supportive role to Brisbane Airport, it is important the existing and ageing infrastructure is improved and modernised. The prime objective of Project AIM is to do just that.
- The eastern end of the main runway will be extended along taxiway A10, an overrun section that has for many years been considered part of the runway itself. Due to the inclusion of RESAs at both ends, along with changes to the existing threshold locations, the various operational runway distances are estimated to vary between -70m and +248m compared to the current available runway distances. (**Section 5.2.1, Figure 6 & Table 7**)
- The Master Plan takes into account the proposed extension of the main runway, as does the ANEF and existing prescribed airspace (OLS/PANS-OPS). The Project Aim works are not expected to necessitate any changes to either of these operational elements. (**Sections 6.3 & 7.1**)

Major Development Plan

- The works associated with the lengthening of the main runway require approval of a Major Development Plan (MDP) under the *Airports Act 1996* (Act). The works subject to MDP approval are illustrated in **Figure 6** of the Project AIM pdMDP document.
- Other complementary works, such as strengthening of the main runway and alterations to taxiways and apron areas (**Figure 7**), are not part of the MDP process. Depending on funding availability, some of these works may occur at the same time as the works associated with the lengthening of the main runway. **Table 6** provides indicative timings for the various elements of the Project AIM works.
- In accordance with the Act, AAC is making details of the plan available to the public for a period of 60 business days. At the end of the consultation period, all written comments received by AAC will be given due regard before AAC submits a draft MDP to the Minister for approval.
- **The MDP consultative period for the runway lengthening aspect of Project AIM will start on 5th December 2018 and conclude on 14th March 2019.** All submissions must be in writing, addressed to:

*The General Manager
Archerfield Airport MDP
PO Box 747
Archerfield, Queensland 4108*

OR *mdp@archerfieldairport.com.au*

and be received, by 4:30pm on 14th March 2019.

Further information can be found at: www.archerfieldairport.com.au/mdp