



## MEDIA RELEASE

### **Archerfield Airport Master Plan 2011-2031 review completed**

A Federal Ministerial decision made in 2012 to approve the draft Archerfield Airport Master Plan 2011-2031 has been upheld following nearly three years of thorough investigation by the Commonwealth Administrative Appeals Tribunal (AAT).

The 20-year airport plan was originally approved on 24th May 2012, however the decision was challenged by the Archerfield Airport Chamber of Commerce Incorporated (AACCI) later in the year.

Throughout the extensive review and investigation, the AAT heard from over 30 representatives of the Federal Minister for Infrastructure and Regional Development, Archerfield Airport Corporation (AAC), CASA, Airservices, and the applicant AACCI (the Chamber). The AAT found that the Minister's decision to approve the airport's 2011-2031 master plan was the correct decision to make:

*"...I am satisfied that there is nothing of substance in the Chamber's criticism of the Minister's decision. I am satisfied that the decision was correct. It will be affirmed,"* Deputy President, Mr P. E. Hack SC determined.

In regards to the master plan's proposal to realign the grass runways, he stated: *"I am then satisfied that the re-alignment of the 04/22 runways will likely improve useability; it certainly will not reduce it."*

Concerning safety on the grass runway realignment and on the airport in general, he said: *"...the Chamber's evidence, even if relevant, does not satisfy me that there are matters of genuine concern regarding aviation safety."*

In relation to the master plan's indication of present and future uses, he wrote: *"Nothing in the Chamber's arguments lead me to conclude that the draft master plan fails to meet the present and future needs of civil aviation users and other users of the airport."*

Concerning consultation undertaken, he said: *"The draft master plan, in Section 14, details the lengthy consultation undertaken by the Corporation and the process by which the final version of the draft master plan came into being. I am satisfied that the process of consultation was both appropriate and meaningful."*

Deputy President Hack summarised the case by stating: *"The kindest thing that may be said of [the case presented by the Chamber] was that it was diffuse, in all senses in which that word is used. My distinct impression from the way in which the Chamber's case was presented and argued, by its solicitor and, unusually, by its witnesses, is that many of those who stand behind the Chamber have failed to come to grips with the reality that the airport was privatised in 1998."*



The full decision, along with the reasons for it, can be downloaded from the Archerfield Airport website ([www.archerfieldairport.com.au/AAT](http://www.archerfieldairport.com.au/AAT)). The approved master plan can also be downloaded from the website.

### **Archerfield Airport Master Plan – Overview**

The 2011-2031 Master Plan sets out AAC's vision for Archerfield Airport for the next 20 years and describes key initiatives that are being pursued to strengthen Archerfield as Brisbane's metropolitan airport and Queensland's premier general aviation hub.

The plan includes a number of projects that will further modernise the airport, providing greater opportunities for aviation and airport compatible activities and optimising the development of the site. These projects will improve aviation safety, access and assets, and enhance economic growth and employment opportunities.

Since the approval of the plan in 2012, a number of key initiatives have already been completed by AAC. These include the development of the airport's first onsite flight training student accommodation and the transitioning of the airport classification from 'Registered' to 'Certified', paving the way for anticipated growth in aviation operations at Archerfield.

AAC has also welcomed a number of new tenants onto the airfield including one of Australia's largest flying training colleges, Basair, vital community air medical retrieval operators Careflight Maintenance and the Queensland Police Service crime fighting helicopter service, Polair 2.

Businesses at Archerfield have also celebrated significant achievements. Existing tenants Flight One were appointed as an approved Cirrus Training Centre in 2014 following a rigorous assessment by the Cirrus Aircraft Company, the first to develop the recovery parachute system to be used on a type certified aircraft. The Airline Academy of Australia launched its High Performance Training Division and purchased a state-of-the-art simulator based on the Boeing 737-800 commercial jet; and AAC's own Airport Foreman, Donald Foy, was chosen from a field of 40 nominees to be named Australian Airports Employee of the Year by the Australian Airports Association – Australia's peak industry body representing airport operators.

AAC will continue its vision of developing Archerfield into a superior aviation centre and hub in accordance with the approved Master Plan 2011-2031.

Key proposals include:

- realigning the existing flood affected grass runways to make room for further aviation developments immediately adjacent to the main runway, whilst at the same time increasing their safety and usability by moving them to higher ground and reconstructing them to meet modern standards;



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- strengthening and lengthening the main runway and upgrading taxiways when required to cater for the changing needs of aviation operations at Archerfield;
- identifying and implementing improvements to road, bicycle, pedestrian and public transport access to, from and surrounding, the airport (in conjunction with Brisbane City Council and the State and Commonwealth governments);
- encouraging continued investment in aviation developments, including catering for the growth of existing businesses, the replacement or rejuvenation of ageing premises, and attracting and retaining new businesses; and
- encouraging investment in appropriate aviation and compatible non-aviation developments to underpin the viability of the airport itself.

These projects will cater for the anticipated future growth of aviation in South East Queensland, and will be implemented progressively when demand is demonstrated.

The latest master plan builds on the direction established by the Federal Airports Corporation prior to the privatisation of Archerfield in 1998 and also AAC's previous airport master plans (1999/2000 and 2005), and the significant investments by AAC and others over the past 16 years.

As foreshadowed in the 2011-2031 Master Plan, and reinforced by the Tribunal's decision, some projects will require further community consultation and ministerial approval via a Major Development Plan (MDP) process. Stakeholders wishing to be notified of such developments can be kept informed by signing up to the AAC e-newsletter which is circulated quarterly (email: [aac@archerfieldairport.com.au](mailto:aac@archerfieldairport.com.au) or phone: 07-3275 8000).

AAC also operates the Archerfield Airport Community Aviation Consultation Group (CACG) which meets at least three times a year to discuss matters affecting Archerfield Airport and the broader community. Further information regarding the CACG, and minutes of previous meetings, can be found on the Archerfield Airport website ([www.archerfieldairport.com.au/consultation](http://www.archerfieldairport.com.au/consultation)).

***Issued: 10/07/15***

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