



Archerfield Airport Corporation

METHOD OF WORKING PLAN

STAGE 2 PROJECT AIM

ARCHERFIELD AIRPORT

RECONSTRUCTION AND WIDENING OF TAXIWAY BRAVO

REFERENCE NO: YBAF 21/09-1

PLANNED COMMENCEMENT DATE: 6 October 2021 (Weather Dependent)

PLANNED COMPLETION DATE: 20 December 2021 (Weather Dependent)

PLAN EXPIRY DATE: 31 January 2022 (Weather Dependent)

APPROVAL DATE: 1 October 2021

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Prepared by: P Davidyuk

Reviewed by: R Parry, D Bird, D Foy

Approved by: R Parry

Released by: P Davidyuk

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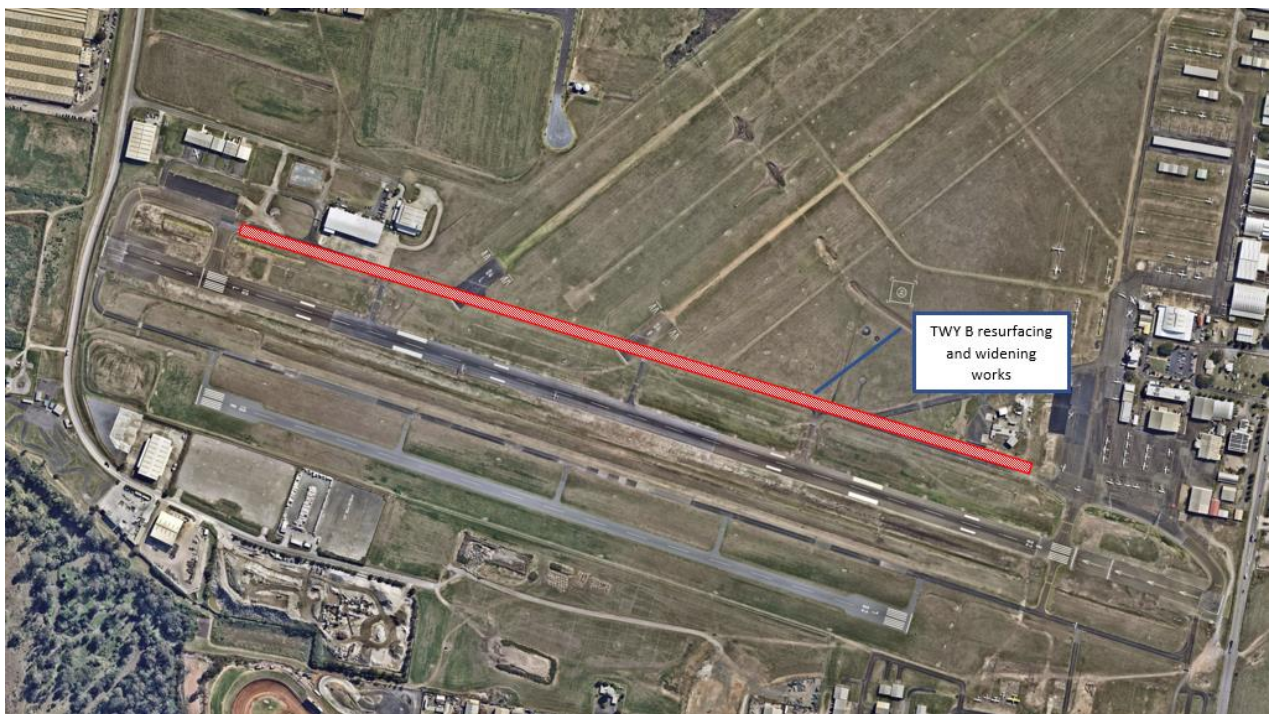
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1.0	MOWP Final	25 August 2021
1.1	MOWP Final, updated project dates, contact details, internal document references	30 September 2021
1.2	MOWP Final, updated distribution dates and minor editorial changes, updated NOTAMs	1 October 2021

1 WORKS INFORMATION

1.1 Description of the works

Archerfield Airport Corporation (AAC) is in the process of preparing the reconstruction of the main TWY B and taxiway lighting upgrade. This MOWP addresses the planned works for the reconstruction of TWY B, between TWY B1 to B8, and taxiway lighting upgrade. Lime stabilisation of soils will be also performed on TWY B. The locations of the works are shown in **Figure 1** and **Appendix 1**.

Figure 1 Location of TWY B works



1.2 Execution of the Works

Timing

The works will be undertaken during daylight hours and will commence on 06/10/2021 and finish on 20/12/2021. The actual date and time of commencement will be advised by a NOTAM, to be issued not less than 48 hours before work commences. Should adverse weather or work-related contingencies dictate a variation to the planned work days/times or an extension of the work period, revised dates/times of work will be advised by NOTAM at least 24 hours beforehand.

Sequence of Works

The works will be undertaken in one (1) stage.

Working Hours

Normal contractor working hours will be during daylight hours between 06.00 and 18.00 from Monday to Friday and from 06.00 to 15.00 on Saturdays, excluding public holidays.

The nominal work periods are as prescribed above. These times shall not be altered except with prior approval from the Operations & Technical Officer at least 48 hours in advance.

2 RESTRICTIONS TO AIRCRAFT OPERATIONS

2.1 General

Operational impacts

Disruptions to aircraft operations on Taxiway Bravo and Runways 04/22 are expected to occur during these works.

Taxiway Bravo

Taxiway Bravo, between B1 and B8, will be closed to all operations for the duration of the Stage 2 works (refer to Appendix 1).

Aircraft greater than 5,700kgs MTOW will be required to back-track along the main runway (10L/28R) and access it via B1, B6 and B8 (refer to Appendix 7).

Taxiway Alpha

Aircraft greater than 5,700Kgs MTOW will not be permitted on Taxiway Alpha. Aircraft under 5,700Kgs MTOW will be able to utilise Taxiway Alpha and enter/cross the main runway via Taxiways A6, A9 and A11 (refer to Appendix 6).

Runway 04/22

Runways 04L and 04R will continue to operate with displacement (refer to Appendix 5). Access to runways 04L and 04R thresholds will be via Taxiways Foxtrot, Charlie and Delta.

There will also be periods when one or both of the runways (runway 04L and 04R) are closed for nearby taxiway works (e.g., lime stabilisation of soils and tipping of gravels).

Summary of restrictions

The following specific restrictions will apply to aircraft operations for the duration of works:

- Thresholds of RWY 04L/04R will be displaced
- Temporary taxiway will be located south west of TWY F1. This taxiway (indicatively TWY D3) will link the displaced take-off position with TWY D (refer to Appendix 5 and Appendix 9)
- Access to runway 04L/04R thresholds will not be available via TWY B
- Run-up bay for RWY 04L will be closed. Aircraft should use run-up bays for RWY04R or RWY 22L/22R (refer to Appendix 8)
- TWY B2, B3 and B4 will be closed to all operations (refer to Appendix 5)
- TWY C, south west of TWY F2 will be closed to all operations (refer to Appendix 5)
- TWY E will be closed except for refuelling and engine testing at Pod Tango
- Fixed wing access to Hangar 411 (Corporate Hangars) will be severely impacted (refer to Appendix 1 and Appendix 10)

- Access to Hangars 400-405 will be via B6 or B8
- During lime stabilisation works doors to hangars 400-405 and 411-412 should be kept closed.

2.2 Emergencies and Adverse Weather

Under certain emergency situations or in the event of adverse weather conditions, OM Civil may be denied access to the work areas.

2.3 NOTAMs

NOTE: All times in this section of the MOWP are stated as UTC times. UTC time equals Eastern Standard Time (-10 hours).

NOTAM 1 Text

- A) YBAF
- B) 211005 2000
- C) 211220 0800 EST
- D) 24HR
- E) TWY B BTN TWY B1 AND B8 NOT AVBL DUE WIP
TWY B2, B3 AND B4 NOT AVBL
REF MOWP YBAF 21/09-1

NOTAM 2 Text

- A) YBAF
- B) 211005 2000
- C) 211220 0800 EST
- D) 24HR
- E) TWY C SOUTHWEST OF TWY F2 NOT AVBL
REF MOWP YBAF 21/09-1

NOTAM 3 Text

- A) YBAF
- B) 211005 2000
- C) 211220 0800 EST
- D) 24HR
- E) TWY E BTN REFUELLING STATION AND TWY B INT NOT AVBL
REF MOWP YBAF 21/09-1

NOTAM 4 Text

- A) YBAF
- B) 211005 2000

- C) 211220 0800 EST
- D) 24HR
- E) THR RWY 04L DISPLACED 380M

DECLARED DISTANCE AND GRADIENT CHANGES

RWY	TORA	TODA	ASDA	LDA
04L	1090	1150 (3.04)	1090	865
22R	1030	1090 (15)	1030	740

SUPPLEMENTARY TAKE OFF DISTANCES CHANGE

RWY

04L	932 (2.2)	
22R	970 (5)	877 (3.3)

NOTAM 5 Text

- A) YBAF
- B) 211005 2000
- C) 211220 0800 EST
- D) 24HR
- E) THR RWY 04R DISPLACED 320M

DECLARED DISTANCE AND GRADIENT CHANGES

RWY	TORA	TODA	ASDA	LDA
04R	945	1005 (3.35)	945	768
22L	885	945 (11)	885	885

SUPPLEMENTARY TAKE OFF DISTANCES CHANGE

RWY

04R	856 (2.2)	912 (2.5)	1001 (3.3)
22L	846 (5)		

NOTAM 6 Text

- A) YBAF
- B) DDMMYY HHMM TBC
- C) DDMMYY HHMM TBC
- D) HHMM EST
- E) RWY 04R/22L NOT AVBL DUE WIP

NOTAM 7 Text

- A) YBAF
- B) DDMMYY HHMM TBC
- C) DDMMYY HHMM TBC
- D) HHMM EST
- E) RWY 04L/22R NOT AVBL DUE WIP

NOTAM 8 Text

- A) YBAF
- B) 211005 2000
- C) 211220 0800 EST
- D) 24HR
- E) RWY 04L RUN UP NOT AVBL DUE WIP

NOTAM 9 Text

- A) YBAF
- B) 211005 2000
- C) 211220 0800 EST
- D) 24HR
- E) WESTERN WI NOT AVBL DUE WIP

NOTAM 10 Text

- A) YBAF
- B) 211005 2000
- C) 211220 0800 EST
- D) 24HR
- E) TEMPO TWY D3 AVLB RWY 04R/22L
REFER TO MOWP YBAF 21/09-1

END OF NOTAMs

2.4 Notice to Tenants

Notification of the works program including confirmation of the necessary operating restrictions will be made at least 48hrs in advance of these works. Notice to Tenants will be by **EMAIL**.

3 PERSONNEL AND EQUIPMENT

3.1 General

Safety Induction

An AAC Contractor Induction is required for the main contractor prior to commencing any work at Archerfield Airport. Operations & Technical Officer will induct the main contractor and the main contractor will induct the sub-contractors.

Works Safety Officer

AAC will designate a Works Safety Officer (WSO) who will have complete authority to direct OM Civil on aerodrome works and aerodrome operational requirements. The WSO will be the on-duty Airport Safety Officer in designated operations vehicle Car 1, Car 2 or Car 3.

MOWP Requirements

OM Civil should comply with the requirements of this MOWP. OM Civil's site representative shall contact the WSO at the start of each working period to ascertain the status for the proposed work with respect to the operational requirements of the aerodrome.

Prior to commencing any work, OM Civil's personnel shall meet with the WSO in order to ensure that all parties including sub-contractors are aware of the working requirements and the work restrictions for each day.

Toolbox Talk

WSO will run toolbox talks every morning prior to the work commencement.

Personal protective equipment

Personal protective equipment such as hi visibility reflective clothing, vests and steel cap boots must be worn at all times airside.

No Smoking

Smoking is not permitted in the airside area under any circumstances.

Equipment Storage

Upon completion of each day's work, all large plant and vehicles are to be relocated to the designated equipment storage area and the work area left in a suitable condition to the satisfaction of the WSO.

This project involves plant, equipment and personnel working adjacent to active runways and taxiways.

3.2 Restrictions

The following restrictions to the subject works have been identified:

- During Low Visibility Conditions, works may be suspended, men and equipment may be vacated to ensure that no runway or taxiway incursions occur

- Works' personnel must at all times remain behind the works area limit marked by orange witches' hats and / or red banded white cones
- Personnel and equipment may be required to partially withdraw from a works area in order to avoid jet blast / propeller wash from aircraft. The WSO will direct such withdrawals
- Access to the work site will be strictly controlled. The WSO will be required to escort all vehicles to and from the work site where the access route crosses any active movement areas
- Works Organisation is to ensure that any electrical pits and other visual aids are adequately protected during the Works. Any electrical installation that may be impacted by the proposed works must be marked by witches' hats or other approved methods. No excavations are permitted without proper assessment of electrical services and control cable location and approval in writing
- Personnel and equipment must remain within the work clearance line for works in close proximity to runway 04L/04R thresholds. If required to cross the work clearance line, permission must be obtained from the Operations and Technical Officer
- AAC will displace the 04 thresholds to allow vehicles up to 4m in height to operate along Taxiway Bravo. OM Civil must provide Operations & Technical Officer with a minimum of **48hrs notice** of any operations that may occur above 4m in height within the vicinity of the 04/22 runway strips. This includes any operations that may emit dust or plumes above 4m in height, including lime slaking.

3.3 Works Limits

All works and the contractor's plant, equipment and personnel shall be confined to the areas directed by the WSO.

The WSO will establish the work site before OM Civil will be allowed access to the work area. No equipment or personnel associated with the work shall be permitted to move outside of the works area, defined by orange witch's hats, without the approval of the WSO.

3.4 Control of Works Personnel and Security

All operational safety instructions issued by the WSO must be complied with immediately. The directions of the WSO in respect of operational safety matters shall bind all personnel associated with the work.

NOTE: All work staff must be escorted or accompanied by an authorised person at all times they are airside.

Additionally, the following provisions will apply to all contractors carrying out works on the airside of the airport:

- Site forepersons and supervisors are to attend an airside induction provided by AAC's Operations & Technical Officer. Forepersons and supervisors will be deemed responsible for their personnel adhering to the Airport's safety and security requirements
- All persons employed at the site are to remain within the designated boundaries
- All contractors and staff are to comply with any additional security provisions, which may be imposed by AAC
- Un-authorized sightseers or persons without the authority of AAC must not enter airside to visit the site
- Persons and vehicles may be subject to search at any time
- Any sites controlled by OM Civil are to be secured by OM Civil against theft or interference
- Dogs, other animals and firearms are prohibited airside.

AAC reserves the right to limit or restrict access to airside areas at short notice to comply with security systems and/or procedural variations resulting from increases in aviation threat levels.

All employees of OM Civil must obey any security directions given by the WSO, Airport Safety Officers or AAC authorised officers.

3.5 Vehicles and Plant

No movement of vehicles or plant is to take place outside the works areas or designated access routes without the consent of the WSO. Only vehicles and plant actually engaged in the work shall be permitted at the works site.

Drivers of all vehicles required to operate airside must hold a valid Authority to Drive Airside (ADA) or be escorted by a person possessing an ADA.

All other vehicles must remain in designated construction and work area at all times.

At the end of each work period, all vehicles and plant shall be moved clear of the works area and parked in an area designated by the WSO.

Vehicles and plant shall be operated strictly in accordance with the Airside Vehicle Control Handbook, which among other things, requires that:

- Drivers must give way to all aircraft at all times
- Drivers must observe all speed limits
- Drivers must follow the nominated routes
- Drivers must use low beam only on vehicle headlights
- Drivers must ensure their vehicle displays company identification signs on both sides of their vehicle

- Vehicles operating airside on the movement area must use amber rotating beacons, or be under the escort of a vehicle with an amber rotating beacon.

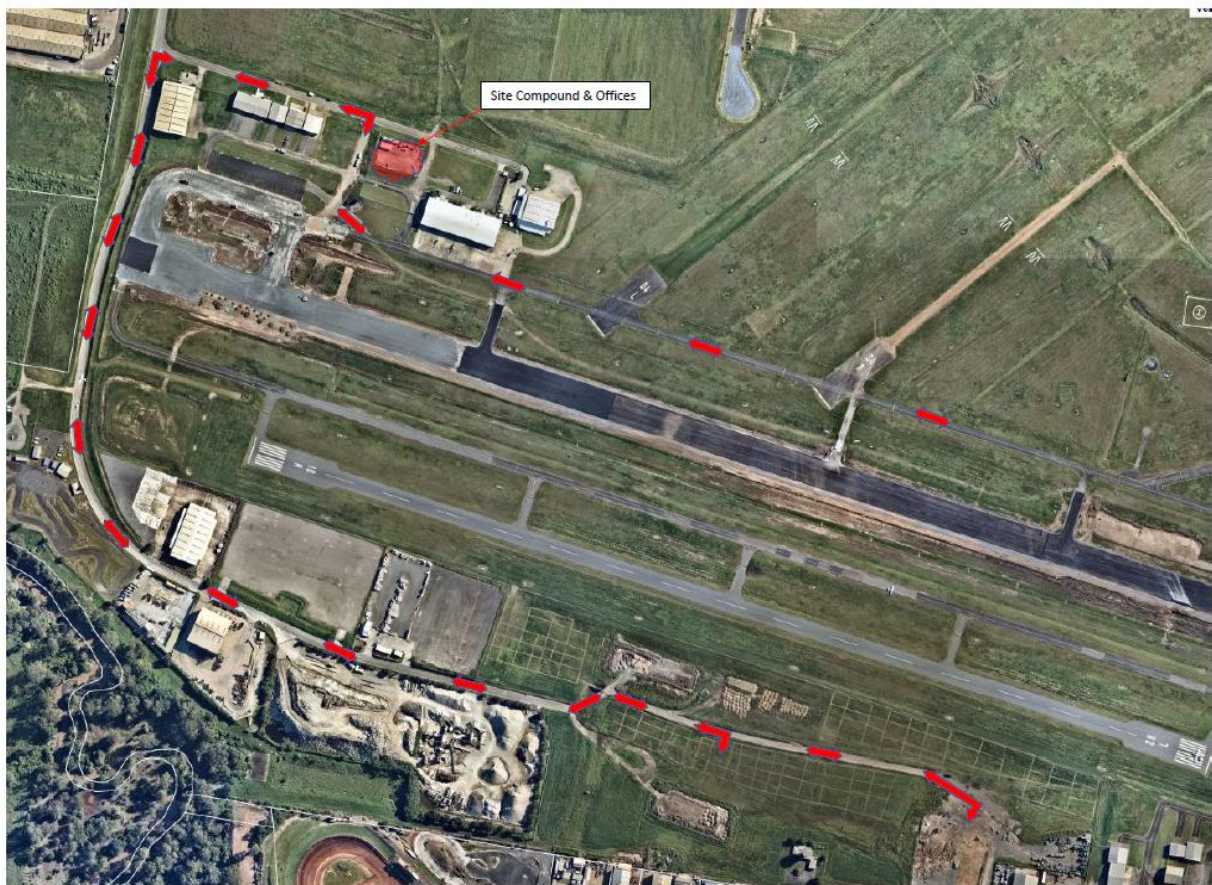
All works vehicles and plant will remain a minimum of 15 metres from any aircraft refuelling operations, parked aircraft, or the wingtip of any taxiing aircraft.

3.6 Access

Specific access routes to and from the works area will be as directed by the WSO. Movement of vehicles, plant and equipment must be confined to these routes in order to minimise tracking of dirt and debris onto aircraft movement area pavements and to prevent damage to airport pavements and lighting.

Access and egress to the work area will be via the entry gate on Wirraway Ave unless directed otherwise no less than 24hrs prior to start date. The Access routes are shown in **Figure 2** and **Appendix 2**.

Figure 2 Proposed Traffic Management Haul Route to Stockpile Area



3.7 Works Safety

Operations and Technical Officer is responsible for ensuring that the works are carried out in accordance with this Method of Working Plan. Operations Manager is responsible for ensuring that a WSO is present when required.

The WSO performs the following responsibilities:

- Ensuring the safety of aircraft operations in accordance with the standards for aerodrome works and this MOWP.
- Arranging for the issuing of respective NOTAMS with Airservices Australia NOTAM Office.
- Maintain safety oversight of the works area while work is in progress and the aerodrome is open to aircraft operations.
- Discuss with the Works Organisation on a daily basis, any matters necessary to ensure the safety of aircraft operations.
- Supply the air-traffic controller, on a daily basis, with whatever information is necessary to ensure the safety of aircraft operations.
- Ensure that unserviceable portions of the movement area, temporary obstructions, and the limits of the works area are correctly marked and lit.
- Ensure that access routes to work areas are in accordance with this MOWP and that access is restricted to these routes.
- Ensure that the vehicles, plant and equipment carrying out aerodrome works are properly marked and lit or are under Works Safety Officer supervision or within properly marked and lit work area.
- Require the immediate removal of vehicles, plant and personnel from the movement area where necessary to ensure the safety of aircraft operations.
- Ensuring that movement area is safe for normal aircraft operations following removal of vehicles, plant, equipment and personnel from the work area.
- Ensure that the air traffic controller is kept informed of the radio call signs of the vehicles used by the Works Safety Officer.
- Report to the air-traffic controller and the aerodrome operator any incident, or damage to facilities, likely to affect air-traffic control services or the safety of aircraft.

4 AERODROME MARKERS, MARKINGS AND LIGHTS

4.1 Marking the Unserviceable Area

Red and white unserviceability markers will be placed at the entrance to each closed taxiways and entrances to RWY 04L and RWY 04R thresholds. The works area will be marked by works limit lines with orange cones witches' hats.

The markers will be placed in accordance to Part 139 (Aerodromes) Manual of Standards 2019.

4.2 Markings

All removed markings will be reinstated or altered under the direction of WSO in accordance to the contract documentation.

4.3 Lights

Works are conducted during day time only with airfield lighting normally deselected by ATC.

To maintain operation of airfield ground lighting in the available portions of the manoeuvring area, the closed sections will be isolated prior to the commencement of works, by either covering lights or disconnecting from Series Transformers.

4.4 Protection of electrical services and control cables

Care must be taken to locate and protect all airfield ground lights on the taxiway within the work area.

5 SPECIAL REQUIREMENTS

Measures shall be taken at all times for control of dust, debris, other nuisance materials or loose items that may be blown onto active movement areas. All material packaging will be closely monitored to ensure that the potential for wind-blown FOD is minimised. OM Civil shall immediately respond to any direction by the WSO to eliminate a problem.

During lime stabilisation works doors to hangars 400-405 and 411-412 should be kept closed. The total duration of lime stabilisation is expected to be 10 days. The lime stabilisation works are expected to commence on 12 October and finish on 22 October. These works dates are weather dependent.

Times for these works will be advised to the subject operators prior to these works.

6 ADMINISTRATION

6.1 Works Organisation

Archerfield Airport Corporation has contracted OM Civil to undertake the works.

Contractor's Site Representative

OM Civil's site representatives shall remain responsible on behalf of the works organisation for complying with the requirements of this MOWP.

The contact details of OM Civil's site representatives are provided below:

OM Civil - Works Manager

Michael McVeigh

(M) 0407 745 362

(E) michael@omcivil.com.au

Project – Site Engineer

Jarred Thomas

(M) 0423 270 163

(E) jared@omcivil.com.au

6.2 Project Manager

Archerfield Airport Manager for this Project is:

Project Manager – Project AIM

Alec Shabanz

(W) 07 3275 8022

(M) 0458 751 612

(E) alec.shabanz@archerfieldairport.com.au

6.3 AAC Contacts

Archerfield Airport contacts are provided below.

Operations & Technical Officer

Pavel Davidyuk

(W) 07 3275 8012

(M) 0414 233 903

(E) pavel.davidyuk@archerfieldairport.com.au

<p>Works Safety Officers</p> <p>Don Foy (W) 07 3272 9635 (M) 0438 020 171</p> <p>Blake Tieken (W) 07 3272 9635 (M) 0401 327 018</p> <p>Jaimie Harrison (W) 07 3272 9635 (M) 0468 994 704</p>	<p>Nathan Morris (W) 07 3272 9635 (M) 0449 968 485</p> <p>Corey Scott (W) 07 3272 9635 (M) 0402 935 401</p>
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7 AUTHORITY

7.1 Conduct of Works

All works must be carried out in accordance with the MOWP, project specification and contract documents.

7.2 Expiry

Archerfield Airport Corporation expects to complete the work described in this document by 20/12/2021.

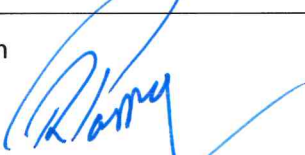

This MOWP will remain current until 31/01/2022 unless extended by the Operations and Technical Officer.

7.3 Variation

The written approval of the Operations and Technical Officer is to be obtained before any change is made to the dates, details and procedures described in this document.

7.4 Approval

Under the authority of the Archerfield Airport General Manager, **YBAF 21/09-1** is approved for release.

Rod Parry General Manager Archerfield Airport Corporation	Sign 	Date 25 August 2021 
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8 DRAWINGS

The drawings associated with this MOWP are provided in the following appendices:

- Appendix 1 TWY B Reconstruction Works
- Appendix 2: Proposed Traffic Management Haul Route to Stockpile Area
- Appendix 3: Fuel Truck Access
- Appendix 4: Alternative Refuelling Route during Final Trimming of FCR
- Appendix 5: Illustration of Closed Areas
- Appendix 6: Taxiing of Aircraft Below MTOW 5,700kg
- Appendix 7: Taxiing of Aircraft Above MTOW 5,700kg
- Appendix 8: Operation of Run Up Bays
- Appendix 9: Operation from RWY 04L/04R
- Appendix 10: Reduced Operational Area – Western Apron.

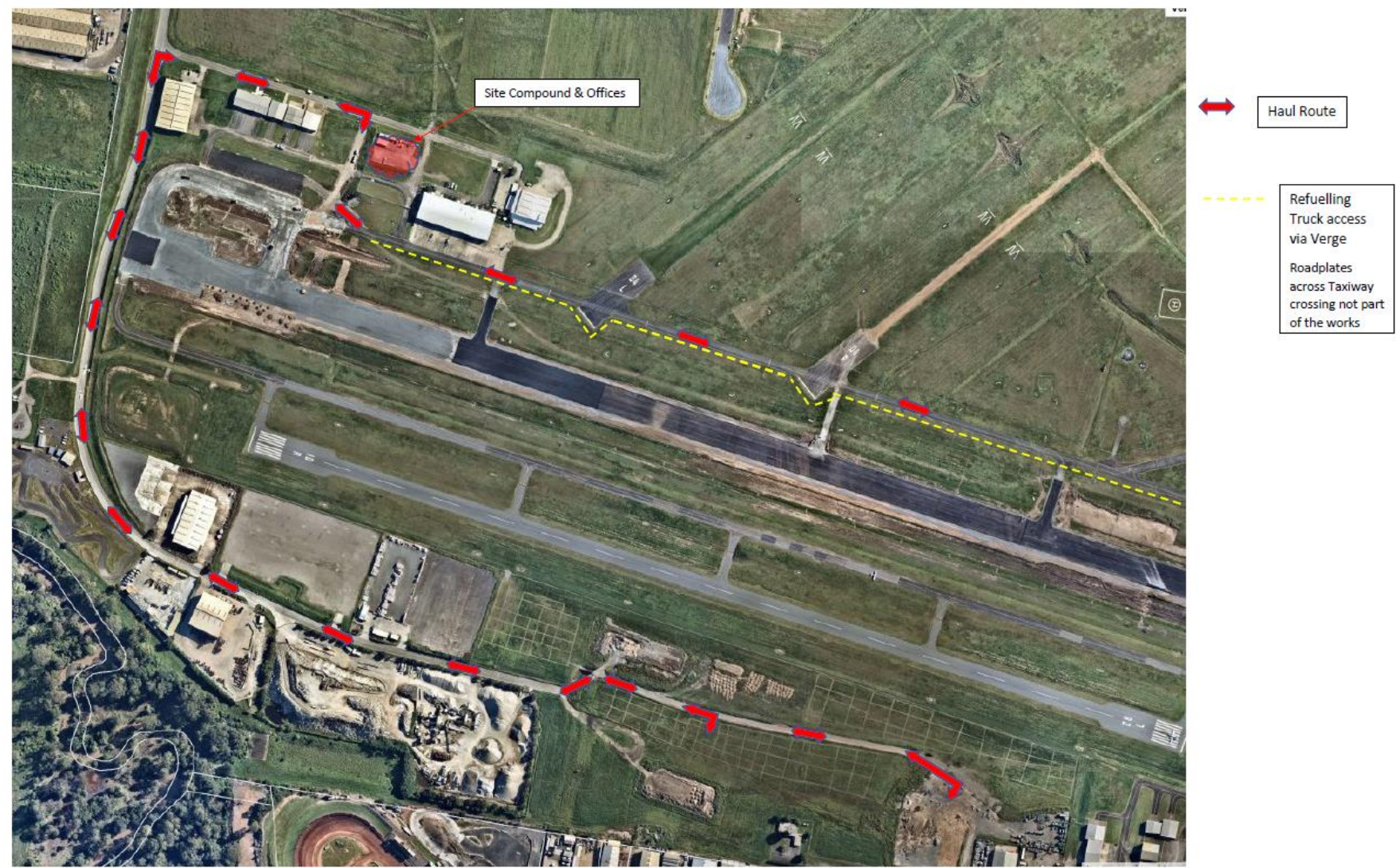


Archerfield Airport Corporation

APPENDIX 1: TWY B RECONSTRUCTION WORKS



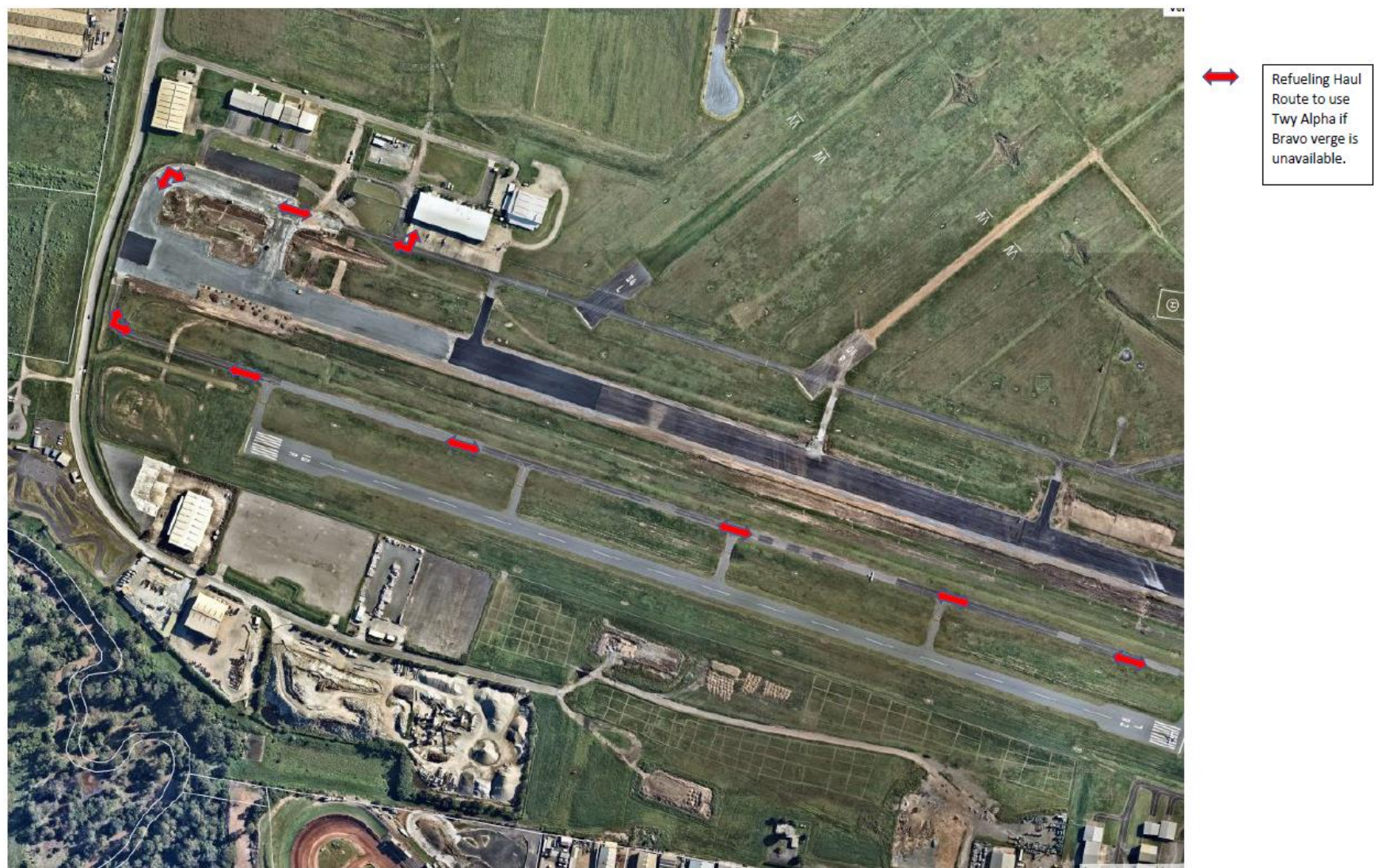
APPENDIX 2: PROPOSED TRAFFIC MANAGEMENT HAUL ROUTE TO STOCKPILE AREA



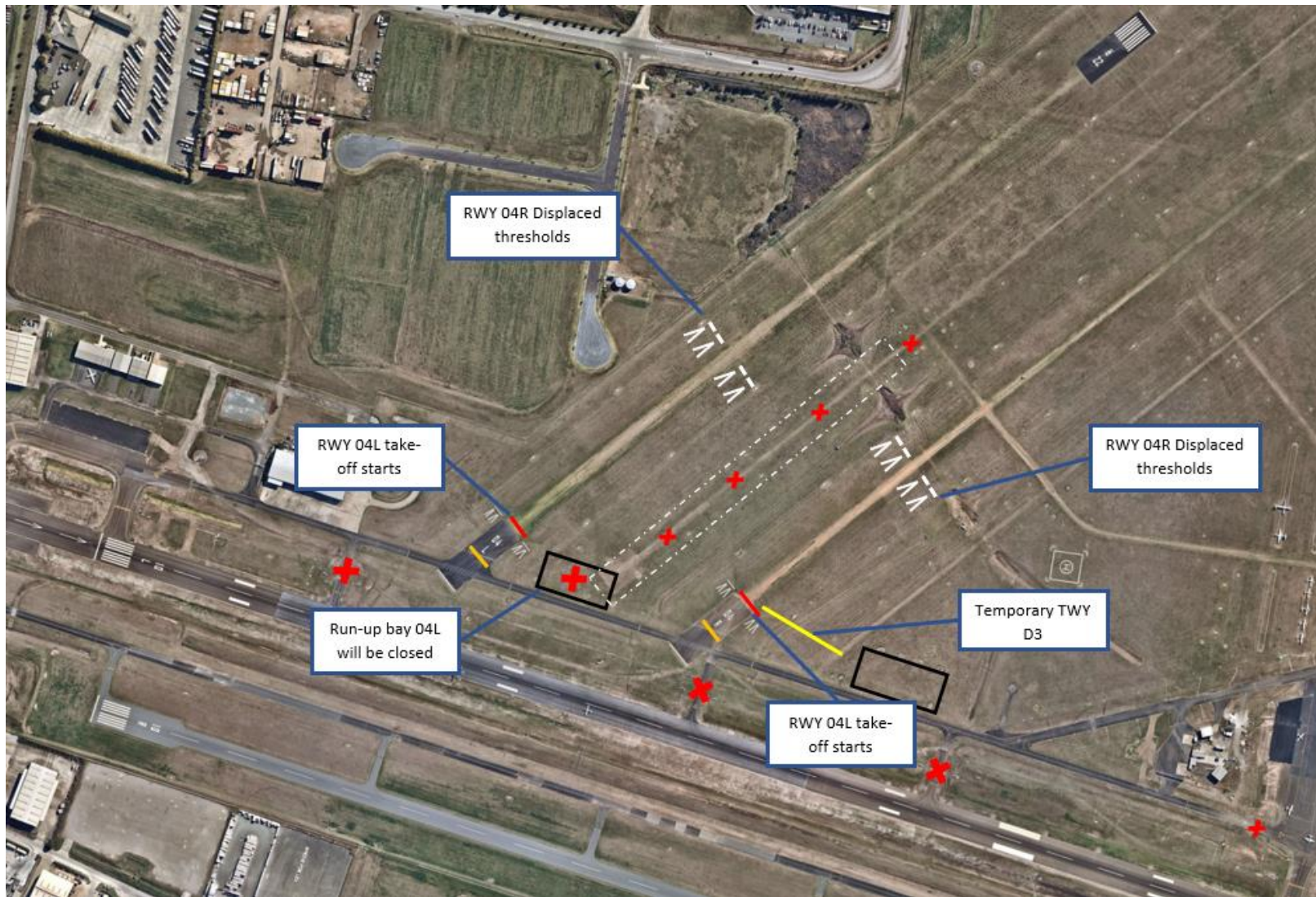
APPENDIX 3: FUEL TRUCK ACCESS



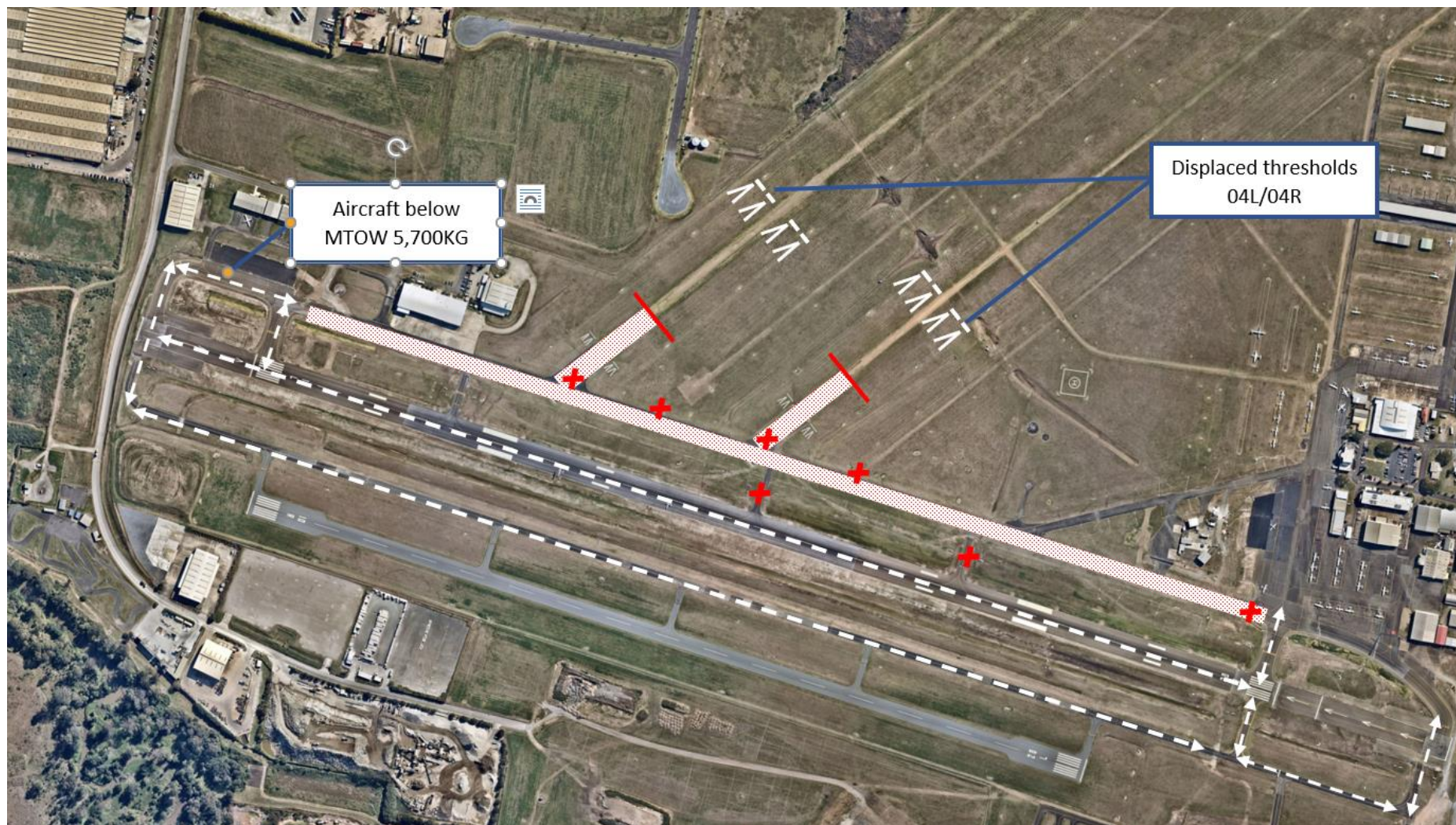
APPENDIX 4: ALTERNATIVE FUEL TRUCK ACCESS



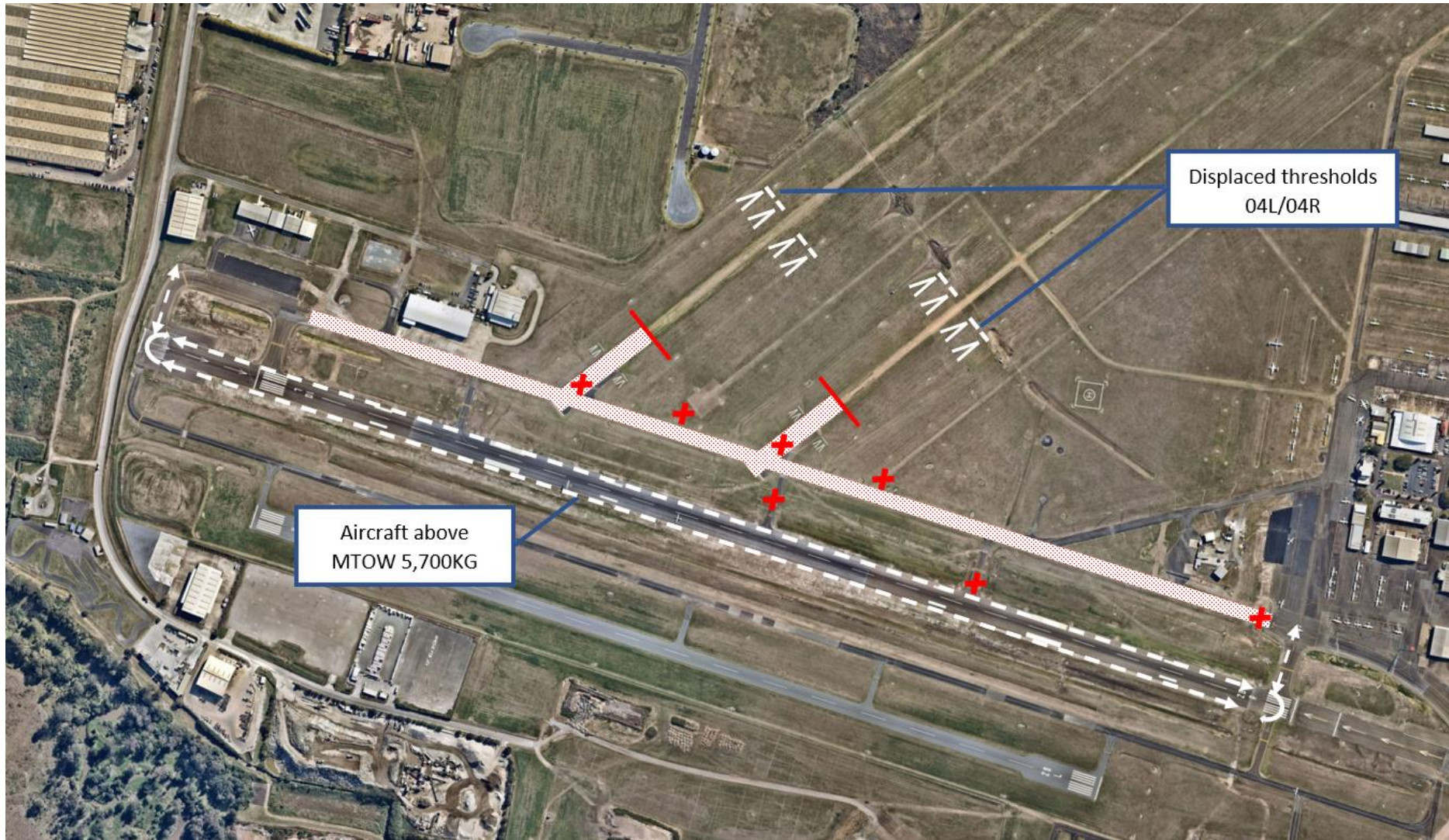
APPENDIX 5: ILLUSTRATION OF CLOSED AREAS



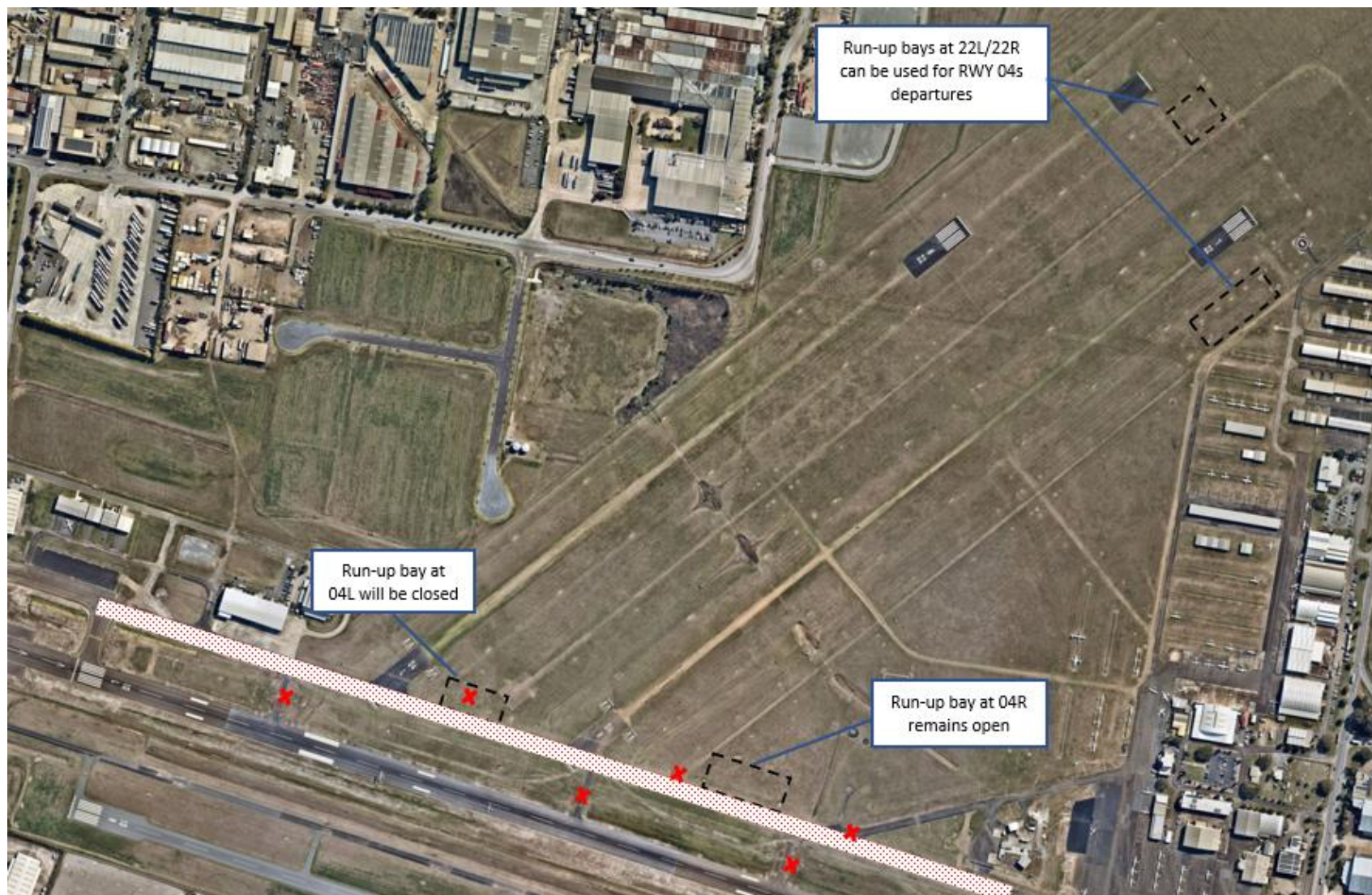
APPENDIX 6: TAXIING OF AIRCRAFT BELOW MTOW 5,700KG



APPENDIX 7: TAXIING OF AIRCRAFT ABOVE MTOW 5,700KG



APPENDIX 8: OPERATION OF RUN UP BAYS



APPENDIX 9: OPERATION FROM RWY 04L/04R



APPENDIX 10: REDUCED OPERATIONAL AREA – WESTERN APRON





9 DISTRIBUTION LIST

This MOWP will be distributed to those organisations and agencies listed below.

Company	Phone No.	Email Address	No. of Copies
AAC			
General Manager	0414 233 901	rod.parry@archerfieldairport.com.au	1
Operations & Technical Officer	0414 233 903	pavel.davidyuk@archerfieldairport.com.au	1
Operations Manager	0438 020 171	don@archerfieldairport.com.au	2
Project Manager	0458 751 612	alec.shabanz@archerfieldairport.com.au	1
OM Civil			
Manager	0407 745 362	michael@omcivil.com.au	1
Project – Site Engineer	0423 270 163	jared@omcivil.com.au	1
Airport Consultancy Group (ACG)			
Civil Engineer Paulo Magistrado	0428 398 500	paulom@acgaustralia.com.au	1
AvFuel			
Manager	0430 100 667	ricky@avfuel.com.au	1
CASA			
Graham Oehlerich Aerodrome Inspector	07 3144 7434	Graham.Oehlerich@casa.gov.au	1
Air Navigation, Airspace and Aerodromes	13 17 57	aerodromes@casa.gov.au	1
AIRSERVICES AUSTRALIA			
Archerfield Control Tower	07 3275 8230	archerfield.tower@airservicesaustralia.com	1
Archerfield Control Tower Supervisor	07 3275 8230	graham.gill@airservicesaustralia.com	1
AERONAUTICAL COMPANIES			
Basair Aviation College	07 3270 2400 02 9791 0111	afreception@basair.edu.au mrowell@basair.edu.au	1

Company	Phone No.	Email Address	No. of Copies
Rapair Maintenance	07 3277 7877	michelle@rapair.net.au	1
QPS Helicopter Unit Shane Cooke	0418 265 686	Cooke.ShaneC@police.qld.gov.au pgibson@lifesaving.com.au	1
QGAIR/QPS Sean Reseigh	07 3270 2600	Sean.Reseigh@psba.qld.gov.au Wilson.TrevorJ@police.qld.gov.au	1
LifeFlight	07 3712 2821	michael.dopking@lifeflight.org.au	1
Pathfinder Aviation	07 3255 5734	david@pathfinderaviation.com.au	1
Flight Maintenance Australia	07 3276 7976	lucas.tisdall@fmaus.com.au	1
Flight Standards	0415 442 122	ben.mackney@flightstandards.com.au cameron.marchant@flightstandards.com.au	1
Performance Aero	0400 902 444	becky@performanceaero.com.au	1
Flight Scope Aviation	07 3272 7707	rod@flightscopeaviation.com.au	1
Executive Helicopters	1300 393 243	g.liehm@execheli.com.au	1
Elite Helicopters	0418 878 707	brendan@elitehelicopters.com.au	1
Poolhurst Aviation Neil Waterman	0409 756 415	nwaterman@poolhurstaviation.com.au	1
Meridian Helicopters Rob Brown	0401 376 824	rob.brown@meridianhelicopters.com.au	1
Pulse Aero Arthur Indeché	07 3186 3320	arthur.indeche@pulseaero.com.au	1
ADOME Martyn Skinner	0418 786 214	martyn.skinner@bigpond.com	1
Warbird Aviation	07 3374 1094	kim@warbirdaviation.com.au	1
V ² Helicopters Pty Ltd	07 3274 6666	info@v2helicopters.com.au	1
Flight One Pty Ltd	07 3123 7300	lucas.tisdall@flightone.net.au	1
Australian Country Choice Properties William Scott	0437 771 150	pilot@accbeef.net.au	1
Phil Inkster ACC Beef	0429 917 008	pinkster@accbeef.net.au	1
Aviation Insurance	07 3274 4732	iant@aviationinsurance.com.au	1

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Archerfield Jet Base	0412 599 342	phil@archerfieldjetbase.com.au mark.peart@bigpond.com admin@lightjets.com.au	1
Enever Electrical	0418 741 499	erikh@eneverelectrical.com.au grege@eneverelectrical.com.au	1