



## CareFlight opens new maintenance facility

**Just four months after a once-in-a-century storm caused nearly \$200,000 damage to CareFlight's maintenance facility and helicopters, the charity's new purpose-designed helicopter maintenance facility (pictured) opened at Archerfield Airport in Hangar 6.**

"Archerfield really bore the brunt of the storm, and our previous hangar was simply no match for Mother Nature," according to CareFlight CEO, Ashley van de Velde. "The hangar, two aircraft undergoing maintenance, and equipment belonging to both CareFlight and our engineers were damaged. We thank AAC and all our supporters for helping us to get back on track so soon after the storm."

CareFlight's new maintenance facility is centrally located, allowing easy access to the fleet across Queensland. The facility contains the latest, vital technology and equipment

to service CareFlight's fixed and rotary wing fleet which now numbers 14.

"This new larger hangar will allow us to service our three air ambulances, as well as all our helicopter fleet," CareFlight Engineering Manager Darryl Stevens said. "We've employed an additional two apprentices and have an engineering department that's 34 strong across Queensland, with 18 of these highly skilled people based at Archerfield."

CareFlight's iconic blue and yellow rescue helicopters are regularly sent to serious accidents where early medical intervention can often be the difference between life and death. The crews assist an average of three patients every day. Archerfield Airport is 11km from Brisbane CBD, close to the city's main hospitals, and able to provide easy, fast access for emergency services.



## New role for former GM

**The former GM of Archerfield Airport, Corrie Metz, is the new Chair of Miengrove Pty Ltd, the parent company of Archerfield Airport Corporation.**

Corrie's appointment followed the recent retirement of Pat Finimore, who guided the development of Miengrove Pty Ltd from 1985.

Corrie spent five years as airport GM. He retired in late 2014 but continues as Secretary of the Australian Airports Association Queensland division. He brings extensive management experience to Miengrove deliberations through his long and distinguished career in the Royal Australian Air Force and his recent role at Archerfield.

## A MESSAGE FROM THE GENERAL MANAGER



**When I took up the role as General Manager of Archerfield Airport, I was delighted to meet with a number of aviation stakeholders, tenants and visitors to hear about the great things going on at the airport and in the aviation community. This community is strong, vibrant and inspiring, and contributes so much to the future of aviation.**

The airport has much to offer the community, and the strategy to develop the airport will ensure its future as Queensland's premier general aviation centre. For this to happen, we need to get involved in the positive promotion of GA, acting as ambassadors and supporting Archerfield Airport and the growth of aviation services. I am in discussion with key stakeholders, great business leaders, politicians, local community members and anyone who will listen to tell them about the Archerfield opportunity. It is a key metropolitan airport, 11km from Brisbane CBD with plenty of capacity, capability and opportunity.

Recently, I met with Brisbane Airport CEO Julieanne Alroe and we discussed complex airport management issues including airspace and the construction of the new parallel runway at Brisbane Airport to be completed by 2020, with Julieanne offering congratulations and support in my new role.

I have also met with CASA, Airservices and Brisbane City Council (BCC), and am keen to work with these organisations to drive a greater understanding of Archerfield Airport and our challenges to ensure we provide a safe and thriving airport with improved air and road access, transport and technology.

We now have the Airservice's Webtrak on our website and have been briefed on the Airservices's Navigation Rationalisation Project in which the Archerfield NDB will be decommissioned

in 2016. Australian aviation is preparing for the transition to the Global Navigation Satellite System as the primary means of navigation backed up by the robust BNN nav aid network, reducing the reliance on ground based nav aids. Airservices will switch off up to half of Australia's conventional navigation facilities from May 2016 subject to CASA approval.

BCC has now committed to the substantial upgrade and road reconstruction on Boundary Road in May which will provide strengthened pavement and safer road travel. We applaud the council for getting this work done. Our partnership with BCC will further grow as we continue to discuss our needs and priorities and have these heard, including traffic and safety issues on Beatty Road.

In February, I met with Warren Truss MP, Deputy Prime Minister, Minister for Infrastructure and Regional Development, Leader of the National Party and Member for Wide Bay, CASA's new Safety Director Mark Skidmore and other airport CEOs at Avalon Air Show to discuss the vision for Archerfield as Queensland's premier general aviation centre.

In March, I attended the Community Aviation Consultation Group with a number of local residents, tenants and key government stakeholders to discuss the latest challenges and news, noise issues and outline of the airport's vision.

We have now completed nearly half a million dollars in repairs as a result of the November storm and this has impacted on a number of tenants. We fully appreciate the challenges faced in getting the works completed.

Thank you to all those who have welcomed me to Archerfield Airport and the wonderful show of support. I look forward to meeting everyone so please feel free to drop by for a coffee and chat over the coming months.

**Heather Mattes**



**Archerfield Airport was one of 12 partners represented at the Queensland Government Stand at the Australian International Airshow and Aerospace and Defence Exposition at Avalon Airport in February.**

The Victorian airshow is one of Asia Pacific's key aviation events. It provided the partners with a great opportunity to network and showcase Queensland's extensive aviation and defence-related facilities, technologies and services.

Archerfield's former GM Corrie Metz (pictured), and new GM Heather Mattes hosted the airport display. They reported very positive interest in all that Archerfield has to offer, as well as strong feedback about the quality and capabilities of Queensland aviation companies.





# Introducing...

**Heather Mattes** GENERAL MANAGER, ARCHERFIELD AIRPORT

**Heather Mattes is the new GM of Archerfield Airport. Heather is a pilot, owned her own aircraft, is a past National President of the Australian Women Pilots' Association (AWPA), and an executive manager with extensive experience in general aviation, property, construction, asset management and operations.**

Heather has a degree in Aviation Management and Business Administration with significant experience and success in leading a range of complex and challenging major infrastructure transformations and projects, strategic planning, development and operations. She is strongly credentialed, having successfully managed a number of challenges in port, mining, airport, property development and housing in the public and private sector, including some of Australia's most high profile property and infrastructure projects.

For four years, Heather was Manager Landside Transport and Assets for Brisbane Airport Corporation (BAC) and Head of Property - Australia for Ansett Air New Zealand. While at BAC, Heather managed the design and operations of new buildings, including the multi-level carpark, bus services, parking and ground transport. While at Ansett, she was responsible for developing strategy for the management and development of a nationwide portfolio of airport terminals, hangars, retail sites and call centres.

Heather's impressive career includes the following positions: GM Property Projects Development and Assets, Sydney Ports Corporation (where she managed stages of Port Botany reclamation, the Enfield Rail/Road Intermodal and the privatisation of the port); Executive Director of Asset Development, Victorian Department of Health and Housing (where she managed a massive portfolio of more than 80,000 public housing and health-related buildings); Project Director, BHP Billiton; Planning and Commercial Executive, Falls Creek Resort Management; and Chief Operations Officer for Horizon Housing, a major affordable housing and property management and development Not for Profit company on the Gold Coast.

## RELATING TO AIRPORT USERS

As well as understanding airport management, Heather relates strongly with airport and general aviation users. She gained her pilot's licence to overcome a fear of flying.

"I was travelling a lot with friends who could fly. I didn't particularly like flying, but I loved the destinations we flew to; and I needed to know what to do in the event of an incident. I was quite terrified learning to fly and have always been very careful about flight preparation and staying safe."

Heather bought her first plane from a priest in Bundaberg in 1996, and Archerfield was the first airfield she visited on the flight home.

"I thought it was a good thing to buy an aircraft from a priest, although at the time I didn't have my pilot's licence and had a pilot fly me and my four-seater Cessna 172P home to Parafield Airport from Bundaberg, which involved stopping at Archerfield and Bankstown."

Heather said she quickly developed a deep connection with the aviation 'community'. During her three years heading the AWPA, membership rose to more than 600 and extensive scholarships were introduced in association with Airservices Australia and the Civil Aviation Safety Authority. AWPA founder, the late Nancy Bird Walton, became a great friend and mentor, and Heather accompanied Nancy on a number of trips.

## A FAMILY AFFAIR

Heather's personal involvement in aviation, especially her commitment to air safety, also extended to behind-the-scenes work for what is now known as Flight Safety Foundation Australia. For many years, she assisted its CEO to develop general aviation safety management systems. The CEO, later to become her husband, was Bill Mattes, an ex-RAAF Wing Commander and now the Director of Safety and Quality Management at Queensland Government Air Support.

Aviation is obviously something of a family affair. Melany, one of the Mattes' three daughters, is a student pilot and works in ground operations and safety with Virgin Australia, while son Chris is learning to fly.

Heather says she is really looking forward to working with stakeholders to drive the growth of general aviation at Archerfield as Queensland's premier general aviation airport; supporting the work of the Australian Airports Association to develop the general aviation sector across Australia; and looking for further growth opportunities for the Archerfield Airport precincts.

## Safe airside driving

**Safe airside driving is a priority at Archerfield – and just as there are rules that govern driving on the road, there are strict regulations when driving airside. Please enquire at the AAC office for driving rules and we can assist with your enquiries.**

ISS Security officers have increased random airport patrols due to the number of breaches. They are authorised to issue infringement notices to anyone found speeding or breaking airside driving rules. Please remember:

- When driving airside, always carry your Airside Driving Authority (ADA) and Authority to Use Airside (AUA) because these must be produced on request.
- Airside driving authorities expire on June 30. Prompt payment of renewal invoices will ensure you are not denied airside access after that time.



## Remembering an ANZAC

**God's Acre cemetery at Archerfield Airport is the resting place of one of our ANZACs, Garland William Fedrick.**

Fedrick, who died in 1978, was a blacksmith in the Coopers Plains area before 'signing up' for the Great War. He served in the 47th Battalion Field Artillery which formed in Egypt in 1916. This battalion fought in some of the war's bloodiest battles, disbanding after two years and suffering one of the highest casualty rates of any Australian army unit.

Lest we forget.

## Airport building works and work health & safety

**All airport tenants are reminded that under the Airports (Building Control) Regulations 1996 tenants must apply to AAC for consent to do any building works on airport, and are responsible for meeting workplace health and safety requirements when carrying out the approved works.**

Before approved works can start, AAC requires a signed Permit to Commence Works (PERCOW) form and a copy of the contractor's certificate of currency for insurance. The PERCOW requires an undertaking by the contractor or person managing the works that a risk assessment has been carried out and that the necessary controls will be put in place to ensure the work is carried out safely. This form is available from AAC's office.

## Noisy operators on notice

**Aircraft operators at Archerfield should urgently review noise abatement procedures included in the ERSA following 14 noise complaints to Airservices Australia in February.**

The complaints were from residents in Karana Downs, Manly, Oxley, Acacia Ridge, Durack, Flinders View, Sinnamon Park, Beenleigh, Auchenflower, Wynnum West and Tingalpa. A breakdown showed that: 10 complaints related to activity from 5am to 11am; one related to activity at 3pm; and three related to activity after 10pm. Three complaints related to propeller aircraft; nine related to helicopters (three were emergency response); and two related to general aircraft noise.

## For lease

The following airport premises are now available for lease...

**Hangar 003 – Qantas Avenue.** With high exposure to a very busy road, this is an excellent hardstand in the commercial heart of the airport. The hangar has air-conditioned offices and reception area. The site is approx. 1,773 sq.m., with a building area of 1,429 sq.m. Rear and front boundaries are approx. 26m and side boundaries are approx. 54m.

**Hangar 226 – Northern end of airport near Qantas Avenue.** This all-steel aircraft hangar on a 488 sq.m. site has airside access only and hangarage only, and specifically excludes all other uses.

**Hangar 606 – South-east end of the airport.** The 211 sq.m. site has airside access only. Approximate hangar dimensions are 12.36m x 15.30m, with a hangar door height of approx. 3.7m.

**Hangar 622 – Southern end of the airport.** Approximate hangar dimensions are 12m x 15m x 4.6m. – suitable for a high winged smaller aircraft. The hangar has airside and landside access, two small storage rooms and a toilet.

**Hangar 002 – Qantas Avenue.** The area of approx. 1,364 sq.m. includes 66 sq.m. of office space and includes low-height storage space with secondary office accommodation. This hangar has high exposure to a very busy road; single phase power and staff amenities; a shared common entrance loading door; and sliding hangar doors (height is approx. 4.4m; opening of approx. 23m from centre to end).

**Site 605 – Victa Avenue.** This steel/Colorbond hangar has an approx. area of 191.2 sq.m. with clearance of hangar door (13.5m). There is an adjacent two storey administration office consisting of a 40 sq.m. lower level with amenities and a 41.25 sq.m. upper level for storage. Additional aircraft (max height of 4m) are permitted to be secured/parked on the cement driveway at no charge subject to ongoing consent of AAC.

**Site 013/014 – Conveniently close to the common carpark with good access to Ipswich, Beaudesert and Granard Roads.** This fully fenced 1,037 sq.m. site comprises admin/multiple offices/classrooms and recreational area. Building 13 is approx. 181 sq.m. and Building 14 is approx. 453 sq.m.

**For all leasing enquiries, please call AAC Property Manager, Claudia Birnbreier on 07 3275 8000.**





*Pictured is The Red Spoon Café crew of Natasha, Jordan, Denise, Bronny, Mika, Chloe and Alisha.*

## The Red Spoon Café opens

**A new Parisian-style deli-café has just opened at Archerfield – and one person behind the counter is no stranger to airport tenants.**

Bronny Gray (centre) introduced herself to tenants five years ago while operating a coffee van. A year later, she established the popular Red Spoon Espresso Bar at the RQAC. While son Jordan will manage the espresso bar, Bronny invites tenants to sample what's now on offer at The Red Spoon Café just inside the airport's main entrance. Healthy food is her passion, and the wide selection includes gourmet salads, cakes and sweets; baguettes, burgers and sandwiches; and home-style hot dishes and vegetarian and gluten-free meals.

## Being good neighbours

**Archerfield Airport is Queensland's premier general aviation and flight training centre – and instructors and student pilots from the airport's many flight schools are reminded of their obligations to the local community.**

AAC is currently investigating concerns by Acacia Ridge residents that some training flights occasionally pass too low over houses and are outside the training circuits.

The airport's GM, Heather Mattes, said all flying schools at Archerfield must operate according to relevant aviation regulations and in consideration of their 'neighbours'.



As part of the inquiry, Heather arranged for long-time resident, Rob Dalzeil, to experience the local training circuit first hand. Rob was a guest of the Airline Academy of Australia's Chief Pilot, Matthew Harriott (pictured together), aboard the Academy's modern twin engine training aircraft, a Tecnam P2006T.

The Academy is the professional aviation training entity of the Royal Queensland Aero Club – an aviation icon that has trained pilots for almost 100 years. The Academy has two Tecnam P2006Ts in its fleet of 22 aircraft. They are ultra-quiet and fuel efficient, making them very environmentally friendly.

"The Academy is very progressive and sets high standards for others to see," Heather said. "While most of our flight training schools do the right thing, we all must meet community expectations when it comes to safety and emissions."

"We're in the middle of a major industrial and residential area and our neighbours have a right to know where the flight paths are. AAC expects all operators to stay within those paths and to observe high standards of operation."

Rob said he was pleased that residents' concerns were being addressed. He thanked the AAC and the Academy for arranging the flight, which he said confirmed the location of the training circuit over Acacia Ridge.



## A glimpse to the past

**A sinkhole which recently formed at Archerfield gave airport staff a surprising glimpse into the airfield's rich history.**

Urgent inspection of the hole revealed what is believed to be the remnants of a windmill built in the mid 1850s to provide water for 'The Willows', the original homestead that stood on the airport site.

Airport Foreman, Don Foy (pictured), shows one of the casings which is still clearly marked with its manufacturer's stamp, The Gould's Manufacturing Company of Seneca Falls, New York, USA. Gould's pumps are now part of the ITT Corporation, the world's largest pump company.

A wet February may have contributed to the formation of the sinkhole, and urgent remediation work was completed as quickly as possible. This involved about 12 cubic metres of aggregate rock, covered by geofabric and a metre of soil.

The retrieved items will be donated to the Friends of God's Acre (FOGA), which cares for the airport's heritage cemetery. It is hoped that the items can be displayed at the annual God's Acre Remembrance Day on Sunday June 28.



## Celebrating art deco architecture

**Archerfield Airport's distinctive art deco terminal building features in a full colour reference book due for release in May. *Brisbane Art Deco: Stories of our Built Heritage* documents and celebrates the city's art deco architecture. It is supported by Brisbane City Council through the Lord Mayor's Helen Taylor Research Award for Local History Grant, and the Art Deco & Modernism Society.**

Built in the early 1940s, Archerfield's terminal building is arguably Australia's most recognisable general aviation landmark. Its story, which is told in the book, covers the period when Archerfield was Brisbane's major airport and later when it was a key wartime military base. The book will be available in libraries and selected book stores, and through [www.brisbaneartdeco.com.au](http://www.brisbaneartdeco.com.au)

## A timely addition

**A long-term project to restore the electromechanical clock system within Archerfield's heritage terminal building has achieved another milestone.**

Following restoration of the external airside clock in 2013, two further clocks have been commissioned – this time in the passenger lounge and on the first floor. The project complements terminal-wide refurbishment works aimed at recreating the building's original art deco 'glamour' when Archerfield was Brisbane's major airport.

There are now four older style clocks operating throughout the building. The latest were installed in April by the same team that repaired the main airside clock, Tony Roberts and Norman Heckenberg. Tony is an horologist and Norman is Emeritus Professor of Physics and the Director of the University of Queensland's Physics Museum. Both have been conserving and restoring electromechanical clocks for more than 25 years.

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# tower talk

**With the onset of winter, the prevailing wind direction can create a greater need for using Runways 22 Left and Right, Archerfield's least used runway configuration.**

Pilots should become familiar with the taxiway structure as displayed in the ERSA diagram; and they should be aware that after landing on 22 Right, they must have clearance from Air Traffic Control to cross 22 Left before proceeding back to the eastern apron. Runway 22 Right also has a displaced touchdown threshold for landing. Aircraft taking off from this runway can use the full length for departure.

Grass taxiways are sometimes harder to see, and holding points are less defined than on sealed taxiways – so if you're a pilot, exercise extra caution and, as always, taxi slowly to help with situational awareness.

If at any time you are confused about what taxiway to use, seek taxi guidance from the Surface Movement Controller. Over the years, controllers have observed instances of pilot confusion while using the grass runways and taxiways, including occasional attempts to take off and land on taxiways. Thankfully most of these were picked up by tower controllers before a dangerous situation developed.

If you are in any doubt about your disposition on the airfield while taxiing, stop the aircraft and regain your bearings or ask for advice.

Until next time, enjoy your flying and stay safe.

**George Lane**  
Tower Manager, Archerfield

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