

Motueka Aerodrome Operations and Safety Committee

Tasman District Council

Date and Time: 1 December 2022 at 10 am

Venue: Motueka Aero Club

Present: Stuart Bean (Chair)
Mark Stagg, Jackie Day, Giles Whitney, Kevin Bedford, Greg Wood, James Meldrum

In Attendance: Nick Chin (Enterprise & Property Manager), Stephen Batt (Senior Enterprise Officer) and Christina Ewing (Enterprise Officer and meeting scribe).

Apologies: Javan Rose, Brad Keay, John Richards

Meeting opened at 10 am

1. Welcome

The Chair welcomed everyone to the meeting.

2. Apologies

Javan Rose, Brad Keay, John Richards

That the apologies be accepted for the Motueka Aerodrome Operations and Safety Meeting.

Moved: Mark Stagg **Seconded:** Giles Whitney

3. Minutes of the last meeting – The 1 September 2022 minutes were confirmed by the Chairperson and Chief Executive under Standing Order 27.4, therefore there are no minutes for confirmation.

It was noted to change Collins Street to College Street and clarify one of the points.

4. Action items from the previous meeting

The action items were updated, and the following items were discussed:

	Action	Status	Assigned to:
1.	A large area of loose stones needs to be returfed by the fuel pump. (Northern side of the pump). (Look at cost to concrete the area, as it's a more suitable and a long-term solution)	Tasman Bay Contracting has been engaged.	Christina Ewing
2.	Diamond Grid Check	Ongoing	Stu Bean
3.	Draft Drag Racing Licence to be circulated at next meeting for discussion ()	NDRA LTO is commercially sensitive information and will not be circulated as discussed in meeting.	Nick Chin
4.	AIP for Motueka to be updated with Taxiways and protocols	Ongoing	Stephen Batt
5.	MOU to be updated with current users and reflect any other necessary changes	Ongoing	Stephen Batt

5. Operations and Safety Issues

Health and Safety

The gyrocopter accident was discussed by the Committee. Mr Batt advised that CAA had been notified of the accident. The emergency response was very efficient by both the Aerodrome Operator and the Emergency Services. It was noted that Emergency Services should be updated to which gate to use for fast access to the aerodrome. Mr Batt continued that the only error he could find was that the gyrocopter had been removed from the crash site before CAA clearance was received. The members thought it would be good to continue having conversations amongst themselves ensuring users understand the emergency processes, and that there was an emergency hotline for accidents. Mr Batt asked how many active gates the aerodrome needed and could some be removed to avoid confusion. Also, Mr Batt has engaged with NAC and to carry out Inspections, these are to be conducted every 4 weeks but only required every 6 weeks.

Bird Culling: Ms. Ewing said that she had discussed bird culling with contractors in regard to the airfield bird population. It was outlined by users that culling was unnecessary because there were significantly fewer birds on the aerodrome as a result of the long grass (Hay area) being mowed. Ms. Ewing requested that the users keep her informed of the situation with the bird population and any potential problems.

The users continued to discuss a couple of small incidents that occurred at the aerodrome. The group agreed to continue the discussion outside of the meeting amongst themselves. Mr Batt noted to members, that Council being the Operator, would like to see users note in their individual Health and Safety Policies that Council would be notified of these events.

The LOS was discussed and how it is interpreted in the Tasman Resource Management Plan (TRMP).

Regarding security cameras, Mr Stagg offered Council if they wished to use his web-based service if they provided the camera.

Motueka Aerodrome Report – The AIMMS report and monitoring was discussed. It was asked if Council could clarify what type (bundle level) of monitoring was purchased by the Enterprise Team. The team would investigate and get back to the Committee.

The Enterprise team met with Carlton Campbell, the CAA Safety Consultant, to discuss marking out the grass runway. Mr. Campbell cautioned against using fuel and paint to outline the grass runway since those places tend to become muddy. A good method to handle that, according to Mr. Campbell, is to outline the grass runway with white pavers. Mr. Batt desired to inform the users of this choice and gather their opinions.

6. General Business

Mr. Batt stated that the Licence to Occupy by the NDRA has been approved for drag racing. The extra rain day granted to the NDRA, and further discussion of the drag racing were also reviewed. Ms. Ewing stated that it was a pragmatic option. Covid had such a detrimental effect on all businesses during the previous two years, and it seemed pointless to have prepared the Aerodrome for the event just to have it cancelled.

When the users asked to view the NDRA's License to Occupy, Mr. Batt explained that as it was commercially sensitive, he did not feel confident giving it to them. He did state that he could provide an overview of some of the terms.

Fuel pump – It was thought rather than returfing the fuel pump area that staff investigate the cost of pouring concrete, this would be a more suitable and long-term solution. Staff would get a quote.

According to preliminary investigations to supply power to the western end of the aerodrome. The electrical work was estimated to cost around \$125,000K, however there will be an additional fee for easements. The runway is in satisfactory condition and may have up to another five years of useful life before resealing is required. It was agreed that the funds set aside now for resealing could be used subject to there being adequate available funds for continued maintenance and resealing of the runway when required.

Goodvibes Parachute Boogie – This is scheduled for ANZAC weekend in 2023 and will cover the 18 -25 April 2023.

The meeting closed at 11:15 am

Next meeting: – 12/07/2023

Action Log – 1 December 2022

Action	Status	Assigned to:
A large area of loose stones needs to be returfed by the fuel pump. (Northern side of the pump).	(Look at cost to concrete the area, as it's a more suitable and a long-term solution)	Christina Ewing
Diamond Grid Check	Ongoing	Stu Bean
Summary of NDRA Licence to Occupy	Ongoing	Stephen Batt
AIP for Motueka to be updated with Taxiways and protocols	Ongoing	Stephen Batt
MOU to be updated with current users and reflect any other necessary changes	Ongoing	Stephen Batt