

## Motueka Aerodrome

Comments for Motueka Community Board.

Motueka Aerodrome is one of the busiest aerodromes in NZ.

It is not certificated with CAA but is maintained to a standard that is pretty near to CAA requirements. It is inspected by CAA every so often and we are in regular contact with them.

The council expects it to run without subsidy and move toward returning a dividend.

It is a community asset that has the ability to be developed further with the creation of business and employment opportunities for Motueka. That depends on good business decisions being made regarding its future.

What is happening at Motueka Aerodrome:

- An operations and safety Committee has been established. This committee meets quarterly and has just about completed a memorandum of understanding between the council and users over H&S and operational issues plus best practice. That is a first for this aerodrome.
- The maintenance contract is currently being tendered to the 3 organisations who responded to the RFQ. The new contract will have specific performance measures.
- The following plans are to be reviewed this financial year:
  - Aerodrome Emergency Plan
  - Aerodrome Management Plan
  - Aerodrome Development PlanThere is \$15,000 set aside in this year's budget for this work.
- The activity management plan is being reviewed for the LTP.
- Landing fees have increased by 10% from 1 July 2011 (last reviewed 2004) but do still not represent a fair and equitable return on the assets employed, or the costs attributable to maintaining the runways and taxiways. A review of landing fees may be carried out with the management plan.
- A review of parking charges is required, we receive ground rentals for hanger space but those who occupy a similar space with tie downs don't generally pay, which is inequitable.
- The debrief of the Drag Club is to occur this week and dates for next season have already been received and sent to users for comment.
- One new hanger is being constructed and another is awaiting building consent.
- Options for providing power, data and reticulated sewage facilities for aerodrome tenants are being explored.
- NOTAM's are administered from my office.
- The Landing Fee honesty box is administered from MSC.
- The grass quality is poor and the cost of improving it to obtain a regular income from hay etc is currently not worth it.

This council is a member of the NZ Airports Association and I am the member representative. I am the council appointed operator for the aerodrome and as such may decide who can and cannot use the aerodrome. Such decisions are normally undertaken following advice from the Ops and safety Committee.

Security at the aerodrome is an issue, the entire aerodrome is an operational area and security will be part of the management plan review.

The management and development plans will be subject to local consultation.

My focus for the aerodrome is to:

- Establish a fair and equitable charging system for landing and parking.
- Encourage development and growth at the aerodrome which will in turn provide opportunities for skills based employment in Motueka, either at the aerodrome or elsewhere.
- Complete the review of the 4 plans and then create a promotional plan for Motueka aerodrome, including web site stuff.
- Provide a competitive charging system for rents (I believe we have achieved this, but it will need ongoing review) that encourages managed growth and provides a fair return to ratepayers.
- Continue to liaise with aerodrome users, CAA, NZ Airports Assn and other aerodromes for best practice and technical advice.

The MCB has a recommendation in today's agenda regarding the transfer of governance and operations for Motueka Aerodrome from the Enterprises Sub Committee. The level of responsibility to which the board may be exposing themselves, could be something they wish to consider as part of their decision making processes in the absence of an officer report on the matter.

Jim Frater  
Manager Property Services  
11 July 2011.