

STAFF REPORT

TO: Council Enterprises Subcommittee
FROM: Motueka Aerodrome Manager
REFERENCE: A303
DATE: 4 October 2005
SUBJECT: Motueka Aerodrome Report October 2005

FINANCIAL STATUS

The balance sheet to the end of August is attached. Income streams appear to be reasonable with landing fees being slightly down which is expected at this time of year. Note that these figures do not include the big income received from the parachutists 'boogey weekend'

Total income is however running at 21% of the annual budget which is nice to see only two months into the year.

On the expenditure, as predicted salaries and wages are well over budget which is due to more accurate reporting of staff time against airport work. Whilst this looks poor it must be remembered that staff wages are budgeted for and that the losses in the airport account will be matched with gains in other accounts (like Motueka Service Centre wages).

Maintenance contract is running to the contract price although again this price exceeds the annual budget of \$22,000. Exceptional spring grass growth however has resulted in more frequent mowing being required so this has been to Council's advantage on this fixed budget performance based contract.

The small amount lodged against the runway reseal was to extend the concrete pad at the on-field fuel bowsers which had developed some deep holes where the grass field bordered the pad.

GRASS TAXIWAY CONTRACT

The refurbishment of the grass taxiway which has been let to Concrete and General is well under the available capital budget carried over from last year.

GRASS RUNWAY

Following discussion with the Airport Tenants it has been decided to defer any work on the grass runway until after the end of the Drag Racing licence period as vehicles skewing off the runway may cause significant damage to the grass runway.

As the cost of the runway refurbishment work is likely to be high I would recommend setting a yearly target to accrue capital funds so that the work can be commenced in 2008.

Rough estimates for the work are circa \$100,000 therefore setting aside \$30,000 a year would be prudent.

SHELL FUEL INSTALLATION

A site meeting with the shell representative was held on 22 September 2005 and final layout for the tank farm and bowser installation considered. Following amendments to the plan Shell will be preparing application for resource and building consents.

NELSON DRAG RACING ASSOCIATION

Airport tenants had requested that the matter of 'concurrent' racing and aerodrome usage be queried to see if some limited aircraft movements could be OK when racing was not actually in progress. I have verbally discussed this with Philip Coker whose company prepared the Risk Assessment report. Spoke to Peter Cocker re the Risk Assessment and what the term 'Concurrent Operation' meant.

Peter confirmed that the risk applies as soon as the gate opens. Whilst the risk before racing starts could be mitigated by a crowd control management system a risk will remain (although lower) but in event of an incident who'd be liable? In any event the potential for a joint operations window is small and would only be during the short setting up period. No aircraft activity should occur once racing starts as checks of bits on the airfield etc cannot be carried out. The risk assessment report would need to be updated to include joint use (this will be a cost) and the Drag Racing Club could argue their licence was signed on basis of sole use so could be legal wrangle there and insurance liability issues are also likely to be a factor.

Recommended Resolution

That Council confirms that, in regards to the Drag Racing Risk assessment Report, that 'concurrent activities' shall mean the times that the Drag Racing Club has licence to occupy the licensed area at the aerodrome.

One matter that causes airport tenants problems is when the Drag Racing Club might call a postponement. This has to be done before 10.00am on race day but if it is not done until 10.00am the aerodrome usage is compromised by tenants not being able to take bookings for that day. It is likely that in the three years left to run that a lay-day would statistically occur more than once (if at all) so although an inconvenience, is not one likely to occur regularly.

Work has commenced on the safety barrier works needed to comply with their licence. The airport tenants have asked Council to remind the drag racers that their resource consent restricts their total numbers of persons on the aerodrome to 3000. I have suggested to tenants that they take advantage of race days by having their own 'open day' where visitors to the drags might be able to consider flights and or parachute jumps thus providing a business opportunity to offset their losses for drag racing days.

AIRPORT TENANTS MEETING

A meeting of the Motueka Airport Tenants was held on 30 September 2005.

The matter of a letter received from two Motueka residents regarding noise was discussed with the Airport Tenants. In addition the letter from the Parliamentary Commission for the Environment was discussed.

The Aerodrome Manager had previously researched New Zealand Standards that can be applied for air noise boundaries and resource management legislation and also had discussed airport related noise with one of the country's leading experts on noise control who works with the Department of Health. Whilst the matter of imposition of air noise boundaries would clearly set parameters both in terms of noise from the airport and expectations of noise within the community, it was considered that:

- a) the current airport activity would be likely to be well within any air noise boundary footprint remembering that such controls have been designed for large airports having jet aircraft and the like. It was also considered that the cost of the required monitoring assessment needed to establish any air noise boundary controls would likely be prohibitively expensive (i.e. tens of thousands of dollars) and that this would have to be a burden over the general ratepayers.

Discussion also considered the option of utilising a right hand circuit for planes taking off towards the south (runway 20). This would mean that planes in a circuit could avoid some areas of town but it was acknowledged that in doing this it might create other problems and the costs involved in redefining the airport circuit paths. In addition Council may need to advertise any proposed change and consult with affected parties. The Motueka Aerodrome Manager, however, has agreed to look into this option as in principle the Airport Tenants were not adverse to utilising such a circuit pathway.

After further discussion it was decided that the Airport Tenants would provide written voluntary protocols that they would endeavour to adhere to which would involve avoiding flying over urban areas whenever possible and also keeping to higher flight paths whenever possible and these protocols will be available for the Parliamentary

Commissioner for the Environment when they come to check airport related noise complaints early in the new year.

The matter of airport landing charges was discussed and it was noted that the current \$5 landing fee for casuals would be maintained as Council benefited more from the Avgas and Jet Fuel throughputs than could be obtained from raising this figure. The matter of monthly and yearly charges, however, for Airport Tenants together with non aviation activities such as parachute landings will be discussed individually with each Tenant and any review will be reflected in the forthcoming Long Term Council Community Plan.

The strategic development of the aerodrome was discussed with Airport Tenants and a rough sketch plan previously drawn up by the previous Airport Manager was reviewed.

Whilst the opinion of the Nelson Airport Manager was that "Tailor Made" hangars might not be the best option given different aircraft sizes and needs, the Airport Tenants advised that other airports such as Ashburton and Rangiora had provided multiplex type hangars with cross wall construction providing most effective use of the available airfield space. The use of 'T-Hangars' where planes alternate from to back was also used at other aerodromes to maximise available space. I believe that a lot of information and ideas could be garnered by having a 2-3 day tour of Council owned aerodromes having similar issues to Motueka that are located within the top of the SI. I will research this further to check the advantages of such a tour.

I will be in contact with these and other Aerodromes to try and pick up ideas and suggestions that might work for Motueka Aerodrome. The idea of setting up an e-mail group for Managers/Administrators of Council-owned Aerodromes will also be investigated. Following that my intention is to draw a strategic development plan to scale on the airfield and put that out for Airport Tenants plus other staff for consultation and the Council Enterprises Subcommittee.

SKY DIVE BOOGIE WEEKEND

Attached is a letter of congratulations received from New Zealand Parachute Federation for the Sky Dive Boogie Weekend, which was recently held.

Recommended resolution: That the report be received.

B Askew
Motueka Aerodrome Manager

<http://tdctoday:82/Shared Documents/Meetings/Council/Committees and Subcommittees/Council Enterprises Subcommittee/Reports/2005/RFN051012ces Report Motueka Aerodrome.doc>