

STAFF REPORT

TO: Council Enterprises Subcommittee
FROM: Motueka Aerodrome Manager
REFERENCE: A303
DATE: 18 June 2006
SUBJECT: Motueka Aerodrome Report June 2006

FINANCIAL STATUS

The balance sheet to the end of April 2006 is attached.

We are still looking on track for keeping within budget. In answer to a question last meeting from Cr Henry the rates allocation is \$12,765.00. We have also identified the capital return from the Drag Racing Association separately as requested by Cr Higgins.

I'm happy to answer any questions on the financials.

GENERAL ISSUES

We have now re-opened the grass taxiway following inspection and further rolling and cutting. Initial indications from users are that it is a great job and certainly a major improvement.

The area around the existing dispensers continues to be screened off as there are some bald patches that need repairing.

The bird nuisance seems to have subsided for the moment but we will be asking airport tenants to alert us if there is any recurrence of this problem so we can get onto it immediately.

Following the lifting of the moratorium we have our first hangar proposal for the Committee to consider. The proposal is to be discussed within the confidential part of the meeting as the proposal is still subject to application for resource consent.

SHELL FUEL FACILITY

Still putting some final touches to this project. The main activity just recently has been the old tank removal.

Monitoring staff reported that the operation was carried out (very efficiently) by Gilbarco, supervised by Andrew Gale from this company. Deborah Rowley from MWH (Wellington) was present to take soil samples for analysis and she will be writing the tank validation report for Shell.

The 20 000 litre single skinned steel tank, installed in 1989, was not contained in any bunding or secondary containment structure. It was excellent condition and there was no evidence (ground stains/smell) of any petrol having leaked from the tank into the surrounding sand and alluvial gravel. Soil samples were taken down to about 4 metres, about 1.5 metres beneath the bottom of the tank. No water from the aquifer was found at the 4 metre depth level. With the wet weather some problems with the filled area has been evident and we are asking Shell's Contractors to reinstate the area to an acceptable level.

The sign that has been sponsored by Shell is nearing completion with final draft version completed ready for the sign to be installed (copy attached for information). Note that this sign was included as part of the Resource Consent for the fuel facility. The sign will be positioned on the western side of the facility so as to provide some screening of the tanks and also to promote the great aerodrome facility and its various activities.

DRAG RACING

Nelson Drag Racing Association has provided the list of dates for the coming season.

Note this information has been provided earlier than required in their licence which is appreciated.

The NDRA is required to provide a schedule of race meeting dates by 1 July and following consultation with aerodrome tenants we have twenty days from then to reply back to NDRA.

All dates are now confirmed by NDRA except for the 17 February and I expect to get confirmation of that date prior to the Enterprises Committee Meeting on 28 June at which time the dates will have to be formally approved by the Committee pursuant to Clause 2.2 and 2.3 of their Licence and condition 2 of their Resource Consent RM980181. Note that the NDRA has also obtained approval from the A & P Association which is a requirement of their Resource Consent.

The dates are as follows (note all Saturdays with the immediate following Sunday in each case for rain date):

All dates have been referred to airport tenants with 28 October being the only date we had a conflict with an existing booking by one of the tenants. This was referred back to NDRA but the date was fixed for them as it ties in with national championships.

NDRA apologised for any inconvenience this causes but it is a situation that is beyond their control.

The affected tenant has requested that we allow a 'one-off' departure using the now opened grass taxiway. I have no problem with this provided the matter is dealt with as a 'one-off' and is without prejudice to the normal restrictions that apply and John Gourdie, President of the Nelson Drag Racing Association has no objections. Also note that the grass taxiway is outside the NDRA licensed area and the taxiway is remote enough to have no impact on their activities so we should not need to suspend racing.

Recommendation

That the dates for the 2006/7 Drag Racing Events be approved as 28 October 2006, 13 January 2007, 17 February 2007 (or alternate date) and 7 April 2007.

DEVELOPMENT PLAN

I am attaching a scanned copy for the second draft of the proposed Aerodrome Development Plan.

Basic principles for the development are as follows:

Block 1 is the last block to be developed (if needed) and for the time being will be available for long term aircraft parking in preference to the site further to the west. There is likely to be some demand for open-air aircraft storage and we could include some additional security screening if needed and the revenue is likely to be not much less than with the proposed hangars as we can get more parked aircraft on this site.

Block 2 is proposed to be eventually serviced with sewer and potable to permit development of a maintenance hangar on the site as shown.

Overall development to take place over next 20 years with development commencing once Drag Racing is finished and Block 3 (with the exception of one or maybe two hangars as OK'd by NIWA) no sooner than 2010 at which time the lightning detector will have been removed.

There is no development timetable for the terminal building although this has already been approved for Abel Tasman Aviation and the play area, air motel, café/viewing area are all not bound by any specific time table.

Hangars will be 15 m² and although this is probably too large for small micro-lights the strategy is to ensure that hangars built have multiple aircraft uses rather than 'tailor-made' for one specific aircraft. Of course two or three micro-light owners may wish to share a hangar and if we get a demand for a large hangar, joining two or more together with the ability for later cross-walls will be an option.

Hangars will be setback 15 m from road boundaries and 10 m back from internal boundaries. Hangars on road frontage will have landscape screening provided along the boundary (shown green) and all hangars will be provided with a 4.5 m wide vehicle access.

Parking of cars will be available either at the existing and proposed marked areas and there will be opportunities for car parking at the non-air side of hangars and if a hangar owner wishes a vehicle access door could be included on the non-air side to permit storage of their car whilst they are using their aircraft.

Hangars with 15m setbacks can each have up to five 90° parks and those with 10m setbacks can have up to four 45° parks.

I would propose to keep all pedestrian and all private vehicles segregated from the aircraft operational areas by security fencing.

I have also included two areas for on-field aircraft parking however I would be encouraging long term occupiers of the airport to house their aircraft in hangars with on-field tie-downs being used mainly for visitors.

All up there will be a possible additional 56 hangars (48 hangars without Block 1) plus a large 1000m² maintenance hangar/workshop. Large commercial operators will remain on the southern and south-eastern areas of the airport with Block 1 for use for aircraft parking and if necessary only a few hangars for low activity private aircraft owners (as the proximity to operational areas could create conflicts). Block 2 will be available by a range of aircraft types (mostly non-commercial) but excluding micro-lights. Block 2 will eventually be serviced and will then allow the maintenance hangar to be developed. Block 3 will be an unserviced Block for smaller aircraft and specifically targeted for micro-lights.

The use of the open space for a future air motel and café/viewing area will provide a good synergy for the airport, not only for aviators but also for tourists and residents who may wish to view the parachute landings whilst enjoying a light meal.

The proposed children's play area is to off-set the potential loss of the green space that is currently under-utilised. The use of the space by children playing ball games is not an ideal as balls can end up over in the operational area and of course kids climb the fence to retrieve them (I have seen this happen more than once). The more formal 1500m² play area could include the usual play apparatus but possibilities for equipment having an aviation theme could be pursued. The area I have indicated is comparable to the types of neighbourhood reserves seen in town and its location away from operational areas and also the busy intersection of Queen Victoria Street with King Edward/College Streets should make it more user-friendly and safer.

One minor change which I will pursue immediately is to relocate one of the windsocks from Queen Victoria Street to the other side of the airfield where the lack of trees means that better indication of wind direction and speed will be evident. Note I have still to gauge opinion of the airport tenants on this matter.

Subject to approval by this Committee I would like to progress this with the plan being forwarded to Civil Aviation Authority for comments and to be available for public feedback

for the next Enterprises meeting on 9 August at which time formal adoption of the plan (as amended) should be possible

Note that any comments/suggestions made by the airport tenants following the preliminary consultation meeting with them held on 19 June have been included in this report with changes to be verbally noted to this Committee at the meeting as there will be some changes required to the plan in regards to Hangar Block 1 and a few other safety issues raised.

Recommendation

That the draft proposed development plan (as to be amended to incorporate airport tenants suggestions) be submitted to Civil Aviation Authority for comment and that also the plan be made available for general public consultation and for a report to be prepared for the August Council Enterprises Committee on any feedback received.

STAFF CHANGES

Maxine Van Ingen leaves Council on 30 June to work for the Nelson DHB.

Maxine has been a front-line trooper in helping me with all sorts of things but particularly the Motueka Airport.

It was pleasing to note that at the Airport Tenants meeting on the 19 June that the Tenant expressed their utmost thanks and appreciation for Maxine's work at the Aerodrome and is a sentiment I too also endorse whole heartedly.

As this will be Max's last meeting and she is working from home in Richmond doing her final set of Community Board Minutes I have asked her to attend the airport discussion section of the Committee's agenda.

RECOMMENDATION

THAT the report be received

B Askew
Motueka Aerodrome Manager

Motueka Aerodrome
As at 30 April 2006

	YTD Actual 05/06 \$	Budget 05/06 \$
OPENING BALANCE	\$ 9,527	
Unspent Capital	-\$ 48,048	
ADJUSTED OPENING BALANCE	-\$ 38,521	
Income		
Landing Fees	-\$ 13,735	-\$ 20,000
Rentals	-\$ 25,325	-\$ 20,000
Shell Aviation	-\$ 2,201	\$ -
Nelson Drag Racing Club - Capital Repayment	-\$ 4,444	
Nelson Drag Racing Club - Hire	-\$ 2,111	\$ -
General Rate	-\$ 10,642	-\$ 12,765
Total Income	-\$ 58,458	-\$ 52,765
Expenditure		
Salaries & Wages	\$ 14,063	\$ 3,898
Professional Fees	\$ 4,021	\$ 7,000
Loan Interest	\$ 1,316	\$ 1,750
Maintenance Contract	\$ 23,023	\$ 22,500
Council Overhead	\$ 1,922	\$ 2,257
Insurance	\$ 1,856	\$ -
Total Expenditure	\$ 46,201	\$ 37,405
Net Surplus	-\$ 12,257	-\$ 15,360
Capital		
Motueka Capital A/M	\$ -	\$ 500
Motueka Capital P/S	\$ -	\$ 500
Grass Runway Upgrade	\$ 36,476	\$ -
Motueka Security Lighting	\$ -	\$ 5,000
Motueka Runway Extension	\$ -	\$ 10,000
Principal Mot Runway Reseal	\$ 1,042	\$ 1,248
	\$ 37,518	\$ 17,248
Funding		
Sundry Income	-\$ 1,570	-\$ 1,888
	-\$ 1,570	-\$ 1,888
NET COST OF SERVICE	\$ 23,691	\$ -
CLOSING BALANCE	-\$ 14,830	

Note: A negative closing balance means that the project is in funds

Note: There was \$48,048 unspent last year on upgrading the Grass runway. When this money is spent in the current year the cost will be funded by the opening balance