

STAFF REPORT

TO: Council Enterprises Subcommittee
FROM: Motueka Aerodrome Manager
REFERENCE: A303
DATE: 30 July 2006
SUBJECT: Motueka Aerodrome Report August 2006

FINANCIAL STATUS

Financials to be provided by David Ward.

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

TURF MANAGEMENT

During a recent check of the airport the prevalence of broad-leaf weeds in the turf was noticed. I asked SICON to advise on the remedial action for the weed infestation and their report is appended hereto. Note that turf manage is a standard practice for Councils grassed areas such as playing fields.

From their observations it appears that there has been little or no turf management at the airport and we are now at a kind of 'critical threshold' such that if we disregard the problem that the airport surfaces will become badly pitted and affect aircraft operations.

SICON have recommended that a compartmentalised remediation programme be undertaken. I have drawn up a block overlay of the airport showing 6 areas ranging from 3.7 to 5.9 ha (note these include buildings and hard surfaces so the actual areas will be less in some cases).

The worse affected areas are the lock-up areas where hay has been cultivated. This process has exacerbated the production of weeds. This year the hay contractor has indicated that he does not wish to use the airport. This will be a loss in income of about \$1,000.00. I am currently getting a quote from SICON as to the costs of additional mowing of the lock-up areas for the five months from August to December inclusive which are factored into their current maintenance contract.

Depending on their price I will look at alternatives however it is important that any utilisation of the non-operational areas does not conflict with aircraft operations particularly in regards to matters of safety.

I would recommend that area 1 be targeted this year for treatment. Whilst the gross area is 5.9 ha the net area excluding buildings, the Aviation College and the open space area would be about 5.0 ha.

The costs for treating this area therefore would be circa \$4,577.50 (exc GST). This has not been budgeted for in the LTCCP but I do have \$5000 for 'security lighting' which should actually be for cameras to monitor aircraft landings. I'd be happy to forgo the cameras as I believe the turf remediation is far more important.

Recommendation

That the Council approves payment for turf management for Area 1 on the plan and that the Aerodrome Manager reports back when the work has been completed.

EMERGENCY MANAGEMENT

I have initiated a proposal for the development of emergency management regimes which will involve all emergency services, CAA, airport tenants and Councils engineering advisers MWH.

I have also asked Jim Burrows the Emergency Management Officer to take a prime role in this matter as it is intended to utilise the protocols of CIMS (Coordinated Incident Management System)

The Coordinated Incident Management System is used throughout the world at large and small incidents. It incorporates modern management principles and has been modified and adapted for use in the New Zealand context. The system has been used in the USA since the 1970s and was introduced into Australia in the 1980s.

CIMS provides the model for command, control, and coordination of an emergency response. It provides a means of coordinating the efforts of agencies as they work towards the common goal of stabilising an incident and protecting life, property, and the environment.

Many emergencies, from car accidents to large-scale disasters, require cooperation among several agencies. In an emergency, you and other personnel from your agency may be called upon to help with the response.

CIMS can be used for all emergency incidents, from the straight-forward to the complex. The more complex the incident, the more evident is the value in using CIMS.

CIMS aims to build a more proactive incident management response system that will increase efficiencies through better coordination of resources. It will also reduce the risk of service overlap and potential confusion at emergencies through poor understanding and inadequate coordination.

The proposal will be to have an emergency management system that will encompass a wide variety and scale of emergencies for both on-field and off-field scenarios.

On the other side of this exercise I would also like to have the airport capacities established for potential use in a wider emergency context such as an earthquake, flood etc so that we can factor these resources into our response capabilities.

GENERAL MATTERS

Boogie Weekend

The skydivers will be holding a 'Boogie Weekend' on the 17 to 21 August at which parachutists and skydivers from around the country will descend on Motueka. The event generates a lot of income not only for the airport but for tourist services in town who can expect to have plenty of bookings that weekend.

The displays of skydiving are also extremely popular with residents so there could be a lot of stiff necks on the Monday morning from spectators.

Sign

The Shell Fuel Facility sign has now been erected. We have complied fully with all the planning rules which means that the sign doesn't create any undue distraction. The sign also helps screen the tanks at the fuel facility.

Development Plan

The draft plan has been viewed by CAA and our Reserves Officers. CAA have given the development the OK with the proviso that we do not undertake night time operations using the runway.

Advice from Council's Reserves Manager Beryl Wilkes regarding the replacement of the open space area with a formal smaller play area is that we need to survey the local residents about the section on the corner as many of them will know that it was set aside for recreation purposes when the airport went in, even though it's not formally a reserve. The Reserves Manager has also asked who would pay for the new playground and maintain it.

Beryl has recommended that we see if there was a need for a playground in this area at all and that we need to keep in mind that to get to this playground children have to cross a busy road and that playgrounds are a lot more attractive to young children than a grass paddock.

Currently we have the hangar referred to the last meeting of the Enterprises Committee still going through the processing stage but I have two additional enquires for hangars which I hope to pursue as each hangar generates about \$2,000.00-\$3,000.00 per year income for the airport.

Drag Racing

The dates have now been set for the forthcoming season.

The only date to be confirmed was 17 February but this had to be changed due to National Championships to 24 February.

This date conflicted with some air ops and that the Sunday is the Aero Club's Open Day.

However with cooperation on all sides the 24th February has been agreed with two flights landing mid-morning. These will use the new refurbished taxiway and will not disrupt the Drags setting up procedures and I will have air coms to ensure the arrivals do not conflict with any ground activities.

The NDRA has also agreed to forgo their Sunday lay-day so that the Aero Club can commit to their open day. I have suggested that some drag racing cars be on display at the open day which attracts a good crowd.

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

Mowing

We have had some minor problems with mowing over the last year. This has been due to the unusual weather patterns, particularly the dry spring and also the earthworks carried out in relation to the new fuel facility.

Dust problems have been the main issue. An additional factor is that SICON now mow operational areas to a much more stringent height limit of 50-70mm which is to avoid bulking of grass which kills pasture and is a hazard if it gets into the air intakes of engines.

The problems should now be resolved following a meeting between SICON representatives and airport tenants. The new procedures will speed up notification of intention to mow and allow airport tenants to advise if any aircraft operational factors are an issue.

Generally the airport tenants are otherwise very happy with the standard of maintenance mowing carried out by SICON at the aerodrome.

RECOMMENDATION

THAT the report be received

B Askew
Motueka Aerodrome Manager

Turf Management Areas

