

STAFF REPORT

TO: Enterprises Subcommittee

FROM: Bob Askew

DATE: 26 February 2007

SUBJECT: Motueka Aerodrome Report - December 2006 to February 2007

FINANCIAL STATUS

Attached to my report are the balance sheets for the Aerodrome for the 31 December 2006 and 31 January 2007. Also attached are the balance sheets as of 31 January 2006 (for comparative purposes).

The financials for 31 December 2006 are useful because they provide the half-way point through the year and are beneficial for tracking financial performance. The figures are optimistic, with total income for the period at \$40,362, compared to a year's budget of \$62,925. Extrapolating out, this certainly looks like we are going to improve our income over last year.

On the expenditure side, we have expenditure for the half year of \$26,023, with a budget for the year of \$56,237. Again, this would extrapolate out to a significant under-expenditure for the year compared to the budget. Overall the figures show a net surplus of \$14,339 for the half year, which compares to a budget forecast for the whole year of \$6,688.

Figures for January 2007 also show that the trends for the half year will continue through to the end of the year, thus overall I am reasonably happy with the fiscal performance.

Looking at the figures as at 31 January 2006 compared with 31 January 2007, again we see a significant improvement in income at \$50,000 this year compared to \$43,000 last year and total expenditure being just under \$27,000 this year compared with last years expenditure of \$33,000.

DRAG RACING

The weekend of 24 February 2007 has seen the penultimate drag race meeting for the year, with meetings continuing to be run very smoothly and efficiently by the Nelson Drag Racing Association. The drag racing event scheduled for 13 January 2007 however, was postponed due to inclement weather and had to be rescheduled for Sunday 14 January 2007. Notably this was the first occasion that a full day's racing had to be transferred to the Sunday lay day which in a period of the events

being held in at the aerodrome indicates that the weather patterns for Motueka have been very favourable for the organisation. The transfer to the Sunday however, did upset airport tenants who I would assume have relied on these good weather patterns and would have had some bookings on the Sunday organised and which due to the lay day being used caused some consternation for them. The meeting on 24 February 2007 also provided for three early morning flights. These flights occurred whilst the drags were setting up the flights and used the newly-refurbished grass taxiway. There were absolutely no problems or safety issues with the use of the taxiway at this time.

AERODROME EMERGENCY MANAGEMENT

I was invited to attend a full scale emergency exercise at Nelson Airport which took place on 20 February 2007. The scenario for the exercise was a medium-sized aircraft with 20 persons on board crashing on the approach to runway 02 and involved all emergency services. The exercise was a tremendous opportunity for both myself and other invitees from Motueka's Nelson Aviation College to see something like this and note the way that the Nelson Airport's Emergency Plan operated. I also took the opportunity for attending the debrief session and have taken on-board issues raised regarding how the emergency response system worked well and where improvements could be made.

The NZ Air Force arrive in the second week of March 2007, and they have tentatively scheduled a crash fire truck display during the open day. I am currently talking with the NZ Air Force to see if we can incorporate some of the town's own emergency services and some of our airport tenants with this exercise.

Other activities which are tentatively planned for the open day on Saturday 10 March 2007, will be a red checkers air display, Iroquois handling display, Seasprite handling display and various static displays.

All in the entire event is anticipated to be an enthralling and spectacular family entertainment and informative day out.

MOTUEKA AERODROME DEVELOPMENT PLAN

A copy of the draft overall site plan is appended for this Subcommittee's information. The proposal shows hangars which may be erected in the two large non-operational areas on the northwestern side of the runway. Also note the option to provide for additional hangars along the eastern boundary, although at this time such hangars will be left in abeyance pending full development on the western side of the airfield. Note that the hangars which are proposed will provide for the next 20 years, however, I am aware how circumstances beyond my control such as increases in fuel prices are likely to have a significant effect on future development.

The next step proposed is to seek outline planning approval which should be a fairly straight-forward process given the designation of the property as aerodrome. Following this, further consideration of any commercial developments will need to be

processed through the whole planning process. Having outline approval for hangars would not enable any commercial activities to be undertaken “as of right” from such hangars, and again, these would require resource consent, however once outline planning approval has been obtained, anybody wishing to erect a hangar, to house their private plane, would be able to simply obtain a building consent and proceed to construct the hangar, provided that the building complied with the provisions of the outline plan approval.

Bob Askew

Service Centres Manager

<http://tdctoday:82/Shared Documents/Meetings/Council/Committees Subcommittee/Reports/2007/RFN070307ces Report Motueka Airport.doc>

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