

Motueka Aerodrome Advisory Group

Tasman District Council

Date and Time: 1 September 2022 12.30 pm

Venue: Motueka Library

Present: Cr Barry Dowler (Chair)
Mark Stagg, Kevin York, Mark Lasenby and Stuart Bean

Present by Zoom: Lyn Kearney (note taker)

In attendance: Nick Chin (Property and Enterprise Manager), Stephen Batt (Snr Enterprise Portfolio Officer)

Meeting opened at 12.34 pm

1. Welcome

The Chair welcomed everyone to the meeting.

2. Apologies

Moved: Stuart Bean Seconded: Kevin York

That apologies be received from Christina Ewing (Enterprise Portfolio Officer), Richard Horrell and Greg Wood

Carried

3. Minutes of the last meeting – 1 June 2022

Moved: Mark Lasenby Seconded: Mark Stagg

That the minutes from the 1 June 2022 meeting be accepted as a true and correct record.

Carried

The following items were discussed:

Repairing battens opposite No.69 and Queen Victoria Street. Mr Nick Chin advised Nelmac had invoiced for this work and the plans had been deferred. Kevin York noted the work hasn't been done with several broken batons and two posts.

There was a query regarding inspection reports as part of the contract. Mr Chin advised that Nelmac hadn't completed provided evidence of safety inspections. Stephen will approach NAC to complete starting monthly inspections and provide written records.

Minor matter - advised the 50km sign coming in College Street is obstructed by containers.

There was a question about why the containers are there. Mr Chin explained at the renewal of the lease four years ago, the Lessee put the containers in the area between the premise and the carpark. Mr Chin advised there will be new curbing and sealing completed in this area.

4. Action items from the previous meeting

Action	Status	Assigned to:
1. Contact tenants' regarding their current sewage use. <i>Condition Reporting and inspection of properties in the next few months.</i>	Ongoing	Stephen Batt
2. Dump station fence and planting.	Complete	Stephen Batt
3. Sealing the parking area outside Aero Club and drainage issues. <i>Discussed with roading, waiting on funding for sealing.</i>	Planning stage	Stephen Batt
4. Trim flax and scrubs on the corner of College Street & Queen Victoria. <i>Security cameras are required around this area. Flax is to be removed by Tasman Bay Contracting.</i>	Raised at the June meeting	Stephen Batt

Action 4 It was mentioned that this work has not been completed. This area had been landscaped but the flax and hebes have gone missing.

5. Motueka Aerodrome Report – Nick Chin Health and Safety

Mr Chin discussed a near-miss situation, he advised that at the Operations and Safety meeting it was agreed to update the AIP with runway numbers and to mark the thresholds. Mr Chin also highlighted a pole to the southern end that requires inclusion on the AIP. The white line between marker boards renewed and runway numbers painted on marker boards. Nelson Aviation College will speak to the pilot of the near miss on the taxiway, to ensure his awareness of the incident.

The issues with mowing the runway have been resolved, and a headset/two-way radio in the cab has alleviated the issue. The regular mowing will prevent long dry grass from becoming a fire risk. The manhole cover on the end of the runway went missing and was replaced quickly to avoid any issues.

A question was raised about the marking of the runway and Mr Chin advised AIP will be updated to promulgate taxiway locations.

Hangar applications. Mr Chin advised in the last year there have been approximately six enquiries for new hangars, and due to the process and costings, these did not go ahead.

There was discussion on the process, it was agreed the main problem is cost and noting that developing a business case for hangars is complicated with costings being the foremost issue and the agreed to price. At today's rates, it would need to be around \$1,000 per sq. metre, including the power supply, apron area and doors. It was suggested that the Council should consider utilising pole sheds on the airport, they are cost-effective for this environment, but currently, the process limits the use of pole sheds in airports.

Mr Chin introduced Stephen Batt who is working in the Enterprise area in the Council. Stephen is a valuer by trade and was previously the Commercial Manager with Nelson Airport. Stephen will review the process and what options are available for developing aerodromes.

The Committee advised that the pole sheds being a cheaper option, could alleviate issues with the costings of hangars, the challenge is in the process along with the costs. The discussion proceeded to note it was important when engaging with potential users to gauge interest, provide a solution and seek a solution with scalability and uniformity. The interest in space for hangars is around 12x12m or 15x15m. The Aero club have a waiting list for hanger space. This has been in discussion over a long period for the Council to invest in building hangars along the southern boundary. It was suggested the money to upgrade the runway could go into a hangar project but keeping a contingency to cover any urgent runway repairs.

Tasman District Council may be able to develop hangars and lease developed, this would remove constraints within the RMA of a lease longer than 35 years. Mark Stagg pointed out that there is a dispensation within the rules that allow for longer lease periods at airports. Another simple solution would be a simple structure say a 14m pole shed with concrete floors and 3.5-metre bays.

Stephen will look at all options and develop a business case and a way forward. It was agreed the development plan needs to be one design to fit all effective and proven. A standard design approved by Council's engineering will need to be considered in the development plan.

Stormwater runoff in the buildings has become an issue. However, the soil is free-draining gravel base stormwater and runoff had no effect in the recent storms. Mark Stagg's hangar has two downpipes on two corners and these run to soak pits.

A simple solution could be two pre-approved standard designs to make it easy for users. The height of doors can be a challenge in the design with no clear-cut solution.

Financial Report

Mr Chin spoke to the Financial Report noting revenue is down due to covid; costs are down due to staffing issues; slightly ahead of budget by \$6,000. Question regarding Professional Fees up by \$9,000, which would be investigated but potentially due to AIM report fees- and legal costs associated with hangar developments etc.

Mr Batt asked if there had been an economic analysis of the value of Motueka Aerodrome to the wider community. It was agreed it would be good to have this done, the airport creates high growth economic benefit for the area.

Discussion continued about some contesting airport existence. The discussion was held on the background of the 1:50 OLS and the consultants' view that it would be prudent to retain. This had been before the advisory group previously and the group agreed with the consultant's view that it was prudent to retain the existing OLS settings.

That the Committee receives the Motueka Aerodrome User Group Report and Financials.

Moved: Kevin York **Seconded:** Mark Lasenby

CARRIED

6. General Business

- Kevin York tabled a booklet on potential hangar location and building information. Potential users are currently referred to the existing development manual where there is misinformation, this booklet is more user-friendly. A discussion on size and suitable areas for the hangars, sizing, and position explaining which areas in the aerodrome are suitable for hangar development. Highlighting space required to taxi out. It was highlighted that Area Two possible development for the hangar, but limited area for windsock; advised that the northern boundary was the worst spot as a natural creek with a bog area; development Area Three has more space. Uniformity in buildings is important. Standard design material and colours needed to be limited for hangars to ensure a sense of cohesion.
- Could note that commercial buildings may be considered and that there is a strip within the plan, marked for Commercial development. Important for all parties to brainstorm ideas for what is required for the area with members.
- Any feedback, notes or ideas feedback to Stephen.
- It was confirmed Stephen Batt will provide options for development review and will report back to the committee for discussion. It was noted that there is a constraint on area one; being the taxiway. No shortage of land but needs to be well managed.
- Heli-pads need to be away from central business areas ie dust, noise and other factors.
- The projected high growth area in 3-5 years will need to consider traffic movements with increasing volume and the need for traffic management in future development.

Commercial strip of land College Street, through recreation reserve and a parachute area.

- Demand is picking up with more people moving around and international students coming back.
- Cnr Dowler thanked Kevin for producing this report everyone agreed very helpful information to assist in future development planning.

Nelson Drag Racing

Mr Chin advised that the Drag Racing Club license expired. At the Health and Safety Group meeting, it was agreed to draft up a plan. There would be allowance for concurrent operations space for helicopter landing; security and clean up after the event. Spectators need to manage and look at time blocks so aircraft can operate while the event takes place. Discourage itinerant aircraft. Set up telecoms during the event. There was a question asked if it is practical to have concurrent operations.

It was explained that historically it was agreed to use the taxiway as a runway as long as radio control operators were on the ground. With the change of ownership of the business, the legality of the taxiway being used was in question. They are now working on a resident operator who could use the area while drag racing is in place. In the past licenses were issued for 10 years but with annual rollovers having to be renewed each year if any challenges they would not be renewed.

Drag Racing is a big event, the concern was damage to the seal. Aerodromes are community assets and NDRA has received a positive community response to these events.

It was agreed that the license is to come back to the safety committee for signing. This year's license is still to be approved.

NDRA – Mr Chin confirmed the following dates for their upcoming events.

1. Saturday 12th November 2022
2. Saturday 7th January 2023
3. Saturday 4th February 2023 – Rain date Sunday 5th February
4. Saturday 8th April 2023 - Rain date Sunday 9th April

A discussion was had that the runway reseal may not be required in the next year despite there being a budget for this action. A suggestion was to put funding into Hangars on College Street. The runway surface looks like it will last for another five years, but the Committee want to have a contingency in the budget to enable resurfacing when needed (Western Boundary).

Cnr Dowler proposed that a macerater put in for wastewater, then can be linked into the Council system so there would be no more ongoing maintenance costs. The committee advised priority for users is power and water supply.

A discussion was had around whether there was the possibility of developing hangars on the land that forms part of Marchwood Park. It was deemed that this was unlikely due to the current use and tenure of the land.

Mr Batt raised that a common ablution block of a toilet and shower may remove the need for private hangars to install waste and potable water. The group agreed this should be included as part of the options being drafted.

Action Log – 1 September 2022

Action	Status	Assigned to:
Dump station fence and planting.	Completed	Nick Chin
Sealing the parking area outside Aero Club and drainage issues.	Raised at the June meeting	Christina Ewing – This has been passed onto Roding.
Trim flaxes on the corner of College Street & Queen Victoria. (Contractor advised will remove).	Raised at the June meeting	Christina Ewing- Contractor engaged
Security camera missing from the dump area – needs to be reinstated in a secure location pointing down the lane.	Raised at the September meeting	Nick Chin
Updates to AIP, white lines and runway numbers painted on marker boards. Mr Chin will speak with the pilot of the near miss	Raised at the September meeting	Stephen Batt
Action from Confidential session: update MOU for the Motueka Aerodrome Advisory Group – include Nelson Aviation College in MOU	Raised at the September meeting	Stephen Batt

Schedule to exclude public advised by the chair.

7. Procedural motion to exclude the public:

Moved: Mark Stagg **Seconded:** Kevin York

That the public be excluded from the following part(s) of the proceedings of this meeting. The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds

under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

7.2 AIMM Reports March and April 2022

Reason for passing this resolution in relation to each matter	Particular interest(s) protected (where applicable)	Ground(s) under section 48(1) for the passing of this resolution
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	(s7(2)(a)) (s7(2)(h)) - The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person; AND The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.

CARRIED

CONFIRMED AS A TRUE AND CORRECT RECORD BY THE CHAIRPERSON AND CHIEF EXECUTIVE UNDER STANDING ORDER 27.4:

Chairperson *BK Dowd*

Date .. *01-12-2022*

Chief Executive *pp MS L.*

Date *8/12/22*

