

STAFF REPORT

TO: Council Enterprises Subcommittee
FROM: Motueka Aerodrome Manager
REFERENCE: A303
DATE: 10 September 2006
SUBJECT: Motueka Aerodrome Report September 2006

From Last Meeting

TURF MANAGEMENT

Further to Council resolution FN06/08/43 I have decided to defer any progress on turf management at the airport until next autumn. The reasons for this was the rapidly closing window of opportunity to commence work for this spring season. The need to have competitive quotes. And the advice I have received that this type of operation would achieve better results if commenced during autumn as the wetter cooler months provides for better strike rate and root development and in addition there would be less wear of the surface during this time.

LOCK-UP AREA

I am about to close an agreement with a local contractor to continue the hay/silage use for the non-operational areas over summer. The terms will be the same as the previous contractor.

EMERGENCY MANAGEMENT

The emergency management review will have commenced with the initial 'table-top' exercise during the period between writing this report and this meeting. Kaye McNabb the Manager of Nelson Airport who has been intrinsically involved with the emergency plan for that airport has also offered to attend the meeting so I anticipate that the information that comes from this exercise will be a great start.

BOOGIE WEEKEND

The boogie weekend was a tremendous success. There were about 150 parachutists who attended from around the country. Altogether there were around 1400 parachute jumps made.

I did receive one complaint about the noise. During boogie weekends an additional aircraft is used for the event and this is much noisier than the regular aircraft that Skydive Abel Tasman operates.

DEVELOPMENT PLAN

I have now put the draft plan out for professional draughting, following which I will be proceeding to apply for outline plan approval for future hangars.

In regards to non-hangar development I will be engaging in consultation with nearby residents and will proceed further as soon as their input has been provided.

MOTUEKA MBZ

Civil Aviation has been reviewing South Island designated airspace and subsequently has asked for confirmation of the Mandatory Broadcast Zone (MBZ) for Motueka aerodrome.

After consulting with our airport tenants I requested that the Motueka MBZ be retained but details amended to raise the upper limit from 1500 ft amsl to 9500 ft amsl.

The case for retaining the MBZ is that Motueka has intense aircraft activity at times which is associated with operations from Nelson Aviation College and Skydive Abel Tasman.

The effect of the MBZ is to add an additional safety measure when pilots are in the circuit and this is particularly important where trainee pilots are sharing airspace with parachute ops.

The airport also has numerous other ops including Abel Tasman Air the Motueka Aeroclub and we have other tourist related and commercial flight training air ops. Tourism air ops also include aerobatics.

Raising the MBZ from ground to the upper level of 9,500 ft AMSL will mean that aircraft must not proceed into the area at any altitude unless under the direction of the Christchurch Control above 9500ft or in direct contact with other users of Motueka Airport including Skydive Abel Tasman who conduct skydiving operations down to between 5000ft and 2000 ft before parachute deployment, and increased visibility occurs.

CAA have already agreed to the continuance of the MBZ but to extend the airspace Council must make a formal application, which will involve an appropriate consultation process with affected airspace users.

The Civil Aviation Authority has advised that it doesn't sound unreasonable to amend the upper limit.

Recommendation

That the Airport Manager be authorised to proceed with an application to CAA to have the MBZ upper limit raised from 1500ft amsl to 9500ft amsl.

MOTUEKA AERODROME HISTORY

I have previewed the draft copy for a booklet that is currently being prepared by Dry Crust that details the history of the Motueka Aerodrome.

The publication is one of the 'Tasman Collection' series similar to the recent publication on the history of Mapua Wharf.

The content has largely been provided through the journalistic talents of Dry Crust's Tracy Neal and also with the help and research of long time Aeroclub member Jim Maguire and local historian Eileen Stewart. Other airport tenants have also made a contribution to the booklet.

The booklet sets out right from the earliest days of the first plane landing in Motueka in 1921 to the present day major activities of adventure tourism and flight training and on to the future.

I have been blown away by the quality and content of this production and I am sure that the booklet will be a big seller with not only airport users and aviation enthusiasts but those with an interest in the history of Motueka.

If possible I will get an advanced copy for Committee members for this meeting.

Following on from this publication the next project will be a similar one for Port Tarakohe.

RECOMMENDATION

THAT the report be received

B Askew

Motueka Aerodrome Manager

<http://tdctoday:82/Shared Documents/Meetings/Council/Committees and Subcommittees/Council Enterprises Subcommittee/Reports/2006/RFN060920ces Report Motueka Aerodrome.doc>