

MINUTES OF THE RANIGORA AIRFIELD ADVISORY GROUP**At the Rangiora Airfield****5.30pm on Wednesday 25th October 2023****PRESENT**

- Steve Noad (Chair)
- Owen Stewart (WDC)
- Paul Williams (Councillor)
- Joan Ward (Councillor)
- Bruce Drake
- Buzz Harvey
- Rob Kittow
- John Dugdale
- Scott James
- Dave Harnett

WELCOME

- Opened the meeting at 5:25pm

Item**1. APOLOGIES**

- Keith Vallance, Grant MacLeod, Iain McPhail

2. CONFIRMATION OF MINUTES dated Wednesday, 27 September 2023**Moved: Buzz Harvey****Seconded: John Dugdale****3. MATTERS ARISING**

- John Dugdale asked if there had been any update on the insurance matters raised at the previous meeting with Chris Brown. At this stage, no, as the WDC is internally discussing the RAAG suggestion regarding adequate insurance to clear the site of a damaged hangar, as opposed to a set amount of insurance cover to be held by the lease holder.

Action/s**Who?**

Follow up for next meeting.

Owen

4. MAINTENANCE

- Ground fertility sampling completed for the re-grassed 07/25 vector to inform a programme that improves soil quality and the ability for a strong grass sward to grow and be more drought tolerant. About 100 samples taken across the length of the re-grassed section of the 07/25 vector. Chris Pennell has also done a small trial using urea to see whether a difference in growth can be detected. A suggestion was made that the runway may also need a spread of lime. Owen will report back to meeting on testing results and recommendations, which may include lime.
- 07/25 taxiway has been rolled by Smiths industries after last rain event using 10 tonne vibrating roller, with only minor effect. Challenge is mostly with clumping grass on bare areas. Owen is working over ideas to resolve rough taxiway issue, but may be better to consider shifting taxiway south by 5m onto smoother grass section, in conjunction with runway/taxiway re-design work. Could very well be wasted resource to invest in existing taxiway.
- Owen is picking up on the gate automation project. Owen to get Chris B to provide signing authority to quote provided by Vision Systems.

	<p>Additional design info from Mainpower is required for power supply for gate locations.</p> <ul style="list-style-type: none"> Paul Williams discussed the gate installation detail. 	
	Action/s	Who?
<p>5. HEALTH & SAFETY</p>	<ul style="list-style-type: none"> Owen raised the issue of gates being left open on a regular basis, across the airfield, noting that when he cleans up the food waste left most nights at the 25 end of the runway perimeter, he has started to pick up beer cans as well as the usual 5-10 empty V cans. Should the main gate fail and gates are left open, alcohol mixed with young people may result in them accessing the airfield and doing damage on the runway system, just as they have done on Dan Smiths regressed areas on the south side of the airfield. Paul Williams asked why people need to take their cars to their hangars. Owen indicated that there needs to be a level of pragmatism in allowing people to do this, especially where large or heavy items are required to be taken, or maintenance personnel and owners have their tool storage in their vehicles. Rob Kitto indicated that he and his team find it challenging and frustrating to come in in the early hours, especially in the rain, and have to unlock and relock gates when they are preparing for the new days work. Rob also raised the issue that the automated gates are still not installed, and he has not had an update on when this is likely to occur. John Dugdale suggested that during the day that gates and chains don't need to be locked during the day, but should be last thing at night, which Rob thought was a pragmatic and acceptable position. Rob asked whether there have ever been any instances of cars out on the runway. Steve Noad and Paul Williams indicated that there have been a couple of historic events. Owen said that three members of the public have driven through the access gate leading to the Jet A1 pumps and parked in front of the CAC building to watch aircraft. Joan Ward asked about the status of the gate automation project. Owen indicated that he has been asked to pick up the project management. Has spoken to the contracted organisation who require the signed quote to be returned and the Mainpower design for power supply. Joan asked where the quote is sitting in WDC. Owen indicated that Chris is the signing authority, but also that the contractor has already been issued a PO to undertake the work, which Chris states is the authority to proceed. Joan will follow up with Chris as to the status of the signed quote. Rob and Steve raised the option of number plate recognition camera's for the gates. Paul Williams advised that the gate design parameters are agreed, set and funded and can't be added to without further delaying project and further approval processes. Dave Harnett asked whether we could just use the main gate. Owen advised that Council is required to limit access to the airfield to authorised people only, in order to satisfy its obligations in terms of Section 37(1) of the H S W Act, to ensure that the workplace and means of entering and exiting are without risks to the health and safety of any person i.e. controlling entry to prevent unauthorised access. There was a general discussion around progressing the gates on an urgent basis, with Joan asking for this to be raised with Chris. Paul Williams asked that Owen investigate whether remote control of gates will be possible. 	

	Action/s	Who?
	Enquire with contractor regarding remote operation of gates. Joan to follow up with Chris B regarding signing the quote for gate installation.	Owen Joan
6.	AIRFIELD INCIDENTS • No airfield incidents.	
	Action/s	Who?
7.	NOISE COMPLAINTS • None discussed/reported.	
	Action/s	Who?
8.	GENERAL • Owen indicated that measurement of runway to taxiway to fixed obstruction measurements using CAANZ AC139-07 (Aerodrome Standards 5700kg and below Non-Air Transport), using current regular largest aircraft (Air Tractor AT-502B and Cresco 08-600) indicates that the southernmost hangars adjacent to the main taxiway infringe on the taxiway by 5 metres. Steve Noad independently verified using the AC information and measuring. For compliance with clearance requirements, the centreline of the taxiway will need to be moved, as will the runway centreline, using the AC data. Additionally, the runways do have runway strips on each side, which are the Obstacle Limitation Surfaces starting points. There was general discussion regarding the challenges of the existing runway/taxiway layout, as well as comments regarding not having a taxiway to see if that made any difference. Any changes need to account for the potential positioning of a sealed runway at some stage in the future. The group agreed that a small task force be established to work on confirming these matters and coming up with a recommendation for the RAAG to consider. • John Dugdale raised a concern that information and requests go to Council without Council responding in a timely manner. Joan indicated that one of Owen's roles is to be the conduit between the RAAG and Council, to address this long-standing issue. • There was general discussion regarding the status of the aeronautical study, why the airfield needs to be certificated as a Qualifying Aerodrome (because of the number of movements and risks identified in the Study) and the potential for additional costs as a consequence. Owen to send out to members his presentation on the Aero Study to Council in July. • Owen raised an issue regarding the quality of fencing in places at the airfield. Paul asked whether 1.8 m high fencing would be more appropriate, with smaller mesh. Owen to obtain indicative pricing for 1.2m and 1.8m fencing and different mesh dimensions. • Dave raised the issue of high-power engine running on the airfield and proposed that we develop a set location for this. He is concerned that someone could be injured, or aircraft damaged using the existing practices. High power is also annoying at close quarters to other hangars/users.	

	<ul style="list-style-type: none"> Dave raised a proposal to establish a compass swing area. The Group thought that this was a good idea and asked Owen to work with Dave to establish this using Dave's experience and the info in Part 2 of AC43-7. Rob asked for the Council to look at the taxiway to the east of his hangar, which is collecting water adjacent to the apron and has quite deep potholes. Paul asked for a proposal to be developed and reported back to Council. No update on MOGAS installation. Rob raised a safety concern regarding the possibility of a Hood Aerodrome type accident at Rangiora Airfield. Rob indicated that the WDC has a responsibility for airspace through the AIP. Owen indicated that he had a discussion with Barry Malloch from ATCANZ, who has designed structured circuit patterns for different types of aircraft and speed differentials at other airfields. Rob indicated that certificated organisations are tested by CAANZ as to how seriously they take safety management. There was a discussion around how to influence the operating culture at the airfield. Discussed the possibility of a de-identified reporting system that users could provide data that allows the wider user group to learn and improve performance. Short discussion regarding the possibility of IFR approaches at RT, which would be provided free of charge by government funded NZ organisation to improve resilience of smaller airfields supporting large regional community bases. Owen ran the group through a quick summary of AIP interoperability for VFR/IFR operations, which initially show that there would be little, if any, impact. and General consensus was to pursue, but with the scope to include an analysis of impacts on existing use. 	
	Action/s	Who?
	<p>Send out Aero Study Power Point to members.</p> <p>Task group to be established to review and verify data and if required, develop a recommendation, or recommendations for the RAAG to consider.</p> <p>Costing for fencing to be determined.</p> <p>Establish engine running area.</p> <p>Establish compass swing area.</p> <p>Council to work with Rob to remedy water retention and poles in taxiway.</p> <p>Undertake further discussions with Barry Malloch regarding circuit design.</p> <p>Engage further with Ian Andrews regarding the IF procedures.</p>	<p>Owen</p> <p>Owen to arrange.</p> <p>Owen to obtain.</p> <p>Owen and Dave</p> <p>Owen and Dave.</p> <p>Owen and Rob.</p> <p>Owen.</p> <p>Owen</p>

Meeting closed at 6:35pm.

Next meeting 5:30pm on Wednesday 29th November