

**MINUTES OF THE RANGIORA AIRFIELD ADVISORY GROUP HELD AT 5.30 PM ON WEDNESDAY, 23 JULY 2025, IN THE CANTERBURY AERO CLUB ROOMS AT THE RANGIORA AIRFIELD, MERTON ROAD, FERNSIDE**

**PRESENT**

Steve Noad (SN) [Chairperson]

David Harnett (DH)

Buzz Harvey (BH)

Rob Kittow (RK)

Iain McPhail (IP)

Joan Ward (JW) [Councillor]

Paul Williams (PW) [Councillor]

Owen Stewart (OS) [Waimakariri District Council]

**GUESTS IN ATTENDANCE:**

Duncan Roxborough (DR) [Waimakariri District Council]

**1. WELCOME**

The Chairperson welcomed the members present and declared the meeting open at 5.30 pm.

**2. APOLOGIES**

**THAT** the Rangiora Airfield Advisory Group

- (a) **Received** and sustained apologies for leave of absence from Bruce Drake and John Dugdale.

**CARRIED**

**3. CONFIRMATION OF PREVIOUS MINUTES**

3.1 Minutes of the Rangiora Airfield Advisory Group – 28 May 2025

Moved: B Harvey

Seconded: S Noad

**THAT** the Rangiora Airfield Advisory Group:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Rangiora Airfield Advisory Group meeting held on 28 May 2025.

**CARRIED**

3.2 Notes of the Rangiora Airfield Advisory Group Workshop – 28 May 2025

Moved: B Harvey

Seconded: D Harnett

**THAT** the Rangiora Airfield Advisory Group:

- (a) **Confirms**, as a true and accurate record, the circulated notes of the Rangiora Airfield Advisory Group workshop held on 28 May 2025.

**CARRIED**

**4. MATTERS ARISING (From Minutes)**

None.

## 5. MAINTENANCE

### 5.1 Obstacle Limitation Surfaces (OLS) Clearing and Confirmation Survey

OS noted that the Confirmation Survey has indicated that all the trees had been cleared from the OLS for 04/22 and 10/28. ECan trees in the 07 approach have also been removed. It was not anticipated that Environment Canterbury (ECan) would need to trim the trees on the riverbed for the next ten years. Every height of trees in high-point locations had been verified, and the Confirmation Survey\_map had been redrafted so that the growth of trees could be monitored.

OS would now focus on the trimming of the pine trees on the eastern end. There was one impending tree on the south side of the centre line. If this tree was trimmed, the displaced threshold could be moved back to 40 meters from the runway end.

### 5.2 Part 139 Qualifying Aerodrome Rule Matrix

The Civil Aviation Authority (CAA) had requested that OS complete the Qualifying Aerodrome Rules Matrix. He was not sure whether that was because the CAA would be making an adverse decision by compelling the Rangiora Airfield to become a qualifying aerodrome.

OS was also drafting an Operations Manual, which included the work and processes at the Airfield, which would contribute to the Rules Matrix. OS was hoping to submit the Rules Matrix to the CAA by mid-August 2025.

### 5.3 Development of Airfield Ops Manual

Refer to 5.2 above.

### 5.4 Wastewater Services Project Update

DR reported that the Council's Engineering Team was still working on the final details of the design of the next stage of that project, which included the water and wastewater pipelines along Merton Road up to the Rangiora Airfield. It was anticipated that the pipelines would be routed through the airfield near the taxiway, and not under the road. The data from the existing on-site water supply was being analysed to ascertain whether any extra tanks would be needed and what the size of the incoming pipe should be. Hopefully, no extra tanks would be required because of space constraints.

DR noted that through discussions, Daniel Smith Industries Ltd (DASI) had expressed an interest in potentially undertaking some of the wastewater work on the south side of the Rangiora Airfield, which would eventually serve the proposed Air Park Development. The Council would be discussing the option with DASI to find a more efficient way to deliver the wastewater services project.

DR advised that the principal reason for the Coliform bacteria spike in the Rangiora Airfield's articulation system may be the number of pipes laid at the Airfield that did not comply with the Council's standard Codes of Practice. The recent tests conducted by the Council's Water Unit indicated that chlorine levels in the water supply drop to the far end of the site. Hence, indicating that the chlorine in the reticulation system was working. So, given the risk, the best course of action was to issue a Boil Water Notice. The Council was investigating various options, such as the installation of a chlorination system on the site. However, the preference would be to wait until the Rangiora Water supply reaches the airfield, rather than spend money on a system that would eventually not be needed.

SN suggested that the water supply design should include a hydrant for the loading of helicopters and fixed-wing aircraft for firefighting purposes. DR noted that it was envisaged that the Airfield would have a restricted supply. Because the Airfield was at the far end of the water supply network, it was difficult to feed the airfield and maintain water pressure. There was a possible option that the Airfield could have an on-demand supply; however, the Development Contributions and project costs would be a consideration.

SN questioned whether the Airfield would lose the current two on-site water tanks. DR explained that if the Airfield were to install a firefighting water supply, it would probably have to be on-site storage and pump-fed, as it was doubtful that a reticulation fire hydrant would have the capacity and size needed. He commented that any proposed firefighting hydrant would have to comply with the Fire and Emergency Services Code of Practice.

SN expressed a concern that the onsite storage tanks currently being used for the storage of the firefighting water supply were drained fast during a fire event and could not be easily topped up during an event.

PW observed that, to his knowledge, the current pipeline to the Rangiora Campground was not sufficient to sustain the capacity and size needed for a reticulation fire hydrant.

JW enquired how the current smaller pipeline to the Rangiora Campground would affect the water supply to the proposed subdivision adjoining the airfield. It was noted that the properties would have on-demand tanks, with a rate of 1.5 litres per minute, similar to those in Fernside, Rangiora.

OS noted that the on-site tanks would also need to be retained to allow for irrigation at the Way2Go heli site and the mid-field Jet A1 pump, to alleviate the dust generated by helicopters landing in summer, as a reticulated water supply would not allow for irrigation.

#### 5.5 Maintenance Contract Renewal Update

The contract was being refined to clarify the contractor's delivery requirements, including redefining mowing expectations to grade three, which was between 50 and 100 millimetres. The new contract would also include provisions regarding weed spraying at the airfield, including around the hangars. It was anticipated that the Maintenance Contract would go out to tender in August 2025.

#### 5.6 Fees and Charges Review Update

DR reported that several cost-covering options would be included in a report to the Council, to be considered as part of its 2026/27 Annual Plan process for implementation in July 2026. DR confirmed that the report would be submitted to the RAAG for input before its submission to the Council.

Responding to a question from RK, RD advised that discussions regarding the land fees would take place later in 2025, once it had been determined what costs should be recovered through landing fees and what should be recovered through lease charges.

#### 5.7 Governance Review

OS advised that the write-up on the Governance Review was with Management for final input, whereafter it would be submitted to Council for consideration.

#### 5.8 TieUpp Aviation / Lot 18 Taxiway

SN noted that Rodney had indicated that TieUpp Aviation may wish to expand its operations. They now had three aircraft, two at Lot 18 and one down the far end. He had suggested introducing them to Dan Smith, who may be able to assist them if they did wish to expand.

OS commented that TieUpp Aviation had also received its independent NZQA accreditation to train international students, which may result in their business growing.

BH noted that the problems being experienced around Lots 17 and 18 related to access. He questioned the possibility of removing the post to reopen the taxiway and not allowing parking in this area. OS observed that the lease conditions prohibited the blocking of a taxiway, because it was a common-use area. However, the reopening of the taxiway would also allow aircraft to taxi to the east and may impact the airfield's fencing project.

JW questioned whether the Council could refuse TieUpp Aviation's proposed expansion at the existing site and suggested that they negotiate with DASI for an alternative site.

RK noted that the current challenges were due to the high traffic volume in this area. He agreed that the area would be unable to cope with any additional aircraft if TieUpp Aviation were to expand.

OS advised that the Council would be meeting with TieUpp Aviation to discuss any possible expansion, as the Council had not been informed of their plans.

#### 5.9 Cables across the Ashley/ Rakahuri River

OS reported that MainPower are installing 66 kV cables across the Ashley/Rakahuri River to the east of Rangiora. Owen noted that two pylons had already been erected; however, the pylons were only 16 meters high, and the trigger for a Civil Aviation Rule Part 77 notification was 60 meters.

OS expressed a concern that the project would not trigger a Part 77 notification, as the Ashley/Rakahuri Riverbed was used by the microlight aircraft fraternity for landing and taking off, because the riverbed was not a closed area and allowed for landing and take-off below 500 feet. He shared the accident investigation report about a helicopter flying into powerlines with the Project Manager, which highlighted the invisibility of cables. OS's primary concern was that the pylons were hidden, hence there were no visual cues to alert the pilot to be on the lookout for cables. He had requested the Project Manager to install visual cues on the cable to make them more visible; however, the Project Manager had been reluctant to make any commitments. OS had, therefore, also advised the CAA of his concerns, who had recommended that if visual indicators were not installed on the cable, the Council should submit an Aviation Related Concern to the CAA, and they would deal with the matter. The CAA also suggested that a similar concern be raised with WorkSafe so that a risk analysis could be completed.

SN recommended that a pilot education program may be needed to raise awareness of the new risks.

## 6. **HEALTH AND SAFETY**

### 6.1 SMS Manual Update

OS noted that the SMS Manual update had been completed. The Council's Communications and Engagement Team were formatting the document, which could then be published. OS confirmed that the SMS Manual would be published on the Council's website and forwarded to users.

### 6.2 Motocross Track on Merton Road, Rangiora

SN noted that he was still concerned about the young people who were congregating at the airfield fence right in line with the runway. He was worried about the safety of the young people if an aircraft accidentally missed the runway and crashed into the fence.

OS commented that the Council could not prescribe what people could do on their properties. The risk of an aircraft crashing into the fence was considered low. He therefore questioned the need to act on this concern.

BH suggested that the property owner should at least be notified of the potential risk. DH agreed and proposed that the property owner be made aware that the Council was installing no loitering, no parking zones at the end of the airfield runway, in case of the very rare possibility of an aircraft accidentally missing the runway and crashing into the fence.

Although OS understood the concern, he noted that it would be challenging to qualify the risks to the adjacent property owner. Also, should all adjoining property owners be notified of any potential risks. However, he undertook to liaise with the Council Risk Management Team on the best way forward.

## **7. AIRFIELD INCIDENTS**

### **7.1 Compliant regarding bright lights shined at aircraft**

OS reported that the New Zealand Police advised him that two helicopters, doing night flights, coming in on approach to 207, had a bright light shone into the cockpit, and the pilots lost night vision and could not see where they were going. An investigation showed that the light came from a house on a Council-owned property. A written reminder was therefore issued to the occupiers of the property, stating that their actions could result in a \$250,000 fine or a ten-year prison sentence.

### **7.2 ARC ZK-SIX**

No discussion emanated on this matter.

### **7.3 Near miss on the 07 threshold on 17 June 2025**

SN noted that there was an air mass of a 07 threshold between BZT and FTD. The owner of BZT did not wish to submit a CA007, so the matter could not be addressed.

## **8. NOISE COMPLAINTS**

SN confirmed that no noise complaints were received in July 2025.

## **9. FINANCE AND GENERAL**

### **9.1 Update on the Daniel Smith Industries Ltd development**

DR highlighted the following:

- The Council had received several plans from DASI, which was working with a surveyor to refine its development plans.
- DASI had adopted the RAAG's preferred option for access as discussed at the RAAG Workshop held on 28 May 2025. Hence, the Air Park Development would have various internal taxiways; however, it would only have limited access to the airfield controlled with large, motorised gates.
- DASI had added more taxiways in the planned Air Park Development to promote ultimate flexibility for the people who might live there.
- Airfield Central, to be developed on DASI land, would be comprised of smaller hangar spaces, probably 15m X 15m, that could be rented and/or sold. It was envisaged that a refuelling area would also be included in this area.

- The commercial lots would be serviced with taxiways and would not be fenced. They would, however, access the airfield via one of the motorised gates, thereby controlling access.
- The eastern end of the DASI development would be fenced while construction was undertaken. Once developed, DASI had proposed that a fence be erected between the hangars to be developed on proposed Lots 11 to 18, rather than on the boundary with the Rangiora Airfield. Thus, providing the hangars with direct access to the runways.
- It was confirmed that the Aero Club had an option on a Lot in the proposed DASI development.
- The proposed road to be developed in the Air Park Development, and confirmed that land had been made available for the development of the roundabout at Merton and Prior Roads.

#### 10. GENERAL BUSINESS

- SN - Requested that unnecessary vehicles on the airfield be curbed.

#### NEXT MEETING

The next Rangiora Airfield Advisory Group meeting was scheduled for 5.30 pm, on Wednesday, 27 August 2025.

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 6.35 PM.

CONFIRMED

\_\_\_\_\_  
Chairperson

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Date