

RANGIORA AIRFIELD ADVISORY GROUP

NOTICE OF MEETING

Date: Wednesday 26 June 2024
Time: 5.30pm
Venue: Canterbury Aero Clubrooms: Rangiora Airfield

AGENDA

1. **Apologies:** Scott James, Bruce Drake, Ian McPhail, Joan and Paul
2. **Guests in Attendance**
Carlton Campbell CAA
Paul Tench – CAA
3. **Receipt of Minutes of meeting April 2024**
4. **Matters arising from the previous minutes**
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5. **Maintenance**
 - Security Gates Update – finalising the operation of gate two, this had some issues so was resolved, the cameras and actuators are operational. Final commissioning is pending, expect to get a notice that these will be switched on once that date is confirmed, Owen to keep in contact with groups on this. Cards have been getting sent out as per coms.

Owen will send details to Buzz who wanted an access gate key.
 - Rabbits - last shoot in mid June, 9 hairs and 5 rabbits, was less than previous. Key is to keep on top of this to help stay on top of the reduction.
 - Taxiway Remediation Update - Delta to fill in end of threshold on end of 07 with crushed lime. There are several other areas on the runway edge with lime. This is to create visibility. Problems finding a white crushed lime, is only gold available. Owen to continue trying to source via delta. If prolonged, will use crusher dust. Rob K suggested trying a chap called Rob Flynn, Rob to pass details to Owen.

- Liming of Windsock bases, runway access points, across edge marking, runway numbers.

6. Health & Safety

- Someone drove into gate whilst technician was working on it, Owen to draft an incident report.

7. Airfield Incidents

Owen to describe incident involving helicopter and fixed wing, possible 70 feet apart at similar altitude. Charlton to check that a 005 was lodged. If not this needs follow up as must be reported through to CAA. Owen has details on time and date. 1250 hours, 5th June 2024.

Paul indicated that you can submit your own 005 as the system would pick up double ups on same incident and tie them together.

8. Noise Complaints

- A complaint has lodged with Owen about the noise volume from a band practicing (lot 92 we think) – for discussion and decision as to way forward. This was put to our enforcement team to check breaches and letter will be sent to hangar owner.

9. Executive Group Report

- Nil Activity
- Need the Terms of Reference and structure for the group to be drafted to put forward for changes to Council. Bring report on that back to RAAG for the July meeting.

10. General

- Discussion on Landing Fee options/ideas for WDC - one of the main features of what we do is to focus on building a safety culture around radio calls and getting compliance versus a revenue based asset approach.

Whilst revenue is an outcome, the main outcome should perhaps be based on driving up safety practise. Better fee structure is likely to get better buy in from users and thus radio calls.

Owen to collate the options and run a plan and engagement plan through at a meeting in august, either at the RAAG meeting or stand alone meeting. TBA.

- Mins check to be on website – where is this and how can people find them.
- Aero study some feedback by end of august from CAA
- Charlton, Owen and Steve to work on landing plate and update.
- Owen is putting the CAA seminar in July into the newsletter.
- Fuel supply. There is a report that will be provided on the fuel supply that CRAC have on a trailer. Owen will relay the information and where we go to from here.

- Displacement of the taxi way was discussed. Several ideas raised. Was suggestion of having no taxi way identified there will be no risk to manage (as it is a hands off approach).

Or you could have a NOTAM that describes a displacement of the taxi way as it currently is. There was quite a bit of discussion on is the current taxi way visible. Owen pointed out that he has enough marker boards to delineate the taxi way.

Was some good healthy debate on what is the best way to manage this and mitigate the risk. Members of the group had differing views on this and where challenging each other on how best to approach or manage this.

CAA – there are some benefits to the surface of not having a taxi way, if there is a variation corridor and pilots are staying off of the runway. The best formula is to have a sealed taxi way as it is easier to ensure the wear and tear is not an issue and therefore less chance that users will state Council may be responsible for damage to aircraft.

Owen asked, should we identify the runway strip with marker boards. This is to identify the southern most area that people can taxi up to and protects the runway strip. This creates a safe edge between the runway and the taxi area.

Owen is going to bring a recommendation back to the group for a methodology to apply to this noting it is going to be proposed with safety and risk mitigation as the key focus. This is about managing liability for Council as the airfield operator. What ever is decided, will have to be presented back to the safety and audit committee of Council, this being based on the role as a PCBU.

1859 hours