

until the Site Management Plan had been completed, which would hopefully open up other possibilities for the repair of the taxiway.

DR noted that \$30,000 had been requested in the Council's 2025/26 Annual Plan process for the forthcoming financial year to complete the Site Management Plan, testing, and a global Resource Consent so that earthworks could start at the airfield in the new financial year. However, the taxiway remediation budget was still available in this financial year to get the work on the Site Management Plan and the Resource Consent underway.

PW questioned the cost of soil testing, and DR advised that the testing was estimated to be between \$5,000 and \$10,000, depending on the tests needed. The National Environmental Standard (NES) required the Council to employ a Suitably Qualified and Experienced Practitioner (SQEP) to produce an environmental report, hence the elevated anticipated cost.

DG agreed that the cost was too high and noted that the Council had a similar experience with contaminated soil at the Mandeville Sports Grounds. He further agreed that the Council could consider reallocating the taxiway remediation budget so that the work on the Site Management Plan could commence.

SN sought clarity on what contaminants were in the Rangiora Airfield's soil. OS advised that the site had not been tested. However, every airfield in New Zealand had a blanket soil contamination status, and the airfields had to undertake testing so that background contaminant levels were known, prior to any excavation in excess of permitted activity levels.

Responding to questions, OS explained that the Council must have a Resource Consent to do any excavation. However, a Site Management Plan must be provided to apply for the Resource Consent, and soil testing must be undertaken as part of the plan.

JW asked if there was any part of the taxiway with exposed shingle that could be picked up by aircraft and affect propellers. OS confirmed that part of the taxiway had exposed shingle; hence, the taxi distance to the runway edge had been reduced so that aircraft could taxi off the rough taxiway and not have any issues with stones.

5.2 Fencing Plan and Legislation

OS reported that the draft Fencing Plan had been completed, and he was still working on the fence designs. He still needed to discuss the fencing design at the Way2Go hangar with RK because the hanger doors rolled outwards past the side of the hangar. Also, the gate location opposite Rangiora Aircraft Engineering was challenging, and he was considering installing a gate in line with the proposed fence running alongside the airfield road. Design options would be presented to the RAAG at a later date.

5.3 TieUpp Aviation / Lot 18 Taxiway

OS noted that a 'cooperative agreement' had been drafted that would be forwarded to the involved users to manage their interaction with each other. Signage would also be installed to advise that the vehicle bay should only be used as a loading zone. 'Give way to aircraft' signs will also be installed on the airfield road to assist with aircraft movements in this area.

SN raised a concern that this was only a short-term solution to address the challenges currently being encountered. The Council also needed to investigate a long-term solution to deal with the expected increase in aircraft movement in this area.

SN enquired if Doug Anderson had signed the lease agreements for Lots 9, 17 and 30 at the Rangiora Airfield. DR confirmed that the lease agreements had been signed. However, the subleasing of the hanger was still being reviewed as part of the Lease Audit.

5.4 OLS Work Update

OS reported that he was still waiting for ECan to confirm when they would trim the trees on the riverbed, which infringed the obstacle limitation surfaces (OLS).

5.5 Runway Seeding Update

SN raised a concern about the estimated cost of approximately \$60,000 for the runway seeding. He did not believe that the RAAG would have supported the seeding if members were aware of the high cost.

Responding to a question from SN, OS advised that the specialists consulted were confident that the seeding would still be successful, provided that the soil temperature did not fall below 10 degrees Celsius. However, the challenge was that extensive rain may result in the grass seed rotting in the ground.

RK noted that planting the grass seeds may still be possible; however, the grass may not grow optimally if the soil temperature fell below 10 degrees Celsius after planting. Hence, it would be better not to plant now. But if the soil temperature increased, there may still be an opportunity to sow.

DR advised that the estimated cost of the runway reseeding was \$32,000, and the project budget was \$44,000. The taxiway remediation cost was estimated at \$32,000 with a budget of \$40,000. So, both estimates were within budget.

SN sought clarity on the proposed aeration and decompacting, and OS explained a special machine with blades would be brought in that vibrated and loosened the ground, allowing air in. Soil compaction inhibited the grass from growing as the topsoil on the runway was moved to the bottom during the stone burying exercise, and silt settled on the top, which compacted as hard as concrete. Hence, the silt had to be broken up before seeding. OS, further explained that the decompacting, seeding, fertilisation and rolling would be done simultaneously.

BH enquired if the representative from Luisetti Seeds NZ saw the need for aeration and decompacting. OS noted that the representative site inspection of the runway's soil was conditioned and was of the opinion that decompacting would be optimal, but not absolutely necessary.

SN questioned why the Council's Planning Team had to sign off on the runway's regrassing. OS advised that, under the NES, direct drilling was considered soil disturbance. Due to the contamination status of the Rangiora Airfield's soil, the Council Planning Team had provided a written approval that proposed direct drilling would be a permitted activity under the NES.

SN noted that the RAAG sourced a quote for the runway's seeding of \$5,000, which was substantially less than the proposed \$32,000. OS highlighted that the quote received from Ground and Service Ltd was for 255 kilograms of seed per hectare, because lots of seed was needed to ensure good grass coverage. The new contractor, Luisetti, only quoted for 30 kilograms of seed per hectare. Also, the direct drilling proposed by Ground and Service Ltd would be 30 millimetres apart, and the direct drilling proposed by Luisetti would be 150 millimetres apart (an agricultural seed drill)

BD raised a concern that the same half of the runway, sown three years ago, was being resown at a considerable cost. In his opinion, there seemed to have been a problem with the previous seeding. BD noted that Drake Aviation would pay the \$5,000 for the sowing of Luisetti Seeds NZ seeds, which were deep-rooted and suitable. He did not believe that Avinex grass was a good choice for runways. He questioned why Avinex grass was preferred. OS explained that Avinex and the Luisetti Seeds' seeds were both fescue grass. However, Avinex utilised high-endophyte technology, which reduced populations of some subsurface insects, which in turn reduced the birds on the runway.

RK noted that he was in favour of regrassing the runway; however, he was concerned that the runways were being mowed to 30 millimetres in summer and 50 millimetres in winter, which was too short, thus resulting in bare spots. He believed the grass had not been allowed to grow effectively. OS concurred and noted that an extensive fertilising programme was also needed. He commented that he had previously raised a concern about the length that the runway was being mowed with the Council contractor, and was advised that they could not adjust the height of the mowers because the cricket pitches needed to be mowed at 30 millimetres.

BH suggested that the runway not be regrassed but subjected to an intense fertilising programme and mow it to a higher level. PW agreed that longer grass would last longer, noting that just because there was a budget for the runway's regrassing did not mean the funds had to be spent.

OS observed a very high weed burden on the southern side of the runway, and he was concerned that if the weeds were killed (sprayed), and there was no regrassing, there would not be any grass to replace the weeds.

Subsequent to the discussion, the RAAG agreed that the southern part of the runway should be kept longer and subjected to an intensive fertilising programme. Further investigation into the type of seed required should also be conducted, and the seed should be sown next autumn.

Mayor Gordon advised that the Council would consider the RAAG advice. He thanked BD for Drake Aviation's generous offer to pay for the sowing Luisetti Seeds NZ seeds. He noted that the window for regrassing seemed to be closing and should not happen if there was a possibility of it not succeeding, as it would be a waste of funding. Regarding mowing the runway, he agreed that the length of the grass may be contributing to the challenges being experienced. The Council's contractor, therefore, needed to be instructed to mow as per the RAAG's specifications. If the contractor was not cooperative, then it would be taken into consideration when retendering the Council's Greenspace maintenance contract.

BD commented that the north-west and south-west runways had areas with extensive weeds. To his knowledge, the north-west and south-west runways had never been regressed since the airfield's development. Therefore, Drake Aviation would pay for the regrassing of the north-west runway, with Luisetti Seeds NZ seeds, from 0725 to the boundary. Then, the Avinex grass on the main runway and the Luisetti grass on the north-west runway could be compared.

6. HEALTH AND SAFETY

OS confirmed that, as requested by the RAAG, he included instructions for drone flights in the updated Safety Management Manual, which will be completed by the end of May 2025.

7. AIRFIELD INCIDENTS

Nil.

8. NOISE COMPLAINTS

OS confirmed that no noise complaints were received in April 2025.

9. FINANCE AND GENERAL

9.1 Fees and Charges Review Process

RD reported that the Council was reviewing the fees and charges, which would also consider water and wastewater servicing and the access agreement with Daniel Smith Industries Ltd.

9.2 Update on the Daniel Smith Industries Ltd development

SN tabled a full-size plan of the proposed Daniel Smith Industries Ltd (DSIL) development for members to peruse.

DR reported that he, the Council's General Manager: Community and Recreation, Chris Brown, and the Senior Engineering Advisor, Don Young, met Daniel Smith about three weeks ago. The key issues discussed were:

- planning dates
- approval of the Council's District Plan.
- timing of the water and wastewater upgrades and the staging of the proposed upgrades
- commencing main construction in November 2025.

DR noted that D Young would serve as the Council's Project Manager for the DSIL development, as it was helpful for developers to have a central key Council staff member with whom to liaise. The Council would enter into a Private Development Agreement with DSIL to set out the responsibilities, land swaps, development contributions, the servicing, and the required engineering standards.

9.3 Coliform bacteria in the Rangiora Airfield Water Supply

OS advised that the Council's routine water testing indicated a total Coliform bacteria spike. At this stage, it was not high enough to generate a Boil Water Notice. Subsequently, the water filters were cleaned and changed, the Ultraviolet (UV) protection systems were checked, and the lines were flushed. However, the total Coliform bacteria remained high, and the next step would be to super-clean the two water tanks.

9.4 Executive Group's Terms of Reference

DR reminded the RAAG of the previous discussion regarding the Executive Group. He tabled the Executive Group's Terms of Reference as previously approved by the RAAG, which was a Subcommittee established to deal with the development of the Rangiora Airfield Master Plan. The Executive Committee's key role was to advise the Council and the RAAG on opportunities presented to the Rangiora Airfield, the direction and development approach for the Rangiora Airfield Master Plan, long-term planning, and working with the Airfield Manager on neighbouring property owners.

DR confirmed that the RAAG established the Executive Group consisting of RK, BD, KV, and SN to meet with Daniel Smith Industries Ltd. to discuss the proposed development adjacent to the airfield and report back to the RAAG.

SN agreed with DR that the Executive Group was established because it was believed that it would be easier for a smaller group to meet with Daniel Smith than the larger RAAG. Daniel Smith also felt that meeting with the larger RAAG would not be productive.

BH noted that since the establishment of the Executive Group, a dedicated Airfield Manager had been employed to deal with all the operational issues affecting the airfield. Therefore, he believed that the need for the Executive Group should be reviewed.

KV disagreed that the appointment of the Airfield Manager facilitated the need for the Executive Group to be reviewed, as the work had previously been done by Council staff.

JD noted that the Executive Group had done much work on the Rangiora Airfield Master Plan and the proposed DSIL development and had regularly reported back to the RAAG. He did not believe that the group had mishandled any issues.

BH thought that the Executive Group was not representative of the broader users of the airfield and was no longer fit for purpose. He noted that the review of the RAAG was due, and maybe the Executive Group should be reviewed at the same time.

KV reminded the RAAG that they called for volunteers to serve on the Executive Group, and any member of the RAAG could have stepped forward.

DR advised that a report on redefining the Group's governance structure would be submitted to the Council in June 2025 to ensure it provided operational and strategic oversight of airfield activity. He undertook to report to the RAAG in May 2025 on the review's progress.

10. GENERAL BUSINESS

- BH - Noted that the Canterbury Recreational Aircraft Club's open day on 12 April 2025 was a great success.
- RK - Acknowledged that ratepayers' funds were being spent on the airfield, just as on other community assets, such as parks. Canterbury Recreational Aircraft Club's open day brought over 4,000 community members to the airfield to enjoy this community asset.
- OS - Noted that a NOTAM was issued on 22 April 2025 for the closing of 0725. He inspected it again today; however, it was still very soft. One aircraft landed on it, and it was dug in quite badly. Also, there was still some water retention down the western end, so the closure would continue at least until 24 April 2025

NEXT MEETING

The next Rangiora Airfield Advisory Group meeting was scheduled for 5.30pm, Wednesday, 28 May 2025.

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 6.47PM.

CONFIRMED

Chairperson

Date