

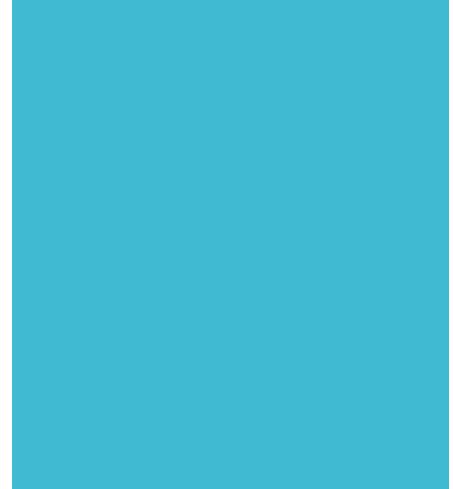
Managing Aerodromes Airfields & Airports





A little about me.

This was our airport
when we took over.





Now it looks like
this.





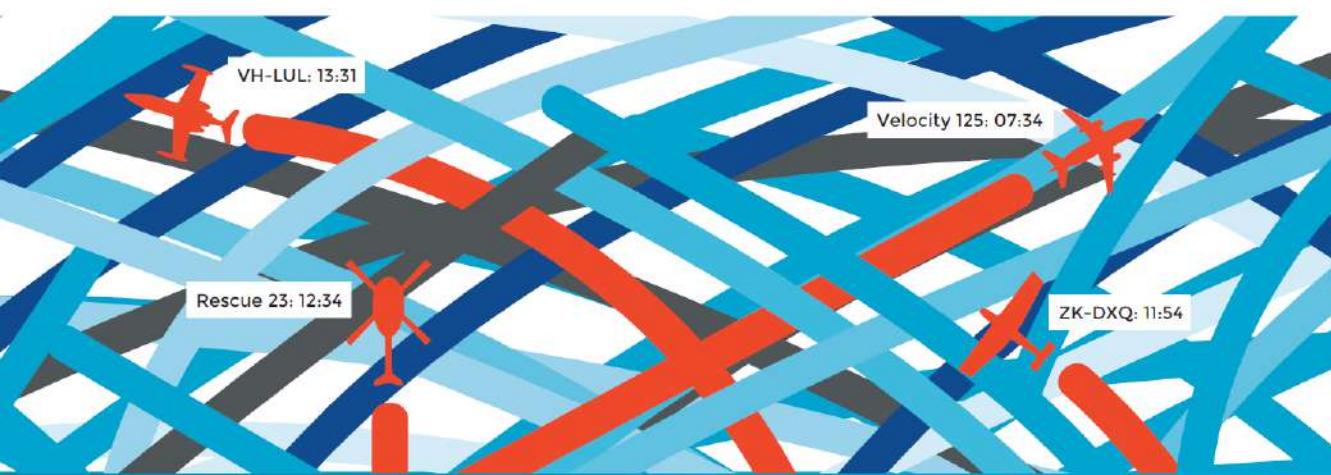
We're pretty well known for skydiving

With a background
in software
development it
was only a matter
of time

Aimm 

BETTER MEASUREMENT
FOR BETTER AIRPORTS

ARE YOU SEEING THE PATTERNS IN YOUR AIRPORT'S OPERATION?



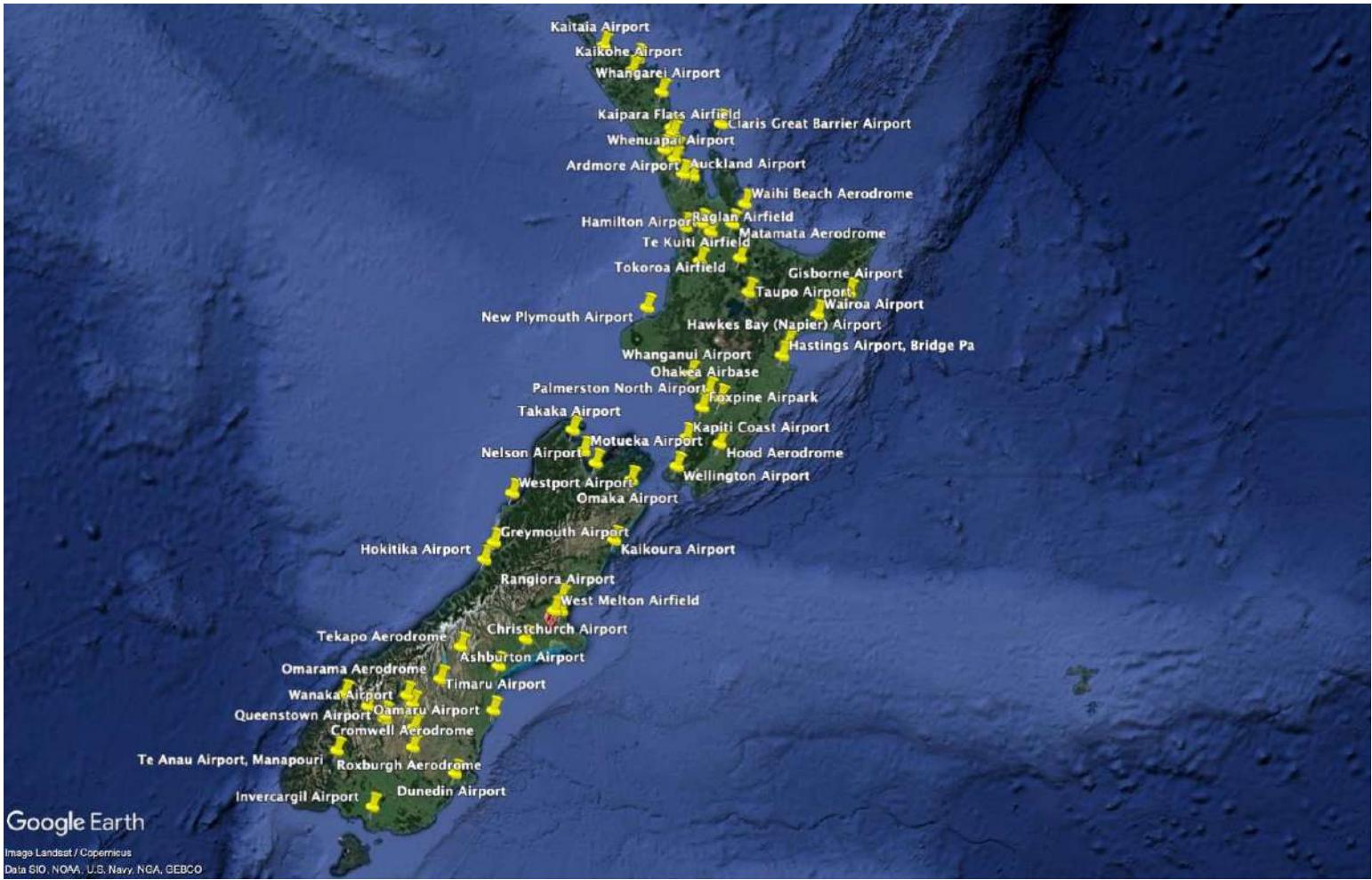


GAIN CLARITY AND INSIGHTS IN TIME TO MAKE A DIFFERENCE.
BETTER MEASUREMENT FOR BETTER AIRPORTS

Sometimes
just for fun,
I go to more
airports...



What are Airports and where does Council fit in?



An airfield can be this.





Or it can be this.

There is a lot of history at our airports.





They're important recreational facilities and gathering places

And also business hubs



Sometimes
without realising it,
we expect a lot
from our airports.



But we don't always
agree...





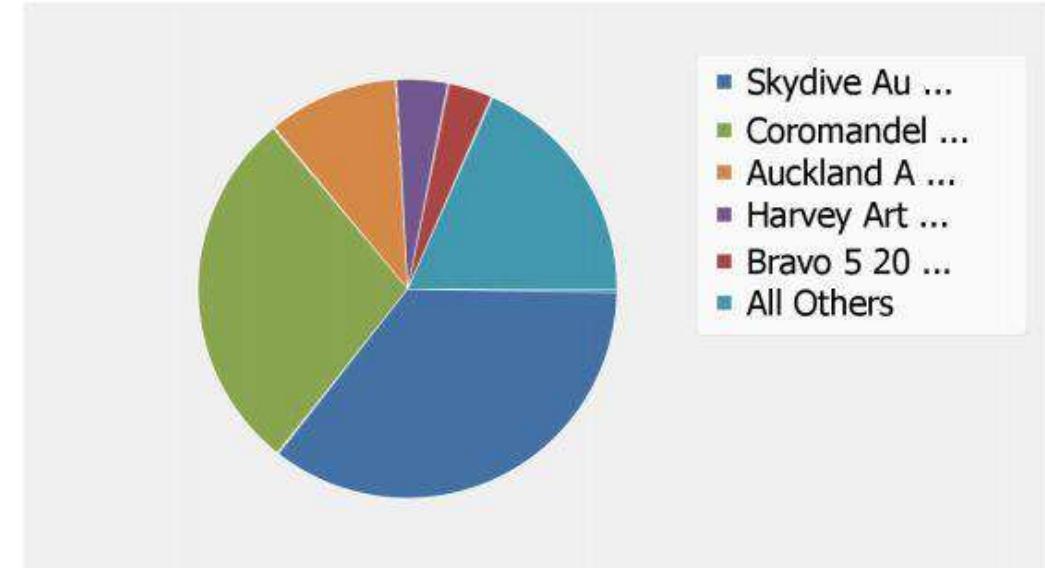
What does good management look like?

Most Active Operators

Operator

Skydive Auckland Ltd	313
Coromandel Flying Club	248
Auckland Aero Club (Inc)	89
Harvey Arthur Lockie	35
Bravo 5 2010 Limited	30
All Other Operators	164
Total	879

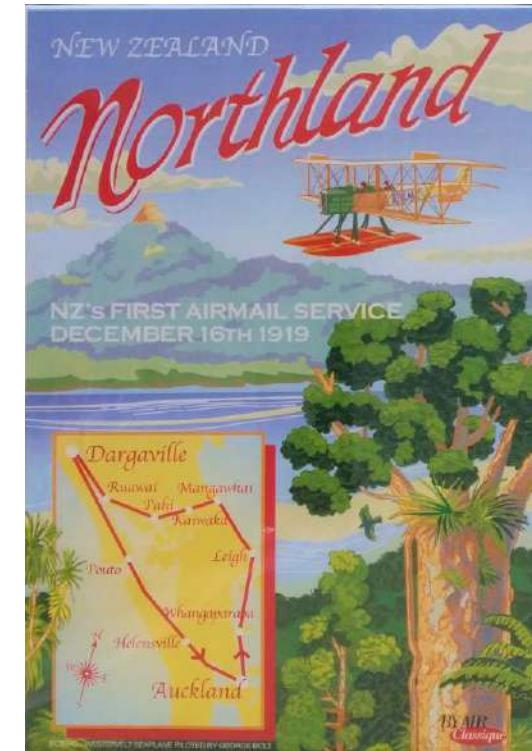
Movements



We understand our airport

We understand
our users.
- Who they are
- What they do
- What they
need from us





We have clear expectations, and communication channels

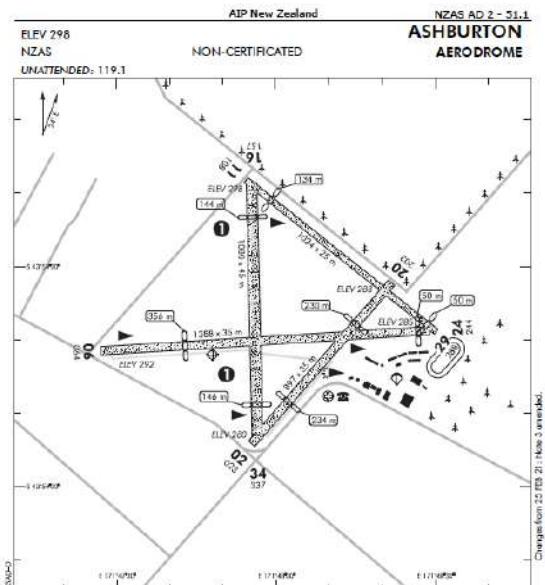


 CIVIL AVIATION AUTHORITY
OF NEW ZEALAND



Responsibilities, Regulations & Compliance

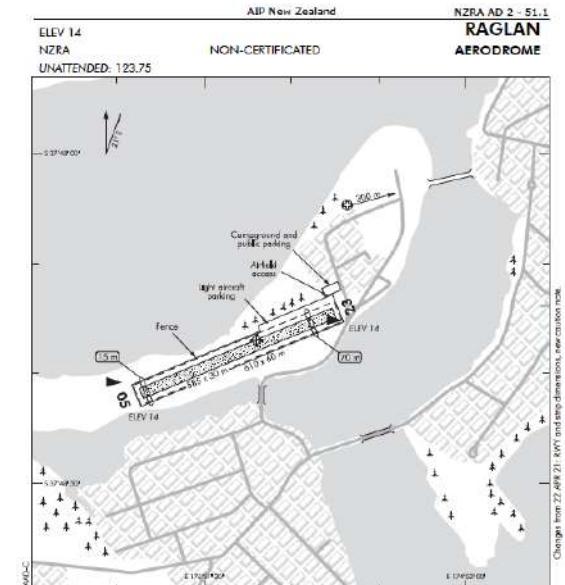
Accurate description



- 1. Night operations RWY 16/34. Displaced thresholds apply: RWY 16 194 m
RWY 34 204 m
- 2. Use mown runways and taxiways shown only.
- 3. Parachute landing area on the aerodrome. Pilots must not join overhead during parachute operations. All pilots intending to land overhead must ensure it is safe to do so.
- 4. NORDO Nightflight operations take place, circuit height 300 ft AGL, circuit direction left-hand.
- 5. **CAUTION** Bird hazard. Large numbers of gulls, pigeons and magpies in vicinity of aerodrome.
- 6. RWY 16/34 edged with white reflectors.
- 7. Taxiways shown on aerodrome chart edged with blue reflectors.
- 8. Aerobatic box established over the aerodrome 328 ft to 3500 ft.
- 9. **CAUTION:** Club competitions generally held last Sunday of each month. A temporary competition fence may be erected on the left side of the active RWY.
- 10. **CAUTION:** Ashburton Medical Centre HUP (QNM) lies to W (2620ft/2.0 NM).

S 43 54 12 E 171 47 48*

ASHBURTON
AERODROME



- 1. **CAUTION:**
 - Rabbit holes on aerodrome.
 - Norfolk Island pine on hill infringes fan to NE. 10° left turn required on take-off.
 - Emergency helicopter operations take place from harbourside site approximately 500 m east of THR RWY 23.
 - Occasional dog walking (off leads) who run freely on the runway.

D 2. Occasional car parking (in leases) and run weekly on the runway.

- 2. First aid kit at fire/ambulance station.
- 3. Card phone available at camp 50 m NE of aerodrome.
- 4. Kite flying occurs at Wainui reserve 2 NM SW of aerodrome.
- 5. **CAUTION:** RWY 07 THIR Displaced due proximity of pedestrian walkway at western end. RWY 23 THIR displaced due vehicular road traffic at eastern end.

S 37 46 17 E 174 51 36^W

RAGLAN AERODROME



Subpart I — Operating requirements – non-certificated aerodromes

139.501 Application of Subpart

- (a) Except as provided in paragraph (b), this Subpart applies to an aerodrome operator.
- (b) This subpart does not apply to:
 - (1) an aerodrome operator certificate holder;
 - (2) a qualifying aerodrome operator certificate holder;
 - (3) the operator of an aerodrome that is used or intended to be used exclusively by aircraft engaged in agricultural operations.

139.503 Unsafe conditions

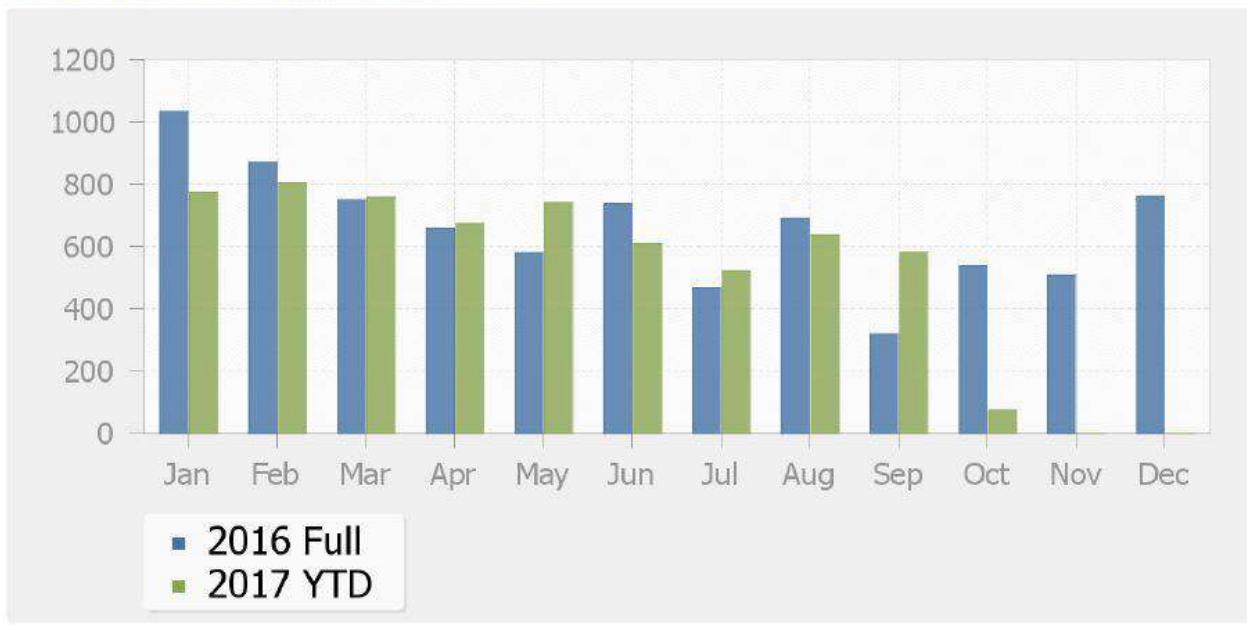
An aerodrome operator to which this subpart applies must establish procedures to ensure that aircraft movements are restricted or prohibited on parts of the aerodrome where an unsafe condition exists.

139.505 Reporting traffic volumes

An aerodrome operator to which this subpart applies must—

Address and correct unsafe conditions

Movements: Months of Year



Accurately report usage to CAA

Safety





What does safety look like?

Developing good safety culture can be a journey





Challenges

Too busy to
change



Who is doing
the work and
who is paying?



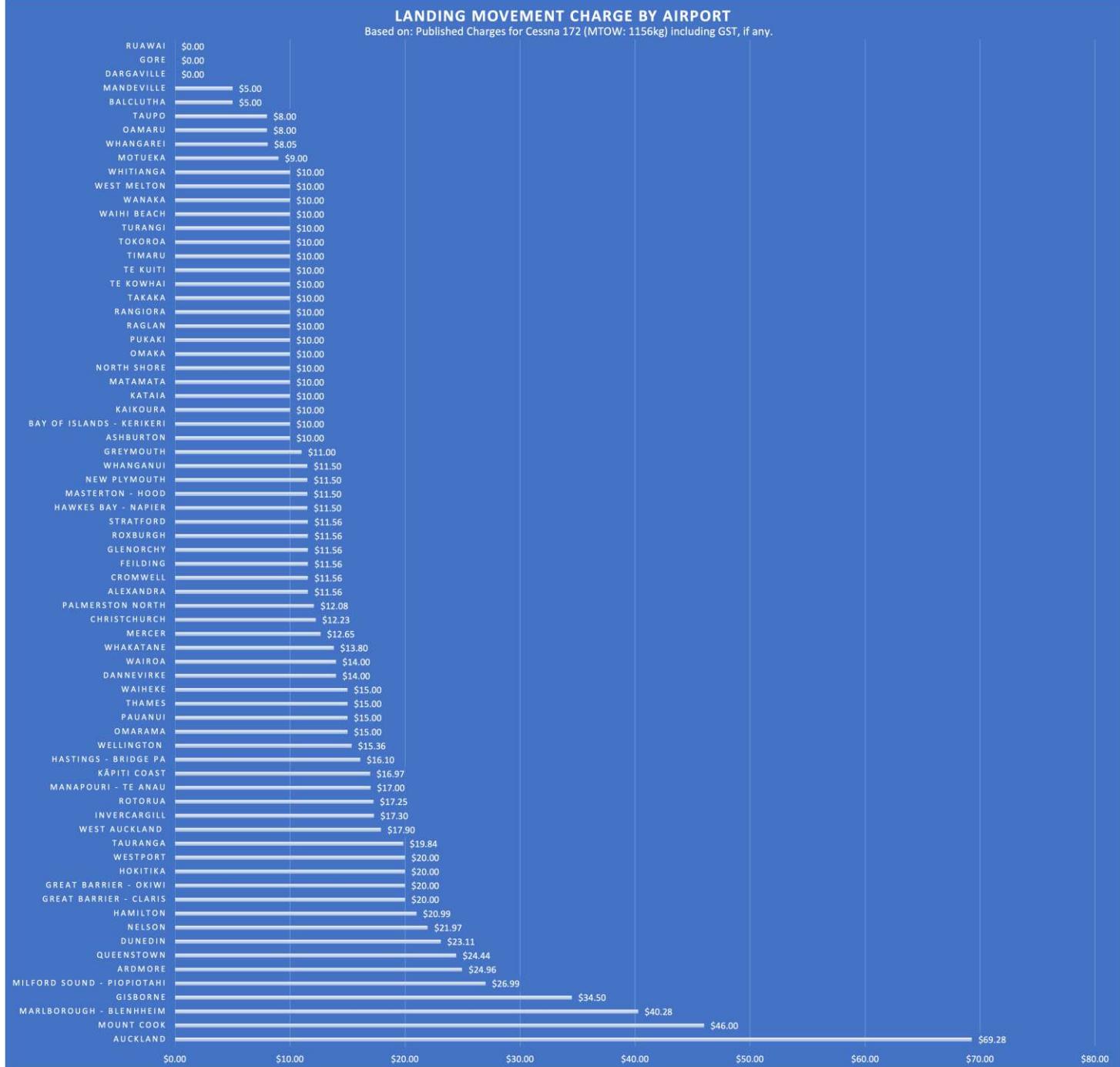
Goals





Realistic?

Landing Charges



Tools



Opportunities



Thanks for
listening.

Any questions?

