

Rotorua Regional Airport Ltd (RRAL)

Airport Users Group - Meeting minutes

18 May 2015 5.30PM	Rotorua Airport – terminal boardroom
Type of meeting	Bi-annual meeting
Facilitator	Wayne Wootton
Minute taker	Wayne Wootton
1 and 2 Welcome and Apologies	
Apologies	Don Waters, Terry Beban
In attendance	Wayne Wootton, Lorraine Vincent, Barry Vincent, Rosie Bury, Chris Hollands, Lisa Toy, Marie Patterson, Kevin Duck, David Laidlow

3 and 4. Matters arising from last meeting

Wayne Wootton (acting CE of RRAL) facilitated the meeting.

The minutes from the last meeting held on 5 December 2014 were acknowledged as an accurate representation and were taken as read.

Matters arising:

- a) Runway signage change to illuminated signs – still waiting for feedback from Airways who are responsible for illuminated signage. Trying to source a local manufacturer and looking at economies of scale as all regional airports with commercial flights are affected
- b) Secure designation – ROT will remain a Secure Designated aerodrome until at least September 2015. Annual audit from MPI has resulted in certification for the next 12 months. Avsec are keeping a limited presence and will review once the outcome of the revised passenger screening results are known. ROT is on the list of regional airports affected.

5 to 9. Agenda items

5. Runway safety & incursions – no issues to report.

Performance based navigation (PBN) – been delayed and now looking 2016 at the earliest
6. Vicinity operations – Lorraine has a Power Point presentation which takes around an hour to go through. If anyone is interested let Lorraine know and she will arrange an appropriate time.
7. Phraseology – Airways, Air NZ, the CAA and other major players in the country have got together to try and tidy up basic radio phraseology to avoid incidents. Standards Officers met a couple of months ago in Christchurch and have been listening to tapes of radio conversations across all sectors to see how big the problem is. The CAA has put together a Phraseology module to tighten things up which will become a regulatory tool.
8. UAV's (drones) – Ever-increasing problem. Legally can't operate within four kilometres of an aerodrome or controlled airspace. A UAV has been seen over the hospital and the lake front.

Typically with large drones users are more compliant but problem is with people that buy them cheap from the Warehouse and don't realise there are rules affecting their use.

Should procedures be in place and should warning leaflets be in the box?

There was a press release done by the Airport recently and information is on the Airport website

Airways and the CAA have also set up a website (www.airshare.com) for all UAV users to go to and find out rules and regulations regarding the use of UAV's

Sectors set up around the airport for UAV users but can cause problems. Crankworx tried to use a UAV but there was a problem as the organisers had not got clearance and there was a potential conflict with a rescue helicopter that had been sent to the event.

Air NZ now have increasing issues with passengers carrying Lithium batteries that are required to power the drones – up to 11 batteries needed in some cases.

Can incidents be reported back to RRAL to coordinate as the Airport Board are very anxious about the situation.

9. RRAL update

- a. Chief executive appointment – Acting CE will finish on 31 July. The board have a new CEO recruited and there will be a media release next week.
- b. Commercial development – there is a tentative enquiry from someone wanting four hectares. Access is a major issue so working with NZTA and the Council to resolve but will take time.
- c. Asset transfer – the Council are proposing to transfer all the Airport assets to the Airport company on 30 June 2015. There will be a big change as the Airport will maintain everything and a 20 year financial forecast has been produced which includes major works to airside over the period. There are still issues with earthquake proofing some of the terminal buildings, especially the older sections, so capital expenditure has been included for improvements. Also looking at the Rescue Fire Station and its possible replacement.
- d. New hangar – the construction of a new hangar is due to commence soon at the southern end of the airfield adjacent the Spannair hangar.

10. General Business

- Potential for a flight training school – Alastair before he left was in talks with a flight training school being based at the Airport and this is being progressed. Further updates will be given in due course.
- Airport Rescue – one of the team left recently and has been replaced by a new employee who started last week. Kevin Duck finishes at the end of month but may come back working part-time later in the year.
- Route development Queenstown to Rotorua – this is in its early stages and a positive meeting has been held with Air NZ. Currently there isn't enough market demand to justify the service but we are investigating further and looking at the potential of including Hamilton, Tauranga and Taupo in the mix. Improvement and upscaling of the aircraft on the Rotorua to Auckland sector will be the first step and then will look further at a direct Queenstown link. Also working with local stakeholders such as Destination Rotorua.
- Air NZ – ceasing Beach 1900's operations from January next year. 14 aircraft at the moment but by January should only be about 2 working in the country. Slowly bringing in ATR's and reassigning the Q300's.

Meeting concluded at 6.05pm