

FEILDING AERODROME INCORPORATED



STRATEGIC OUTLOOK

JANUARY 2024

(Draft)

Preamble.

Feilding Aerodrome Incorporated is grateful for the time and effort given by members of the Aerodrome Committee and interested parties associated with the Aerodrome for sharing their thoughts and valued input into this Strategic Outlook document as to how Feilding Aerodrome plans to develop over the next 5-10 years.

These strategic concepts once consulted with the general membership will be refined by the Feilding Aerodrome Committee into a detailed Development Plan.

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1. Feilding Aerodrome Objectives and General Management.

1.1 The primary objective of the Feilding Aerodrome Incorporated (FAI) Society is to provide a safe, friendly and affordable venue for recreational aviation and aviation businesses servicing the greater Manawatu region. It seeks to maintain and develop the aerodrome and its operation within the community to promote aviation and be of value to both the region and the nation.

2. Aerodrome Statutory Status

2.1 The Feilding Aerodrome is a private aerodrome owned by the FAI. It occupies 24.0 hectares and is surrounded by rural land in the administrative District of the Manawatu District Council (MDC). The aerodrome is freehold property. Its boundary to the southwest is Campbell Road, to the northwest Taonui Road and on the northeast and southeast boundaries is farmland.

2.2 Feilding Aerodrome (henceforth 'the aerodrome') is identified in the MDC's District Plan. The site is zoned as Rural. The approach and departure fans for the full 1000-metre sealed runway 10/28 are protected in the District Plan which restricts building /structure heights and allows for the trimming of trees and vegetation growth that infringes the fans.

2.3 Action is underway by the MDC and FAI to establish a Taonui Aerodrome Zone (TAZ) to protect the status and long-term interests and operation of aviation-related activities within the district and region. The TAZ describes a range of activities that are/can be permitted or consented and undertaken within the TAZ confines. The TAZ draft document was released as a public document in the draft Rural Plan consultation process in February 2021. It received no opposition from the public for its establishment and the permissible activities described in the TAZ draft document. 'Aerodrome or Airport Zones' appear in other territorial authority plans and provide added protection to aviation users of the aerodrome, they also provide for the conduct of approved activities in the interests of all stakeholders and affected parties.

2.4 MDC released a second draft consultation document in October 2023, but for reasons unknown, the TAZ was not included as part of the public release. This oversight leaves the future status of the aerodrome as uncertain.

2.5 The development and promulgation of the TAZ is an important step in acknowledging the importance and purpose of the aerodrome within the District and region.

3. Physical Environment.

3.1 The primary operational runway at the aerodrome is sealed runway 10/28. It is accessed by sealed taxiways from both the southern and northern sides of the sealed runway which leads to hangars, open tarmac aircraft parking areas and fuel pumps. There is a central grass field available for aircraft operations. It does not have a specific designated runway vector. Take-off and landings on the grass can approximate the same headings as the sealed runway vectors, but no formal vectors are promulgated for the grass area. It is noted that Feilding Aerodrome operational documents prohibits simultaneous aircraft take-off and landing operations from the sealed designated vectors and the grass operational area. This is in the interests of safety. The grass operational area is used for glider operations and, as per Civil Aviation Rule Part 91, gliders have right-of-way over powered aircraft.

3.2 The grass areas of the aerodrome can become soft during the wet winter months. This is noted in the New Zealand Aeronautical Information Publication (NZ AIP) NZFI AD 2-51.1 and 51.2). The AIP supplement is contained at Appendix 1 to this Plan.

3.3 Roads on the aerodrome are well signed to caution drivers against entering aircraft operational areas unless authorised to do so. There is a well signed public car park fenced off from operational areas of the aerodrome with public restroom facilities nearby. There is also an all-weather noticeboard providing information relevant to the aerodrome, including safety advice. There is signage giving directions to clubs and businesses on the aerodrome.

3.4 The aerodrome general layout and location of the hangars is depicted in Appendix 2 to this Plan.

4. Environment and Land Use Issues.

4.1 Physical: The aerodrome occupies 24 hectares of which 4.2 hectares are devoted to the sealed runway. The area of land available for additional buildings (hangars, club rooms, businesses) is satisfactory but in some respects limited. The redevelopment of some older buildings/hangars can be considered by the aerodrome management if and when leases terminate, but overall the condition of existing buildings is satisfactory.

4.2 It is a guiding policy of the aerodrome's management that buildings at the aerodrome are to be utilised for aviation purposes.

4.3 Noise: As part of the work conducted to establish the Taonui Aerodrome Zone (TAZ), a noise survey has been completed and the noise boundaries for the Feilding Aerodrome have been incorporated into the MDC draft Proposed Rural Plan Change A.

4.4 Noise issues have a bearing on building consents and noise mitigation requirements for structures near to the aerodrome in the light of 'reverse sensitivity' issues that can arise from occupiers of properties adjacent to the aerodrome. The aerodrome management is aware of the aircraft engine noise nuisance and actively encourages a 'fly-friendly' approach amongst aircraft operators. Noise nuisance can also be generated by engine testing and running as a result of maintenance. With increasing aircraft maintenance activity at Feilding Aerodrome consideration is also being given to establishing a designated run-up/ engine testing area - possibly with a shielded bay to assist with noise mitigation.

4.5 The draft proposed TAZ also provides for the incorporation of an Airpark, where residents and their aircraft reside in a precinct offering a lifestyle of living alongside a fully operational runway and aerodrome environment. Aerodrome

management encourages the incorporation of an Airpark into the TAZ as it fits with the general aviation themes of fostering aviation-mindedness and living in the community.

4.6 The current MDC draft of Proposed Plan Change A: Rural and Flood Channel Review that is out for public consultation prohibits the building of residential properties within the promulgated noise boundaries for the aerodrome. This takes no account of Airpark living lifestyles that aviation enthusiasts are seeking to pursue within the region. FAI will be making submissions to MDC on the Proposed Rural Plan Change A, expressing Feilding Aerodrome's opposition to the proposed prohibition of living within the aerodrome precinct and noise boundaries. There are Noise mitigation strategies in place internationally and building code requirements that permit Airpark living, and hence prohibition would seriously curtail aerodrome and Airpark cooperation on the Northern side of the aerodrome.

4.7 Earthquake: Buildings at the aerodrome must be compliant with the MDC building code standards at the time of construction in relation to earthquake resilience.

4.8 Flooding/drainage: The aerodrome has a system of storm-water drainage consistent with standards set by the MDC. There is a field-tile drainage network. However the nature of the subsoil does result in winter ponding and slow drainage of the central grass area of the aerodrome.

4.9 Building construction near to the aerodrome: The aerodrome management seeks to be actively engaged with the MDC with respect to any adjacent building activity that may have a bearing on aircraft operations. This relates especially to noise sensitivity and the protection of the approach and departure fans from both the sealed runway and the grass area which is used for some aircraft operations. Likewise, it seeks to cooperate with the MDC and adjacent property owners/occupiers with respect to the height of trees on adjoining properties that may be a hazard the safe operation of aircraft.

4.10 The aerodrome supports the adjacent Airpark development as it would add to the aerodrome's aviation ambiance and purpose to support aviation in all its forms.

4.11 The aerodrome management is cognizant of local authority laws, by-laws and requirements, including the Resource Management Act and the Reserves Act where provisions may have a bearing on the use of aerodrome property and aviation activity. At the same time the aerodrome management recognises it must protect the aerodrome's existing use rights.

4.12 The aerodrome manages matters relating to health and safety via the Feilding Aerodrome Health and Safety Manual (September 2023). A copy is located on the Feilding Aerodrome website: www.feildingaerodrome.co.nz

5. Aircraft Activity at Feilding Aerodrome

5.1 As of January 2024, there are some 90 fixed-wing aircraft permanently based at the aerodrome. The majority are privately owned recreational aviation aircraft. There are also a number of aircraft owned by recreational flying organisations.

5.2 There is one agricultural aviation business based on the aerodrome, with one other agricultural aviation operator using a fertilizer product bin at the aerodrome and conducting operations from the aerodrome from time to time.

5.3 For many years a commercial flight training organisation was based at the aerodrome, but this relocated to Whanganui in 2017. This was a disappointing outcome as it removed a commercial aviation professional training business from the local community. Considerable time and effort was expended to investigate and encourage another training establishment to relocate to Feilding in 2021. Feilding Aviation opened its doors in December 2021 and is successfully operating four (4) training aircraft and is a viable commercial flying training establishment. The aerodrome management is committed to encouraging flight training based at Feilding.

5.4 There are two aircraft maintenance organisations currently based at the aerodrome. Both add positively to the activity at Feilding Aerodrome as they cater for both locally based and visiting aircraft for maintenance. Both focus primarily on fixed wing aircraft maintenance.

5.5 The aerodrome has not been a base for regular helicopter operations. Helicopters do use the aerodrome as a transit and refueling point from time-to-time. There has been some interest expressed in conducting a small-scale helicopter operation to cater for local interest in helicopter training. This proposal has yet to be considered formally by aerodrome management. Notwithstanding, occasional use by civilian, commercial and military helicopters is accepted.

5.6 The aerodrome is a regional centre for gliding. Powered aircraft operations at Feilding have integrated safely with glider operations and the aerodrome encourages this activity.

5.7 Although parachuting was once conducted at the aerodrome the nature of the controlled airspace above Feilding and the at times busy powered aircraft and glider operations means that there are no plans to encourage parachuting at the aerodrome.

5.8 The aerodrome has the facilities to cater for CAR Part 135 commercial operations (CAA certificated Air Operations) subject to the operator determining aircraft compliance with the aerodrome specifications and facilities, and aircraft performance requirements.

5.9 In calendar year 2023, there were approximately 12,500 aircraft movements at Feilding Aerodrome. Of these movements, two-thirds were general aviation standard category aircraft and one-third micro-light class aircraft.

5.10 Of the standard category aircraft, the majority are aircraft of four seats or less. About 100 movements per annum are conducted by aircraft over four seats. Agricultural aircraft accounted for around 650 movements.

6. Aerodrome Facilities

6.1 Access. Road access to the aerodrome is satisfactory with entrances on Campbell Road and Taonui Road. The entrance on Campbell Road and one of the two entrances on Taonui Road have electronic gates. These provide access control for approved personnel, which provides a measure of physical security at the aerodrome.

6.2 The access to and from Campbell Road experiences peak traffic periods and the speed limit is 100 kph. Likewise, on Taonui Road, care is needed. In the long term, the Aerodrome, in liaison with the relevant road controlling authority, may wish to look at ways to mitigate potential road safety risks at the aerodrome entrances, along similar lines to the recently completed and publicly funded turning lane and entry to the Aorangi Marae. The Aerodrome may want to consider signage on its own property alerting traffic to the 'turning traffic hazards' at these entrances in the short term until MDC is able to fund a more permanent solution.

6.3 Runways. The main sealed runway appears to be in good condition and is subject to regular inspections, repairs and markings repainted as required. An engineering assessment will be conducted in early 2024 to review the condition of the sealed runway as there is evidence of deterioration of the seal that if not resealed in the near term it may lead to damage to the underlying subsurface integrity. The sealed runway is protected from stock by both fencing and 'cattle-stop' entrances/exits at the taxiways, however there have been instances where the sheep have gotten onto the runway. This will be reviewed in future plans around the longevity of sheep grazing on the aerodrome.

6.4 The approach and departure fans to the original 700m section of the 28/10 sealed runway are protected in the MDC's District Plan. The Proposed Plan Change A includes provisions to protect the approach and departure fans for the full runway length of 1,000 metres.

6.5 Grass Operational Area. In summer the surface is generally firm. After periods of rain and especially in winter the ground is wet and soft. There can be areas of standing water. There is field tile drainage, but it is not always fully effective. This area also can have sheep grazing from time to time to control the length of the grass. Pilot discretion and caution is required when using the grass for take-offs and landings. While the sheep are currently removed during glider operations from the grass operational area, there are options under development that may see the sheep removed and mowing of the area instead. This would reduce the conflict of having sheep and aviation operations concurrently. The aerodrome management is conducting a trial removal of the sheep in the first quarter of 2024 as the sheep do conflict with the freedoms of the grass users, as well as the sheep making a significant biological mess of the taxiways and aerodrome surrounds. No final decisions have been taken and aerodrome management are planning to consult with aerodrome members in respect of this matter.

6.6 Taxiways. The sealed taxiways are regularly inspected and maintained in good condition. White painted guidance marker boards are provided to guide taxiing operations.

6.7 Aircraft Holding Bays. These are satisfactory. It is however noted that when more intensive flight training was conducted at Feilding there could be 'hold-ups' at these points to the sealed runways. Understandably they can occur when a learner is completing checks more slowly. Also departing Instrument Flight Rules (IFR) traffic may be waiting on an IFR clearance from Ohakea Air Traffic Control (ATC) before entering the active runway. As at any aerodrome - patience is needed. The holding bays are used for engine testing from time to time by aircraft maintainers and deconfliction with aerodrome operations is undertaken.

6.8 Instrument Approaches and Departures. There are no immediate plans for instrument approach or departure procedures (GPS, VOR/DME, R Nav) for Feilding. However, options are being retained to implement these in the future through NZ Aviation Federation (NZAF) funding opportunities available to develop regional, uncontrolled aerodromes. In the meantime, Palmerston North Airport is nearby (4.5 km) with a full suite of IFR approaches and departures if required. Feilding Aerodrome does not currently have an Aerodrome and Weather Information Broadcast (AWIB) facility, and is unlikely to have one installed, given the very close proximity of Palmerston North Airport and the availability of its Air Terminal Information Service (ATIS).

6.9 Webcams for Feilding Aerodrome are available on the Flying Club website (www.theflyingclub.co.nz). The webcams assist pilots with pre-flight evaluation of meteorological conditions at Feilding in conjunction with other aeronautical weather information.

6.10 Transit Lounge. A transit lounge for itinerant aircraft use is available. This facility allows pilots to flight plan or to take time out between flights for refreshments out of the often windy climatic conditions facing operators on the field. The visitors book demonstrates the frequent appreciation from users as they pass by Feilding Aerodrome.

6.11 Public Parking. There is a large fenced public parking area directly off the Campbell Rd entrance. Visitors are encouraged. There is a picnic table in the area.

6.12 Public Notice Board/ Signage. There is prominent signage to aviation clubs at the Campbell Rd entrance. There is also an all-weather noticeboard in the public car park.

6.13 Public Toilet Blocks. There are public toilet facilities adjacent to the public car park on the south side of the aerodrome. These are well maintained and currently fit for purpose. The aerodrome AED (Automated Electronic

Defibrillator) is fitted on the outside of the toilet block. There is another public toilet facility of two toilets located on the northern side of the aerodrome for the northern side hangars.

6.14 Services (electricity, sewerage). These services are currently satisfactory at the aerodrome. The septic tank sewage systems on both the southern and northern sides of the aerodrome are satisfactory.

6.15 Perimeter Boundary Fencing. The aerodrome boundary fences are constructed of mainly six-strand farm fencing. This is adequate to provide a visual boundary between the public roads and the aerodrome, given that Feilding aerodrome does not require security fencing.

6.16 Aviation Fuel Facilities. Currently aviation fuel access is an AVGAS facility provided by GO FUEL on the southern apron and one AVTUR outlet on the northern side of the aerodrome. The fuel facilities provided on the aerodrome are commercially operated and rely on sufficient fuel throughput to be commercially viable. It will be imperative to retain at least one supplier for both local and itinerant aircraft, noting that infrequent outages do occur from time-to-time.

6.17 Increased Capacity/Hangar Infrastructure. Feilding aerodrome has scope to increase its utilisation. Recreational flying (current aviation club and private aircraft operations) is not expected to increase in any significant way over the next 5 to 10 years. The Airpark development will potentially see a 10% increase in the number of aircraft on the aerodrome, but this is not expected to markedly increase the number of aircraft movements.

6.18 While private recreational aviation costs are expected to remain high, there is likely to be some increase in aviation interest over time with the potential for greater discretionary spending on hobby interests as the economy picks up. Notwithstanding the current economic climate, the aerodrome is receiving inquiries for hangar space, as the aerodrome is the only facility of this nature in the Manawatu. The last hangar building location has just been consented and

hence the aerodrome management is reviewing options for future growth when demand for hangar space arises. Recreational aviation has essentially vacated Palmerston North Airport in pursuit of more cost effective arrangements and hence Feilding has become and will likely remain the General Aviation hub in the Manawatu-Whanganui Region or Districts.

6.19 Club-based powered and glider aircraft activity is to be encouraged, but realistically growth will only be low-to-medium in scope. Aerodrome management is actively looking for ways to generate enthusiasm and participation in aviation activities via public 'open-days' and with the positive encouragement and cooperation of clubs and organisations based at Feilding Aerodrome. Such 'open-day' activities should encourage the participation of local Air Training Corps squadrons, Scout groups and other community groups where young people with an interest in aviation can be encouraged to engage in flight training and the like.

6.20 The aerodrome itself and the uncontrolled airspace does provide a good training environment for both private and commercial licence flight training. Nearby controlled airspace is also an advantage in the flight training environment. The utilisation of the aerodrome facilities by such enterprises makes an important economic contribution to the District.

6.21 As noted, two successful aviation maintenance businesses operate at the aerodrome. There is potential scope for additional aviation support businesses to be located at Feilding. These could range from aircraft painting and refurbishment workshops, avionics supply and installation aircraft component marketing and supply, and aviation consultancies. Feilding aerodrome will continue to promote itself as a hub for general aviation support for the lower North Island, with the threat of Kapiti Coast Airport closing. It can provide excellent access, lower costs than major centres such as Auckland and Wellington, and it is well located to the freight hub facilities of Palmerston North.

6.22 Any significant expansion plans at Feilding Aerodrome will need to address infrastructure and the effects outside of the immediate aerodrome confines.

7. Businesses, Aviation Clubs/Organisations at Feilding Aerodrome

7.1 Currently there are two aircraft maintenance organisations based at Feilding Aerodrome - AvCraft Engineering and Aero Support. They are both a source of revenue for the aerodrome through ground lease arrangements. Both organisations have a range of aviation customers, many of them local but many are fly-in customers and hence good economically for the region.

7.2 One fixed-wing agricultural aviation company, Rural Air Services, is also based at Feilding and likewise leases a site for premises. Actual agricultural operations from Feilding are variable, based on transit flight times between operating areas and the condition of farm airstrips. When this use occurs at Feilding the agricultural aircraft operations are notified by signage at the point of entry to the sealed runways and there is air to air liaison on the local radio frequency.

7.3 As noted, the aerodrome management does not encourage intensive commercial helicopter operations.

7.4 General aviation flight training and commercial flight training activity takes place at Feilding. The organisations are Feilding Aviation (established in 2021), Feilding Flying Club, Manawatu Aviation Club and Gliding Manawatu. These organisations are a revenue source via the lease of club/organisation sites.

7.5 All aircraft owners based at Feilding are charged an annual levy in lieu of landing fees. There are no landing fees at Feilding for visiting aircraft, but by arrangement with itinerant aircraft that visit the aerodrome regularly, pay an annual fee. Aerodrome fees are under active review to ensure fairness of use across general aviation, commercial and itinerant users.

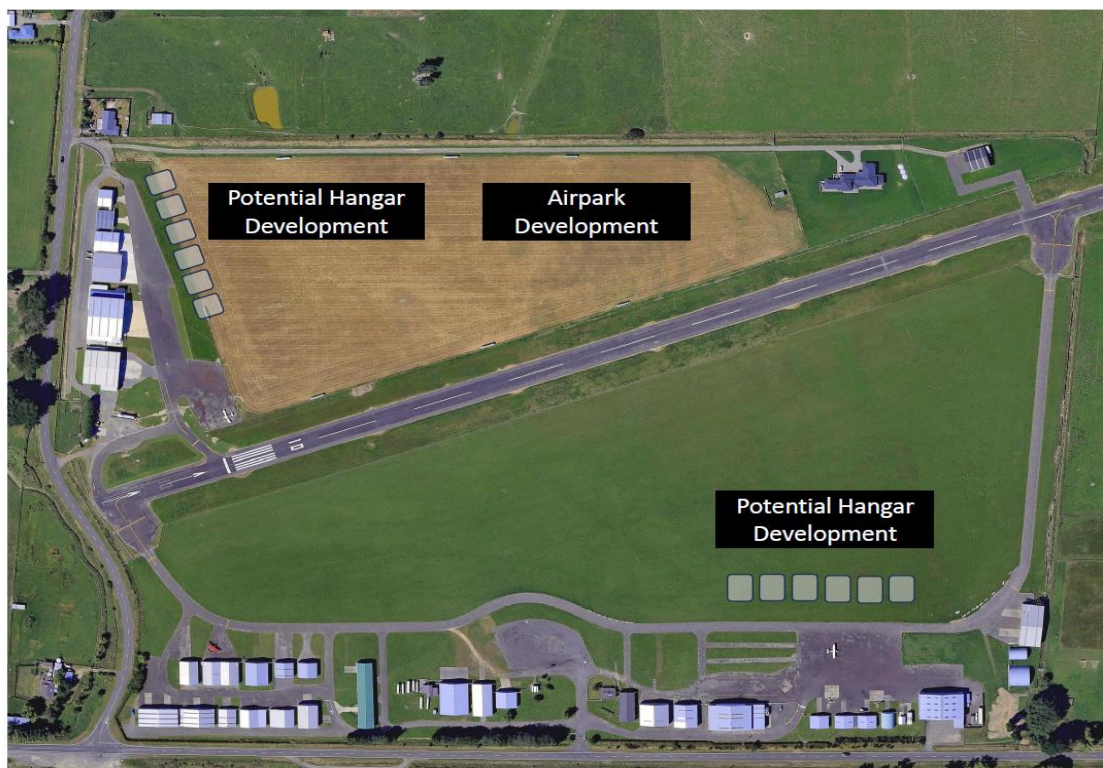
7.6 The aerodrome management is of the view that Feilding Aerodrome would be attractive for a range of other aviation businesses to base here. While aviation maintenance is catered for, businesses such as aircraft painting and refurbishment may see an opportunity at Feilding to cater for the lower North Island. Likewise, a specialist general aviation avionics workshop might be encouraged to operate (full or part-time) from Feilding. If provision could be made for office space the aerodrome might also become a lower North Island centre for some aviation orientated businesses.

7.7 To scope the possible avenues for development, the aerodrome committee will create a long term development plan and identify land and space requirements for more hangars and premises at the aerodrome. Future development will need to ensure any future facilities have access to suitable and functioning water, power and sewerage services.

7.8 It is noted that vacant land for further hangar/ business premise sites is now limited. As of December 2023, there is one site to the east of Aero Support premises and six to eight sites on the northern taxiway side that could offer development opportunities. These sites do have services close to the sites, however any northern side development would require cooperation and land access from the airpark owner to enable additional hangars to be situated and the space for taxiway access to them.

7.9 As an active aerodrome, the first priority is to preserve access and operation of the sealed runway 10/28 and to keep the grass as wide open as possible to permit multiple heading operations for microlights and gliders that are susceptible to crosswinds. There is space on the main grass areas for possible expansion that would not significantly impinge on grass operations, but overall there is limited space for expansion and building of new hangars and facilities.

7.10 The Aerodrome management has approached the owner of the future airpark to determine if there is land available for joint expansion and building new facilities. The promulgation of the TAZ and the scope of its permitted activities is key to any future development of Feilding Aerodrome.



Areas for Potential Hangar Development

8. Private Aircraft Hangers at Feilding.

8.1 Feilding Aerodrome is the hub for private and recreational aircraft for the Manawatu. The demand for hangar space is steady. While the number of sites for new hangar development is limited per above, the redevelopment of some older existing structures could be a better option than finding space for new-builds. The current 42 hangars on the aerodrome are all occupied, with some spaces available to house the odd aircraft. It is foreseeable there will be a time and economic circumstances where demand could outstrip available infrastructure and hangar availability and a proactive and forward-looking development plan should identify all areas of expansion potential before demand increases.

8.2 The private land on the northern side of Feilding Aerodrome is being developed by the owner as an airpark concept for private residences and hangars. This is a major development with long term positive benefits for Feilding Aerodrome. The development is to have taxiway access to the sealed runway, which would also streamline ground operations from the northern

hangars to the main runway. The current subdivision plan is for approximately ten residences and hangars, as well as plans for a café/restaurant that would be open to the public.

9. Aircraft Operations at Feilding

9.1 There are few issues with aircraft operations at Feilding. While the immediate airspace above has altitude restrictions (being Ohakea controlled airspace above at 1500ft AMSL), and with the airspace to the south being the Palmerston North Airport control zone, operations at Feilding aerodrome are not hampered. Feilding Aerodrome airspace to the north, east and west below Ohakea-controlled airspace is well suited for general VFR flight training and recreational flying.

9.2 There are General Aviation Areas to the northeast which can be 'opened' in liaison with Ohakea Control for gliding operations and this airspace is also available to powered aircraft when 'open'. This airspace is generally available in the weekends. The VFR transit lane to the west facilitates 'north-south' traffic and VFR aircraft can also transit to the east outside of the Palmerston North Control Zone if they wish.

9.3 There is a Low Flying Zone north of the Feilding Aerodrome which is administered by the Massey University School of Aviation. It is available for use by all Feilding Aerodrome based flight training operators and is a valuable resource.

10. Marketing of Feilding Aerodrome

10.1 The entrance from Campbell Rd is signposted and there is signage at the Campbell Rd and Taonui Rd Junction which is visible if travelling east. However there is no prominent signage if travelling westward on Campbell Rd until the entrance. The general signage on the aerodrome property itself is good.

Feilding Aerodrome has established its own website that is also linked to the main clubs and organisation websites. This provides a multiple avenue approach to reach any of the organisations that are wanting to interact with the public.

10.2 The promotion of Feilding Aerodrome in New Zealand aviation publications - NZ Aviation News and Kiwiflyer for example – would potentially expose aviation enthusiasts and commercial entities to consider Feilding Aerodrome as an operating hub.

10.3 Engaging with the Central Districts Field Days organisation to promote the aerodrome as 'fly-in' hub for the event, utilising a user-pays shuttle to and from the aerodrome may be a way of expanding out of region participation. There may also be opportunities to engage with the motor racing industry for events being hosted at Manfeild Raceway.

10.4 The public carpark is often visited by members of the public looking for a destination activity and watching aircraft taking off and landing is a favourite pastime of Kiwis. A coffee cart during summer weekends has been considered but realistically the aerodrome does not practically have enough people visiting the aerodrome at any one time to make this commercially viable at present. Cooperation with the airpark and having a joint use café/restaurant would encourage visitors to come to a suitably marketed and patronised facility.

11. Feilding Aerodrome Development Needs

11.1 Aerodrome Status. Currently the aerodrome is zoned Rural in the MDC District Plan. For the long-term protection of the aerodrome and associated aviation activities it is important that the site be zoned, with its permitted uses spelt out, as an aerodrome in the District Plan. The Aerodrome management is engaged with the MDC with a view to achieving this outcome as part of the public consultations for the Proposed Rural Plan Change A.

11.2 Feilding Aerodrome plans to realise the considerable scope for development for the benefit of its members but also to contribute to the wider economic benefit for the region.

Aviation Activity Noise

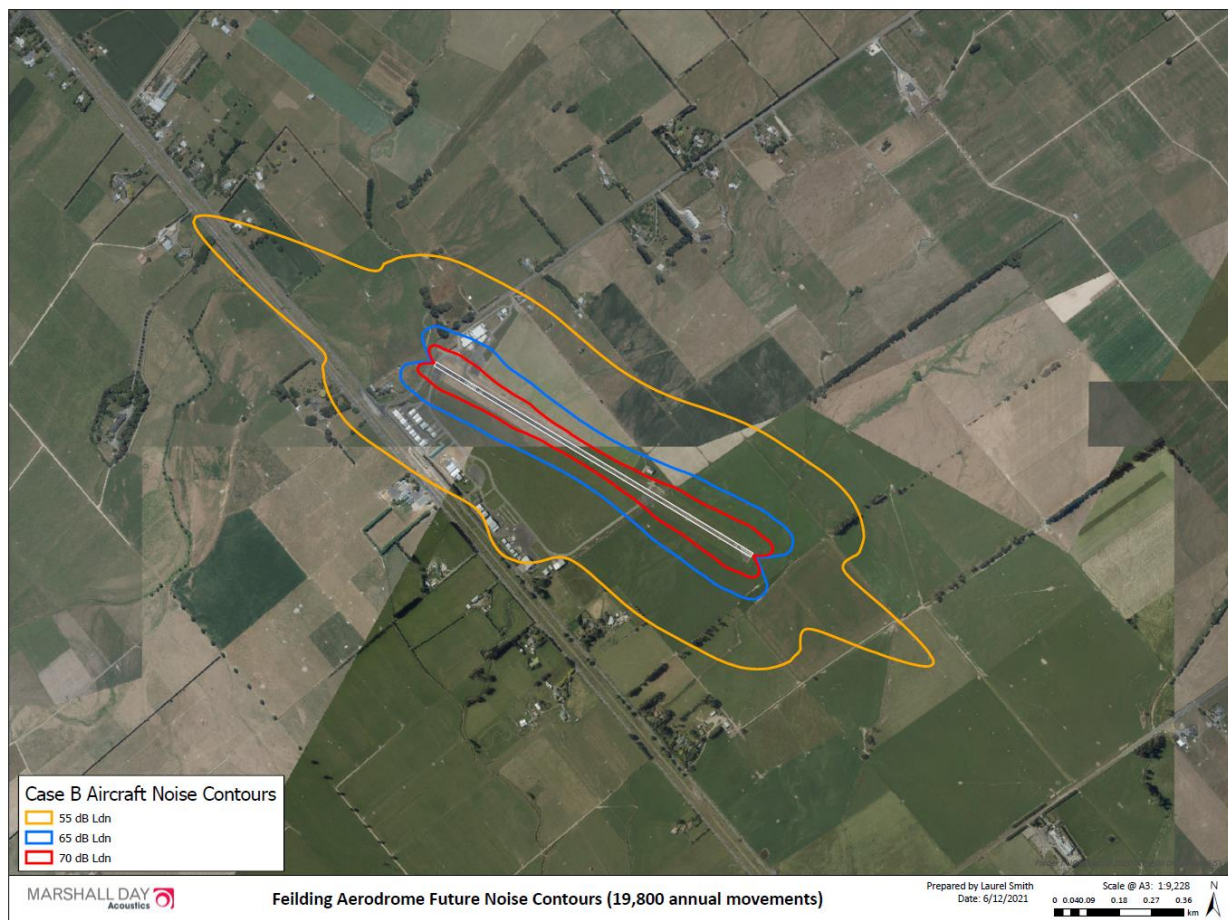
11.3 The number of movements in the period Jan-Dec 2023 at Feilding Aerodrome, was 12,500 movements. The noise boundaries produced by Marshall Day future-proofs Feilding Aerodrome for any future growth in flight movements over the next decade, as the projection uses 19,800 annual movements as the basis for the noise boundary calculations. This represents a 58% increase on the current 12,500 annual aerodrome movements in 2023. The future noise boundary future-proofs the aerodrome for the next decade and beyond.

11.4 As stated previously in this Development Plan, MDC released its draft public document in October 2023 for the Proposed Rural Plan Change A. The plan out for consultation takes no account of Feilding Aerodrome's view of its future development requirements to protect the aerodrome. The TAZ is an integral and essential requirement to protect the aerodrome's future development within the District Plan.

11.5 The Aerodrome Society is aware that a previously consulted draft Plan Change in 2021 which included the TAZ and permissible activities within the Zone attracted no public submissions opposing the establishment of the TAZ. To not include the TAZ in the current consultation belies sensible reasoning.

11.6 Of concern to the Aerodrome Management is the MDC's selective inclusion of limited subsets of the TAZ in the public consultation document, including reference to the noise boundaries and a proposal to prohibit activities that formed part of the permitted activities within the TAZ. This disjointed approach by MDC is flawed and it is Feilding Aerodrome's intention to ensure that the TAZ provisions, as previously consulted without opposition, are retained and the TAZ is included as a comprehensive inclusion in the Proposed Rural Plan Change A.

11.7 Below is the Marshall Day noise boundaries for Feilding Aerodrome. It uses up to 19,800 movements annually as the basis of the noise boundary determinations. It appears in the draft Proposed Rural Plan Change A in isolation of any mention of the TAZ, and prohibits activities that were intended to be an integral part of the TAZ and its permissible activities.



Noise Boundaries for Feilding Aerodrome

12. Aerodrome Approach and Departure Fan Protection.

12.1 The aerodrome approach and departure fans and transition slopes are incorporated into the draft Proposed Plan Change A documentation in isolation of any reference to the TAZ. The approach and departure fans and transitional slopes are but one aspect of protecting the aerodrome from encroachment, but it would be best included in the draft Proposed Rural Plan Change A documentation as an inclusive part of the TAZ promulgation. Without the TAZ the aerodrome has no recognition in the District Plan as an active aerodrome and the protections it needs.

13. Low Flying Zone L367

13.1 This Low Flying Zone (LFZ) was established by Flight Training Manawatu and then managed by the Commercial Flight Training Academy until its move to Whanganui in 2017. This management transferred to the Massey University School of Aviation when Flight Training Manawatu moved to Whanganui. Access is available for use by flight training organisations based at Feilding Aerodrome.

14. Water, Sewage Planning.

14.1 These services are considered adequate for current occupancy and use levels and can meet the needs of the yet undeveloped hangar sites at the aerodrome. The Aerodrome will be monitoring these services for any repairs and maintenance work over time, and with the addition of new hangars and premises, consideration will be given to upgrading these services. Water and sewage treatment services for the adjacent airpark development are independent of Feilding Aerodrome.

15. Electricity Supply

15.1 Currently, the electrical supply to the Aerodrome is satisfactory. Two ICPs are established for Feilding Aerodrome and connected hangars are metered with costs being reimbursed. Several hangar owners have established independent ICP connections. Power requirements and services will be reviewed periodically to ensure any future new hangars and commercial business needs are met. Electricity supply for the adjacent airpark development is independent of Feilding Aerodrome.

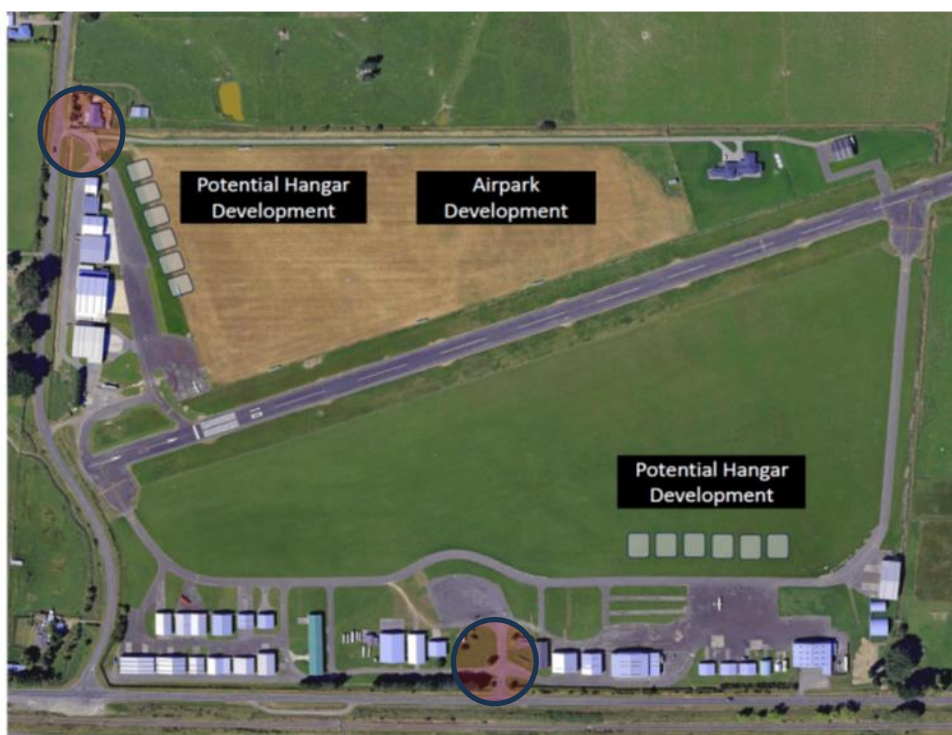
15.2 It is noted that electric aircraft development is progressing to a stage where there will be electrically powered aircraft operating within the next decade. Feilding Aerodrome will consider battery charging requirements and identify suitable power capacity and locations of charging devices and infrastructure should electric aircraft be contemplated for use at Feilding Aerodrome.

15.3 Unlike AVGAS refueling of an aircraft that takes minutes to perform, electric aircraft will require access to charge points for long periods of time.

16. Aerodrome Road Access

16.1 Road access to the aerodrome from Campbell Road and Taonui Road is depicted below with red circles, denoting the main entrance to the south of the aerodrome and the northern access off Taonui Road. Traffic flows are increasing in density and frequency to the point where planning consideration will be reviewed to ensure access to the aerodrome at both gateways remains safe and free flowing. Both access points are off increasingly busy public roads and MDC will be approached for advice and consideration of a roading upgrade similar to the Aorangi Marae access on State Highway 54.

16.2 The Taonui Road access is owned by an adjoining neighbour and access to the northern side of the aerodrome is through an easement and cost-sharing agreement. Coordination will be required to ensure the aerodrome has appropriate access for commercial vehicles and aerodrome users in concert with any entrance upgrades requested of the owner.



Entrances to Feilding Aerodrome

17. Sealed Apron, Taxiways, Holding Bays and Turning Bays.

17.1 The non-runway sealed areas of Feilding Aerodrome are considered satisfactory for the foreseeable future, barring periodic maintenance and lichen control. The Aerodrome conducts regular inspections and maintenance programs on an 'as required' basis.

17.2 Provision for additional hard standing areas will be factored in at the time of any confirmed construction, noting that it is the responsibility of the hangar owners (lessees) to provide the immediate hard stand areas from the hangar to link up with the aerodrome taxiways. At current utilisation rates the holding bays from the southern side taxiways to sealed Runway 10/28 are meeting current needs. Future hangar development on the southern grass and northern access points are under consideration for any hangar or building expansion and associated with any complementary development being done by the airpark development. Access to airpark land will be required to ensure sufficient room for any hangar development on the northern side (see diagram above of potential hangar development options in the future).

18. Sealed Runway and Sealed Taxiway Markings.

18.1 The current sealed Runway 10/28 of 1030 metres suits the operations and aircraft operating to and from Feilding Aerodrome. Progressively over several decades, the runway was lengthened from the original 700 m sealed runway to 1030 metres and widened in several iterations from 12 to 14 and now 18 metres wide. The progressive works to lengthen and widen the runway to its current dimensions have improved operational safety. Available funding has limited the extent of works over time and there will be significant upkeep and maintenance to be done to future-proof the runway asset.

18.2 The runway is fully lit for night operations and the lights can be remotely activated by pilots while airborne. The runway lights were replaced in 2020 and will require continued maintenance and replacement as the LED lights and wiring deteriorates over time.

18.3 The provision and maintenance of standard aerodrome markings is undertaken by an approved roading contractor. Additional markerboards are provided at appropriate places on the taxiways to guide aircraft manoeuvres.

18.4 A full engineering review of the runway will be completed in early 2024 to establish the condition of the runway and to determine the scope of any future works.

19. Grass Operational Area and Drainage.

19.1 A grass operational area is available at Feilding and is used at pilot-in-command (PIC) discretion. The grass area does not have a designated vector and nor is one planned as the gliders and microlights have the freedom to operate into the wind to avoid any crosswind component. The majority of aircraft operations are to and from the sealed runways. The grass area is grazed by sheep to maintain the grass at an appropriate level for aircraft operations, but it has significant drainage issues. The grass area does get quite wet - particularly in winter - and this is noted in the aerodrome information in the Feilding Aerodrome Aeronautical Information Publications (AIP).

19.2 An additional source of revenue is leased grazing of sheep on the grass areas. Although there is some inconvenience with the grazing of sheep in terms of the hazard and the nuisance of sheep droppings on aircraft - they do reduce grass mowing costs. Offsetting aerodrome costs through cropped grass areas as a source of income potentially creates bird hazards and attracts rodents. Cattle are not grazed at Feilding due to the damage done to the grass surfaces and to roadways and aircraft tie-down areas.

19.3 The longevity of the sheep grazing at Feilding Aerodrome is under review and will take into count the economic effects and the inconvenience of having the sheep on the aerodrome, weighed against the operational imperative of flight safety and moving towards a more managed approach conducive to the operation of expensive aviation technology and platforms. It has long been accepted practice that Feilding Aerodrome is a low-cost operation with well-below market landing and lease fees. However, this

must be balanced by ensuring the whole-of-life sustainability and maintenance of the aerodrome assets are matched to its purpose and future development needs.

20. Aviation Fuel Supply.

20.1 Currently Feilding Aerodrome is served by one AVGAS supplier – ‘GO Fuel’ located on the southern side of the field. There were two suppliers of AVGAS on the aerodrome until early 2023 when BP withdrew from the aerodrome and Z fuel sold out to GO Fuel. Having only one fuel supplier meets the demand for aviation fuel supplies, however, there have been periods where fuel supply has been interrupted due to logistic problems. There is only room for one commercial fuel operation on Feilding for it to be financially viable to suppliers.

20.2 Remediation of one of the AVGAS underground fuel storage tanks will be undertaken by Go Fuel in the near term. Retaining AVGAS supply at Feilding is important for both locally based aircraft operators and for itinerant aircraft traffic.

20.3 AVTUR (jet fuel) is available at a facility on the northern side of the Aerodrome. This above ground facility may require improvements in the immediate areas surrounding the fuel tank to facilitate better access for aircraft refueling.

21. Future Aircraft Activity

21.1 Monitoring of the movements on Feilding Aerodrome is undertaken automatically by the Aircraft Movement Monitor (AIMM) software system. AIMM reports aircraft movements at the aerodrome 24/7/365 using voice recorded radio transmissions from the user aircraft and/or the transmissions from aircraft Automatic Dependent Surveillance – Broadcast (ADS-B) systems.

21.2 AIMM is an intelligent Cloud-based system that handles the recording of aircraft details and the billing of resident aircraft paying yearly bulk fees, special rates for particular operators, casual itinerant aircraft and parking fees. Feilding Aerodrome has not utilised the full capability of AIMMs and is reviewing options for managing and charging for landing and parking fees at the aerodrome.

21.3 Currently the predominant use of Feilding Aerodrome is by standard category general aviation aircraft over aircraft designated as microlights and/or light sports aircraft by a ratio of 2:1. However it is expected that the ratio will move towards microlight and light sports aircraft which are both more affordable and increasingly capable and sophisticated. Opportunities will be sought to encourage businesses associated with maintenance and support of these classes of aircraft to locate at Feilding.

21.4 Flying activity at Feilding is generated from flying club aircraft engaged in both flight training and recreational flying activity by club members and from private aircraft based at Feilding. Included in this activity is gliding with an active gliding club.

21.5 The reality is that the demographics of people interested in and taking up flying recreationally is one of an 'ageing population' and one that is predominantly male. The attraction and fascination with flight that characterised the 1950's to 1970's appears to have passed. Attracting younger persons, both male and female, into aviation as a recreational pursuit is a challenge for 'traditional' recreational flying clubs. Career focused young people today look to commercial flight training organisations if they aspire to pursue an aviation career. The older pathway through local flying clubs should be encouraged and facilitated where possible.

21.6 Like many lifestyle and activity choices made by New Zealanders, aviation is no different. Unless younger people are attracted into recreational flying and future commercial opportunities and careers in aviation, clubs and small aerodromes will stagnate. It is largely through initial flying club training and activity that private aircraft ownership comes about - which helps sustain small private aerodromes with more aircraft needing hangars, fuel, maintenance and support.

21.7 A challenge for Feilding Aerodrome is to ensure that the revenue base can support the future running costs of the aerodrome and to ensure that the

aerodrome assets are maintained and future-proofed. Feilding Aerodrome Management are also focused on creating the environment for growth and ensuring there is infrastructure to match. This will ensure that the aerodrome is able to invigorate the next generation of aviators to become involved in aviation and to foster general aviation in the region as a pastime and lifestyle choice. Revenue generation of the aircraft based at Feilding and those visiting aircraft are the primary revenue streams for the aerodrome, along with hangar occupancy and land lease arrangements. Sustainment of the aerodrome infrastructure and assets can only be supported by more aviation activity and people participation.

22. Hangar/Premises Development & Promoting Aviation Activity

22.1 There is scope for up to 10-12 hangar/premises sites at the Aerodrome. The Aerodrome policy of not owning hangars but leasing the site will continue. Three new hangars were built in the last four years and some turnover of existing hangars has occurred. The 43rd hangar on the aerodrome is currently under build and is taking the last identified space on the southern side of the aerodrome. The adjacent airpark development will, over time, also add to the hangar stock.

22.2 Not surprisingly, cost is a big factor in the construction of new hangars/premises and territorial authority building compliance requirements are a factor in the overall cost. Hangar rents do not fully reflect the cost of investment and this is a financial challenge when increasing the number of hangars is considered. The promulgation of the TAZ, along with the permitted activities within the zone will allow for the best use and development of available land between the aerodrome and the airpark.

22.3 The promotion of flight training based at Feilding is undertaken by the clubs and organisations on the aerodrome. The recreational aviation clubs are providing a good service. The consolidation of the flight training now offered by Feilding Aviation based at Feilding since December 2021 is a good first step, given the departure of the Commercial Pilot Academy back in 2019. Any steps to further promote this flight training option can only benefit aerodrome utilisation.

22.4 Currently there are no regionally based small aircraft commercial aviation (CAA Part 135) operations in the region. While there is currently no demand for regular air transport services to or from Feilding, or for scenic flights (for regional tourism), the aerodrome management have not discounted this as an opportunity for the future.

22.5 Gliding makes a solid contribution to aviation activity at the Aerodrome. It is a regional hub for gliding. Open days and advertising would benefit both the gliding community and the Aerodrome.

22.6 It is anticipated that agricultural aviation operations based at and from the Aerodrome will remain at current levels. Intensive helicopter operations are not encouraged, although small-scale helicopter operations and training will be considered on a case-by-case basis.

23. Feilding Aerodrome Business Model

Revenue Streams – Leases and Annual Aircraft Levies (Landing Fees)

23.1 Feilding Aerodrome currently has relatively low ground rentals for hangar/premises compared with similar small aerodromes around New Zealand. While the Aerodrome has been maintained to a reasonably high standard and steady improvements made as funds have become available, it is inevitable that ground rentals for leases will need to increase. Increases are needed to reflect the maintenance of expensive infrastructure assets, such as the runway and taxiways, and take into account CPI adjustments.

23.2 The Aerodrome does achieve income from grazing of sheep and if the sheep are to be removed, then it must be supported by a robust business case. The inconvenience of the sheep and the additional maintenance effects on aircraft from sheep excrement is creating a demand for an alternative business model to be explored. The mowing of the grass operational area and all the other grass areas requires considerable equipment, fuel and personnel costs – whether owned by the aerodrome or contracted out. There are solutions to potentially removing the

sheep, but it will be at a cost. Any additional costs would have to be passed on via ground leases and landing/bulk-funded charges to members.

23.3 Probably the overriding non-financial factor on whether sheep should be on an active aerodrome is the flight safety consideration. Aircraft have to compete with the sheep for operations on the grass, and aircraft are required to conduct low passes to scare the sheep to enable a clear area to land on.

23.4 There have been many instances where sheep have gotten onto the sealed runway where they create a hazard to aircraft operations, particularly when the sheep are on the operating surface without warning. Although there have been few instances of aircraft vs sheep mishaps, it only takes one incident and a potential aircraft write-off/pilot fatality for questions to be asked regarding the policy of mixing aircraft with sheep, knowing that while the likelihood may be low, the consequences of an accident are potentially extremely high. There is a financial cost to ensuring the aerodrome is operated in a safe and risk-mitigated way. Feilding Aerodrome in 2023 had 12,500 movements, or an average of 34 movements for every day of the year. Realistically, the numbers range from zero on some days, while others can be as high as 60-70 movements per day. Hence, the sheep cannot be deemed just an inconvenience to be put up with to keep the costs of operating the aerodrome at the least amount possible.

23.5 The annual aircraft levy for aircraft based at Feilding is in lieu of itemised landing fees for these aircraft. While this seems to be a simple and easy process to administer, consideration of migrating this cost to a similarly simple process of a standing membership fee may have benefits to strengthening the membership base of the Incorporated Society. The current membership of the Feilding Aerodrome Incorporated stands at xx, with xx 'User' who may not be members of the Society, but use the aerodrome facilities (drawing fuel for other than aviation activities). The possibility of establishing an Associate Membership Category for those currently identified as Users of the aerodrome would also strengthen the membership concept, as is the practice in Sports and Recreational Organisations, to firm up membership numbers.

23.6 The change to a more 'membership' focus would still deliver the outcome of a known annual income source. Aerodrome management are actively reviewing the aircraft levy bulk approach to be a more membership focused approach. For the reasons above regarding the sheep, as well as preparing a three (3) year rolling business plan that future-proofs the asset base of the aerodrome, the actual fees being levied will be reviewed to ensure the ongoing operation of the aerodrome.

Landing fees for visiting aircraft

23.7 Currently there is no charge or landing fee for visiting aircraft. The new management committee view is that the AIMMs flight recording system has a direct charge correlation capability, and until now has not been used to determine whether charging for visiting aircraft is a burden or an opportunity. The AIMM system is used by almost all commercial airports in New Zealand and Australia, as well as uncontrolled aerodromes, to track movements at the airports for charging purposes. The Aerodrome Committee is committed to encouraging the use of the Aerodrome by visitors, however the revenue to meet the cost of running the aerodrome should not rest solely with the membership; the charging regime must be fair and equitable and the aerodrome management team will be developing options for membership consideration.

Aviation businesses other income sources

23.8 In conjunction with the development of the adjacent airpark and the undeveloped hangar/premise space available, there are opportunities to consider an expansion of general aviation support businesses to Feilding Aerodrome. For example, aircraft refurbishment, recreational and general aviation component suppliers, aviation publishing and consulting.

23.9 Encouraging small business enterprises to come to Feilding Aerodrome is an opportunity to provide the mass to a lower North Island hub and focus for a number of businesses. Premises occupancy would provide income and generate further aviation activity. While there may not be a significant number of possibilities, given that aviation is only a small part of the wider commercial environment, but the

exercise to scope the possibilities is something the aerodrome committee will explore.

Feilding Aerodrome Incorporation - Administration

23.10 In June 2023, a new Committee was voted in at the Annual General Meeting (AGM). This was significant because the previous President had been in place for nearly 40 years, and the Committee composition had been made up of long-standing members of the aerodrome.

23.11 The new committee comprises some younger faces and expertise in business and IT processes. The Committee has spent the first six (6) months reviewing the aerodrome operation, its assets and services that are consumed by users (power, water, sewage), and has embarked upon a more electronic system of record keeping and data storage. This will assist when considering aerodrome planning options for the future as data is immediately available for analysis and to support decision-making.

23.12 A manual on administering Feilding Aerodrome and formalizing some of the previous processes is a focus for the new committee, but also remaining mindful that the aerodrome has been in existence since 1936 and remains in good stead today. The focus will be on ensuring sustainability of the strategic assets and putting longer-term business plans in place.

23.13 The Aerodrome holds an AGM in June each year, which averages attendance of approximately 40-50 people. It is felt that attendance levels could be enhanced somewhat given the number of people owning hangars and aircraft, and the number of people operating from the aerodrome. Time will tell if a reinvigoration in the membership and participation is able to be increased.

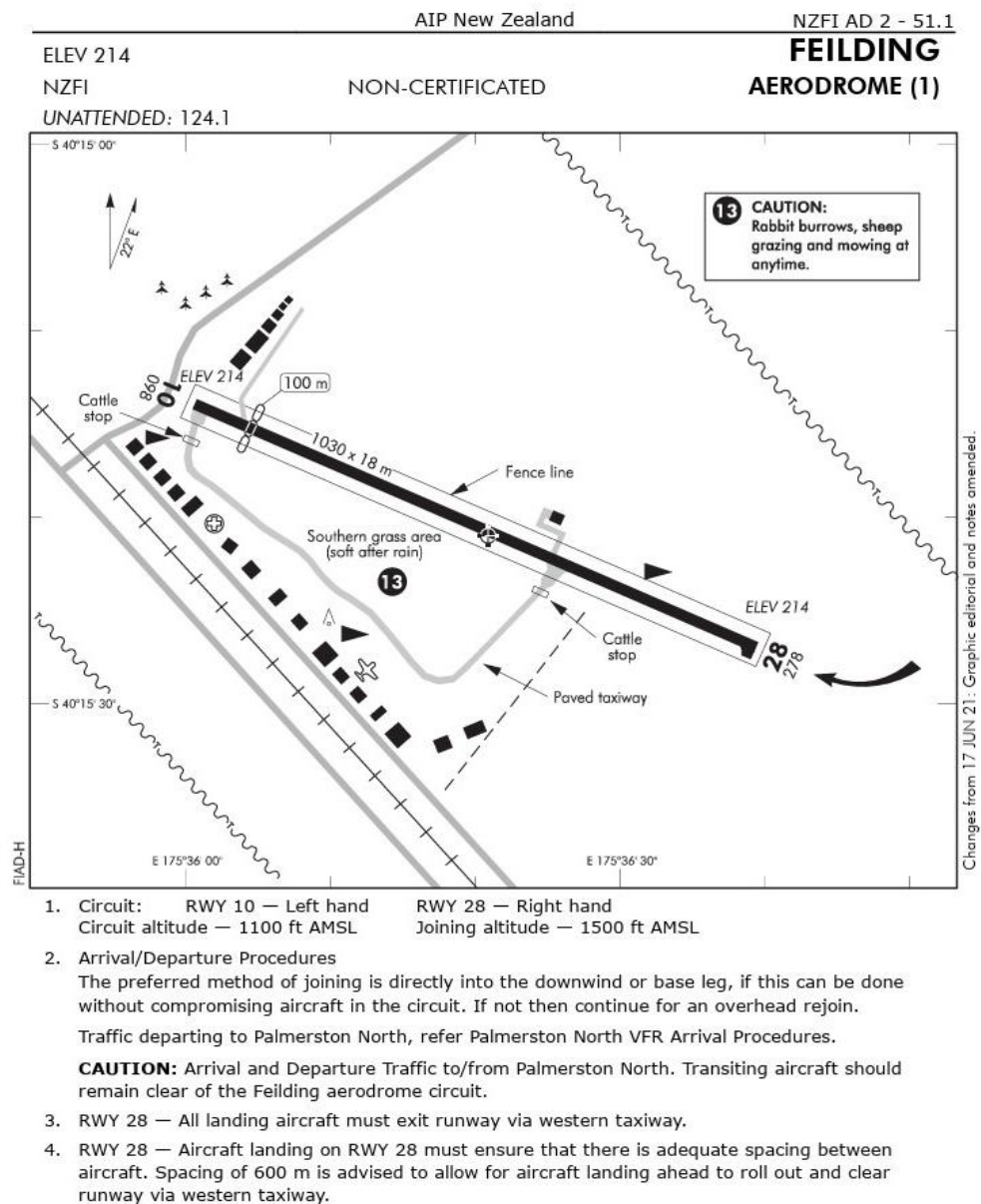
23.14 The Feilding Aerodrome Incorporated currently operates under the Incorporated Societies Act 1908. To remain on the register of Incorporated Societies, the Feilding Aerodrome Incorporated will need to reregister under the Incorporated Societies Act 2022 (the new Act) and submit a new constitution for approval by 5 October 2024. There are new minimum requirements for

committees, and specific duties and eligibility criteria for officers. In addition, the Incorporated Society must have new dispute resolution procedures and they must be documented in the new Constitution. There will also be new financial reporting requirements. The new committee will be embarking upon this new process for submission mid- 2024.

23.15 Summary. The Feilding Aerodrome Incorporated is under new management since June 2023. Notwithstanding, the age-demographic of people committed to and participating in general and recreational aviation means that persons flying at Feilding Aerodrome and interested in supporting the Aerodrome is ageing. This is not uncommon across many spheres of endeavour, but it does remind us that for longevity to continue (Feilding Aerodrome has been operating since 1936), this will require reinvigoration of our membership and levels of participation by younger people. Getting local and younger people interested and participating in aviation activities at Feilding Aerodrome is an essential sustaining concept we must embrace. It is only from younger fliers, some who may become aircraft and hanger owners, that flying activities at Feilding will continue. By association, this is also where the new breed of aerodrome committee members will come. Like any organisation, Feilding Aerodrome must keep pace with the changes in society to remain relevant, but it must also ensure that the cost of membership is also able to sustain the organisation and to keep its assets in good order.

23.16 At the end of the day, aviation is an exciting and rewarding activity, but it does not come as a free good. Participation must be encouraged and as so many organisations realise, it is voluntary time and effort that will contribute to the success and the future of the Feilding Aerodrome Incorporated.

Appendix 1. AIP NZ Feilding Aerodrome & Ops Data – 20 April 2023



(continued)

S 40 15 21 E 175 36 21*

Effective: 20 APR 23

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FEILDING
AERODROME (1)

**FEILDING
AERODROME (2)****NON-CERTIFICATED**

- D**
- I**
5. RWY 28 — Aircraft are permitted immediate take-off from 700m mark (i.e. eastern entrance to RWY 28) if another aircraft is back-tracking to 1000m threshold.
 6. Holding area on threshold of RWY 28 to be used for turning only.
 7. All run-up/pre-take-off checks to be done prior to entering RWY 10/28.
 8. Intensive gliding operations may take place particularly during weekends and public holidays from the southern grass area.
 9. Agricultural aircraft operate from the aerodrome from time to time, usually taking off on RWY 10 and landing on RWY 28. They approach and depart low level.
 10. **CAUTION:** Flying by local NORDO equipped microlight aircraft are permitted to operate at a maximum circuit altitude 600 ft AGL and must have a radio capable ground observer in attendance during flying operations.
 11. **CAUTION:** Aircraft operators are responsible for determining the suitability of operating from the southern grass. Grass areas are soft in winter and after rain. Sheep graze year-round on the southern grass and surrounds and mowing can occur at any time. Rabbit burrows occur in this area.
 12. Refer to Feilding aerodrome website <https://www.feildingaerodrome.co.nz> for information on aerodrome facilities and Terms of Use.

Effective: 20 APR 23

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**FEILDING
AERODROME (2)**

Non-Certificated Aerodrome 3 NM SE of Feilding

FEILDING

NZFI

OPERATIONAL DATA**RWY**

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance			LDG DIST
						1:20	1:30	1:40	
10 10	B	ESWL 3000	8 7	Nil		1030			930
28 28	B	ESWL 3000	7 8	Nil		930			1030

LIGHTING

PAL 124.1 Non-standard operation — transmit 4 pulses within 3 seconds.
PAL not monitored.

FACILITIES

D Fuel: GOfuel Avgas 100, access via swipecard
Jet A1 airfuels.com swipecard

Limited hangarage

Repairs

SUPPLEMENTARY

Operator: Feilding Aerodrome (Inc), Feilding
Tel (021) 026 70668

Available for private use without the permission of the operator

Commercial users require prior approval of the operator

No landing fees for itinerant visiting aircraft

Flight planning lounge and toilet available near the fuel pumps

Effective: 30 NOV 23

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**FEILDING
OPERATIONAL DATA**

Appendix 2. Feilding Aerodrome. Pictorial View and Hangars.

