

# Westport Airport Relocation Assessment

## Request

The Buller District Council is considering the future of the airport at Westport. The Westport Airport is located 8km to the south-west of Westport near the mouth of the Buller River and also runs parallel with the coastline. Coastal erosion and regular flooding issues mean the current location is not a viable future option.

Westport Airport is a joint venture between the Buller District Council and the Ministry of Transport. The airport is managed and operated by the Buller District Council which oversees the daily operation.

The airport caters for commercial, passenger and recreational operations. It provides for commercial and charter operations, aero-medical evacuations and transfers, and general aviation including training and recreational activities.

Sounds Air PC-12 operates daily between Westport Airport and Wellington.

## Expertise

We possess a broad range of aviation expertise and the ability to understand the specific requirements and operations across the aviation spectrum and how they interact and what the requirements are for operations. See attached overview of Mike Haines Aviation and the proposed team of Mike Haines and Max Evans.

We also have the services of an airspace and instrument flight procedure designer as required.

## Scope of work

In 2022 Mike Haines Aviation provided a Westport Relocation - High Level Schedule document as a starting point for the project scoping.

Following a meeting on 29 June 2023 more information was provided and a request for an offer of service.

Based on the information provided the scope of the initial work would include, but not limited to the following:

- Site options and alternatives with high level SWOT
- Airport operations e.g., general aviation, air transport, supporting activities
- Aviation system assessment overview: airspace, routes, site constraints
- Detailed site assessment and alternatives
- Aeronautical suitability
- Site environmental, social and nature considerations
- Geographical analysis especially terrain and obstacles
- Aviation system assessment analysis: airspace, routes, site constraints.

*\* Current airport is used as a baseline for aeronautical activities*

Key initial factors are detailed on page 5.

We would require all the relevant documentation the Buller District Council has on options, locations and assessments. Provision of documentation may impact any timeframes.

Based on our initial conversation our approach would be as below with estimated time:

- Review of current documentation and assessment (4 days)
- Onsite visit to see the sites and locations and discuss the scope of work (4 total - 2 days for Max/Mike)
- Initial Overview Document of site within 2 weeks of the onsite visit (2 days)
- Workplan based on the initial assessment with key outputs and timeframes (2 days)
- Detailed assessment document including BDC input and other stakeholders if needed (12 days)
- Admin, emails and Meeting (2 days)

Estimated initial workdays – 26 Days

## Proposed fee structure

[REDACTED]

[REDACTED]

We charge only for time spent on the project and it may be less than estimated – if more than estimated then approval for additional work will be requested before continuing. Timesheets are maintained.

We charge for “actual & reasonable expenses” for travel and any related disbursements.

Receipts will be provided as required.

Invoices will be due 20 month after the Invoice date.

I am pleased to be offered the opportunity to assist with this important work.



Mike Haines  
Managing Director  
7 July 2023

## Who is Mike Haines Aviation?

Mike Haines Aviation Limited (MHAL) is a specialist aviation consultancy focusing on improving operations, enhancing safety, and ensuring compliance. Further details may be found at [www.mikehainesaviation.com](http://www.mikehainesaviation.com)

MHAL was formed in 2019 to provide a range of aeronautical consultancy services to the aviation industry with a client focussed approach covering a range of technical areas including:

- Aerodrome compliance and operations
- Airport design and planning
- Air Traffic Management
- Communications, Navigation, Surveillance
- Airfield and Heliport Inspections
- Instrument Flight Procedure Design
- Airspace Design
- Safety Management Systems
- Security Management Systems

Our consultants and associates are all aviation professionals with extensive operational, technical, and regulatory backgrounds in New Zealand and the Asia/Pacific region.

### Meet the team

For the project there will be two specialists working to meet your particular needs.

#### **Mike Haines**

Mike Haines is the lead consultant and Managing Director with over 25 years aviation experience covering regulatory, safety management systems, operational and technical management. Mike has worked for Christchurch International Airport, the Civil Aviation Authority of New Zealand and Airways New Zealand in both technical specialist and senior management positions.

Mike has a range of specialist knowledge covering aerodromes, airspace, air traffic management, CNS<sup>1</sup>, aviation regulations and operational strategic implementation. Mike held a range of delegations from the Director of Civil Aviation as Manager Aeronautical Services including Part 77 and Part 139 specifically.

Mike holds a Bachelor of Aviation and a Master of Aviation. He currently works extensively in New Zealand, the Pacific with the Pacific Aviation Safety Office (PASO), the World Bank, the Asia Development Bank and the International Civil Aviation Organisation (ICAO).

#### **Max Evans**

Max has over 42 years aerodrome experience most of which was with CAA New Zealand. Initially with CAA as a draughtsman and doing aeronautical designs including aerodromes and aviation systems. He then helped develop the aerodrome requirements for the initial Part 139 rules before becoming a technical specialist (Aerodromes). This included audits and aerodrome certifications, Part 77 assessments and obstacle surveys. He worked for the GCAA in Abu Dhabi for 5 years and also has specialist heliport knowledge.

Max is currently working on several aerodrome operational areas including Part 139 obstacle limitation surfaces (OLS) and obstacles/hazards in New Zealand and the Pacific.

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<sup>1</sup> Communication, Navigation and Surveillance systems

## General

All of the team has extensive regulatory experience with CAA New Zealand in regard to aerodromes, airspace and air traffic management and are all safety management systems trained. They have worked in both the New Zealand systems and overseas so bring a diverse range of knowledge.

Together we have an extensive background in aviation regulation, safety management, risk assessment, stakeholder management aviation obstacle assessment, and aerodrome operations. We have worked together on similar projects at CAA and Airways for over 10 years.

## Specific Expertise

We have extensive expertise from the CAA and industry with the Civil Aviation Rule requirements in particular:

- Part 77 – Objects and Activities Affecting Navigable Airspace
- Part 100 - Safety Management
- Part 139 - Aerodromes Certification, Operation and Use

We will provide a tailored approach to your work to meet the specific Buller District Council outputs. We offer a flexible approach and do not use a templated or “cookie cutter” process.

The team have extensive experience in consultation and engaging with stakeholders from their regulatory background especially on aviation obstacles, airspace, air traffic management and aerodrome issues including aviation stakeholders and the public.

ICAO and National Standards	ICAO Annexes 4, 6, 10, 11, 14 and 19
	NZ CAR Part 71, 77, 100, 139, 171, 172 and 173.
	CAA New Zealand Advisory Circulars
Safety Management Systems	Safety Assessment
	Risk Assessment
	Hazard Identification
Aerodrome Operations	Aerodrome design, operational and regulatory requirements (Civil Aviation Rules)
	Safety risk management including aerodrome safety specific requirements (Aviation Safety Standards)
	Obstacle limitation surfaces
	Assessment of airfield operations including the associated airspace and interaction with other aviation activities
	Assessment of community concerns/queries and provision of information
	Master planning
Aviation Safety	Part 77 hazards assessment
	Safety and Risk assessment
	Impact assessments for aerodrome or aviation safety incl cranes, structures, wind farms, solar glare
	Obstacle “shielding” from surrounding terrain, other trees or obstacles
	Industry consultation

## Key Initial Factors

### Climatic

What are the generally acceptable runway orientations based on the prevailing weather conditions?

What specific climatic conditions are there e.g., fog, cross winds, heavy rain.

Are there cross winds on the possible runways and what are the velocities?

### Terrain

Is there terrain that will impact aerodrome infrastructure, runways and operating surfaces?

Is there terrain that limits approach and take off areas?

### Airspace

Can aircraft flight paths and procedures be designed for the runway?

Is the airspace above busy or complex?

What airspace especially special use airspace is in the area?

### Runway

What are the initial runway threshold locations and runway length available for the alignment options?

Will the runway be able to meet the physical dimensions including slopes, strip width and runway end safety area?

### Aircraft Operations

What are the aircraft climb gradients and approach slopes?

Are they acceptable?

For instrument procedures are there specific limitations due terrain or obstacles?

What are the aircraft performance and engine-out requirements?

### Environmental

Are there noise sensitive areas?

Any specific environmental constraints?

Are their additional water, waste and air quality requirements?