

PUBLIC AGENDA

Motueka Aerodrome Advisory Group

1 Sept 2022 12.30 pm – 2.30 pm

Motueka Library Community

Meeting Room

1. Opening, Welcome
2. Apologies
3. Minutes of the previous meeting – 1 June 2022
4. Action items from the minutes of the previous meeting
5. Motueka Aerodrome Report – Nick Chin
 - Motueka Aerodrome Financials
6. Operations and Safety Issues
 - Student Pilot near miss
7. Public General business
8. Procedural motion to exclude the public:

That the public be excluded from the following part(s) of the proceedings of this meeting. The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

7.2 AIMM Reports June and July 2022

Reason for passing this resolution in relation to each matter	Particular interest(s) protected (where applicable)	Ground(s) under section 48(1) for the passing of this resolution
<p>The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.</p>	<p>(s7(2)(a)) (s7(2)(h)) - The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person; AND The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</p>	<p>s48(1)(a)</p> <p>The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.</p>

Motueka Aerodrome Advisory Group

Tasman District Council

Date and Time: 1 June 2022 12.30 pm

Venue: Motueka Library

Present: Cr Barry Dowler (Chair)
 Mark Stagg, Kevin York, Mark Lasenby and Richard Horrell.

Present by Zoom: James Meldrum

In attendance: Nick Chin (Property and Enterprise Manager), Christina Ewing (Enterprise Portfolio Officer).

Meeting opened at 12.34 pm

1. Welcome

The Chair welcomed everyone to the meeting.

2. Apologies

Moved: Kevin York Seconded: Mark Lasenby

That apologies be received from Greg Wood, Richard Horrell and Stuart Bean

Carried

3. Minutes of last meeting – 2 March 2022

Moved: Kevin York Seconded: Mark Stagg

That the minutes from the 2 March 2022 meeting be accepted as a true and correct record.

Carried

4. Action items from the previous meeting

The action items were updated, and the following items discussed:

	Action	Status	Assigned to:
1	Create a table of tenants' current sewage uses and distribute them. Christina will continue to attain this information. Christina will touch base with the users again, if	Ongoing	Christina Ewing

	this information is not supplied then Council may need to do hangar inspections.		
2	Send out the public minutes of the December 2021, Commercial Committee. (These are also on the TDC website).	Completed	Christina Ewing
3	Dump station fence and planting- Enterprise will follow up with Jeff Cuthbertson who led this project.	Ongoing	Nick Chin
4	Sealing the parking area outside Aero Club and drainage issues. – Enterprise will check with our roading department as to the progress.	Ongoing	Nick Chin

Action 1 – No southern hangars have toilets. Extra connections are needed for Power, water and sewage for the southern facilities. Chorus has laid down fibre cables. Mr Stagg did say he had responded to Andrea.

Action 4 - A discussion occurred regarding the last action of sealing the parking area outside the Aero Club and some drainage issues. A user has put containers there to stop flooding, however, it has obscured the 60 km speed sign. Truck and Trailers are also parking in the area overnight.

5. Operations and Safety Issues

Health & Safety induction for new contractors – Mr Chin advised that the new mowing contractor Tasman Bay Contracting, has been through a safety induction programme that was designed by Nelson Aviation College. He stated he would like all new contractors on the Takaka and Motueka Aerodrome to go through a process like this.

An incident was mentioned how an aeroplane was wanting to land at the time that the mowing tractor was using the grass runway. Several steps have been taken to avoid this happening in the future. It was discussed and decided that closing the Aerodrome for mowing was not practical; however, it was outlined that:

- The mowing operator would be given a headset to make communication clearer and mow around runways as early as possible in the morning.
- NOTAMS will clarify that pilots should make contact on the aerodrome frequency and communicate with the mowing operator directly making their intentions clear before landing.
- The mowing operator shall ensure that the tractor has visible lights and when notified a pilot would like to land, he will then move the tractor and any men 50m from the runway.

NDRA – Mr Chin outlined that the NDRA have submitted the following dates for their upcoming events.

1. Saturday 12th November 2022
2. Saturday 7th January 2023
3. Saturday 4th February 2023 – Rain date Sunday 5th February
4. Saturday 8th April 2023 - Rain date Sunday 9th April

Laser Bird Scarer: - The Committee was updated as to a bird scarer laser that is being use near the Aerodrome. Kono have been contacted who stated that the bird lasers were only utilised horizontally, so as not to interfere with airport operations. Users would continue to monitor this.

A bird scarer was also discussed that one of the users had put out. One user believing it was in the path of planes taxing off and on the runway. Other people suggested that the bird-scarers be left in its current position, as it had been for some time. A kite, flag or light could be added to the bird scarer machine to make it more noticeable.

A question was raised by users if a permit could be obtained to cull birds, since there were too many on the airfield. The Police would be contacted to see if this were possible. Staff would let users know if an exemption was granted

6. Motueka Aerodrome Report and Financials

Motueka Aerodrome is \$6,000 ahead of EBIDTA budget March 2022 despite less revenue. Overall revenue for YTD is \$109,000, slightly below budget, reflecting Covid-19 rent relief to several tenants. Costs are \$16,000 below budget primarily due to lower general operating and overhead costs. EBITDA for YTD is \$6,000 ahead of budget due to slightly higher revenue and lower costs.

A new mowing contractor has been hired to maintain the aerodrome grounds, Tasman Bay Contracting (TBC) has received their safety induction and started in May 2022. A one off thorough clean up will need to take place and TBC have been advised that mowing will need to happen one week before any drags.

Going forward, haymaking will cease, and the entire Aerodrome will be mown regularly. There will be drag racing on the 12 November and regional competitions on the 19 November, making it a busy time.

Mr. Chin discussed how he is looking into a consistent hangar development concept plan for the Aerodrome. It was acknowledged that airfield lease fees are among the highest in the country, and that there is a lack of consistency in hangar designs. The Motueka Aerodrome Management Plan (MAMP) will be considered. Several ideas came from the Committee:

- An information folder for potential new tenants
- Development contributions (DC's) could be a deterrent.
- Strategy to have a standard design that is cheap and cheerful to house aeroplanes.
- One pole shed could be considered.

The MAMP was further discussed. Mr Chin would like to bring a concept plan back to the Committee by the end of the year.

The group was advised of a new aviation college in New Zealand. The New Zealand Aviation College was being established at Nelson Airport. Students were expected to arrive in the country shortly. There was concern that they might use Motueka Aerodrome as part of their training grounds, causing the Aerodrome to become extremely congested.

Power Update to the western boundary: Ducting has been put in place and a transformer will need to be installed to which the hangars will draw their power from. Mr Chin would need to write a business case, which will go to the Enterprise Committee.

That the Committee receives the Motueka Aerodrome User Group Report and Financials.

Moved: Mark Stagg **Seconded:** Mark Lasenby

7. General Business

- Area 5: The helicopter plate has been removed on the western boundary, page 54 of the MAMP, this needs to go back into the plan.
- A fence is down on College Street outside the Hart hangar.

Action Log – 1 June 2022

Action	Status	Assigned to:
Contact tenants' regarding their current sewage uses	Ongoing	Christina Ewing
Dump station fence and planting.	Ongoing	Nick Chin
Sealing the parking area outside Aero Club and drainage issues.	Raised at June meeting	Christina Ewing
Trim flax and scrubs on corner College Street & Queen Victoria.	Raised at June meeting	Christina Ewing

8. Procedural motion to exclude the public:

Moved: Mark Stagg **Seconded:** Kevin York

That the public be excluded from the following part(s) of the proceedings of this meeting. The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

7.2 AIMM Reports March and April 2022

Reason for passing this resolution in relation to each matter	Particular interest(s) protected (where applicable)	Ground(s) under section 48(1) for the passing of this resolution
<p>The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.</p>	<p>(s7(2)(a)) (s7(2)(h)) - The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person; AND The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</p>	<p>s48(1)(a)</p> <p>The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.</p>

CARRIED

Unconfirmed

Enterprise and Property Manager's Report

Date: 20 August 2022

To: Motueka Aerodrome Advisory Group

Summary

- 1.1 The new grounds contractor is performing well.
- 1.2 Businesses seem to be recovering. There is some interest in new hangars at the aerodrome.
- 1.3 Stephen Batt is the new Senior Enterprise Officer. Christina Ewing has been recruited as the second Enterprise Officer.

Health and Safety

- 1.4 On 13 August 2022, Tasman District Council received the following safety concern from an unnamed student pilot. An unnamed student pilot for Nelson Aviation College has passed on the reported near miss safety concern around a pilot landing on the grass taxiway and not the grass runway.
- 1.5 *"Aircraft ZK-P joining Motueka part of a 12 plane Cessna180 convoy. All made downwind calls for 02. I had just completed my pre-takeoff checks in the normal spot just to the side of the JetA1 fuel pump. Started slowly taxiing forward to head towards the holding point for 02. The aircraft then appeared about 30ft above me and proceeded to land on the taxiway just ahead of me. Could have been a potential collision had I taxied 5 seconds earlier. I couldn't see him due to the Cessna's high wing design but I was also far from the hold point and not expecting an aircraft overhead me. I then radioed, "Aircraft just landed, NA%, just letting you know you have landed on a taxiway, the grass runway is immediately right of the seal." He continued to taxi towards the fuel pump and ignore/did not reply to my radio call. "*
- 1.6 Management is investigating further action. This was reported to CAA by Staff.
- 1.7 There appears significant potential for an accident. Staff are investigating two options:
 - a) Mark the grass runway; and
 - b) Updating the taxiways in the AIP

Location

5.2.10 Runway numbers should be located at a threshold when viewed from the direction of approach and located in accordance with Figure 5-1. For an unpaved runway where it is difficult to mark the runway surface, options include using a marker board (or similar) including the runway designator, or a concrete pad with the designator or concrete numbers embedded in the grass runway before or adjacent to the threshold.

Revenue

1.8 June and End of Year (EOY) 2022-23 revenue of \$149K is \$7K behind budget due to Covid relief.

Costs

1.9 EOY Costs are \$12K below budget, mainly reflecting lower staff and professional costs.

Profitability

1.10 As a result, EOY EBIDTA of \$39K is slightly (\$6K) ahead of budget.

Operational

1.11 A key initiative will be a review of the aerodrome's development plan. This is expected to take place over the next six months and will encompass charges, new hangars and installing services to the College Road hangars.

2.5 Taxiing

- Aircraft with low propeller clearance are advised to exercise extreme caution when taxiing on Motueka Aerodrome.
- Aircraft should not taxi close to helipads when helicopters are taking off or landing. Check approach path for landing helicopters before passing helipads.
- Helicopters undertaking hover taxiing exercises and/or 180 auto-rotations should notify taxiing and landing aircraft before this is carried out and at all times remain clear of aircraft doing run-ups.
- Aircraft must not taxi through the parachute landing are (PLA) when parachuting is in progress (the PLA is active).
- Parachuting is considered to be in progress when the pilot of the parachute aircraft has advised that parachute dropping is in progress. The PLA becomes inactive after the last canopy has landed.
- Helicopters must not start after refuelling at the pumps until they determine that the LA is inactive.
- Taxiing aircraft are to give way to aircraft vacating the runway.

Attachments

- A. End of year 2022-23 Financials
- B. AIMM Reports – Airport usage
- C. Motueka Memorandum of Understanding
- D. Motueka Aerodrome Plan
- E. Taieri Aerodrome Plan

Motueka Aerodrome
For the year to June 2022

Profit and Loss	Year to Date				Year End				YTD % Total Budget	
	Actual Jun 2022	Budget Jun 2022	Variance \$	Variance %	Actual Jun 2021	Forecast Jun 2022	Budget Jun 2022	Variance \$		Actual Jun 2021
REVENUE										
General rates	0	0	0	0%	0	0	0	0	0	0%
Lease income	104,506	107,268	(2,762)	-3%	113,484	87,268	107,268	(20,000)	113,484	97%
Landing fees	16,572	20,823	(4,251)	-20%	22,860	20,823	20,823	0	22,860	80%
Other income	25,767	26,843	(1,076)	-4%	19,865	26,843	26,843	0	19,865	96%
Interest received	1,998	483	1,515	314%	198	620	483	137	198	414%
Share of council investment income	0	0	0	0%	3,173	0	0	0	3,173	0%
Total revenue	148,843	155,417	(6,574)	-4%	159,580	135,554	155,417	(19,863)	159,580	96%
EXPENSE										
Personnel costs	8,870	19,930	11,060	55%	13,241	19,930	19,930	0	13,241	45%
Maintenance	33,453	24,552	(8,901)	-36%	21,261	24,552	24,552	0	21,261	136%
General operating costs	27,915	35,885	7,970	22%	15,533	35,885	35,885	0	15,533	78%
Professional fees	13,098	4,344	(8,754)	-202%	3,573	4,344	4,344	0	3,573	302%
Overheads	26,468	37,506	11,038	29%	33,200	37,506	37,506	0	33,200	71%
Total expense	109,805	122,217	12,412	10%	86,807	122,217	122,217	0	86,807	90%
EBITDA	39,038	33,200	5,838	18%	72,773	13,337	33,200	(19,863)	72,773	118%
Depreciation	(27,332)	(21,904)	(5,428)	-25%	(26,129)	(26,129)	(21,904)	(4,225)	(26,129)	125%
Interest expense	0	975	(975)	100%	345	975	975	0	345	0%
Surplus/(deficit)	11,706	12,271	(565)	-5%	46,989	(11,817)	12,271	(24,088)	46,989	95%
OTHER COMPREHENSIVE REVENUE AND EXPENSE										
Asset revaluations	0	0	0	0%	0	0	0	0	0	0%
Total comprehensive revenue and expense	11,706	12,271	(565)	-5%	46,989	(11,817)	12,271	(24,088)	46,989	95%

Motueka Aerodrome
For the year to June 2022

Activity Balance Movement	Year to Date					Year End				YTD % Total Budget
	Actual Jun 2022	Budget Jun 2022	Variance \$	Variance %	Actual Jun 2021	Forecast Jun 2022	Budget Jun 2022	Variance \$	Actual Jun 2021	
EBITDA	39,038	33,200	5,838	18%	72,773	13,337	33,200	(19,863)	72,773	118%
Interest expense	0	975	(975)	100%	345	975	975	0	345	0%
Capital expenditure	0	0	0	0%	0	0	0	0	0	0%
Dividends	0	0	0	0%	0	0	0	0	0	0%
Loan repayments	0	(19,619)	19,619	100%	0	(19,619)	(19,619)	0	0	0%
Asset sales	0	0	0	0%	0	0	0	0	0	0%
Loans raised	0	0	0	0%	0	0	0	0	0	0%
Net movement	39,038	14,556	24,482	2	73,118	(5,307)	14,556	(19,863)	73,118	268%
Opening balance	161,941	96,600	65,341	68%	88,823	124,067	96,600	27,467	88,823	168%
Closing balance	200,979	111,156	89,823	81%	161,941	118,760	111,156	7,604	161,941	181%

Balance Sheet	Year to Date					Year End				YTD % Total Budget
	Actual Jun 2022	Budget Jun 2022	Variance \$	Variance %	Actual Jun 2021	Forecast Jun 2022	Budget Jun 2022	Variance \$	Actual Jun 2021	
ASSETS										
Activity surplus	200,979	111,156	89,823	-81%	161,941	118,760	111,156	7,604	161,941	181%
Land	2,504,000	2,504,000	0	0%	2,504,000	2,504,000	2,504,000	0	2,504,000	100%
Improvements & equipment	404,947	410,375	(5,428)	1%	432,279	406,150	410,375	(4,225)	432,279	99%
Total assets	3,109,926	3,025,531	84,395	-3%	3,098,220	3,028,910	3,025,531	3,379	3,098,220	103%
LIABILITIES										
Term borrowings	0	(38,474)	(38,474)	-100%	0	(38,474)	(38,474)	0	0	0%
Total liabilities	0	(38,474)	(38,474)	-100%	0	(38,474)	(38,474)	0	0	0%
Total net assets	3,109,926	3,064,005	45,921	-1%	3,098,220	3,067,384	3,064,005	(3,379)	3,098,220	101%
EQUITY										
Accumulated equity & reserves	3,109,926	3,064,005	45,921	1%	3,098,220	3,067,384	3,064,005	3,379	3,098,220	101%
Total equity	3,109,926	3,064,005	45,921	1%	3,098,220	3,067,384	3,064,005	3,379	3,098,220	101%

1.0 General

1.1 Motueka Aerodrome

1.1.1 Tasman District Council

Tasman District Council (TDC) is the entity which owns and operates Motueka Aerodrome and TDC is a network utility operator within the definition of that term in Section 166 of the Resource Management Act 1991 and has gazetted approval as a Requiring Authority under this Act.

The Tasman District Council is able to:

- Establish and carry on, maintain or manage the Motueka Aerodrome Activities;
- Improve, add to, alter or reconstruct the Aerodrome or any part thereof;
- Operate and manage the Aerodrome as a commercial undertaking;
- Make Bylaws effective within the Aerodrome boundaries;
- To change and/or set such fees, charges and dues, after consultation with the defined users of the Aerodrome, for the use and operation of the Aerodrome, its services or associated facilities;
- Withdraw permission to operate at Motueka Aerodrome at any time.

1.1.2 Use of Operational Areas

TDC, in accordance with Civil Aviation Rule 91.127 may prescribe limitations and operational conditions on the use of the Motueka Aerodrome. These conditions and limitations will be published in the Aeronautical Information Publication New Zealand (AIPNZ).

1.2 Motueka Aerodrome Memorandum of Understanding

1.2.1 Aim

The aim of the MOU is to promote safe flight activities and a harmonious relationship between aviation activities and the environmental interests of the airport's neighbours.

1.2.2 Purpose

The purpose of this is to maintain high safety standards and to minimise the impact of flying activities on the community and neighbours living in the vicinity of Motueka Aerodrome and the Motueka area as much as possible while enabling the normal airport commercial activities to take place. It has been formulated with the assistance of Motueka flying organisations, the Civil Aviation Authority, Tasman District Council, and representatives of the local community.

1.3 Code of Conduct

Motueka Aerodrome is a busy, unattended aerodrome, which is often underestimated by visiting pilots. Many people flying at Motueka are student pilots who do not hold full pilot licences as they are under training. In such an environment it is inevitable there may be delays, frustration or financial penalties. The contribution of all will assist in achieving maximum safety and efficiency, but requires all parties to exhibit tolerance, a co-operative attitude and the highest standards of airmanship.

Those using Motueka Aerodrome are asked to adhere to the following guidelines:

- Show patience and tolerance towards other operators and pilots;
- Clearly explain intentions and clarify, if requested;

- Be considerate to all other users and local residents by exhibiting a professional attitude and a high level of airmanship;
- Listen out before transmitting;
- Do not direct insults or unkind words to other operators or pilots, at any time;
- Be considerate of local residents and display good airmanship;
- Be familiar with practices, procedures and all other information regarding the use of Motueka in the AIPNZ and comply with these requirements.

1.3.1 *Flying Neighbourly*

"Flying Neighbourly" is a method of operating an aircraft in such a manner that recognises the issues of operating that aircraft in and around noise-sensitive areas. It contains both short and long term strategies, in recognition of the amenity values that almost all councils hold as particularly important community values to be managed. The challenge for aviators who legally operate above noise-sensitive areas at low level (ie not below 500 AGL) or undertake repetitive manoeuvres, such as steep turns or aerobatics, is to plan and manage their operations so that the amenity values of people on the ground are respected. By taking a proactive approach to aircraft operations and by managing both the types of, and repetitive nature of, aircraft noise, in working with the wider community, the aviation community has an opportunity to circumvent the possibility of legislation being forced upon the industry.

Aircraft noise is generated in the low frequency band, where noise annoyance levels are at their highest. To that end, this MOU recognises the amenity values surrounding noise, particularly in noise-sensitive areas, and the signatories to this document undertake (when possible) to plan, manage and mitigate the noise generated by the aircraft that they operate. The way aircraft are operated will influence reactions.

Techniques which will help operators to manage noise likely to increase and contribute to annoyance include:

- *If it is necessary to fly near or over noise-sensitive areas, maintain an altitude as high as possible, in line with the operations required to be flown. Fly normal cruising speed or slower and observe low-noise speed and descent recommendations, avoid sharp manoeuvres, use steep takeoff and descent profiles (helicopters only) and vary the route, since repetition contributes to annoyance.*
- *When operating in noise-sensitive areas, pilots of fixed-wing aircraft should operate their propellers at the low end of the propeller recommended RPM operating range, where appropriate.*
- *When carrying out low level operations pilots shall give consideration to things they can do to manage their noise footprint. Some examples are: operating RPM, repetitive track placement (eg keeping high ground or shelter belts between their tracks and any nearby residence when this is possible) hours of operation and timing of operation.*

The guidance above does not apply where it would conflict with Civil Aviation Regulations, air traffic control clearances or instructions, or where a lower altitude is considered necessary by a pilot to operate safely, or to complete a specific task. Types of operations which are not considered to align with the "Fly Neighbourly" ethos are:

- *Manoeuvres requiring repetitive applications of power over the same geographic location for extended periods*
- *Lengthy aerobatic sessions over the same geographic location*

- *Constant and repetitive flight envelope over the same geographic location for extended periods*
- *Flying at, or directly towards, places of residence or work, at low level.*

The adoption of these recommendations and use of noise abatement provide the basis for lowering the noise generated in day-to-day operations of aircraft in noise sensitive areas, such as Upper Moutere. If the recommendations are followed, public acceptance will be improved and the aviation community will be able to flourish and grow, without being restricted by the burden of new noise regulations and operational restrictions.

Further reading can be found in the NZ Aviation Industry Association Environmental Code of Practice and the Helicopter Association International (HAI) "Fly Neighbourly Guide". (amended 01/07/2014)

1.4 Specific Operational Considerations

Motueka currently has several different types of operation which affects the way it operates. It has a mix of commercial operators and flight training which utilise differing types of helicopters, microlights, hang gliders, parachutes and aeroplanes.

1.4.1 Commercial Activity

This encompasses:

- Parachute operations with the parachute aircraft dropping parachutists to circuit and land on the eastern side of the runway. The parachute aircraft may join from a high downwind, base leg or straight in.
- Commercial aerobatic activity occurs above 3,000ft AGL in the training areas and the aircraft tends to join the circuit in a similar manner to the parachute aircraft.
- Normal charter flying activities.
- Microlight activity occurs off the field with motorised microlights doing scenic flights around the area – particularly in the Abel Tasman area. Hang gliders are regularly towed into the air by motorised microlight which gains height above the airfield and descends steeply overhead or on the non-traffic side after tow release. The hang glider circuits on a very close left hand circuit to land on the western side of the runway. All microlights and hang gliders have radios. Note that some of these aircraft operate in the circuit at slow speeds.
- Commercial helicopters operate from both the aerodrome and from a helipad which is 1.5nm south of the aerodrome on the approach path for runway 02. (amended 21/11/2013)

1.4.2 Training Activity

Motueka aerodrome has high levels of training traffic involving helicopters, microlights and aeroplanes which use both grass and sealed runways, plus both the eastern and western helipads. The normal circuit is at 1000ft AMSL but training helicopters tend to use an 800ft AMSL circuit which is slightly closer in. Helicopters often practice auto-rotations from varying altitudes.

1.4.3 Fixed Wing Aircraft

Where possible, pilots are to observe the following:

- ~~Houses and farm buildings should not be used as reference points for training or other manoeuvres.~~ *Houses and farm buildings must not be deliberately target.*(amended 01/07/2014)

- Keep the flight path away from buildings when simulating forced landings, glide approaches and engine failure after take-off manoeuvres.
- Power settings and flight profiles should be in accordance with the manufacturer's specifications for minimum noise levels consistent with safety.
- Aircraft with noisy characteristics should use full runway length for take-off and reduce to climb power as soon as safety permits.
- ~~Night cross-country flight routes, particularly over Motueka, should be varied and kept seaward of Motueka after 9.00 pm.~~ *Night cross-country flight routes, particularly over Motueka, shall, where possible, be varied and kept seaward of Motueka after 9.00 pm.* (amended 01/07/2014)

1.4.4 Helicopters

Where possible, pilots are to observe the following:

- ~~Houses and farm buildings should not be used as reference points for training or other manoeuvres.~~ *Houses and farm buildings must not be deliberately targeted.* (amended 01/07/2014)
- Power settings and flight profiles should be in accordance with the manufacturer's specifications for minimum noise levels consistent with safety.
- All helicopters should use take-off techniques consistent with safety to achieve 200 feet AMSL prior to crossing the airport boundary.
- Hover training is only permitted in those areas designated for that purpose.
- Sling load training is to be contained within the confines of the Aerodrome boundary or LFZ L664 and in those areas designated for that purpose.
- No night circuit training at Motueka. After night flying in Nelson, helicopters are to carry out a landing to the flood-lit hangar in a way which will minimise noise on return to Motueka. Landings are to be no later than 10.30 pm.

1.5 Complaints

Any public comment or concerns should be reported to the Tasman District Council who will direct relevant issues to the Motueka Aerodrome Operations and Safety Committee. Due investigation will ensue. Any infringements of Civil Aviation Rules must be referred to the Civil Aviation Authority for appropriate action in accordance with Civil Aviation Rule Part 12.

1.6 Public Relations

In the event of an accident/incident at Motueka Aerodrome, all media requests for information or comment should be referred to the affected organisation, the Aerodrome Operator or the CAA, without further comment.

2.0 Operations

The following airspace applies:

2.1 NZC 687 Motueka CFZ, Nelson Bays

Boundaries are as outlined in the New Zealand Air Navigation Register.

2.2 NZB 682 Motueka MBZ, Nelson Bays

Boundaries are as outlined in the New Zealand Air Navigation Register.

2.3 Noise Abatement Courtesy

2.3.1 Departing Aircraft

- All aircraft departing from any runway at Motueka (including overshoot or touch and go manoeuvres) should track runway heading until at or above 500ft AMSL prior to commencing a left turn.

Note: The purpose of the 500ft rule is to avoid making turns over the residential areas. However, deviation from the runway heading may be undertaken as an aide to proximity to forced landing areas.

- If making a right turn off 02, all aircraft should endeavour to maintain runway heading until clear of the coastline and reduce power to the minimum required for climb out as soon as safely practical.

2.3.2 Use of Full Runway

- Full runway length should be used for take-off whenever practicable. All aircraft should reduce to climb power as soon as possible, consistent with safe operation. Pilots of all aircraft should use their best endeavours to achieve a maximum height at the airfield boundary.

2.3.3 Circuits

- Circuits below 1000ft AMSL should only be carried out in the 02 circuit, therefore avoiding the Motueka township.
- Aircraft, where possible, are asked to avoid orbiting within the aerodrome circuit except in an emergency.

2.4 Equipment Requirements

Motueka is a mandatory broadcast zone and all procedures are to be carried out as prescribed in Civil Aviation Rule 91.135 and detailed in the AIPNZ.

2.5 Taxiing

- Aircraft with low propeller clearance are advised to exercise extreme caution when taxiing on Motueka Aerodrome.
- Aircraft should not taxi close to helipads when helicopters are taking off or landing. Check approach path for landing helicopters before passing helipads.
- Helicopters undertaking hover taxiing exercises and/or 180 auto-rotations should notify taxiing and landing aircraft before this is carried out and at all times remain clear of aircraft doing run-ups.
- Aircraft must not taxi through the parachute landing are (PLA) when parachuting is in progress (the PLA is active).
- Parachuting is considered to be in progress when the pilot of the parachute aircraft has advised that parachute dropping is in progress. The PLA becomes inactive after the last canopy has landed.
- Helicopters must not start after refuelling at the pumps until they determine that the LA is inactive.
- Taxiing aircraft are to give way to aircraft vacating the runway.

2.6 Circuit and Runway Operations

- Each pilot in command shall ascertain the runway in use prior to entering any runway.

- Fixed wing and helicopter circuits should conform to the same runway direction.
- The standard circuit altitude is 1000ft AMSL. Helicopters may circuit at 800ft AMSL slightly closer in to the runway.
- Low level circuits of 600ft AMSL may take place in the 02 circuit only at times when there will be no conflict caused with standard circuit traffic.
- If a pilot wishes to change position in the circuit it must only be done when deemed safe and only after establishing contact and advising other traffic.
- Aircraft, where possible, are asked to avoid orbiting within the aerodrome circuit except in an emergency. This would mean that aircraft may choose to slow down or extend that circuit leg where necessary to accommodate the emergency situation.

2.7 Go Around Procedures

2.7.1 Go Around Decision

Where practicable, the go around decision should be made prior to 300ft AMSL.

2.7.2 Go Around Actions

On go around from a bailed landing, track runway heading to the minimum height needed. If not directly continuing in the circuit climb runway heading until clear of the circuit and carry out the appropriate rejoining procedure. The positions of other aircraft and in particular the positions of parachutes and microlights must be taken into account when going around.

2.8 Wake Turbulence

Pilots should be aware of wake turbulence from all larger aircraft and down wash from helicopters.

2.9 Runway Changes

Any pilot can initiate a runway change when required by wind changes or sun-strike. Pilots must advise their intention to change runway direction with other circuit traffic before initiating the change.

2.10 Parachute Landing Area NZP 617

NZP 617 Parachute Drop Zone is situated South 41 07 23.8 E172 59 18.5

2.11 Low Flying over Coastal Motueka

Due to the nature of the sensitive wildlife on the Motueka sandspit all pilots are requested not to fly below 1000ft AMSL over the entire length of the sandspit and to remain seaward of the sandspit when transiting to the LFZ.

3.0 Arrivals

Arrivals are in accordance with standard joining procedures except when the Parachute Landing Area is active, in which case overhead rejoins are **not** to be carried out. Joining traffic must remain clear until all canopies have landed or join via another procedure.

4.0 Departures

Aircraft turning right after departing the circuit from 02 should maintain runway centre line until clear of the coast or above 1000ft AMSL.

5.0 Training Operations

5.1 Training Areas

The standard training areas used in the Motueka area are – Kaiteriteri, Tasman, Mapua, Upper Moutere, Lower Moutere, Ngatimoti, Riwaka and the Motueka, Tasman Bays LFZ 664. Helicopters also use Fern Flat and Canaan Downs areas (see Appendix 1).

Where possible, aircraft should fly at a different altitude than an aircraft operating in an adjacent area in order to increase separation. Pilots should vary their training areas to achieve an even use of all areas, in order to reduce the noise footprint for individual training areas.

Due to the presence of livestock in the rural areas, pilots need to be mindful of the effect of flight training activities and exercise caution where and when appropriate, eg especially in spring during lambing and calving, and in the proximity of horses and riders.

In the Upper Moutere area, local aircraft are asked to remain above a minimum altitude of 500ft AGL. This height is required for aircraft flying in the Upper Moutere training area due to the close proximity of houses in the area. This altitude is designed to achieve adequate clearance from the overlapping “no-fly” cylinders in compliance with Rule Part 91. However aircraft may carry out an approach and/or landing to any of the agriculture strips in the area for the purposes of commercial work (eg top dressing), and the Rosedale, Ngatimoti or old Baigent strips for training purposes. Circuits for training on these strips should not be below 500ft AGL until on approach.

Circuits and landings may also be carried out on the Tasman airstrip in the Tasman training area.

Nelson Aviation College has permission from the landowners to carry out helicopter training, including landing, at both Fern Flat and Canaan Downs. These areas are shown in Appendix 1 Training Areas.

5.2 LFZ 664

The Motueka, Nelson Bays Low Flying Zone is operated by Nelson Aviation College (NAC). Anybody wishing to use this area must have prior permission from NAC. Use of this area must be IAW Civil Aviation Rule Part 91 especially rule 91.131. Nelson Aviation College has also imposed a lower limit of 200ft AMSL to ensure the safety of pilots and the protection of birdlife. The only exception to this rule is that helicopters conducting training are permitted to land in this area.

Boundaries are as outlined in the New Zealand Air Navigation Register.

6.0 Communications

6.1 Transmissions

6.1.1 Listening for Transmissions

All pilots must listen out before transmitting – not just for a gap in transmissions, but also to understand the nature of the previous transmission to achieve and enhance situational awareness.

6.1.2 Accuracy of Position Reports

Position reports need to be accurate, giving position relative to a visual reporting point or prominent mark on the Visual Navigation Chart.

6.1.3 “Motueka Traffic” Transmission

Transmit “Motueka Traffic” **only** at the beginning of the transmission. Broadcasting the aerodrome designation twice applies to unattended aerodromes using the 119.1MHz frequency.

7.0 Miscellaneous Operations

7.1 Aircraft Parking

- Overnight parking with tie-down facility is available for itinerant aircraft in the area designated in the AIP Motueka Aerodrome chart.
- No parking in the Parachute Landing Area.
- Taxiways are to be kept clear at all times – no parking permitted.
- All apron areas and access ways to hangars and fuel installations are to be kept clear at all times.

7.2 Aviation Events and Displays

7.2.1 Aviation Event/Display Approval

Aviation Events and displays, as defined in Civil Aviation Rule Part 1, are subject to the approval of the Motueka Aerodrome Operator, and must be in accordance with Civil Aviation Rule Part 91.703.

7.2.2 Event Co-ordination

Any event on the aerodrome is to be co-ordinated with all airport tenants.

8.0 Bird Hazards

8.1 Bird Types

The presence of birds, especially Spur-Winged Plovers on the runways at Motueka is a constant problem, particularly at certain times of the year. Pilots must exercise extreme caution.

9.0 Aerodrome Emergency Procedures

9.1 Emergency Procedures

Detailed Motueka Aerodrome emergency procedures are contained in the Motueka Aerodrome Emergency Plan document which is available from the Tasman District Council.

Note: Accidents must be reported to CAA (0508-ACCIDENT or 0508-222433). Prior to any aircraft or debris being moved or removed from the crash site, permission shall be sought from the CAA.

9.2 Aircraft Undercarriage Emergencies

9.2.1 Landing Procedure

Motueka Aerodrome does not have an on-airfield Rescue Fire Service, therefore the Aerodrome Operator recommends that the pilot of an aircraft with an unsafe undercarriage indication should either divert to Nelson aerodrome for a landing or delay landing until Emergency Services are in position on the airfield; except that conditions of low fuel endurance, deteriorating weather or other factors, may force the pilot to land without delay.

9.2.2 Emergency Communications

The pilot should advise NELSON ATC on 127.4 Mhz of the nature of the problem and their intentions. If the pilot wishes to land at Motueka, a Full Emergency phase must be declared. The pilot is encouraged to hold overhead the airfield until Fire Service gives the go ahead to land.

Appendices

Appendix 1 Training Areas

Motueka Aerodrome Signatories:

Tasman District Council (Aerodrome Operator)

Signature: 

Date: 12/03/2015

Abel Tasman Skydive

Signature: 

Date: 17/9/14

Nelson Aviation College

Signature: 

Date: 12.09.14

Nelson Aero Club

Signature: 

Date: 23/9/14

TNT Helicopters

Signature: 

Date: 25-2-15

Abel Tasman Air

Signature: 

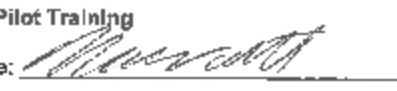
Date: 17-9-14

Motueka Aero Club

Signature: 

Date: 19/9/14

Nelson Pilot Training

Signature: 

Date: 23/9/14

Tasman Sky Adventures

Signature: 

Date: 19/9/14

Coast to Coast Helicopters

Signature: 

Date: 20.2.15

Marcie and Bill Hanes

Signature: _____



Date: _____

Tahoe Farm Family Trust (John Richards)

Signature: _____



Date: _____

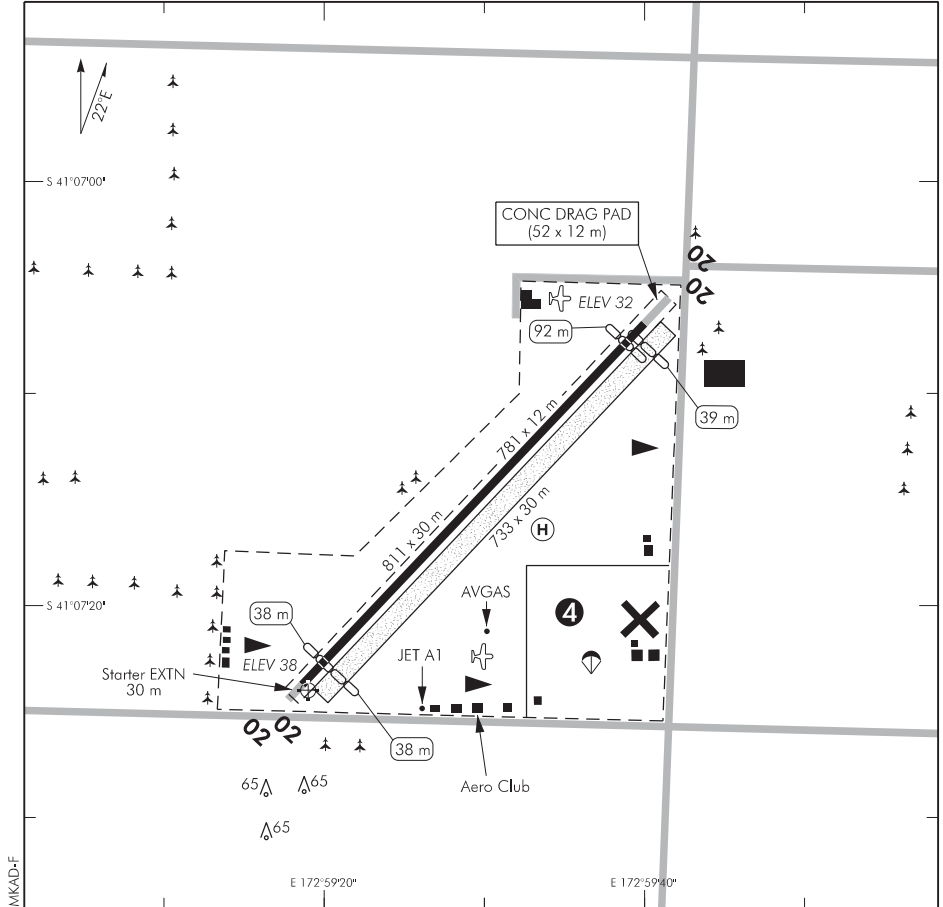
ELEV 38

NZMK

NON-CERTIFICATED

**MOTUEKA
AERODROME (1)**

UNATTENDED: 127.3



Changes from 18 JUL 19: Northern Helicopter TLOF removed, aerodrome notes amended.

1. Arrivals are to be in accordance with standard joining procedures; however, pilots should avoid using the overhead join procedure while parachuting is in operation. Joining traffic must remain clear of the overhead until all canopies have landed or join via another procedure.
2. Extensive aircraft training occurs at the airfield and in the surrounding airspace.
3. Simultaneous operations on parallel paved and grass runways prohibited.
4. Parachute landing area. Parachute operations daily.
5. Aerodrome closed periodically to all aircraft, other than approved operators due to drag racing — Refer NOTAM.
6. **CAUTION:** High trees on northern end of runway on approach to RWY 20.
Mowing of runways and operational areas may take place at any time.
Large buildings NE of boundary may cause turbulence.
High trees and power poles on southern end of runway on approach to RWY 02.

(continued)

S 41 07 24 E 172 59 19

Effective: 22 APR 21

© Civil Aviation Authority

**MOTUEKA
AERODROME (1)**

MOTUEKA
AERODROME (2)

7. Local Airspace: local operators have a Memorandum of Understanding for the use of the Motueka aerodrome and surrounding airspace. A copy of the MOU may be obtained from the Tasman District Council website at www.tasman.govt.nz.

All charted routes outside of controlled airspace are aligned with the local operators' MOU for preferred routing to avoid conflicts.

ELEV 85

NZTI

NON-CERTIFICATED

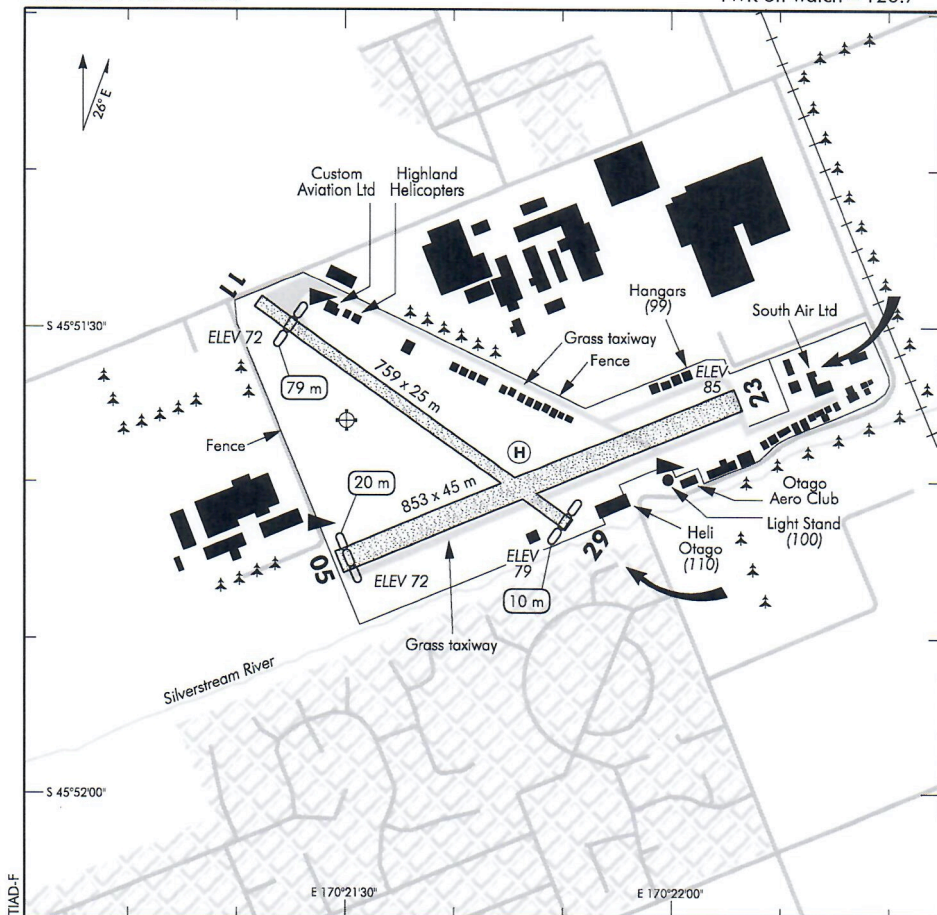
**TAIERI
AERODROME (1)**

DUNEDIN TOWER: 120.7 122.4

UNATTENDED: By day & TWR on watch – 119.1

DUNEDIN ATIS: 126.45

TWR off watch – 120.7



Chances from 25 FEB 21 - MAGVAR. obstacles added.

1. Located within the Dunedin CTR/D, except during daylight hours when it is within the Taieri VFR transit lane (T958). By night, when Dunedin Tower on watch, ATC clearance required for all operations.
2. Circuit:
 - RWY 05, 11 — Left hand
 - RWY 23, 29 — Right hand
 Circuit altitude 800 ft AMSL.
 Standard circuit rejoin altitude 1100 ft AMSL. By day ATC clearance required for all operations above 1100 ft AMSL.
3. Operations restricted to close mown areas.
4. Mowing may be in progress.
5. Model aircraft may be operating off the aerodrome during daylight hours.
6. ☎️ in Aero Club rooms, paramedic assistance may be available at Helicopters Otago Ltd.
7. NORDO operations are not permitted without prior approval of the operator.

(continued)

S 45 51 36 E 170 21 30*

Effective: 22 APR 21

© Civil Aviation Authority

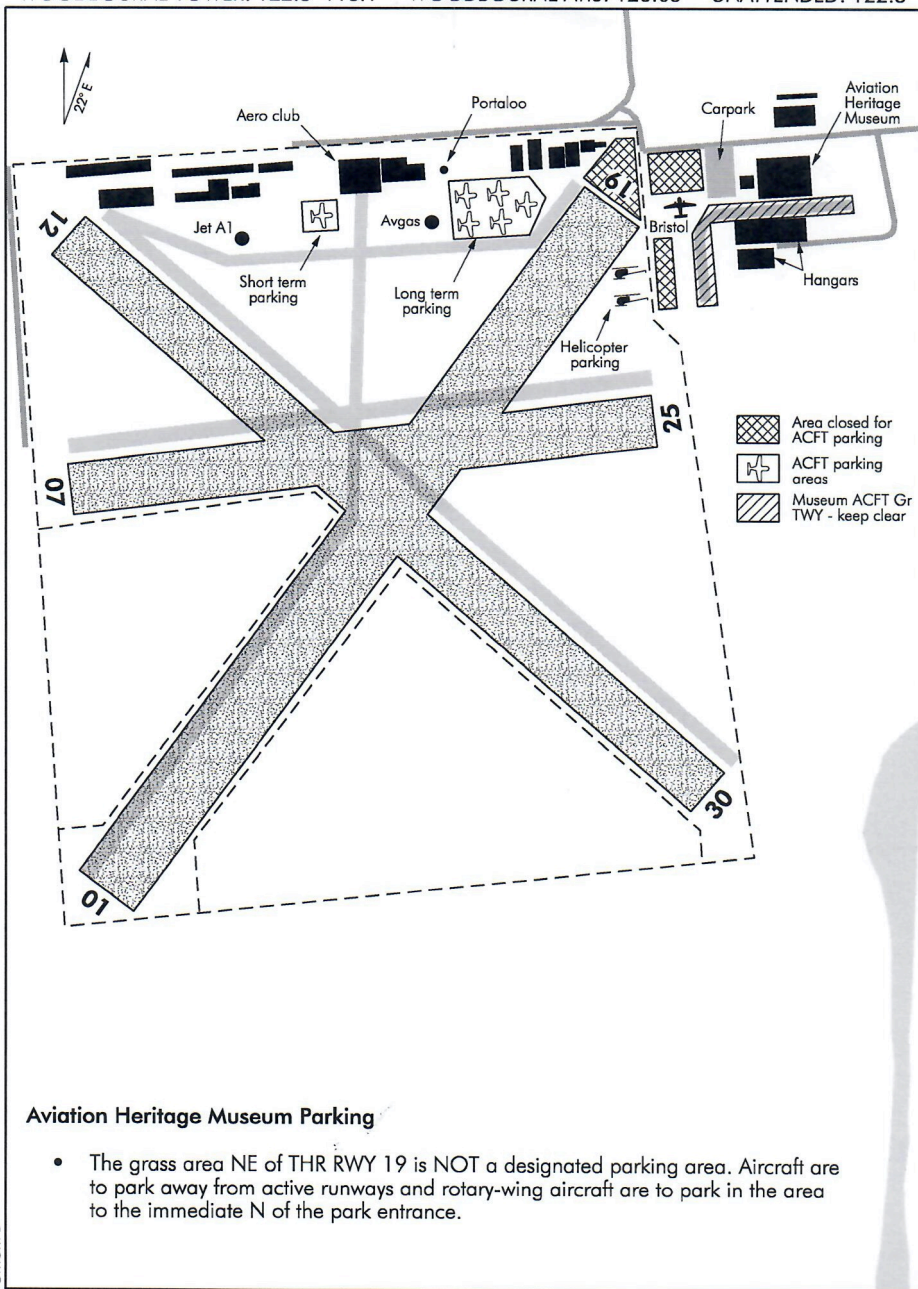
**TAIERI
AERODROME (1)**

ELEV 100

NZOM

OMAKA
GROUND MOVEMENTS

WOODBOURNE TOWER: 122.8 118.1 WOODBOURNE ATIS: 126.05 UNATTENDED: 122.8



Changes from 28 MAR 19: Taxiways added.

OMGM-D

Effective: 10 SEP 20