

Notes of the Motueka Aerodrome Advisory Group meeting

Date: Wednesday 26 August 2015 at 2.30 pm

Venue: Motueka Service Centre Boardroom, 7 Hickmott Place, Motueka

Present: Cr B F Dowler (Chair)
Richard Horrell (Motueka Community Board)
Stuart Bean (Commercial Users representative)
Jeremy Anderson (Commercial Users representative)

In attendance:
Jim Frater (Property Services Manager, TDC)

1. Apologies

R Horrell/S Bean

That an apology from J Gourdie, J Richards and B Coppins for absence, be received.

Carried

2. Minutes – 10 June 2015

S Bean/J Anderson

That the minutes of the meeting of the Motueka Aerodrome Advisory Group held on 10 June 2015 be confirmed.

Carried

3. Action Items

The Property Services Manager reported that the offer by the Nelson Drag Racing Association to pay an extra \$100 per meeting would be accepted.

The Property Services Manager reported that Network Tasman was updating the costings to provide power to Marchwood Park Road and this would be reported to a future meeting.

The Property Services Manager reported that he would be discussing the timing of repainting of the markings at the aerodrome with Engineering staff and would then arrange with the Nelson Drag Racing Association for the removal of rubber, prior to painting.

4. Discretionary and Permitted Uses

Moved S Bean/J Anderson

That Tony Nikkel be permitted to operate an unmanned aerial vehicle (UAV) within the 4 kilometre airspace of Motueka Aerodrome, subject to terms and conditions established by the Aerodrome Manager.

Carried

The matter of unmanned aerial vehicle risk based flight restriction zones was debated and suggested zones put forward from Tony Nikkel were considered.

Moved S Bean/R Horrell

That the UAV risk based flight restriction zones for Motueka Aerodrome be recommended to the Aerodrome Manager for approval.

Carried

The group requested that the work of Tony Nikkel be acknowledged.

5. Noise Monitoring Programme

The group agreed that at this time, there is no need to have a noise monitoring programme. If the need arises this will be reviewed.

6. Motueka Aerodrome Development Plan

The Property Services Manager updated the group with a request to consider an extension of the Troughton hangar, or the placement of a container as a training room.

The group was of the opinion that containers should not be allowed, but were amenable to an extension of the hangar.

7. Recycling

The Property Services Manager agreed to follow up on the question of where the recycling bin for the aerodrome was.

It was requested that calendar requests be issued to the Advisory Group members for subsequent meetings.

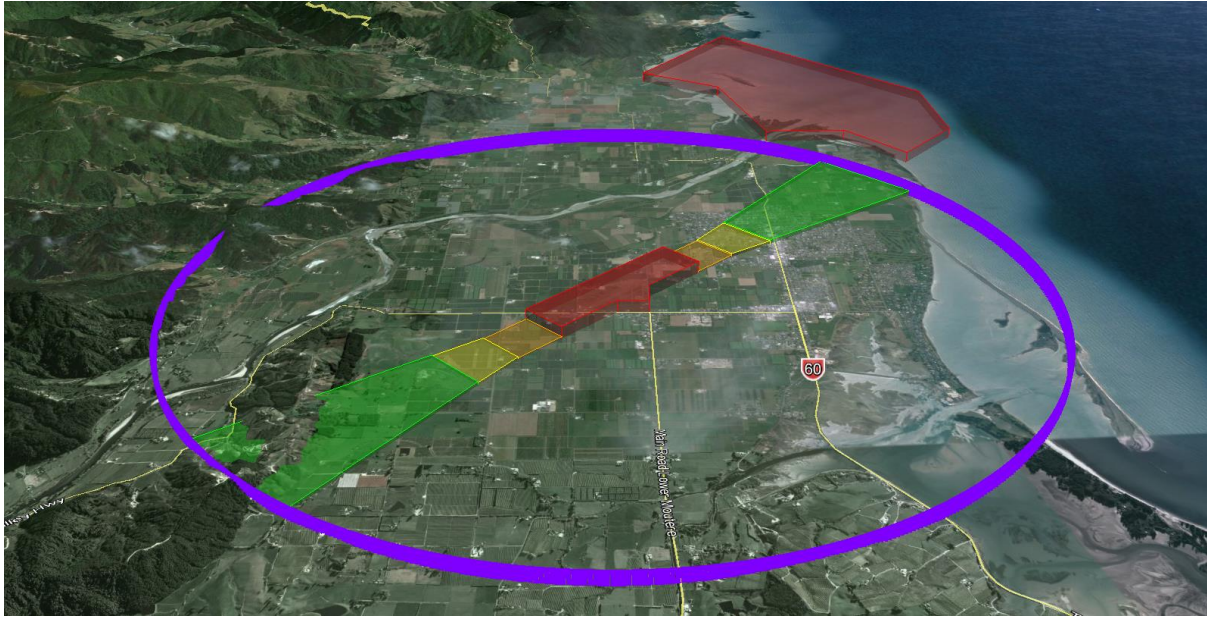
Meeting concluded at 3.35 pm.

Risk Based Flight Restriction Zones for Remote Piloted Aircraft Systems (RPAS) and Unmanned Aerial Vehicle (UAV) Flights within a 4km radius of Motueka Aerodrome:

These restrictions were recommended by the Motueka Aerodrome Advisory Group on 26 August 2015 and have been approved by the Motueka Aerodrome Operator.

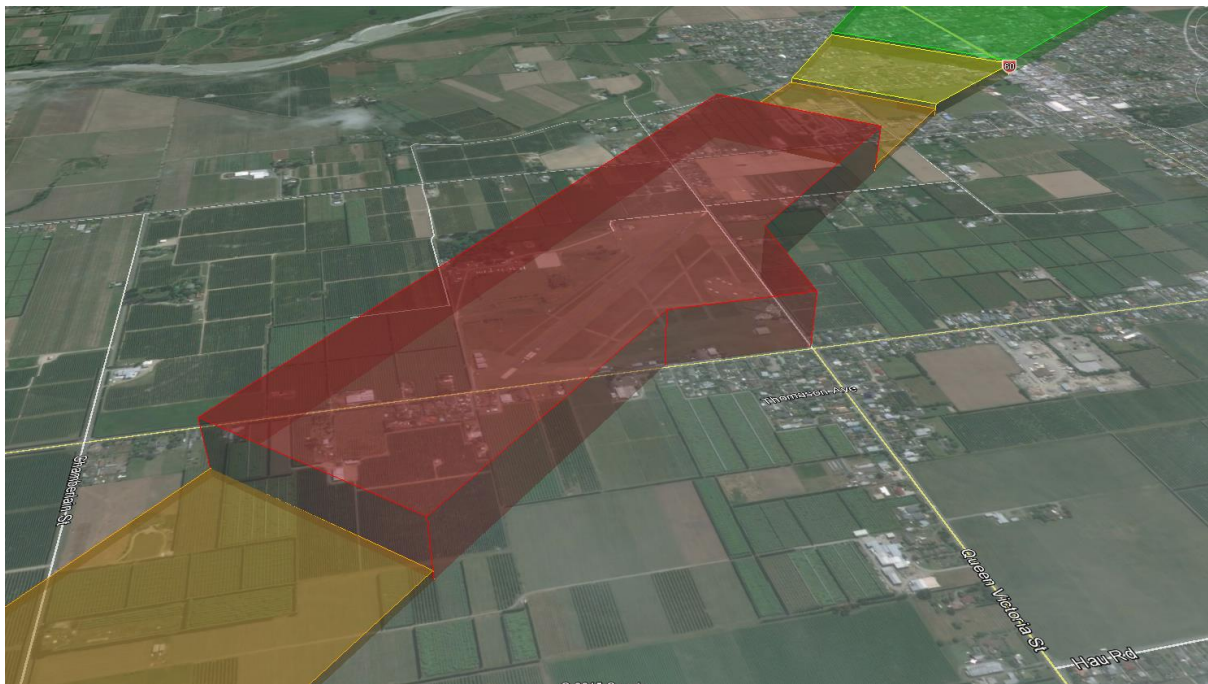
4KM Purple Zone

Maximum Flight Altitude 300 feet (90 metres) amsl (above mean sea level). See attachment for specific restrictions



Red Airport Zone

No Fly Zone. See attachment for specific restrictions



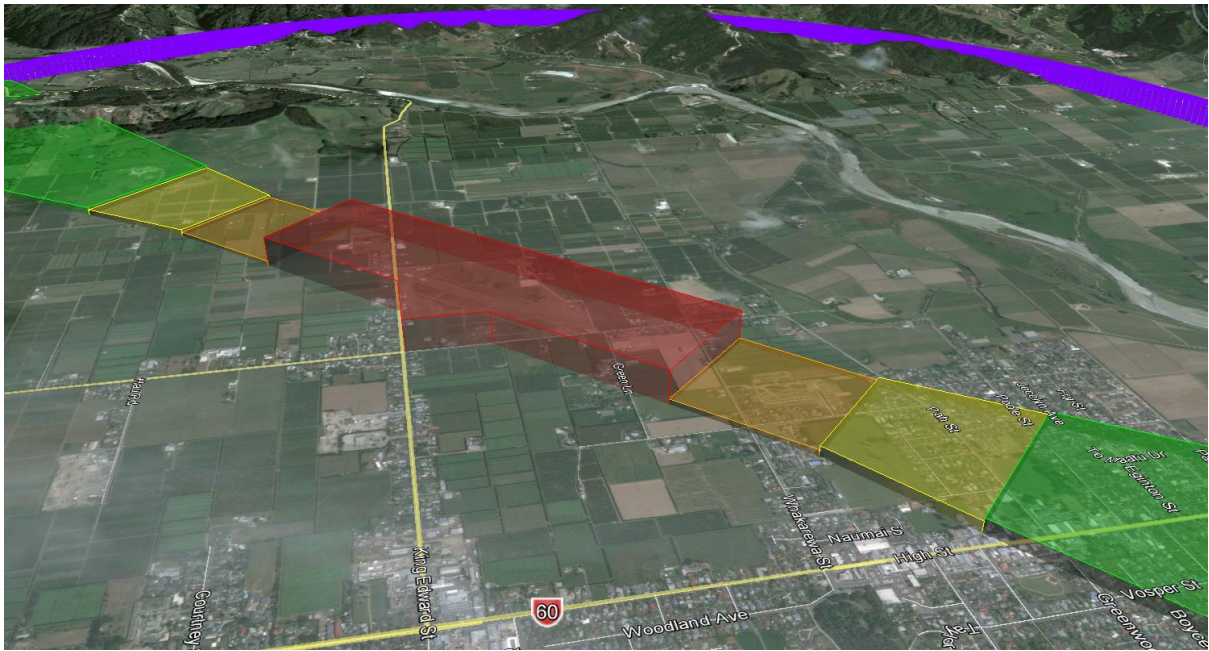
Orange Zones - North and South

Maximum Flight Altitude 50 feet (15 metres) amsl See attachment for specific restrictions



Yellow Zones - North and South

Maximum Flight Altitude 80 feet (25 metres) amsl See attachment for specific restrictions



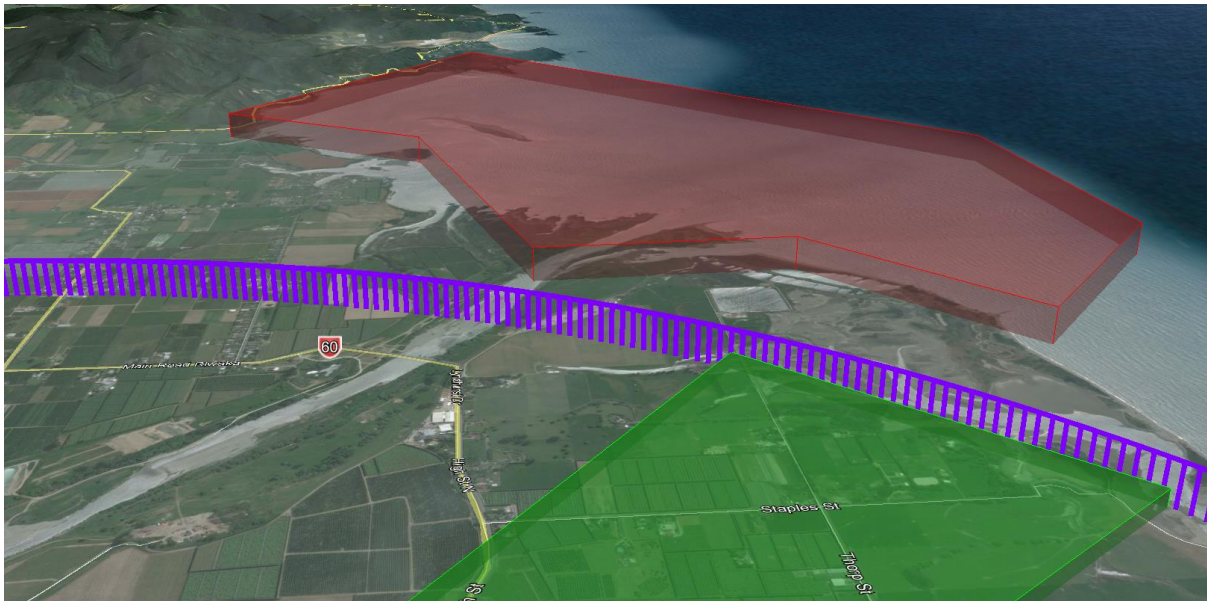
Green Zones - North and South

Maximum Flight Altitude 150 feet (45 metres) amsl (Mytton Heights 300 ft (90 metres) amsl). See attachment for specific restrictions



Tapu Bay Low Flying Area

No Fly Zone. See attachment for specific restrictions



Summary Table of Motueka Aerodrome - Risk Based UAV Restriction Zones

Zone	Risk Description	Restriction (Note all other Part 101 and 102 CAA requirements are to be met)	Specific Approval Required
Red Zone	<ul style="list-style-type: none"> Active Runways Minimum Safe Glide Path to 10m level as per TRMP Airfield boundary extents including the parachute operations area, Aviation College and all aircraft manoeuvring areas 	<ul style="list-style-type: none"> No Fly Zone unless specific CAA and Aerodrome Operator approval is granted and a NOTAM is lodged. Operators must obtain discretionary approval to operate in Motueka Aerodrome airspace. 	<p>Yes Civil Aviation Authority (CAA)</p> <p>Aerodrome Operator (AO)</p> <p>Motueka Aerodrome Advisory Group (MAAG)</p>

Zone	Risk Description	Restriction (Note all other Part 101 and 102 CAA requirements are to be met)	Specific Approval Required
Orange Zones	<ul style="list-style-type: none"> Minimum Safe Glide Path from 10m to 20m level as per TRMP 	<ul style="list-style-type: none"> Maximum Permitted altitude is 15m (50ft) amsl No flying in this zone when aircraft are joining overhead, in the circuit, approaching to land or taking off. RPAS to have G2A Comms Operators must obtain discretionary approval to operate in Motueka Aerodrome airspace. 	No Provided RPAS has discretionary approval to operate in Motueka Aerodrome airspace, Comms & gives position reports
Yellow Zones	<ul style="list-style-type: none"> Minimum safe Glide Path from 20m to 30m level as per TRMP 	<ul style="list-style-type: none"> Maximum Permitted altitude is 25m (80ft) amsl No flying in this zone when aircraft are joining overhead, in the circuit, approaching to land or taking off. RPAS to have G2A Comms Operators must obtain discretionary approval to operate in Motueka Aerodrome airspace. 	No Provided RPAS has discretionary approval to operate in Motueka Aerodrome airspace, Comms & gives position reports
Green Zone	<ul style="list-style-type: none"> Extension of Runway 02/20 Glide Path corridor from 30m level as per TRMP out to 4km Aerodrome limit. 	<ul style="list-style-type: none"> Maximum Permitted altitude is 45m (150ft) amsl With the exception that UAV flights over Mytton Heights are permitted to a Maximum altitude of 90m (300 ft) amsl No flying in this zone when aircraft are joining overhead, in the circuit, approaching to land or taking off. RPAS to have G2A Comms Operators must obtain discretionary approval to operate in Motueka Aerodrome airspace. 	No Provided RPAS has discretionary approval to operate in Motueka Aerodrome airspace, Comms & gives position reports