

AGENDA

Motueka Aerodrome Operations and Safety Committee

1 September 2022 at 10am –12 noon

Aero Club, Motueka Aerodrome

Members: All users of the Aerodrome are welcomed

Stuart Bean, Chair.

1. Welcome/Opening Karakia
2. Apologies
3. Minutes of the previous meeting – 1 June 2022
4. Action items from the minutes of the previous meeting
5. Operations and Safety Issues
 - Student pilot near miss
 - MOU regarding taxiing
 - Examples of Taieri and Omapere Aerodrome Plans
6. General Business
7. Next meeting date: 1 December 2022

Motueka Aerodrome Operations and Safety Committee

Tasman District Council

Date and Time: 1 June 2022 at 10am

Venue: Motueka Aero Club

Present: Nick Chin (Acting Chair)
Giles Whitney, Mark Stagg, Givan Rose, Rachel Mackie, Jackie Day, Bruce Broady

In attendance: Nick Chin (Property and Enterprise Manager), Christina Ewing (Enterprise Portfolio Officer), and Peter Collins (Director Tasman Bay Contracting)

Meeting opened at 10 am

1. Welcome

The Chair welcomed everyone to the meeting.

2. Apologies

Moved: Mark Stagg **Seconded:** Jackie Day

That apologies be received from Stu Bean, Brad Keay, John Richards, Mark Lasenby and Greg Wood.

Carried

3. Minutes of last meeting – 2 March 2022

Moved: Jackie Day **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:
A large area of loose stones needs to be returfed by the fuel pump. (Northern side of the pump).	Ongoing	Christina Ewing
Diamond Grid Check	Ongoing	Stu Bean
Contact John Richards to ask about mowing frequency, spraying and maintenance specifications for the Aerodrome. Stu will pass on Nicks's cell phone to John.	Completed	Stu Bean
Contact Kono regarding using lasers as bird scarers.	Completed	Nick Chin
Council to write to the NDRA, asking if they could outline the future plans for the races after March 2022 (due to Covid) and inform the Aerodrome.	Completed	Nick Chin

Laser Bird Scarer: - Jackie Day had an update on the bird lasers; she had spoken with Kono, who stated that the bird lasers were only utilised horizontally, so as not to interfere with airport operations. Users would continue to monitor this.

Dates for the NDRA: - The dates were presented and considered by the Committee; it was also mentioned that the NDRA required to apply for a new licence.

5. Letter of acknowledgement from the Police

Nick Chin read a letter from the Police Department thanking airport users for their assistance. (Letter is attached to the agenda.)

6. Introduction of Peter Collins – Nick Chin introduced Peter Collins from Tasman Bay Contracting to the members. Peter was the new mowing contractor for the Aerodrome.

7. Health and Safety Issues

Nick Chin commended Nelson Aviation College for developing a safety induction programme that Tasman Bay Constructing then were inducted in. It proven to be quite useful, and Council would want to further expand it and provide this type of training to all new contractors before they operate on the Aerodrome.

A user expressed concern about the mowing tractor not exiting the grass runway when attempting to land. He assumed the operator's radio was broken or that the operator was unable to hear the plane's wanting to land. Some steps would be taken to avoid this 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.

The bird scarer was also discussed, with 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

8. General Business

- The Regional Competitions will be held on November 19, 2022, and the Aerodrome was expected to be busy with planes arriving as early as November 16, 2022.
- Remove the sign on the fuel pump stating that the landing fee was \$8, as it was now \$10.
- It was discussed that more noise complaints were coming in from residents, who were reporting to the CAA, but it was felt that the CAA has no jurisdiction over noise concerns and that Council only has ground running noise.
- Nick Chin stated that he was putting together a business case for introducing utilities such as power, sewerage, and water at the recreational hangars. This will take 3-6 months to complete.
- 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.

Meeting closed at 11.10 am

Next meeting: – 1 September 2022 at 10am

Action Log – 1 June 2022

Action	Status	Assigned to:
A large area of loose stones needs to be returfed by the fuel pump. (Northern side of the pump).	Ongoing	Christina Ewing
Diamond Grid Check	Ongoing	Stu Bean

Unconfirmed

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 NRP 617

NRP 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: _____

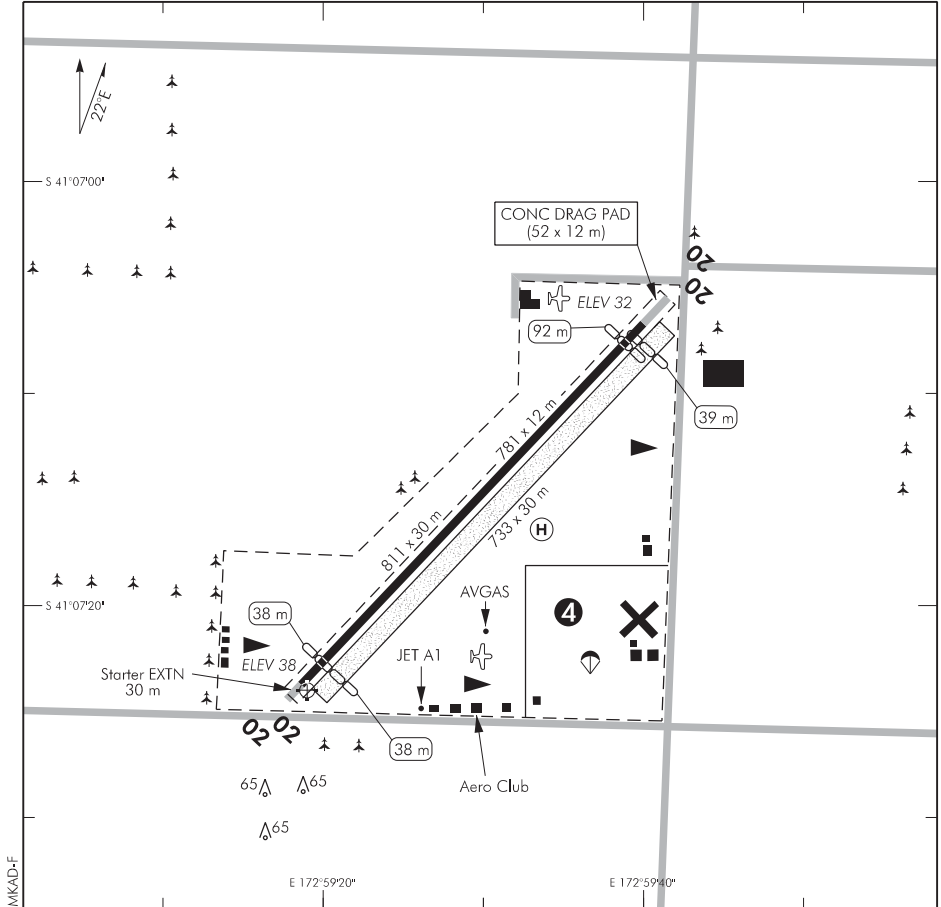
ELEV 38

NZMK

NON-CERTIFICATED

**MOTUEKA
AERODROME (1)**

UNATTENDED: 127.3



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

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**MOTUEKA
AERODROME (1)**

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

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

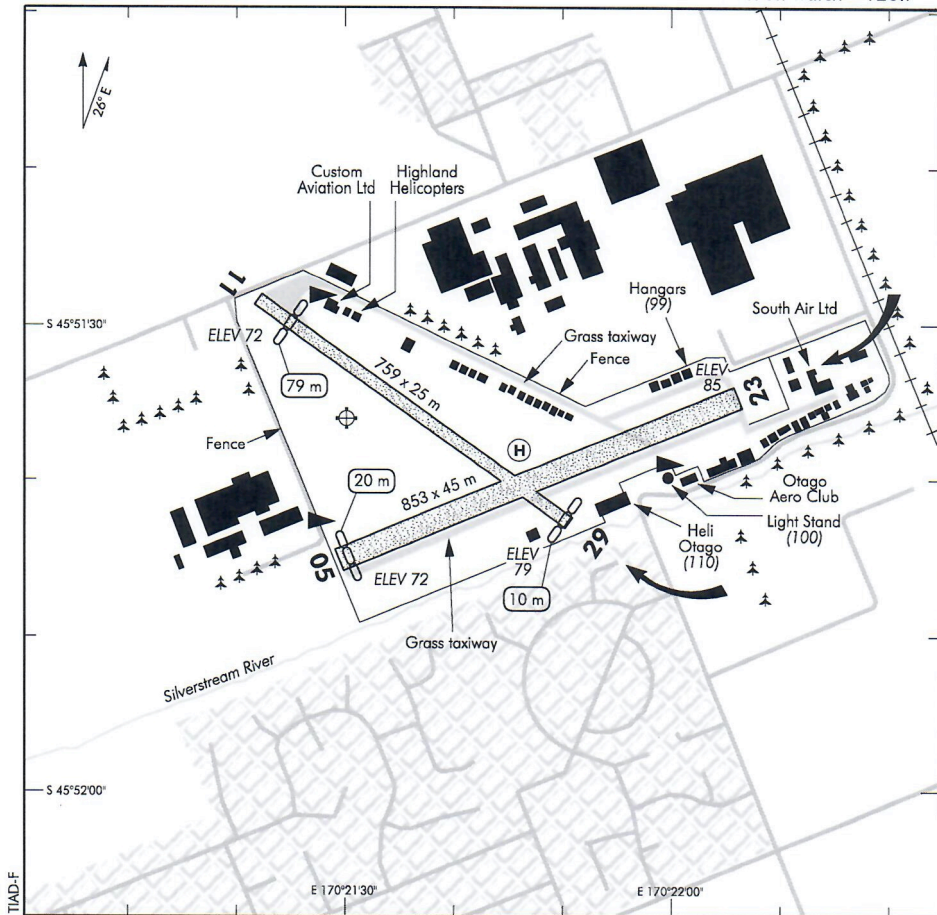
**TAIERI
AERODROME (1)**

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

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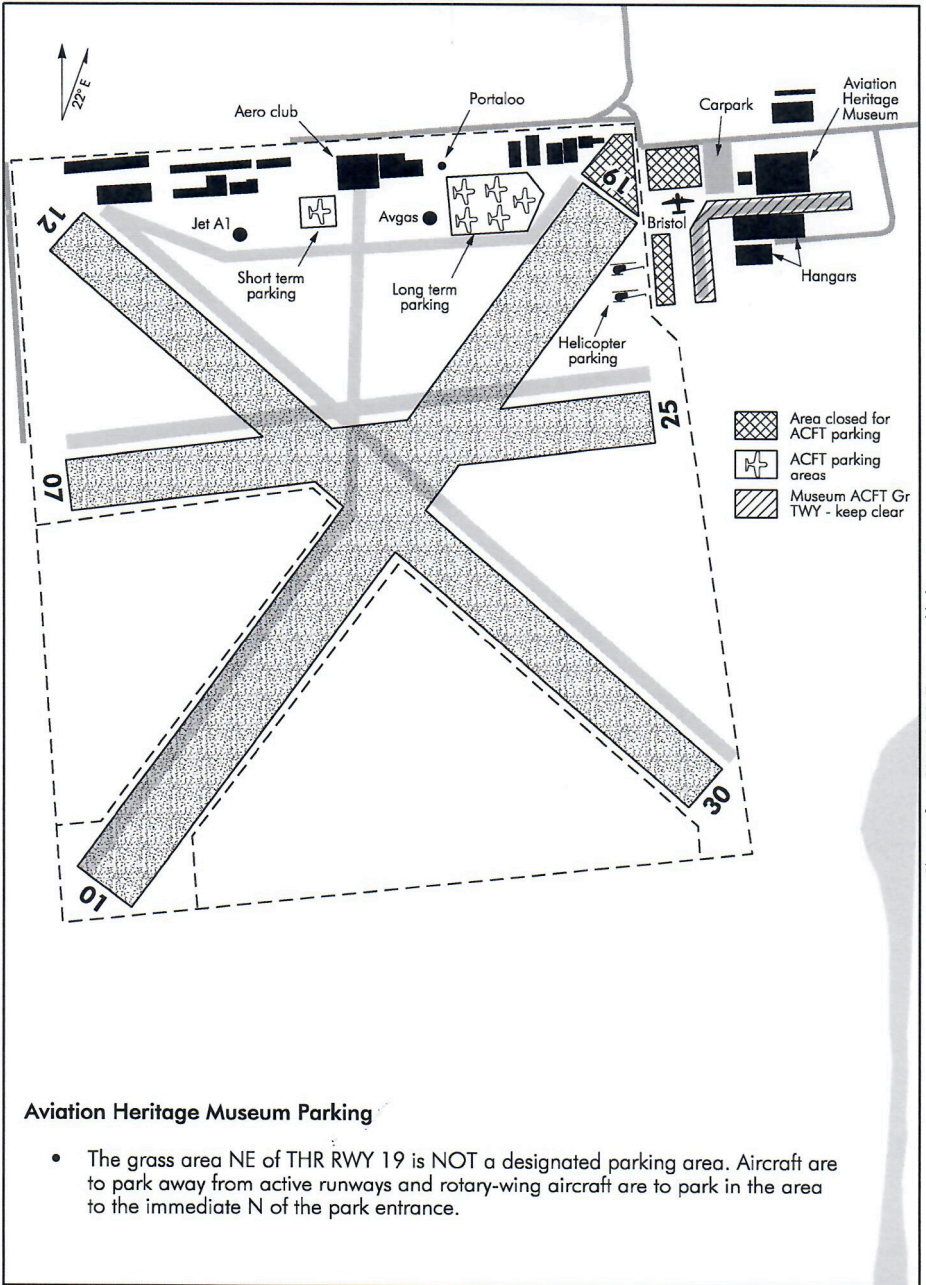
**TAIERI
AERODROME (1)**

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.

Aviation Heritage Museum Parking

- The grass area NE of THR RWY 19 is NOT a designated parking area. Aircraft are to park away from active runways and rotary-wing aircraft are to park in the area to the immediate N of the park entrance.

OMGM-D

Effective: 10 SEP 20