



# **Motueka Aerodrome and Region Information**

## Motueka Information

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## Motueka Information Pack

### Purpose

This guide that has been developed by the Motueka Aero Club Inc. with resources from the Tasman District Council and Nelson Aviation College with the purpose of bringing together the relevant information about operating in and around the Motueka Aerodrome and Region.

The local area has a great deal to offer regarding the scenic views of the Abel Tasman National Park and the stunning backdrop of the western mountain ranges of the Kahurangi National Park.

### Club Contact Details

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## Introduction to Motueka

### Memorandum of Understanding

Motueka aerodrome is operated under a Memorandum of Understanding, you are expected to know and abide by its contents.

The memorandum of Understanding (MOU) has been approved by the Motueka Aerodrome Operations Committee on behalf of the Tasman District Council, the owner of Motueka Aerodrome, and is intended as a best practice guide to pilots and aircraft operators who use Motueka Aerodrome. It brings together information and practices that have evolved over the years or appeared in a variety of publications and is the result of extensive consultation with local operators.

The high traffic density for an uncontrolled aerodrome (Motueka) often catches pilots by surprise, so this manual provides procedures which enable a safe, orderly, and expeditious flow of traffic. This full memorandum of understanding document is made freely available to any person on the Tasman District Council website [www.tasman.govt.nz](http://www.tasman.govt.nz).

### General 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 ethics:

- 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.

### General Operating Rules

Persons using Motueka Aerodrome accept that:

- Aircraft must not taxi close to helipads when helicopters are taking off or landing.
- Aircraft must not taxi through the parachute landing area when parachuting is in progress.
- Taxiing aircraft must give way to aircraft vacating the runway.
- Taxiways are to be kept clear at all times.
- All apron areas and access ways to hangars and fuel installations are to be kept clear at all times.
- No aircraft may park in the parachute landing area.
- There are no parallel operations at Motueka Aerodrome for the grass and sealed runways 02/20
- No overhead join procedures are to be carried out whilst parachutes are operating.

## 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.

The challenge for aviators who legally operate above noise-sensitive areas or at low level (i.e. 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.

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 take-off 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 (e.g. 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.
- Keeping within the training area boundaries
- Commencing of a go-around 800ft AMSL in the Kina training area, and 1000ft AMSL in the Lower and Upper Moutere training areas from a practice FLWOP/FLWP procedure
- Smooth power changes on go-around from FLWOP (10 seconds idle to full power).

## MK Aerodrome

### Aerial Layout



## NZMK Aerodrome

Motueka consists of two runways: Seal and Grass. All circuit patterns are left hand. All aircraft must abide by the standard circuit direction when operating within 2 nautical miles and at/below 1500ft AMSL of the Motueka Aerodrome.

The proximity of the sealed grass runway often leads to pilots' confusion of the grass taxiway as the runway. No take-off or landing movements are permitted on taxiways.

Simultaneous operations on the grass and seal runway and not permitted.

In nil wind or light variable wind conditions, Runway 20 Grass and Seal must be used. This is to avoid excessive noise of departing aircraft flying over Motueka City at full or high-power settings.

**NZMK AIP Aerodrome**

AIP New Zealand

NZMK AD 2 - 51.1

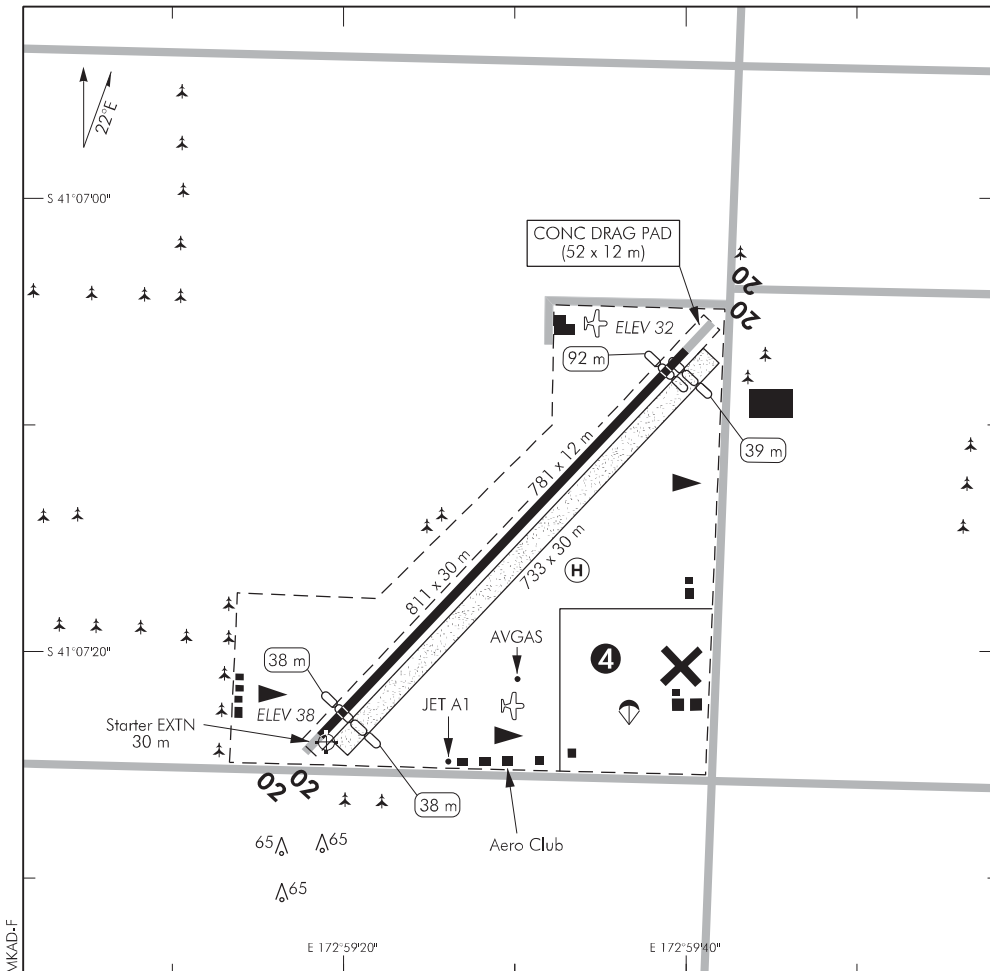
ELEV 38

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)**



# NZMK AIP Operational Data

AIP New Zealand

NZMK AD 2 - 52.1

Non-Certificated Aerodrome 1 NM SW of Motueka

NZMK

## MOTUEKA OPERATIONAL DATA

### RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance			LDG DIST
						1:20	1:30	1:40	
02 <sup>1</sup> 20	B	ESWL 1020	5	0.22D 0.22U	811 781	719 743			743 689
02 20	Gr	TBA	5	0.22D 0.22U	733	694 695			695 694

<sup>1</sup> RWY 02 ASDA/TODA figures include 30 m starter extension.

### LIGHTING

Nil

### FACILITIES

Fuel: Z Energy Jet A1, Avgas 100, access via Z card opposite Aero Club

Permanent tie-downs available.

### SUPPLEMENTARY

Operator: Tasman District Council, Private Bag 4, Richmond 7020  
Tel (03) 543 8400 Fax (03) 543 9524

Available for general use.

Landing fees payable online or via honesty boxes located next to Motueka aero club and next to AVGAS fuel facility.

An automatic recording system for monitoring landings is installed.

Aircraft visitor parking between AVGAS fuel facility and Aero Club.

Helicopter visitor parking between northern boundary and runway.

Please do not land helicopters close to hangars and other aircraft.

**Effective: 18 JUL 19**

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**MOTUEKA  
OPERATIONAL DATA**

## **Hazards**

### **Bird Hazards**

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.

### **Parachutes**

All pilots must avoid the overhead join procedure and parachute landing area during parachute operations.

It is advised to not start up and taxi during dropping times. Be patient, and communicate, and maintain through lookouts around and above.

### **Arrivals**

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

### **Departures**

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

### **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 re-joining procedure. The positions of other aircraft and in particular the positions of parachutes and microlights must be taken into account when going around.

If parachutes are operating, drift slightly to the west during the go-around procedure to avoid collision with canopies.

## Local Airspace

### Motueka Training Area Boundaries

#### **Kaiteriteri**

Extends Northeast of Kaiteriteri beach. It encompasses Adele Island and continues almost up to Torrent Bay (Anchorage). Be careful of the Nelson CTA.

#### **Torrent Bay**

Continues north along the coast from the Kaiteriteri training area to just beyond Awaroa Bay. Be careful of Nelson airspace above and transiting traffic to and from Takaka.

#### **Port**

This is popular as it is conveniently located directly off the end of runway 02. Also, it offers the FLWOP advantage of being situated directly above the Low Flying Zone. Be careful of the Nelson CTA.

#### **Riwaka**

Begins just North of the Motueka river, consequently care must be taken not to exceed the southern boundary as there may be conflicting circuit traffic. The training area runs all the way up the Riwaka valley west of the coast. Caution: Constricting valley.

#### **Ngatimoti**

Runs South-west from the aerodrome. It is positioned running in line with the Motueka river and is separated from the Lower and Upper Moutere training areas by a range of low hills.

*Caution: Extensive helicopter operations, rising ground.*

#### **Lower Moutere**

Located South of the airfield provides an excellent area for practicing FLWOP as there are ample suitable fields available.

#### **Upper Moutere**

Situated even further South of the aerodrome. Be careful of Nelson CTA boundary. There is a restriction on FLWOP in this area.

#### **Kina**

Often used by Nelson based aircraft for training purposes. Caution: The Eastern boundary borders on Nelson CTR.

*Note: East Takaka/Takaka hill makes an interesting area for operating. Although not "official" training areas, feel free to make use of them.*

See VNC excerpt on next page displaying each training area.

# Motueka Training Area Boundaries



## Motueka Low Flying Zone

(Reference AIP vol 1) & VNC's

The Motueka low flying zone (L664) is operated by Nelson Aviation College

### General Operating Rules

All pilots wanting to utilise the Low flying zone must be briefed on the operating rules within the LFZ and the entry and departing procedures by the operating authority.

The operating authority for L664 is Nelson Aviation College. Permission must be granted by the Chief Flying Instructor prior to use (Or any authorised CFI as approved by NAC)

Contact for more info:

[enquiries@nelson-aviation.co.nz](mailto:enquiries@nelson-aviation.co.nz)

+64 3 528 8382

All pilots operating in the Motueka Low Flying Zone shall not fly below 200ft AMSL (this is in agreement with DOC to help preserve the bird habitat on the sand bars and surrounding areas).

No more than two aircraft (one fixed wing, one helicopter or two helicopters) in the low flying zone at a time, provided the two aircraft clearly communicate their position, altitude and area of operation with each other and both aircraft are dual.

Pilots MUST be authorised by an instructor to operate in the LFZ when flying solo.

### Hours of operation

Monday to Friday 9am until 5pm

Saturday 10am until 2pm

No Sunday operations

### Entry and Exit Procedures

For entry and exit, keep clear of built-up areas low level. Remain above 1000ft until within the LFZ boundaries before descending into the zone.

- If tracking to/from the LFZ along the Motueka beach keep seaward of the outer beach.
- If joining Motueka Aerodrome from the LFZ, climb in a position where able to observe and remain clear of circuit traffic keeping the aerodrome to the left (cautious of 02/20 extended centreline)
- Ensure airspace is checked above and below aircraft for transiting aircraft before descending into, or vacating the LFZ.

Note: *Law requires a pilot to broadcast intentions and EET prior to entering and when vacating a LFZ. Pilots are also required to maintain a continuous listening watch while in the LFZ.*

### Low Flying over Coastal Motueka

Pilots are requested to be mindful of the wildlife on the Motueka Sand spit and not fly below 1000ft AMSL over the entire length of the Sand Spit. They are also requested to remain seaward of the Sand Spit when transitioning to the LFZ unless necessary for safety purposes.

## Low Flying Zone Boundaries



## Nelson Airspace

### Airspace

Nelson aerodrome is within Class-D airspace and is controlled by “Nelson Tower”.

You must familiarise yourself with the boundaries of the CTA and CTR and the Arrival/Departure procedures.

### Transiting between MK and NS

It is standard practice for aircraft flying from Nelson to Motueka to track at 1500ft AMSL following the coastline.

For aircraft tracking from Motueka to Nelson, the general guideline of remaining 0.5 – 1 nm inland of the coast at 1500ft AMSL.

This provides adequate separation between aircraft tracking towards Motueka from Nelson. Be considerate of the transition phase between frequencies 127.30 (MK) and 127.4 (NS) as there may be a period in which an aircraft is making a call to MK traffic who has just vacated class D airspace may miss important radio calls of other aircrafts current position tracking to Nelson

## **Local Operators**

### **Flight Training**

#### **Nelson Aviation College**

Nelson Aviation College make up a significant portion of the aerodrome movements with flying slots beginning at 8:30 finishing at 17:15 from Monday to Friday. The College operate a fleet of Cessna 152 and Cessna 172 Motueka Aerodrome. The parking space is referred to as 'College Base' and is located on the north eastern end of the aerodrome

Flying slots last for 1 hour with 15 minutes between to allow for refuelling a pre-flight. It may be advantageous to schedule flights between slots to allow for smooth departure and joining. It is recommended to call in advance Nelson Aviation College for scheduling a time to use the Low Flying Zone The phone number for NAC:is 03 528 8382.

#### **Motueka and Nelson Aero Club**

The Clubs operate around the local airspace and work closely with Nelson Aviation College's training boundaries.

## **Commercial Operators**

### **Able Tasman Skydive**

Able Tasman Skydive operate a Pac 750 ZK-DVE aircraft. The skydive pilots are excellent at communicating time away from drop and generally update local traffic when the parachutes are on the ground. It is standard practice to not taxi or start up when parachutes are dropping. Overhead joins must be avoided whilst parachuting is in operation.

### **Helicopter Operations**

The local helicopter traffic work well with the flow of fixed wing traffic around Motueka. They approach the aerodrome generally keeping clear of the circuit.

## **Other Users**

Weekend flyers or other privately flown aircraft may not be fully versed with locally operating in and around Motueka Aerodrome. Frequent and accurate radio calls will assist pilots who are unfamiliar with the airspace. Occasionally these aircraft may perform 'non-standard approaches' such as a right base/downwind – which is not permitted.

## **Operating Around the Club**

### **Club Operations**

When you are starting up or arriving back from flying think about where your prop wash is going. You must not allow it to blow back into the hangar.

Park parallel to the hangar if you are park outside the Club Hangar. This is to prevent propwash from damaging the hangar doors, or aircraft in the hangar if the doors are open.

Spare a thought for the Hangar Round Café and the people in the café area and the shade cloths as they may be torn if there is considerable prop wash.

### **Operating Airside at Motueka**

When operating airside, you must accept the risk you place yourself In and be aware of the hazards that exist around the airfield.

Due to the position Motueka Aero Club is situated, there are often aircraft including the parachute aircraft taxiing in-between the Club fuel Pumps and It is your responsibility to

Ensure that you following the procedures set out by Motueka Aero Club Inc. to operate safely whilst airside:

- Must be an approved person performing a specific duty i.e. pre-flighting, refuelling, boarding an aircraft etc
- Safety briefing has been provided for people entering the airside area
- Ensure a 'high vis jacket' is worn at all times
- Airside gates must be kept closed at all times
- Notifying a Club flight instructor of any hazards you recognise
- Reporting any unsafe or dangerous acts that you witness