



## **Heliport Conditional Determination**

### **Heliport Proposal, Mechanics Bay Heliport**

PURSUANT TO Rule Part 157 of the Civil Aviation Rules I, Murray John Porter, Manager, Security Regulatory Unit, having received from Eagleflight Aviation Limited a Notice of Heliport Proposal, conducted an aeronautical study in consultation with such persons, representative groups and organisations as I considered appropriate.

After completing the aeronautical study I am satisfied that the proposed action will not adversely affect the safety of persons or property on the ground, but may impact the safe and efficient use of airspace.

THEREFORE I HEREBY ISSUE a

#### CONDITIONAL DETERMINATION

in respect of the Notice of Proposal. The following conditions are specific to this Determination:

1. Helicopter operations to/from the proposed Heliport need to broadcast position, altitude, and intentions on the Auckland City MBZ frequency (120.4 MHz) and are to comply with MBZ procedures; and
2. Eagleflight Aviation Ltd. should establish procedures with Auckland Hospital to ensure circuit operations, approach and departure paths do not conflict; and
3. Eagleflight Aviation Ltd. is to ensure fencing and signage around the perimeter of all operational areas of the Heliport; and
4. Eagleflight Aviation Ltd. is to comply with the standard Heliport design requirements as laid down in AC139-8; and
5. In addition a windsock is to remain installed to determine an accurate wind direction within the arrivals and departure sectors; and
6. The Touchdown and Lift-Off (TLOF) and the Final Approach and Take-Off (FATO) should clearly reflect the updated Heliport layout and promulgated in

*The provisions of this determination are in addition to and not in derogation of the provisions of any other Act, or any orders or regulations made thereunder*

the AIP NZ. Eagleflight Aviation Ltd. is to ensure that any changes to the Heliport are updated in the AIP NZ; and

7. Eagleflight Aviation Ltd. should consider the effects of any nearby obstacles infringing the OLS in accordance with AC 139-8, and mitigate the risks of these obstacles as appropriate; and
8. With a single 90 degree approach/departure sector there may be a risk that during departures and arrivals in adverse wind conditions operations could be on the extremities of this sector. Due consideration should be given to limiting operations during adverse wind conditions and pilots are to operate in accordance with helicopter flight manual limitations and CAR Part 91.127; and
9. Helicopter operations on departure and approach paths must also be in accordance with CAR part 91.127 (Use of aerodromes); and
10. Eagleflight Aviation Limited is to provide the CAA with an annual report of traffic movement data for the Mechanics Bay Heliport, in accordance with CAR Part 139.505(a); and
11. As the Heliport is to be available with Prior Permission only, Eagleflight Aviation Limited is to ensure that pilots operating to/from the proposed Heliport are adequately briefed about any hazards and associated risks.

This conditional determination shall become void on 30 April 2021

Dated at Wellington this 30<sup>th</sup> Day of April 2019.

Murray John Porter  
Manager, Security Regulatory Unit.  
(DW1354391-0)