

ELEV 212

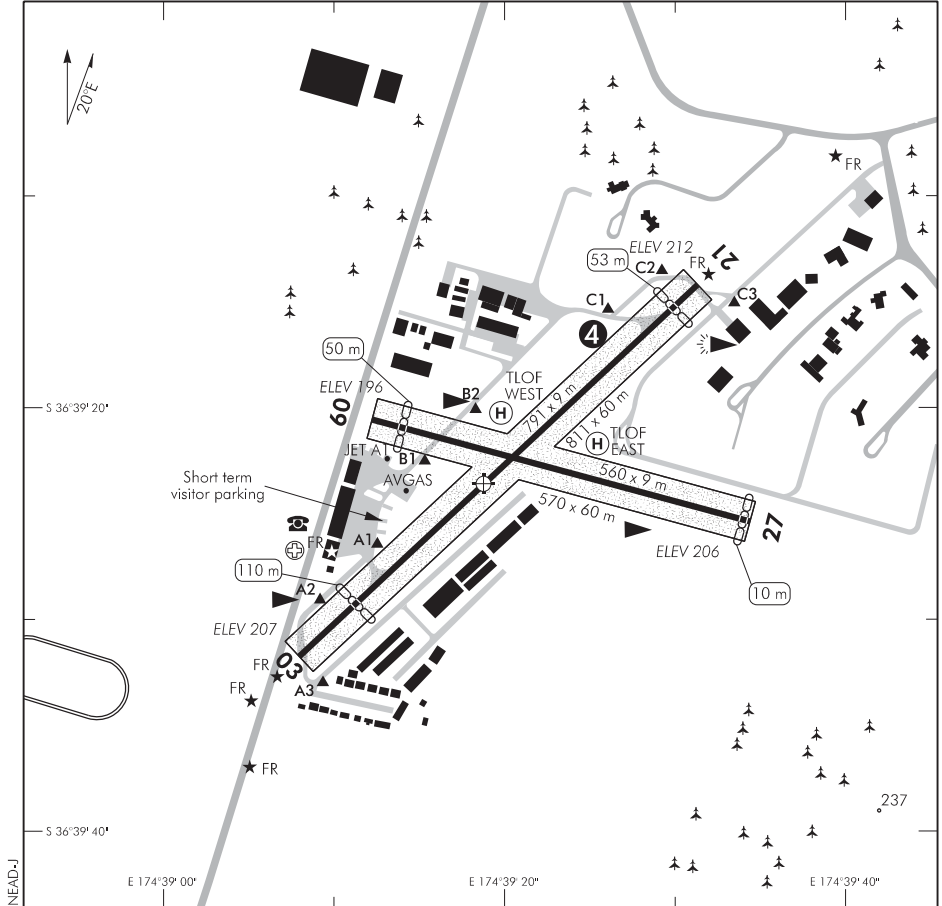
NZNE

NON-CERTIFICATED

**NORTH SHORE
AERODROME (1)**

UNATTENDED: 118.0

AWIB: 130.45



North Shore aerodrome is one of the busiest airfields in the country with a high level of fixed wing and helicopter traffic, both training and commercial operations. To facilitate the safe operation of all aircraft at North Shore aerodrome the following procedures should be complied with.

1. Circuit direction (all aircraft):
RWY 03 — left hand
RWY 09 — left hand
RWY 21 — left hand
RWY 27 — left hand
2. Circuit altitude:
Helicopter 800 ft AMSL
Fixed wing 1200 ft AMSL
3. **Parallel take-off and landing operations for RWY 03/21 or RWY 09/27 are not permitted**, including helicopters that are not using the marked runway vector. Helicopters should sequence in with other aircraft as appropriate.
4. Night operations RWY 03/21. Displaced threshold applies RWY 21 — 182 m.

(continued)

S 36 39 24 E 174 39 19

Effective: 21 MAY 20

© Civil Aviation Authority

**NORTH SHORE
AERODROME (1)**

**NORTH SHORE
AERODROME (2)****5. Ground Movements:**

All grass movement areas soft when wet. Grass areas often closed due to surface condition — refer to NOTAM prior to using grass movement areas.

Permanent parking and picketing available only for aircraft resident and approved at the aerodrome.

6. Caution:

- Powerlines and trees 300 m to NE of aerodrome.
- Trees 200 m north of threshold RWY 21.
- Turbulence and windshear in all southerly and westerly conditions in area of RWY 21 approach.
- Birds on aerodrome regularly.
- Intensive helicopter activity and training takes place on eastern side of RWY 03/21.
- VFR traffic in the circuit should be aware that IFR aircraft conducting RNAV (GNSS) approaches may join long final. Circuit traffic retains right of way unless weather conditions dictate priority to aircraft on the RNAV (GNSS) approaches.

Reporting points are:

UPLIN (RWY 21) — 10 NM final

LIBKO (RWY 03) — 8 NM final left of extended RWY centreline.

- Due to traffic volumes at North Shore aerodrome, NORDO operations should not be conducted and it is important that appropriate radio calls are made at all times. However, pilots are reminded that NORDO aircraft may still be operating.
7. Taxiway between holding position A1 and holding position A2 limited to aircraft with a maximum wingspan of 12 m.
8. AWIB information includes: time, wind velocity and gust strength, MSL pressure, temperature, dew point, and other relevant messages (for example: aircraft should join overhead, grass areas closed etc.)
- MSL pressure information is not a certified QNH source.