

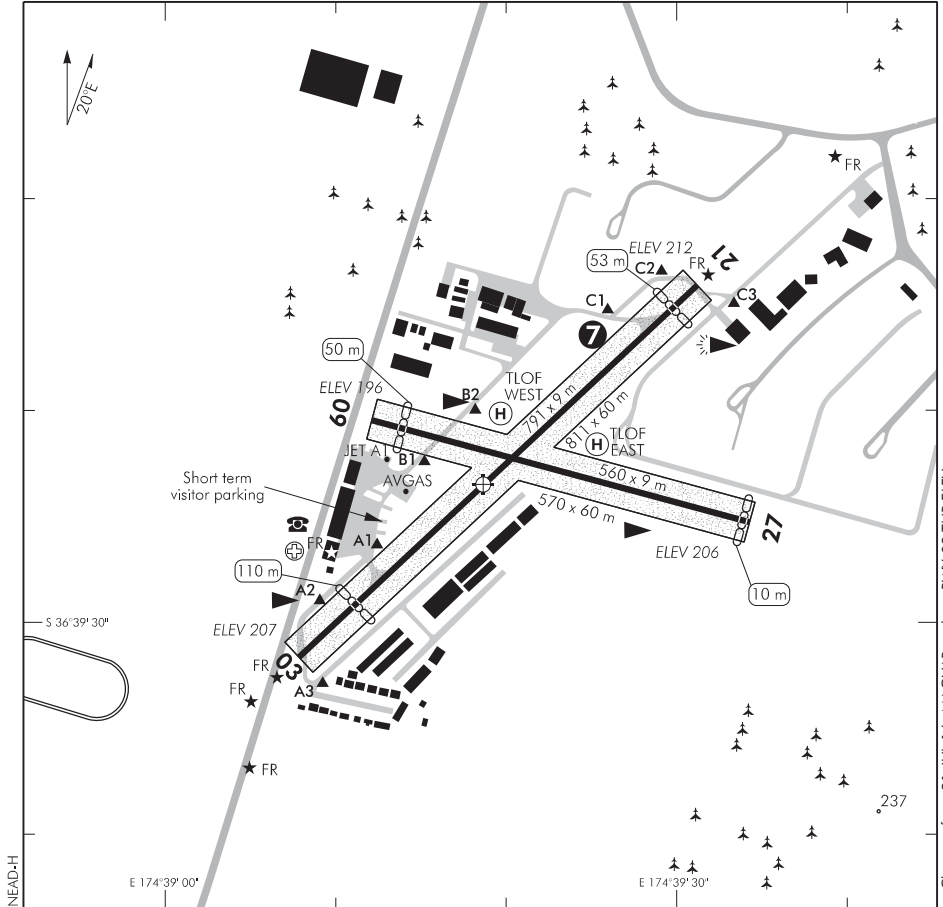
ELEV 212

NZNE

NON-CERTIFICATED

**NORTH SHORE  
AERODROME (1)**

UNATTENDED: 118.0



**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.**

- Fixed wing aircraft shall only join the circuit in accordance with standard procedures and the detailed circuit direction, and due to traffic density are requested to use Standard Overhead Joining procedures.**

Straight in approaches for any runway by fixed wing aircraft should not be conducted unless engaged on a GNSS approach.

Helicopter traffic is prohibited from joining straight in for RWY 03 or RWY 21 and right base for RWY 03 or RWY 21.

Helicopters should join at not above 800 ft AMSL, clear of active runways and the fixed wing circuit.

Helicopters joining the circuit should join straight in for RWY 09 or RWY 27 and should be at or below 800 ft AMSL within 2 NM of the aerodrome. TLOF East for RWY 27 and TLOF West for RWY 09 should be utilised.

(continued)

S 36 39 24 E 174 39 19

**Effective: 14 SEP 17**

© Civil Aviation Authority

**NORTH SHORE  
AERODROME (1)**

# NORTH SHORE AERODROME (2)

Parallel take-off and landing operations for RWY 03/21 or RWY 09/27 are prohibited. This still applies if helicopters are not using the marked runway vector. Helicopters should sequence in with other aircraft as appropriate.

2. Circuit direction (All aircraft): RWY 03 — left hand  
RWY 09 — left hand  
RWY 21 — left hand  
RWY 27 — left hand
3. Circuit altitude: Helicopter 800 ft AMSL  
Fixed wing 1200 ft AMSL

4. 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.

5. Vacating:

**All aircraft shall only vacate the circuit in accordance with standard procedures and the detailed runway direction.**

All aircraft are prohibited from making a right turn until clear of the fixed wing and helicopter circuits, or until reaching at least 1700 ft AMSL.

6. **Caution:**

- Powerlines and trees 300 m to NE of aerodrome.
- Trees 200 m north of threshold RWY 21.
- Turbulence and windshear in W/NW 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 traffic engaged on RNAV (GNSS) approach may join long final. Circuit traffic retains right of way unless weather conditions dictate priority to aircraft engaged on the RNAV (GNSS) approach.

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. Night operations RWY 03/21. Displaced threshold applies RWY 21 — 182 m.

8. Taxiway between holding position A1 and holding position A2 limited to aircraft with a maximum wingspan of 12 m.