

ELEV 151

PALMERSTON NORTH

NZPM

ARRIVAL

PALMERSTON TOWER: 120.6

PALMERSTON GROUND: 121.7

ATIS: 129.7

OHAKEA APPROACH: 125.1 128.5 123.2 263.4

Arrival Procedures**CAUTION:** Runway 25 VOR/DME Approach

In strong wind conditions aircraft may encounter severe turbulence, downdraughts and lee waves. Winds over the ranges may be 2 to 3 times stronger than the Palmerston North aerodrome surface wind.

On occasions when the reported surface wind at Palmerston North exceeds 15 knots, all suitably equipped aircraft carrying out an approach to RWY 25 are requested to provide ATC with information on wind strength, turbulence and downdraughts encountered in the approach area.

Information on actual wind conditions in the approach area is not routinely available.

CAUTION: Visual Approaches

It is a pilot's responsibility to ensure containment of their flight within controlled airspace when on a visual approach.

Caution should be exercised to avoid conflict with possible traffic in class G airspace surrounding Palmerston North CTR/D. This is especially relevant for arrivals from the north and traffic in the vicinity of Feilding aerodrome.

Noise Abatement

To avoid possible noise nuisance to Palmerston North city between 2200 and 0700 hrs (local), aircraft should adopt the following noise abatement procedures, except in adverse conditions or as directed by ATC:

- no aircraft to fly over the populated areas between the extended runway centreline and the Manawatu River at altitudes lower than 3000ft
- aircraft carrying out an instrument approach circling for RWY 25 not to circle left hand

Note:

A Memorandum of Understanding (MOU) exists between regular Manawatu Airspace Users detailing mutual airspace procedures. This MOU can be sourced from:

- www.pnairport.co.nz/airport.php
- www.airforce.mil.nz/gallery/links/caa
- RNZAF Base Ohakea Operations 24/7 on Tel 0800 RUNWAY (0800 786 929) for a faxed or e-mail copy.

