

ELEV 212

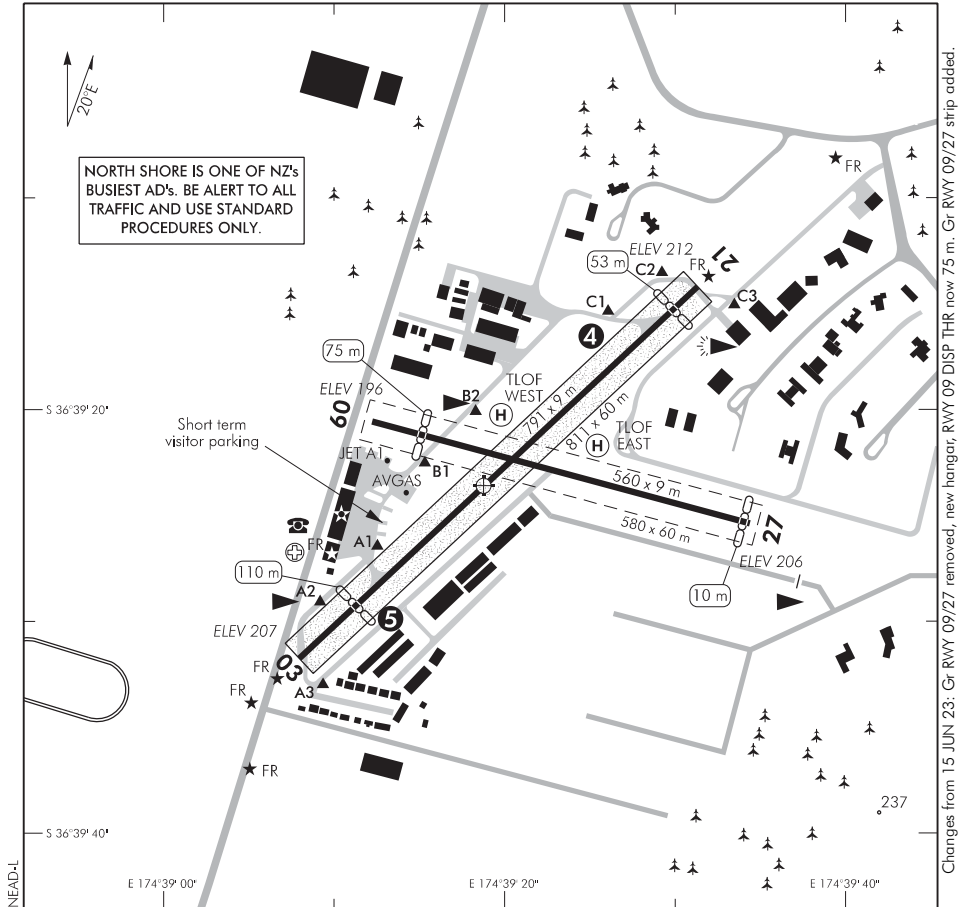
NZNE

NON-CERTIFICATED

**NORTH SHORE
AERODROME (1)**

UNATTENDED: 118.0

AWIB: 130.45



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
- *For noise abatement large helicopters should utilise the fixed wing circuit altitude.
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.
 - ⑤ RWY 03 threshold displaced due road hazard.

(continued)

S 36 39 24 E 174 39 19

Effective: 17 APR 25

© Civil Aviation Authority

**NORTH SHORE
AERODROME (1)**

**NORTH SHORE
AERODROME (2)****6. 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. Temporary parking available with prior approval. Permanent parking available only for aircraft resident and approved at the aerodrome. Taxiway between holding position A1 and holding position A2 limited to aircraft with a maximum wingspan of 12 m.

7. Caution:

- 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 RNP approaches may join long final. Circuit traffic retains right of way unless weather conditions dictate priority to aircraft on the RNP 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.
- Aerobatics may be conducted overhead the aerodrome. Aircraft conducting aerobatics must remain above 2700 ft AMSL at all times while aircraft are utilising the SOHJ procedure.
- Regular model aircraft flying activities conducted 1.8 NM S of ARP (as marked on VNC).

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.

9. Low level circuits should be avoided when the preferred helicopter arrival and departure procedures are being utilised.

10. For training purposes (i.e. autorotations) helicopters may use the fixed-wing circuit altitude.