

# **Pauanui Beach Aerodrome (NZUN) Operations Manual (DRAFT)**

## **1 Introduction**

### **1.1 Legal**

1.1.1 This Operations Manual is produced by AizA Limited in accordance with CAR 91.127 for pilots and operators who use Pauanui Beach Aerodrome (NZUN).

1.1.2 CAR 91.127: "No person shall operate an aircraft at an aerodrome unless — (1) they comply with any limitations and operational conditions on the use of the aerodrome notified by the aerodrome operator..."

1.1.3 Operators are required to comply with all CAA rules, Regulations, AC's and, in accordance with CAR 91.127, the Pauanui Airfield Operations Manual. Should there be any ambiguity between the Pauanui Airfield Operations Manual and CAR's, operators must comply with the CAR's.

### **1.2 Disclaimer**

1.2.1 While every effort has been made to ensure the accuracy of all information in this document, the changing nature of aviation requirements could see sections of this publication subject to change.

### **1.3 Availability**

1.3.1 This document is available on the Airfield web site at <http://airfield.pauanuibeach.com/>. Please advise AizA Ltd, PO Box 8, Pauanui Beach, in writing, or, preferably, through the web site of any alterations, revisions or inclusions you consider appropriate.

### **1.4 Complaints Procedures**

1.4.1 Complaints should be made either in writing to the Operator or again, preferably, through the web site at <http://airfield.pauanuibeach.com/feedback.html>. For up to date information users should subscribe to the newsletter on the home page of this website.

### **1.5 Public Relations**

1.5.1 In the event of an accident or incident at Pauanui Beach Aerodrome all media requests for information or comment should be referred to the affected organisation, the Operator or to the CAA without further comment.

1.5.2 **Note:** A Pauanui Airfield Emergency Plan for immediate response information in case of accident or emergency is being formulated and will be available for download from the website.

## **2 Administration**

### **2.1 Thames Coromandel District Council (TCDC)**

2.1.1 The Thames Coromandel District Council are the owners of Pauanui Beach Aerodrome.

Address: Thames Coromandel District Council  
Private Bag  
Thames

Telephone: 0-7-868 6025  
Fax: 0-7-868 9027

## **2.2 AizA Limited**

2.2.1 AizA Limited is the Pauanui Beach Aerodrome Operator and is the "Airport Authority" in accordance with CAR 91.127.

Address: Aiza Limited  
PO Box 8  
Pauanui Beach

Telephone: 0-7-864 9020  
Fax: 0-7-864 9087

## **2.3 Operational Authority**

2.3.1 Civil Aviation Authority of New Zealand Regulation CAR 91.127 states:

"No person shall operate an aircraft at an aerodrome unless- (1) they comply with any limitations and operational conditions on the use of the aerodrome notified by the aerodrome operator..."

2.3.2 This document outlines the limitations and operational conditions for use of Pauanui Beach Aerodrome (NZUN) in accordance with CAR 91.127.

## **2.4 Application**

2.4.1 The above enable AizA Ltd to:

- Establish and carry on, maintain or manage activities at the Pauanui Beach Aerodrome.
- Operate and manage the Airport as a commercial undertaking.
- Enter into and carry out any agreement or arrangement, necessary for the exercise of any power or function as conferred by the Act.
- Make By-laws effective within the Airport boundaries.
- To change and or set such fees, charges and dues, after consultation with the defined users of the Airport, for the use and operation of the Airport, its services or associated facilities.
- Use of Operational Areas - Pauanui Beach Aerodrome being privately owned and operated controls aircraft, flight activity, landings and take offs which are all at the discretion of AizA Ltd. Prior permission to conduct such activity is necessary.

# **3 General Operations**

## **3.1 Overview**

3.1.1 Pauanui airfield (NZUN) splits the township of Pauanui Beach. It is a grass strip of 850 x 60 metres with a golf course and housing on the Northern boundary and housing for the full length of the Southern boundary. Because of the high density of housing and a high population of non residents, particularly through the summer season, special care should be taken when operating at this airfield.

## **3.2 Weather**

3.2.1 Weather conditions are generally favourable throughout the year. At any time of the year however, but particularly between June and October, in airflows from North through East to South East, low cloud and poor visibility is common inland of the coast. If you need an 'on the spot' update on weather conditions try phoning the Operator, Bryan Coppersmith, on 0-7-864 9020 or the Operations Manager Paul Hughsan 0-7-864 9252.

3.2.2 Aerodrome and Weather Information Broadcast (AWIB). An AWIB transmits on 130.6 Mhz (transmit 4 times). The information currently transmitted consists of the following:

- Surface wind (speed and direction)
- Temperature
- QNH
- Dew point
- Notams

### 3.3 Terrain and Wake Turbulence

3.3.1 Pauanui is surrounded by high terrain from North through West to the South. Mount Pauanui dominates, rising to over 1200 feet within 1 nm to the South of the airfield. A Southerly airflow will create moderate to severe turbulence and unpredictable wind directions at the airfield. High terrain rises to nearly 1200 feet to the North West and nearly 3000 feet to the West and South West.

**CAUTION:** There are often significant downdrafts at the Eastern (beach) end of the runway.

**CAUTION:** With Northerly winds there is often turbulence on short finals for 05 caused by buildings.

### 3.4 Noise Abatement

3.4.1 It is a requirement to minimise noise, dust, foreign object damage and annoyance to local residents. However, nothing prohibits any course of action considered necessary by an operator in the interest of safety.

3.4.2 Power settings and flight profiles should be in accordance with the manufacturer's specifications for minimum noise levels consistent with safety.

3.4.3 Noise sensitive areas include the Puka park hotel complex, Paku Paku hill and the Tairua and pauanui townships.

### 3.5 Birds

3.5.1 Being near the coast there are significant numbers of birds in the vicinity of the airfield. Pilots should exercise caution at all times.

**Note:** AizA Limited does not accept liability for any damage incurred to an aircraft as a result of a bird strike.

### 3.6 Pedestrians

3.6.1 While every attempt is made to keep pedestrian traffic off the airfield, inevitably people tend to take the "short cut" to get to the other side. Look out for pedestrians at all times but particularly over holiday periods. Visibility in the early morning or late evening makes identification of pedestrians on the airfield very difficult.

**CAUTION:** There is a skateboard bowl right next to the threshold of Runway 05. There are large numbers of children in this area, particularly during holiday periods.

**CAUTION:** Golfers from the golf course to the North of the airfield often stray on to the airfield to retrieve golf balls.

**3.7 Fixed Wing (Powered Aircraft)**

3.7.1 Fixed wing powered aircraft pilots are to observe the following:

- No circuit training after 1830 hours or prior to 0900 hours local time.
- On simulated forced landings, glide approaches and simulated engine failure after take off manoeuvres, keep the flight path away from buildings.
- Aircraft with noisy characteristics are to use full runway length for take off and reduce to climb power as soon as safety permits.
- Engine run-up and propeller checks are to be conducted with due regard for houses.
- Power settings and flight profiles should be planned for minimum noise levels consistent with safety.

**3.8 Rotary Wing**

3.8.1 Helicopters with noisy characteristics should use take off techniques consistent with safety to achieve 400 feet AGL prior to crossing the airport boundary.

3.8.2 Helicopter pilots are to observe the following:

- No circuit training after 1830 hours or prior to 0900 hours local time.
- Houses should not be used as reference points for training or other manoeuvres.
- Hover training is not permitted.
- Helicopters arriving or departing the airfield are to remain aligned with the extended centreline.
- In dry conditions, be aware of creating nuisance dust problems with adjacent housing.

**3.9 Gliders**

3.9.1 TBA

**3.10 Parachuting**

3.10.1 TBA

**3.11 Model Aircraft**

3.11.1 TBA

**3.12 Rescue Fire**

3.12.1 Call 111 in the event of any emergency. A comprehensive Emergency plan is being formulated and will be promulgated on the Airfield website soon.

## 4 Airfield and Flight Operations

### 4.1 Alternates

	Hdg (°M)	Dist (nm)	Freq	Atis	Elev (ft)	Rwy (°M)	Rwy (m)	Fuel
<b>Tauranga</b>	138	42	118.3	126.6	13	07/25	1825	BP
<b>Thames</b>	222	17	119.1		5	05/23	618	Mobil
<b>Waihi</b>	150	25	119.1		4	13/31	640	None
<b>Whitianga</b>	302	15	119.1		12	04/22	1165	Shell

### 4.2 Taxiing

4.2.1 Detailed taxi procedures, taxi lanes, run up areas, and an airfield map will be promulgated soon on the web site.

4.2.2 Engine run ups should be conducted at the designated run up areas in such a way that propeller blast does not affect other aircraft or residential properties.

4.2.3 Taxying aircraft are to give way to aircraft vacating the runway.

**CAUTION:** Aircraft with low propeller clearance are advised to exercise extreme caution when taxying to and into the take off position short of the threshold of runway 05 as the ground is uneven.

### 4.3 Engine Run-ups

4.3.1 Engine run ups should be conducted at the designated run up areas in such a way that propeller blast does not affect other aircraft or residential properties.

### 4.4 Take off considerations

4.4.1 Turning early rather than continuing flight over water is recommended, particularly in adverse weather conditions. WEARING of life preservers is highly recommended.

4.4.2 Formation take-offs are limited to a maximum of three aircraft in Vic. Consultation with the Operator is essential prior to any formation flying activities.

### 4.5 Circuit Procedures

4.5.1 Established circuit traffic always has priority over aircraft transiting the area or joining the circuit.

**Note:** Rwy 23 circuit is right hand (all circuits to the North of the airfield).

### 4.6 Transiting aircraft

4.6.1 Significant numbers of aircraft transit the Pauanui coastline in a North/South direction. Transiting aircraft Southbound should stay seaward of the coast and transit at 1500 feet. North bound aircraft should transit on or inland of the coast at 2000 feet. Broadcast position altitude and intentions when 5 nm from the airfield.

### 4.7 Rejoin Procedures (Recommended)

4.7.1 Joining traffic is to give way to traffic established in the circuit. If traffic density is high a standard overhead rejoin is recommended. NORDO aircraft should always use standard rejoin procedures.

4.7.2 The following rejoin procedures are recommended:

- Ascertain the runway in use - AWIB (130.6) and/or windsocks and listen out for other traffic;
- 5 nm from NZUN broadcast call-sign, position, altitude and intentions on 119.1;

- If other aircraft are in the circuit use standard rejoin procedures as outlined in AIP.

**Note:** Significant numbers of NORDO aircraft operate at Pauanui. LOOK OUT!

4.7.3 Formations joining via a buzz and break should do so not below 1000 feet to avoid breaching CAA rules regarding flight over built up areas. The interpretation given to these rules are that flight below 1000 feet AGL is not permitted except for the purposes of landing. According to CAA a buzz and break is NOT part of the landing procedure!

#### **4.8 Landing**

4.8.1 Keep to the centre and Northern side of the runway when landing to stay as far as practicable from other taxiing traffic and houses.

4.8.2 Avoid over flying the built up area during go arounds.

**CAUTION:** There are often significant downdrafts at the Eastern (beach) end of the runway.

**CAUTION:** The landing flight path for runway 05 is very close to a skateboard bowl on the left of the extended centreline. There are large numbers of children in this area during holiday periods.

#### **4.9 R/T Procedures**

4.9.1 Standard uncontrolled airfield R/T procedures should be used at all times using 119.1 Mhz. An automated weather information broadcast (AWIB) is available on 130.6 Mhz, actuated by 4 transmissions.

#### **4.10 Training**

4.10.1 Training areas and aerobatic areas will be promulgated soon on the web site.

### **5 Facilities**

#### **5.1 Flight Planning**

5.1.1 There are limited resources for flight planning at Pauanui. The small operations hut will be available to PAUG members with a valid card (See web site). Maps may be available but a cell phone will be required to lodge or terminate flight plans. Limited briefing facilities will also be available - whiteboard, pens, etc.

#### **5.2 Fuel**

5.2.1 There are no fuel facilities at Pauanui Beach. Refer to the Alternates (above) for a list of close airfields.

### **6 Aviation Events and Displays**

6.1.1 Aviation Events, as defined in CA Rule Part 1, are subject to the approval of the Operator and the TCDC and shall comply with Civil Aviation Rule Part 91.703 or be conducted under the auspices of a specifically certificated organisation.

6.1.2 Go to the web site (<http://airfield.pauanuibeach.com/events.html>) for updates on events to be held at the airfield.

## 7 Pauanui Airfield User Group (PAUG)

### 7.1 Overview

7.1.1 The purpose of the Pauanui Airfield User Group (PAUG) is primarily to facilitate the development and co-ordination of procedures for the safe use of the airspace over and around Pauanui. The procedures adopted will be promulgated on the airfield web site at <http://airfield.pauanuibeach.com/> and are available for Download in PDF format.

### 7.2 Civil Aviation Authority (CAA) policy)

7.2.1 A statement regarding user groups was issued by the Deputy Director of CAA on 6th June, 1996. The Operator will work within these guidelines and encourages airfield users to join the PAUG. How the Operator fits in to the PAUG is depicted in the Organisational Chart available on the Downloads page of the web site.

### 7.3 Membership of the PAUG

7.3.1 **Non financial membership** — Fill out the form on the web site or write to the Operator to become a member of the Pauanui Airfield User Group. You will be informed of upcoming meetings and events in Pauanui, preferably by email but by fax if required. Optionally, check the box in the form to receive the PAUG newsletter. Send your input via email, the online form at <http://airfield.pauanuibeach.com/pauginput.html>, or by fax.

7.3.2 **Financial membership** — A PAUG Membership Card is available for a yearly fee of \$40.00. Some local businesses (accommodation, restaurants, fishing, diving, etc.) will offer discounts on their products for paid up members. See the web site for updates.

### 7.4 Benefits of Financial Membership

7.4.1 It is hoped that I can raise sufficient revenue through this card to fund the maintenance of the airfield. The benefits are:

- There are no landing fees at Pauanu except for commercial operators;
- Funding is on a voluntary basis; and
- Members receive significant benefits for a small annual fee.