

Heliport Conditional Determination

Heliport Proposal, Kensington Park Heliport Whangarei

PURSUANT TO Rule Part 157 of the Civil Aviation Rules I, Sean Turangarau Kere Rogers, Manager Aeronautical Services, having received from The Northland Emergency Services Trust a Notice of Heliport Proposal, conducted an aeronautical study in consultation with such persons, representative groups and organisations as I considered appropriate.

After completing the aeronautical study I am satisfied that the proposed action will not adversely impact the safe and efficient use of airspace, but may have an effect on the safety of persons and property on the ground.

THEREFORE I HEREBY ISSUE a

CONDITIONAL DETERMINATION

in respect of the Notice of Proposal. The following conditions are specific to this Determination:

- Northland Emergency Services Trust is to provide the CAA with an annual report of traffic movement data for the Kensington Park Heliport , in accordance with CAR Part 139.505(a); and
- The Heliport is in the Whangarei MBZ (Mandatory Broadcast Zone). Operations to/from the proposed Heliport need to broadcast position, altitude, and intentions on the Whangarei MBZ frequency (118.6 MHz) and are to comply with MBZ procedures; and
- Northland Emergency Services Trust should establish procedures with Whangarei Hospital Heliport to ensure circuit operations, approach and departure paths do not conflict; and
- The physical characteristics of the Heliport must be reviewed to meet the design requirements of AC139-8; and
- In addition to the design requirements provided in AC 139-8, Northland Emergency Services Trust is to install fencing and signage around the operational areas of the Heliport and provide controls for people accessing the Heliport; and
- The part of the sports field used for manoeuvring (TLOF, FATO and safety areas) shall be fenced off and provided with signage. The fencing must be sufficient to provide a barrier for people and property on the sports field; and

The provisions of this determination are in addition to and not in derogation of the provisions of any other Act, or any orders or regulations made thereunder

- Northland Emergency Services Trust is to install a Windsock (Wind Direction Indicator). The windsock must have lighting for night operations ; and
- As the Helipad is a 24 hour operation lighting should be installed in accordance with AC139-8 ; and
- Due consideration must be given to safe operations within the proximity of people during take-off and landing. Especially with the significant public risk involved. Operations shall be limited to times where CAR Part 91.127 can be adhered to; and
- The Northland Emergency Services Trust should consider the effects of any nearby obstacles infringing the OLS in accordance with AC 139-8 , and mitigate the risks of these obstacles as appropriate; and
- The Northland Emergency Services Trust must clearly define the Approach/Departure sector in accordance with AC139-8 1.2(Heliport site selection). With due consideration that this Helipad intends to be operational on a 24 hour basis and the variable wind conditions that can occur could potentially restricting operations within the limited Approach/Departure sector ; and
- The Northland Emergency Services Trust should arrange to have the Heliport promulgated in the AIP (Aeronautical Information Publication) New Zealand providing the approach/departure sector ; FATO/TLOF; Lighting ; Facilities and Supplementary information required , including any identified hazards and associated risks ; and
- The Northland Emergency Services Trust must provide the CAA with a plan providing the timelines for the completion of work stipulated in the conditions.

This conditional determination shall become void on 28th May 2020.

Dated at Wellington this 28th day of May 2019.

Sean Turangarau Kere Rogers
Manager Aeronautical Services
(DW1361213-0)