

Memorandum of Understanding

Airfield Operations and Surrounding Area Considerations



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Contents

Version Status	1	12. Arrivals and Departures	10
1. Introduction	2	12.1 Joining At NZRT	10
1.1 The MOU	2	12.2 Departures	10
2. General 3		13. Training Operations	10
2.1 Waimakariri District Council	3	13.1 Training Areas	10
2.2 Use of Operational Areas	3	14. Radio Communications	11
2.3 Rangiora Airfield Memorandum of Understanding (MOU)	3	14.1 Purpose	11
Aim	3	14.2 Intention	11
Purpose	3	14.3 Listening for Transmissions	11
2.4 Signatories to this MOU	3	14.4 Accuracy of Position Reports	11
2.5 Code of Conduct	3	14.5 "Rangiora Traffic" Transmission	11
3. Flying Neighbourly	5	15. Miscellaneous Operations	12
3.1 Aircraft Operation	5	15.1 Safety Management and Conditions of Use	12
4. Civil Aviation Rules	7	15.2 Aircraft Parking	12
4.1 CAR 91.127 Use of Aerodromes	7	15.3 Drone Operation and Notification	12
4.2 CAR 91.135 Mandatory Broadcast Zones (MBZ)	7	15.4 Aviation Events and Displays	12
5. Specific Operational Considerations	7	15.5 Club Days and Club Events	12
5.1 General	7	15.6 Event Co-ordination and Notification	12
5.2 Commercial Activity	7	15.7 Notification to WDC	12
5.3 Training Activity	7	15.8 Safety Plan	12
5.4 Helicopter Training	7	16. Hazards and Aeronautical Information Publication (AIP)	12
5.5 Fixed Wing Aircraft	7	16.1 Wildlife Hazard	12
6. Complaints	8	17. Manoeuvring Area Unsafe Conditions	13
6.1 Process	8	17.1 Reporting of Unsafe Conditions	13
7. Operations	8	17.2 Airfield Manager and Safety Officer Contact Details	13
7.1 NZC875 Rangiora CFZ	8	18. Airfield Emergencies	13
7.2 NZC875_A Rangiora CFZ	8	18.1 Emergency Procedures	13
7.3 NZC875_S Rangiora CFZ	8	18.2 Aircraft Undercarriage Emergencies - Landing Procedure ..	13
7.4 NZB876 Rangiora MBZ	8	18.3 Emergency Communications	13
8. Noise Abatement Courtesy	8	19. Bird Nesting on the Ashley River and Estuary – Doing Our Bit for Conservation	13
8.1 Departing Aircraft	8	19.1 General Information	13
9. Equipment Requirements	9	19.2 Species of Concern/Interest	14
9.1 MBZ	9	19.3 Ashley River Sensitive Areas	14
9.2 Taxiing	9	20. Appendices	16
10. Circuits and Runways	9	19.1 Appendix 1 Circuit Maps	16
10.1 Operations	9	Rangiora Airfield Signatories	19
11. Go Around Procedures	10		
11.1 Go Around Actions	10		

Version Status

Document Version

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1. Introduction

1.1 The MOU

1.1.1 This memorandum of Understanding (MOU) has been approved by the Waimakariri District Council (WDC) and endorsed by the Rangiora Airfield User Group (RAUG). It is intended as a best practice guide to pilots and aircraft operators who use Rangiora Airfield. It brings together information and practices based around the Fly Neighbourly Guide (produced by the Helicopter Association International and promulgated by Aviation New Zealand) and is intended as a safety management guide and noise abatement programme.

1.1.2 The high air traffic density at Rangiora often catches pilots (especially visiting pilots) by surprise, so this manual provides procedures which enable a safe, orderly, and expeditious flow of traffic.

1.1.3 This document is made freely available to any person requiring access to the information and is available on the Waimakariri District Council website www.waimakariri.govt.nz

Please note: Time references throughout this document are in local time not UTC.

Disclaimer: While every effort has been made to ensure the accuracy of all information in this document, the changing nature of aviation requirements could result in sections of this publication becoming outdated. In the event of conflict, NZ Civil Aviation rules and the AIPNZ take precedence.

1.1.4 For further information, or to advise in writing of any alterations, revisions or inclusions considered appropriate, please contact:

Owen Stewart

Airfield Manager and Safety Officer
Contact: office@wmk.govt.nz



2. General

2.1 Waimakariri District Council

2.1.1 Waimakariri District Council (the Council) owns and operates Rangiora Airfield. The Council is a network utility operator within the definition of that term in Section 166 of the Resource Management Act 1991.

2.1.2 The Waimakariri District Council is able to:

- Establish and carry on, maintain or manage the Rangiora Airfield activities
- Improve, add to, alter or reconstruct the Airfield or any part thereof
- Operate and manage the Airfield as a commercial undertaking
- Change and/or set such fees, charges and dues, after consultation with the defined users of the airfield, for the use and operation of the airfield, its services or associated facilities
- Withdraw permission for operators or individuals to operate at Rangiora Airfield at any time.

2.2 Use of Operational Areas

2.2.1 The Council, in accordance with Civil Aviation Rule 91.127(b)(1) may prescribe limitations and operational conditions on the use of Rangiora Airfield. These conditions and limitations are published in the Aeronautical Information Publication New Zealand (AIPNZ) for Rangiora Airfield (NZRT).

2.3 Rangiora Airfield Memorandum of Understanding (MOU)

Aim

2.3.1 The aim of this MOU is to promote safe flight activities and a harmonious relationship between airfield users at and within the vicinity of the airfield and airfield neighbours.

Purpose

2.3.2 The dual purposes of this MOU are:

- a. To contribute to the enhancement of flight and ground safety standards.
- b. To minimise the impact of flying activities on the community and neighbours living in the vicinity of Rangiora Airfield, and the region around the airfield as much as possible, while supporting aviation activities on and around the airfield.

2.3.3 The MOU has been formulated with the assistance of Rangiora Airfield User Group, the Waimakariri District Council, and representatives of the local community.

2.4 Signatories to this MOU

2.4.1 All persons operating aircraft at Rangiora Airfield on a regular basis, or who use Rangiora Airfield as their base for operations are requested to be "signatories" to this MOU, which demonstrates both their commitment to cooperative and collaborative engagement in being safe operators and being community spirited.

2.5 Code of Conduct

2.5.1 Rangiora Airfield operates as an unattended airfield and can be extremely busy, particularly on weekends. This level of activity is often underestimated by visiting pilots. A significant proportion of users operating at the airfield are student pilots who are still undergoing training and do not yet hold full pilot licences, as well as low-hour pilots.

In such an environment, delays and frustration can occur. In addition, the variety of aircraft operating at the airfield results in a wide range of airspeeds and manoeuvrability characteristics (e.g. helicopters, slow fixed-wing aircraft, and relatively high-speed fixed-wing aircraft). This creates challenges in managing circuit spacing and sequencing aircraft for landing.

Maintaining high levels of safety and maximising operational efficiency requires the cooperation of all airfield users. This relies on pilots demonstrating tolerance, a cooperative attitude, and a high standard of airmanship, including an awareness of and compliance with the Rangiora MBZ procedures and AIP requirements for radio communications.

2.5.2 Those using Rangiora Airfield are asked to adhere to the following ethics:

- Position and intention reporting in accordance with the MBZ requirements for Rangiora Airfield contained in the AIPNZ (see ENR 1.1-10 and ENR 1.1-11; Table ENR 5.3-5 pg ENR 5.3-13)
- Show patience and tolerance towards other operators and pilots
- Clearly broadcast intentions and clarify, if requested, making sure that your radio transmissions are not rushed so that all pilot experience levels can comprehend the details you are transmitting.



- Be considerate to all other users and local residents by exhibiting a professional attitude and, to the best of their ability, high standards of aircraft operation.
- Listen out before transmitting so as not to cut off or over other pilot transmissions
- Do not direct insults or unkind words to other operators or pilots, at any time
- Be considerate of local residents and display good airmanship
- Be familiar with practices, procedures and all other information regarding the use of Rangiora Airfield in the AIPNZ and comply with these requirements
- Users to report immediately and directly to the Airfield Operator anything they see as being a risk, potentially dangerous or an area for improved safety
- Comply with all regulatory requirements
- Users, to the best of their ability, agree to operate at a high standard of performance
- Use the guidance in the AIP AD1.6-3, AD 1.6-4 and AD1.6-5 for operation approaching, joining and operating in the circuit.

3. Flying Neighbourly

3.1 Aircraft Operation

3.1.1 “Flying Neighbourly” is a method of operating an aircraft in such a manner that recognises the issues of operating that aircraft in and around noise-sensitive areas. It contains both short and long-term strategies, in recognition of the amenity values that councils hold as particularly important community values to be managed. As an aid to understanding what ‘amenity values’ means, the following statement may be used as a guide: *Those environmental characteristics of an area that contribute to the pleasantness and attractiveness of that area as a place to live, work or visit.*

3.1.2 The challenge for aviators who legally operate above noise-sensitive areas, or at low level (i.e., not below 500 AGL – with certain exceptions) or undertake repetitive manoeuvres, such as steep turns, stall practice, or aerobatics, is to plan and manage their operations so that the amenity values of people on the ground are respected. By taking a proactive approach to aircraft operations and by managing the types and repetitive nature of aircraft noise, in working with the wider community, airfield users have the

opportunity to operate collaboratively with the community, with users and the wider community recognising each other’s social, relaxation and wellbeing objectives.

3.1.3 Aircraft noise is generated predominantly in the low-frequency range, where noise annoyance levels are generally highest for people. Accordingly, this MOU recognises the amenity values associated with managing aircraft noise, particularly in noise-sensitive areas. The signatories to this document undertake, as far as reasonably practicable, to plan, manage, and mitigate the noise generated by the aircraft they operate.

Pilot operating practices can significantly influence how aircraft noise is perceived by people on the ground in the vicinity of the airspace in which aircraft are flown.

3.1.4 Techniques which will help operators to manage noise likely to increase and contribute to annoyance include:

- If it is necessary to fly near or over noise-sensitive areas, maintain an altitude as high as possible, in line with the operations required to be flown and the altitude limits associated with the airspace you are flying in.
- Fly at normal cruising speed, or slower where practicable, and follow any manufacturer-recommended low-noise speed and descent profiles. Avoid steep turns that require high power settings and repetitive stall training over the same geographical location. Helicopters should use high-rate climb and descent profiles where appropriate. When conducting training flights, vary flight paths where possible, as repetitive operations can contribute to nuisance and annoyance for nearby residents and, when operating at low altitude, may also disturb livestock and wildlife.
- When operating in noise-sensitive areas, pilots of fixed-wing aircraft should operate their engines at the low end of the propeller recommended RPM operating range, where possible and reduce power as soon as possible after takeoff in the circuit.
- When carrying out low level operations, pilots shall give consideration to operational practices to manage their noise footprint. Some examples are:
 1. Operating RPM
 2. Repetitive track placement (e.g. keeping high ground or shelter belts between tracks and any nearby residence when this is possible)
 3. Hours of operation and timing of operation.

3.1.5 The guidance above does not apply where it would conflict with Civil Aviation Rules, air traffic control clearances or instructions, or where a lower altitude is considered necessary by a pilot to operate safely, or to complete a specific task.

3.1.6 Types of operations which are not considered to align with the “Fly Neighbourly” ethos are:

- Manoeuvres that require repetitive applications or reductions of power over the same geographic location for extended periods. In some circumstances, as little as 10–15 minutes of repetitive activity may be sufficient to adversely affect the amenity of nearby residents.
- Lengthy aerobatic sessions over the same geographic location (see time period above)
- Constant and repetitive flight envelope over the same geographic location for extended periods, e.g. steep turns, stall practice, FLWOP.

- Flying at, or directly towards, places of residence or work, or stock at low level
- Flying at low level in the proximity of domestic stock (e.g., horses, sheep, cattle) when it is possible that the animals may be spooked, or frightened, and could be injured, or killed.

3.1.7 The adoption of these recommendations, and use of noise abatement procedures provides the basis for lowering the noise generated in day-to-day operations of aircraft in noise sensitive areas, such as takeoff, especially off RWY 07. If the recommendations are followed, public acceptance will be enhanced and the Rangiora Airfield user community will be able to flourish and grow, without being restricted by the burden of noise regulations and operational restrictions.

Similarly, by flying neighbourly, in the surrounding area, the amenity value of people in the rural community will be demonstrably respected.

3.1.8 Further reading can be found in the NZ Aviation Industry Association Environmental Code of Practice and the Helicopter Association International (HAI) “Fly Neighbourly Guide”.



4. Civil Aviation Rules

4.1 CAR 91.127 Use of Aerodromes

4.1.1 By way of reminder, CAR 91.127 states “no person” may operate an aircraft at an aerodrome unless that person complies with any limitations and operational conditions on the use of the aerodrome notified by the Aerodrome Operator”. The aerodrome conditions for Rangiora Airfield are found in the AIP under ‘Aerodrome Charts’.

4.2 CAR 91.135 Mandatory Broadcast Zones (MBZ)

4.2.1 Rangiora Airfield is located within an MBZ (NZB876). CAR 91.135 provides the information necessary to operate an aircraft within an MBZ and NZANR – Part 71 prescribes that maximum interval reporting in the Rangiora MBZ of five minutes.

5. Specific Operational Considerations

5.1 General

5.1.1 Rangiora Airfield currently has multiple types of aircraft operation, which affect the way the airfield operates. It has a mix of commercial operators, flight training, private use and club activities, utilising differing types of aircraft and helicopters with widely varying performance capabilities, especially airspeed.

5.2 Commercial Activity

5.2.1 This encompasses:

- Flight training (helicopter and fixed wing)
- Agricultural operations (helicopter and fixed wing).

5.3 Training Activity

5.3.1 The airfield has high levels of training activity involving helicopters, microlights/ ultralights and general aviation aeroplanes using the runway system and specific helicopter training areas. The normal circuit is at 1200ft AMSL, but training helicopters tend to use an 800ft AMSL circuit, which is slightly closer in.

5.4 Helicopter Training

5.4.1 Helicopters often practise autorotations from varying altitudes into the central autorotation training area (Item 11 on the NZRT plate). Helicopters may also occupy the active runway for several minutes while undertaking hydraulic or tail rotor failure training.

As a result, other airfield users need to be cognisant of calls made by helicopter instructors advising of hydraulic or tail rotor failure exercises, as they may need to extend their circuit to accommodate this training activity.

Helicopter operators do not undertake this type of training when the airfield is busy.

5.4.2 Where possible, pilots are to observe the following:

- Houses and farm buildings must not be targeted
- Power settings and flight profiles should be in accordance with the manufacturer’s specifications for minimum noise levels consistent with safety
- Hover training at NZRT is only permitted in those areas designated for that purpose.
- Sling load training is to be contained within the confines of the Airfield boundary, or those areas designated/assessed as suitable for that purpose.
- Helicopter night flying training is to be no later than 10.30pm (final landing time) except in the case of an emergency response
- Please avoid the campground located at the corner of Lehman’s Road and Priors Road i.e. no right hand turns off RWY 07.

5.5 Fixed Wing Aircraft

5.5.1 Fixed wing flight training is undertaken by commercial operators and clubs, using a variety of aircraft in different weight categories. Training is undertaken in the circuit and in the region, as well as cross-country.

5.5.2 To respect those on the ground, pilots are to observe the following:

- Houses and farm buildings must not be targeted and when used as a reference, aircraft must not be flown directly at buildings
- Keep the flight path away from buildings when simulating forced landings, glide approaches and engine failure after take-off manoeuvres (see 91.311(a)(2))
- Power settings and flight profiles should be in accordance with the manufacturer’s specifications for minimum noise levels consistent with safety

- Pilots of aircraft with noisy engine/propeller characteristics should commence the takeoff roll at the runway threshold to minimise noise as much as possible
- Night helicopter flight training routes, particularly over Rangiora, shall, where possible, be varied and kept westward of Rangiora after 9.00pm.

6. Complaints

6.1 Process

6.1.1 Where observations or reports indicate that the “Fly Neighbourly” guidelines have not been followed, the matter may be reported to the Airfield Manager and Safety Officer. Appropriate assessment and engagement will then occur to encourage compliance and support a positive relationship between airfield users and the wider community.

6.1.2 In the event of an accident/incident at Rangiora Airfield, all media requests for information or comment should be referred to the affected organisation, the Airfield Operator, or the CAA (as appropriate), without further comment.

7. Operations

The following airspace applies:

7.1 NZC875 Rangiora CFZ

7.1.1 Boundaries are as outlined in the New Zealand Air Navigation Register.

7.2 NZC875_A Rangiora CFZ

7.2.1 Boundaries are as outlined in the New Zealand Air Navigation Register.

7.3 NZC875_S Rangiora CFZ

7.3.1 Boundaries are as outlined in the New Zealand Air Navigation Register.

7.4 NZB876 Rangiora MBZ

7.4.1 As described in NZANR – Part 71 – Mandatory Broadcast Zones.

8. Noise Abatement Courtesy

8.1 Departing Aircraft

8.1.1 All aircraft departing from any runway at Rangiora Airfield (including overshoot or touch and go manoeuvres) should track runway heading until at, or above, 500ft AGL prior to commencing any turn.

Note: Deviation from the runway heading may be undertaken as an aid to proximity to forced landing areas.

8.1.2 Aircraft not departing via the circuit should maintain runway heading until outside the circuit (2 nautical miles) prior to making turns.





9. Equipment Requirements

9.1 Mandatory Broadcast Zone (MBZ)

9.1.1 Rangiora Airfield lies within a MBZ. Aircraft may not enter the MBZ without a functioning radio, or be accompanied by another aircraft making the required radio transmissions. All procedures are to be carried out as prescribed in Civil Aviation Rule 91.135 and as detailed in the AIPNZ, for the airfield.

9.2 Taxiing

9.2.1 Aircraft with low propeller to ground clearance are advised to exercise extreme caution when taxiing on the airfield.

9.2.2 Aircraft should not taxi close to helicopters when they are taking off or landing. Check approach paths for landing helicopters.

9.2.3 Helicopters undertaking hover taxiing exercises and/or 180 auto-rotations should notify taxiing and landing aircraft before this is carried out and always remain clear of aircraft doing run-ups.

9.2.4 Where helicopters require refuelling at the fuel pumps and other aircraft or vehicles are already using the facility, pilots should land clear of the fuel pump area and wait until the aircraft or vehicle has vacated. This helps avoid rotor downwash affecting aircraft, vehicles, and people, causing disruption, or displacing objects associated with refuelling operations.

9.2.5 Taxiing aircraft are to give way to aircraft vacating the runway, or helicopters crossing runways or taxiways, or departing on cross runways.

10. Circuits and Runways

10.1 Operations

10.1.1 A Circuit plan for Rangiora Airfield is contained in the NZAIP NZRT AD 2-51.1.

10.1.2 Prior to entering any runway, the pilot in command must ascertain the runway in use. The active runway is defined as the runway currently being used by other traffic established in the circuit.

10.1.3 Any pilot can initiate a runway change when required by wind changes or sun strike. Pilots must advise their intention to change runway direction with other circuit traffic before initiating the change.

10.1.4 When making a straight-in approach, or joining crosswind, downwind or base leg, position your aircraft in sequence without causing conflict in such a way as to give priority to aircraft already established in the circuit or established in the standard overhead circuit joining pattern.

10.1.5 Pilots are to conform with or avoid the airfield traffic circuit formed by other aircraft.

10.1.6 When the use of simultaneous circuits is operationally required, the aircraft that forms an airfield traffic circuit first has priority, and other aircraft (including larger and higher performance aircraft) must conform with this pattern or avoid it in accordance with CAR 91.223(a)(2). However, when it is not clear which circuit pattern was formed first, pilots should consider that the runway with the least crosswind component has priority. In most cases, it would be expected that pilots conducting circuits on crosswind runways would manage their flights so as to avoid conflict with other aircraft under these circumstances.

10.1.7 Fixed wing and helicopter circuits are to conform to the same runway direction.

10.1.8 The standard circuit altitude is 1200ft AMSL. Helicopters may circuit at 800ft AMSL slightly closer into the runway.

10.1.9 Low level circuits of 600ft AGL may take place in the circuit only at times when there is no other circuit traffic at the airfield and conducted under direct dual supervision of an instructor.

10.1.10 If a pilot wishes to change position in the circuit, it must only be done when deemed safe and only after establishing contact and advising other traffic.

10.1.11 The principles of see and be seen apply at all times, and pilots are ultimately responsible for achieving and maintaining safe separation whilst joining and operating in the airfield circuit.

10.1.12 Pilots are asked, where possible, to avoid orbiting within the airfield circuit except where an emergency arises that necessitates such a manoeuvre. Where an emergency occurs, advise circuit traffic so that other aircraft can choose to slow down, widen out, or extend circuit legs where necessary to accommodate the emergency. Orbiting in the circuit has the potential to create unmanageable hazards such as loss of speed and blind spots in the turn. At some point in the orbit, you will be flying in the opposite direction to circuit traffic and a conflict with traffic approaching head-on is a real possibility. Extending downwind may cause other aircraft in the circuit to do the same, resulting in an unstable, long and disjointed circuit. The preferred option is to go around from wherever you are, and reposition downwind, being aware of traffic that may be joining overhead.

10.1.13 Pilots are reminded of the hazard of downwash from helicopters.

11. Go Around Procedures

11.1 Go Around Actions

11.1.1 On go around from a balked landing, track runway heading to the minimum height needed. If not directly continuing in the circuit, climb runway heading until clear of the circuit and carry out the appropriate re-joining procedure. The positions of other aircraft and in particular the positions of microlights/slower aircraft must be considered when going around.

12. Arrivals and Departures

12.1 Joining At NZRT

12.1.1 Arrivals are in accordance with standard joining procedures documented in the AIP for NZRT.

12.2 Departures

12.2.2 Aircraft and helicopters departing from Runway 07 are not to turn right after take-off. The area south of the Runway 07 centreline contains established residential properties, and low-level right-hand turns can adversely affect the amenity of residents in this area.

Pilots should follow the left-hand circuit requirements and, when safe to do so, depart to the south from the left-hand circuit. Low-level right-hand turns are a common source of noise complaints from airfield neighbours.

Following departure from any runway, pilots are encouraged to reduce power as soon as it is safe and practicable to do so. This helps minimise noise impacts on neighbouring properties and supports the Council's objective of being a considerate and community-minded neighbour.

13. Training Operations

13.1 Training Areas

13.1.1 Where possible, aircraft should fly at a different altitude than an aircraft operating in an adjacent area to increase separation. Pilots/instructors are requested to vary the areas where they train to achieve an even use of all areas, to reduce the noise footprint for areas around the airfield and minimise the noise impact for airfield neighbours. Generally, people live in rural areas to enjoy the amenity of their land, which includes, in large part, the quiet of their surrounds.

13.1.2 Due to the presence of livestock in the rural areas, pilots need to be mindful of the effect of flight training activities and exercise caution where and when appropriate, e.g., especially in spring during lambing and calving, and in the proximity of horses and riders. Have an awareness of the ground environment around you and if you do see stock becoming agitated, leave the area.

13.1.3 Pilots are asked to remain above a minimum altitude of 500ft AGL but as high as practicable (except when landing) to minimise the noise nuisance to people and animals in the area. Circuits for training on other strips should not be below 500ft AGL until on approach.

14. Radio Communications

14.1 Purpose

14.1.1 Radio communication at NZRT (within the MBZ) is to facilitate situational awareness for other pilots and airfield users at and in the vicinity of the airfield.

14.2 Intention

14.2.1 The intention of good radio communications should be:

- Clear – speak into the microphone, at a slightly slower rate than normal conversation, using standard phraseology (see CAANZ ‘Plane Talking’ Good Aviation Practice guide <https://www.aviation.govt.nz/safety/education/good-aviation-practice-booklets/pilot-practice/>)
- Concise – transmit for the minimum time necessary with information that is relevant to your current position and direction of flight. Think of the information you would like to hear from other aircraft, when you are making your call
- Consistent – in using standard phraseology and the order in which you give information
- Correct – the situational awareness of others is affected by the accuracy of your radio calls – more specifically your position reporting.

14.2.2 A good guide to keeping radio calls structured and intelligible is the ‘Four Ws’:

- Who you are calling – Rangiora traffic
- Who you are – your call sign/aircraft registration

- Where you are – give an accurate position report, location and altitude (as appropriate)
- What you want – your intentions e.g. joining overhead.

14.2.3 Remember that pilots who have English as a second language may not be able to comprehend rapid radio calls as readily as other pilots.

14.2.4 When approaching the circuit, listen carefully for other traffic so that you can build a mental picture of traffic in or around the circuit.

14.2.5 Pilots are requested to make a radio call on final approach advising the intended runway to be used. This is especially important to alert ground based vehicles that may be operating on the runway in use, to allow the vehicle time to vacate the runway prior to the aircraft landing.

14.2.6 Principally, the final call is advice to other traffic that may affect your flight, or maintenance vehicles or workers who need to vacate to a safety zone, to alert them to your position. A final call does not remove the need for other pilots and airfield maintenance people to maintain a good visual lookout, however, it does contribute to situational awareness in a meaningful way.

14.3 Listening for Transmissions

14.3.1 Pilots are reminded to listen out before transmitting – not just for a gap in transmissions, but also to understand the nature of the previous transmission to achieve and enhance situational awareness.

14.4 Accuracy of Position Reports

14.4.1 Position reports need to be accurate, giving position relative to a visual reporting point or prominent mark on the Visual Navigation Chart.

14.5 “Rangiora Traffic” Transmission

14.5.1 Transmit “Rangiora Traffic” only at the beginning of the transmission.



15. Miscellaneous Operations

15.1 Safety Management and Conditions of Use

15.1.1 The Rangiora Airfield Safety Management Manual sets out safety management strategy and procedures for the airfield and the conditions of use, which are to be observed by all pilots and aircraft operators.

15.2 Aircraft Parking

- Overnight parking with tie-down facility is available for itinerant aircraft in the area designated in the Rangiora Airfield AIP chart (south side of Rangiora Aircraft Engineering Hangar)
- Taxiways are to be kept clear at all times – no parking permitted
- All apron areas and access ways to hangars and fuel installations are to be kept clear at all times
- No aircraft parking within the OLS fans for each runway.

15.3 Drone Operation and Notification

NOTAM will be issued by the airfield operator for all airfield significant drone flights within a 4km radius of the airfield reference point, but may be issued by Part 102 operators without airfield operator input.

Airfield Reference Point is S 43° 17" 24" E 172° 32' 30".

15.4 Aviation Events and Displays

15.4.1 Aviation Events and displays, as defined in Civil Aviation Rule Part 1 must be undertaken in accordance with Civil Aviation Rule Part 91.703, and are subject to the approval of the WDC, through the Airfield Manager and Safety Officer.

15.5 Club Days and Club Events

15.5.1 Club days and events include any other event such as spot landings, short takeoff and landing trials, dropping objects from aircraft onto the airfield, and open days (to the public). These types of events are subject to the approval of the WDC, through the Airfield Manager and Safety Officer. If you are in doubt as to whether WDC approval is required, contact the Airfield Manager and Safety Officer.

15.6 Event Co-ordination and Notification

15.6.1 Any event on the airfield is to be coordinated with airport users that may be affected by the event.

15.7 Notification to WDC

15.7.1 Notification of an event shall be no later than 14 working days prior to the event.

15.7.2 For complex events (aviation event as defined in CAR Part 1 and complex club events such as open days) are to be notified to the WDC with as much advance warning as possible, but not less than 30 days prior to the event.

15.8 Safety Plan

15.8.1 The person responsible for the event shall be responsible for having a safety plan developed and presented to the WDC for approval.

16. Hazards and Aeronautical Information Publication (AIP)

16.1 Wildlife Hazard

16.1.1 Spur-Winged Plovers, Oyster Catchers and Starlings are present on the runways at Rangiora for most of the year, with numbers increasing and decreasing depending upon the availability of food sources.

16.1.2 Paradise Ducks are sometimes present on the runway extremities, but their presence is generally associated with rain and standing water.

16.1.3 The WDC maintains an active deterrent programme, which is a combination of habitat modification, harassment and the use of pyrotechnics to disperse and scare away birds of concern.

17. Manoeuvring Area Unsafe Conditions

17.1 Reporting of Unsafe Conditions

17.1.1 The WDC has a manoeuvring area inspection programme in place; however, should pilots and other airfield users become aware of unsafe conditions, please notify the Airfield Manager and Safety Officer as soon as possible.

17.2 Airfield Manager and Safety Officer Contact Details

Owen Stewart

owen.stewart@wmk.govt.nz
027 342 1567

18. Airfield Emergencies

18.1 Emergency Procedures

18.1.1 In the event of an emergency at or on the airfield, call 111. Information regarding emergency procedures is contained in the Rangiora Airfield Safety Manual, which is available on the Waimakariri District Council website.

Note: Accidents must be reported to the CAA (0508-ACCIDENT or 0508-222433).

18.2 Aircraft Undercarriage Emergencies - Landing Procedure

18.2.1 Rangiora Airfield does not have an on-airfield Rescue Fire Service. The WDC recommends that the pilot of an aircraft with an unsafe undercarriage indication should either divert to Christchurch International Airport for a landing, or delay landing at Rangiora Airfield until emergency services are in position on the airfield; except where those conditions of low fuel endurance, deteriorating weather or other influencing factors, may require the pilot to land without delay.

18.3 Emergency Communications

18.3.1 The pilot should advise Christchurch Tower on 118.4 Mhz of the nature of the emergency and their intentions and ask CHC Tower to notify emergency services. If the pilot wishes to land at Rangiora, a full emergency must be declared by the pilot. The pilot is encouraged to hold overhead the airfield (if in the circumstances of the emergency it is safe to do so) until the emergency services are in place and the go ahead to land is given.

19. Bird Nesting on the Ashley River and Estuary—Doing Our Bit for Conservation

19.1 General Information

19.1.1 The RAUG has been contacted by the Ashley Rakahuri Rivercare Group (ARRG) regarding aircraft landing on the riverbed and undertaking low-level flights over the riverbed and estuary.

Many airfield users may be unaware that a number of endangered bird species nest within these areas. Species of concern include the wrybill, banded dotterel, black-fronted tern, black-billed gull, South Island pied oystercatcher, and pied stilt.

While all of these species are important, the ARRG has advised that the black-fronted tern is of particular concern. In recent years, the species has achieved a fledging success rate of approximately one chick reaching flight stage for every 10 nests. The black-fronted tern is especially vulnerable to disturbance, including that caused by low-flying aircraft and activity on the riverbed.

19.1.2 Most species preferentially nest on islands in the riverbed. They all need weed-free gravel to nest on - and the nesting season is mainly September to January.

19.2 Species of Concern/Interest



**Wrybill: Threatened—
nationally increasing**



**Black-fronted Tern:
Nationally endangered**



**Black-billed Gull:
At risk—declining**



**Banded Dotterel:
At risk—declining**



**Pied Oystercatcher:
Declining**



**Pied Stilt:
Not threatened**

19.3 Ashley River Sensitive Areas

The locations of the areas identified below are shown on the following map (next page).

19.3.1 The ARRG advises that observations indicate aircraft operating at or above 500 feet do not appear to disturb birds nesting on the riverbed. However, aircraft operating below 500 feet, or landing on the riverbed, do disturb nesting birds.

Helicopters have been observed hovering at low level and landing adjacent to Area 1, where tern and gull colonies were establishing. The colonies were subsequently abandoned. While the ARRG has advised that there is no evidence directly linking the abandonment to helicopter activity, it is recognised that disturbance from low-level aircraft operations may have the potential to affect nesting bird behaviour.

Airfield users are encouraged to minimise unnecessary low-level operations in the vicinity of identified nesting areas wherever practicable.

19.3.2 The area of the Ashley River that provides the highest value habitat for bird species is located directly north of the airfield (see Area 2). This area contains the most extensive braided river habitat within the river system, providing favourable feeding and nesting conditions for a range of bird species.

19.3.3 Area 3 either side of Cones Bridge has seen terns nesting there. A black-billed gull colony is also establishing there.

19.3.4 Area 4 has been a main nesting site in the past, and monitoring by ARRG in this (among other areas continues).

19.3.5 Area 5 is a known nesting area for wrybills and is also frequently used by terns during the nesting season. It appears to be a gathering area for a range of bird species, particularly immediately before and after the nesting season.

ARRG members have observed an aircraft touching down on the gravel in this area after flying along the river at a low altitude above the riverbed. While landing in this area is not prohibited under the Civil Aviation Rules (CARs), pilots are encouraged to be mindful of the potential for disturbance to nesting and congregating bird species.

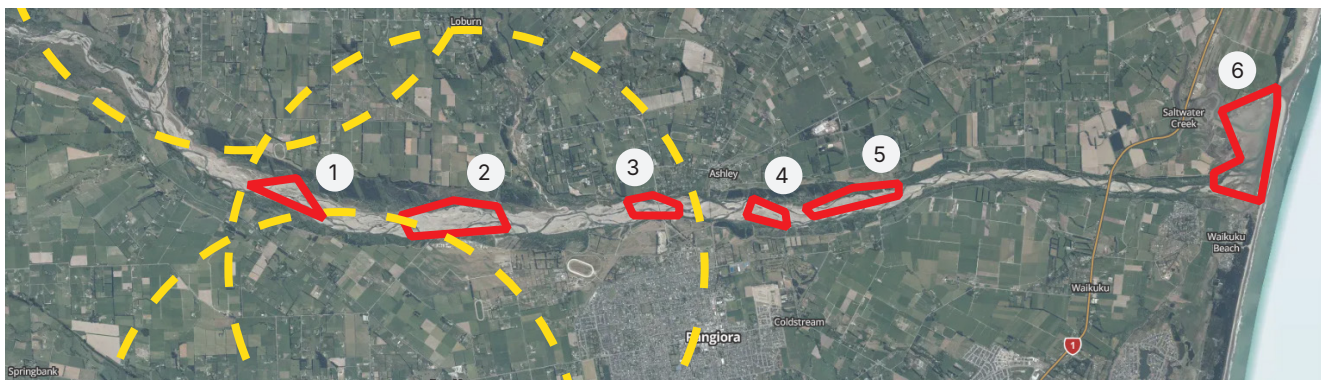
19.3.6 Area 6, the estuary, is of particular concern to the ARRГ. It is a significant and environmentally important habitat for a variety of bird species, many of which are under pressure from multiple sources of disturbance, as well as predation of eggs and chicks by black-backed gulls.

Several braided river bird species nest within the estuary, and migratory species, such as the bar-tailed godwit, inhabit the area during the New Zealand summer. On a number of occasions, aircraft have been observed landing on the beach. In one instance, this resulted in a mass departure of birds from the estuary. Aircraft that generate higher noise levels are considered to cause the greatest disturbance.

While the ARRГ does not consider aircraft operations to be a major source of disturbance, they can contribute to cumulative pressures on bird populations where breeding and reproductive success may already be critical. Airfield users are encouraged to minimise unnecessary activity within the vicinity of the estuary wherever practicable.

19.3.7 In the interests of supporting community initiatives and contributing to efforts to enhance breeding success for all bird species, particularly those that are endangered, pilots are requested to avoid the identified areas of concern (Areas 1–6 on the map) between September and January, where practicable.

The ARRГ greatly appreciates the engagement and support of the airfield community in helping to protect these important habitats.



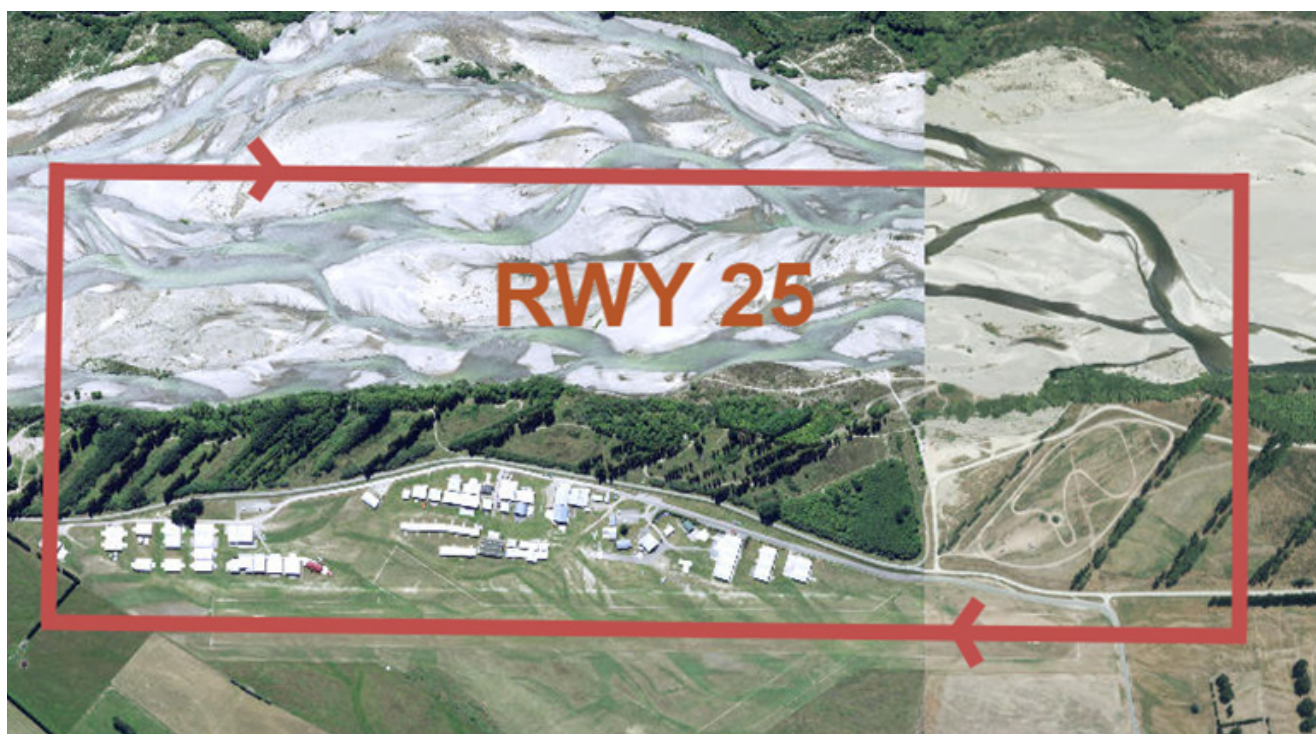
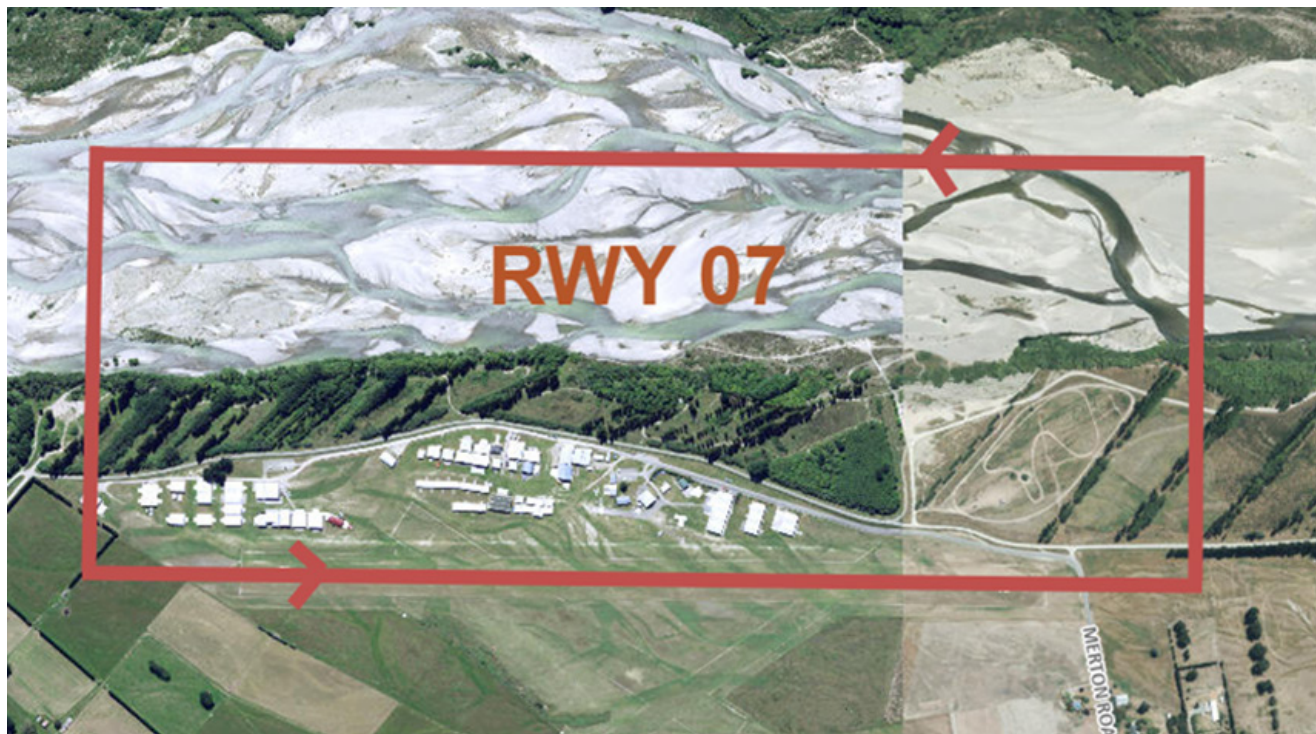
Ashley River—Sensitive Bird Nesting Areas 2023

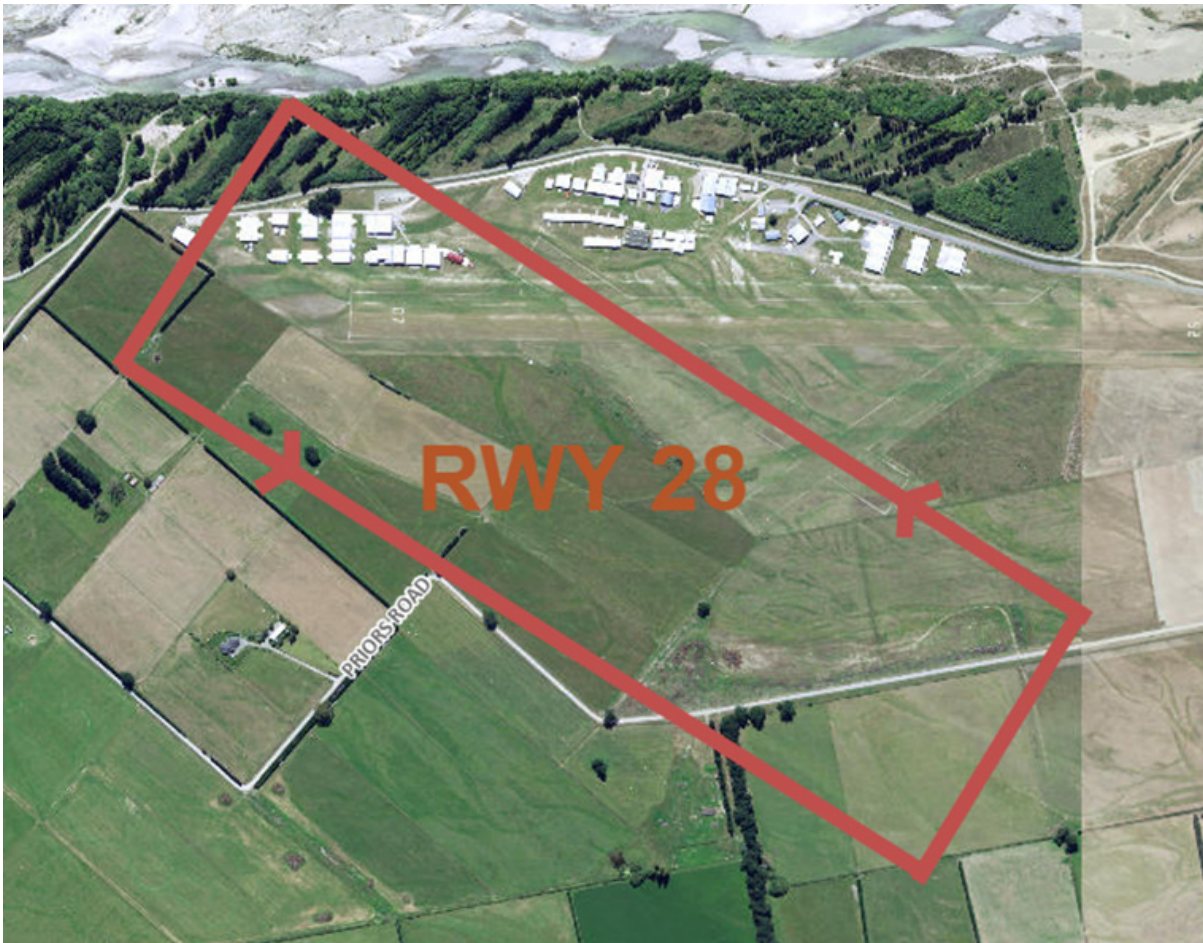
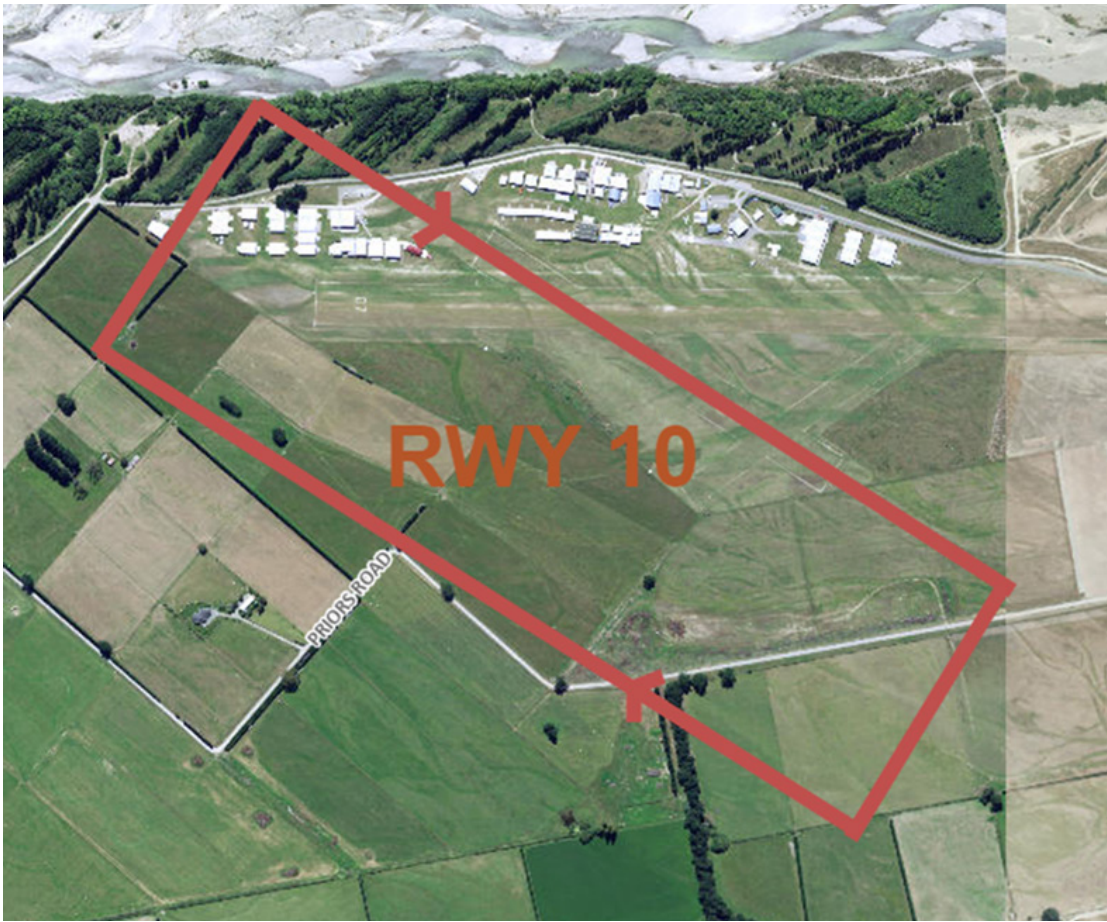
- Sensitive areas
- - - Airport zones



20. Appendices

Appendix 1 – Circuit Maps







Rangiora Airfield Signatories

Waimakariri District Council (Airfield Operator)

Name: _____

Position: _____

Signature: _____ Date: _____

Organisation or Individual

Name: _____

Position (or N/A): _____

Signature: _____ Date: _____



Memorandum of Understanding

Airfield Operations and Surrounding Area Considerations

Rangiora Airfield

Merton Road, Fernside 7471,
Rangiora, New Zealand

Waimakariri District Council

Phone: 0800 965 468
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215 High Street
Private Bag 1005
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