



## **Heliport Conditional Determination**

### **Heliport Proposal, Mechanics Bay Heliport**

PURSUANT TO Rule Part 157 of the Civil Aviation Rules I, Sean Turangarau Kere Rogers, Manager Aeronautical Services, having received from Eagleflight Aviation Limited Notice of alterations to a 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 affect the safety of persons or property on the ground, but may impact the safe and efficient use of airspace.

THEREFORE I HEREBY ISSUE a

### **CONDITIONAL DETERMINATION**

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


- Helicopter operations to/from the altered Heliport shall broadcast position, altitude, and intentions on the Auckland City MBZ frequency (120.4 MHz) and are to comply with MBZ procedures; and
- Eagleflight Aviation Ltd. should establish procedures with Auckland Hospital to ensure circuit operations, approach and departure paths do not conflict; and
- The heliport is designed and maintained to the safety design standards published in CAA Advisory Circular AC139-8. In addition to these requirements, a windsock must remain installed at Mechanic Bay Heliport; and
- Eagleflight Aviation Ltd. is to ensure appropriate fencing and signage is installed around the altered perimeter of all operational areas of the Heliport; and
- The Touchdown and Lift-Off (TLOF) and the Final Approach and Take-Off (FATO) should clearly reflect the updated Heliport layout and Eagleflight Aviation Ltd. is to ensure the changes to the Heliport are updated in the AIP NZ; 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*

- Eagleflight Aviation Ltd. 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
- With a single 90-degree approach/departure sector there may be a risk that during departures and arrivals in adverse wind conditions operations could be on the extremities of this sector. Due consideration should be given to limiting operations during adverse wind conditions and the heliport should not be used when the wind conditions make the location un-suitable, in accordance with CAR 91.127; and
- Helicopter operations on departure and approach paths must also be in accordance with CAR part 91.127 (Use of aerodromes); and
- Eagleflight Aviation Limited is to provide the CAA with an annual report of traffic movement data for the Mechanics Bay Heliport, in accordance with CAR Part 139.505(a); and
- The Heliport is published as available with Prior Permission only, and accordingly Eagleflight Aviation Limited is to ensure that pilots operating to/from the proposed Heliport are adequately briefed about any hazards and associated risks.
- All operations at the Mechanics Bay Heliport must be in accordance with any land use or resource consent conditions issued by the Auckland Council.

This Conditional Determination shall become void on 12 August 2022.

Dated at Wellington this 12 of August 2021



Sean Turangatau Kere Rogers  
Manager Aeronautical Services

WR 21/157/1