

Tauranga Flight Training Memorandum of Understanding

Amended 28/10/2022

1. Objectives

A significant amount of VFR flight training occurs outside of the TG CTR/D, in Class G (uncontrolled) airspace.

This memorandum has been developed to reduce ambiguity amongst, and improve the situational awareness of, local operators, especially training providers, whom may conduct their operations close to the TG CTR/D.

In order for all operators to work in unison, this memorandum outlines preferred training areas and procedures to be used as a standard. All parties involved shall ensure that their pilots and students are adequately trained in accordance with this Memorandum.

2. Training Areas

In order to enhance segregation and situational awareness at all times between multiple aircraft 6 training areas have been defined to the Southeast and East of the TG CTR/D as follows:

- North Te Puke
- East Te Puke
- South Te Puke
- Maketu
- North Motiti
- South Motiti

Refer to Appendix A

2.1 Transit and Usage

2.1.1 Levels

Aircraft operating within any of the Te Puke or Maketu training areas should operate above 2000ft unless conducting a forced landing. This is to reduce confliction between them and any other aircraft entering or leaving the TG CTR/D.

Aircraft transiting to a training area should remain at 1500ft or below until established within that area (unless possible conflict with traffic).

Prior to vacating a training area in order transit back to Tauranga, the aircraft should descend to 1500ft to remain clear of traffic operating in any other training area that they may pass through (in particular North Te Puke).

2.1.2 Occupancy

Only one aircraft should occupy a Training area at anytime unless an agreement is made prior to flight. A maximum of two aircraft are permitted within each zone at any one time.

2.1.3 Operations over Motiti

When using the Motiti training areas pilots **must** ensure sufficient lifejackets are available for all persons on board.

Flight training overhead Motiti Island should be limited to minimise the noise for the residents. Forced landing without power simulations are also not permitted in these training areas unless conducting an Operational Competency Assessment for Motiti Island.

2.2 Radio Procedures

2.2.1 Aircraft Vacating to a Training Area

When initially calling Tauranga Tower on the ground for a departure to operate within a training area request to vacate to Te Puke, Maketu or Motiti and state the estimated duration required in the area.

This will inform the tower not to discard your strip and make joining easier.

Eg. "ALPHA BRAVO CHARLIE AT THE AEROCLUB REQUEST TO VACATE TO TEPUKE FOR THREE ZERO MINUTES POB (x) INFORMATION (x) QNH (xxxx)"

To reduce RTF congestion, radio calls should be kept to every 10 minutes, or the minimum required for flight safety.

Radio Calls are required when Entering, Vacating, and transiting the Training Areas. Once established within an area a radio call should only be required if another aircraft states they will be going to the same sector or an itinerant aircraft reports in or entering the vicinity. This procedure is to avoid a "chain reaction" radio call.

2.2.2 Aircraft Entering a Training Area

Once aircraft clear the TG CTR/D, aircraft should change immediately to 'Harbour Traffic' (123.65 MHz) and transmit position and intentions as follows:

- Position – Relative to a Visual reporting point
- Altitude
- Intentions – The area that the aircraft intends to operate in with reference to visual reporting points followed by the name of the training area, the altitude they wish to be operating there and for what period.

Eg. "HARBOUR TRAFFIC ALPHA BRAVO CHARLIE OVERHEAD MT BALDY 1500FT TRACKING TO OPERATE BETWEEN KAITUNA BRIDGE AND EAST JUNCTION IN THE NORTH TE PUKE AREA 2500FT AND BELOW, NEXT 30 MINUTES"

2.2.3 Aircraft operating within a Training Area

Aircraft establishing in and already established within an area should use the following report:

- Position – The training area the aircraft is established in, also reported referencing to visual reporting points
- Altitude
- Intentions – The time expected to be operating there

Eg. "HARBOUR TRAFFIC ALPHA BRAVO CHARLIE OPERATING BETWEEN KAITUNA BRIDGE AND EAST JUNCTION ESTABLISHED NORTH TE PUKE AREA 2500FT AND BELOW FOR THE NEXT ONE ZERO MINUTES"

2.2.4 Aircraft Vacating a Training Area

Prior to Vacating, aircraft should provide a position report to 'Harbour Traffic' as follows:

- Position – The training area the aircraft is vacating
- Altitude
- Intentions – The reporting point the aircraft is tracking to

Eg. "HARBOUR TRAFFIC ALPHA BRAVO CHARLIE VACATING NORTH TE PUKE AREA 2000FT TRACKING TO WELCOME BAY"

2.2.5 Aircraft re-entering the TG CTR/D

Upon contacting Tauranga Tower for joining aircraft should first establish communications:

Eg. "TAURANGA TOWER ALPHA BRAVE CHARLIE"

Tower: "ALPHA BRAVO CHARLIE TAURANGA TOWER" or
Tower: "ALPHA BRAVO CHARLIE TAURANGA TOWER STANDBY"

Once communication has been established, an abbreviated joining request can be made without the need to pass POB or ATIS information. Significant changes to the ATIS will be passed by Tauranga Tower.

Eg. "ALPHA BRAVO CHARLIE TWO MILES SOUTH OF EAST JUNCTION 1500FT REQUEST JOINING"

Aircraft tracking to join back at Tauranga should anticipate to join south of Welcome Bay however if TG tower is not experiencing a high work load aircraft may establish communications at a closer visual reporting point.

3. Low Flying Zones (L264 & L265)

3.1 Designated Using Agency

All pilots wishing to operate within a low flying zone must receive a briefing on the conditions of operation by the using agency for that zone listed in the AIPNZ.

Tauranga Aero Club is the designated using agency for L264 and L265.

3.2 Approved Training Organisations

Instructors from the following approved training organisations have been briefed on the conditions of use of L264 and L265.

- Tauranga Aero Club
- Sunair Aviation Limited
- Bay of Plenty Microlight Association
- Gyrate
- Classic Flyers
- Solo Wings Aviation

The CFI of each training organisation shall be responsible for ensuring that all instructors from their respective organisation are aware of the conditions of use of both low flying zones.

Instructors from other training organisations must receive a verbal briefing on the day of operation, either face to face or by telephone, prior to entering either low flying area.

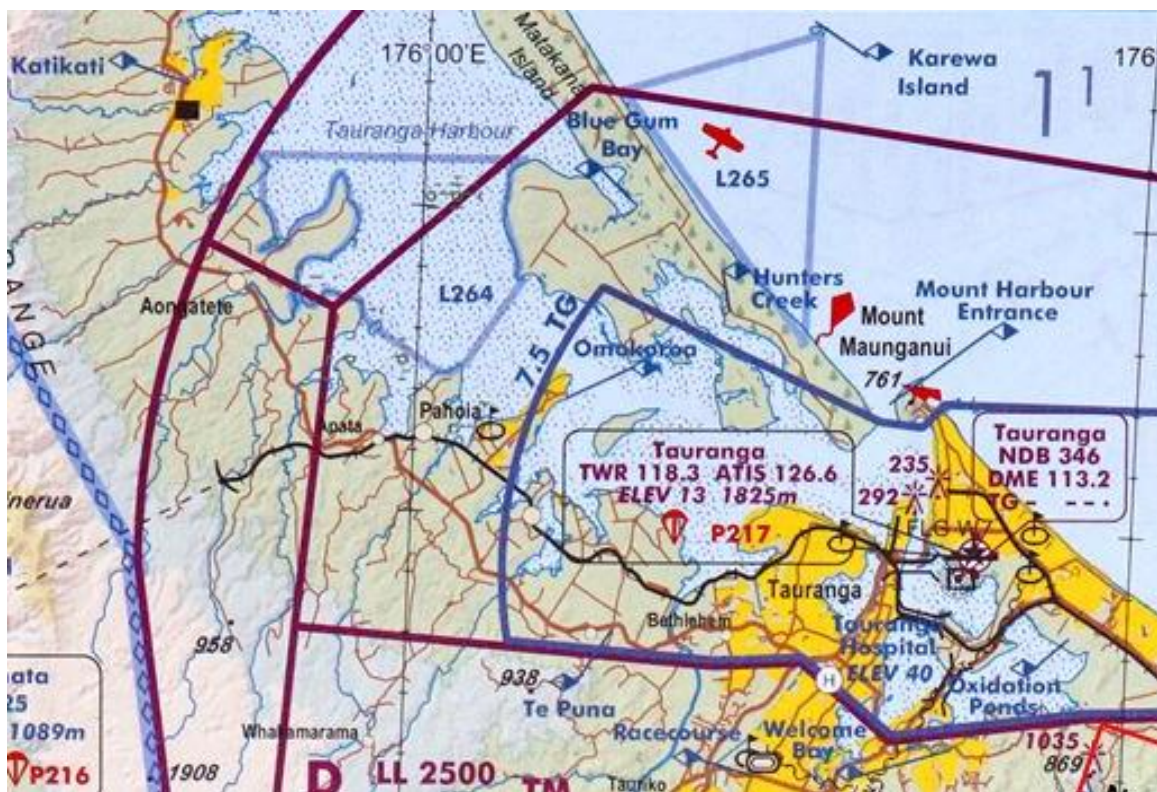
This verbal briefing can be obtained from the duty instructor/pilot at the Tauranga Aero Club (07 5753210).

3.3 Conditions of Operation

- All training flights within L264 or L265 shall be dual training flights.
- Solo flights are not permitted.
- The pilot in command must hold an instructor rating issued under Part 61 or a microlight pilot instructor certificate issued under Part 103.
- Day only.
- Passengers are not permitted.
- Minimum height 200ft AGL

3.4 RTF Procedures

- The frequency for use within the LFZ's is 'Harbour CFZ' (123.65 MHz)
- Aircraft wishing to operate within the LFZ must report prior to entering the LFZ and descending below 500ft with the estimated time of operation.
- Radio transmissions are only required within the LFZ when another aircraft wishes to join the same LFZ.
- Aircraft must report prior to exiting the LFZ with their intentions.



4. Appendix A

5. Notes

- A copy of the MOU can be obtained by emailing: tgaeroclub@gmail.com
- Corrections or suggestion to this MOU should be submitted in writing to the Tauranga Aeroclub (tgaeroclub@gmail.com)
- This MOU has been designed to be used for the East and South East of Tauranga only, Operators under this MOU must understand that other aircraft can come and go as they wish and may be unaware of the training areas, in which case the standard position reports should apply to ensure a safe spacing from all other aircraft can be maintained.
- The North and West of the Tauranga Control Zone are not covered in this MOU as the more frequent and easily accessed areas are now around Te Puke however training in the north is not by any means discouraged.

6. Agreement

Organisation:

Date:

Name:

Signature:

Organisation:

Date:

Name:

Signature:

Organisation:

Date:

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