

MERCER AIRPORT OPERATING PROCEDURES
 – Effective 1st Sept 2024, and subject to change

Contacts:

Operator – Palms on George Ltd

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Commercial Operators

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Clubs

Auckland Regional Microlight Aircraft Club Inc

T/A Auckland Recreational Flying Club (ARFC)

Duane Keenan	President	021-905847	dkeenan@slingshot.co.nz
Cliff McChesney	CFI	027-4805454	
Andrew Guyan	Treasurer/Secretary	021-02253321	amguyan@gmail.com

Papakura Manukau Aeromodellers Club

Stewart Irvine	Club Captain	021-968870	stewartandbee@gmail.com
Ron Wilson	Treasurer	021-669534	ronw82@outlook.com

Northern Miniature Aerobatic Club

Tony Chadderton-Smith		021-0273379	frazer@pbgsoftware.co.nz tony@titanenergy.co.nz
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NZ Aerobatic Club

Grant Benns		021 062 9929	grantbenns2014@gmail.com
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Pukekohe Flying Group Incorp

Murray Reid		0274 749 658	murrayreido01@gmail.com
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Facilities:

- *Eastern Hangars* at the far east end of the airfield consist of a series of containers on a concrete pad roofed over creating aircraft parking between them which have now also had sliding doors attached to provide security. They are not designed to be weather tight, and heavy rains will drive water into them. The container stores should be weather tight. They are without power. Sole-use tenants to provide their own padlock.
- *WWII Catalina Hangar* is secure but not bird-proof. It is powered by solar panels on the roof with backup batteries. Toilet facilities are available.
- The *Main Hangar* is located behind the Backpackers and requires aircraft to be towed/taxied across the bridge to get Airside. It is secure but not bird proof. It has power and lighting and is close to toilet facilities and the Pilot Lounge at the Dome.
- Shared-use tenants will be issued with access keys
- Aircraft wash area and water is available at either end of the Eastern Hangars, the Catalina Hangar and in the front of the Main Hangar.
- A self-serve swipecard GoFuel Avgas fuel bowser is installed on the apron in front of the Catalina Hangar.
- Wifi is available at the Dome pilot lounge - 1Day rate, 3Day rate, and 7Day rate.
- Common toilet facilities are at the Dome.
- Tea & coffee-making facilities, filtered drinking water, in Dome pilot lounge
- A shower is available in the toilet block behind the Backpackers
- First Aid kits are situated at the Backpackers Office
- Fire Extinguishers are situated at the hangars, Dome, and Backpackers.

Operations:

- To meet Resource Consent requirements priority will be given as follows
 1. Palms on George Ltd (and associated companies) operations
 2. Mercer airfield commercial tenants and other approved operators
 3. All other users - standard procedures apply as in AIP, circuit joining, take-off and landing etc.
- There are a variety of operations at the airfield including Accommodation, Functions, Hangarage, LAME & Engineering, Aircraft Rental, Flight Training, Skydiving, Model Aircraft, Microlight Aircraft, Light Sport Aircraft, Hangar Construction, Engine Testing
- Health & Safety meetings are held periodically and representatives from each type of Operation are to attend. All other tenants are encouraged to lodge input and will be issued with operational updates where applicable.
- Private hangar tenants and guests are asked to please sign in and out of the airfield at the Backpacker Reception Office – a book is provided on the table outside the office. During the Covid-19 Pandemic, this book may be relocated to the Deck of the Dome if Backpacker Guests are isolating.
- To order a GoFuel Avgas Card complete the online form at www.gofuel.co.nz and tell them you are part of the Mercer Airfield operations
<https://www.gofuel.co.nz/pages/fuel-card-application>

CAUTIONS:

- The Operator's office is located off-site in Pukekohe and its personnel are not on-site daily.
- There is an Engine Testing Facility on the approach end of R27 to the east of the field. When operative it produces a huge amount of steam. If testing is being undertaken, it will be active for no more than 5 minutes and should not be overflown during that time when steam is being produced. This company also undertakes periodic instrument calibration testing in vehicles on the Runway – these operations will be advised by NOTAM
- There is a Parachute Drop Zone on the centre grass area between the runway and the taxiway, east of the Catalina Hangar, as well as in the paddocks immediately adjacent to the stream west of the bridge. These will be marked with a flag when operative, and the AWIB will advise when the Drop Zone is active.
- The Aerobatic Club operates an aerobatic box during competitions, with the permission of the neighbouring land-owners, to the south of the runway. Aerobatics may occur to below circuit altitude during competitions. At other times the area surrounding the old Meremere cableway, south the airfield circuit, is used for aerobatic practice.
- The Model Aircraft Clubs operating on the airfield have CAA authority to operate up to 1,000ft within the airfield circuit, but must be on the ground if manned aircraft are operating in the circuit. They keep a listening watch on frequency and operate with an observer alongside the pilot. If model aircraft are observed operating when manned aircraft are in the circuit, please report all occurrences to the Operator.
- Microlight aircraft may operate low-level circuits. Keep a good lookout.
- The airfield is also used by the Auckland Gliding Club for glider recovery when they are unable to make the return flight home to Drury.
- The Airfield is still under development with men and machinery working on the periphery of the airfield moving earth, building drains, roads, and hangars.
- Avoid flying low level over the old Meremere mining terminal at the east end of the cableway, 2nm SE of the airfield, as there is an explosives store there, which will activate emergency procedures at the site if it is put at risk. Consequently, avoid simulated EFATO in that direction off R09.
- Vehicles are to avoid accessing the Catalina Hangar from the apron - parking is provided to the north of the Catalina Hangar. Vehicles track loose stones from the access road onto the

- apron creating a FOD risk to aircraft.
- AWIB – available with 4 clicks on 119.20 – please use the windsock for confirming information provided from the AWIB and report any major variances to the Operator. Auckland Intl ATIS can be heard on the ground with the static gate open.
- There are to be no aircraft movements across the main canal (western end of the runway) that runs under the bridge to the runway while the drainage crew are undertaking the annual dredging of that canal within the airport approach fan. This annual activity takes no more than a couple of hours, and the airport may or may not be NOTAM closed for the duration.

Aircraft Ground Operations:

- No aircraft is to be started or taxied west of the Dome buildings due to increasing general public activity using the Backpackers and Skydiving facilities, unless there is a ground handler present.
- Due to hangar congestion, a minimum of two people are required to move aircraft around the Main and Catalina hangars when there are aircraft in close proximity to one another, and tenants are requested to use due care and diligence when moving aircraft.
- Any and all hangar rash incidents or accidents are to be reported immediately to the Operator, no matter how insignificant they may appear.
- The Grass taxiway is marked with tyres. Aircraft may back-track on the Runway when there is no conflicting traffic.

Airfield Operations:

- The Runway is divided in grass and seal for its entire length – **no dual** operations are permitted. The Grass may be unsuitable for purpose after heavy or persistent rainfall.
- All vehicles crossing the bridge (airside) to access the Catalina Hangar and Eastern Hangars must turn on their hazard lights and maintain the perimeter access road. No vehicles are to use the Runway.
- Personnel operating airside on the Runway or Apron are encouraged to wear HiViz clothing for their own safety.
- Check **NOTAMs** before operating at the airfield
- Hours of operation are **7am until 10pm** – no aircraft movements are permitted outside these hours, except in an emergency. Only Ag operators are permitted to take-off between MCT and 7am, but must notify the Operator no later than the day before. Any aircraft movements between 10pm-7am must be reported to the Operator.
- **Landing fees** apply to all airfield operations. Resident aircraft on private operations may pay an annual fee in advance for unlimited usage – currently \$365+GST per annum for each aircraft; or a per use fee of \$11+GST per session of consecutive circuits invoiced monthly. All commercial operations, including flight training, are subject to negotiation with the Operator. Rates are subject to change.
- Any and all airfield incidents or accidents are to be reported immediately to the Operator.
- Please be aware that for skydiving operations the preferred runway use whenever possible will be – Take-offs on R09 and landings on G27 to minimise overflying houses and property to the west of the airport.
- Remember the **circuit is to the south**, it has been designed that way due to **noise abatement** procedures to maintain good neighbourly relations.
- For training purposes – only dual stop and goes are permitted, otherwise stop and backtrack to use full runway length for takeoff or continue with touch and go.

- **Departures R09**

To the north - climb 1,000ft prior to turning left, or turn right and depart via the circuit.

To the south – depart via the right hand circuit.

- **Departures R27**

Lineup and use full length of runway – this is to maximise climb over houses west of the airfield and to provide options in the event of EFATO. Turn left into the circuit prior to the house at 500mtrs on the extended centreline unless able to obtain **850ft AMSL to overfly that house**. Avoid overflying the airfield buildings and the neighbouring farm buildings (particularly the milking sheds and homesteads within the circuit pattern).

To the north – depart via the left hand circuit, unless able to meet the requirement of 850ft by the house at 500mtrs from the end of the runway and continue climb straight out to 1,000ft before right turn.

To the south – depart via the left hand circuit.

- Correct communication procedures are essential at all times for safe airport practice and within the Mandatory Broadcast Zone (MBZ). Where possible, establish two-way communications with Mercer Traffic on 119.20 before entering the Runway via Radio Check when taxiing out (Model Aircraft Clubs operate most fine days and are on COMMs), and advise intentions to Mercer Traffic re departure sequence or circuit intentions before take-off. When joining advise Mercer Traffic prior to entering the MBZ and again on joining the circuit, downwind, and on final approach.
- Good communications with the skydiving operators and radio modellers are essential to maintain safe operations and key to good airmanship, and to minimise any wait/hold times. It will be very rare when a wait or hold becomes necessary.
- The airfield is located within the training area for Ardmore flight training organisations and consequently has a high traffic flow of student pilots. Be mindful that they may not be as situationally aware as you.

Operating Main Hangar Doors (Hangar behind the Backpackers / next to Skydive Office)

- Main Hangar door controls are located inside the main entrance door to the Main Hangar
 - Opening Roller Doors
 - Ensure the Storm Braces (they fit into slots in the floor & roller doors mid-section of each roller door) have been removed from the doors (take care when removing the storm brace not to lose control of them as they are heavy and will cause damage if dropped)
 - Ensure the Mullion Travel Area, painted floor area in the centre between the roller doors, is clear of obstructions before activating hangar doors
 - Raise hangar doors before operating mullion hoist
 - Closing Roller Doors
 - Lower mullion and lock into place manually ensuring pins drop into the ground holes before
 - Lowering hangar doors
 - If strong Easterly winds are forecast ensure Storm Braces are fitted before leaving the Hangar (take great care not to lose control of the brace while fitting, as they will damage you or an aircraft if they fall down)

Safe flying; enjoy the use of Mercer Airport!