HASTINGS AERODROME

Welcome to the Hastings Aerodrome

We hope you enjoy flying from our aerodrome. Hastings aerodrome is utilized by a very diverse group of users, such as helicopters, gliders, high performance jets, turbo prop aircraft, home built aircraft, microlights, NORDO aircraft (aircraft not equipped with a radio), classic and vintage, top dressing, hot air balloons, light twin engine and training aircraft. With the great range in performance and variations in operations between these users, to enhance safety and your enjoyment we have developed this safety sheet to advise you of some general safety issues.

Lookout and listen - nordo aircraft (IFR operations, IFR non standard ops,)

Hastings aerodrome utilizes six runways, 01/19, 01/19 grass and 11/29 and is an uncontrolled aerodrome therefore the standard uncontrolled aerodrome procedures documented in Part 91.223 must be complied with. The Hastings aerodrome volume 4 Plate stipulates the circuit direction for each runway and also details the operation of glider and tug traffic. Helicopters will operate in accordance with the instructions outlined in the AIP Vol 4. A CFZ (common frequency zone) has been established due to the large number of aircraft movements in the vicinity of the aerodrome therefore justifying Hastings aerodrome operating on a distinct frequency. (125.8)

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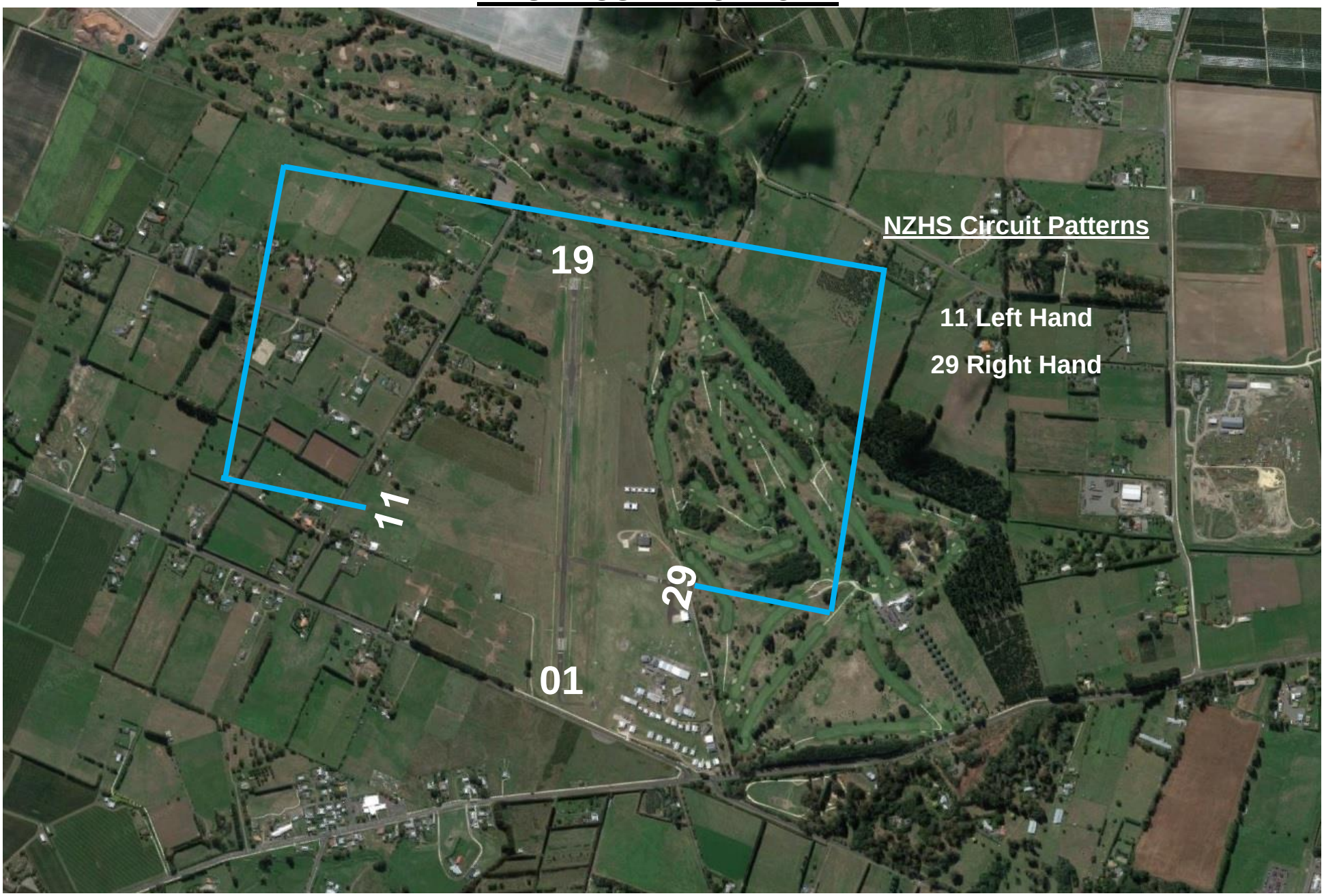

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Helicopter operations

Helicopter operations from the airfield departing or joining from the east/west will operate below circuit altitude to prevent conflict. When joining the circuit from the east or west they will join via the stipulated arrival fans as illustrated on the next page.

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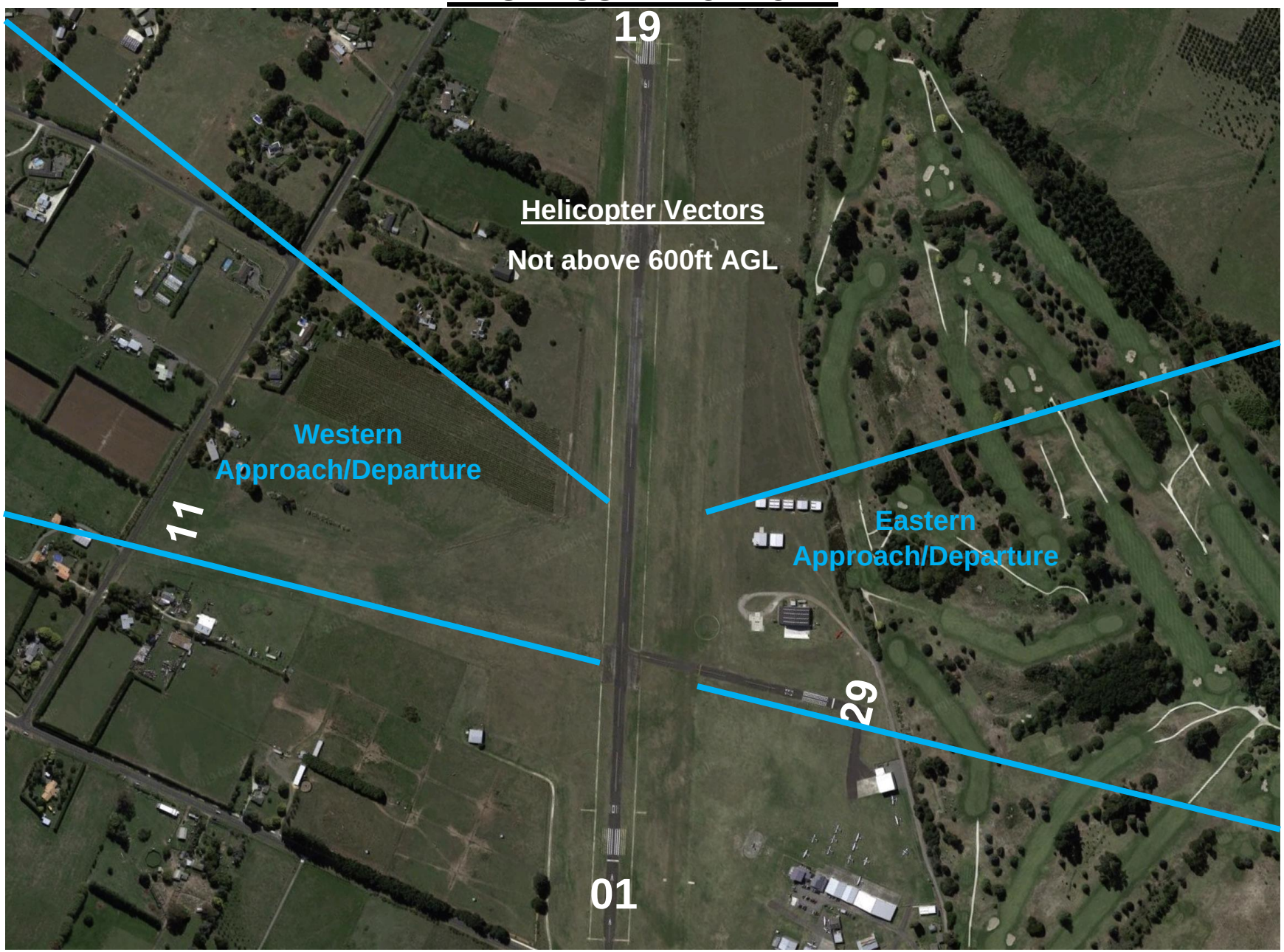

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Glider circuit

Gliders and their tow planes operating from Hastings aerodrome will depart to the east when taking off and will join the circuit to land from the east. When gliding is in operation this shall be noted on the AWIB and overhead rejoins to be avoided.

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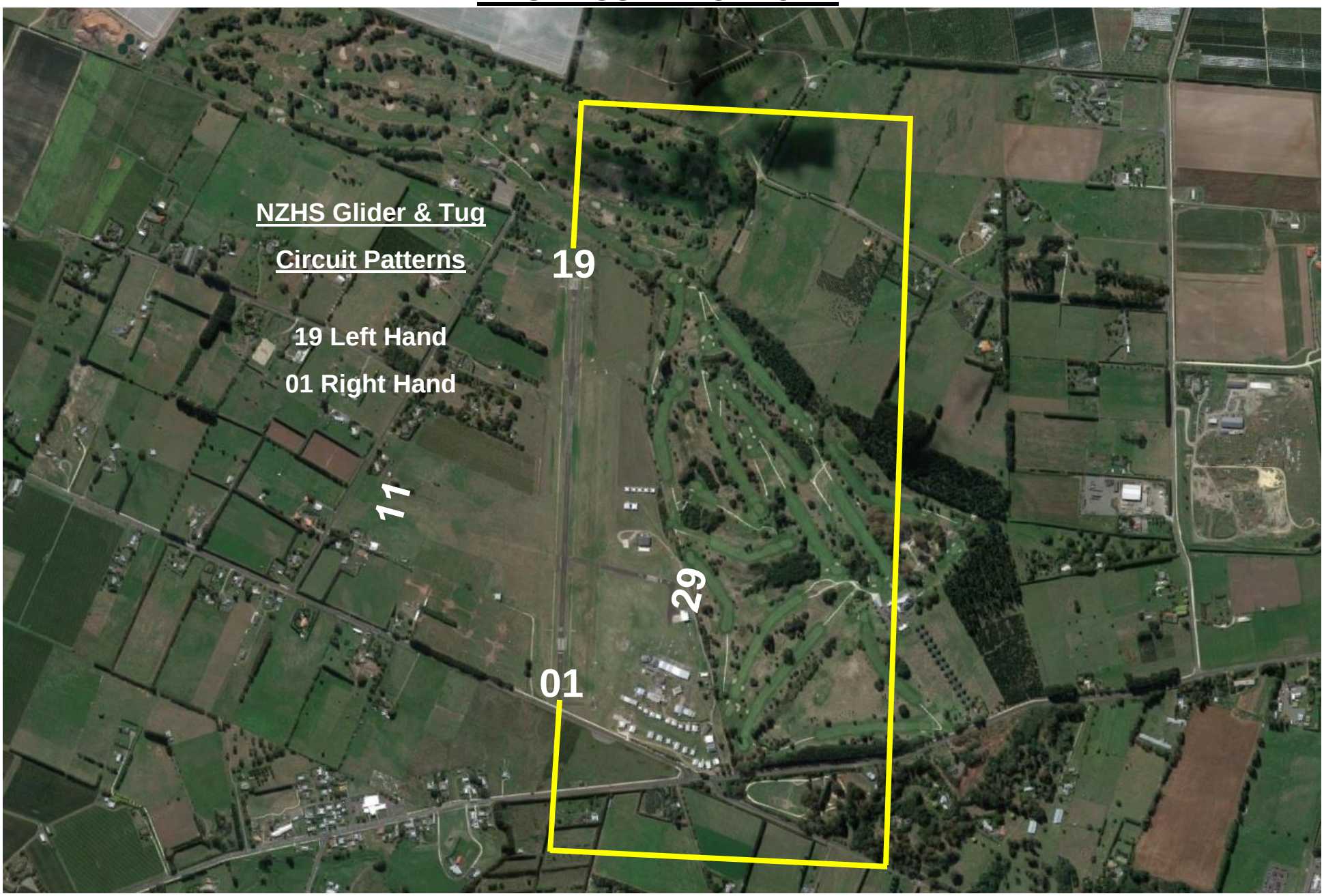

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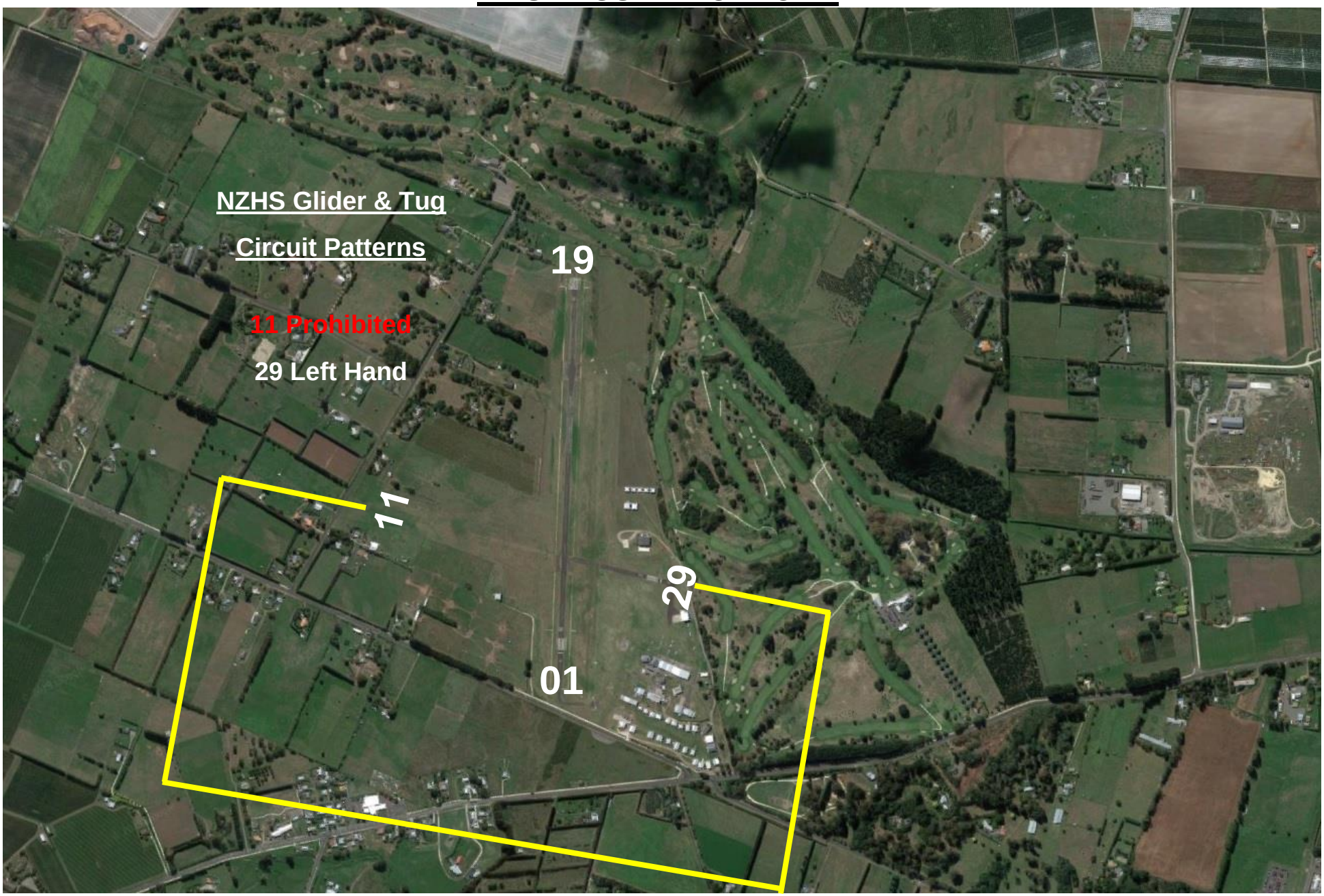

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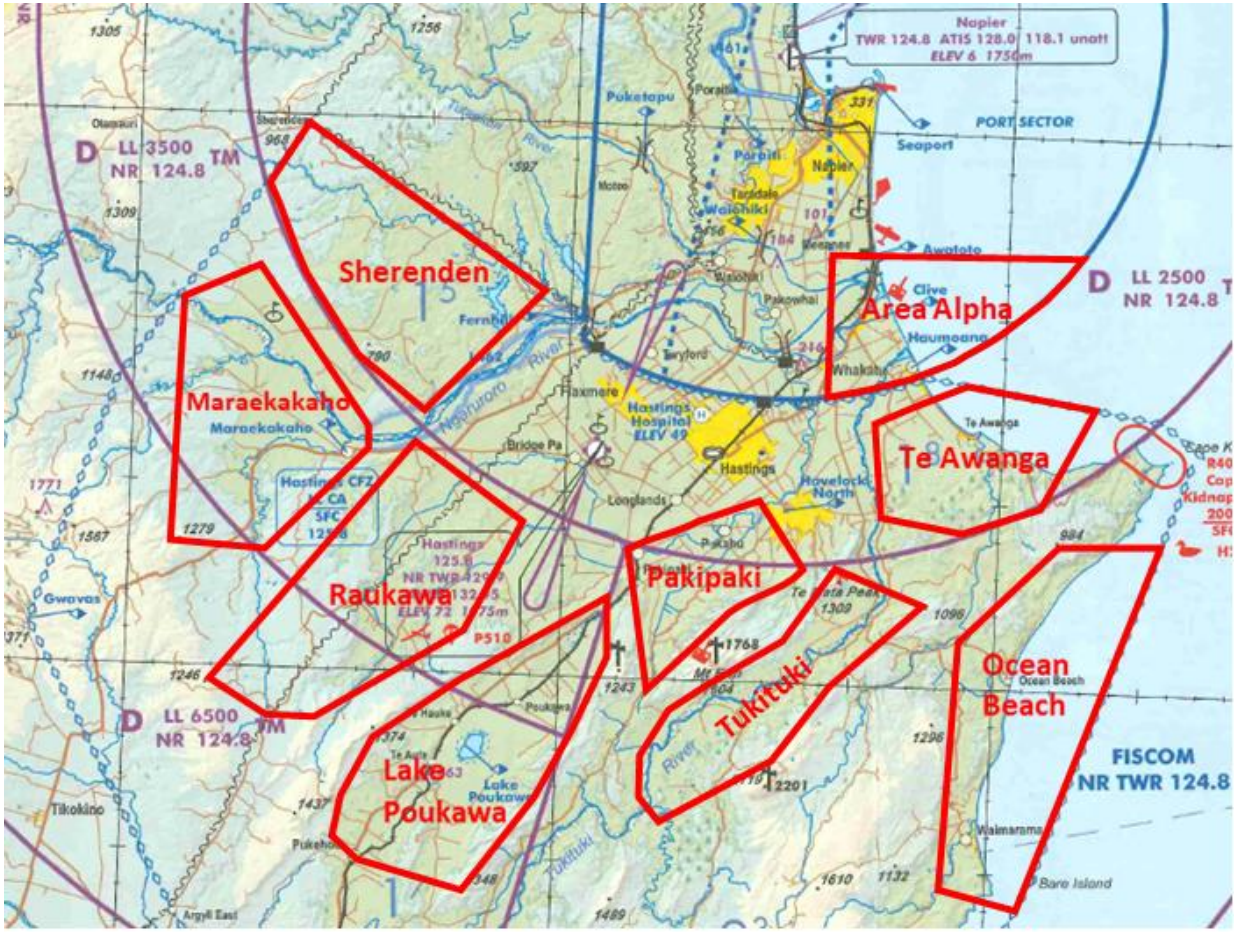
Extensive flight training takes place out of Hastings Aerodrome.
The map below outlines airspace used by local training operators for flight training with their respective names.

NB: VFR published reporting points must be used when operating in these training areas.



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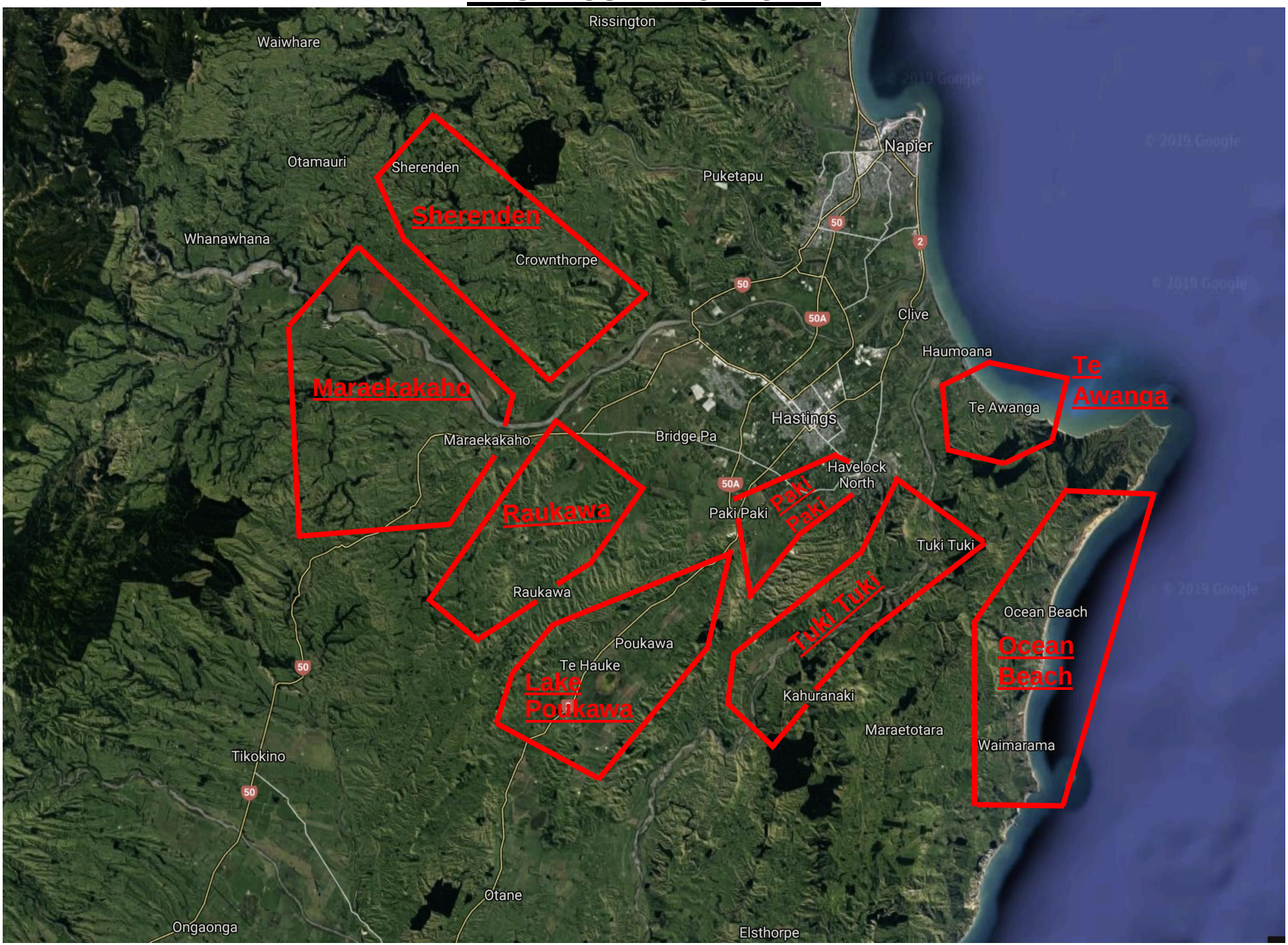

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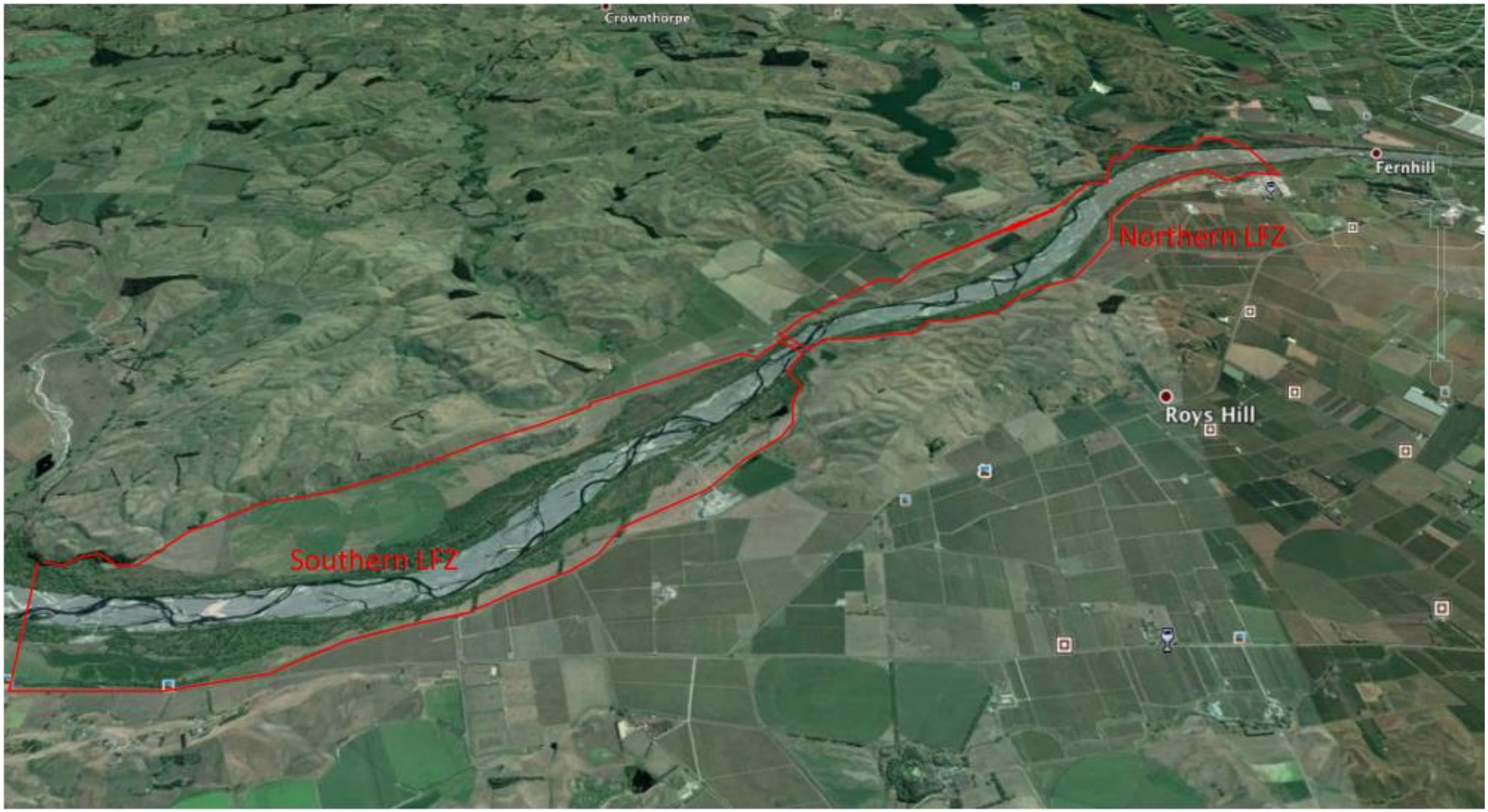
Hastings Low Fly Zone (L462)



HBECAC has approval from the local council and CAA to operate in the designated LFZ.
Other operators must seek approval from HBECAC prior to flying in the LFZ.

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Joining / departing circuit / Standard Overhead Rejoin (SOHRJ)

CAA Part 91.223 and the NZ AIP volume 1 AD 5.1 specify how arriving aircraft are to join at uncontrolled airfields. These specify a pilot must conform with or avoid the aerodrome traffic circuit formed by other aircraft. A (SOHRJ) is an acceptable method of complying with these requirements. Due to the volume of aircraft that can be carrying out the SOHRJ procedure at any time and the potential for conflict this can create, aircraft joining from the east may descend and join via the non traffic side for the runway in use once they have confirmed the circuit in use.

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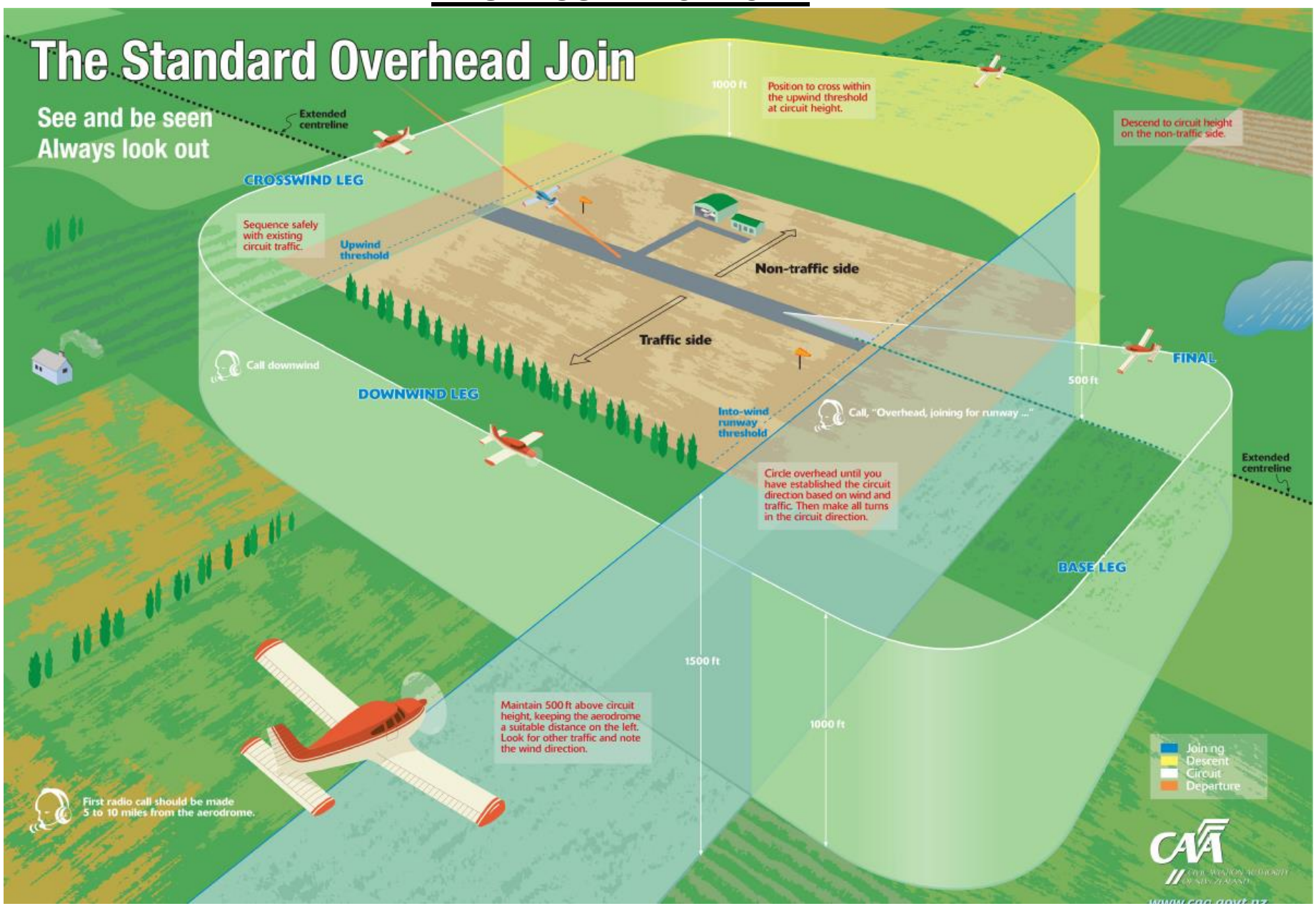

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Give way rules, right of way rules

Part 91 specifies the following

- A/C approaching head on, or nearly so, both A/C shall alter heading to the right
- A/C converging at approximately the same altitude, the A/C with the other on its right shall give way.
- An A/C overtaking another A/C, if a turn is necessary to avoid that A/C shall alter its heading to the right until it is entirely past and clear of the other aircraft.
- An aircraft on the ground shall give way to an aircraft that is approaching to land.

Radio calls (phonetics, standard calls, position reports, speed, accents)

AC 91-9 and AC 172-1 specify the procedures for establishing communications, obtaining and reading back clearances, position reporting and other communication procedures. These AC's specify standard radio calls and should be adhered to to avoid the possibility of misinterpretation if non standard calls are made. Hastings aerodrome is an uncontrolled aerodrome so position reporting and stating your intentions is very important to reduce the possibility of conflict with other aircraft.
When making radio calls speak clearly and slowly, ensuring the transmit button is depressed before you commence speaking and is held depressed until slightly after you have concluded speaking. Due to the busy training activity of the aerodrome, a radio call is required when on final.

Common Frequency Zone (CFZ)

A common frequency zone (CFZ) has been established around Hastings aerodrome operating on a frequency of 125.8 KHz. Its purpose is to encourage pilots to use a single VHF frequency specified. Pilots should transmit their position, altitude and intentions relevant to the aerodrome or identified reporting points at entry to the CFZ, and at other times for traffic safety. The boundaries of this have been indicated on the Visual Navigation Chart.

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Incident reporting

Near misses or incidents should be reported on an Occurrence form and handed to the Aero Club (Mike Russell CFI). This is so such incidences can be followed up and corrective/preventative measures can be put in place so a reoccurrence and possible accident can be avoided, and others can learn from the experience.

Safe Flying
Hawke's Bay & East Coast Aero Club