

SOUTH WAIKATO DISTRICT COUNCIL

RULES APPLYING TO THE FLYING OF RADIO CONTROLLED MODEL AIRCRAFT AT TOKOROA AIRPORT ECM # 468078 - February 2019

1. The Tokoroa Airport (NZTO) is a **private property** owned by the South Waikato District Council (SWDC) and is not public space. People using the airport are permitted to be there at the pleasure of Council. Those who have a lease of an area of the airport for a hangar site or other activity have right of access in terms of their lease.
2. Airfield, Airport and Aerodrome all mean the land area used for aviation related activities as defined by the Tokoroa Airfield geographical boundaries.
3. Radio controlled Model aircraft are also known as Remotely Piloted Aircraft (RPA), Remotely Piloted Aircraft Systems (RPAS), Unmanned Aerial Vehicle (UAV), Unmanned Aircraft (UA) and drones. For the purposes of these rules a model aircraft (model) means any model aircraft, of any weight or dimension, which flies by remote control.
4. These rules are subordinate and supplementary to the regulations in CAR101 and CAR102 as it pertains to the flying of radio controlled model aircraft and all fliers using the Tokoroa Airport shall be required to have a thorough knowledge and understanding of those regulations and observe them when flying. These rules compliment SWDC Bylaws, in particular the requirements of 'Drone Policy' dated October 2018.
5. All model aircraft utilising the designated flying envelope must takeoff and land within the confines of the designated sealed and grass Runways 13/31, reference AIP for Tokoroa Airport - NZTO AD 2.
6. All model aircraft flying will be confined to a **flying envelope that includes the full length of the flight strip and extends 450 metres to the east of the runway centreline and has a ceiling height of 400 feet AGL** as delineated on the AIP for Tokoroa Airport - NZTO AD 2 ref (Appendix 1). A ceiling height in excess of 400ft AGL must be approved by the Civil Aviation Authority (CAA) and the Council. A NOTAM is to be issued advising of CAA approved activities that breach the 400ft ceiling.
7. A plan of the airport (Appendix 2) has been prepared to define the following features for model aircraft flying:
 - **Flight Line** which defines the line that the Pilot Box will be located behind. The line is 16 metres west of the runway centreline.
 - **Pilot Box Areas (North and South)** - the Pilot Box shall be located within one of these designated areas and are to be used when flying by the sealed runway.
 - **Model Aircraft Pit Area** - the Pit Area for model aircraft shall be located within this area and of a size appropriate for the event.
 - **Spectator Line** which defines the line that all spectators watching model aircraft flying must be behind. It is on the western edge of the open drain on the western side of the runway from the Go Kart track for normal weekend flying. However, for major flying events such as the International Jet Meeting the "spectator line" is on the marked line behind the western edge of the marked 'Pit Area'.
 - **Multi Rotor Area** - area designated for multi-rotor flying only.
 - **No Undercarriage Aircraft Area** - area designated for flying models with no undercarriage. Any pilot flying in this area must contain the flight to within the boundaries of the designated area.
8. There are two designated Pilot Boxes: North and South. The Pilot Box South will be used for all model flying, except where NZJMA members are flying. The Pilot Box North will be used

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when NZJMA members are flying. Of the two pilot boxes, only one is to be used at any one time. Where flying from the Pilot Box North is active, this pilot box is to be the only active pilot box until the cessation of NZJMA flying for the day.

9. The Rules and Regulations of the CAA Part 101 and Part 102, particularly as they apply to flying model aircraft in the vicinity of an airport, shall be observed at all times.
10. A pilot or club flying model aircraft shall be responsible for the following:
 - A pilot or club wishing to use the airport, whether for special events or for casual flying, shall obtain **prior permission** by contacting Council. The contact person is Linda Nicholson or their deputy; contact details:
Cellphone: 021 831 590
Email: linda.nicholson@southwaikato.govt.nz
Phone: 07 885 1052 (Council after hours: 07 885 0340)
 - Ensuring that all pilots and their observers stand within the **Pilot Box** while flying an aircraft.
 - Marking out a **Pit Area** appropriate for the event and containing models within that area.
 - Each pilot must hold, or be under the direct supervision of the holder of, a **Model Flying NZ Wings qualification or the equivalent**, and must be able to produce proof of same at any time that the pilot is flying an aircraft if asked by an authorised officer of Council.
 - Each pilot shall be **fully insured for flying model aircraft**, equivalent to the cover provided by virtue of membership of MFNZ, and be able to provide proof of same at any time that the pilot is flying an aircraft if asked by an authorised officer of Council. The insurance policy shall fully indemnify Council against any liability for damages arising from, or incidental to, the flying of model aircraft.
 - An **Observer** shall be present in the Pilot Box at all times that a pilot is flying a model aircraft. The Observer shall be focussed on listening and watching for full-size aircraft approaching the model aircraft flight envelope and airport and be experienced and competent at giving clear instructions to the pilot/s of actions to take to clear the runway for full-size aircraft to land. The Observer, in performing his/her duties, will carry a radio to **listen only** on **123.25 MHz** for transmissions from approaching aircraft.
 - Pilots shall obey the instructions of the Observer and shall ensure they give way to, and remain clear of, all full-size aircraft in the air or on the ground.
 - When any **full-size aircraft** is on finals for landing, manoeuvring or taking off on the runway, all model pilots and observers will remain behind the spectator line. Models that are in flight within the Flight Envelope shall remain below 400 feet and at least 50 metres clear of the runway eastern boundary, or be landed and moved behind the spectator line.
 - Model aircraft shall not be flown west of the Flight Line over the airport hangars or any other building in the vicinity.
 - Model aircraft shall be flown within the sight of the pilot and beneath cloud at all times.
 - No flights shall take place if the visibility is less than **3 km**. (Note: Colson's Hill should be visible to the north)
 - The **safety** of all airport users and airport property shall be **paramount** at all times.
11. Anyone issued a key for access to the airport for flying shall:
 - Ensure the key is returned after use.
 - Ensure the **gate remains locked** both while they are within the airport and when they leave.

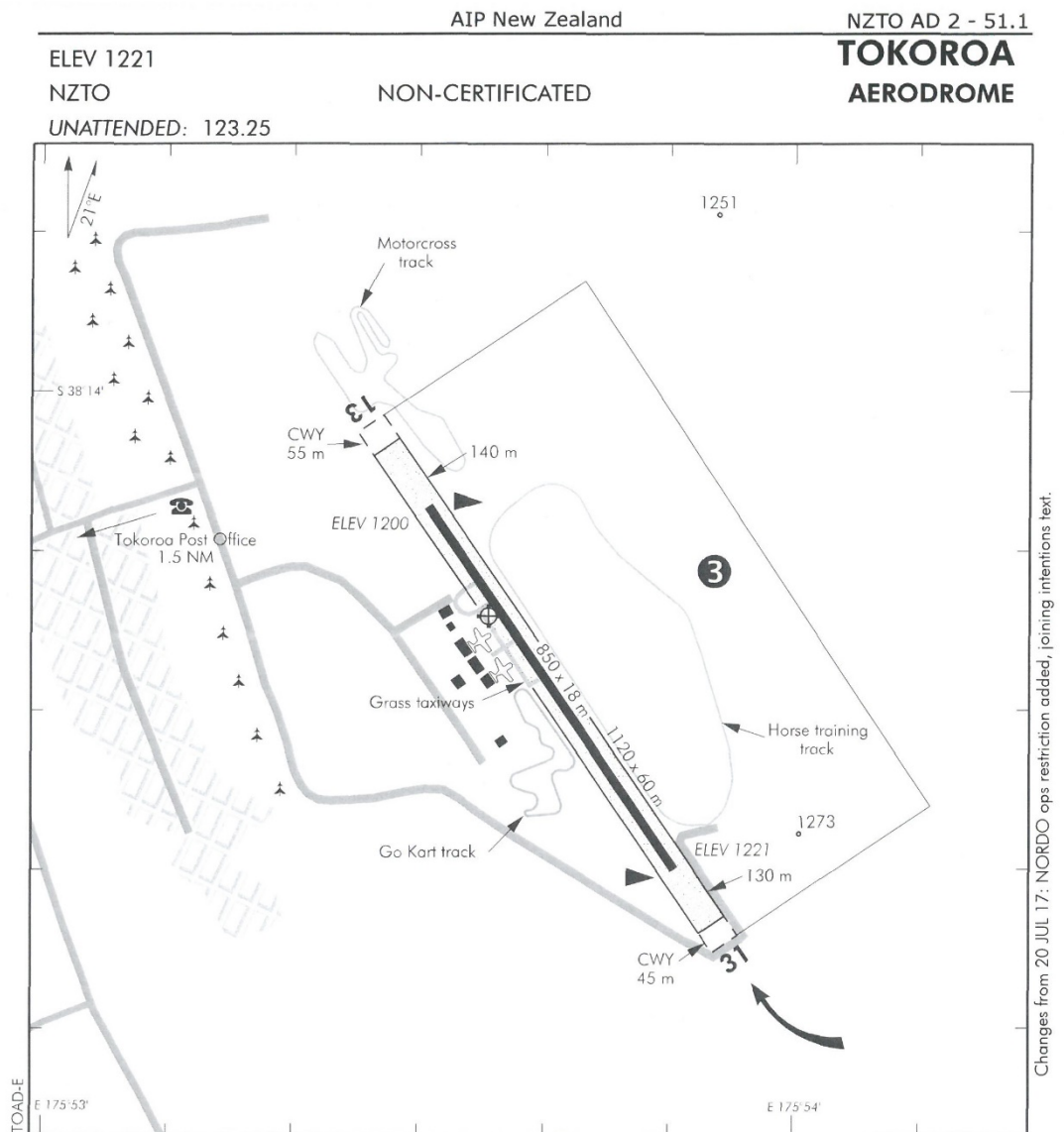
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- Only leave the gate unlocked if special permission is granted for a particular event that day and the movement of public in and out of the airport enclosure is continuously monitored.
12. The fee for flying model aircraft is set by Council annually. For the 2018-19 year the fee is **\$3/flyer/day**, a "flyer" being a person who is the pilot of a model aircraft that is flown that day. An observer is not a flyer unless that person is also a pilot on that day. A member of a club that has paid an annual or bi-annual flying fee for its members will not be charged the daily fee.
 13. Car parking is provided for behind the line of hangars. The area in front of the hangars will be kept clear of vehicles except when required for servicing a hangar site or event.
 14. Users of the airport shall respect the rights of the owners of the areas leased to them for hangar sites or other activities, as shown on the plan appended.
 15. The following occurrences shall be reported to SWDC the same day:
 - a. all accidents and "near misses" that occur at the airport that have caused, or could have caused, personal injury or damage to property,
 - b. all landings or accidents outside of the airfield boundaries,
 - c. any flying outside of the designated flying envelope,
 - d. any event that directly effects health and safety.

Note: These rules will be reviewed from time to time as needs change, but before 30 June 2021.

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Appendix 1



1. Circuit: RWY 13 — Left hand
RWY 31 — Right hand
2. **CAUTION:** Power lines, 1280 ft AMSL to SE.
3. Broadcast joining intentions at 5 NM as model aircraft flying may take place during daylight hours.
4. Use of grass runway summertime only.
5. Tokoroa Hospital heliport lies 1.5 NM to the west.
6. **CAUTION:** Mowing of aerodrome may take place at any time.
7. NORDO operations with prior approval of the operator only.

S 38 14 12 E 175 53 34*

Effective: 29 MAR 18

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**TOKOROA
AERODROME**

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NZTO AD 2 - 52.1 AIP New Zealand
Non-Certificated Aerodrome 1 NM ESE of Tokoroa

TOKOROA
OPERATIONAL DATA

NZTO

RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance			LDG DIST
						1:20	1:30	1:40	
13 13	B	ESWL* 2570	5 6	0.75U	850			850	850
31 31	B	ESWL* 2570	6 5	0.75D	850			850	850
13 31	B/Gr	ESWL* 1820	8	0.75U 0.75D	1120			1120	1120

*Aircraft MCTOW 5700 kg

MINIMA

IFR Take-off		
RWY	Day	Night
13/31	800-3000	NA

LIGHTING

Nil

FACILITIES

Nil

SUPPLEMENTARY

Operator: South Waikato District Council, Private Bag 7, Tokoroa 3444.
Tel (07) 885 0340 Fax (07) 885 0718

Available for general use for private operations.

Available for commercial operations subject to prior agreement of the operator.

Landing fees payable — \$10 per day in honesty box.

An administration fee of \$25 applies if landing fees are unpaid at time of landing and billed later.

After hours the aerodrome gates are locked. \$25 charge to open gates after hours.

Effective: 20 JUL 17

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TOKOROA
OPERATIONAL DATA

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Appendix 2



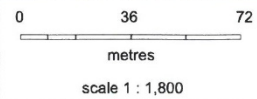
South
 Waikato
 District
 Council
 31/01/19

TOKOROA AIRPORT
 FLYING MODEL AIRCRAFT



Photos taken in/on Summer 2007-2012.
 Any dimensions given are indicative and are not of Survey Grade Accuracy.

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