

**Marlborough – Classic Fighters Marlborough 2021 Airshow, NZR699
Effective: 2 to 5 SEP 21**

The Aviation Heritage Centre will be holding the “Classic Fighters Marlborough 2021 Airshow” at Omaka aerodrome during the period 2 to 5 SEP 21. The practice days will be THU 2 and FRI 3 SEP 21. The airshow days are FRI 3 (evening), SAT 4 and SUN 5 SEP 21.

A temporary restricted area NZR699 is prescribed to facilitate the safety of air navigation, as follows:

NZR699 Omaka, Marlborough

All that airspace bounded by:

To the North — south of a line from The Ridge VRP via the Instrument Sector boundary to the CTR/D boundary.

To the East — via the CTR/D boundary and the CTA/D boundary south to the Awatere River Mouth VRP.

To the South — via the CTA/D boundary from the Awatere River Mouth VRP, west to the western boundary of T654 Omaka Transit Lane.

To the West — via the western boundary of T654 Omaka Transit Lane.

Upper limit: 4500 ft AMSL.

Lower limit: Surface.

Activity: Active from 2109012200 to 2109020500
(1000 to 1700, THU 2 SEP 21 NZST);
2109022130 to 2109030630
(0930 to 1830, FRI 3 SEP 21 NZST);
2109032130 to 2109040430 (0930 to 1630,
SAT 4 SEP 21 NZST);
2109042130 to 2109050430 (0930 to 1630,
SUN 5 SEP 21 NZST); airshow.

Administering Authority: Classic Fighters Airshow Charitable Trust,
PO Box 641, Blenheim.

Airshow Coordinator: Scott McKenzie, Mobile: 021 727 734,
scott@pappus.co.nz

NOTE:

1. When NZR699 is active, the classification of the airspace within NZR699 becomes class G (uncontrolled).
2. The portion of VFR Transit Lane NZT654 Omaka coincident with NZR699 is disestablished when NZR699 is active.
3. In the event the practice and/or airshow is cancelled, either wholly or for the remainder of the day, on THU 2, FRI 3, SAT 4 or SUN 5 SEP 21, NZR699 will be deactivated for that particular day. This will be advised by NOTAM.

Prescribed pursuant to Civil Aviation Rules, Part 71 *Designation and Classification of Airspace*, under a delegated authority issued by the Director of Civil Aviation.

Operating Conditions

Each pilot entering NZR699 must:

1. Have the specific approval of the Administering Authority during practice sessions and show times as advised; and
2. Operate their aircraft landing lights and anti-collision lights if fitted; and
3. Unless approved by the Administering Authority, operate a transponder on Mode A and C and maintain a listening watch, making traffic calls to Omaka Radio on frequency 118.5 MHz (**non-transponder** equipped aircraft to arrive/depart with a transponder and radio-equipped aircraft); and
4. Ensure that they operate within NZR699, unless they have specific clearance from Woodbourne TWR to operate in the Woodbourne CTR/D.

All aircraft operating to or from Omaka during the stated period must remain within NZR699.

If an aircraft needs to operate in the Woodbourne CTR/D a clearance is required from Woodbourne TWR.

Visiting aircraft are all welcome and invited to attend the airshow at Omaka, subject to the following restrictions.

Practice days — THU 2 and FRI 3 SEP

Arriving aircraft must remain within NZR699 when joining Omaka. Omaka aerodrome will be **closed to all aircraft** during practice sessions from 1000 to 1600 NZST, except for specifically authorised aircraft. During this period there will be two practice slots in the first and third quarters of each hour (i.e. 1000 until 1015, and 1030 until 1045). There will be two arrival or departure slots in the second and fourth quarters of each hour (i.e. 1015 until 1030, and 1045 until 1100) available for general use. A practice may run over the stated times, so other aircraft may be asked to hold accordingly. All pilots who wish to operate into and out of Omaka during practice sessions will be required to contact the Administering Authority for NZR699 entry approval prior to departure.

RNZAF Practice slots may extend outside these times by up to one hour. During these times, no civilian aircraft are permitted to operate within the NZR699. Pilots will need to be prepared to hold for up to 1 hour, or divert to land at Woodbourne.

Airshow Days — FRI 3, SAT 4 and SUN 5 SEP

Omaka aerodrome will be **closed to all non-airshow related aircraft** on airshow days from 1615 until 1830 NZST on the Friday; from 0930 until 1630 NZST on Saturday and Sunday.

Departure Day — MON 6 SEP

Departing aircraft must remain within NZT654 when leaving Omaka or request a clearance from Woodbourne TWR to operate in WB CTR/D. NZR699 will not be active on Monday.

Runways

During the entire event period Omaka (NZOM) RWY 01/19 and RWY 07/25 will be closed.

Services

Coordination of airshow activity will be provided by a mobile caravan. Omaka Radio will advise details to Woodbourne TWR ATC, if requested, for aircraft requiring entry into Woodbourne CTR/D.

The following services will be provided between:

1000 and 1730, THU 2 SEP 21 NZST;
0900 and 1830, FRI 3 SEP 21 NZST;
0900 and 1730, SAT 4 SEP 21 NZST;
0900 and 1730, SUN 5 SEP 21 NZST.

1. A base radio call sign "Omaka Radio" (frequency 118.5 MHz); and
2. Display director (not ATC) on frequency 126.75 MHz, call sign "Omaka Display" during display and practice periods only.

Air traffic services will **not** be provided during this event. Omaka Display and Omaka Radio will not provide traffic information or traffic avoidance advice.

Air Traffic Services

Air traffic services will continue to be provided by Woodbourne TWR for those aircraft operating within Woodbourne CTR/D (excluding NZR699). Wellington approach will continue to provide air traffic services within Wellington and Woodbourne CTA/C excluding NZR699.

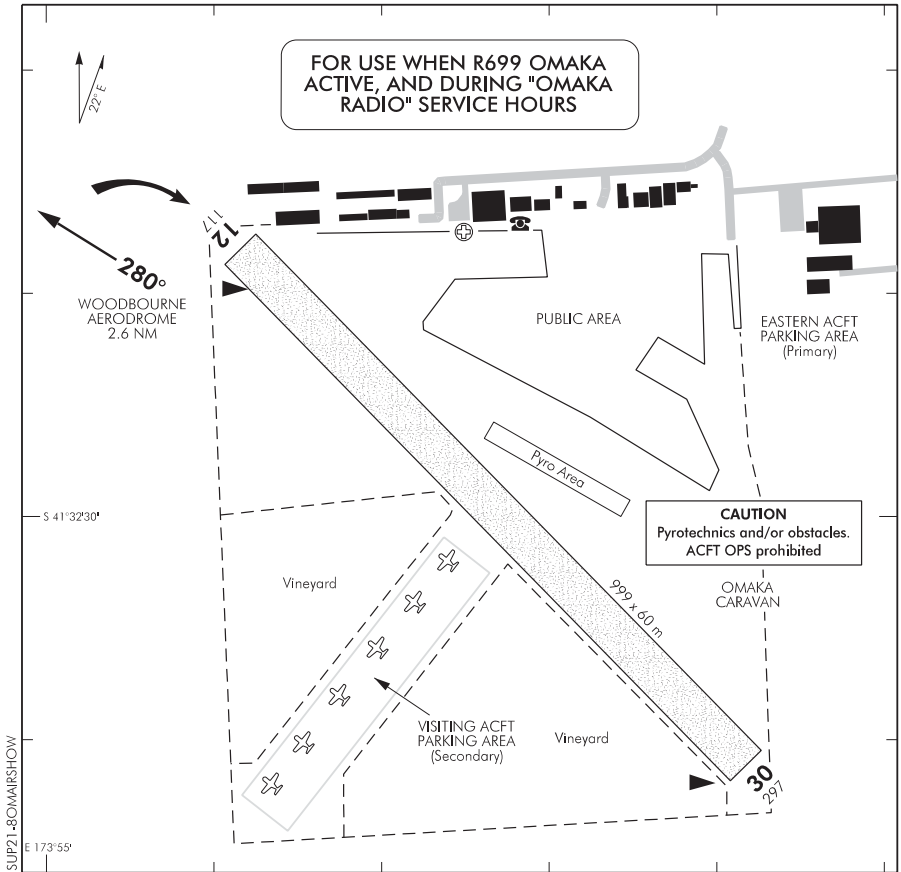
ATIS

Pilots must listen to the WB ATIS broadcast on 126.05 MHz prior to entering the Woodbourne CTR/D or NZR699.

ELEV 100
 NZOM
 WOODBOURNE TOWER: 122.8 118.1
 WOODBOURNE ATIS: 126.05

OMAKA RADIO: 118.5

OMAKA
AERODROME
 OMAKA DISPLAY: 126.75



1. Circuit: RWY 12 – Right Hand
 RWY 30 – Left Hand

Circuit altitude is 1000 ft AMSL
 Joining altitude is 1500 ft AMSL

2. Visiting ACFT will be marshalled to Eastern side of aerodrome for primary parking adjacent to Aviation Heritage Centre and to SW of RWY 12/30 for secondary parking

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OMAKA
AERODROME

Parking

Airshow participants and visiting aircraft will be marshalled to their respective parking slots. All non-participant (visiting) aircraft will be marshalled to the Aviation Heritage Centre at the eastern side of Omaka or the closed-off section of RWY 01/19, which is SW of RWY 12/30.

Pilots must exercise care with respect to their passengers in the aircraft parking area. Passengers should be escorted to and from the aircraft.

Fuel

Aygas will be supplied on request, to participating aircraft, from a mobile RD Petroleum trailer tanker at Omaka. Visiting aircraft will be refuelled from the trailer tanker in the AHC parking area.

RD Petroleum will be available during the following time periods: FRI–SUN 0800–1700 NZST.

Credit Cards and Air BP cards can be accepted. Air BP cards must be linked to RD Petroleum before they can be used, and written confirmation of this must be produced to the refueller at the time of refuelling.

Flight Plans

Pilots of arriving/departing aircraft are to file or cancel flight plans with the National Briefing Office, www.ifis.airways.co.nz, Tel: Landline users only — 0800 NBO PLN (0800 626 756); cell phone users — 03 358 1509; or Christchurch Information, 121.3 MHz.

Pilots are reminded that, in determining SARTIME, account must be taken of any airborne holding prior to landing, and the time required to taxi to/from a parking position.

Woodbourne TWR will **not** accept any flight plan requests or terminations.

Refer to AIP Supplement 52/21 for ATS procedures during the Classic Fighters Marlborough 2021 Airshow.

Woodbourne CTR/D and CTA/C – ATS Procedures During Classic Fighters Marlborough 2021 Airshow
Effective: 2 to 5 SEP 21

The Aviation Heritage Centre will be holding the “Classic Fighters Marlborough 2021 Airshow” at Omaka aerodrome during the period 2 to 5 SEP 21 — refer AIP Supplement 51/21.

A temporary restricted area NZR699 has been prescribed. Separate procedures have been promulgated for Omaka and NZR699 in Supplement 51/21.

This AIP Supplement details ATS procedures that apply for operations in the Woodbourne CTR/D and CTA/C only, during ATC hours of service, when NZR699 is active.

Air traffic services will not be provided in NZR699 where it overlaps with portions of controlled airspace during periods of activation.

Procedures for arriving IFR aircraft Woodbourne

Portions of the RNAV (GNSS), VOR and VOR/DME RWY 24 approaches and missed approaches enter NZR699.

When NZR699 is active, and weather conditions are suitable for entering the circuit in the event of a Go Around, the RNAV (GNSS) RWY 24 will be nominated on the WB ATIS. WN APPROACH may approve a request for a VOR/DME or VOR approach for RWY 24 to aircraft which can remain clear of NZR699 by entering the circuit in the event of a Go Around.

When weather conditions are not suitable to enter the circuit in the event of a Go Around:

- For aircraft with suitable performance, ATC may provide alternate missed approach instructions that climb clear of NZR699, enabling the use of the RNAV (GNSS) RWY 24.
- VOR/DME and VOR approaches to RWY 24 will not be available.

Delays possible for other than the nominated approach.

Aircraft on visual approach are to ensure they remain on or north of the final approach track of the instrument approach for the runway in use.

Procedures for departing IFR aircraft Woodbourne

Some departure procedures for RWY 06 and RWY 24 have portions that enter NZR699. Pilots can expect to be issued an alternative SID or visual departure that tracks clear of NZR699. On pilot request, aircraft may be cleared on a departure procedure that enters NZR699 provided prior approval is obtained from the administering authority.

Procedures for arriving VFR aircraft

All operations within the Woodbourne CTR/D (excluding portions in NZR699 when active) are subject to ATC approval. That **permission may be withdrawn** for individual pilots who do not comply with safety instructions, and the procedures contained in this AIP Supplement or AIP SUP 51/21. If safety or weather dictates, operations within Woodbourne CTR/D may be suspended at any time.

Holding

Fuel: All aircraft should carry fuel to enable holding for up to 30 minutes and to divert to a suitable alternative aerodrome.

If the forecast or actual weather for Woodbourne falls below a cloud base of 2000 ft or visibility of 15 km, pilots can anticipate delays. There may be a requirement to remain outside controlled airspace, especially near RARANGI. If aircraft are required to hold within or remain outside the Woodbourne CTR/D, orbits should be left-hand, with landing and anti-collision lights on.

VFR aircraft to land at Omaka

Subject to traffic and weather, expect no delay for aircraft requesting clearance to transit Woodbourne CTR/D and enter NZR699 via an arrival procedure as published on Omaka VFR Arrival/Departure procedures pages.

Other procedures may be accommodated if weather, traffic and safety permits; however, pilots should anticipate the requirement to transit the Woodbourne CTR/D and enter NZR699, tracking to Omaka via an Omaka Arrival procedure.

Pilots must arrange their own approval to operate in NZR699 directly with the airspace administering authority.

VFR aircraft to land at Woodbourne

All aircraft must call Woodbourne Tower frequency 122.8 MHz prior to entering WB CTR for clearance and joining instructions stating intention to land at Woodbourne. Anticipate holding outside controlled airspace at Spring Creek or Ponds visual reporting points if required.

Light aircraft can expect to land on the grass and vacate to the north after landing. The sealed runway will be used for heavy or high performance aircraft and is available to other aircraft on request should it be needed.

Parking

Aircraft wishing to park at Woodbourne are to contact the aerodrome operator for details.

Pilots must exercise care with respect to their passengers in the aircraft parking area. Passengers should be escorted to and from the aircraft.

Procedures for departing aircraft

All pilots are to listen to Woodbourne ATIS on frequency 126.05 MHz.

VFR aircraft departing Omaka

Aircraft wishing to operate in the Woodbourne CTR/D must obtain a clearance from Woodbourne TWR prior to entry. Expect a clearance to operate via a departure procedure as published in Omaka VFR Arrival/Departure procedures pages.

VFR aircraft departing Woodbourne

Prior to departure, all aircraft are to remain within the GA parking area, taxi clear of other aircraft, complete run-up checks and contact Woodbourne Tower frequency 122.8 MHz for taxi instructions.