

(Change Notice: Section 7.1 and 7.2 only)

MEMORANDUM OF UNDERSTANDING

Between
MASSEY UNIVERSITY SCHOOL OF AVIATION

And
WINGS FLIGHT TRAINING

And
FOXPINE AIRPARK LTD

And
FLIGHT TRAINING MANAWATU

And
THE SQUARE TRUST RESCUE HELICOPTER

And
HELIPRO

And
AIR FREIGHT NZ LTD

And
AIRWORK FLIGHT OPERATIONS LTD

And
SUNAIR AVIATION LTD

And
ROYAL NEW ZEALAND AIRFORCE

And
AIR NELSON LTD

And
MT COOK AIRLINES

And
AIR NEW ZEALAND LTD

And in conjunction with
PALMERSTON NORTH AIRPORT LTD

And
AIRWAYS CORPORATION OF NZ LTD

MOU – Effective April 2010
(expected amendment November 2010)

1 PARTIES

- 1.1 Massey University School of Aviation** is a flight training organisation located at Palmerston North Airport
- 1.2 Wings Flight Training** is a flight training organisation also located at Palmerston North Airport.
- 1.3 Foxpine Airpark Ltd** is an airport operator and a flight training organisation and is the owner of and operating from Foxpine Airport.
- 1.4 Flight Training Manawatu** is a flight training organisation located at Feilding Aerodrome
- 1.5 The Square Trust Rescue Helicopter** is located at the Palmerston North Hospital.
- 1.6 Helipro** is a commercial helicopter operator also involved in flight training and has a base located at the Palmerston North Airport.
- 1.7 Air Freight NZ Ltd** is a commercial operator based in Auckland and operates freight aircraft types Convair 580 / 5800 under the call sign of “Air Freight”
- 1.8 Airwork Flight Operations Ltd** is a commercial operator based in Auckland and operates both F27 and Metro aircraft types on freight operations under the call sign of “Post”.
- 1.9 Sunair Aviation Ltd** is a commercial operator based in Tauranga and operates freight aircraft types Aztec Partenavia under the call sign of “Sunair”
- 1.10 Royal New Zealand Air Force** based at Ohakea operating Airtrainer, Kingair, Iroquois, Sioux, Air Macchi, Hercules, Orions and Boeing 757 aircraft types.
- 1.11 Air Nelson** is a scheduled airline based in Nelson operating Q300 Aircraft under the call sign of “Link”
- 1.12 Mt Cook Airline** is a scheduled airline based in Christchurch operating ATR72 aircraft under the call sign of “Cook”
- 1.13 Air New Zealand** is a scheduled airline based in Auckland operating a fleet of heavy aircraft under the call sign of “NZ”

2 BACKGROUND INFORMATION

- 2.1** Concern has been expressed for some time regarding the safety of aviation activity in and around Palmerston North aerodrome in particularly flight training and commercial operations outside ATC hours.
- 2.2** The Manawatu is one of the busiest and most complex pieces of airspace in NZ as it is home to five aerodromes, contains many training areas and is being utilised by a large volume of traffic both VFR and IFR, civil and military. During ATC hours of service, the Manawatu has 7 different types of active airspace all requiring their own different radio frequencies. Outside ATC hours the Ohakea CTA/C airspace reverts to Class G (uncontrolled) with the potential for several aircraft to be operating in the same area all on different frequencies.
- 2.3** The amount of flight training that is occurring in and around Palmerston North has increased rapidly and this increase is likely to continue for the foreseeable future.
- 2.4** A number of near misses and one mid-air collision with two fatalities have been reported over the last ten years.
- 2.5** All stakeholders involved in aviation activity in and around Palmerston North have agreed that a Memorandum of Understanding will standardise practices with the intention of improving overall safety.

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- 2.6** This Memorandum of Understanding has been prepared in conjunction with Palmerston North Airport Ltd and Airways and is intended to meet the recommendations of the Director of Civil Aviation arising from the March 2008 Civil Aviation Authority aeronautical study of aerodrome airspace at Palmerston North.

3 DEFINITIONS

3.1 Southern Training Area

The area depicted on the Aeronautical Charts as the Manawatu CFZ but not including the area to the north of Himatangi Beach.

3.2 Northern Training Area

The area depicted on the Aeronautical Charts as the Feilding CFZ

3.3 Training Sector

A specified area within the greater training area in order to facilitate aircraft separation during training exercises.

3.4 University

Refers to the University Reporting Point.

3.5 Longburn

Refers to the Longburn Reporting Point.

3.6 Tokomaru

Refers to the Tokomaru Reporting Point.

3.7 Rangiotu

Refers to the Rangiotu Reporting Point.

3.8 Palmerston North

Refers to the Palmerston North Aerodrome.

3.9 Bunnythorpe

Refers to the Bunnythorpe Reporting Point.

3.10 Colyton

Refers to the Colyton Reporting Point.

3.11 Ashhurst

Refers to the Ashhurst Reporting Point.

3.12 Cheltenham

Refers to the Cheltenham Reporting Point.

3.13 Te Arakura

Refers to the Te Arakura Reporting Point.

3.14 Manfeild

Refers to the Manfeild Reporting Point.

3.15 Feilding

Refers to the Feilding Aerodrome.

3.16 Training Organisations

Refers to Massey University School of Aviation, Flight Training Manawatu, Wings Flight Training, Foxpine Airpark Ltd

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- 3.17 The Helicopter Operators**
Refers to The Square Trust Rescue Helicopter and Helipro.
- 3.18 The Freight Operators**
Refers to Air Freight NZ Ltd, Airwork Flight Operations Ltd and Sunair Aviation Ltd
- 3.19 The Regular Public Transport Operators**
Refers to Air Nelson Ltd, Mt Cook Airline and Air New Zealand Ltd.

**TO ACHIEVE THE OBJECTIVES OF THE MEMORANDUM THE PARTIES
HAVE AGREED TO THE FOLLOWING:**

**THE TRAINING ORGANISATIONS SHALL INSTRUCT THEIR PILOTS TO USE
THE FOLLOWING PROCEDURES:**

4 SOUTHERN TRAINING AREA

4.1 Training Sectors

In order to maintain adequate separation between the training organisations aircraft in the southern training area, six training sectors be established as follows:

Tokomaru – Shannon
Shannon – Levin
Levin – Hokio Beach
Hokio Beach – Manawatu River Mouth
Manawatu River Mouth – Himatangi Beach
Shannon – Foxton

as defined on the attached chart (Appendix A).

4.2 Number of aircraft

- 4.2.1 That only one training aircraft occupy a training sector at one time unless agreement is obtained between no more than two aircraft to occupy one training sector operating at altitudes that provide adequate separation. Aircraft must remain inside the boundaries of the sector during all manoeuvres.
- 4.2.2 If all training sectors are occupied and no agreement can be made to operate two aircraft in one training sector then aircraft are to hold until a sector is free or vacate the southern training area.

4.3 Transiting Corridors

- 4.3.1 In order to maintain adequate separation between aircraft entering and vacating the southern training area from Palmerston North particularly at a time where aircraft are changing frequencies between Palmerston North Tower and Manawatu CFZ that:

Aircraft entering the southern training area departing from Palmerston North via a standard departure procedure as published in the NZAIP are to then proceed as follows:

When runway 25 is in use:

Via a Longburn Departure aircraft track directly to Rangiotu and then to a vacant training sector.

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When runway 07 is in use:

Via a University Departure aircraft track directly to Tokomaru and then to a vacant training area sector.

Aircraft vacating the southern training area arriving at Palmerston North are to proceed as follows:

When runway 25 is in use:

Aircraft are to track to Tokomaru and then directly to the University before joining at Palmerston North via a University or City Arrival or as instructed by ATC. Any required holding must be conducted in the area south east of the University using right hand turns.

When runway 07 is in use:

Aircraft are to track to Rangiotu and then directly to Longburn before joining at Palmerston North via a Longburn or City Arrival or as instructed by ATC. Any required holding must be conducted in the area south of Longburn using left hand turns.

as defined on the attached chart (Appendix A).

- 4.3.2 In order to maintain adequate separation between helicopters and aircraft entering and vacating the southern training area from Palmerston North it is agreed that the helicopter operators will use the following procedures.

Power line South Departure

Fly the departure maintaining an altitude of 1000 feet (AMSL) or less. Track to the east of Tokomaru to join the power lines. Follow the powerlines to the south until clear of the southern training area.

Make an initial radio call between Longburn and Linton stating;
“callsign, altitude, power line south departure”.

Make an additional call abeam Shannon stating
“callsign, altitude, power line south departure”.

Power line North Arrival

Fly the arrival maintaining an altitude of 1000 feet (AMSL) or less. Follow the power lines east of Levin to Tokomaru then track to either Linton or Longburn to join at Palmerston North.

Make an initial radio call abeam Levin stating;
“callsign, altitude, power line north arrival”.

Make an additional call abeam Shannon stating
“callsign, altitude, power line north arrival”.

4.4 Low Flying Zone (L366)

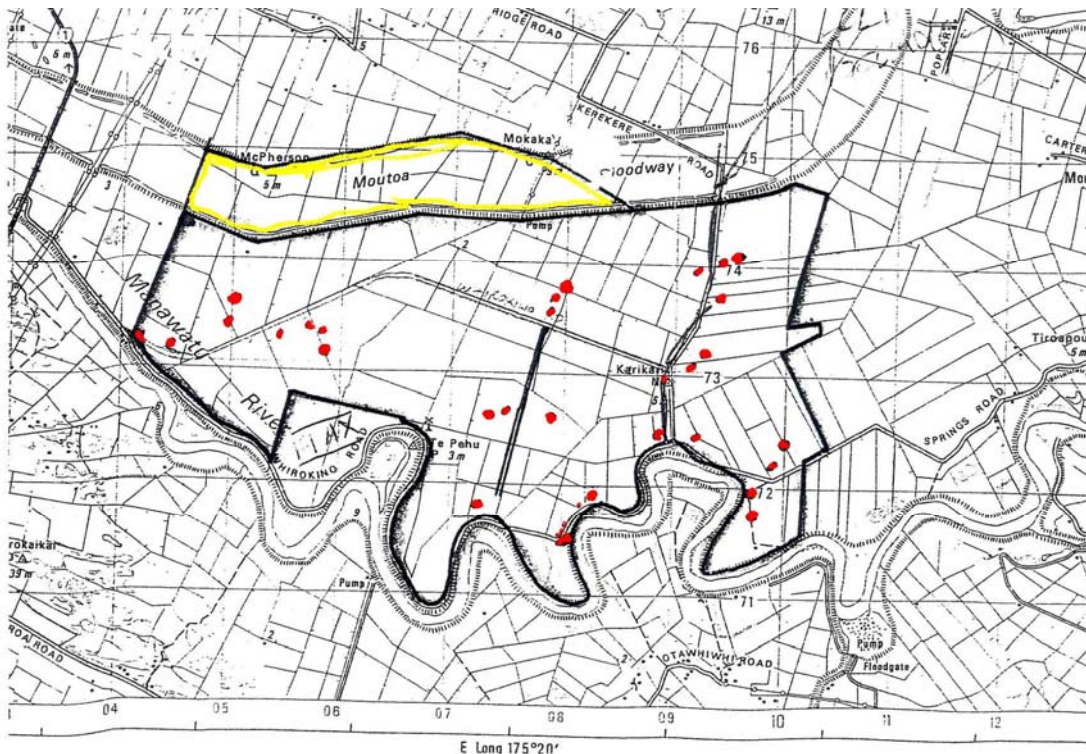
- 4.4.1 The designated using agency for low flying zone L366 is Massey University School of Aviation. Signatories to this MOU may use L366 provided the following procedures are adhered to (these procedures constitute a briefing as required by AIP ENR 5.3 – 5).
- 4.4.2 Call Manawatu traffic on 122.6 advise intentions on entering. Maintain a listening watch on 122.6 and reply to other aircraft wishing to enter L366.
- 4.4.3 Only one aircraft is to be operated in L366 at a time, unless both PIC's are instructors and are listening out on 122.6.

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- 4.4.4 When vacating L366, call Manawatu traffic on 122.6 advise intentions, direction of travel and the altitude climbing too.
- 4.4.5 Based on the 2007 negotiations with land owners for use of the area the following considerations need to be taken into account:

Carry out precautionary landings or practice forced landings within the yellow area, Moutoa Floodway, and in any case away from the houses and milking sheds, marked with red dots (see map below).

Aircraft are to avoid overflying livestock, especially when conducting an overshoot for a practice forced landing. Failure to comply may result in the cancellation of the approval to use the area for low flying.



4.5 Agricultural operations

Extensive agricultural operations are conducted in the entire southern training area. Flight below 500' agl is only to be conducted inside the boundaries of L366.

5 NORTHERN TRAINING AREA

It is agreed that:

5.4 Training Sectors

In order to maintain adequate separation between training aircraft in the northern training area, six training sectors be established as follows:

Cheltenham – Kiwitea east
Cheltenham – Kiwitea west
Kiwitea – Kimbolton east
Kiwitea – Kimbolton west
Pohangina South
Pohangina North

As defined on the attached chart (Appendix A)

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5.5 Number of Aircraft

- 5.5.1 That only one training aircraft occupy a training sector at one time unless agreement is obtained between no more than two aircraft to occupy one training sector operating at altitudes that provide adequate separation. Aircraft must remain inside the boundaries of the sector during all manoeuvres.
- 5.5.2 If all training sectors are occupied and no agreement can be made to operate two aircraft in one training sector then aircraft are to hold until a sector is free or vacate the northern training area.

5.6 Transiting Corridors

- 5.6.1 In order to maintain adequate separation in the Bunnythorpe area between aircraft entering and exiting the northern training area from Palmerston North and the Feilding Aerodrome circuit, particularly at time where aircraft are changing frequencies between Palmerston North Tower and Feilding CFZ it is agreed that:

Aircraft entering the northern training area departing from Palmerston North via a standard departure procedure as published in the NZAIP, are to proceed as follows:

When runway 25 is in use at Palmerston North:
(Preferred departure is the Manfeild Departure).

Aircraft track from Manfeild to a vacant training sector or vacate the Feilding CFZ remaining clear of all training sectors.

Via a Bunnythorpe Departure (avoid flying overhead Bunnythorpe) aircraft track to the east of Bunnythorpe Substation then track to remain north of Colyton and then to a vacant training sector, or to vacate the Feilding CFZ remaining clear of all training sectors.

When runway 07 is in use at Palmerston North
Via a Bunnythorpe Departure (avoid flying overhead Bunnythorpe) aircraft track to the east of Bunnythorpe Substation then track to remain north of Colyton and then to a vacant training sector, or to vacate the Feilding CFZ remaining clear of all training sectors.

Aircraft arriving at Palmerston North from the Feilding CFZ via a standard joining procedure as published in the NZAIP, are to proceed as follows:

When runway 25 is in use at Palmerston North
Aircraft track to remain north of Colyton then to the east of Bunnythorpe Substaion and join as instructed by ATC. Any required holding should be conducted in the area east of Bunnythorpe using right hand turns (ensure holding turns remain clear of the area between Bunnythorpe and Feilding aerodrome)

When runway 07 is in use at Palmerston North
Aircraft are to track to the west of Feilding town then to Manfeild, Te Arakura and joining as instructed by ATC. Any required holding should be conducted as close as possible to Te Arakura and using left had turns (remain clear of Feilding aerodrome).

5.7 Low Flying Zone (L367)

- 5.7.1 The designated using agency for low flying zone L367 is Flight Training Manawatu. Use of this low flying zone is detailed in AIP ENR 5.3 – 5.

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5.8 Feilding Aerodrome Circuit Operations

The training organisations will ensure (wherever possible) that the Feilding Runway in use conforms with the Palmerston North ATIS e.g. runway 25 in use at Palmerston North use runway 28 at Feilding.

5.9 Feilding Aerodrome Night Flying Operations

5.9.1 The Training Organisations will ensure NO circuit training is conducted between the hours of 1030 -1800 (UTC).

5.9.2 A maximum of 3 training aircraft are permitted in the circuit at any time. To best manage this, it is agreed that all three slots are permanently allocated to Flight Training Manawatu. Training slots can be utilised by other organisations by prior arrangement on 06 323 3641.

5.10 Agricultural operations

Extensive agricultural operations are conducted in the entire northern training area. Flight below 500' agl is only to be conducted inside the boundaries of L367

6 RADIO TRAFFIC, PHRASEOLOGY AND REPORTING WITHIN SOUTHERN AND NORTHERN TRAINING AREAS.

6.1 Aircraft entering the southern training area are to change to 122.6 immediately after vacating surrounding airspace.

6.2 Aircraft entering the northern training area are to change to 124.1 immediately after vacating surrounding airspace.

6.3 Radio traffic is to be kept to a minimum but sufficient to maintain safety and good airmanship. Once established in a training sector a position report is only required if another aircraft states they are going to use the same sector (avoid making “chain reaction” radio calls). The following radio calls should be sufficient;

Aircraft entering the southern / northern training Areas report:

<u>Identification</u>	
<u>Position</u>	Relative to University, Longburn, Bunnythorpe, Manfeild or Ashhurst if departing Palmerston North
<u>Altitude</u>	
<u>Intentions</u>	The training sector the aircraft is tracking to and the altitude they anticipate operating there.

e.g. “Manawatu Traffic Alpha Bravo Charlie – One mile south of University – One thousand five hundred feet – Tracking to Tokomaru/Shannon – Will be operating in the area 3,000 feet and below”

Aircraft already occupying a training sector that an entering aircraft wishes to use is to report:

<u>Identification</u>	
<u>Position</u>	The training sector the aircraft is operating in
<u>Altitude</u>	
<u>Intentions</u>	How much longer the aircraft intends operating there

e.g. “Manawatu Traffic Charlie Bravo Alpha – Is Tokomaru/ Shannon – 3,000 ft and below – Operating in the area for a further 10 minutes”

Under this scenario an aircraft entering the southern training area may need to make a further radio call to advise the alternative training sector that they may wish to use.

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Aircraft vacating a training sector:

Identification

Position The training sector the aircraft is operating in

Altitude

Intentions Where the aircraft will be tracking to and if intending to join at Feilding or Palmerston North then University, Longburn, Bunnythorpe, Manfeild or Ashhurst.

e.g. “Manawatu Traffic Charlie Bravo Alpha – Tokomaru/Shannon – 3,000 feet – Tracking to University descending to 1,400 feet”

- 6.4 Aircraft vacating the southern training area are to change frequencies as late as practicable, particularly to join at Palmerston North and certainly not before Tokomaru or Rangiotu
- 6.5 Aircraft vacating the northern training area are to change frequencies as late as practicable, particularly to join at Palmerston North.

7.1 ALL SIGNATORIES SHALL INSTRUCT THEIR PILOTS TO USE THE FOLLOWING PROCEDURES WHEN OPERATING WITHIN THE OH CTA/C WHEN IT BECOMES CLASS G AIRSPACE.

- 7.1.1** The boundaries of the OH CTA/C (125.1MHz) airspace below 9500ft AMSL that reverts to Class G airspace when OH Control goes off watch will now become a FISCOM service (callsign CHRISTCHURCH INFORMATION). This includes Class G airspace from surface to 9500ft between Taupo and Masterton (refer AIP Supplements and NOTAMS for ATS hours of operation).

All Signatories to this MOU must maintain a listening watch on 125.1 while operating in the area. All aircraft external lighting is to be on and operate transponder in Mode C.

- 7.1.2** Standard procedures when operating in Class G airspace with a FISCOM service will apply. The FISCOM service will provide information on all IFR aircraft but will only provide known VFR aircraft on request. FISCOM does not have radar facilities and will only have VFR traffic information for those on a flight plan or those that have reported position and intentions.

- 7.1.3** All Signatories must make radio calls to ensure separation with other traffic on 125.1. Radio traffic is to be kept to a minimum but sufficient to maintain safety and enable other aircraft to maintain situational awareness of all traffic. Pilots must understand that CH INFO will be simultaneously operating and listening out on 121.5 and several other frequencies and therefore should not make unnecessary radio calls.

NOTE this does not replace the requirements for position reporting detailed in the NZ AIP ENR 1.1 6.2

7.1.4 FOR AIRCRAFT DEPARTING OHAKEA ONLY (PALMERSTON NORTH PROCEDURES ARE COVERED IN SECTION 7.2)

- a) Call CH INFO on 125.1 for clearance. Aircraft are to remain on the ground until any possible conflict with traffic already operating in the Ohakea CTA/C is resolved.
- b) Once airborne and clear of the Ohakea Circuit (at 1500 feet), aircraft are to call their 'set heading' with CH INFO on 125.1 .

7.2 ALL SIGNATORIES SHALL INSTRUCT THEIR PILOTS TO USE THE FOLLOWING PROCEDURES WHEN JOINING AND DEPARTING PALMERSON NORTH.

- 7.2.1** Wherever possible the Freight Operators and Regular Public Transport Operators should communicate their scheduled arrivals and departures to the Training Organisations.

7.2.2 Arrival

- a) At not less than 20 DME (or as soon as possible there after), call Palmerston Traffic and advise present position, anticipated approach and runway intending to land on.
- b) Position reports on 120.6 must be made in accordance with the NZ AIP ENR1.1 6.2.

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- c) Where there are two or more aircraft in the circuit – Land on the duty runway which is dictated by the active circuit.
- d) Once becoming visual on the instrument approach for runway 07 and the circuit is active for runway 25 – Circle left hand (over the city) whenever possible.
- e) At times for training and currency it maybe required that the approach is flown to minimum descent altitude (MDA) before circling to land. Pilots will advise circuit traffic by adding the statement “training” and intentions on the end of all radio calls. An additional call must be made at the final approach fix to allow circuit traffic to give way. *Eg “Palmerston Traffic ABC joining the arc for VOR / DME 07 circling 25, training, intentions are to fly the full approach to MDA”*

7.2.3 Departure

- a) Call Palmerston Traffic on 120.6 as early as possible during taxi and advise intended runway for departure and estimated time until ready to depart.
- b) When there are two or more aircraft in the circuit – Takeoff on the duty runway which is dictated by the active circuit/
- c) Call Palmerston North Traffic on 120.6 as early as possible during taxi and advise intended runway for departure and estimated time until ready to depart.
- d) Call CH INFO on 125.1 prior to getting airborne for clearance. Aircraft are to remain on the ground in Palmerston North until any possible conflict with traffic already operating in the Ohakea CTA/C is resolved.
- e) Once airborne and clear of the Palmerston North Circuit (at 1500 feet), aircraft are to call their ‘set heading’ with CH INFO on 125.1

7.3 THE TRAINING ORGANISATIONS SHALL INSTRUCT THEIR PILOTS TO USE THE FOLLOWING PROCEDURES WHEN OPERATING IN THE PALMERSTON NORTH CIRCUIT:

- 7.3.1 Contact Airways by telephone 0800 626 756 prior to flying and advise the following information relating to their organisation; planned start and finish time, number of aircraft, which runway will be used. If unable to contact Airways prior to flight then the same information must be transmitted to Ohakea Control on 126.2 (or outside Ohakea hours of service contact Christchurch Control on 123.7).
- 7.3.2 Each of the Training Organisations will ensure a suitably qualified person monitors the Palmerston North unattended frequency (120.6) at all times when students are operating in the circuit solo. This person will maintain situational awareness of all traffic that are transmitting on 120.6 and is to assist the student if and when required to ensure the procedures of this MOU are complied with.
- 7.3.3 Each Training Organisation will ensure all pilots flying circuits at night have been adequately briefed to understand the radio calls and procedures associated with Section 7 of this MOU.

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- 7.3.4 The Training Organisations will ensure **NO** circuit training is conducted between the hours of 2230 – 0600 NZST during the winter months and 2330 – 0600 NZDT during the summer months.
- 7.3.5 A Maximum of **FOUR** training aircraft are permitted in the circuit at any time. To best manage this it has been agreed that two slots are permanently allocated to Massey University School of Aviation and two slots to Wings Flight Training. Slots can be traded or utilised by other organisations by prior arrangement.
- 7.3.6 The Training Organisations shall use the following procedures in the circuit to assist Freight Operators to keep their arrival and departure as expeditious as possible.

If more than one aircraft in the circuit –

- a) Continue to fly the circuit pattern and give way to the Freight Operator (do not orbit).
- b) Allow the Freight Operator to land and take off by extending the downwind leg of circuit.
- c) Advise the Freight Operator of your intentions to assist in their arrival or departure e.g.;
“extending downwind to allow XYZ to be number one”
“Continuing for a go around to allow XYZ to depart”
- d) If there is an aircraft backtracking on the runway, continue the circuit pattern and conduct a go around not below 500 feet AGL.
- e) Endeavour to keep circuit training to a minimum during the arrival and departure times of the Freight Operators ((this schedule may be communicated to the Training Organisations (paragraph 7.2.1)).
- f) If the Freight Operators are conducting a training approach. Continue in the circuit pattern until the Freight Operator calls at the final approach fix then, continue in the circuit pattern maintaining 1100 feet to allow the Freight Operator to descend below.

8 INCIDENT AND DISPUTE RESOLUTION PROCEDURES

- 8.1 Notwithstanding the requirements of CAR Part 12, an incident that contravenes the provisions of the MOU shall be reported through the respective signatory organisations reporting requirements.
- 8.2 Affected company representatives shall meet to discuss the incident with the intent being to avoid a reoccurrence.
- 8.3 In the event of a dispute, the parties in dispute shall agree on an independent arbiter to hear the submissions from both or all parties and for that person to make a recommendation that will be binding to all parties. Should the parties be unable to agree on an arbiter the CAA shall be requested to make the appointment.

9 MEETINGS

- 9.1 Signatories to the MOU shall meet at least twice a year and to be conducted at the time of the Palmerston North Airport Users Meeting.
- 9.2 The meeting shall discuss operational issues, new procedures and equipment.
- 9.3 The MOU shall be amended as necessary.
- 9.4 All signatories are required to send a representative to the meeting.
- 9.5 Minutes of the MOU shall be kept.

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9.6 It was agreed by the signatories that the MOU be administered and master documents are held by Paul Kearney at Massey University School of Aviation in Palmerston North

9.7 Copies of the MOU can be sourced from;

Emailing Mr Paul Kearney on p.kearney@massey.ac.nz

Ringling Ohakea Operations (24/7) on 0800 RUNWAY (0800 786929) to be faxed or emailed a copy.

RNZAF Base Ohakea website <http://www.airforce.mil.nz/gallery/links/caa/default.htm>

Palmerston North Airport Website www.pnairport.co.nz/airport.php

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We the undersigned, as authorised representatives of our respective organisations,
undertake to abide by the guidelines as specified above until amended, superseded or
revoked.


.....
Ashok Poduval
Massey University School of Aviation


Date 12.06.09


.....
R P Singh
Wings Flight Training

Date 12.11.2008


.....
John Lester
Foxpine Airpark Ltd

Date 12.11.2008


.....
Michael Bryant
Manawatu Flight Training

Date 12.11.2008


.....
Jarrod Colbourne
The Square Trust Rescue Helicopter Palmerston North

Date 12.11.08


.....
Regan Graham
Heilpro

Date 13.08.09


.....
Mark Lasenby
Air Freight NZ Ltd

Date 16.2.09


.....
Grant Jolley
Airwork Flight Operations Ltd

Date 2.4.09


.....
Dan Power
Sunair Aviation Ltd.

Date 1.1.1.

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.....
Carl Smith
Royal New Zealand Air Force

Date 12/5/09


.....
Bob Guard
Air Nelson Ltd.

Date 03/12/09

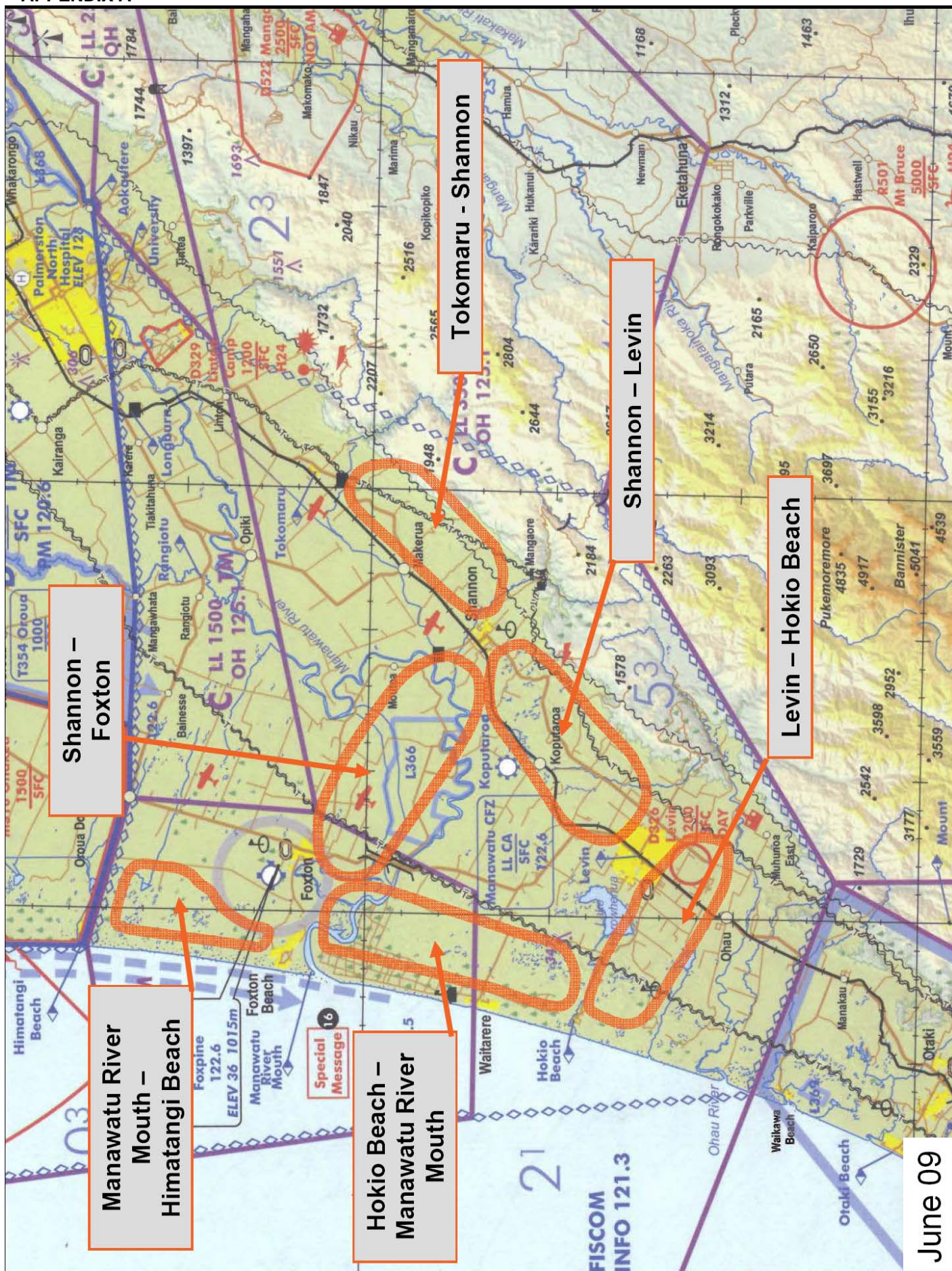

.....
Allan Brown
Mt Cook Airline

Date 15/1/09

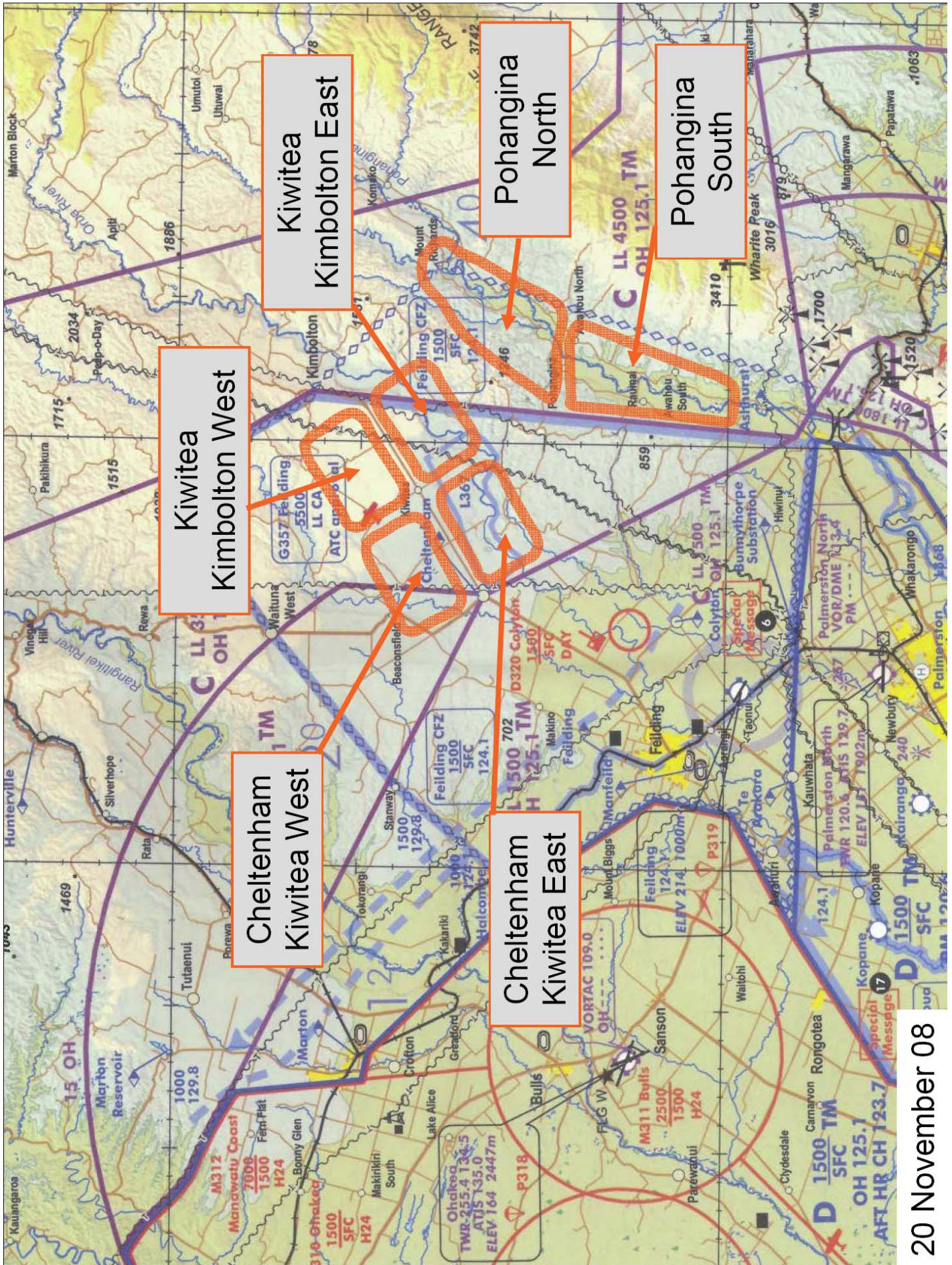

.....
Bob Fletcher
Air New Zealand Ltd.

Date 25/11/09

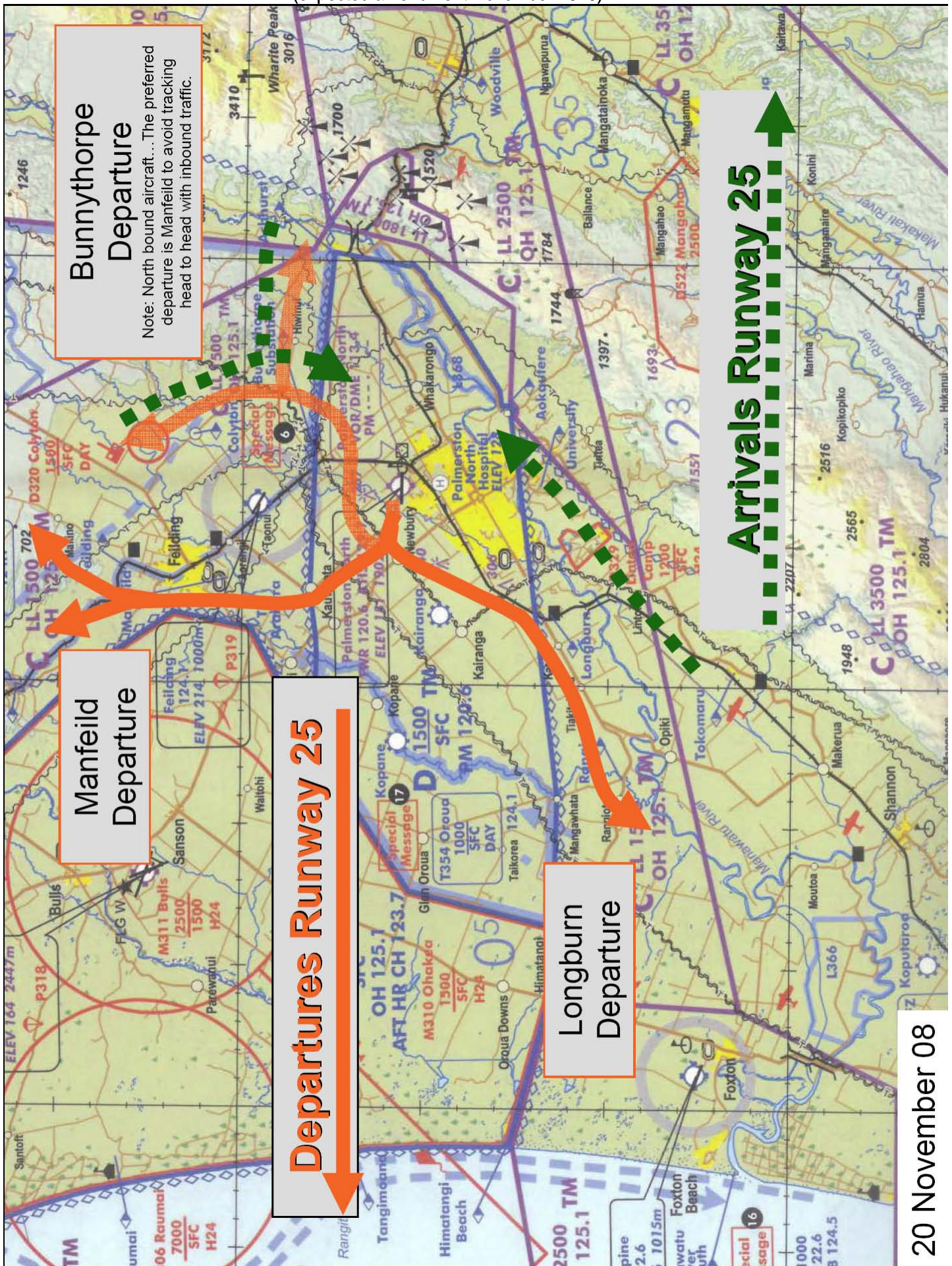
APPENDIX A



June 09



20 November 08



20 November 08

