

Mauao - Mount Maunganui Flying Site

Elevation: 232m(761ft)

Airspace: General Aviation Area up to 1500ft

Overseas visiting pilots please ensure you are a member of NZHGPA and have completed the requirements specific to flying Mauao

<http://www.nzhgpa.org.nz/visiting-pilots>

Contacts:

President: Dave Washer 027 599 2934

Secretary: Dominique Washer-Le Sellin 021 617 111, bophangparaclub@gmail.com

PG Safety Officer: Mark McIntyre 021 337 595

Speed Flying: Dave Edwards 021 390 304

Hang Gliding: Dave Shaw 027 5757 776

Bay of Plenty Facebook

<https://www.facebook.com/BOPHangGlidingParagliding/>

Weather Check

Harbour conditions is updated every 3 minutes.

Please check date and time stamp in bottom right corner to ensure you are reading current conditions

<http://www.port-tauranga.co.nz/cargo-and-shipping/harbour-conditions/>

Windfinder

https://www.windfinder.com/forecast/mount_maunganui

Safety Notes:

The launch sites on the Mount are often in turbulence. Launching requires good ground handling skills and experience with turbulent conditions on take-off.

Aerial View of the Mount - Oriented North



Mount Launch Sites: North, East and West Faces

North face works NNW-NNE

East face works NE-SE

West face works WNW-SW



Here's a YouTube video showing launching and landing on the beach from the east https://www.youtube.com/watch?v=2Zlpiko_QSg&list=PLIHDawiX1Y3sgtaZz6mqpKdUPJCuWrg7l&index=7

Landing Options

Wind directions: North West – South East

Mount main beach is landable all year round, however, please follow some simple rules:

- Land as far away from people as possible.
- Civil Aviation Authority is active in our area so have your licence and wing warrant up to date and on you so you can present these.





Paddock landings are also an option.



Landing Options
Wind direction: West

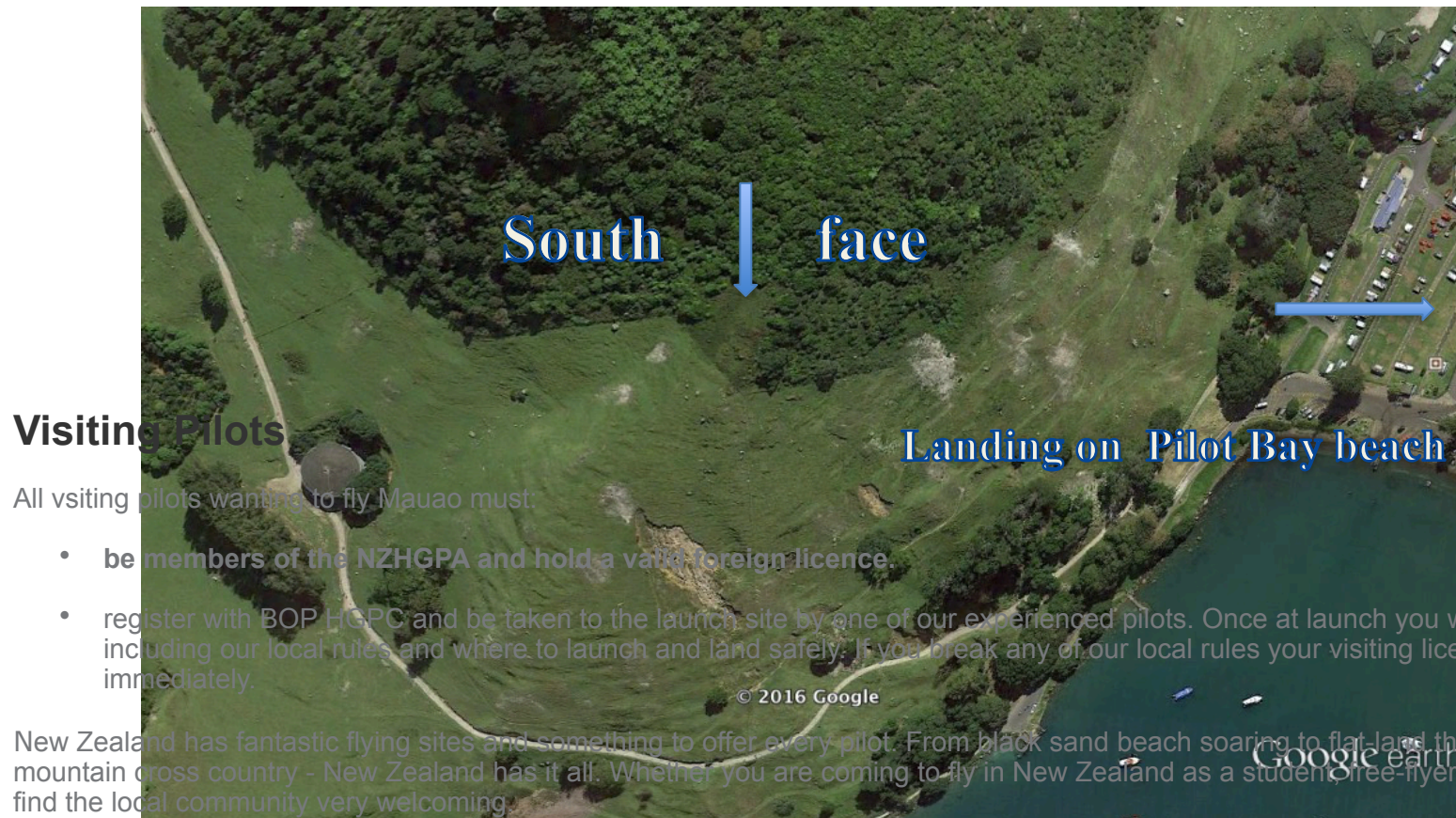
Caution: Pilot Bay is a narrow beach with overhanging tree branches. Please be cautious.



Launch & Landing Options
Wind direction: South

You will find a flat launch area at the top of the spur leading up from the water tank.

Caution: Pilot Bay is a narrow beach with overhanging tree branches. Please be cautious.



All visiting pilots wanting to fly Mauao must:

- be members of the NZHGPA and hold a valid foreign licence.
- register with BOP HGPC and be taken to the launch site by one of our experienced pilots. Once at launch you will be given a site briefing including our local rules and where to launch and land safely. If you break any of our local rules your visiting licence can be revoked immediately.

New Zealand has fantastic flying sites and something to offer every pilot. From black sand beach soaring to flat land thermalling to snow clad mountain cross country - New Zealand has it all. Whether you are coming to fly in New Zealand as a student, free-flyer or professional pilot, you will find the local community very welcoming.

However, before you spread your wings there are certain things you need to know and conditions that must be met:

- **You must be a member** of our Association. It is the law. We have a low cost membership for visiting pilots that gives full access to flying in NZ, \$5 million insurance cover and support from our clubs and national association.

- **You must have a licence**
 - If you have a licence from your own country read the section below for qualified pilots.
 - If you do not have a licence and you want to learn to fly in New Zealand then read the section for visiting students.
- **You must check airspace and flying site rules.**
 - ANY SITE in New Zealand can have airspace or other rules that restrict flying in that area. Even in remote areas there are tourist operations and many environmentally sensitive areas that may not be obvious to you but must be respected. Please don't risk our safety, our sites, or a prosecution and fine by flying illegally.
 - **CHECK FIRST** with the local pilots by contacting [Local Clubs](#) , or a [paragliding](#) or [hang gliding](#) school.
 - Read the [VFR guide](#) and [VFR test](#) to get familiar with our airspace rules.
 - Download the airspace files here [NZ Airspace](#) and buy charts here [Airspace charts](#)

Please be aware that NZ has strict biosecurity requirements to prevent exotic pests and diseases from establishing here. This means that you should ensure that your glider and harness are free of seeds and insects before you leave home, and they may be subject to inspection at the airport when you arrive in NZ. This shouldn't be anything more than a minor inconvenience if it's all been cleaned beforehand, but just be aware that it may take a little while to clear border security when you arrive.

Hang gliding and paragliding in NZ is regulated by the Civil Aviation Authority.

You will have to scan and send us a copy of your licence. Make sure we can read it!

Note: your membership is not complete until you send us a copy of your licence and we accept it.

Here is the list of licences we normally accept.

| | |
|---------------------------|--|
| International IPPI | Parapro or Safe Pro 3 or above, with no supervision requirements |
| Australia | PG3 or above |
| USA | H3 or P3 |
| Canada | Intermediate |
| Great Britain | Club Pilot |
| Switzerland | Pilot |
| Germany | A Licence |
| France | Pilot |
| Austria | Sonderpilotenschein or Grundberechtigung |

Or an equivalent licence from the following countries: Croatia, Czech Republic, Denmark, Hungary, Italy, Lithuania, Netherlands, Norway, Poland, Romania, Sweden, Slovakia, Slovenia, Ukraine.

If your licence is not on this list please contact us [before you travel](#) to New Zealand.

Your visiting pilot membership and licence lasts **4 months**. It allows you to fly in NZ with the same restrictions as you have in your own country. If your licence is expired in your own country then it is expired in New Zealand too. If your licence includes any level of supervision you must contact an instructor in New Zealand and fly under their supervision.

To complete the membership you will be asked to **supply copies of your National licence (and IPPI card if you have one)** and declare that you understand and will obey the visual flight rules for NZ. **Read the VFR guide found here [OPM & Forms](#).**

New Zealand licences (converting from a foreign licence)

If your foreign licence is expired or if you want to fly in New Zealand for **more than 4 months** then you will need a **full membership** for 12 months and conversion to a New Zealand pilot licence. You will need to pass the VFR test with a NZ instructor and your glider will also need a New Zealand issued warrant of fitness.

If your licence is **not** one that we recognise in New Zealand you will need to pass an assessment for a New Zealand licence with an instructor. Please check with us if you have a licence that is not on the list above and we will advise you.

Mauao Safety Protocols

Pilots must be briefed prior to launch and abide by all NZHGPA rules and licencing requirements. Ensure all equipment is of required standard and warrant is current.

Launch Sites

- **Care must be taken to ensure public safety at all times**
- Pilots must set up equipment off public walkways and ensure space is provided for safe passing
- Pilots must ensure safe, controlled launch informing public of the line of launch and ensure public is at a safe distance at all times
- Pilot has assessed their flight plan poses no risk or nuisance to the public
- Pilot must determine by pre-flight inspection that the aircraft is in condition for safe flight

During flight

- Maintain a safe distance from the ground and public walkways at all times
- Fly within your ability, never endangering the public
- All pilots during site briefing must fully understand right of way rules

- No person shall operate a hang glider or paraglider in a careless manner so as to endanger people or property
- Back protection / harness combination must be fit for purpose, used as specifically designed and intended by the manufacturer without any modifications and as presented for certification testing
- Speedwing paragliders can only be flown after 40 hours plus 40 flights on a standard paraglider. Proof must be provided via log book
- Helmet must conform to standard
- Reserve parachutes are recommended for all flights

Landing

- Pilot must ensure landing area is clear
- Pilots must ensure they set up early for landing and are in full control throughout landing
- **Pilots must ensure the safety of the public at all times during landing**