

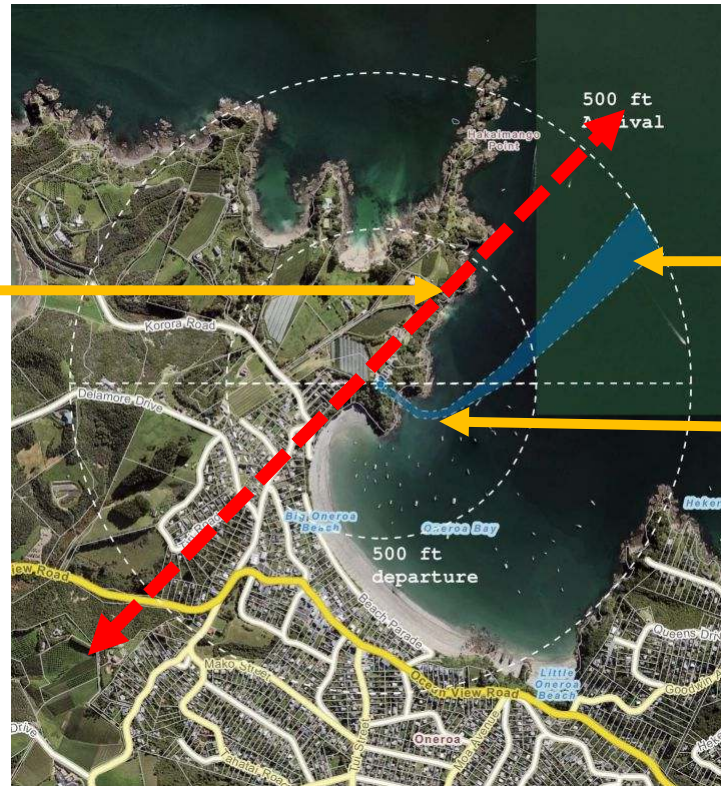
Actual flight paths are for safety not acoustics

The CAA does not recognise flight paths based on acoustic assessments. Pilots must always prioritise safe flying over noise restrictions.

Take-off & landing into the wind is safer. Prevailing winds on Waiheke are NE and SW. The proposed flight path is SE.

NE: Applicants' house
SW: Neighbours houses

Higher risks: Elevation, adverse wind direction, terrain restrictions, slope, rough surfaces.



Accidents most likely during take-off, hovering and landing

CAA approved heliports require **two** safe flight paths 90 to 180 degrees apart (CAA AC139-8) including one into the prevailing wind. This application offers **one** path, not into the wind.

Making a sharp turn during take-off increases risk of accidents.

The proposed flight path ignores CAA requirements for safe flying and instead focuses entirely on an acoustic assessment which a pilot has no obligation to follow.

<https://www.aviation.govt.nz/assets/publications/gaps/helicopter-performance.pdf>
<https://www.aviation.govt.nz/assets/rules/advisory-circulars/ac139-8.pdf>