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**Proposed final changes to Timaru mandatory  
broadcast zone  
– airspace user consultation**

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## Background

(Unless otherwise stated, all altitudes in this document are expressed in terms of above mean sea level (AMSL).

Following an application from Air Nelson in February 2017 to amend the boundaries of the Timaru mandatory broadcast zone (MBZ), consultation was undertaken with airspace users. CAA held a meeting with users in Timaru on 4 April 2017.

The main issue raised by respondents was the concern that Air Nelson had not adequately consulted with all users prior to submitting an application to amend the airspace.<sup>1</sup> The particular area of concern was the extension of the MBZ in the vicinity of Rangitata Island aerodrome and the potentially negative effect on the non-transponder, and sometimes non-radio, equipped aircraft based there.

Because the cut-off date for permanent airspace changes to the visual navigation charts effective in November 2017 was late April 2017, there was inadequate time remaining to resolve the issues raised during the consultation process and changes to the Timaru MBZ were deferred for 12 months, subject to further consultation by CAA.

The requested amendments to the lower level of controlled airspace in the vicinity of Ashburton and overhead Timaru were progressed and became effective from 9 November 2017.

## Industry liaison

To progress resolution of the specific issues raised, CAA facilitated a workshop with representatives of the interested parties who had made submissions.

The workshop was held at Rangitata Island aerodrome on Tuesday 17 October and was attended by:

CAA	Sean Rogers, Manager Aeronautical Services Paula Moore, Aeronautical Services Officer – Air Traffic Services (Airspace) Carlton Campbell, Aviation Safety Adviser
Air Nelson	Dave Gollop
South Canterbury Airspace User Group/ Timaru Airport	Adam Ward
South Canterbury Aero Club	Aaron Pierce, Chief Flying Instructor
Canterbury Aero Club/International Aviation Academy of NZ	Nathan Clarke, Chief Flying Instructor Jason Hobday, Deputy Chief Flying Instructor

<sup>1</sup> Refer to CAA document 'Proposed changes to Timaru mandatory broadcast zone – Summary of submissions', published August 2017 (<http://www.caa.govt.nz/assets/legacy/airspace/2017-Timaru-Summary.pdf>)

Rangitata Island aerodrome and users	Russell Brodie, Aerodrome Operator/pilot Ross Brodie, Instructor
Private aircraft operator	Ian Sinclair

There were also several observers. Unfortunately the attendance sheet cannot be located and CAA apologises for not individually recognising their participation.

Discussion was focussed on resolving the airspace around Rangitata Island aerodrome and the boundaries of the common frequency zone.

## **Final airspace design**

### **Visual reporting points**

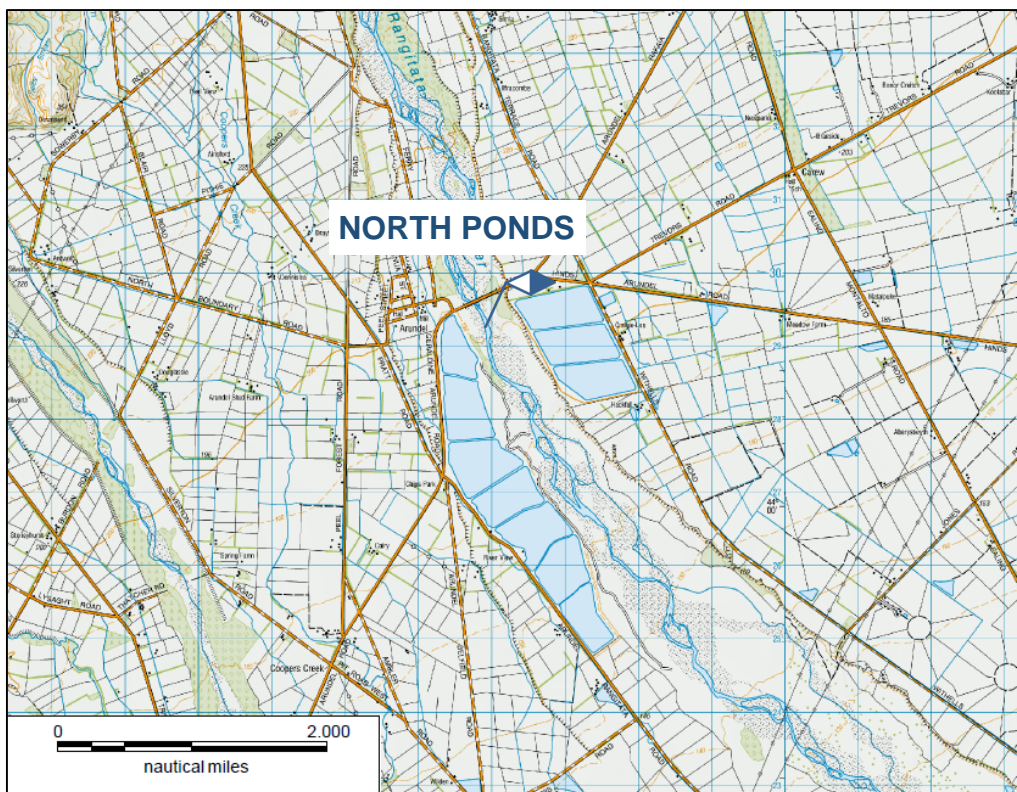
As explained in the Summary of Submissions document, the 16 proposed visual reporting points did not meet the criteria to be designated under Part 71.

At the workshop a new visual reporting point was suggested for the Rangitata South irrigation scheme ponds, near Arundel. The ponds are not shown on the 2017 VNC and are a very prominent feature used by local pilots.

CAA understands that local pilots already report in relation to “the ponds”. However, there are five visual reporting points where variations using the word ‘pond(s)’ already designated in New Zealand. Therefore a new name is required.

At this stage, the name ‘NORTH PONDS’ is suggested for this location. Due to the size of the irrigation scheme, more than 2 NM in length, the coordinates for the VRP would be approximately S 43 58 56.7, E 171 18 23.9 at the position shown in Figure 1, between the northern ponds on both sides of the Rangitata River.

Suggestions from local airspace users of another appropriate name which would reflect the location would be appreciated for consideration.



*Figure 1 – Rangitata South Irrigation Scheme ponds*

### **Amended Timaru MBZ**

At the user consultation meeting in April 2017, the local hang glider/paragliding club requested the boundary south of Timaru city be moved inland of the coast as the coast is often used for soaring below 800 ft. It was agreed that the railway line south of Timaru would be suitable to use as a boundary feature.

Dave Gollop presented a new proposal for a redesign of the RNAV RWY 20 approach which would result in a shortened 8 NM final. The T-bar IAF waypoints would also move 2 NM south. Additionally, the missed approach for RWY 02 would either follow the existing procedure with a right turn to DOPOP or be amended to track to the new eastern IAF. The RWY 20 missed approach would track to either the eastern or western IAFs.

Refer to diagram in Appendix A. The proposed amended approach waypoints are labelled XXXXX, YYYYY and ZZZZ<sup>2</sup> respectively.

This change would enable the previously proposed northern boundary of the MBZ to be moved 2 NM southwards. It would also change the current missed approach hold at

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<sup>2</sup> Note: the position shown of waypoints XXXXX, YYYYY and ZZZZ are approximate only.

UNTAT, where the outbound leg passes over Rangitata Island aerodrome at 2000 ft, to the waypoint ZZZZZ seaward of the coast.

There was extensive discussion in regard to the northern and western boundaries of the MBZ.

The final northern boundary was agreed to track from south of Geraldine township to Orari river bridge out to the coast 2 NM north of Orari river mouth. The Fonterra factory at Clandboyne would be within the Timaru MBZ. A lack of other suitable ground features made it difficult to follow any roads or rivers to the coast.

The western boundary would be a line from 2 NM north of Blue Cliffs settlement, to Levels Valley to south of Geraldine township.

The lower limit of transponder mandatory airspace within the amended Timaru MBZ would be 1600 ft to enable non-transponder equipped aircraft to fly the standard overhead join procedure.

The amended Timaru MBZ is shown in blue on the diagram in Appendix A.

There would be three other MBZs designated as follows (all have an upper limit of 9500 ft). The frequency would be the same as the Timaru MBZ, 119.5 MHz "Timaru traffic", for all three airspaces:

- Timaru North (shown in orange) – lower limit 4500 ft – from the southern boundary of Christchurch CTA LL 7500 southwards to Coldstream settlement.

Transponder mandatory 4500 ft – 9500 ft.

- Timaru East (shown in green) – lower limit 2500 ft – east of the coastline, from midway between the Rangitata and Orari River mouths southwards to the Otaio River mouth, inland to 2 NM north of Blue Cliffs settlement, northwards to Levels Valley, then a line to a point south of Geraldine township, eastwards to Orati, then to the coast.

Transponder mandatory 2500 ft – 9500 ft.

- Timaru South (shown in orange) – lower limit 4500 ft – southern boundary of amended Timaru MBZ and Timaru South MBZ, southwards to a line inland from Wainono Lagoon to Mt Studholme.

Transponder mandatory 4500 ft – 9500 ft.

The western boundary of Timaru North and Timaru East is aligned further inland than was discussed at the workshop. This has been done to provide at least a 1 NM buffer from the centreline of the ELDAK-IKALO (and most likely new waypoint ZZZZZ). The buffer area is shown in red in Figure 2.

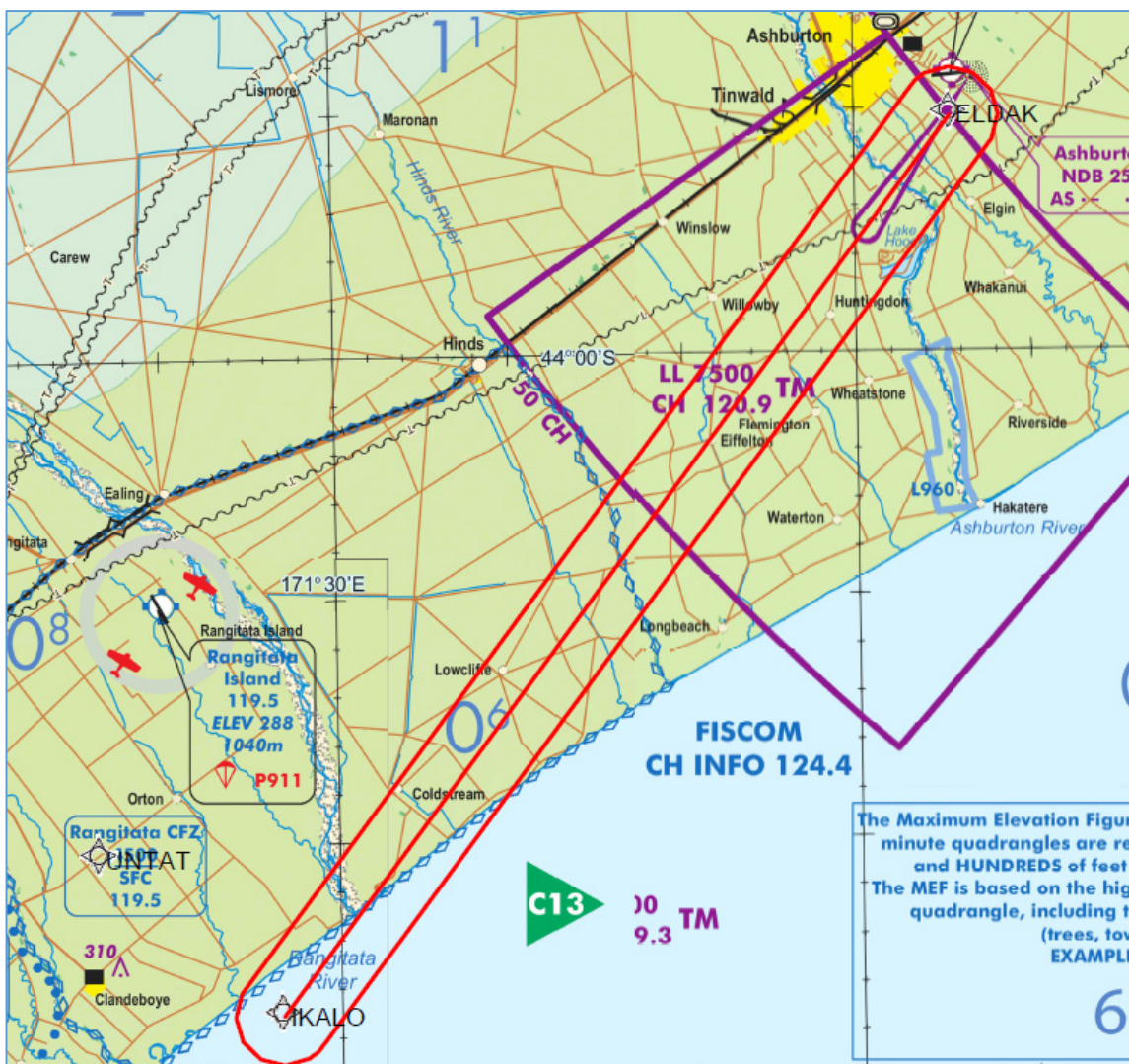


Figure 2 – ELDAK-IKALO track

### Reporting interval

CAA raised the subject of the maximum interval between reporting on the frequency in the additional MBZs. Due to the increased area, the current five minute interval for the existing airspace may not be appropriate, as this airspace is only slightly larger than the vicinity of the aerodrome where reporting once every five minutes would in any case align with normal radio calls.

The attendees at the workshop were in agreement that the interval should be five minutes for all of the MBZs.

Further discussion about the maximum reporting interval has taken place following the workshop. For aircraft operating within any of the MBZs for approximately an hour, there was the potential for up to 14 radio calls required to comply with the conditions of the MBZ. This would be very disruptive, particularly when flight instruction is being given.

It has been agreed that 10 minute interval between radio calls would apply to new MBZs Timaru North, Timaru East, Timaru South.

**CAA comment:** *The required reporting interval is the maximum time between radio broadcasts. Pilots may make additional broadcasts if necessary to alert another/other aircraft to their position if the aircraft will be operating within the vicinity of one another.*

### **Amended CFZ**

Refer to area shown by the black dotted line on the diagram in Appendix A.

The Rangitata CFZ would be disestablished and replaced by a larger CFZ, South Canterbury.

South Canterbury CFZ would surround the Timaru MBZ, encompassing the area east of a line from Mt Studholme – Mt Nessing – Arundel Bridge, then follow the Hinds-Arundel Road to Hinds, then beneath the Timaru North, Timaru East and Timaru South MBZs.

The CFZ would extend from the surface to the lower level of the MBZ above it, or to a maximum height of 5500 ft.

The frequency will remain the same as the Timaru MBZ, 119.5 MHz “South Canterbury traffic”.

The southern boundary of the South Canterbury CFZ at 6 NM north of Waimate aerodrome would be clear of the aerodrome vicinity and circuit. The lower limit of the Timaru South MBZ co-incident with the southern boundary is 4500 ft, also clear of Waimate aerodrome operations.

### **Further consultation**

This document will be sent directly to the organisations listed below. It would be appreciated if you would kindly forward the document to your members for comment and consideration.

#### **Aerodrome operators (charted aerodromes only)**

- Ashburton aerodrome – Ashburton Airport Authority
- Rangitata aerodrome – Russell Brodie
- Timaru aerodrome – Timaru District Council
- Waimate aerodrome – Waimate Aero Club

#### **Operators, Organisations and User Groups**

- Air Nelson
- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand
- Balloon Aviation Association of New Zealand
- Canterbury Aero Club/International Aviation Academy of New Zealand



- Canterbury Airspace User Group
- Flying New Zealand
- Gliding New Zealand
- Model Flying New Zealand
- Mount Cook and Westland National Parks Resident Aircraft User Group
- New Zealand Agricultural Aviation Association
- New Zealand Airline Pilots Association
- New Zealand Aviation Federation
- New Zealand Hang Gliding and Paragliding Association
- New Zealand Helicopter Association
- New Zealand Parachute Federation
- New Zealand Parachute Industry Association
- Recreational Aircraft Association of New Zealand
- Royal New Zealand Air Force
- South Canterbury Airspace User Group
- Sport Aircraft Association New Zealand
- Sport Aviation Corp

This document is also available on the CAA website at the following link:

<http://www.caa.govt.nz/airspace/airspace-review/>

Notifications will be sent to CAA email notification subscribers to Airspace Notifications – Briefing Areas 7, 8 and 9.

If there are any further questions regarding the review process, please contact Paula Moore – contact details below.

## **Submissions**

Prior to making a designation or classification of airspace, Civil Aviation Rule 71.9 requires the Director to consult with all parties within the aviation industry that may be affected.

This document forms part of the consultation process. Submissions are sought from any interested person, organisation or representative group.

Submissions are accepted either electronically or via mail.

Please address submissions to:

Group Executive Officer  
Aviation Infrastructure and Personnel  
Civil Aviation Authority of New Zealand  
PO Box 3555  
Wellington 6140

Fax: 04-569-2024

Email: [dianne.parker@caa.govt.nz](mailto:dianne.parker@caa.govt.nz)

Reference – Proposed Timaru MBZ changes

Closing date for submissions is **Thursday 21 December 2017** .

### **Further information**

For further information contact:

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Appendix A – proposed final MBZ and CFZ design

