

---

**Proposed changes to Timaru mandatory  
broadcast zone  
– Summary of submissions**

# Table of Contents

## Contents

<b>Overview .....</b>	<b>1</b>
<b>Submissions received .....</b>	<b>2</b>
<b>Summary .....</b>	<b>3</b>
Controlled airspace.....	3
Mandatory broadcast zone .....	3
Common frequency zone .....	4
Visual reporting points.....	5
<b>Further consultation .....</b>	<b>5</b>
<b>Further information.....</b>	<b>6</b>

## Overview

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

A mandatory broadcast zone (MBZ), NZB970 Timaru, surface to 4500 ft, was established around Timaru aerodrome to ensure that all aircraft operating in the vicinity of the Timaru NDB final approach tracks, where IFR aircraft would be descending below cloud, could receive and make radio broadcasts for situational awareness.

Laterally, NZB970 extends approximately 8 NM to the north and south of Timaru aerodrome, 4 NM to the west, and 1 NM to the east. These boundaries have not been fully reviewed since the introduction of RNAV approach procedures.

Above the South Canterbury area, inland of the coast and south of the Rangitata River, the lower level of controlled airspace is 13,500 ft.

There is one operator of scheduled passenger transport services at Timaru aerodrome. Air Nelson operates two arrivals and two departures per day, using Q300 (Dash 8) turbo-prop aircraft. The RNAV approaches are the primary procedure used by Air Nelson aircraft, taking advantage of better navigation performance afforded by satellite based procedures.

Following initial consultation with local users, Air Nelson submitted an application to amend the airspace in the Timaru environs as follows:

1. extend the lateral and vertical boundaries of NZB970 to 15 NM either end of runway 02/20 at Timaru, up to 9500 ft; and
2. establish a new MBZ surrounding the amended NZB970 from a lower limit of 4000 ft upwards to 9500 ft, around the descent profile of the Timaru RNAV standard arrival procedures (STARs) – approximately 25 NM from Timaru aerodrome; and
3. amend the lower level of controlled airspace to 9500 ft east of a line Peel Forest-Mt Studholme-intercept point of existing CTA LL 9500 ft and 13,500 ft boundary with SW 20 NM arc; and
4. establish a new control area south of Ashburton from 7500 ft to 9500 ft between 40 and 50 NM south of Christchurch; and
5. establishment of a two new common frequency zones; South Canterbury West and South Canterbury East, which would replace the existing Rangitata CFZ south of a line Mt Somers-Longbeach to just north of Waimate, between seaward of the coast to the Two Thumb ranges. The eastern CFZ would be under the stepped MBZ.

Subsequent to receiving Air Nelson's application, a further request for the designation of new visual reporting points (VRP) in the south Canterbury area was received.

The VRPs requested were for the following locations:

- Mayfield town
- Hinds town
- Hinds River Mouth
- Geraldine town
- Rangitata River Mouth
- Opihi River Mouth
- Washdyke Lagoon
- Pareora River Mouth
- Pleasant Point town
- Clandeboye Factory (Fonterra Dairy Factory). Marked as obstacle 310
- Temuka town
- Fairlie town
- Makikihi River Mouth
- Hadlow Hall
- Opuha Dam
- Arundel town

As required under rule 71.9(a), the Director commenced consultation with airspace users and affected aerodrome operators on 13 March 2017.

An electronic copy of the CAA consultation document is available on the CAA website Airspace Review page at the following link:

<http://www.caa.govt.nz/assets/legacy/airspace/2017-Timaru-MBZ-Consultation.pdf>

CAA held a user consultation meeting at South Canterbury Aero Club on Wednesday, 5 April 2017, which was well attended with over 30 people present.

The closing date for submissions from users was Monday, 10 April 2017.

Following the consultation meeting, and reviewing the submissions received, it was determined that additional work and consultation was necessary in order to progress the matter.

Because the compressed timeline left to make the Timaru changes to meet the cut-off date for VNC publication in November was not adequate to resolve the issues raised, it necessitated the deferral of the Timaru MBZ changes until 2018.

### **Submissions received**

There were 16 submissions received. These came from a range of affected users including Airways, local and national hang gliding and paragliding organisations, local clubs and pilots.

A common theme was that the users felt that Air Nelson had not consulted adequately with all users prior to making the formal request to CAA for the amendments to the Timaru MBZ.



hinder aircraft with a single radio making use of the flight information service, which includes alerting service, as well as provision of NOTAM and weather information.

Two submissions supported the changes as proposed, though one from a non-local user queried the necessity of the boundary 'kink' around Rangitata Island aerodrome, and in the interest of simplifying the chart suggested straightening the northern boundary.

Of those submissions that did not support the change as requested, seven made further suggestions as to boundary amendments to accommodate NORDO/non-transponder aircraft activity.

Two of the suggested amendments were made in regard to hang glider/paraglider activity south along the coastline between Scarborough and St Andrews up to 800 ft, as well as inland between Mt Horrible (spot height 1273 ft on VNC at southern boundary of existing Timaru MBZ) towards Cave.

The coastal hang gliding/paragliding areas were discussed at the consultation meeting, and there was some agreement to aligning the eastern boundary with State Highway One to enable this area to remain outside the MBZ.

These submissions also requested a further step in the MBZ at the existing southern boundary with a lower limit of 2500 ft to allow continued access for the hang gliders/paragliders in Mt Horrible-Cave area. There was insufficient time at the meeting to discuss this in further detail.

The remaining suggested amendments were to move the northern boundary southwards away from Rangitata Island aerodrome and associated activity.

The main area of concern was the effect on operations at Rangitata Island and associated activity within the environs. While Air Nelson had made provision for keeping the aerodrome outside the MBZ, many respondents still considered the boundary was too close to the aerodrome. There are several vintage non-transponder and non-radio equipped aircraft operating from Rangitata Island, and it is not practicable to fit transponders and radios to these aircraft.

Furthermore, the aerodrome operator was concerned that prior to the airspace request being sent to CAA, he had not had the opportunity to meet with Air Nelson to discuss the issues.

### **Common frequency zone**

There was one submission in favour of the proposed South Canterbury CFZs.

Eight submissions were received that did not support the boundaries as proposed, primarily because of the following reasons:

- the boundaries of the CFZs differed from that previously discussed at Timaru Airport User Group meetings;

- the size of the CFZs would substantially increase the number of aircraft broadcasting on the frequency. Problems this could cause would be the distraction to flight training aircraft where instructors could either be constantly interrupted by radio transmissions, or the instructor may turn the radio volume down and potentially miss vital traffic information;
- the working title of South Canterbury would be cumbersome to use as the airspace name on the radio;
- the proximity of the north-western boundary to the Mackenzie Basin.

### **Visual reporting points**

The purpose of visual reporting points is to facilitate information to air traffic services about the progress of a flight, or to allow the safe conduct of flight by visual reference.

As was noted in the consultation document, the locations of all of the points listed are already geographic features shown on visual navigation charts.

**CAA comment:** the proposed visual reporting points do not meet the criteria to be designated under Part 71 for the following reasons:

- flight by visual reference is already possible as the locations are already labelled on the visual navigation charts;
- this doubling up of labels would add unnecessary chart clutter to the VNC.

### **Further consultation**

A consultation meeting with users is planned for Tuesday, 17 October 2017 – details to be advised mid-September.

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.

### **Further information**

For further information contact:

Paula Moore  
Aeronautical Services Officer – Air Traffic Services (Airspace)  
Civil Aviation Authority of New Zealand  
P O Box 3555  
Wellington 6140

Phone: (DDI) 04 560 9525

Email: [paula.moore@caa.govt.nz](mailto:paula.moore@caa.govt.nz)