Southern Alps MBZ

STANDARD OPERATING PROCEDURES

Contents

HIGH LEVEL OPERATING PROCEDURES

GENERAL MT COOK AND WESTLAND NATIONAL PARK PROCEDURES

Right Hand Rule: *In general, the Right-hand rule applies when operating within the National Park. Fly on the right-hand side of the major valleys if direction of travel is parallel to the valley systems, unless the weather dictates otherwise.*

1. Over time there have been a series of procedures that have been adopted by the local Operators that have been put in place to improve pilot awareness, expedite the traffic flow and above all else to increase safety.
   As Aircraft numbers have grown, the need to be predictable and to stick to standard flight paths and radio calls has become of great importance, especially during the busy summer months.
   Some of the Reporting points have 'not above' or 'not below' Altitudes placed on them to provide separation between aircraft in the event of a radio call being missed.
2. "Bottle-necks" within the park have been identified, and with safety in mind, recommended altitudes have been added and some flight routes have been adjusted or moved away from these areas.
3. **Grahams Saddle:** Aircraft transiting West through Grahams Saddle should use the true Grahams Saddle and Aircraft transiting east should use Centennial East (east of Centennial Hut/Head of the Rudolph). Aircraft transiting east should then aim for Lower De La Beche to avoid westbound traffic for Graham saddle.
4. **Harper Saddle:** Aircraft transiting East through Harper Saddle should remain slightly south of the Saddle to allow separation with westbound traffic through the true saddle.
5. **High level operations**: Aircraft conducting scenic flights from the West Coast across the Main Divide to the East Coast are to remain high above 8000 feet on the East Coast to avoid traffic in the Tasman Glacier. Anything lower should conform to East side standard routes.
6. **Airline Operations**: From time to time larger aircraft (ATR etc.) will be operating into Mount Cook Aerodrome, the User Group may or may not be advised of these activities. Most approaches will be from the south via Mount Mary VFR or IFR on the Glentanner approach.

7. **Gliding Operations:** Gliding operations take place within the National Park especially during the summer months and during Westerly wave conditions predominantly along the Ben Ohau Range and West toward Mount Cook. During good thermal activity gliders will often be operating in Jollie, Forks, Cass and Godley Valleys
8. Glider traffic is to maintain a continuous listening watch on 118.6 MHz and give regular position reports as per the requirement of the MBZ. However, if a glider cannot be contacted on 118.6 MHz they may well be on 133.55 MHz, the gliding chat frequency. For Gliding competitions officials are asked to contact by Fax or Phone those operators whose known flight routes will be in conflict with gliding traffic prior to launching.
9. Pilots sighting Glider traffic should pass their position on to other affected pilots either on a company frequency or as a general call on 118.6 MHz.
   (Gliders are sometimes very hard to see against a bright snow background and pilots should take additional care when know glider traffic is present)
10. Any concerns, issues or incidents involving gliders should be referred to the Glider base at Omarama (0508 GLIDING) for comment and/or resolution as soon as practicable after the event.

11. **Itinerant Traffic within the National Park.** The airspace encompassing the Mount Cook and Westland National Parks is an MBZ contained within CLASS G AIR SPACE.
12. Itinerant Pilots should follow the Itinerant procedures contained within the AIP Vol 4 ENR section. Resident pilots are asked to exercise a degree of patience with regard to itinerant pilots. Workload in their cockpit may well be at a very high level with the normal demands of flying within the park.

13. **Aircraft Landing Lights:** While operating within the National Park in addition to position lights, aircraft are to operate either their Pulse light, landing light or taxi light to aid aircraft visibility.

14. **Marker canes:** Marker Canes will be used on helicopter landing areas for wind indication and as an aid in flat light conditions. Where helicopters and ski-planes use the same landing area they should be placed well clear of the ski-plane tracks. These marker canes should be regularly repositioned and are not to become part of the landscape further down the valley as the ice moves.

LOW LEVEL OPERATING PROCEDURES

GENERAL WESTLAND NATIONAL PARK LOW LEVEL PROCEDURES

Right Hand Rule: *The Right-Hand Rule will apply when operating low level under normal operating conditions that is aircraft will climb and descend with the valley wall on their right-hand side. This can be extended to all saddle crossings.*

Franz Josef Glacier

1. The main reporting points to be used in the Franz Josef valley are
   - **Franz Pads**
   - **Lake Wombat** (when the cloud is low and Ebenezer is closed)
   - **Franz Terminal**
   - **Roberts Point**
   - **Black Hole**
   - **Almer Hut**
   - **South abeam Almer**
   - **Off the Geikie**
2. **Helicopter traffic climbing the Franz Josef Glacier:** Climb on the Right-Hand Side of the valley for South abeam the Almer Hut and then onwards (The Right-Hand Rule Applies) This is a very busy area of airspace and pilots should be aware of aircraft crossing from their right and descending out of the Baumann East for Almer, pilots should remain to the right of the valley to allow descending aircraft adequate room to descend
3. **Helicopter traffic entering the Franz from the South:** Join at Ebenezer at 4500 feet giving sufficient height to remain clear of Terminal traffic climbing East at 3000 feet -3500 feet and Black Hole traffic at 5500 feet and above entering the Baumann. If, due to bad weather, Ebenezer is closed, join via Lake Wombat at the maximum height for Lake Wombat (1800 ft) and climb as normal thereafter.
4. **Helicopter traffic exiting the Franz to the South:** Descend to the Franz Motor Park not below 3000 feet and then turn south. If, due to bad weather, descend to the mouth of the Callery turn South after reaching the Franz main road bridge
5. **Helicopter traffic entering the Baumann:** Enter the glacier over the waterfall remaining to the right at 5500 feet or higher.
6. **Helicopter traffic transiting the Baumann between Franz and Fox Glaciers:** (The Right-Hand Rule Applies).
   Southbound traffic. The higher and wider the better. Then on to Vic Gap.
   Northbound traffic. Hug the east side of Vic Gap and the Fritz icefall. Give a warning call before entering the Baumann then onto south abeam Almer.

Be prepared for an increase in traffic in deteriorating weather. LIGHTS ON!!!

"Fritz Gap" is available as an extra radio call.

7. **Helicopter traffic exiting the Baumann for the Almer:** Vacate the Baumann remaining against Mt Roon (Right Hand Rule Applies) maintain height until midway across the Franz Glacier before descending to Almer Hut to remain clear of traffic climbing east up the Franz. Be aware the proximity of climbing Mid Fritz traffic and Mt Roon traffic descending east. "Mt Roon" is effectively the east side of the Baumann.

   Helicopter traffic exiting the Baumann to the North: Remain just east of the Baumann water fall not below 5500 ft, call Baumann water fall descending north. Track direct for Roberts Point. Caution traffic entering the Baumann from the North and Ebenezer traffic joining the Franz.

8. **Helicopter traffic tracking Baumann to Middleton:** Turn east until South abeam the Almer terminal then climb north.
9. **Helicopter traffic entering the Geikie Glacier from the Franz Glacier:** From South abeam Almer climb northeast for the Mackay Rocks then join for the lower or Western Geikie. Pilots should note that they are crossing the final approach path of ski-planes joining for the upper Geikie and should take extreme care.
10. **Helicopter traffic entering the Geikie Glacier from West Hoe Pass, Frenchay Col and Graham saddle:** Hold your heights to establish traffic ahead before descending for the Tusk at 8000 ft and Mackay Rocks then join for the lower or Western Geikie. Pilots should note that they are crossing the final approach path of ski-planes joining for the upper Geikie and should take extreme care.
11. **Helicopter traffic exiting the Geikie Glacier Descending West down the Franz Josef Glacier:** Make an "off the Giekie descending west" call. Descend on the right-hand side aiming to be at Almer Hut at around 6000 feet (Right Hand Rule Applies).
12. **Helicopter traffic exiting the Geikie Glacier for Halcombe Col / Mid Fritz:** Climb direct for Halcombe Col. Pilots should note that they are crossing the final approach path of ski-planes joining for the upper Geikie and should take extreme care.

"Top of the Franz ice" available as an extra call

13. **Helicopter traffic descending west down the Franz Josef Glacier:** Descend on the Right-Hand side of the Valley Zigzagging back and forth between the Right-Hand Side and the middle of the glacier if necessary to lose altitude to be not below 3500 feet at Roberts Point and via the standard joining procedure for Franz Josef Heliport. Pilots should take extreme care when vacating overhead Black Hole as Heli-hike and Ice explorer aircraft will be climbing for Roberts Point to join the traffic flow out bound.
    Aircraft are to head east to at least south abeam Almer terminal before crossing and descending west.

    The black hole is a recognised danger zone that must be kept at as much of a circuit as possible.

14. **Almer hut:** to avoid crowding at Almer hut, the orbit to Mid Fritz/Halcombe Col will now be made **one mile east of south abeam Almer**.
    The valley is much wider, the aircraft nearly 1000 feet higher, and the orbit only takes up half the valley leaving the Almer hut "corridor" open for descending traffic.
15. **Helicopter traffic conducting Heli-hike operations on the Franz Josef Ice Fall:** After reaching Lake Wombat climb East on the Right-Hand side of the valley until South abeam Almer and then descend Left Hand above the ice flow to join the traffic flow descending West at the Almer Hut.
    Descend to Black hole around 3300 feet, Turn Right Hand base and then finals for the Heli-hike Pads.

Note: The altitudes south abeam Almer will be capped at 5500 feet for Heli hikes.

By capping altitudes for Heli-hikes in the Franz valley, this may help reduce certain radio calls.

e.g. "Foxtrot Kilo south abeam Almer join Black Hole" = no altitude needed

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16. Once past Black hole on descent, be aware of oncoming traffic both climbing east and joining Luncheon Rock.
17. When departing out bound from the Heli-hike and Ice Explorer Pads state intentions prior to lifting then depart climbing West to join the out bound traffic flow at Roberts Point at 2500 feet. Scenic traffic outbound will be above 3500 feet
18. When conducting Heli-hike and Ice explorer pick-ups join direct from Lake Wombat achieving 2500 feet at the terminal before descending for the Pad.
19. **Crossing the Fritz range:** When **climbing** to cross the Fritz Range use Westhoe Northbound and Halcombe Col/Mid Fritz Southbound.
    Note: Be aware of the proximity of Mount Roon (Mount Roon means west side of Mid Fritz)
20. **Crossing the upper Fox Range:** When **climbing,** or **descending** in the Katies Col/ Big Mack area traffic should apply the Right-Hand Rule
    - Katies Col = Northbound
    - Big Mack = Southbound.
21. **Katies Col traffic** hold your height before descending to Lower Pioneer to remain clear of Fox Neve – Buttress Traffic
22. **Aircraft departing Fox Neve:** The standard flight route now goes approximately from the Buttress – abeam Pioneer Hut – West Hoe.
23. **Crossing the Fox Range south to Harper Saddle:** Helicopter traffic climbing south to Mt Cook from the Fox valley should limit their altitude to 8000 feet until having passed Boyd Creek. This will offer separation from Fixed Wing aircraft enroute to and from West Ridge La Perouse.

Helicopter traffic should avoid tracking west of Canavans and shall keep clear of the Franz Josef aerodrome circuit

Aircraft descending west from Motor Park to Canavan's knob not to drift too far west of caravans as you will enter the Franz Airport circuit

24. **Ski-Plane traffic entering the Franz Josef Valley**: Fixed Wing traffic will enter the Valley on the Right-Hand side above 4000 feet and climb east.
    At lower levels of the Franz Josef Glacier the Helicopter traffic will generally operate at much lower altitudes than the Fixed Wing and separation will be maintained.
    At higher altitudes, the two traffic flows will merge and pilots must maintain separation bearing in mind the different performance of each aircraft type.
25. **Ski-Plane traffic exiting the Franz Josef valley:** Fixed Wing traffic will vacate the valley on the Right-Hand side generally not below 4000 feet and join Franz Josef Aerodrome or vacate North or South.
26. **Ski-Plane traffic joining for the Geikie:** Ski-plane traffic will descend to join on a Left or Right base for the Upper Geikie.
    Pilots should be aware of helicopter traffic joining from the Mackay Rocks for the Lower Geikie.
27. **Ski-Plane traffic departing the Geikie:** Ski-plane traffic will depart the upper Geikie with either a left turn after take-off climbing south or depart straight ahead for the Almer Hut Westbound.
28. **Franz PDZ:** This PDZ is operated by Skydive Franz and is located on the non-traffic side of the Franz Airport circuit.
    Extensive parachute operations take place at this PDZ during summer months.
    If weather is unfavourable for operations at this location, Skydive Franz have a Second and Third PDZ located at the end of the Waiho Flat Road west of the Franz Airfield known as PLA 2 and 3.

GCH & Mountain will be joining the Franz from the North abeam the Terminal - Carpark area with plenty of height to avoid Roberts point traffic, then climb the icefall East.

This will generally only apply on days where the cloud stops them crossing higher up the valley

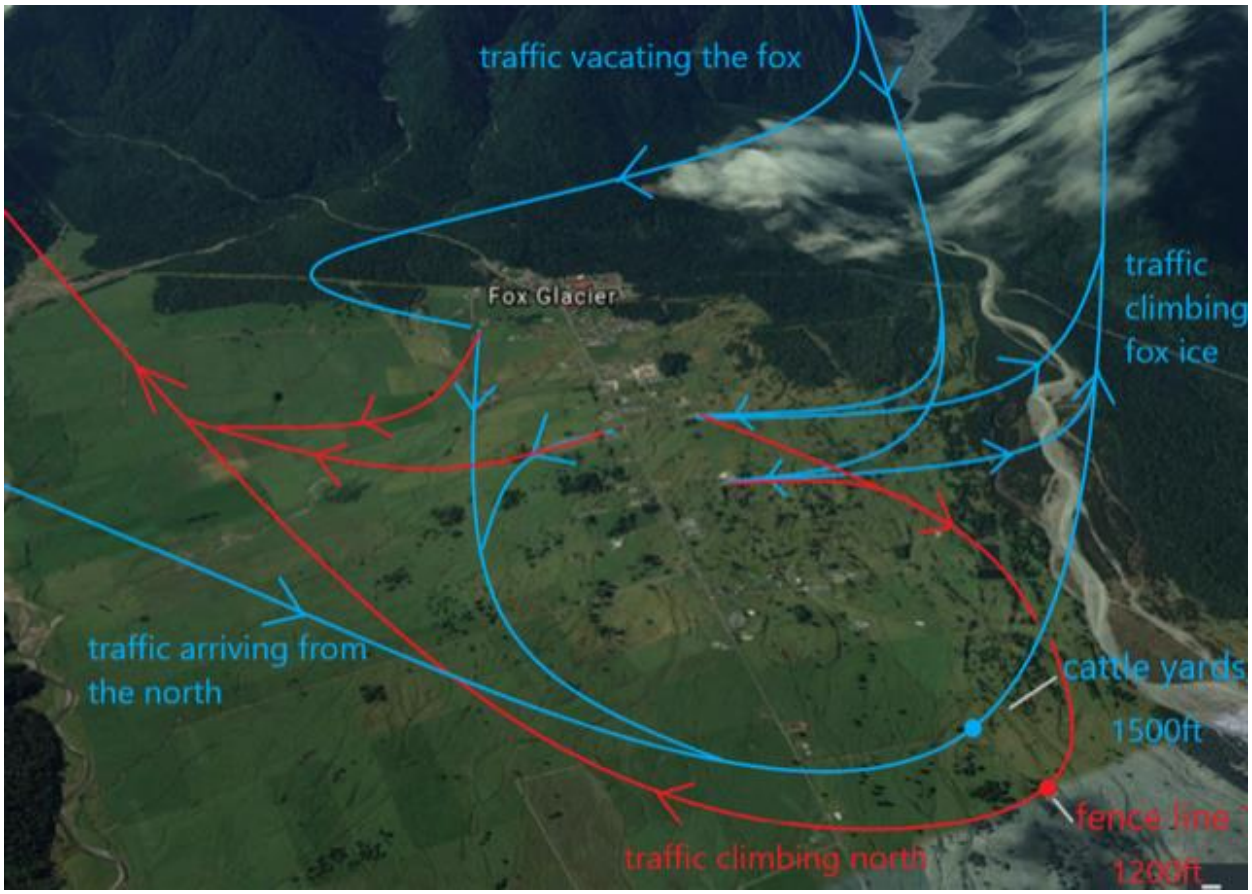
Fox Glacier

1. The main reporting points to be used in the Fox Valley are:

Fox Terminal	**Victoria Flat**	**Victoria Falls**
Victoria Gap	**Chancellor Hut**	**South abeam Chancellor**
Chancellor Shelf/Trough	**Fox Neve**	**Lower Pioneer**
Lower Explorer	**Buttress**	**Main Road Fox (finals traffic)**

2. **Helicopter traffic joining the Fox Valley from the Franz Josef Heli-Pads:** Traffic departing the Franz Josef Heli-Pads should Climb to the South East to pass East abeam the Omoeroa Saddle and continue to climb joining the Fox between the Terminal and Victoria falls not below 5000 feet and then continue South or turn East on the right hand side of the valley.
3. When climbing South east from Franz pads for the Fox valley and the Waikukupa is unworkable track from Omoeroa saddle to the west side of the cook saddle at 3000 feet then onto the Fox bridge remaining at 3000 feet before turning east for the Fox icefall. Be aware of Cook Saddle north traffic
4. **Helicopter traffic entering the Fox Glacier from the Fox Heli-Pads:** Continue to climb from the Fox Bridge remaining on the Right-Hand side of the valley (Right Hand Rule applies) climb for south abeam the Chancellor Hut or Head of Boyd ck. and then continue onwards.
5. **Helicopter traffic joining the Fox Neve:** Gem and Jewel Glaciers known as the Fox Neve' is one of the Parks busiest scenic landing sites used extensively by helicopter traffic all year around and also by ski-plane traffic when snow conditions are suitable. Ski-planes use the Gem and Jewel area as a mandatory shut down area from Aug 1 until Dec 1.
   When ski-planes are operating helicopters are asked to remain clear of the take-off path, landing and shut down area if snow conditions are suitable helicopters should use the Big Mac area. This area can crevasse very badly and if conditions are at all unsafe Helicopters should operate to the North or South of the Ski-plane tracks.
6. **Helicopter traffic joining the Fox Neve from South abeam the Chancellor hut:** Join straight in on long finals remaining high and to the right to allow contact and remain clear of any departing ski-planes.
7. **Helicopter traffic joining the Fox Neve from Victoria Gap:** Remain high to remain clear of any traffic climbing or descending in the trough area and join on a left base for the Neve.
8. **Helicopter traffic joining the Fox Neve from Mid Fritz/ Halcombe Col:** Descend to Vic Gap or Lower Explorer respectively and then join Left base for the Fox Neve.
9. **Helicopter traffic joining the Fox Neve from Katie's Col:** Descend from Katie's Col to the Lower Pioneer Ridge and then join Left base for the Neve.
10. Helicopter traffic overflying the Fox neve eastbound to remain higher and right to avoid finals traffic below.
11. **Helicopter traffic exiting the Fox Neve to descend the Fox Glacier:** Depart North off Fox neve and descend for the Upper Trough out bound.
12. **Helicopter traffic exiting the Fox Neve for Victoria Cap:** Depart direct for the East side of Victoria Gap.
    Don't be too high at Victoria Gap as there may be aircraft Mid Fritz-Victoria Gap crossing overhead.
13. **Fixed Wing traffic joining the Fox Neve:** Ski-plane traffic will either join on a Descending left base or straight in on long finals from the West or land to the East.

14. **Fixed Wing traffic exiting the Fox Neve:** Ski-plane traffic will depart to the West either climbing straight ahead or with a Right-Hand climbing turn.
15. **Traffic vacating the Fox Valley for Franz Josef:** Aircraft vacating the Fox valley north for Franz Josef should not be above 4000 feet on exiting the valley and turn north for the Cook Saddle, then onto the Omoeroa saddle over the powerlines.
16. **Fox PDZ:** This PDZ is operated by Skydive Fox Glacier and is located on the Cook Flat 1.4nm SW of Lake Matheson. Extensive parachute operations take place at this PDZ all year around.
17. **Machines tracking Middleton to Fox township:** aircraft may fly over Alex knob above 5000 feet (rather than motor park) as long as there is sufficient visibility remembering if Ebenezer is closed eastbound machines will be using Alex knob.
18. **Once past Black hole on descent,** be aware of oncoming traffic both climbing east and joining Luncheon Rock.



19. **Traffic airborne out of Fox Village**
    - **Southbound traffic** use Cattle yards at 1500 feet before
    - **Northbound traffic** use Fence line (1/2-1mile west of cattle yards) at 1200 feet. Traffic to continue climbing to above 1500 feet abeam the Fox strip extended centreline.

Fox and Franz Josef

1. **Traffic transiting between Fox and Franz townships:** Traffic transiting between Fox and Franz should be vigilant for conflicting traffic coming from the opposite direction, especially when the cloud base is low. Ensure your lights are on and make appropriate radio calls. Middle hill available as an extra radio call.

Caution: wires run NE/SW across the Omoeroa valley immediately south of the Omoeroa saddle.

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2. **Weather Operating Decisions:** The weather can deteriorate and improve rapidly in the Westland National Park, to maintain consistency with weather calls, agreed noise abatement at the glacier terminals and above all else safety for the public the following rules will be adhered to-

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CAA legal minimums for VFR flight will be adhered to at all times.

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3. DOC have agreed to a lower minimum of 2500 feet at the Franz and Fox terminals to allow for helicopter access to the bottom of glacier. For normal scenic flights, pilots should maintain 3000 feet at terminal.
4. **The only exceptions to this requirement is to allow:**
   - The return of a scenic flight when the cloud has lowered sufficiently to preclude 2500 feet at the Franz terminal on the outbound leg.
     (CAA minimums still need to be met and further flights put on hold), and;
   - The picking up of Heli-hike and Ice explorer clients when the cloud has lowered sufficiently to preclude 2500 feet at the terminals.
     In this case, operators should inform DOC and keep their own record of such an occurrence.
     Guiding companies need to be encouraged to call for early extractions if the cloud is falling below this minimum.
5. Pilots observing operations being conducted that do not meet these requirements should initially refer the matter to a senior representative of the company concerned.
   Repeated breaches should be referred directly to either the CAA or DOC for direct intervention as appropriate.

GENERAL MOUNT COOK NATIONAL PARK LOW LEVEL PROCEDURES

Right Hand Rule: *The Right-Hand Rule will apply when operating low level under normal operating conditions that is aircraft will climb and descend with the valley wall on their right-hand side. This can be extended to all saddle crossings.*

1. Once a saddle is crossed, hold your height to establish traffic ahead before descending.
2. **Turbulence and Wind Shear conditions:** If wind conditions prevent adherence to the Right-hand rule then aircraft should remain on the up-wind side of the valley towards the middle of the valley and pre-fix their radio calls with the phrase 'NON-STANDARD'
   e.g. 'Foxtrot Kilo Murchison Corner 64 South Non-Standard'
3. **Non-Standard operations in Bush stream and Fred's Stream:** The Helicopter Line when operating to the Richardson Glacier will climb up Bush Stream Nonstandard to the West and descend nonstandard in Fred's Stream to the East to maintain separation with company traffic.
4. Ski planes turning left of Mount Cook Runway 13 during southerly winds Pilatus Porter Ski Planes may turn left after take-off from Mount Cook Runway 13 and climb directly for the Tasman valley.
   Note C185 aircraft usually turn right off Runway 13 unless empty.

Non-Standard Procedures Shall Only Be Used When Turbulence or Wind Shear Conditions Require it for Safety Reasons.

Standard procedures shall otherwise be used.

NOISE SENSITIVE AREAS

1. **Aircraft Noise:** The Mount Cook and Westland National Park Aircraft User Group strives to maintain a fly neighbourly approach with all operations.
   It follows that the recommended guidelines published in the Fly Neighbourly Guide of the Helicopter Association International and other appropriate publications be applied. Companies may also have their own detailed Noise Abatement Procedures documented in their SOPs.
2. **Review Process:** The Mount Cook and Westland National Park Aircraft User Group in conjunction with individual operators maintains a continual review process of all flight routes and operating procedures to ensure a minimum impact on the environment is maintained.
3. **Pilot Training:** Each member of The Mount Cook and Westland National Park Aircraft User Group will ensure that all their pilots receive as part of their individual company training procedures, training in noise abatement procedures and an awareness of noise sensitive areas within the Mount Cook and Westland National Park.
4. **Pilot training should cover the following points:**
   - company Standard flight routes
   - use of highest practical altitudes
   - use of appropriate rates of descent
   - use of appropriate cruise speeds
   - (Helicopter) use of appropriate applications of power to avoid blade slap.
   - (Aeroplanes) use of correct propeller pitch settings to ensure minimal noise pollution
   - Noise abatement procedures should be covered for each model of aircraft flown by the pilot. Each operator shall establish a requirement that noise abatement procedures must be a consideration in all company recurrent check and training programs.
   - **Populated areas:** Flight over settlements or built up areas is to be avoided at all times.
   - **Private dwellings:** Flight over private dwellings is to be avoided.
   - **Mountain Huts:** Flights over or close to mountain huts is to be avoided.
   - **Climbers and trampers:** Flights over or close to climbers and trampers is to be avoided. During November to April large numbers of climbers frequent the peaks and glaciers of the parks for recreation and solitude. While all mountain huts and the surrounding peaks are frequented, the Grand Plateau-Linda Glacier Route on Mt Cook as well as the Head of the Tasman Glacier Area attract particularly high numbers of users. Please be respectful of these users by minimizing your noise impact in these areas. Avoiding Clarke Saddle or maintaining at least 11 000 feet when crossing will help greatly during this period.
   - **Mt Cook Summit and Summit Ridge:** Flights near this area should be avoided
   - **Lake Matheson and Lake Pratt:** Flights over this area should be avoided.
   - **Mueller Valley and Mueller Hut:** Because of its proximity to the Mt Cook Village, no flights within the lower valley system except for Ski Planes using the Mueller Glacier Strip. No flying close to Mueller hut, if over flying the hut stay above 8,000 feet.

- **Mount Cook Village:** A minimum altitude of 6000 feet AMSL will be maintained when operating over or near the Mount Cook Village. Keep as far away as possible.
- **Hooker Valley:** It has been agreed by all parties that the Hooker Valley will be a voluntary No-Fly zone below 6000 feet AMSL. Flights in the Upper Hooker including the Ball Pass area are to remain above 8,000 feet. Flights in the head of the Hooker to remain clear of Empress Hut.
- **Ground operations:** Operators are to avoid prolonged ground idle operations when in or adjacent to any built-up area or any noise sensitive area.
- **Fox Glacier Heli-pads:** No Flying over the town, helicopters fly around the west side of town remaining west of the cattle yards at or above 1,500 feet or as per procedures.
  Aircraft Joining the Fox strip to remain wide and avoid the houses at the top end of town.
- Fixed wing and sky dive operations off the Fox Strip will employ noise abatement procedures after take-off and will climb out in such a manner as to minimize noise around the town.

Revenue helicopter flights are not to commence before 0700 local and to be finished no later than 2100 local, except in the event of an emergency.

- **Aircraft Operations:** The Mount Cook and Westland National Parks Resident Aircraft User Group supports the introduction of larger and quieter aircraft that will help reduce the noise impact per passenger flown.

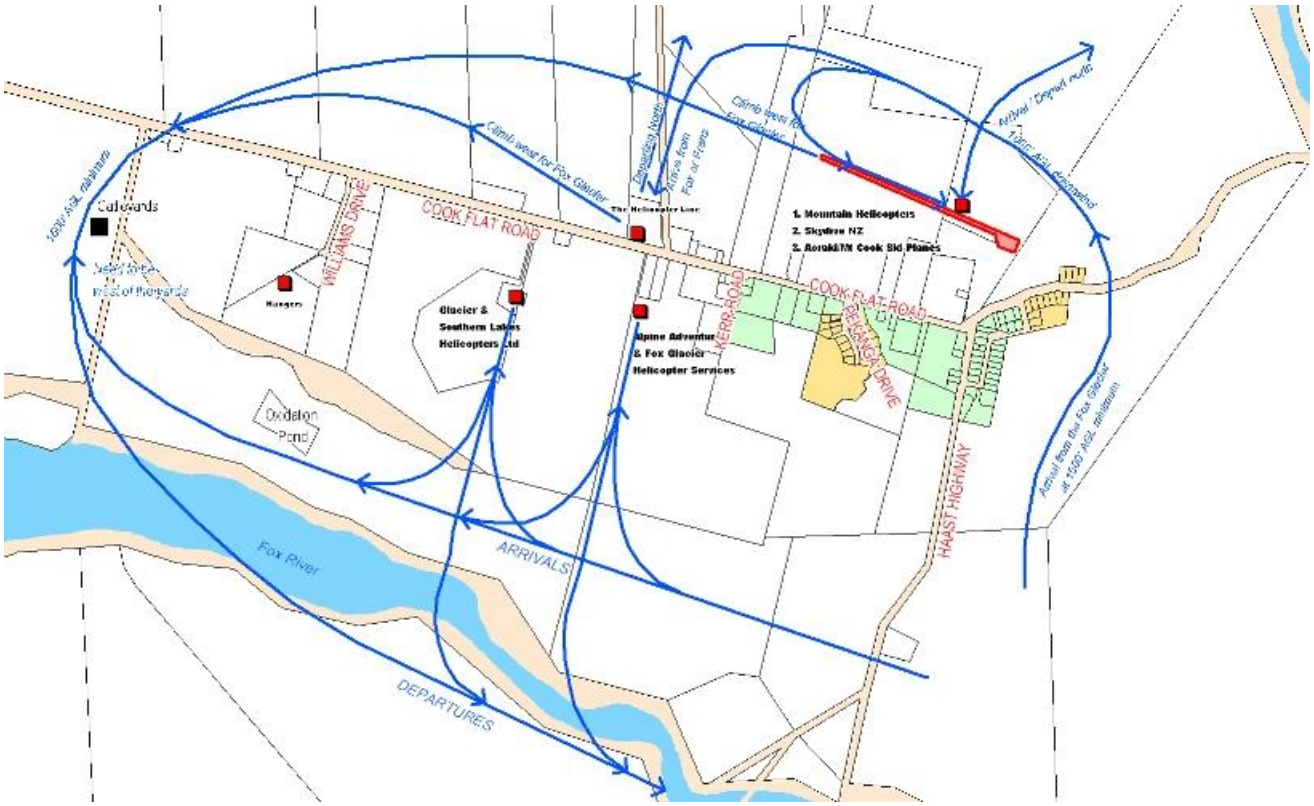
Exemptions: When necessary for Emergency Response, aircraft may be operated within Noise Sensitive Areas.

During agreed hours of operation, DOC operations within Noise Sensitive Areas are permitted.

All reasonable care will still be taken to reduce noise as appropriate and as dictated by the nature of the operation being conducted.

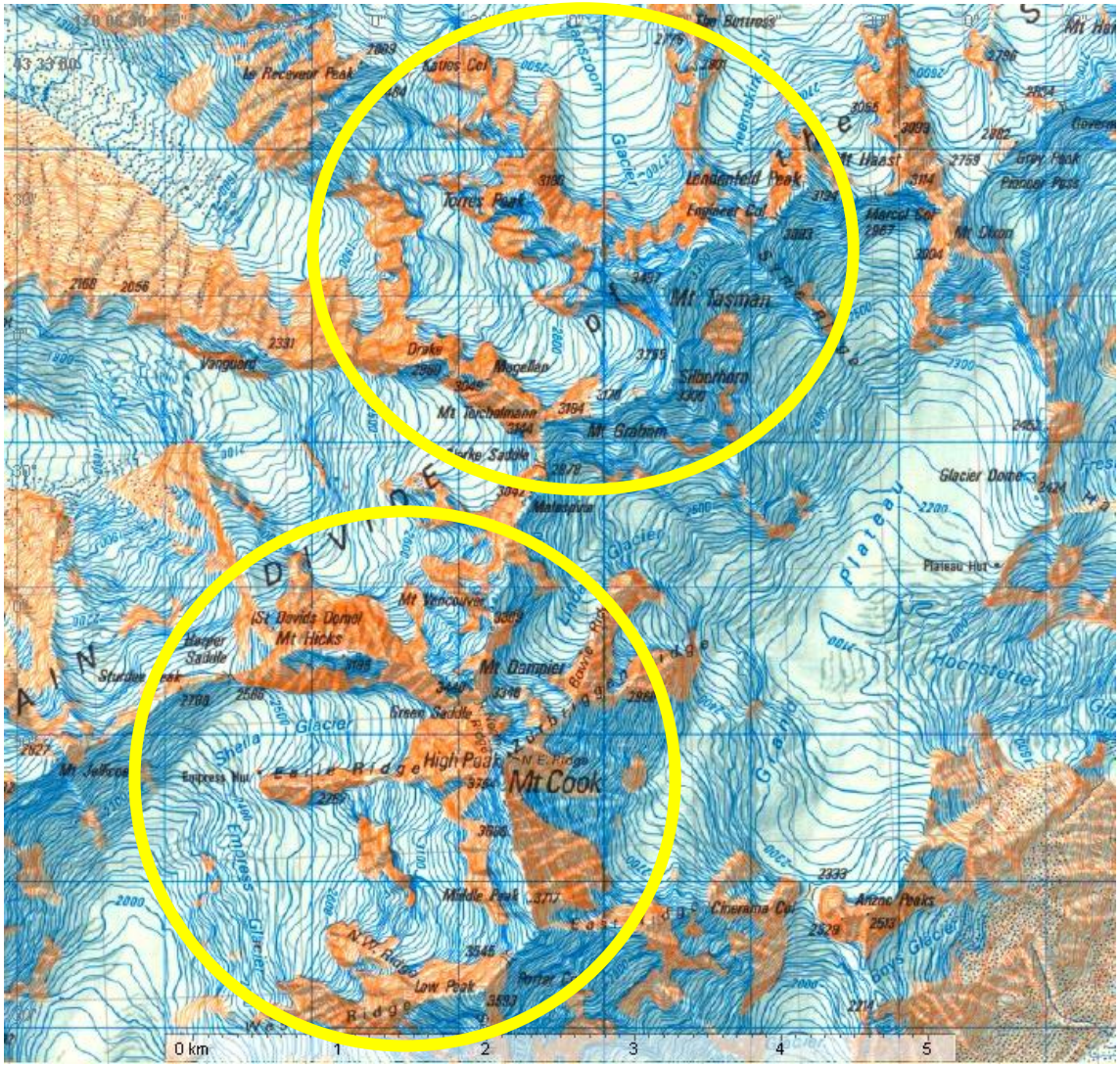
FOX TOWNSHIP NOISE ABATEMENT PROCEDURES

- All operators will fly around the town rather than over it, except that The Helicopter Line and Mountain Helicopters will approach their pads round the East side of town. Their departure route will remain initially to the West and around the town.
- All departing, arriving or over flying aircraft shall remain to the west of the cattle yards turn point to the west of town and will achieve a minimum height of 1500 feet at this point.
- The approach for Mountain Helicopters and THL will be via a 1500 feet base leg to the East of town, then a 1000' downwind leg to the north of the Fox strip and turning finals for their respective pads at an appropriate point that gives maximum noise abatement consideration to the residence at the west end of Fox Airstrip.
- THL, if operating more than two machines onto their pads will hold the third machine well back or clear to avoid excessive noise by hovering near the pads and the adjacent residences.



SUMMIT RIDGE OF MT COOK AND TASMAN RESTRICTED AREA

1 Nm restricted altitude area above 11,000 feet



POSITION REPORTING AND REPORTING POINTS ON 118.6 MHz

1. **Position reporting and standard reporting points:** The use of the standard position reporting points as laid out in the AIP is mandatory.

All aircraft conducting air transport operations within the National Park much be equipped with at least two VHF radios.

One radio is to be use solely for collision avoidance 118.6 MHz.

The other for own company or inter company operations.

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2. **Standard position reports:** This should consist of aircraft call sign (abbreviated to two letters), position, level, direction of travel and climbing or descending as appropriate. When at the pilot's discretion confusion may arise to the actual direction of travel, the direction of travel should be replaced with the next reporting point.
3. **Franz Josef Glacier Valley:** Lake Wombat, Alex knob, Ebenezer, Franz Terminal, Black Hole, Almer Hut, Baumann Glacier, Callery Mouth, Davis Snowfield, Geikie Snowfield, Tusk, Mackay Rocks
4. **Fox Glacier Valley:** Cattle yards, Fence line, Fox Bridge, Fox Terminal, Victoria Flat, Victoria Falls, Chancellor Hut, Trough/ Chancellor Shelf, Fox Neve, Lower Pioneer Ridge
5. **Between Fox and Franz townships:** Cattle yards, Fence line, Cook Saddle, West of Cook Saddle, Omoeroa Saddle, Lake Mueller
6. **Fox Range:** Big Mac, Katie's Col, Boyd Creek
7. Fritz Range: Baumann Falls, Mt Roon, Mid Fritz, Halcombe Col, West Hoe
8. **Main Divide:** Baker Saddle, Barron Saddle, Brunner Col, Clarke Saddle, Climber Col, Copland Pass, Graham Saddle, Centennial East, Douglas Peak, Frenchay Col, Harper Saddle, Mt Haidinger, Head of the Bush, Mueller Hut, Pioneer Pass, Richardson Glacier, Round Hill, Sladden Saddle, West Ridge La Perouse.
9. **Mount Cook and Tasman Valley:** Ball Pass, Beetham, Mid terminal (Tasman), Cinerama col, Darwin Corner, De La Beche Ridge, Endeavour Col, Plateau, Head of the Reay, Hochstetter, Hooker Bridge, Landslip Creek, Lower Malte Brun, Mount Cook Station, Malte Brun Corner, Malte Brun Pass, Murchison Corner, Rotten Tommy, Tasman Saddle, Tasman Terminal
10. **Lake Tekapo:** Lake Alexandrina, Richmond Station
11. **Godley and Murchison:** Armadillo, Jollie Pass, Murchison Terminal, North Branch Godley, Nuns Veil
12. **Ohau/Twizel:** Cameron Bridge, Head of the Gladstone, Head of the Irishman, Kellands Ponds, Mount Glencairn, Mouth of Duncan, Ohau Junction, Rhoboro Downs

LANDING SITES SKIPLANES / HELICOPTERS

1. **Landing sites Franz Josef Valley:**
   - Upper Giekie – (above 7100 feet) scenic flights/drop-off/pick-up site – shut down zone.
   - Western Giekie to Mackay Rocks (below 7100 feet) scenic flights/drop-off/pick-up site.
   - Centennial / Davis – drop-off/pick-up site only.
   - Almer Hut – drop-off/pick-up site only.
   - Baumann – scenic flights/drop-off/pick-up site.
   - Black Hole – Heli-hiking drop-off/pick up site.
2. **Landing sites at Fox**
   - Albert – drop-off/pick-up site only.
   - Cleves – drop-off/pick-up site only.
   - Explorer – drop-off/pick-up site only.
   - Big Mac – scenic flights/drop-off/pick-up sites
   - Gem and Jewel – scenic flights/drop-off/pick-up site – shut down zone.
   - Chancellor Shelf – scenic flights/drop-off/pick-up site.
   - Victoria Flat – Heli-hiking drop-off/pick up site.
   - Chancellor hut – drop-off/pick-up site only
3. **Landing sites at Karangarua**
   - Horace Walker Glacier – scenic flight/drop-off/pick-up site – shut down zone.
   - Horace Walker Hut – drop-off/pick-up site only.
   - Christmas Flat Hut – drop-off/pick-up site only.

4. **Mount Cook National Park – Ski plane landing sites**
   - Upper Murchison
   - Tasman Saddle / NW Corner
   - Cornice Wall
   - Back Basin
   - Lendenfeld
   - Upper Neve
   - Lower Neve
   - Climbers Col
   - Malte Brun
   - Darwin Corner
   - Grand Plateau
5. **Mount Cook National Park and Mackenzie Basin Helicopter Landing Sites**
   - Liebig Dome
   - Ailsa Pass
   - Nuns Veil
   - Gorilla Stream
   - Braemar Dome
   - Mt Brown
   - Richardson Glacier
   - Zodiac
   - Irishman's Creek
   - Head of the Gladstone
   - Glen Mary Glacier
   - Tasman Neve
   - White Ice
   - Mount Joseph

STANDARD AD/HP OPERATING PROCEDURES

MOUNT COOK AREA HELIPORTS AND PROCEDURES

MACKENZIE HELIPORT

- Operated by Tekapo Helicopters.
- PH 036806229
- Situated on State Highway 8 1km south of the Tekapo Military Camp.
- Pads for three AS350/H500 type helicopters.
- Jet A1 available by private sale.
- **COMMS:** 118.6MHz

GLENTANNER PARK

- Owned by Glentanner Station.
- Operated by The Helicopter Line.
- PH 0800650651
- Situated adjacent to the Glentanner Tourist Park.
- Parking for up to Six AS350 type helicopters.
- Three Jet A1 fuel pumps.

Three Take-off and Arrival routes

- **Kopter East:** crossing the main runway east bound to / from the head of Lake Pukaki and Landslip Creek.
- **Kopter South:** Arriving or Departing to the South West of the main runway.
- **Kopter North:** Arriving or Departing to the North West remaining West of the
- main runway.
- **COMMS:** 118.6 MHz

HELICOPTER PADS MOUNT COOK AIRPORT

- Owned by Aoraki/Mount Cook Airport Ltd
- Operated by Inflite Skiplanes Ltd.
- PH 03 4308 034
- Situated at Mount Cook Airport.

Two Pads

- North Pad: Parking for three AS350/AS355 type helicopters along an embankment to the North West of the main runway.
- Jet A1 fuel pump by prior arrangement
- Caution when Porters are operating, helicopter down wash can damage aircraft control surfaces.

Three Take-off and Arrival routes

- **Heli-East:** Arriving and departing across the main Runway for the Mid-Tasman.
- **Heli-North:** Arriving and Departing North, remaining West of the main Runway.
- Power Wires on approach from the South to the North.
- **Heli-South:** Arriving and Departing South remaining West of the main Runway.
- **COMMS:**
    - **Call sign: SKI DESK 130.1MHz**
    - **MOUNT COOK TRAFFIC 118.6MHz**
- Call SKI DESK prior to entering the aircraft circuit, and prior to taxiing for departure and state your intentions.
- Local wind and known traffic MAY be transmitted depending on flight dispatcher's workload, then return to COOK TRAFFIC 118.6 and continue as per an Unattended Airfield.
- When SKI DESK is not in attendance continue as per Unattended Airfield.

MOUNT COOK S.A.R. PAD

- Operated by the Department of Conservation.
- Situated adjacent to the Sewerage Ponds east of the Mt Cook Village
- Use during SARand for Hut Work
- Parking for a Maximum of 2 AS350 type helicopters
- **COMMS: 118.6 MHz**
- **DOC FM link via 119.0 MHz**

FRANZ JOSEF AREA HELIPORTS AND PROCEDURES

THE GLACIER COUNTRY HELIPORT (Franz Pads)

The heliport is situated adjacent to the Franz Josef Township. It is owned by Westland District Council and operated by Hokitika Airport Limited.

The Heliport is a private facility and is not open to itinerant pilots.

Five resident helicopter companies have exclusive rights to operate from the Heliport; specific helipads have been designated for their sole use subject to agreement with Hokitika Airport Limited and compliance with the Heliport Management Plan.

The Heliport is open from 0700 local to 2100 local daily.

Further detailed operational data is provided in the AIP Volume 4.

The six resident operators are:

1. Glacier Helicopters
2. The Helicopter Line
3. Fox and Franz Heli-Services
4. Mountain Helicopters Fox Glacier
5. Glacier Country Helicopters
6. Glacier Southern lakes helicopters

Local Procedures

- Monitor and talk only on the traffic channel within 2 mins of the pads. All other radios off.
- Ensure Landing lights and Strobes are on
- As above…always pause for a second look before take-off.
- Don’t take short cuts. These procedures put everyone in a flow.
- Use your three-letter designator call sign. This will differentiate you from resident traffic that use two letters

Departing Traffic:

Departure to the North from the Pads

As per AIP NZGH plate. Remember its ***lift turn and pause for a good look out*** along the finals track ***before takeoff***. You are about to lift across the stream and then track opposite to it. Track over toward the south bank of the river before tracking outward so you are clear of the finals traffic which will be aiming for the prominent black and white Barbers pole on the west side of the pads.

Stay below 1000 feet till you are clear of the traffic pattern. Beware of traffic joining along the east side of Canavan's knob at 1000 from the south.

Departure South or to the Franz Valley

Take off track to the south is immediately west of the stop bank, then for Lake Wombat, or to the west side of the Omoeroa Saddle…. Remembering that there may be traffic coming from Omoeroa for Canavan's.

Lift, turn, pause, lookout. This is Hugely Important. You will have traffic on finals to your right, and traffic lifting from the many pads to your left and some to your right, all going for the same take off point. so **once lifted and ready, Stop and look really carefully before taking off.**

Call intentions, then lift and hold (check for other traffic before departing).
Departing traffic is to give way to arriving traffic.

Departing for the Franz Valley: Depart to the South and then turn left climbing

for Lake Wombat to arrive at Lake Wombat not above 1800 feet then climbing

to 3000 feet at the Terminal face.

Departing for the Fox Valley: Depart to the Southeast climbing for East abeam the Omoeroa Saddle.

Departing for the Fox Township: Depart to the south on Track (If remaining below 2000 feet remain west of the main Road).

Departing to the North: Depart on Track

Departing to the West: Depart on track (CAUTION departing to the west means

crossing into the Franz Josef Circuit)

Arriving Traffic:

Approaching from the North

Call at the **bottom of Lake Mapourika** …. Position altitude, then

"*For the Franz pads*"

Most of the traffic operates to the south and west of the main road and township so you have a fairly clear run direct to the Heliport from here. But one operator does operate from just south of the lake across your path to the Tatare valley. Listen for traffic arriving or departing 'Waiho Loop'. That traffic could pass across your track or be head on if you're heading into Franz Pads.

Also listen for traffic, particularly early morning or evening, lifting or arriving Potters Creek, as machines ferry from overnight hangers there to the Franz Pads to operate for the day. (Potters Creek hangers are on the main road running adjacent to the South East corner of Lake Mapourika.

Track between the Waiho and Tatare rivers to the settling ponds, listening and looking for any traffic joining from the north (Waiho Loop) then call

'*North abeam Canavan's for Franz Pads*'

Caution; look out for traffic turning in toward to you from overhead Canavan's Knob. You are now joining the main traffic stream and there can extensive traffic opposing you from Canavan's as you turn into the stream for finals to the pad. Aim for the prominent black and white barbers pole on the west side of the heliport.

Land at the site shown on the Information brochure map next to the small building in the North west corner of the main heliport (heliport office).

Arrival from the South

From mid Omoeroa Saddle …. Call '*Omoeroa Saddle for Canavan's*'.

You will note from the plate [AIP AD NZGH 35.1, 35.2], two tracks going south. You need to track between those. Be aware that you will be crossing one as you approach Canavan's.

Track to arrive **immediately** east of Canavan's knob at not above 1000ft. Call just before,

'*approaching Canavan's from the south*'

There is extensive traffic flowing from the Franz valley to overhead Canavan's at 1500 ft, thence descending rapidly, while turning finals for the pads. You are going to join this stream on finals, so listen out for traffic calling 'Canavan's' and going over the top of you as you approach Canavan's.

Arrival from the Franz Valley

As per the plate [AIP AD NZGH 35.1, 35.2]. Call '*Motor Park*' abeam the main road bridge at 2500 ft, then descend to not below 1500 to the West of Canavan's, looking out for traffic approaching from the south at 1000 as you will have to fit with this when you turn on to finals.

Once over Canavan's, make a tightish descending turn on to finals ensuring you don't extend to far toward the west as there are aircraft joining for the Franz airstrip, immediately to the west. Also look out for traffic coming from the north as you make the turn.

Vacating the Franz Valley: Maintain 3500 feet until passing Roberts Point,

maintain 3000 feet to pass South abeam the Motor Park before descending to Canavan's Knob at 1500 feet.

Arrive not below 1500 feet at Canavan's Knob. Turn Right Base for the pads.

Arriving from the south: Join direct for Canavan's Knob Arrive not below 1000 feet at Canavan's Knob. Turn Right base for the pads.

Re-joining the Franz pads from the north via the Tartare valley: descend via the right hand side of the Tartare valley for the Tartare bridge joining a left base for the Glacier Country Heliport from the north as per the AIP procedure at 2000 feet for noise abatement.

Do not extend too far west to remain clear of the Franz aerodrome circuit traffic.

Arriving from the North: Join on a left base for the pads.

Arriving from the west: Join straight in on long finals.

All Aircraft on finals are to arrive over the black and white marker pole.

Bad Weather (Base Below 3000 feet)

- When vacating the Franz Valley in bad weather, descend for the Callery Mouth and then join via Canavan's Knob.
- **COMMS: FRANZ TRAFFIC 118.6 MHz**

POTTERS CREEK

- Situated North of Franz Township
- Aircraft hangar for Fox and Franz Heliservices.

MID WAIHO LOOP

- Situated North of Franz Township.
- Base for Glacier Country Helicopters commercial operations

DOCHERTYS CREEK

- Situated west of the Franz Township.
- Aircraft hangar for The Helicopter Line and Glacier Helicopters.

WAIHO STABLES

- Aircraft parking for Glacier Southern Lakes.

FOX GLACIER AREA HELIPORTS AND PROCEDURES

THE FOX GLACIER HELI-PADS

- There are four main Heli-pads within the township of Fox Glacier.
- Each company has its own Heli-pad with their own departure and arrival procedures.
- See **Departures and Arrivals** from all companies will depart and arrive for common points: E.g. the Fox Valley

THE DOCTORS PAD

- Operated by the Helicopter Line.
- PH 03 7510 767
- Situated on the North side of the Cook Flat Road abeam the Western threshold of the Fox Strip.
- Parking for two AS350 type helicopters.
- One mobile Jet A1 fuel tanker.
- **COMMS: FOX TRAFFIC 118.6 MHz**

ALPINE PAD

- Operated by Fox and Franz Heli-Services.
- PH 03 7520 793
- Situated on the Southern side of the Cook Flat Road 1km West of the Fox Township.
- Hangar and parking for three AS350/H500 type helicopters.
- One above ground Jet A1 refuelling station.
- **COMMS: FOX TRAFFIC 118.6 MHz**

GLACIER PADS

- Operated by Glacier Helicopters
- PH 03 7520 755
- Situated on the Southern side of the Cook Flat Road 1.5km West of the Township.
- Hangar and parking for three AS350 type helicopters.
- One above ground Jet A1 refuelling station.
- **COMMS: FOX TRAFFIC 118.6MHz**

FOX STRIP HELIPAD and HANGAR

- Operated by Mountain Helicopters.
- PH 03 7510 045
- One mobile Jet A1 fuel tanker.
- **COMMS:** FOX TRAFFIC 118.6 MHz

K2's HANGAR

- Situated 3kms West of the Fox Village on the South Side of the Cook Flat Road
- Aircraft Hangar

North bound Departures from the Fox Pads

The Helicopter Line

- Depart from the Doctors Pad to the North crossing
- West abeam the Western Threshold of the Fox Strip climbing to be **1 NM** west of the Cook Saddle

Glacier Helicopters

- Northbound traffic to remain at 1200ft at new reporting point "Fence line".
- **Fence line is 1200 feet on the western side of the same paddock**
- Then climb to the north to be **1 NM** west of the Cook Saddle.

Fox Franz Heliservices

- Northbound traffic to remain at 1200ft at new reporting point "Fence line".
- **Fence line is 1200 feet on the western side of the same paddock**
- Then climb to the north to be **1 NM** west of the Cook Saddle.

Departures for the Fox Valley

The Helicopter Line

- Depart from the Doctors pad initially to the south west, with a left climbing turn to be west of the Cattle Yards at not less than 1500 feet
- Then climb East up the Fox Valley, remaining on the South Side of the Fox River.

Glacier Helicopters

- Depart south from the Glacier Pad initially until on the South side of the Fox River
- Then turn east to climb the Fox Valley.

Fox Franz Heliservices

- Depart south from the Alpine Pad initially until South side of the Fox River,
- Then turn east to climb the Fox Valley.

Mountain Helicopters

- Depart from the Fox Strip to the West with a left turn to be West of the Cattle Yards not less than 1500 feet
- Then climb East up the Fox Valley remaining on the south side of the Fox River.

Arrivals

FFHL, THL and GH pilots are to call “Main Road Fox” on finals into Glacier hanger.

- If a FFHL machine makes a lifting call from the Alpine pad, to avoid conflict (if they are nearby), GH pilots will call either at **“Main Road Fox” or “Finals for the Glacier Pad”.**
- The FFHL machine shall also make a thorough clearing turn before rolling.

North Bound Arrivals to the Fox Pads

The Helicopter Line

- Descend from the eastern shore of Lake Mueller for the Western Threshold of the Fox Strip for the Doctors Pad

Glacier Helicopters

- Descend from the eastern shore of Lake Mueller to be west of the Cattle Yards at not less than 1500 feet
- Then turn left and descend for the Glacier Pad.

Fox Franz Heliservices

- Descend from the eastern shore of Lake Mueller to be west of the Cattle Yards at not less than 1500 feet
- Then turn left and descend for the Alpine Pad

Mountain Helicopters.

- Descend from the eastern shore of Lake Mueller direct to the Fox Strip Helipads.

Arrivals from the Fox Valley

The Helicopter Line

- Descending out of the Fox Valley, turn North and descend to 1500 feet
- Turn down wind for the Fox Strip to be at 1000 feet
- Then turn left to join the Doctors Pad.

Glacier Helicopters

- Vacate the Fox Valley remaining North of the Fox River, and join direct to the Glacier Pad, remaining clear of the Alpine Pad.

Fox and Franz Heli-Services

- Vacate the Fox Valley remaining north of the Fox River and join direct to the Alpine Pad.

Mountain Helicopters

- Descending out of the Fox valley turn North and descend to 1500 feet
- Turn down wind for the Fox Strip to be at 1000 feet,
- Then turn left base and then finals for the Fox Strip Helipad.

Arrivals from the West

- Are to arrive direct from the West to join all Helipads remaining well clear of houses in the area.

Arrivals from the South

Glacier Helicopters and Fox and Franz Heli-Services:

- Join directly from the South.

The Helicopter Line:

- Aircraft are to join remaining west of the Cattle Yards above 1500 feet
- Then turn right and descend east toward the Fox Strip and then turn right to join the Doctors Pad.

AERODROMES AND PROCEDURES

TEKAPO AIRPORT

Operating Procedures as published in the AIP

- Owned and operated by Air Safaris and Services (NZ) Ltd.
- PH 03 6806 880
- Situated 3 km to the South West of the Tekapo Township.
- Air Safaris commercial operations and other commercial/private operations by arrangement.
- Both Jet A1 and Avgas - Z Energy Swipe card required
- Helipads adjacent to one Jet A1 and one Avgas pump.
- **COMMS: TEKAPO TRAFFIC 118.6 MHz**

PUKAKI AIRPORT

Operating Procedures as published in the AIP

- Public aerodrome situated 10 km north of the Twizel Township.
- There are two Private Airstrips to the South of the Runway 33 threshold.
- Fuel Jet A1 and Avgas by BP Swipe card
- **COMMS: PUKAKI TRAFFIC 119.1MHZ**

GLENTANNER AIRPORT

Operating Procedures as published in the AIP

- Owned and operated by the Glentanner Station.
- PH 03 4351 855
- Situated adjacent to the Glentanner Tourist Park.
- Used by The Helicopter Line for helicopter operations.
- Used by Air Safaris for fixed wing commercial operations.
- Used by Inflite Skiplanes for fixed wing commercial operations.
- Used for both fixed and rotor wing private operations.
- Jet A1 by BP Swipe card.
- **COMMS:**

  GLENTANNER TRAFFIC 118.6 MHz

  THL company chat 130.6 MHz

BIRCH HILL AIRSTRIP

- Owned by the Department of Conservation
- Situated on state highway 80, 1 km to the South of the Mount Cook Airfield.
- Two-way short grass vectors.
- Used by the Inflite Skiplanes as an emergency Ski's down landing area.
- Airstrip is contained within the Mount Cook Airfield circuit area.
- **Contact Ski Desk for traffic information 130.1 MHz**
- **COMMS:**

  BIRCH HILL TRAFFIC 118.6 MHz

THE MOUNT COOK AIRPORT

Operating procedures as published in the AIP

- Owned by Aoraki/Mt Cook Airport Ltd.
- Operated by Inflite Skiplanes Ltd.
- PH 03 4351 026
- Situated on state highway 80, 12 km from the Mount Cook Village.
- Used by Inflite Skiplanes and Heli works Ltd. for Ski-Plane/Helicopter operations.
- Used for other commercial fixed wing and helicopter operations.
- Used for private operations by prior arrangement.
- **COMMS:**
  MOUNT COOK TRAFFIC 118.6 MHz

FRANZ JOSEF AIRPORT

Operating procedures as published in the AIP

- Situated 4 km South West of the Franz Township
- Owned and Operated by Air Safaris.
- PH 03 752 0716
- Above ground Avgas and Jet A1 fuel station – Z Energy swipe card
- Used by Air Safaris for commercial air transport operations.
- Used by Skydive Franz for commercial skydiving operations.
- Available for further private/commercial operations by prior arrangement.
- **COMMS: FRANZ JOSEF TRAFFIC 118.6 MHz**

THE FOX GLACIER AIRSTRIP

- Situated north abeam the Fox Glacier Township
- Owned and Operated by South Westland Pastoral
- PH 03 751 0828
- email: kirstyjohn@xtra.co.nz
- Approx. 630 meters in length (400m sealed) with approximately 3.3 degrees of up slope to the East
- Used by Skydive Fox Glacier for skydive operations
- Used by Mountain Helicopters for commercial operations
- Please contact the operator prior to use
- **COMMS: FOX TRAFFIC 118.6 MHz**

RADIO COMMUNICATIONS, THE MBZ AND AREA QNH

118.6 MHz is the Primary collision avoidance frequency for the Mount Cook and Westland National Parks and the MBZ as published in the AIP.

Radio calls – all pilots reminded to make **short sharp radio calls** and to **emphasise direction** rather than next position.

Otherwise this can create confusion (sometimes brief panic) for the pilot at that next point.

1. **118.6 MHz will be used while operating** in the approximate area bounding from Burkes Pass in the North East to Lake Ohau in the South East across to the Karangarua River in the South West up to the Whataroa River in the North Westland at all times within the boundaries of the MBZ.
2. A Mandatory Broadcast Zone (MBZ) was established within the National Park in the 1990s and its boundaries and heights are published in the AIP VNC C11/C12 Aeronautical Chart.

All Airports, Airstrips and Heliports within the National Park also use 118.6 MHz as their unattended frequency.

3. Each Aircraft operating within the MBZ must be radio equipped or be with another aircraft capable of making radio calls on their behalf.
4. All Aircraft conducting Air transport operations within the National Park must be equipped with at least two VHF radios.

One Radio to be used solely for collision avoidance, 118.6 MHz, and the other for company and intercompany chat.

5. During the busier summer months and especially after bad weather the MBZ can become very busy, and the collision avoidance frequency 118.6 MHz can become extremely crowded and at times overloaded and jammed. This is especially evident to those operating at high levels who can hear all the radio calls from both sides of the divide.
6. Every pilot must make only the calls necessary for the safe conduct of their operation on this frequency.
   - Pilots should try and fit calls into gaps on the radio and not just talk over other traffic calls. If necessary, report "just past" or use similar phraseology to utilize gaps in the radio traffic.
   - For efficiency, abbreviations and improved practices have been introduced over time.
7. Altimeters are to be set on Ohau Area QNH available from Christchurch Information.
   - Christchurch Information is available high level on the West Coast on 118.5 MHz and on the East Coast on 123.5 MHz
8. In the absences of an accurate Ohau QNH, set Airfield Elevation until an accurate QNH can be obtained.

Pilots must remember that when using Airfield Elevation that substantial errors can occur when transiting from one side of the Divide to the other due to the differences in barometric air pressure

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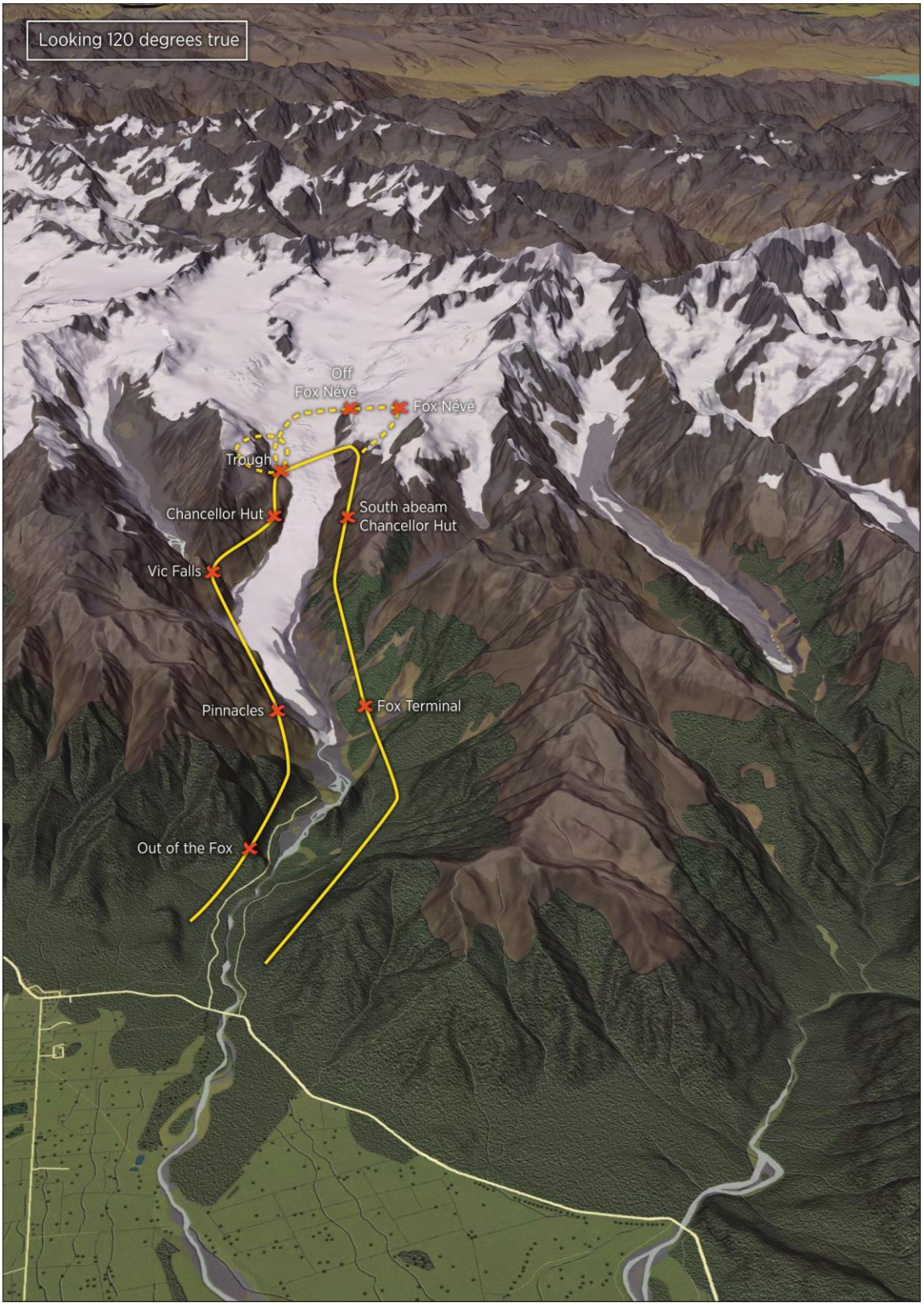
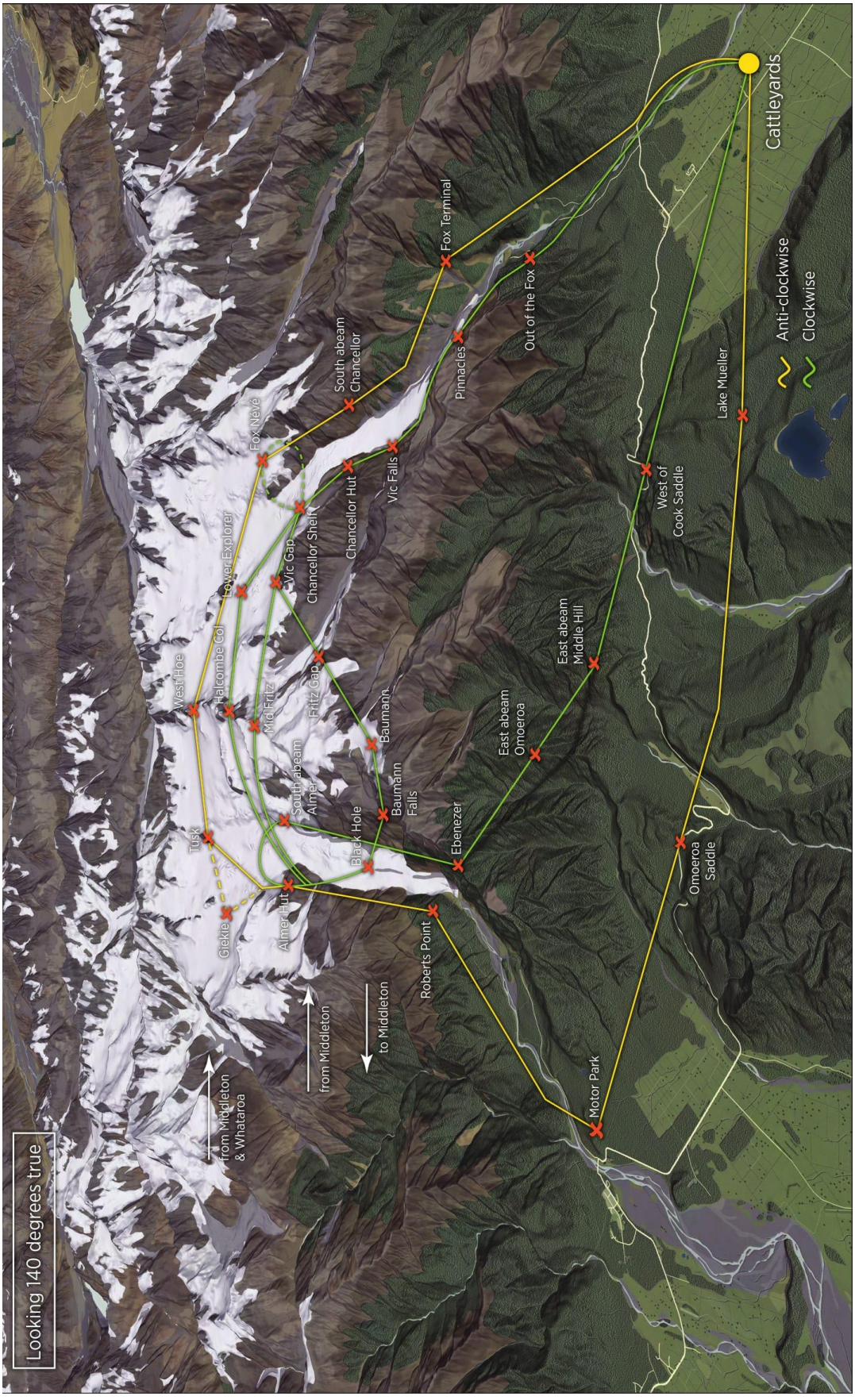
STANDARD SCENIC FLIGHT MAPS

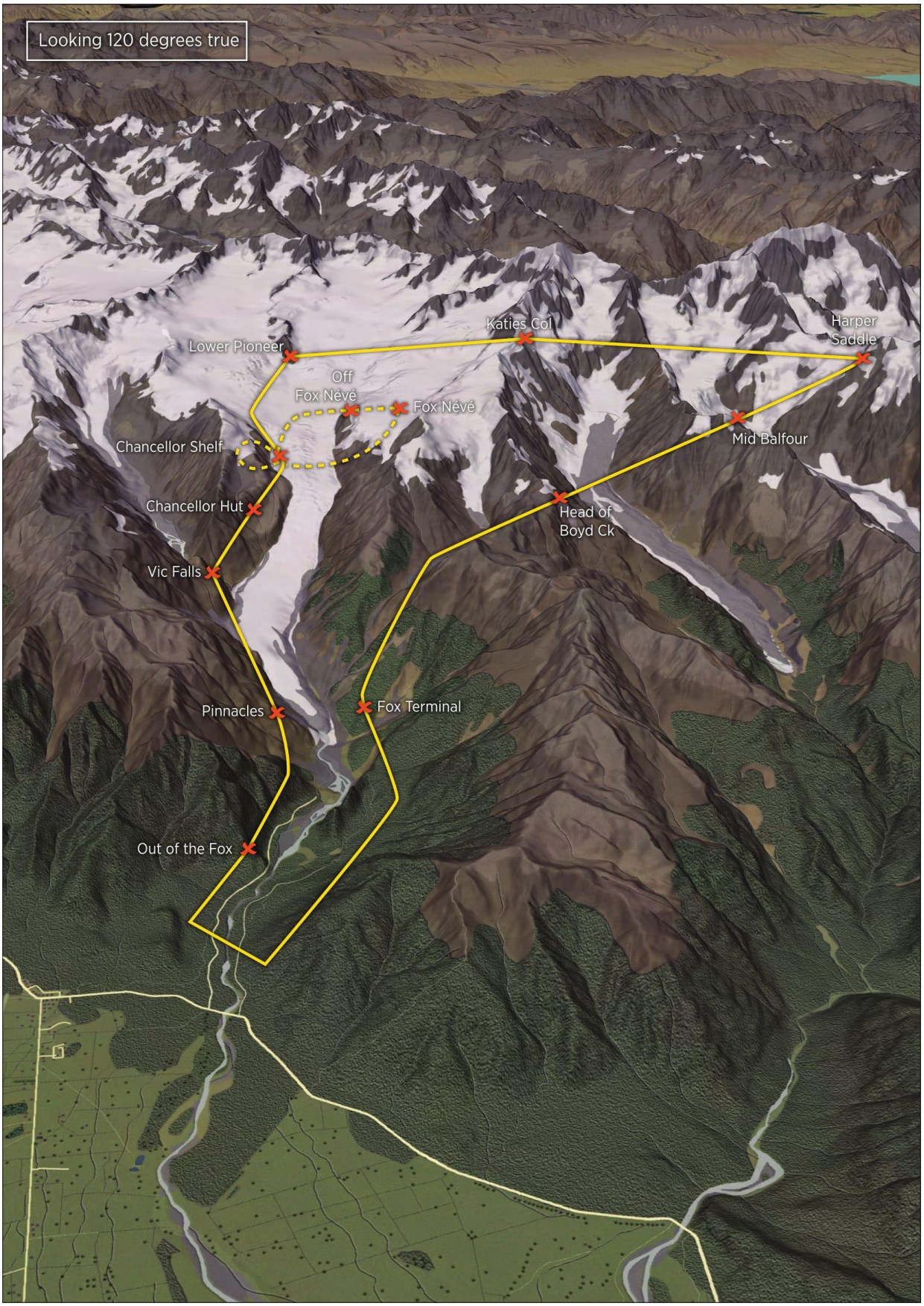
FOX GLACIER 20-MINUTE SCENIC FLIGHT PATHS



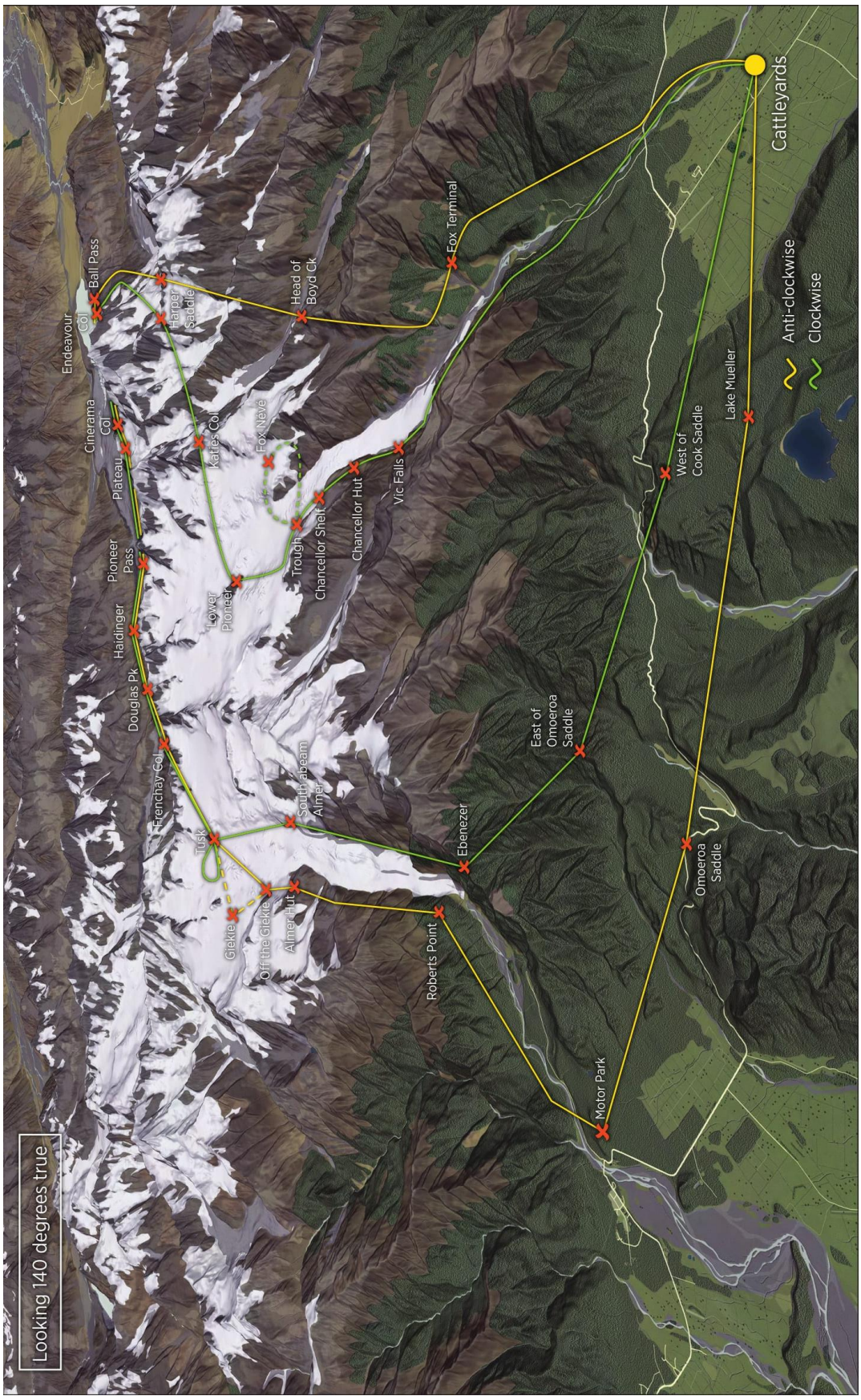
FOX GLACIER 30-MINUTE SCENIC FLIGHT PATHS



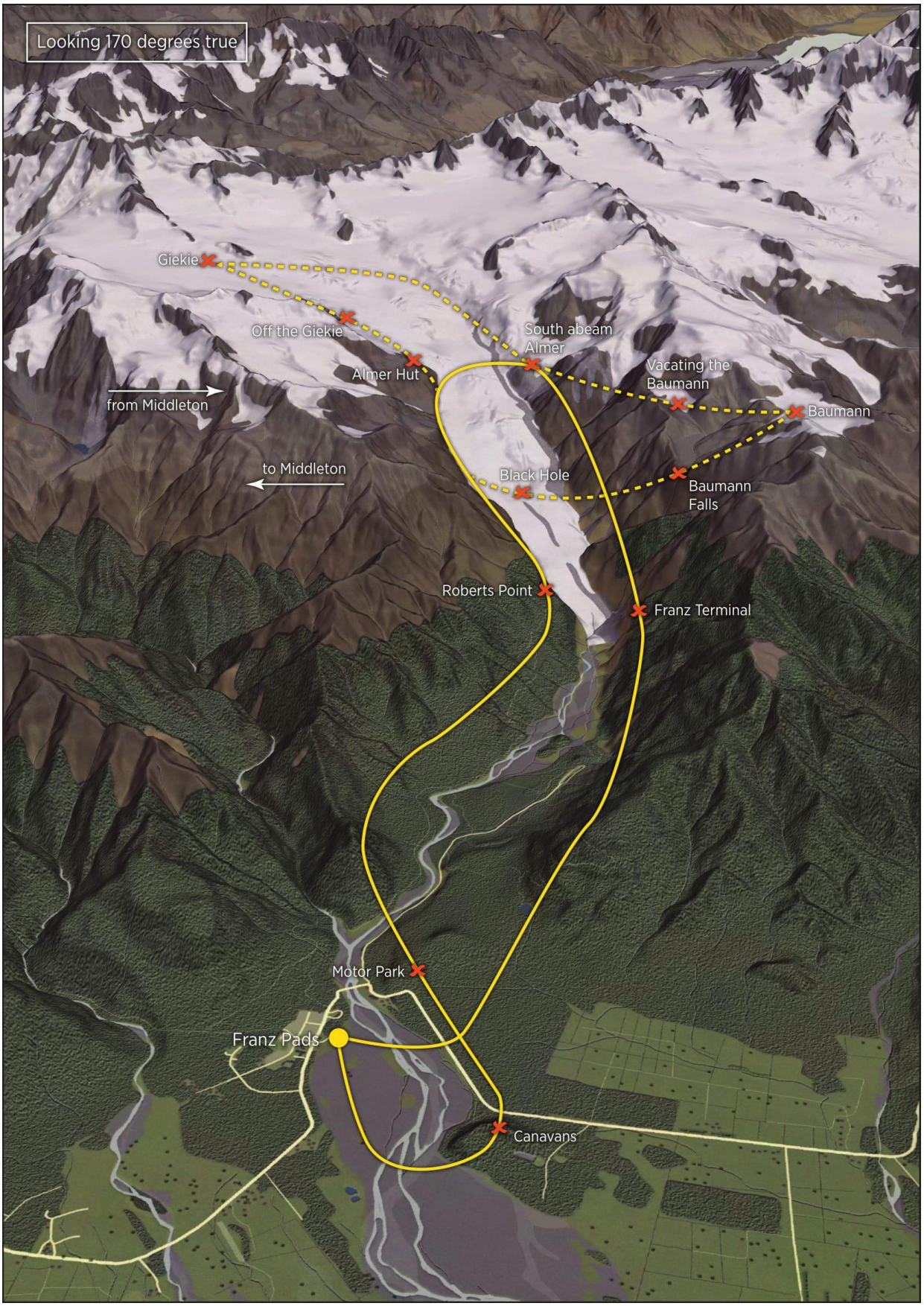
FOX GLACIER AND COOK 30-MINUTE SCENIC FLIGHT PATHS



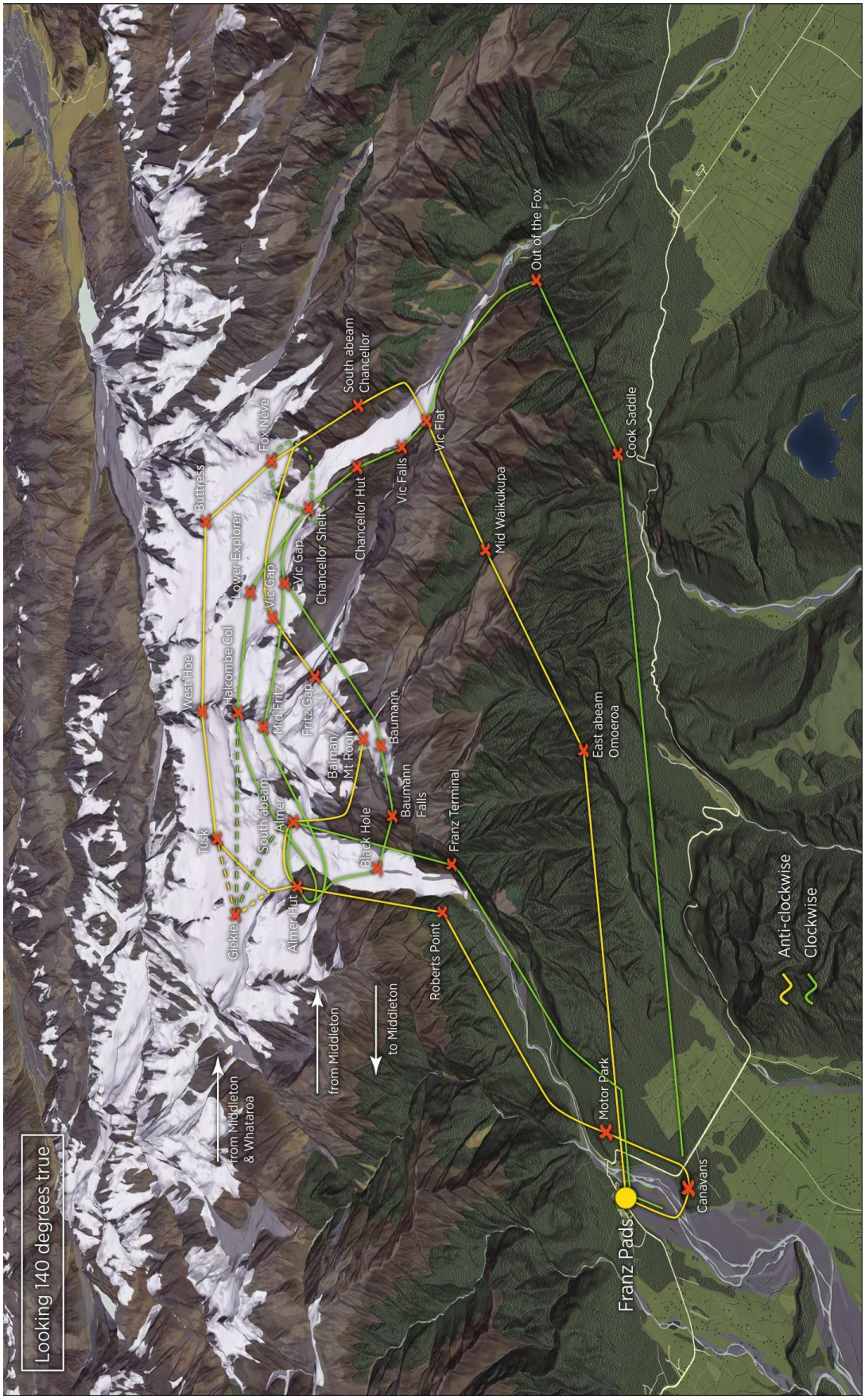
FOX GLACIER 40-MINUTE SCENIC FLIGHT PATHS



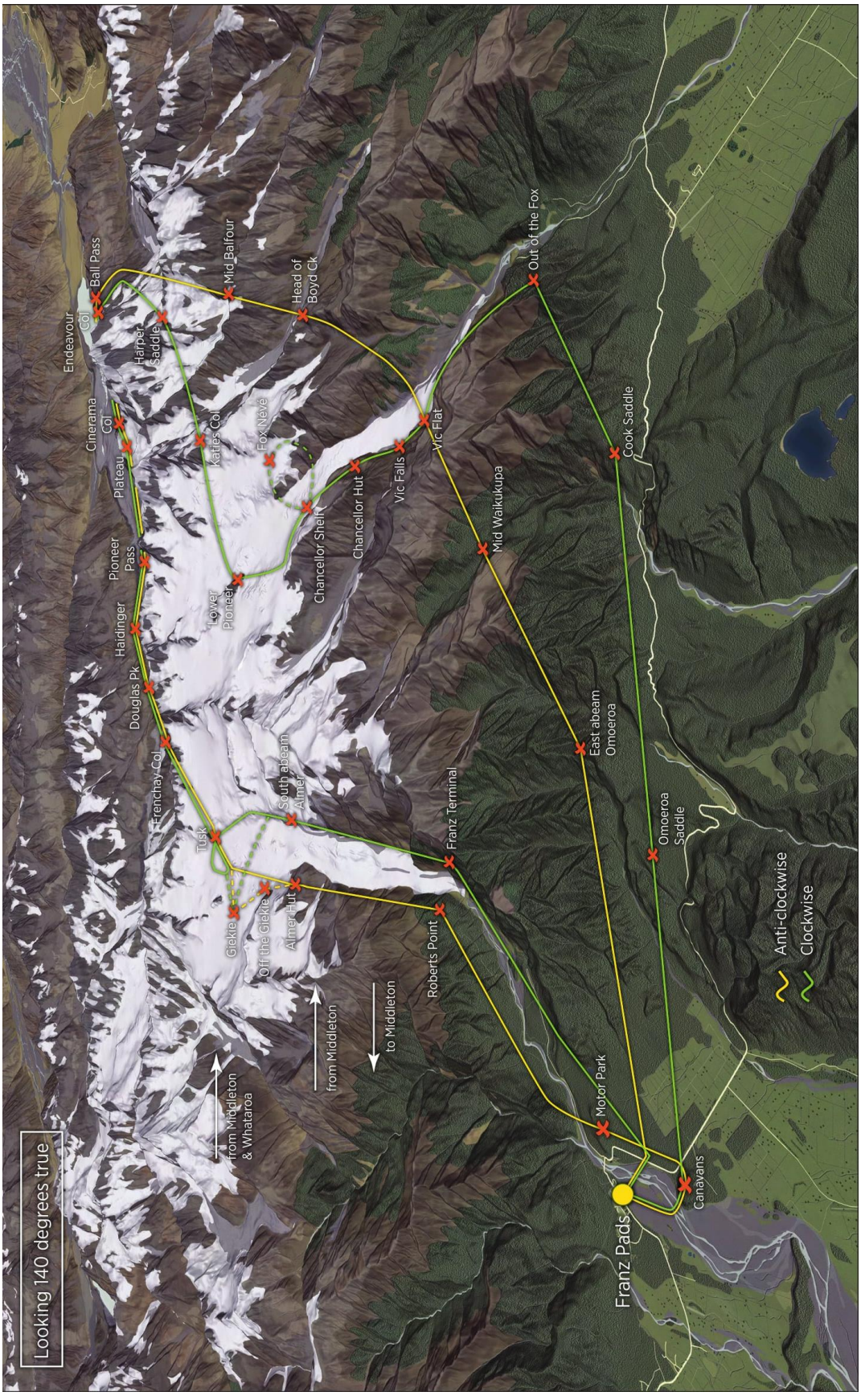
FRANZ JOSEF 20-MINUTE SCENIC FLIGHT PATHS



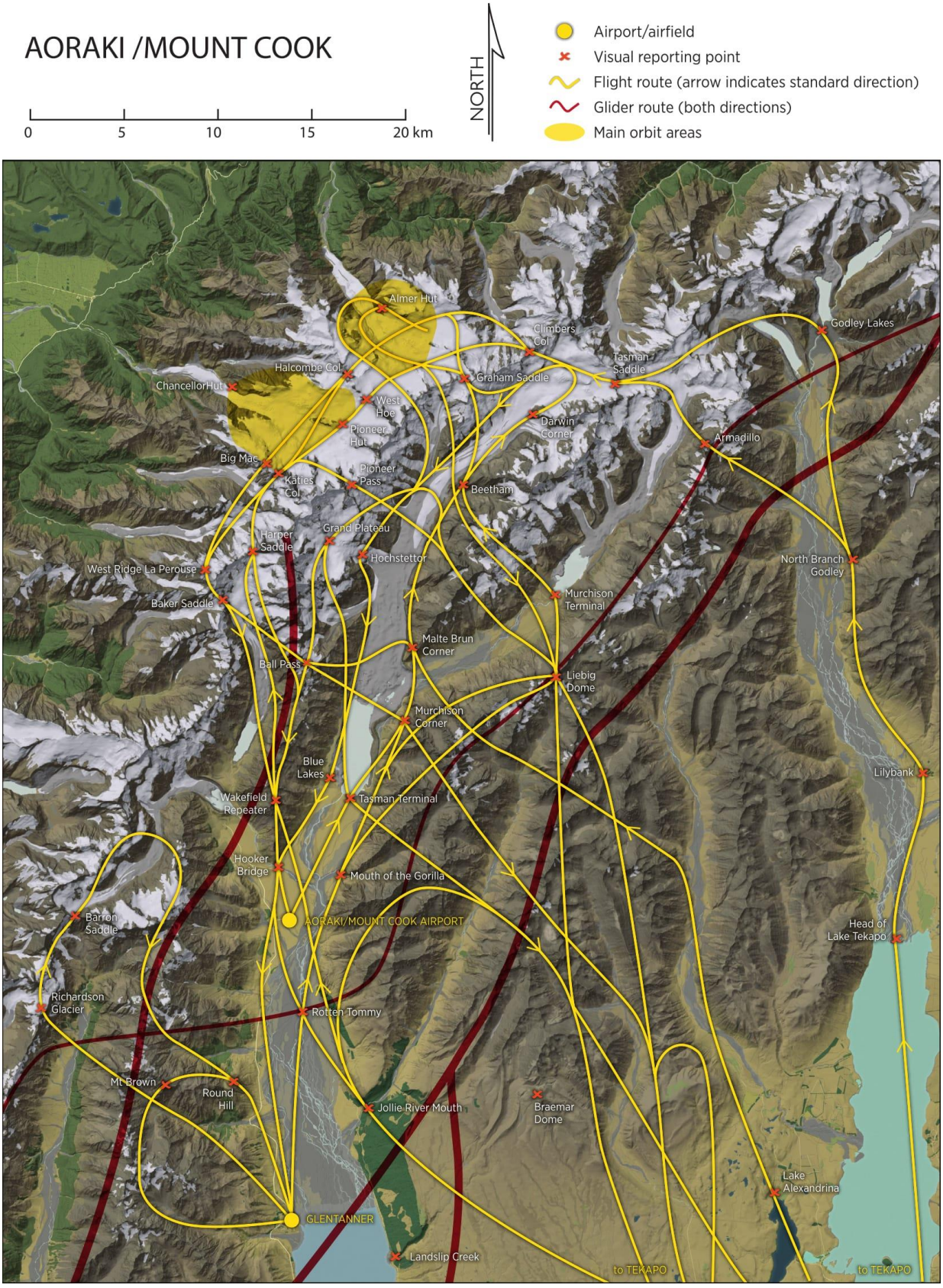
FRANZ JOSEF 30-MINUTE SCENIC FLIGHT PATHS



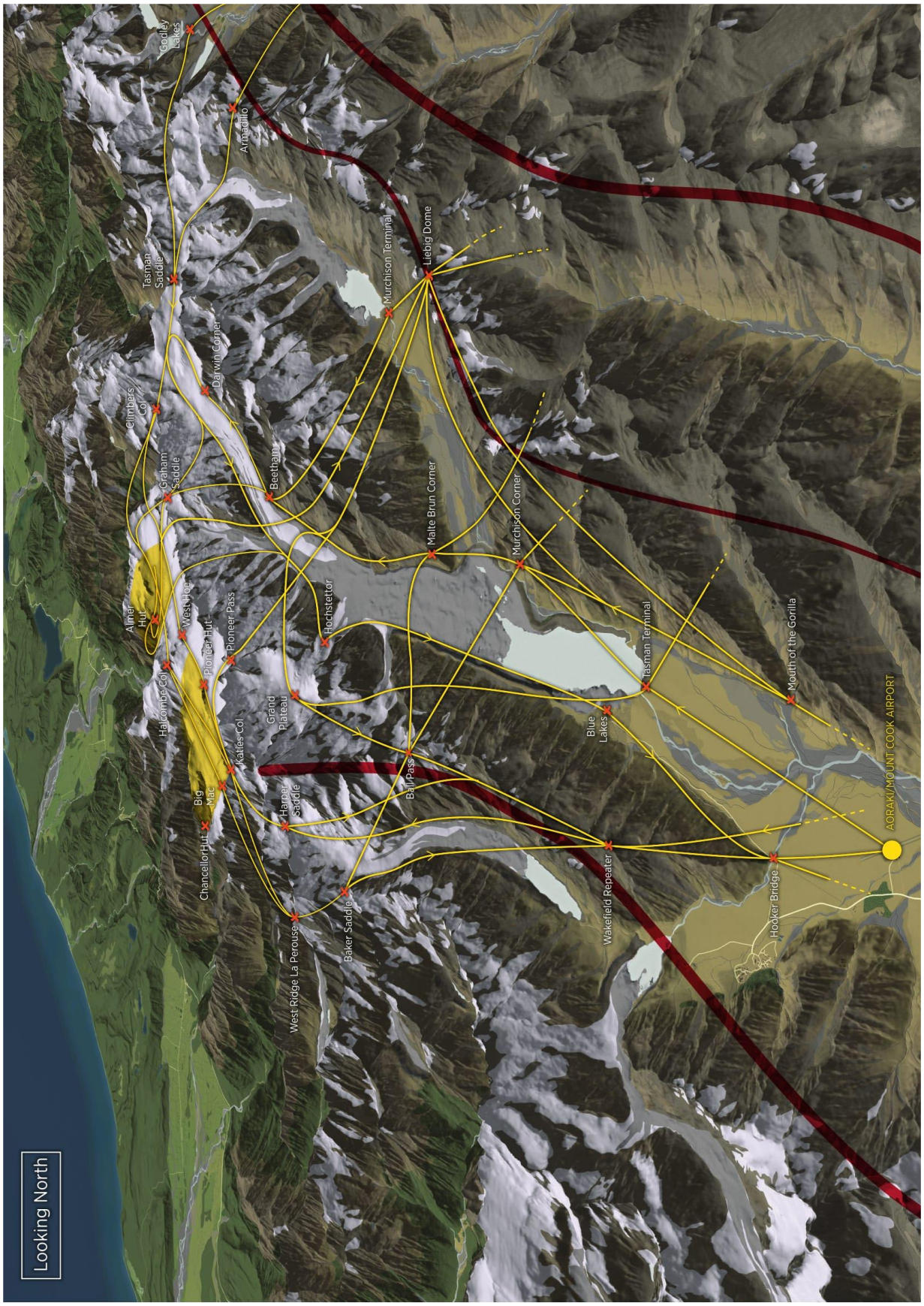
FRANZ JOSEF 40-MINUTE SCENIC FLIGHT PATHS



AORAKI/MT COOK SCENIC FLIGHT PATHS



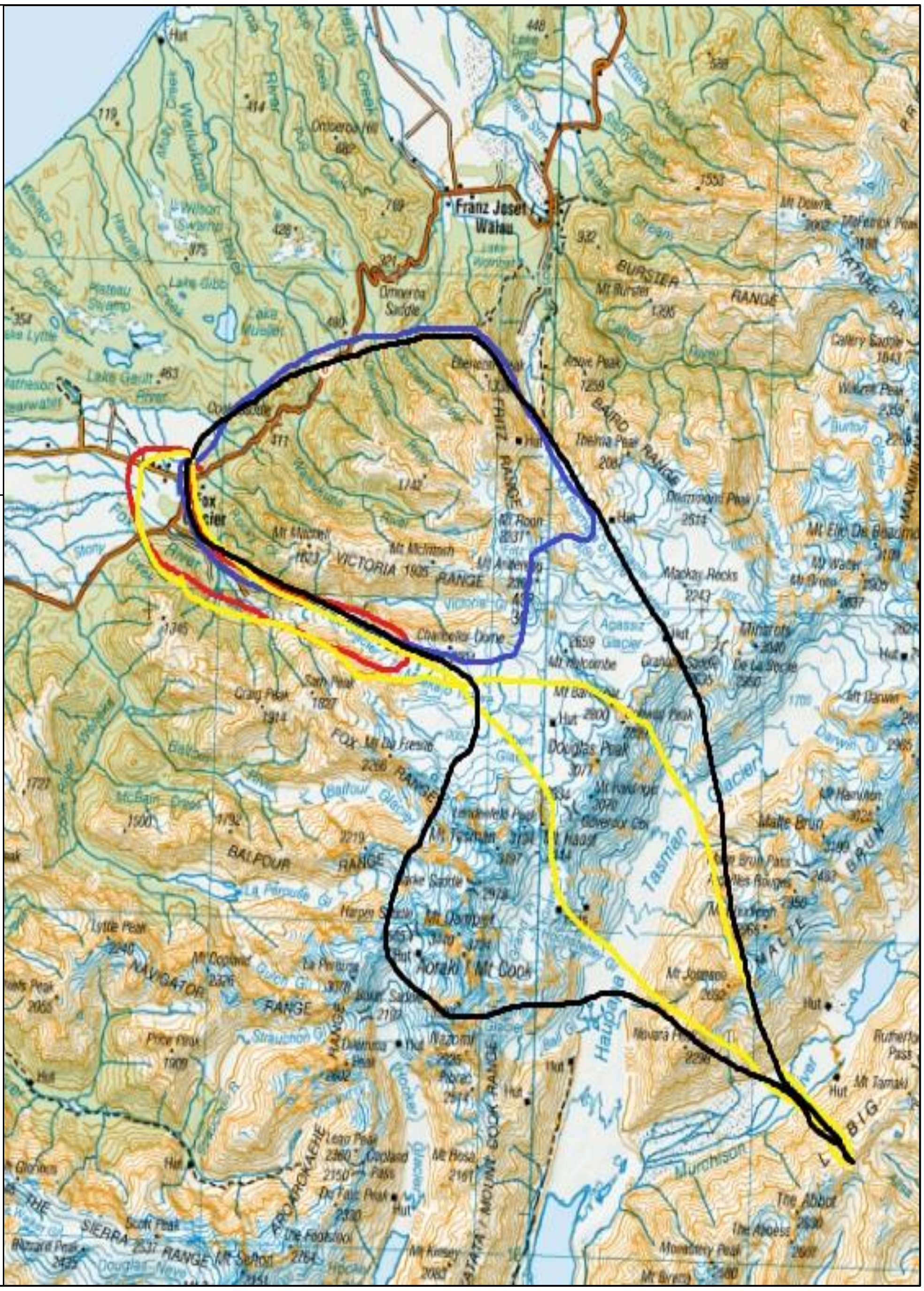
MOUNT COOK SCENIC FLIGHT PATHS



LIEBIG STANDARD FLIGHT PATHS (MOUNTAIN HELICOPTERS)

Route A RED	**Route B BLUE**
Fox airstrip	Fox airstrip
Cattle Yards	Cook Saddle
Cone Rock	Ebenezer
Fox terminal	South Almer Hut
South point abeam Chancellor Hut	Mid Fritz range
Top of Fox Glacier	Victoria Gap
Fox ice fall	Trough
Victoria falls	Victoria falls
Fox terminal	Fox terminal
Fox airstrip	Fox airstrip

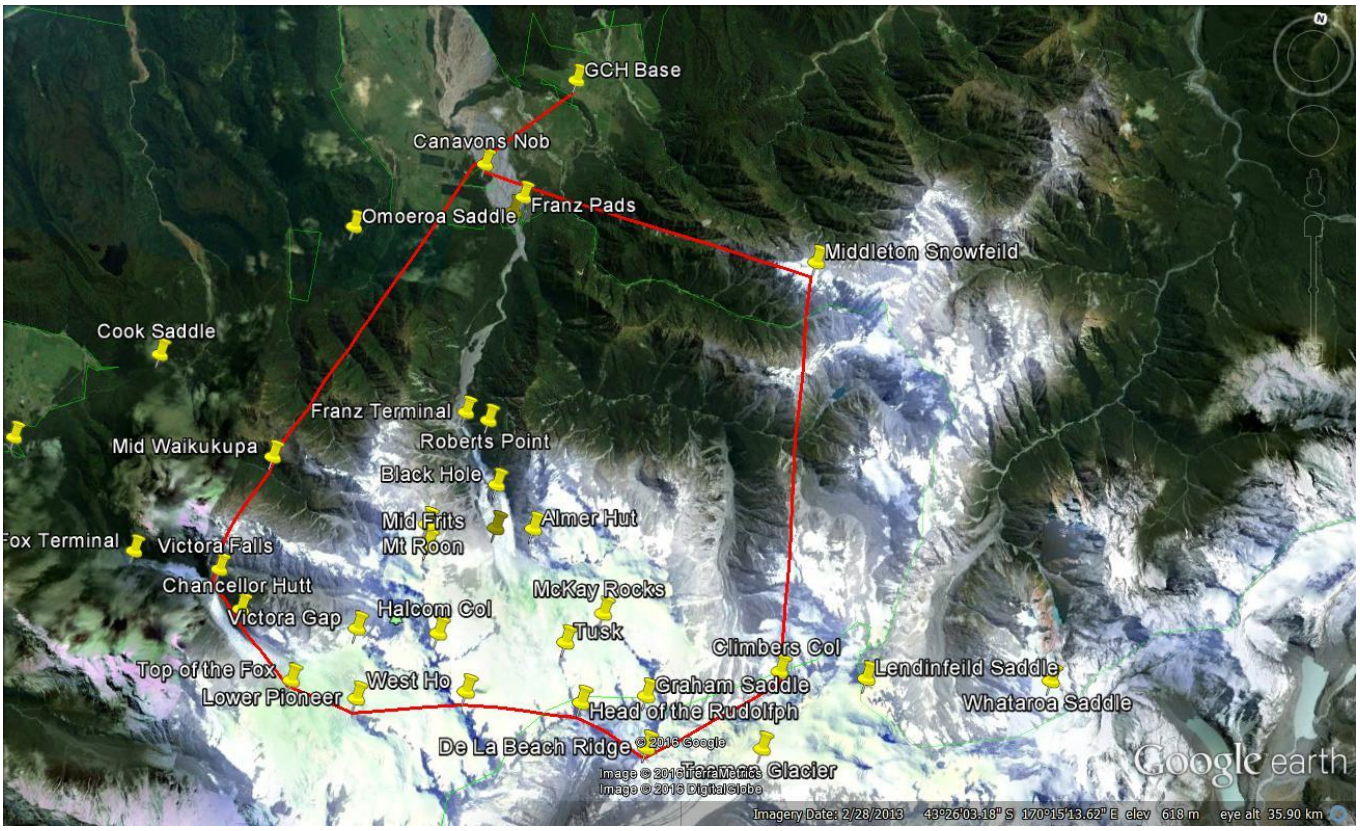
Route C YELLOW	**Route D BLACK**
Fox airstrip	Fox airstrip
Cattle Yards	Cook Saddle
Cone Rock	Ebenezer
Fox terminal	South Almer Hut
South point abeam Chancellor Hut	Centennial hut
Top Fox	Lower Malte Brun
Westhoe	Liebig Dome (landing)
Frenchay Col	Ball Pass
Lower Malte Brun	Harper Saddle
Liebig Dome (Landing)	Katies Col
Lower Malte Burn	Lower Pioneer
Plateau Hut	Trough
Pioneer Pass	Victoria falls
Lower pioneer ridge	Fox terminal
Trough	Fox airstrip
Victoria falls	
Fox terminal	
Fox airstrip	



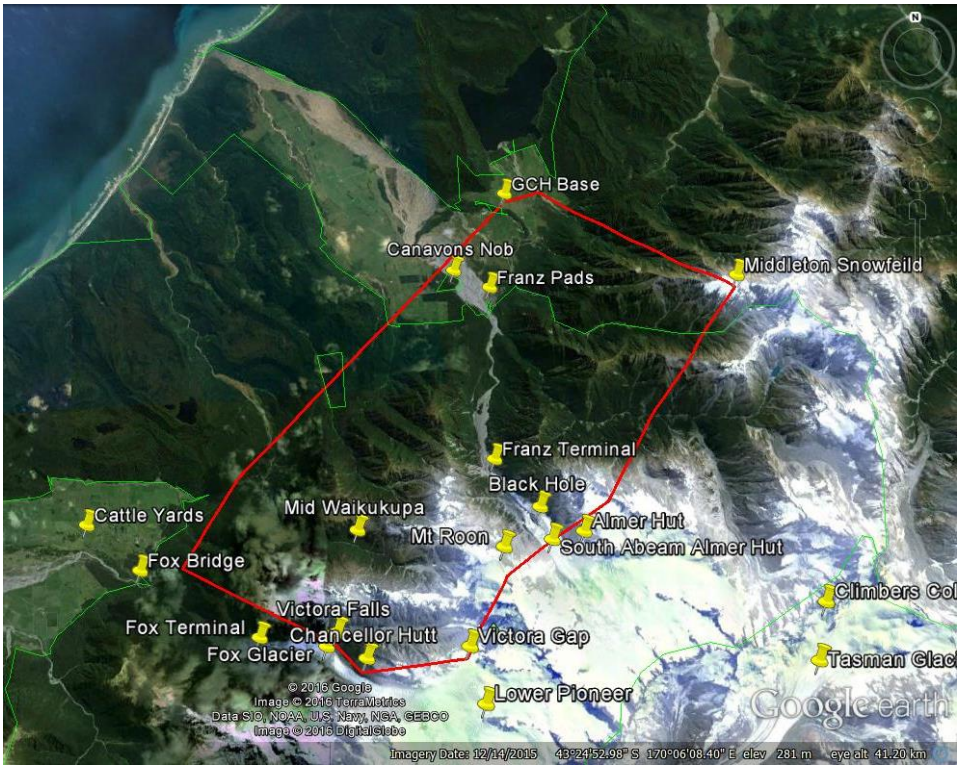
FIXED WING STANDARD FLIGHT PATHS (AIR SAFARIS - NZFJ)

GLACIER COUNTRY HELICOPTERS STANDARD FLIGHT PATHS

Glacier Flight (Franz Departure)

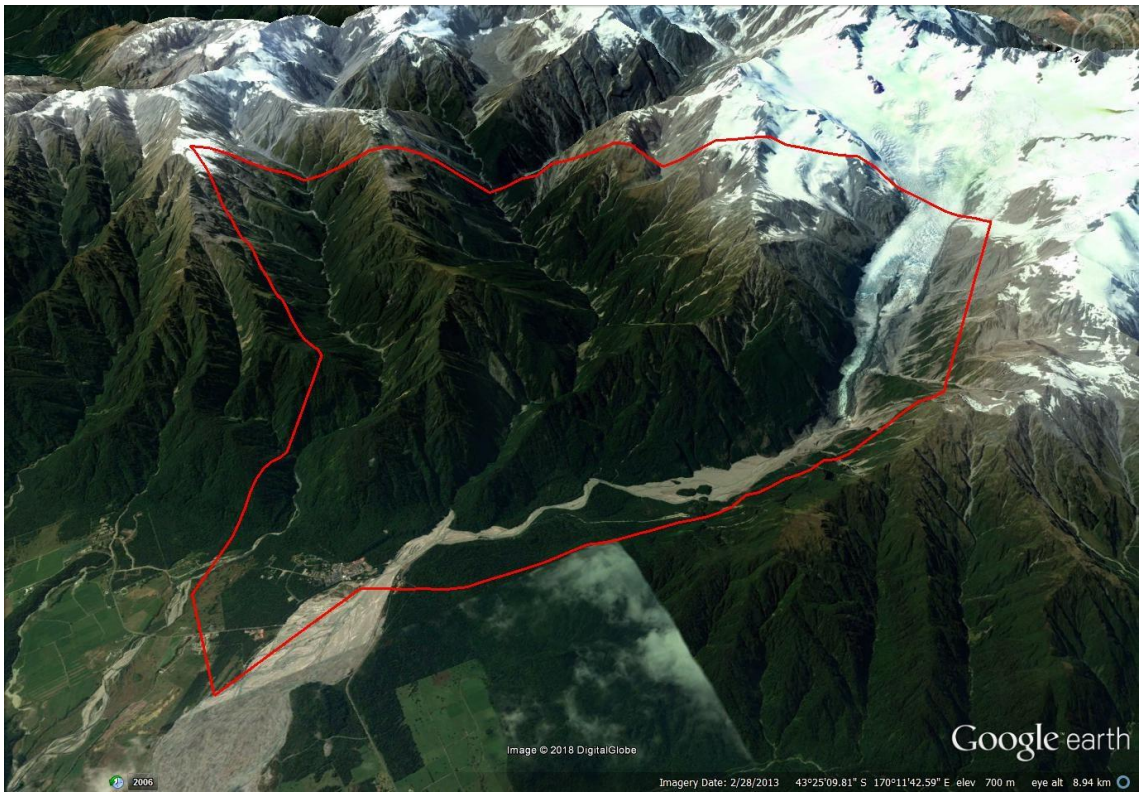


Twin Glacier Fox and Franz (Franz Departure)



HELICOPTERS QUEENSTOWN T/A VANTAGE HELICOPTERS

Vantage Helicopters 25 min scenic

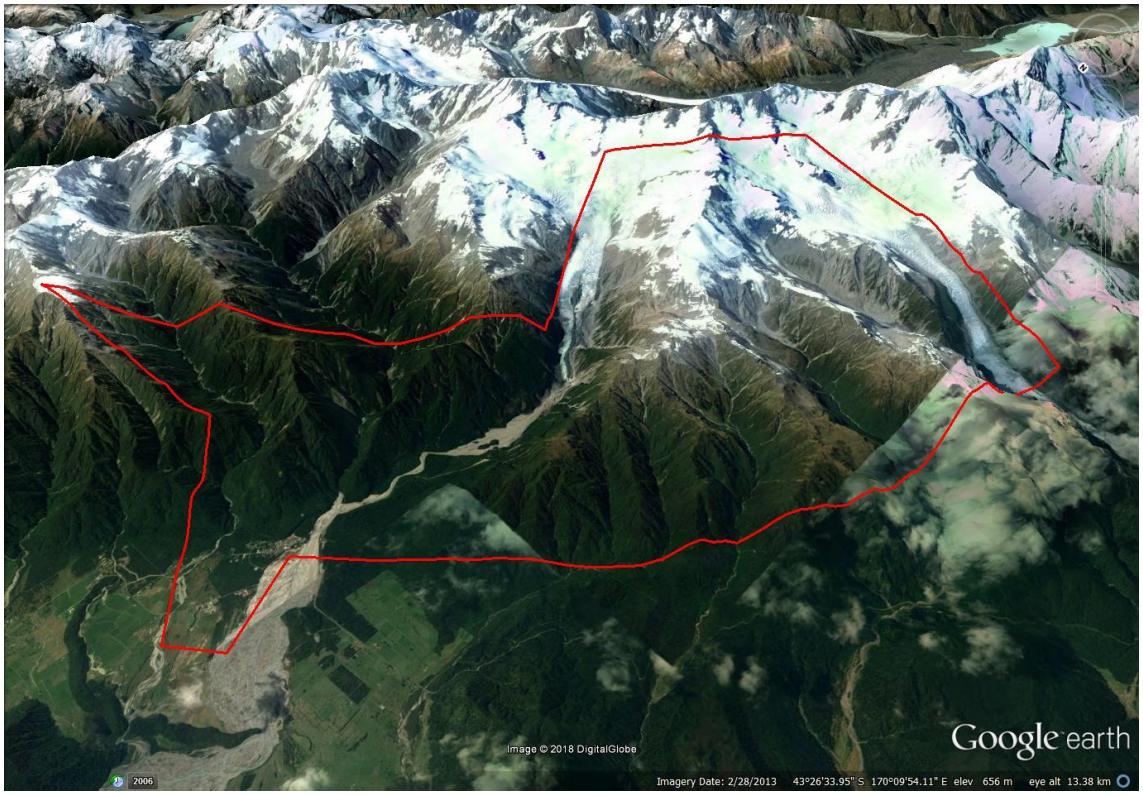


Helicopters Queenstown LTD t/a Vantage Helicopters 25 minute scenic flight

Flight Time: 0.25 **Fuel Min: 40%** **Radio Freq: 118.60**

- Following AIP procedures, depart the Glacier Country Helipads to the southwest and turn left climbing for Lake Wombat.
- Arrive at Lake Wombat not above 1,500ft.
- Climb to cross the southwestern edge of the terminal face not below 3000ft.
- Continue climbing until you are south abeam the Almer Hut not below 5500. Follow left hand climbing traffic and vacate the Franz valley north through the Salisbury snowfield.
- Track northeast to join Middleton snow landing site.
- Call lifting Middleton to descend via Tartare Valley for the Tartare Bridge to arrive overhead the bridge not below 1500ft to join left base for Glacier Country Heliport as per NZAIP procedures.

Vantage Helicopters 35 min scenic

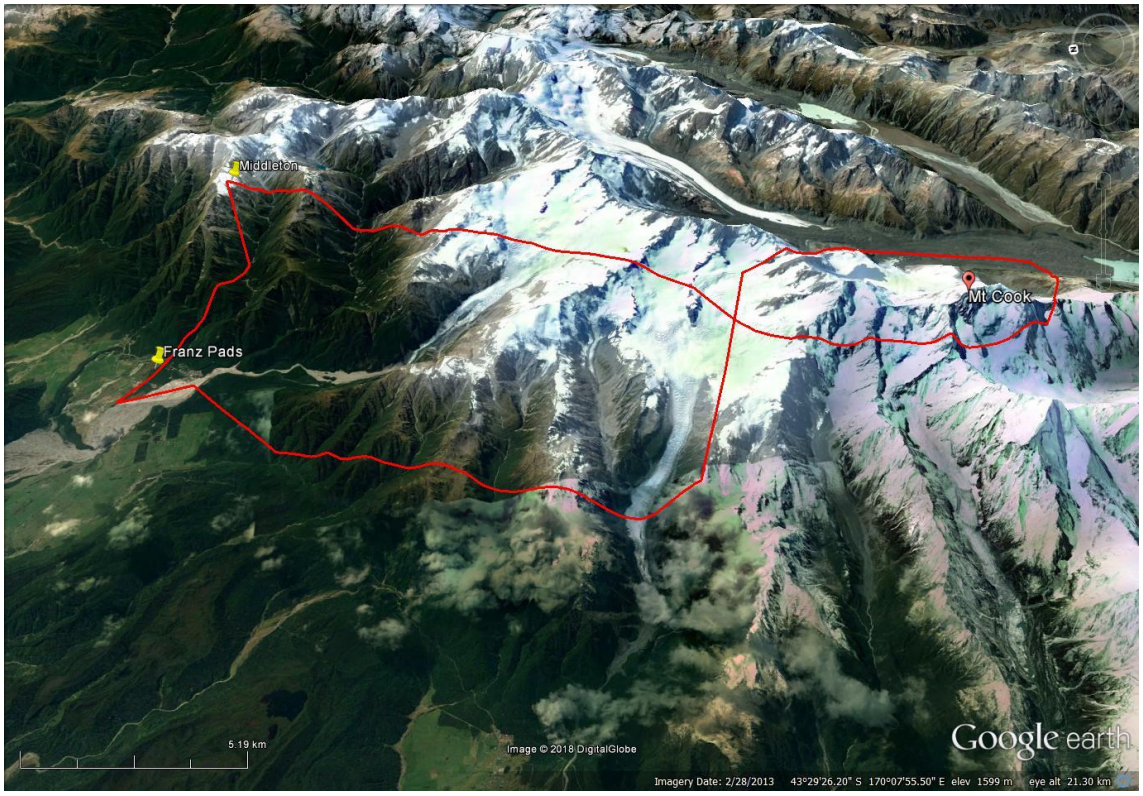


Helicopters Queenstown LTD t/a Vantage Helicopters 35 minute scenic flight

Flight Time: 0.4 **Fuel Min: 45%** **Radio Freq: 118.60**

- Following AIP procedures, depart the Glacier Country Helipads maintaining a continuous climb to east abeam the Omeroa Saddle and on to mid- Waikukupa.
- Track across the Fox Glacier for the south side of Victoria Flat not below 5500ft. Climb east to overfly the Fox neve to West Hoe Pass via Pioneer Hut.
- Descend for Almer Hut via the Tusk to Roberts Point, vacating the valley north to Middleton Snow Landing Site.
- Call lifting Middleton to descend via Tartare Valley for the Tartare Bridge to arrive overhead the bridge not below 1500ft to join left base for Glacier Country Heliport as per NZAIP procedures.

Vantage Helicopters 45 min scenic



Helicopters Queenstown LTD t/a Vantage Helicopters 45 minute scenic flight

Flight Time: 0.55 **Fuel Min: 50%** **Radio Freq: 118.60**

- Following AIP procedures, depart the Glacier Country Helipads maintaining a continuous climb to east abeam the Omeroa Saddle and on to mid- Waikukupa.
- Track across the Fox Glacier for the south side of Victoria Flat not below 5500ft.
- Climb east for south abeam 'Bottom of the trough climb east and overfly the Neve for Pioneer Pass, From Pioneer Pass cross east into the Grand Plateau and track for Harper Saddle via Endeavour Col.
- From Harper Saddle track North for West Hoe Pass via Katies Col.
- Descend for Almer Hut via the Tusk to Roberts Point, vacating the valley north to Middleton Snow Landing Site.
- Call lifting Middleton to descend via Tartare Valley for the Tartare Bridge to arrive overhead the bridge not below 1500ft to join left base for Glacier Country Heliport as per NZAIP procedures.

NOTE: Harper Saddle: Aircraft transiting East through Harper Saddle should remain slightly south of the Saddle to allow separation with Westbound traffic through the true saddle.

High level operations: Aircraft conducting scenic flights from the West Coast across the Main Divide to the East Coast are to remain high above 8000 feet on the East Coast to avoid traffic in the Tasman Glacier.