

## **NAVIGABLE AIRSPACE DETERMINATION: 22 Setters Line, Palmerston North**

PURSUANT TO Rule Part 77 of the Civil Aviation Rules I, Sean Turangarau Kere Rogers, Manager Aeronautical Services, having received from McIntosh Cranes Limited, notification of intention to operate a crane at 22 Setters Line, Palmerston North, reviewed an aeronautical study in consultation with such persons, representatives and organisations as I considered appropriate.

After completing the aeronautical study, I am satisfied that the proposed action, if executed, could constitute a hazard in navigable airspace.

THEREFORE, I HEREBY ISSUE a

### DETERMINATION OF HAZARD IN NAVIGABLE AIRSPACE

in respect of the above notification.

The following conditions are specific to this Determination:

1. Before commencing any crane operations, McIntosh Cranes Limited is to liaise directly with Palmerston North Airport Limited (PNAL) (Attention: Terry Cooney) and Air Traffic Control (ATC) (Attention: Chief Controller) to confirm the action plan for the entire period of the crane operation; and
2. Before commencing the crane operation from above 40m AGL to 75m AGL, McIntosh Cranes Limited is to notify Aeropath – Quote 24/77/09 ([Part77@aeropath.aero](mailto:Part77@aeropath.aero)) to request the Instrument Flight Procedures (IFP) are raised prior to the operation; and
3. On receipt of (2) above, Aeropath are to adjust the IFPs as per their assessment for this crane; and
4. Before commencing the 75m AGL operation, McIntosh Cranes Limited is to confirm with ATC (Refer Condition 6 below) the IFPs have been adjusted; and
5. On completion of the 75m AGL operation, McIntosh Cranes Limited is to notify Aeropath (Refer Condition 2 above) and request the IFPs are restored to normal and return to operating the crane no higher than 40m AGL; and
6. Before commencing each period of the crane operations, McIntosh cranes is to follow all reasonable and practicable instructions from NZPM Air Traffic Control in the event that the crane operation needs to be suspended or cancelled. This can be coordinated through liaison with Terry Cooney at NZPM Airport; and
7. Prior to each period of crane operation, McIntosh Cranes Limited is to supply Terry Cooney with all details so that a NOTAM can be issued for each period of operation; and

8. The crane is to be operated in hours of daylight only; and
9. The crane is to be lit in accordance with Civil Aviation Rule Part 77, Appendix B; and
10. The crane is to be lowered below the Obstacle Limitation Surface (OLS) when not in use; and
11. Mcintosh Cranes Limited is to advise CAA – Quote 24/77/09 ([aeronautical.services@caa.govt.nz](mailto:aeronautical.services@caa.govt.nz)), PNAL (Terry Cooney) and ATC (Chief Controller) when the crane operation has been completed and no longer in use at the Setters Line site.

This Determination of Hazard shall become final on 13<sup>th</sup> October 2023 unless a petition for review is received by the Director prior to that date.

This Determination of Hazard shall not expire but may be revoked, in writing, by the Director.

Dated at Wellington this 15<sup>th</sup> day of September 2021.



**Sean Turangarau Kere Rogers**  
Manager Aeronautical Services