

Taupo Update

Since publication of the article “In, Out and Around Taupo” in the July/August 2006 issue of *Vector*, there have been changes to various aspects of local operations. Some have been promulgated by *AIP Supplement*.

The most important of these is that Taupo UNICOM no longer exists, and Taupo reverts to unattended aerodrome status. Normal mandatory broadcast zone (MBZ) procedures apply, on frequency 118.4 MHz. Although the MBZ is transponder mandatory only above 3000 feet, it is recommended that transponders be ON and set to ALT mode at all times when airborne in the MBZ. Some aircraft operating into and out of Taupo are ACAS-equipped, and can ‘see’ other transponder-equipped aircraft.

The Centennial Park and Kaimanawa special procedure areas (SPAs) are now known as common frequency zones (CFZs), which is a better description of the airspace function. Pilots operating in these areas should listen out on the designated frequency (134.45 MHz for Centennial Park; 134.0 for Kaimanawa). Unless you are actually intending to land at Centennial Park, it is a good idea to remain outside the CFZ, as there may be considerable glider training traffic, some NORDO, on most days. The Taupo AWIB broadcast will include Centennial Park activity status. Since the last article, there has been an instance of a pilot flying right through the Centennial Park circuit, claiming that he did not know about it or the (then) SPA. The information was always available – good planning is the key.

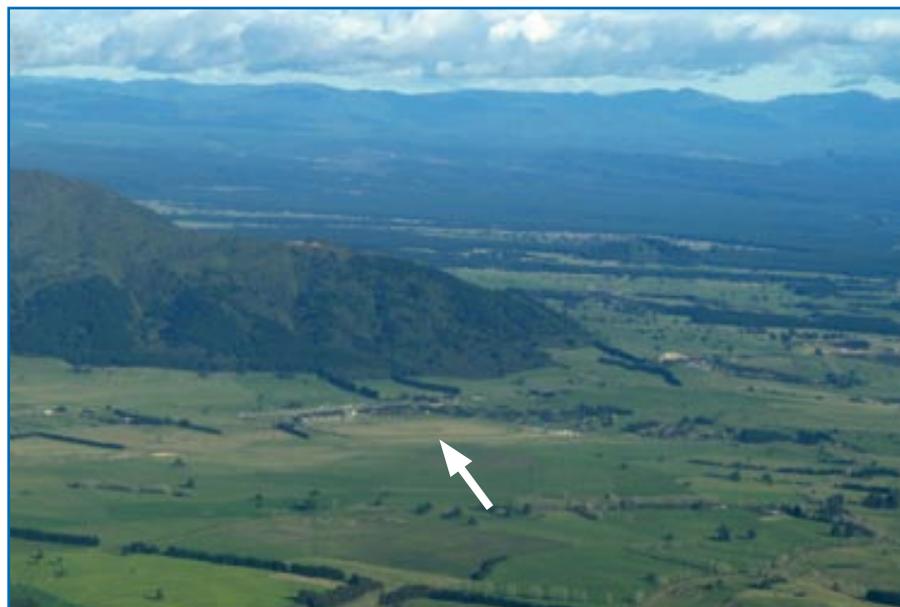
The Taupo aerodrome chart (*AIP New Zealand* page NZAP AD 2- 51.1/2) has been reissued twice since the publication of the original article, and the latest has additional notes regarding circuit joining procedures as affected by parachuting operations. These are:

- Where practicable, all pilots should avoid using the overhead join procedure at Taupo aerodrome due to the presence of parachuting operations.
- Parachute aeroplanes may operate in a right-hand circuit for RWY 35 and a left-hand circuit for RWY 17 if required (eastern circuit). Other aeroplanes must use the western circuit when within the vicinity of the aerodrome (left base for RWY17/right

base for RWY 35 is not permitted). Aeroplanes joining from the east should report at least 5 NM, and position to join final at least 3 NM, from the aerodrome.

There is a Memorandum of Understanding between the various Taupo-based parachuting organisations, Taupo Airport Authority, and Eagle Airways (who provide the scheduled Air New Zealand Link services to and from Taupo). The procedures adopted by Eagle for IFR operations, and strongly recommended for other IFR pilots (of aircraft over 5700 kg) bound for Taupo, are:

- Call Taupo Traffic on 118.4 MHz at 50 DME with an ETA accurate to one minute;



Centennial Park viewed from the north.

- Call again at 25 DME with position and approach intentions;
- Make a 20 DME call if parachuting is in progress, maintaining a continuous listening watch on 118.4 MHz thereafter;
- Limit IAS to no more than 200 knots within 10 NM of Taupo, below 4000 feet AMSL;
- Report commencing visual approach or entering the Taupo MBZ, and again 3 NM from the runway threshold (Note: If intending to make a missed approach or a touch-and-go landing, say so at this point. The drop pilots

will normally wait until an inbound aircraft has reported at 3 NM before dropping, on the assumption that that aircraft will be landing);

- If parachutes are still airborne in the vicinity of the aerodrome, widen the circuit to 3 NM for separation;
- Maintain runway heading to 3 NM from the aerodrome then remain outside a 3-NM radius;
- Avoid SIDs that would conflict with parachuting.

These procedures are intended to minimise the risk of collision between an aircraft and a parachutist, or between

aircraft. Maintaining a high level of vigilance and a good lookout will reinforce their effectiveness.

If you are unfamiliar with Taupo, plan your flight carefully, studying all available information including relevant parts of *AIP New Zealand*, especially *Supplements* and *VNCs*. There is also the option of contacting local operators for advice. Even if you fly to Taupo frequently and you think you know it all, check for changes since you last went there.

The article “In Out and Around Taupo” is posted as a stand-alone item on the CAA web site, and will be accompanied by this update. ■