Operating in the Woodbourne Valley

A GUIDE FOR VFR PILOTS

MARLBOROUGH airport BLENHEIM

Course Contents

- Woodbourne Valley Overview
- The Woodbourne Control Zone (CTR)
- Visual Reporting Points in the WB CTR – Overview
- Eastern Visual Reporting Points in the WB CTR
- Western Visual Reporting Points in the WB CTR
- Transit Lane T654
- VFR Arrival / Departure Procedures available from Woodbourne Tower
- Operating at Omaka
- Operating at Woodbourne
- Operating at Cloudy Bay
- Useful Telephone Numbers

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Woodbourne Valley Overview

Blenheim is nestled at the top of the South Island. The valley runs East/West and across the Cook Strait is Wellington. To the North is the rich, vibrant colours of the Marlborough Sounds and to the South the rugged mountains.

Within the lower end of the valley sits three aerodromes – Woodbourne, Omaka and Cloudy Bay. These aerodromes are in close proximity to one another – Woodbourne & Omaka being separated by only 2.6nm as the crow flies.

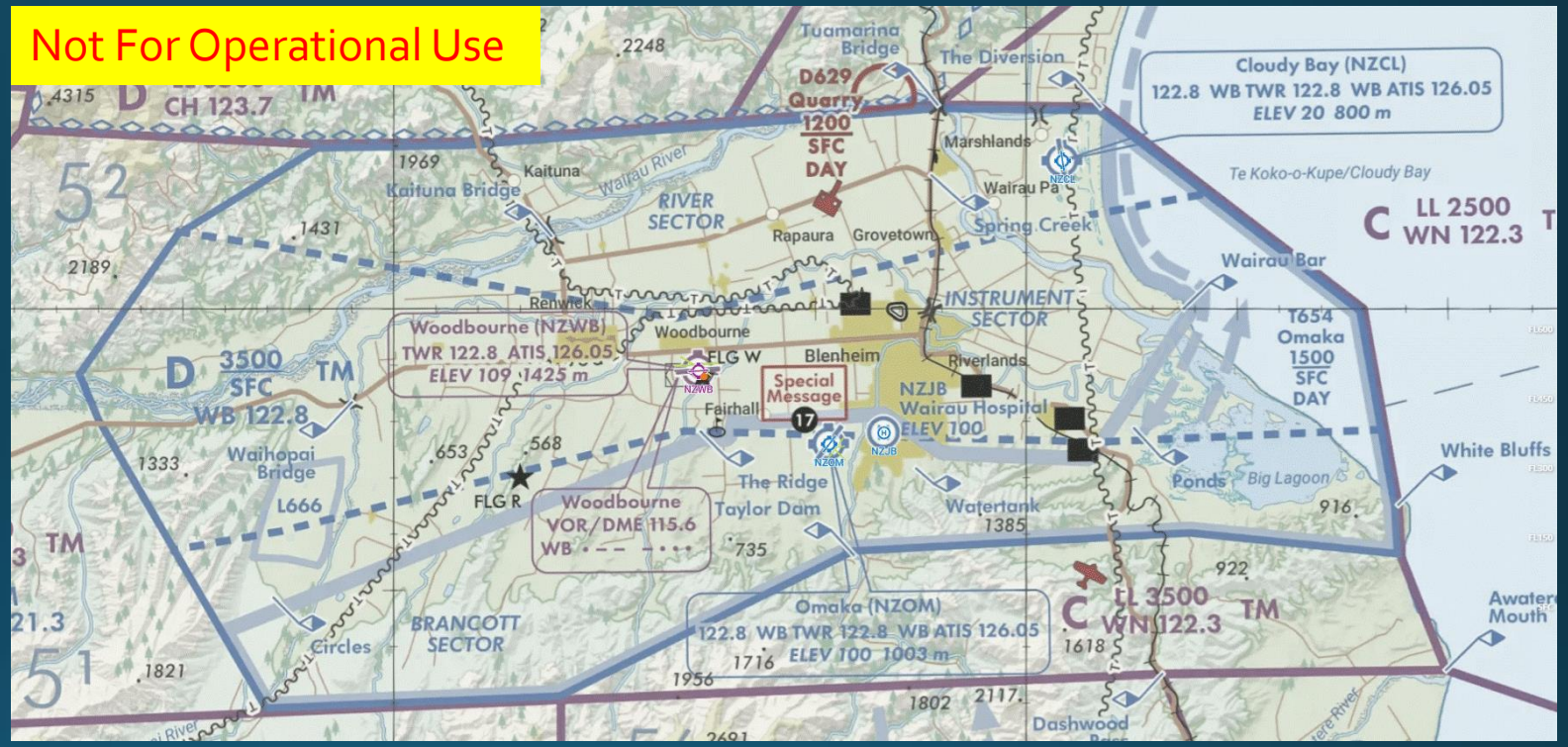
Woodbourne aerodrome sits within the Woodbourne Control Zone (CTR) as does Cloudy Bay and Omaka lies within Transit Lane T654.

The Woodbourne Control Zone (CTR)

- WB CTR Class D airspace from the surface up to 3500ft* and is transponder mandatory.

- The CTR is separated into distinct areas;
  - River Sector to the north of the instrument sector line to the boundary of the CTR.
  - Instrument sector in the middle between the instrument sector dotted lines.
  - Brancott Sector to the south of the instrument sector lines to the boundary of the CTR.

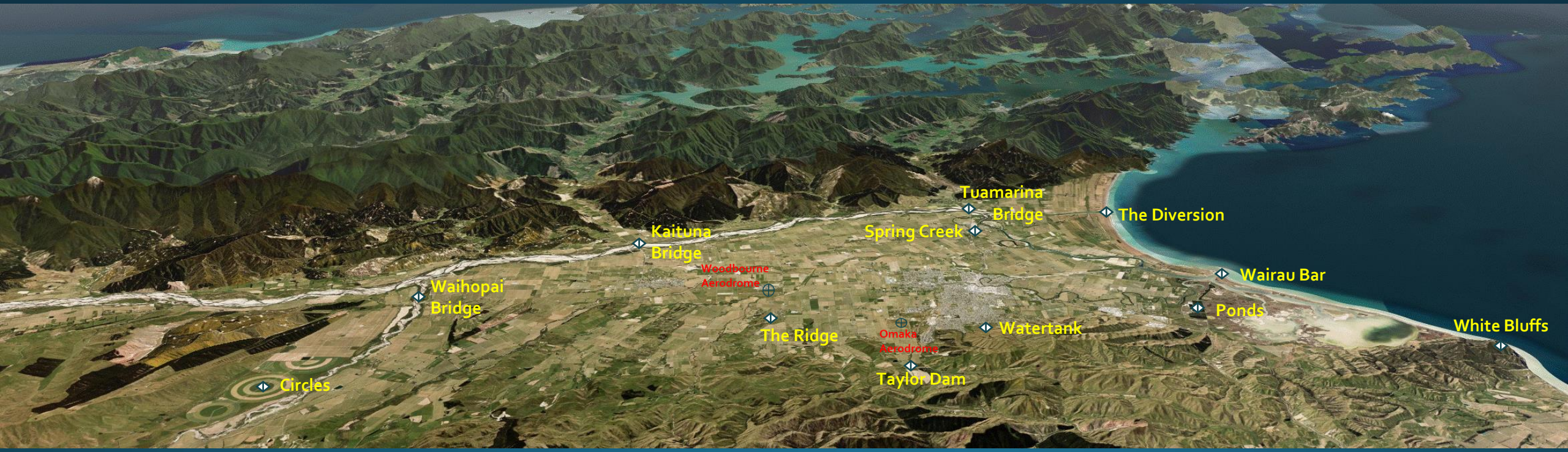
- While aircraft established in the River and Brancott sectors are separated from aircraft within the Instrument Sector, aircraft are generally cleared to track via VRP's within a particular sector, rather than being cleared to operate in the whole sector. Pilots familiar with the sectors can request a clearance to operate within them. An altitude restriction will be included in the clearance.



- Also contained within the CTR is a Low Flying Zone – L666 for flight training and authorisation is required prior to use from the Marlborough Aero Club for any itinerant pilots wising to use the LFZ.
- Woodbourne Tower frequency 122.80
- ATIS 126.05
- Secondary Tower frequency 118.10

* WB TWR is able to provide clearances up to 2500ft, if a pilot requests higher then expect a short delay as WB TWR needs to coordinate with Wellington Approach to issue clearances above 2500ft.

Visual Reporting Points in the WB CTR - Overview



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Eastern Visual Reporting Points in the WB CTR

Western Visual Reporting Points in the WB CTR

Transit Lane – T654

- T654 shown on a cut out map by the light, thick blue line that connects the visual reporting points (VRP's);
  - The Diversion – Wairau Bar – Ponds – Watertank – The Ridge – Taylor Dam – Circles
  - Omaka aerodrome sits within the transit lane.
- T654 is active only during daylight hours from the surface up to 1500ft.
- To operate within the transit lane you do not require a clearance from Woodbourne Tower as it is uncontrolled airspace.
- Make unattended radio calls to "Omaka Traffic" on 122.80 when operating in T654.
- You will hear traffic operating within the Woodbourne CTR and traffic operating in the Transit lane.

Transit Lane – T654

- Entering and remaining in T654 can be challenging when transiting to and from Omaka especially from the North and East – many airspace busts occur in these two areas.
- The picture to the right shows the path that should be taken to remain within T654 while transiting to / from Omaka to avoid an airspace incursion.
- When transiting to Omaka it is suggested to maintain 1500ft when weather conditions allow.
- If vacating Omaka to the East it is suggested to maintain 1200ft until the Ponds to keep some vertical separation from joining traffic.

- If weather conditions are turbulent or low cloud on the Wither Hills prevent tracking within the transit lane call Woodbourne Tower for a clearance to track Omaka via Blenheim township due weather conditions – the controllers are friendly and understanding with most being pilots themselves. Don't be afraid to talk to them. Better a clearance is obtained than run wide and cause an airspace incursion.

Omaka VFR Arrival / Departure Procedures available from Woodbourne Tower

- These VFR Arrival and Departure Procedures are available **if requested** from Woodbourne Tower to facilitate traffic transiting to or from Omaka aerodrome from the North, West or South when pilots can not or do not want to transit to Omaka via the transit lane T654.

- There are two arrival procedures;
  - Rivers Arrival
  - Taylor Arrival

- There are two departure procedures;
  - Rivers Departure
  - Taylor Departure

- These can be found in the NZ AIP Vol 4 under the Omaka Aerodrome plates. These are reproduced on the next page as an example. Refer to current AIP for operational use charts.

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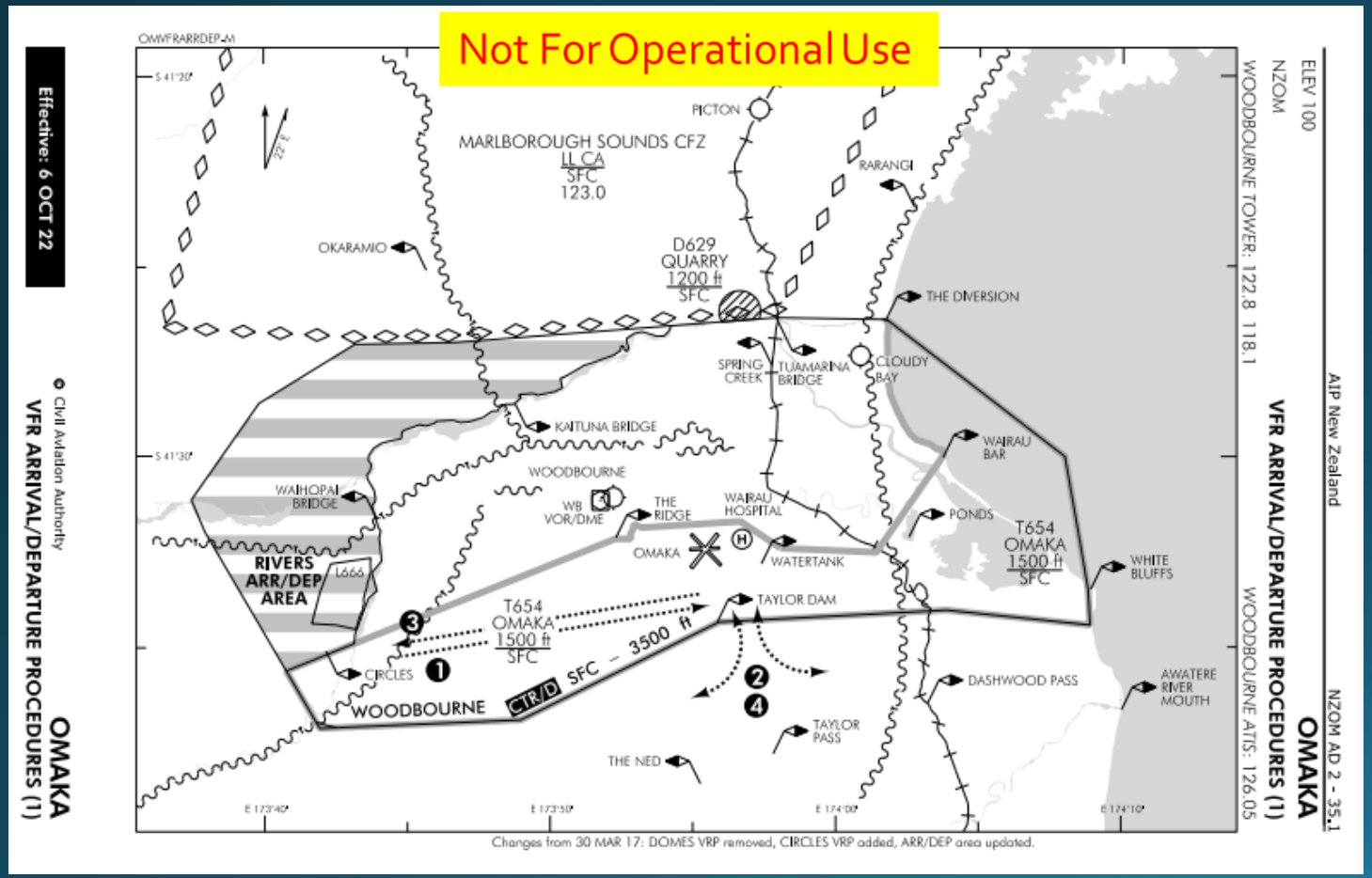
Omaka VFR Arrival / Departure Procedures available from Woodbourne Tower



ELEV 100
NZOM
WOODBOURNE TOWER: 122.8 118.1

OMAKA
VFR ARRIVAL/DEPARTURE PROCEDURES (2)

WOODBOURNE ATIS: 126.05

REFER TO DIAGRAM ON PREVIOUS PAGE AND VISUAL NAVIGATION CHARTS.

For VFR flights wanting to transit the Woodbourne CTR/D during hours of watch of Woodbourne Tower and landing at Omaka in the Omaka VFR Transit Lane T654; and

For VFR flights wanting to transit the Woodbourne CTR/D and having departed Omaka in the Omaka VFR Transit Lane NZT654.

General

Listen to ATIS for conditions at Woodbourne aerodrome (2.6 NM west of Omaka).

More direct plain language clearances may be issued to aircraft transiting the Woodbourne CTR/D during periods of low traffic.

Aircraft entering or leaving the CTR to the north — caution operations at Picton AD and within the Marlborough Sounds Common Frequency Zone (123.0 MHz).

Arrival Procedures

During daylight hours operate in Omaka VFR Transit Lane NZT654, or obtain a clearance from Woodbourne Tower. If a clearance is not available remain outside Woodbourne CTR/D. The following arrival procedures may be issued by Woodbourne Tower for use in the Woodbourne CTR/D:

❶ Rivers Arrival: Enter CTR remaining north of the Wairau River and/or west of the Waihopai River, 2500 ft or below, leave CTR to Omaka via Circles to enter T654 1500 ft or below.

❷ Taylor Arrival: Enter CTR via Taylor Dam to Omaka at 2500 ft or below.

Communications Failure

Outside Woodbourne CTR/D or in the Omaka VFR Transit Lane NZT654 — during daylight hours remain outside the Woodbourne CTR/D or continue to operate in the Omaka VFR Transit Lane T654.

Within Woodbourne CTR/D — follow assigned clearance, **Squawk 7600.**

Departure Procedures

During daylight hours remain in Omaka VFR transit lane T654, or obtain clearance from Woodbourne Tower prior to entering controlled airspace.

The following departure procedures may be issued by Woodbourne Tower for use in the Woodbourne CTR/D:

❶ Rivers Departure: Track via T654 1500 ft or below to enter CTR at Circles. Leave CTR west of Waihopai River and/or north of Wairau River 2500 ft or below.

❷ Taylor Departure: Track via Taylor Dam until clear of CTR/D at 2500 ft or below.

Communications Failure

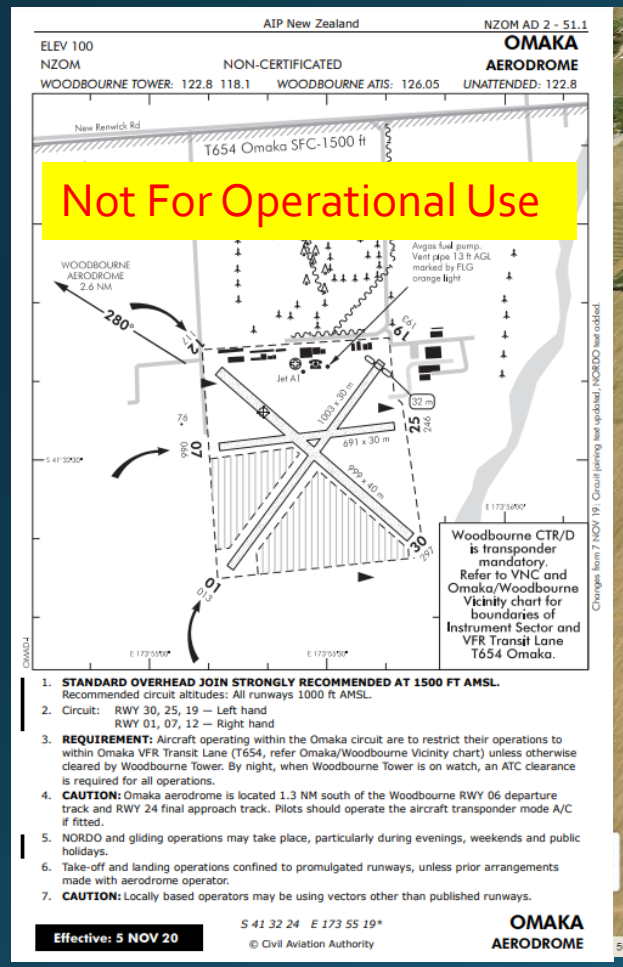
Within the Omaka VFR Transit Lane NZT654 — during daylight hours continue to operate in the Omaka VFR Transit Lane NZT654.

Within Woodbourne CTR/D — follow assigned clearance, **Squawk 7600.**

Effect

Not For Operational Use

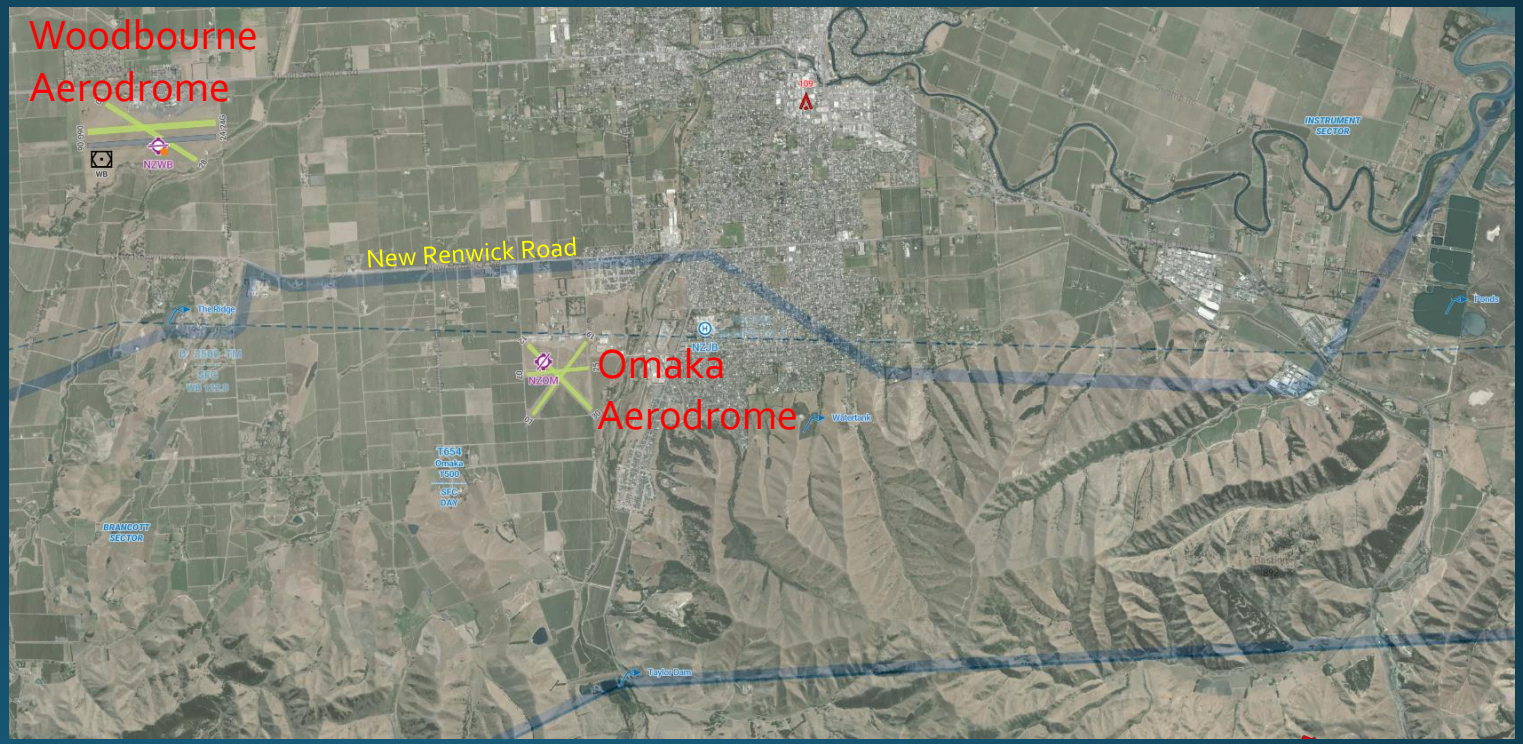
Operating at Omaka



- It is recommended, due to high traffic density, and Omaka's position in the valley (the wind direction is often different to Woodbourne) to join overhead at 1500ft indicated to ascertain a suitable runway for landing.
- Circuit Altitude is 1000ft indicated.

Operating at Omaka

- Omaka has both left and right hand circuits designed to keep aircraft in the circuit contained within T654.
- Left hand circuit for
  - Runways 19, 25, 30
- Right hand circuit for
  - Runways 01, 07, 12
- Be aware of NORDO traffic operating within the transit lane and Omaka circuit.
- When joining overhead or remaining in the circuit area of Omaka airfield caution the transit lane boundary as shown on the map to the right. The northern boundary is particularly tight – you need to remain south of New Renwick Road.



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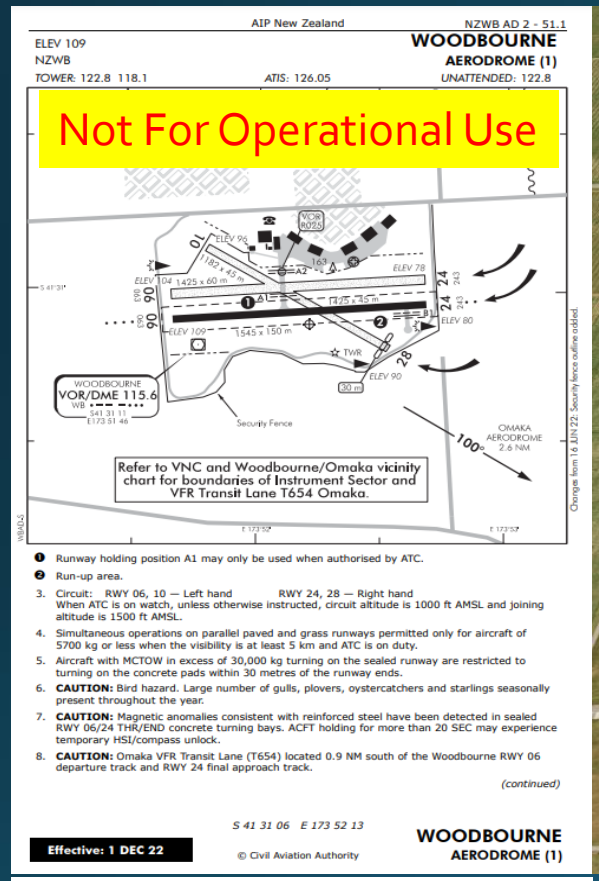
Operating at Woodbourne



AIP New Zealand NZWB AD 2 - 51.1

ELEV 109
NZWB
TOWER: 122.8 118.1 ATIS: 126.05 UNATTENDED: 122.8

WOODBOURNE
AERODROME (1)

Not For Operational Use

Refer to VNC and Woodbourne/Omaka vicinity chart for boundaries of Instrument Sector and VFR Transit Lane T654 Omaka.

❶ Runway holding position A1 may only be used when authorised by ATC.
❷ Run-up area.

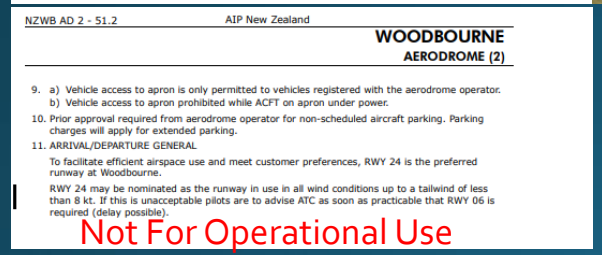
3. Circuit: RWY 06, 10 — Left hand RWY 24, 28 — Right hand
When ATC is on watch, unless otherwise instructed, circuit altitude is 1000 ft AMSL and joining altitude is 1500 ft AMSL.
4. Simultaneous operations on parallel paved and grass runways permitted only for aircraft of 5700 kg or less when the visibility is at least 5 km and ATC is on duty.
5. Aircraft with MCTOW in excess of 30,000 kg turning on the sealed runway are restricted to turning on the concrete pads within 30 metres of the runway ends.
6. **CAUTION:** Bird hazard. Large number of gulls, plovers, oystercatchers and starlings seasonally present throughout the year.
7. **CAUTION:** Magnetic anomalies consistent with reinforced steel have been detected in sealed RWY 06/24 THR/END concrete turning bays. ACFT holding for more than 20 SEC may experience temporary HSI/compass unlock.
8. **CAUTION:** Omaka VFR Transit Lane (T654) located 0.9 NM south of the Woodbourne RWY 06 departure track and RWY 24 final approach track.

(continued)

S 41 31 06 E 173 52 13

Effective: 1 DEC 22

WOODBOURNE
AERODROME (1)

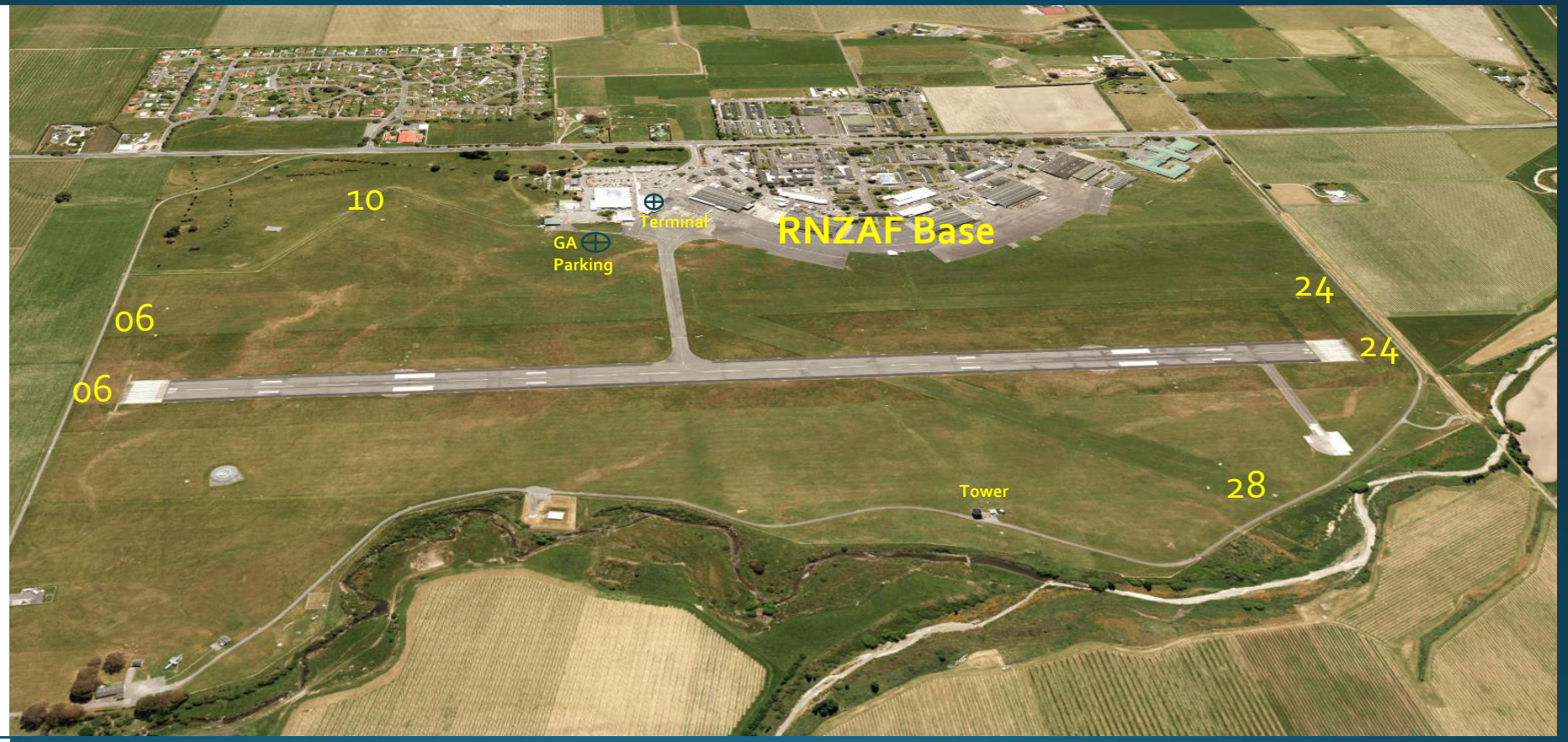


NZWB AD 2 - 51.2 AIP New Zealand

WOODBOURNE
AERODROME (2)

9. a) Vehicle access to apron is only permitted to vehicles registered with the aerodrome operator.
b) Vehicle access to apron prohibited while ACFT on apron under power.
10. Prior approval required from aerodrome operator for non-scheduled aircraft parking. Parking charges will apply for extended parking.
11. ARRIVAL/DEPARTURE GENERAL
To facilitate efficient airspace use and meet customer preferences, RWY 24 is the preferred runway at Woodbourne.
RWY 24 may be nominated as the runway in use in all wind conditions up to a tailwind of less than 8 kt. If this is unacceptable pilots are to advise ATC as soon as practicable that RWY 06 is required (delay possible).

Not For Operational Use



- ❑ WB ATIS – 126.05
- ❑ WB TWR – 122.80
- ❑ Unattended (when ATC is off watch) – 122.80
- ❑ Woodbourne Aerodrome is available 24/7 – check NOTAM's for any changes / closures

Operating at Woodbourne

- Woodbourne has left and right hand circuits designed to keep aircraft operating in the circuit at WB clear of the Omaka circuit and T654.

- Unless otherwise instructed by ATC, circuit altitude is 1000ft AMSL, and joining altitude is 1500ft AMSL.

- Unless otherwise instructed by ATC the circuit directions are as follows;
  - Left hand circuit for runways 06, 10
  - Right hand circuit for runways 24, 28

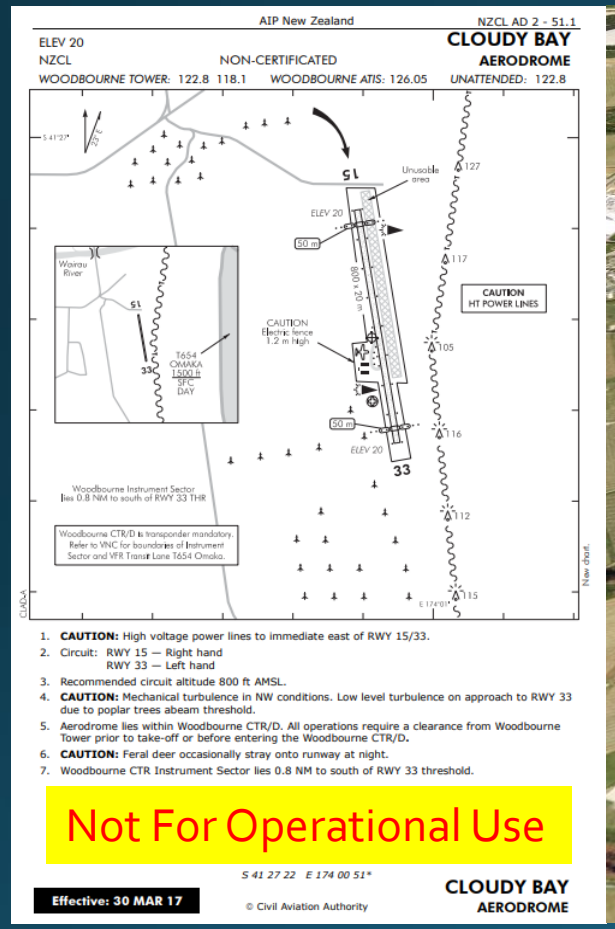
- Be aware that 0.9nm to the south of Woodbourne is the Omaka transit lane T654 as shown on the map to the right. Aircraft in the circuit at Woodbourne need to remain NORTH of New Renwick Road.

- If parking at Woodbourne, park on the grass within the GA parking area as depicted in the AIP. Access to the public areas is available via a pedestrian gate (has an exit button to open gate from the GA parking side) to the north of the parking area (shown on the right).

- To gain airside access back to your aircraft phone MAL Operations Duty Officer on 03 572-8651 as gate cannot be opened without fob access from the public side.

- Entry or Exit via terminal can be arranged by phoning MAL Operations Duty Officer.

Operating at Cloudy Bay


AIP New Zealand NZCL AD 2 - 51.1

ELEV 20

NZCL

CLOUDY BAY AERODROME

NON-CERTIFICATED

WOODBOURNE TOWER: 122.8 118.1 WOODBOURNE ATIS: 126.05 UNATTENDED: 122.8

1. **CAUTION:** High voltage power lines to immediate east of RWY 15/33.
2. Circuit: RWY 15 — Right hand
   RWY 33 — Left hand
3. Recommended circuit altitude 800 ft AMSL.
4. **CAUTION:** Mechanical turbulence in NW conditions. Low level turbulence on approach to RWY 33 due to poplar trees abeam threshold.
5. Aerodrome lies within Woodbourne CTR/D. All operations require a clearance from Woodbourne Tower prior to take-off or before entering the Woodbourne CTR/D.
6. **CAUTION:** Feral deer occasionally stray onto runway at night.
7. Woodbourne CTR Instrument Sector lies 0.8 NM to south of RWY 33 threshold.

Not For Operational Use

S 41 27 22 E 174 00 51*

Effective: 30 MAR 17

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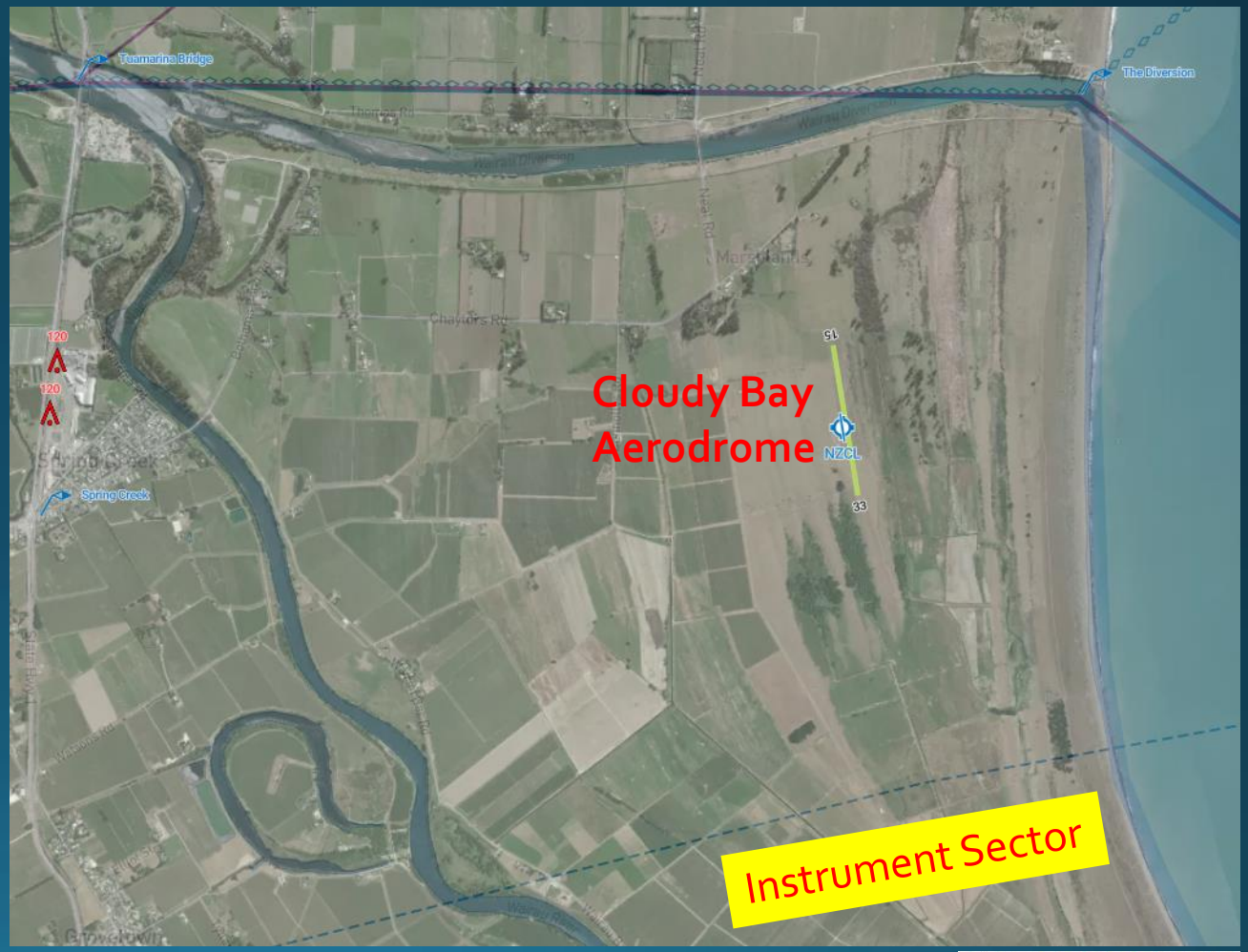
CLOUDY BAY AERODROME

- Cloudy Bay is within WB CTR – therefore ATC clearance is required to join and operate within the circuit or prior to take off if parked on the ground. Once complete and wanting to transit onwards from Cloudy Bay a clearance is required to vacate the circuit area.

Operating at Cloudy Bay

- Cloudy Bay is an uncontrolled aerodrome therefore traffic separation is the responsibility of the PIC.
- Traffic information will be provided by ATC – but not separation.
- It is advisable to join overhead as the wind can often be different at Cloudy Bay than at Woodbourne or Omaka.
- Recommended circuit altitude is 800ft AMSL.
- Be aware of NORDO traffic that could be transiting seaward of the coast within T654.
- Note the WB CTR boundary to the North (purple line) and the instrument sector boundary (blue dotted line) to the south as shown on the picture to the right.



Useful Telephone Numbers

Woodbourne Tower	03 572 6006	press 9 to speak with the controller.
Woodbourne ATIS	03 572 6006	press 0 to listen to ATIS.
MAL Operations Duty Officer	03 572 8651	between the hours of 5:30am-9:00pm Monday – Friday. Saturday 5:30am-7:00pm. Sunday 6:30am-9:00pm.
Marlborough Aero Club (Omaka)	03 578 5073	

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