

ELEV 10

NZMF

MILFORD FLIGHT SERVICE: 118.2
UNATTENDED: 118.2**MILFORD SOUND**
ARRIVAL/DEPARTURE (1)
COLLISION AVOIDANCE (FIORDLAND): 119.2

The Milford Sound aerodrome approach and departure routes are constrained by surrounding precipitous terrain and often experience unusual micro climatic conditions. A large number of aircraft movements peak prior to and after other organised tourist activities during favourable weather conditions.

The following procedures have been developed to avoid traffic conflict in the Milford Sound area and to enhance safe operation to/from the aerodrome.

Pilot Briefing

Pilots who have not operated into Milford Sound in the last six months must arrange a briefing from a pilot currently experienced with operations to/from the aerodrome. For a full briefing contact the Wakatipu Aero Club on Tel (03) 442 3148.

Landing Permit

A landing permit is required from the Department of Conservation for all aircraft landing at Milford Sound aerodrome. Contact the Department of Conservation, Fiordland District Office for further details on Tel (03) 249 0200.

Arrival Procedures**Arrivals from the eastern passes:**

Preferred routing is via DONNE reporting point. GERTRUDE reporting point should be avoided if possible.

Maintain 3000 ft or above until northwest of a line joining Williamson and Pater points then continue descent along the northern side of the Sound towards Dale Point. Fly inbound towards the aerodrome on the southern side of the Sound and report passing Stirling Falls. Cross the line joining Williamson and Pater points at or below 1500 ft.

If RWY 11 is the preferred runway, join for a straight-in approach providing there is no conflict with existing circuit traffic; otherwise position overhead to join left hand downwind at 1000 ft.

If RWY 29 is the preferred runway, join left hand downwind at 1000 ft.

Arrivals from the Tutoko or Cleddau Valley areas:

If RWY 29 is the preferred runway, join for a straight-in approach providing there is no conflict with existing circuit traffic; otherwise position overhead to join left hand downwind at 1000 ft.

If RWY 11 is the preferred runway; provided there is no conflict with existing circuit traffic, especially RWY 29 departures; join left hand downwind at 1000 ft, otherwise maintain 3000 ft and carry out an eastern passes arrival.

Arrivals from the West Coast area:

Enter the Sound on the southern side at St Anne Point and proceed to join the circuit for the preferred runway as for arrivals from the eastern passes.

Arrivals from the Arthur Valley:

Conduct arrival procedures as for the eastern passes or be at or below 1500 ft crossing ADA reporting point. Join overhead at 1500 ft for left hand downwind RWY 29 or at 1000 ft for left hand downwind RWY 11.

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MILFORD SOUND

ARRIVAL/DEPARTURE (2)

Departure Procedures

Departures via the eastern sectors:

Preferred routing is via ADELAIDE reporting point. GERTRUDE reporting point should be avoided if possible.

After take-off RWY 29 veer right to climb northwest along the northern side of the Sound. At or before Williamson Point turn left to overhead the aerodrome, then proceed enroute.

Departures via the West Coast:

After take-off RWY 29 veer right to climb northwest along the northern side of the Sound not above 1500 ft until west of Stirling Falls then proceed enroute. Report passing Stirling Falls.

If departing to the south along the coast and then east ("Mouth-South"), cross ADA reporting point at or above 5500 ft.

Departing southwest via the Arthur Valley:

After take-off RWY 29 veer right to climb northwest along the northern side of the Sound, turning left toward the Arthur Valley before reaching Williamson Point. Recommended altitude to enter the Arthur Valley is 3000 ft due to traffic arriving below at 1500 ft from the Arthur Valley. Cross ADA reporting point at or below 5000 ft.

Take-off RWY 11:

After take-off RWY 11 depart direct via the eastern passes, or return overhead the aerodrome and depart as above.

Collision Avoidance and Communication Procedures

- Landing lights are to be used at all times in the Milford Sound aerodrome and Milford Sound area, and in the Arthur Valley when any inbound traffic is conflicting with outbound traffic.
- A clearance is required from Queenstown Tower or Queenstown Approach to enter Queenstown controlled airspace.

Pilots are to:

- route to and from Milford Sound aerodrome using the reporting points shown on VNC.
- if operating within the Fiordland Common Frequency Zone are to maintain a listening watch on 119.2 MHz, and report position, level, direction of flight and intentions at the reporting points and at other times as required.
- contact Milford Flight Service on 118.2 MHz prior to entering the Milford Sound Common Frequency Zone and give a standard report with their intentions for joining the circuit.
- when approaching from the eastern passes, report prior to GULLIVER reporting point.
- transmit standard reports in the circuit and at the aerodrome.
- if operating outside the hours of flight service, conduct standard unattended aerodrome procedures on frequency 118.2 MHz using callsign "Milford Traffic".