



Information Item	A win-win for a crane operation and air spaces
Sponsor	CEO
Date	December 2019

### A win-win for a crane operation and air spaces

Crane operators are encouraged to work with the nearest aerodrome when planning for upcoming projects in air spaces in support of safety requirements.

The Civil Aviation Rules require formal notification of any crane activity that:

Extends more than 60m in height above ground level at its site; or  
Exceeds general tree height in the area by 18m and is located in an area of low level aviation activity  
Is located below the approach or take-off surfaces of an aerodrome or heliport

More information regarding the requirement for notification and authorisation of crane activity can be found at the following link: [Civil Aviation Rule Part 77 – Objects and Activities Affecting Navigable Airspace](#). Notification of a Proposal to Construct or Alter a Structure using cranes is done via submission of [CAA form 24077/01A](#).

CAA Aeronautical Services, Hamish McKoy, says proposals should evidence crane operators have engaged with the local aerodromes or heliports (if applicable) and are aware of the hazard they can cause in nearby airspace.

“With cranes around airports and heliports they can impact on the safety of flight operations quite significantly,” he says.

Provided notification of the crane activity is done within the required timeframe, and is appropriately consented, the Civil Aviation Rules will not stop the crane, but will determine what safety mitigations will be required to protect any actual or potential aviation activity.

A Wellington company who applied to CAA for the crane activity relating to the work on the Children’s Hospital are being praised for their cooperation.

In the first proposal they submitted, there wasn’t enough consideration for the adjacent heliport at the hospital and requests to change the plan were made.

“The feedback that we got was that it would be best if they could try and revise their proposal. They managed to adjust their construction methodology to only utilise one crane that was actually below a level that would impact the heliport significantly” Mr McKoy says.

Mr McKoy explains the CAA worked back and forth with various stakeholders to come up with an outcome which suited all parties.

They managed to not only reduce the crane usage, but also use appropriate lighting on the crane for pilots to see when flying at night – an outcome only possible through discussions from both sides.

“That was a bit of a win-win in a way, because we came to a really good solution and everyone seems to be really happy,” he says.

All proposals must be submitted to the CAA 90 days prior to the beginning of construction to ensure this is given the green-light in time.

The consultation period takes roughly one month, and the remaining time is required to allow sufficient coordination of the drafting of the associated aeronautical study and determination.

McKee Fehl Constructors Ltd’s Project Manager, Matt Fraser, says the CAA and Hospital heliport operators were great to work with.

“They were responsive and helpful as we worked through various crane configurations and provided useful technical feedback as we sourced the specialist aviation obstacle warning lights for the crane, which made the overall approval process fairly painless.”

Hamish McKoy.  
CAA Aeronautical Services

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