

**To:** Expert Panel FTAA-2504-1054 .....

**From:** Simon McPherson (Safeguarding Officer, Cyrrus Limited) .....

**Subject:** Effects on Navigation Aids – Response to Panel Question in Minute 13 .....

**Date:** 10 March 2026 .....

Minute 13 issued by the Panel relevantly states:

*[30] The memo received from Mr McPherson dated 5 March 2026 indicates that all aircraft will be under visual control of the pilots in the final 0.5 nautical mile of the approach, including the predicted final 85m of approach through which the modelled interference intercepts with the approach path. The DME would only be used prior to (south of) the DVOR/DME site, following which pilots will fly visually to land without using DME information.*

*[31] Please confirm that this applies to all aircraft landing at Christchurch airport. If it doesn't, is there any reliance on DME and is that of any concern in terms of aircraft safety?*

**Response**

**We confirm that the particulars described in paragraph [30] above, and as set out in our memorandum dated 5 March 2026, apply to all aircraft landing at Christchurch Airport.**

In all cases, aircraft are under the visual control of the pilot during the final 0.5 nautical mile of the approach, including the final approximately 85 metres of approach where the modelled interference intersects the approach path. DME information is only used prior to passing the DVOR/DME site (i.e. to the south), and there is no reliance on DME during the visual segment of the approach to landing.

Accordingly, for all aircraft landing at Christchurch Airport there is no reliance on DME within the relevant portion of the final approach.