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Dianne Parker

From: Heath Cairns <Heath.Cairns@dia.govt.nz>
Sent: Monday, 22 June 2015 10:32 a.m.
To: Paula Moore
Cc: Philip King
Subject: RE: 2016 Waikato and Bay of Plenty Airspace Review

Good morning Paula,

Thank you for including us in this consultation document as we have authority over Lake Taupō (which is an aerodrome). There are no planned changes to Lake borne aircraft activities, procedures or any infrastructure changes, consequently we have no submissions pending. Much appreciated.

Best Regards,

Heath Cairns | Deputy Harbourmaster
Internal Affairs | Lake Taupo

T +64 7 378 7176 | **M** +64 21 850 823 | **F** +64 7 378 2718 | www.dia.govt.nz

INTERNAL AFFAIRS
Te Tari Taiwhenua

From: Paula Moore [mailto:Paula.Moore@caa.govt.nz]
Sent: Friday, 12 June 2015 12:35 p.m.
To: Dianne Parker
Subject: RE: 2016 Waikato and Bay of Plenty Airspace Review

Good afternoon,

Please find attached the updated electronic copy of the 2016 Waikato and Bay of Plenty Airspace Review initial consultation document.

Unfortunately the checking process did not pick up the corrupting of the diagram in Appendix A. This has now been remedied.

I would also like to apologise for omitting the aero clubs from the user distribution list. This has now been rectified.

Regards,
Paula Moore

From: Paula Moore
Sent: Thursday, 28 May 2015 3:19 p.m.
Subject: 2016 Waikato and Bay of Plenty Airspace Review

Good afternoon,

Please find attached an electronic copy of the 2016 Waikato and Bay of Plenty Airspace Review initial consultation document.

Submissions close on Friday 7 August 2015.

Please send submissions to

Dianne Parker (Mrs)
Group Executive Officer
Aviation Infrastructure and Personnel

Dianne.Parker@caa.govt.nz

For any other queries, please contact me.

Regards,
Paula Moore

Leslie Graham
Airspace Officer
Auckland Hang Gliding & Paragliding Club
c/o 1/ 4 Newhaven Street,
Ellerslie
Auckland 1051

Tel: 021 1653320

Civil Aviation Authority
PO Box 3555
Wellington 6140
New Zealand

8 June 2015

APPLICATION FOR EXTENDING GAA NZG 458 at PAEROA RANGE - ROTORUA AIRSPACE
From AUCKLAND HANG GLIDING & PARAGLIDING CLUB and WAIKATO HANG GLIDING & PARAGLIDING CLUB

The New Zealand Hang Gliding & Paragliding Association (NZHGPA) is a long established Rotorua airspace user.
We request the General Aviation Area NZG 458 size be increased as described below and in the attached documents.

Please find attached an application form from the AHGPC for extending NZG 458 Airspace at the Paeroa Range within Rotorua Airspace.
This letter forms part of the clubs application providing descriptive notes in regards to the proposed GAA size increase.

The existing airspace for NZG 458 is a relatively small area mainly concentrated above, and extending south-east of, the Paeroa Range. It is surrounded by Control Area NZA 244 Rotorua which has a lower limit of 4500ft. The existing NZG 458 is opened by approval of air traffic control and allows uncontrolled airspace height to increase to 5500ft.

The areas we would like to extend are predominately towards the eastern and southern boundaries of NZA 244 with minor extensions in the north-east and south-west directions.
The existing NZG 458 boundaries create restrictions for HG/PG pilots flying cross country as they are forced to fly down below the 4500ft lower limit of NZA 244 for several kilometers when leaving NZG 458 after which they can fly up to 6500ft. The reduced maximum height creates an added complication of flying through 3 differing maximum allowable height restrictions within a small area.
The 4500ft maximum height makes cross country flights of any significant distance more difficult to achieve.
The additional height would provide much better and safer cross country flights, enabling our pilots to safely glide over difficult terrain and providing more chance of finding another thermal to extend a cross country flight. This is the main purpose of flying from this site.

The Paeroa Range is a very historical HG/PG flying site which is indicated on the Visual Navigation Charts by the red hang gliding symbol.

This flying site has been used as a launch site by the NZHGPA for over 30 years.
The NZ hang gliding Nationals were 1st held at the Paeroa Range in 1984 and it has been used many times since for both hang gliding and paragliding leagues and national competitions. It is one of the nicest flying sites in the north island and a cross country site popular with pilots throughout the country.
This site can be flown in any light wind direction and any westerly direction in moderate to strong winds. North-west is the ideal wind direction. Cross county flights are most commonly made towards the south or south-east, but flights to the southwest and northeast are also easily achievable with the right conditions.

The proposed new GAA boundaries have been drawn using existing airspace boundaries and prominent landmarks or features.
Ideally we would have liked this GAA to extend up to 6500ft, but we understand this could create issues for flights in and out of Rotorua airport.
Taking this in to account we have revised our submission to remain within the existing 5500ft restriction of the current NZG 458.
We believe this proposal will have very little impact on other airspace users and will meet the review objective of simplifying airspace by moving the GAA boundaries out to existing boundaries.
It is conceivable that the NZHGPA may apply for a temporary increase of this GAA to 6500ft for national competitions.
The proposed new GAA boundaries will better enable our pilots to maximize their climb away from the launch site, to reach a safe altitude, and increase their chances of achieving cross country flight.

We have contacted Airways Bay Sector Manager and Taupo Gliding Club and attach their emails.

Should you have any further questions, please do not hesitate to contact me.

Yours sincerely

LRGraham

Leslie Graham
Airspace officer
Auckland Hang Gliding & Paragliding Club
Email: graham-mackie@vodafone.co.nz

Documents Enclosed:

Doc 1 - AHGPC/WHGPC Letter in Support of our Application.
Doc 2 - CAA Application Form.
Doc 3 - Topography Map of Paeroa Range GAA Boundaries.
Doc 4 - Paeroa Range GAA Boundary Co-ordinates.
Doc 5….- Airways-email
Doc 6….- Taupo-Gliding-email

Application for designated airspace or reporting point

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

Note: The CAA Standard Rate hourly charge applies.

1. Organisation Details

Person completing application	Leslie Graham				
Legal name of organisation:	Auckland Hang Gliding & Paragliding Club (AHGPC)				
Trading or Division name:					
CAA Client No: (if known)					
Tel:	0211653320	Fax:		Email:	graham-mackie@vodafone.co.nz

2. Reason for Application

Activity or event:	Hang Gliding & Paragliding

3. Designation details

Type of designation requested:		
03 - Control zone ☐	04- VFR Transit Lane ☐	05 – Control Area ☐
07 – Mandatory Broadcast Zone ☐	08 – General Aviation Area ☑	09 – Restricted Area ☐
10 – Military Operating Area ☐	11 – Danger Area ☐	12 – Low Flying Area ☐
13 – Volcanic Hazard Zone ☐	15 – Parachute Landing Area ☐	16 – Common Frequency Zone ☐

Status:	☑ Permanent	☐ Temporary
Activation: timing or means	Active by Day **on Request**	
(indicate whether active by UTC, NZDT or NZST time, or active by day, or active by NOTAM)		
Location: area or aerodrome	Rotorua	
Lateral dimensions	See Attached Map and list of co-ordinates for the GAA	
(Indicate using a radius or significant features or geographical coordinates in WGS-84: GPS datum)		
Vertical dimensions	4500ft – 5500ft AMSL	
(Give lower and upper limits in feet; state whether above mean sea level: AMSL or above ground level: AGL)		

4. Administrating Authority, Using Agency or ATC unit

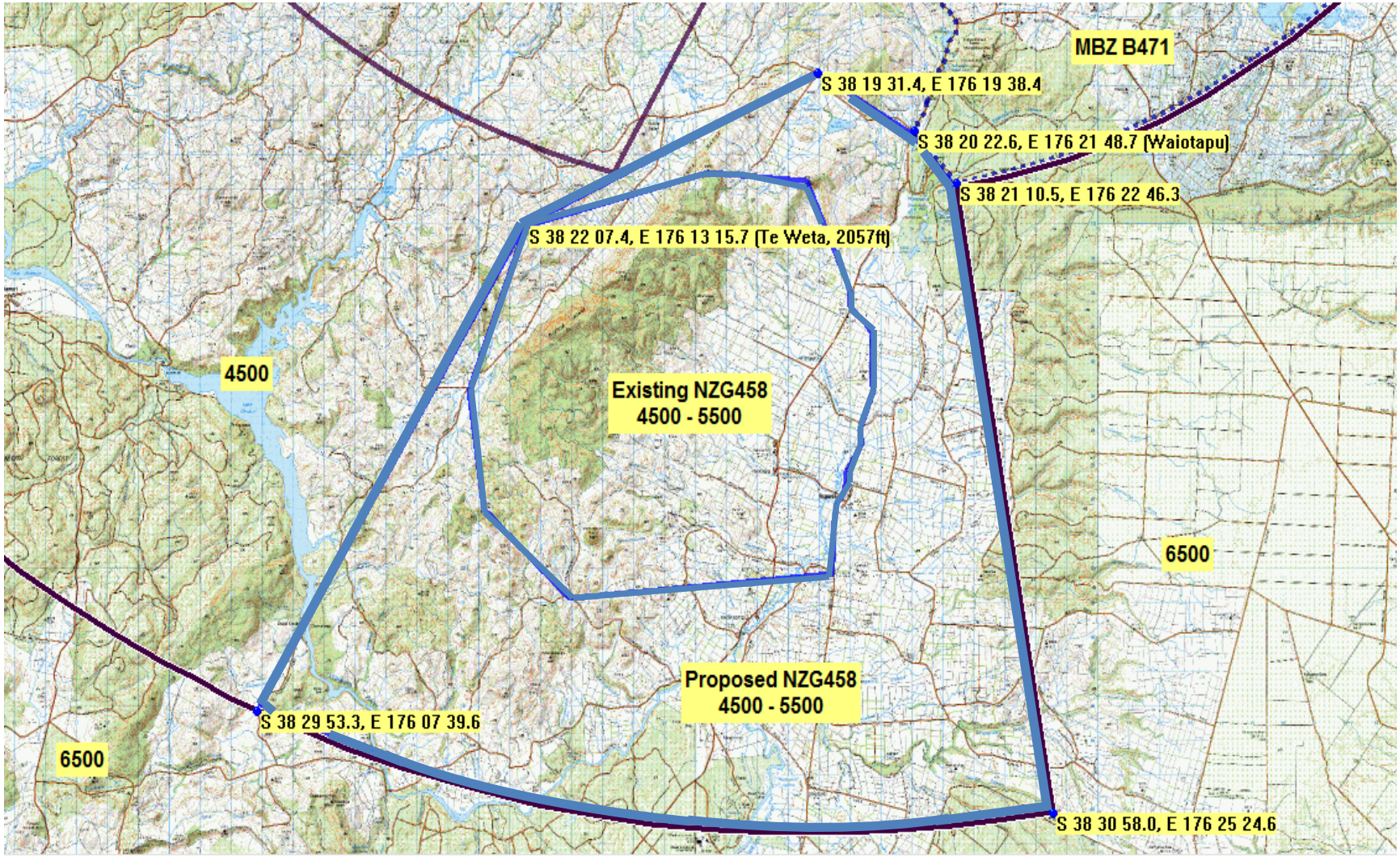
Agency	Rotorua
(Indicate which agency will act as an administering authority for a restricted area or MOA, a using agency for a danger area or low flying zone, or an ATC unit if controlled airspace)	
Airspace contact: person/position	
Contact details or frequency	

Consultation and other information

Consultation: evidence of or agreements and discussion with other affected airspace users *(on separate sheet if necessary)*	Email correspondence with: The Airways Bay Sector Manager - Brian Walls Taupo Gliding Club - Trevor Terry. Refer attached pdf

An application for a permanent airspace change must be submitted at least 90 days prior to the effective date to:

Manager Aeronautical Services
Civil Aviation Authority
PO Box 3555
Wellington 6140
New Zealand airspace@caa.govt.nz



Doc 3 - Topography Map of Paeroa Range depicting GAA NZG 458 boundaries

NZG458 Proposed Boundries

Upper Limit: 5,500ft AMSL
Lower Limit: 4,500ft AMSL
Active: Daylight hours by ATC approval

Identifier	Sequence	Remarks	Latitude	Longitude	Type	Arc latitude	Arc longitude	Arc radius
NZG458	1	Waiotapu	382022.6S	1762148.7E	GRC			
NZG458	2		382110.5S	1762246.3E	GRC			
NZG458	3		382953.3S	1760739.6E	CWA	380629.0S	1761850.1E	25 NM
NZG458	4	Te Weta, 2057ft	382207.4S	1761315.7E	GRC			
NZG458	5	Intersection Waikite Valley Road and Ngapouri Road	381931.4S	1761938.4E	GRC			
NZG458	6		382110.5S	1762246.3E	GRC			

Leslie

From: Jeff Ripley <jeff.n.ripley@gmail.com>
Sent: Saturday, 23 May 2015 17:41
To: Leslie Graham
Subject: Fwd: G458 Paeroas Airspace

Follow Up Flag: Follow up
Flag Status: Flagged

---------- Forwarded message ----------
From: **Walls, Brian** <brian.walls@airways.co.nz>
Date: 4 May 2015 at 10:59
Subject: RE: G458 Paeroas Airspace
To: Jeff Ripley <jeff.n.ripley@gmail.com>

Hi Jeff,

No problems thanks for the feedback. That would be best for us. I am planning a visit for the beginning of July if you would like to meet then.

Cheers,

Brian

From: Jeff Ripley [mailto:jeff.n.ripley@gmail.com]
Sent: Saturday, May 2, 2015 1:32 PM
To: Walls, Brian
Subject: Re: G458 Paeroas Airspace

Hi Brian,

Thanks for taking the time to look at our proposal.

I think the best thing for us to do is reduce the upper limit to the existing 5,500ft to avoid any disruption to commercial activities in the area.

In the past for National competitions we have had 7,500ft by ATC approval for a limited period of 7 - 10 days. I guess we could apply for the same again as the need arises.

Hope to catch up with you at the area review meeting.

Regards

Jeff

027 288 8818

On 1 May 2015 at 11:10, Walls, Brian <brian.walls@airways.co.nz> wrote:

HI Jeff,

I have reviewed your submission and have the following comments and concerns.

Extending the airspace to 25 DME would have minimal impact to traffic.

However increasing the upper limit to 6500ft raises a few concerns.

It affects the descent profiles of inbound IFR aircraft for both Visual Approaches and instrument Approaches for Runway 36.

For Visual Approaches Runway 36 it would either require increased track miles to fly or require the Aircraft to remain at 7000ft until inside 10NM RO.

For Instrument approaches Runway 36 it would require the aircraft to remain at 7000ft well above the commencement level for the approach of 4000ft, the approach into RO is challenging as it is a circling approach and thus providing a stable standard approach is preferable to having the aircraft well above profile.

For ARC approaches Runway 36 the Aircraft would be held well above commencement approach level and may require aircraft to descend in the hold adding unnessesary track miles to fly.

It also complicates departures off Runway 18, Visual departures would not be available at the aircraft would be required to be 7000ft or above inside 10NM RO.

Aircraft on a Standard Instrument Departure (SID) would require an increased climb profile as they would need to be 7000ft or higher to remain clear of the area heading south.

Thanks for including us in the consultation.

Regards,

Brian

From: Jeff Ripley [mailto:jeff.n.ripley@gmail.com]
Sent: Friday, April 17, 2015 10:28 AM
To: Walls, Brian
Subject: G458 Paeroas Airspace

Good morning Brian,

Paula Moore from CAA gave me your contact details.

The Auckland and Waikato Hang Gliding and Paragliding Clubs are working on a submission for an airspace change to the G458 Paeroa Range GAA.

Before we make our submission we would to run it by you for any comments or concerns.

The airspace would still be opened by ATC approval, the major change is increasing the upper limit from 5500ft to 6500ft and extending further south to the 25 RO arc, please see attachment.

In the past few years we have had temporary airspace made available for our national competitions and has made task setting, flying and scoring a much easier process.

The G458 airspace is normally opened during the summer months during weekends from midday to CET. As the launch faces NW, we usually fly when the wind is in the NW quarter 0-15 knots or less than 5 knots from the SE quarter. Unfortunately this tends to limit the amount of flyable days we get.

Look forward to your reply.

Regards

Jeff Ripley

NZHGPA

This electronic message together with any attachments is confidential. If you receive it in error: (i) you must not use, disclose, copy or retain it; (ii) please contact the sender immediately by reply email and then delete the emails. Views expressed in this email may not be those of the Airways Corporation of New Zealand Limited.

Leslie

From: Jeff Ripley <jeff.n.ripley@gmail.com>
Sent: Saturday, 23 May 2015 17:42
To: Leslie Graham
Subject: Fwd: Airspace NZG458

Follow Up Flag: Follow up
Flag Status: Flagged

---------- Forwarded message ----------
From: **Trevor Terry** <trev@trevorterry.nz>
Date: 13 May 2015 at 08:59
Subject: Re: Airspace NZG458
To: Jeff Ripley <jeff.n.ripley@gmail.com>

Jeff

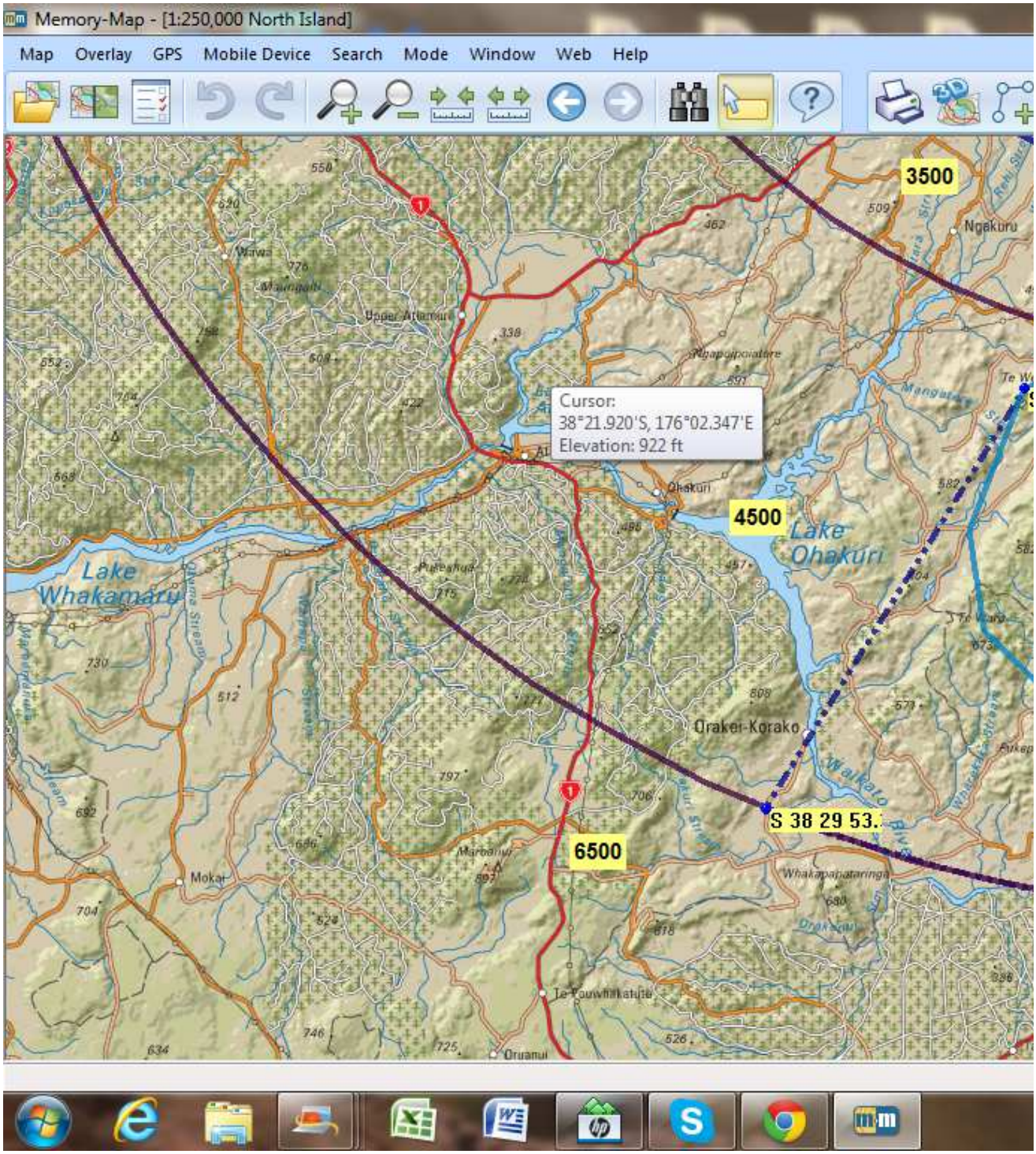
The Taupo Gliding Club supports your application for an extension to NZG 458.

Yours faithfully

Taupo Gliding Club
Centennial Park
TAUPO
073785627

Jeff Ripley <jeff.n.ripley@gmail.com> , 9/5/2015 6:33 PM:

> ---------- Forwarded message ----------
> From: **Jeff Ripley** <jeff.n.ripley@gmail.com>
> Date: 9 May 2015 at 17:42
> Subject: Airspace NZG458
> To: trev.terry@xtra.co.nz



Hi Trev,

Not sure why you didn't get the two attachments I sent, this is a screenshot.

I will call you soon.

Cheers
Jeff

Group Executive Officer
Aviation Infrastructure and Personnel
Civil Aviation Authority of New Zealand
PO Box 3555
Wellington 6140

2016 WAIKATO and BAY of PLENTY AIRSPACE REVIEW

Air Nelson make the following submission to the above review.

TAUPO

RNAV [GNSS] RWY 17

- This approach has a Waypoint and hold [min hold 4400ft] at GUMAN which is approximately 14nm north of Taupo aerodrome. This is about 2NM outside the MBZs Northern boundary and below the LLCA at 6500ft. The GUMAN waypoint is therefore in uncontrolled airspace [if holding below 6500ft] but the holding pattern takes you into CHC airspace if you were holding at any altitude above the min hold altitude of 4400ft. The hold at GUMAN is associated with the Taupo RNAV [GNSS] RWY17 approach. It would seem logical for the MBZ to be extended North to encompass this hold to ensure aircraft routing via GUMAN as part of the RNAV approach or holding there waiting in line for an approach are all on the MBZ frequency.

- To enhance Crew situational awareness, particularly when conducting an instrument approach and transitioning to visual conditions, we strongly advocate that all MBZs be designated as transponder mandatory [TM] from the surface to the upper limit of the MBZ

Airways New Zealand submission to the Civil Aviation Authority's 2016 Waikato and Bay of Plenty Airspace Review

Prepared by: John Wagtendonk
Policy, Standards and Safety Improvement

31 July 2015

This is one of three Airways submissions to the 2016 Waikato and Bay of Plenty Airspace Review that Airways submit to CAA to meet the 7 August 2015 date. These three submissions focus mainly on the Control Zones at Hamilton, Tauranga and Rotorua.

It is likely that Airways will submit further submissions requesting other changes to the wider control areas in the Waikato and Bay of Plenty region later in 2015. At this stage it is not possible to provide any details or impressions as to what those airspace change requests will entail as those details have not yet been determined. The changes will be to accommodate new performance based navigation (PBN) instrument procedures that are still in development.

Hamilton CTR and CTA Proposal

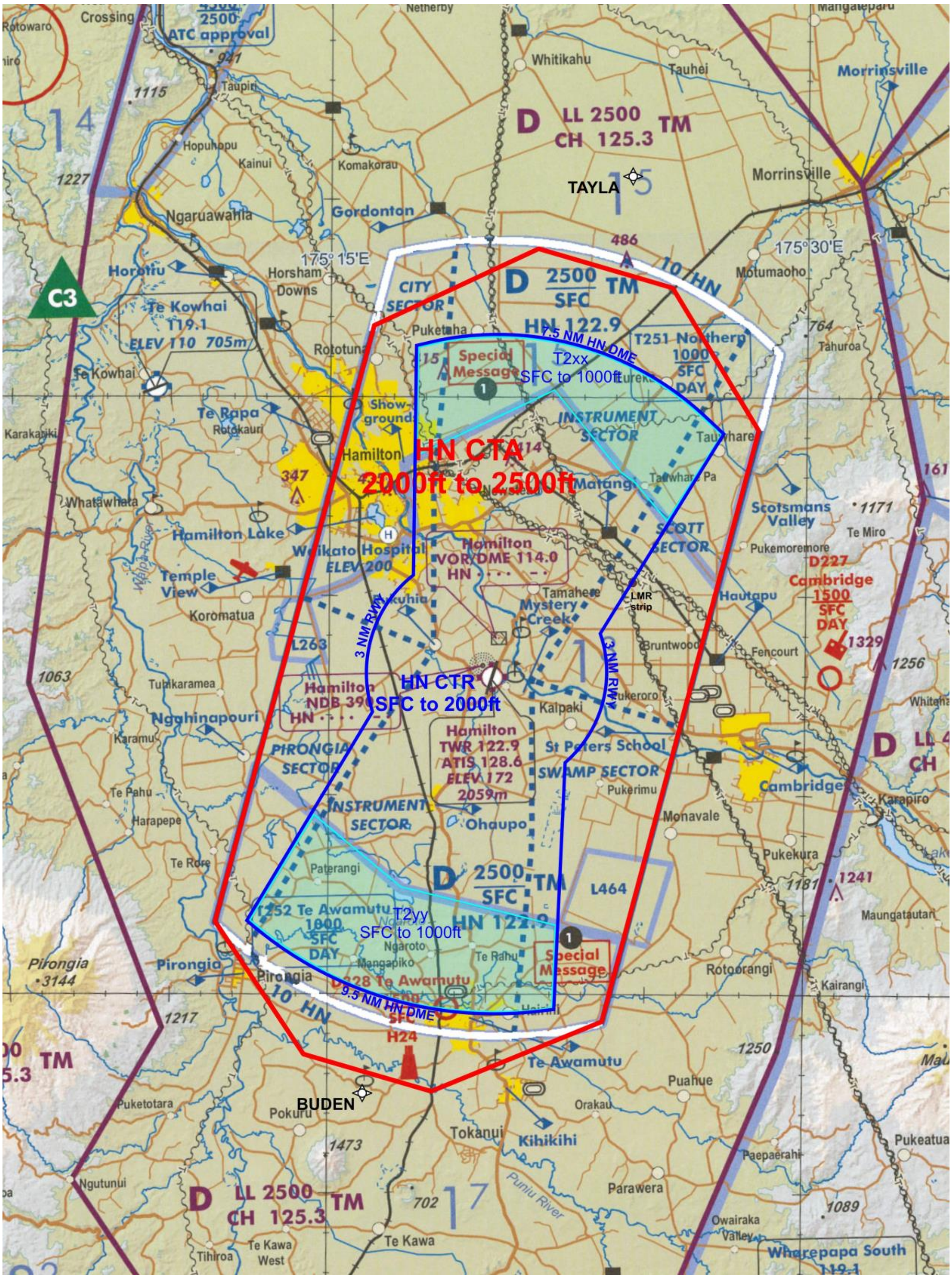
Airways has been, and is continuing to do work to reduce the size of the Hamilton CTR (HN CTR) where practical. The draft proposed airspace in this submission is at an advanced stage of development, **however, it may be that further changes to the draft proposal may be required** to facilitate the introduction of new PBN IFR procedures at Hamilton (HN).

It is expected that Airways will have finalised the new PBN procedures for HN in the next two months and will be able to submit the finalised airspace design, or confirm this design, by Christmas 2015.

A primary reason for reducing the size of the HN CTR is to reclassify as class G the airspace that is not needed for air traffic control purposes.

Airways DRAFT Proposal dated 30 July 2015

Below is the Airways proposed new HN CTR and associated new HN CTA – DRAFT as at 30 July 2015 which could be subject to further changes.



Visual Reporting Points

At this stage Airways has not determined what, if any, new visual reporting points would be desirable for the proposed new CTR and CTA.

Supporting Information and Points to Note

1. The design reduces the size and upper level of the HN CTR as much as practical to contain the instrument approaches and departures and provide suitable containment of circuit operations at HN.

   The design would require the existing VOR/DME and NDB/DME approaches to be amended so that they turned inbound at 3,000ft or above.

2. The upper level of the DRAFT CTR is 2,000ft AMSL, lower than the existing 2,500ft.

3. The existing HN CTA LL 2500ft (NZA245) remains unchanged.

4. The lowered CTR upper level requires the addition of a new HN CTA airspace extending from 2,000ft to 2,500ft to reach the lower level of NZA245. In general, the lateral dimensions of this new CTA are the same as the existing HN CTR but note the small extension to the south.

5. Airspace containment criteria applied

VOR approach inbound legs	VOR splay
NDB approach inbound legs	NDB splay
RNAV approach inbound legs	VOR splay
Missed approach tracks - NDB, VOR and RNAV	2 NM buffer between nominal track and airspace boundary
BUDEN2 and TAYLA2 departure tracks	2 NM buffer between nominal track and airspace boundary
Proposed new RNAV SID departure tracks	2 NM buffer between nominal track and airspace boundary
Proposed new RNAV approach tracks	2 NM buffer between nominal track and airspace boundary

<u>Central 3 NM circular portion of CTR</u>

6. The central 3 NM circular portion of the CTR is centred on the RWY 36R/18L centreline at a point abeam TXY A. Note that the NZHN aerodrome symbol depicted on VNC and the DRAFT is located at the NZHN aerodrome reference point which is to the east of RWY 36R/18L.

7. The 3 NM circular portion provides containment for instrument approach Cat A and B circling approaches. Cat C and D circling is not contained.

8. L263 lies outside the CTR by not less than 1 NM.

Width of CTR Fans

9. The width of the CTR fans is not less than the existing Instrument Sector and therefore provides containment for the inbound legs of the existing and proposed amended IFR approaches.

10. The width of the CTR fans is primarily determined by the 2 NM buffers for the planned new PBN departure procedures. These new departure procedures will consist of a straight ahead departure, a departure that turns 15 degrees left of RWY centreline and a departure that turns 15 degrees right of centreline.

11. L464 lies just outside the CTR.

Lee Martin Road Airfield (LMR Strip)

12. Unfortunately, the Lee Martin Road Airfield (LMR strip) does not lie outside the DRAFT CTR.

    Based on the photo of the LMR strip on the Aerosport website, Airways believe that the DRAFT CTR boundary would pass over the centre of the strip (orientated 10-28) – i.e. the western half of the strip would be inside the CTR, whereas the eastern half would be outside.

    Airways did much work to see if this could be avoided so that the strip, and a small area around the strip to permit departures and arrivals to RWY 10/28, would lie completely outside but the procedures and criteria wouldn't allow that.

    Some possible solutions that could be put to CAA for their consideration are;

    1. A reduction in the airspace containment criteria in that area which would allow a small indentation in the CTR boundary around the LMR strip; or
    2. The addition of a small transit lane (about 0.5 NM diameter?) around the strip with an upper level 700ft AMSL.

Length of CTR Fans

13. The southern boundary of the CTR is 8.0 NM from the RWY 36R THR (9.5 NM HN DME). This is in-line with the policy of airspace being governed by a 300ft per NM climb/descent gradient determined from the runway ends.

    The southern boundary is also determined by the descent profile of the VOR/DME RWY 36R approach – which is 2510ft at 9.2 DME.

14. The northern boundary of the CTR is 8.0 NM from the RWY 18L THR (7.5 NM HN DME). This is in-line with the policy of airspace being governed by a 300ft per NM climb/descent gradient determined from the runway ends.

    The northern boundary is also determined by the descent profile of the VOR/DME RWY 18L approach – which is 2510ft at 7.2 DME.

VFR Transit Lanes

15. The proposal includes retaining the portions of transit lanes T251 and T252 that lie within the proposed new CTR.

Length of new CTA LL2000ft

16. The southern boundary of the new CTA LL2000ft lies slightly further south (up to about 1.5 NM) of the existing CTR southern boundary.

    This boundary is determined by the arrival paths to the new RNAV approach that will turn final at 8 NM from the RWY.

17. The northern boundary of the new CTA LL2000ft lies just inside the existing CTR northern boundary.

    This boundary is determined by the arrival paths to the new RNAV approach that will turn final at 8 NM from the RWY.

Width of new CTA LL2000ft

18. The width of the new CTA LL2000ft is the same at the existing CTR boundary.

19. Having the CTA down to 2,000ft east and west of Hamilton allows for departures to be vectored off the SID passing 2,500ft, or lower in some cases, rather than waiting until 3,000ft and provides some controlled airspace for IFR flights arriving on a visual approach or making a visual departure.

Containment of IFPs

20. Regarding the existing Hamilton instrument flight procedures (IFPs):

    RNAV (GNSS) STARs 18L – contained by the CTA LL 2500ft

    RNAV (GNSS) STARs 36R – contained by the CTA LL 2500ft

    VOR/DME RWY 18L cat A and B – NOT contained by the proposed new airspace.
    Based on the aircraft descending from 3,000ft commencing outbound at the VOR, the outbound and base turn legs of this approach would not be contained below 2,500ft until the aircraft was established inbound and inside 7.5 DME.

    This approach needs to be amended/extended so that it is not below 3,000ft until inbound and inside 9.5 DME and not below 2,500ft inside 7.5 DME.

    VOR/DME RWY 18L cat C and D – NOT contained by the proposed new airspace.
    Based on the aircraft descending from 3,000ft commencing outbound at the VOR, the outbound and base turn legs of this approach would not be contained below 2,500ft until the aircraft was established inbound and inside 7.5 DME.

    This approach needs to be amended/extended so that it is not below 3,000ft until inbound and inside 9.5 DME and not below 2,500ft inside 7.5 DME.

VOR RWY 18L – NOT contained by the proposed new airspace.

Based on the aircraft descending from 3,000ft commencing outbound at the VOR, the outbound and base turn legs of this approach would not be contained below 2,500ft until the aircraft was established inbound and inside 7.5 DME.

Since this is a non-DME approach which may make it difficult to determine when inside 7.5 NM from the DME, it is proposed that this approach be retained in its existing form with the condition that it is not fully contained.

VOR/DME RWY 36R cat A and B – NOT contained by the proposed new airspace.

Based on the aircraft descending from 3,000ft commencing outbound at the VOR, the outbound and base turn legs of this approach would not be contained below 2,500ft until the aircraft was established inbound and inside 9.5 DME.

This approach needs to be amended/extended so that it is not below 3,000ft until inbound and inside 11 DME and not below 2,500ft inside 9.5 DME.

VOR/DME RWY 36R cat C and D – NOT contained by the proposed new airspace.

Based on the aircraft descending from 3,000ft commencing outbound at the VOR, the outbound and base turn legs of this approach would not be contained below 2,500ft until the aircraft was established inbound and inside 9.5 DME.

This approach needs to be amended/extended so that it is not below 3,000ft until inbound and inside 11 DME and not below 2,500ft inside 9.5 DME.

NDB/DME RWY 18L – NOT contained by the proposed new airspace.

Based on the aircraft descending from 3,000ft commencing outbound at the NDB, the outbound and base turn legs of this approach would not be contained below 2,500ft until the aircraft was established inbound and inside 7.5 DME.

Unless it is determined that full containment is not needed, this approach needs to be amended/extended so that it is not below 3,000ft until inbound and inside 9.5 DME and not below 2,500ft inside 7.5 DME.

NDB RWY 18L – NOT contained by the proposed new airspace.

Based on the aircraft descending from 3,000ft commencing outbound at the NDB, the outbound and base turn legs of this approach would not be contained below 2,500ft until the aircraft was established inbound and inside 7.5 DME.

Since this is a non-DME approach which may make it difficult to determine when inside 7.5 NM from the DME, it is proposed that this approach be retained in its existing form with the condition that it is not fully contained.

NDB/DME RWY 36R – NOT contained by the proposed new airspace.

Based on the aircraft descending from 3,000ft commencing outbound at the VOR, the outbound and base turn legs of this approach would not be contained below 2,500ft until the aircraft was established inbound and inside 9.5 DME.

Unless it is determined that full containment is not needed, this approach needs to be amended/extended so that it is not below 3,000ft until inbound and inside 11 DME and not below 2,500ft inside 9.5 DME.

RNAV (GNSS) RWY 18L – contained by the new airspace

RNAV (GNSS) RWY 36R – contained by the new airspace

BUDEN 2 Departure – contained by the new airspace.
Approach Control need to be careful with turning the departure off the BUDEN2 before reaching 3,000ft to ensure airspace containment.

TAYLA 2 Departure – contained by the new airspace.
Approach Control need to be careful with turning the departure off the TAYLA2 before reaching 3,000ft to ensure airspace containment.

Omni-direction Departures – containment by the proposed new airspace is NOT assured.
Tracks up to 15 degrees either side of RWY centreline climbing until passing 2500ft would be contained. Some other tracks/radials may also be contained depending on the track itself and the rate of climb of the aircraft. To depart on R081 would require the aircraft to reach 2500ft by 3 NM and 3,000ft by 5 NM east of HN.

NOTE: *If this airspace design is adopted, Airways would make arrangements for the VOR/DME and NDB/DME approaches to be amended and published as described above so that they would be contained by the new airspace.*

21. Regarding containment of proposed new Hamilton instrument flight procedures (IFPs):

New 15 degree SIDs RWY 36 – contained by the proposed new airspace

New 15 degree SIDs RWY 18 – contained by the proposed new airspace

New RNAV approach RWY 18 (turning final at 8 NM) – contained by the proposed new airspace.

New RNAV approach RWY 36 (turning final at 8 NM) – contained by the proposed new airspace.

Consultation

Airways has carried out some initial consultation with the Hamilton Airport Company, CTC Aviation, Waikato Aero Club and the Philips Trust (rescue helicopter organisation) regarding this draft proposal.

Airways New Zealand submission to the Civil Aviation Authority's 2016 Waikato and Bay of Plenty Airspace Review

Prepared by: John Wagtendonk
Policy, Standards and Safety Improvement

4 August 2015

This is one of three Airways submissions to the 2016 Waikato and Bay of Plenty Airspace Review that Airways submit to CAA to meet the 7 August 2015 date. These three submissions focus mainly on the Control Zones at Hamilton, Tauranga and Rotorua.

It is likely that Airways will submit further submissions requesting other changes to the wider control areas in the Waikato and Bay of Plenty region later in 2015. At this stage it is not possible to provide any details or impressions as to what those airspace change requests will entail as those details have not yet been determined. The changes will be to accommodate new performance based navigation (PBN) instrument procedures that are still in development.

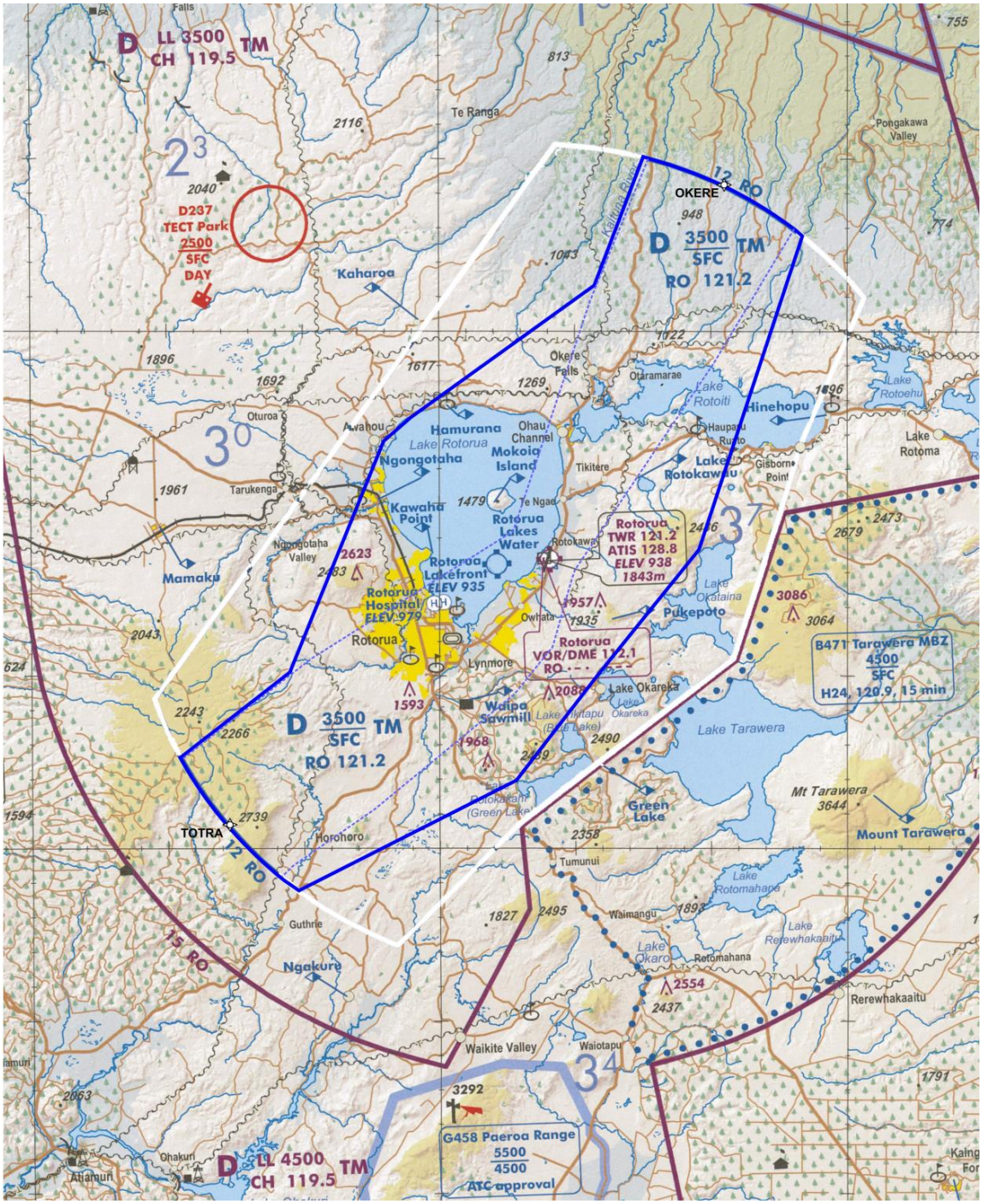
Rotorua CTR Initial Proposal

Airways has done some initial concept work to determine what reductions in the size of the Rotorua CTR (RO CTR) might be possible. This work is at an early stage and further development and redesign will occur as new performance based navigation (PBN) instrument flight procedures are developed. It is anticipated that a much more mature draft CTR proposal will be able to be submitted later in 2015.

A primary reason for reducing the size of the RO CTR is to reclassify as class G the airspace that is no longer needed for air traffic control purposes.

Airways Initial DRAFT Proposal

Below is a possible new RO CTR being investigated by Airways as at 31 July 2015 which is subject to further changes.



Supporting Information and Points to Note

1. More work needs to be done to determine if the north-eastern and south-western boundaries (at 12 NM) can be reduced (i.e shorten the CTR). Some changes to the eastern and western boundaries may also eventuate.

2. The design would require the existing VOR/DME approaches to be amended so that they turned inbound at 4,000ft or above.

3. The central portion of the CTR is designed to contain the IFR circling approach area to the west of NZRO – IFR circling to the east is not permitted. The IFR circling area to the west covers much of Lake Rotorua, so for visual clarity, the boundary was moved out to encompass the lake.

4. The central portion of the CTR provides containment out to 3 NM to the east for circuit operations at NZRO.

5. The width of the CTR fans is not less than the existing Instrument Sector and therefore provides containment for the inbound legs of the existing and proposed amended IFR approaches.

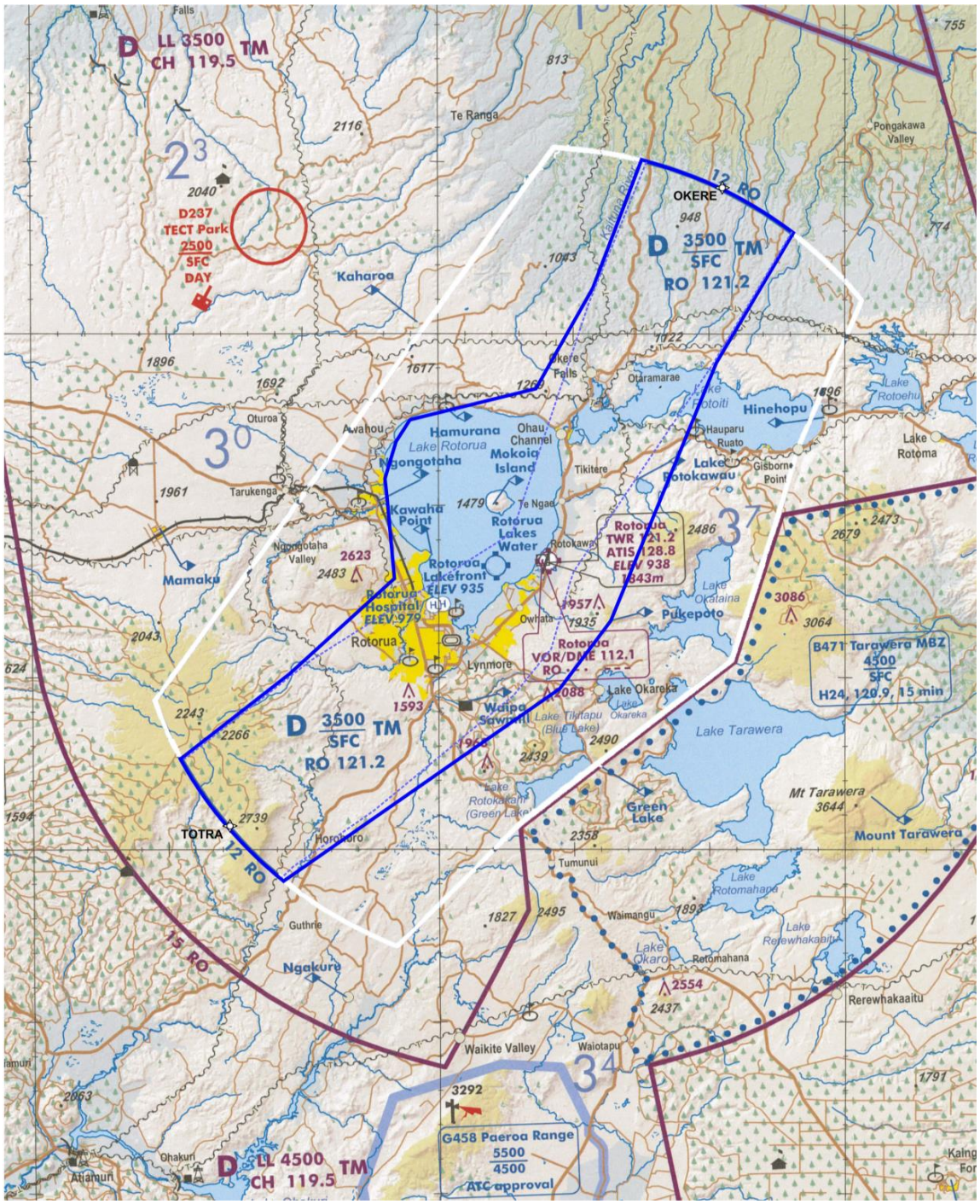
6. It is highlighted that this submission is an early draft that is likely to change to accommodate possible new PBN IFR procedures and air traffic management. It is expected that a more mature draft proposal will be submitted later in the year.

7. Earlier work on the GS CTR indicated that a narrower version of the CTR may also be possible. This earlier version is depicted on the following page. The Airways belief is that this narrow version may not be suitable for traffic management purposes and/or may meet with resistance from some local operators – hence our slightly wider version depicted on page 2.

Consultation

No formal consultation process with interested parties has been undertaken by Airways regarding this early draft proposal.

Possible narrower CTR – but may not be suitable for traffic management and/or acceptable to operators.



Airways New Zealand submission to the Civil Aviation Authority's 2016 Waikato and Bay of Plenty Airspace Review

Prepared by: John Wagtendonk
Policy, Standards and Safety Improvement

6 August 2015

This is one of three Airways submissions to the 2016 Waikato and Bay of Plenty Airspace Review that Airways submit to CAA to meet the 7 August 2015 date. These three submissions focus mainly on the Control Zones at Hamilton, Tauranga and Rotorua.

It is likely that Airways will submit further submissions requesting other changes to the wider control areas in the Waikato and Bay of Plenty region later in 2015. At this stage it is not possible to provide any details or impressions as to what those airspace change requests will entail as those details have not yet been determined. The changes will be to accommodate new performance based navigation (PBN) instrument procedures that are still in development.

Tauranga CTR and CTA Proposal

Airways submitted an airspace petition to CAA dated 20 March 2015 requesting changes to the Tauranga control zone (TG CTR) and introduction of 2 new control areas (CTA) around Tauranga. That requested airspace layout (dated 10 March 2015) is depicted on the following page.

As detailed in the airspace petition, the 10 March 2015 airspace layout is designed to contain the existing TG instrument flight procedures with some small changes;

- the NDB/DME RWY 25 raised slightly so that it turns inbound at 2,000ft or above; and
- the Omni-departures RWY 25 changed so that they don't turn until passing 1500ft, 1700ft or 2,000ft (exact level yet to be determined).

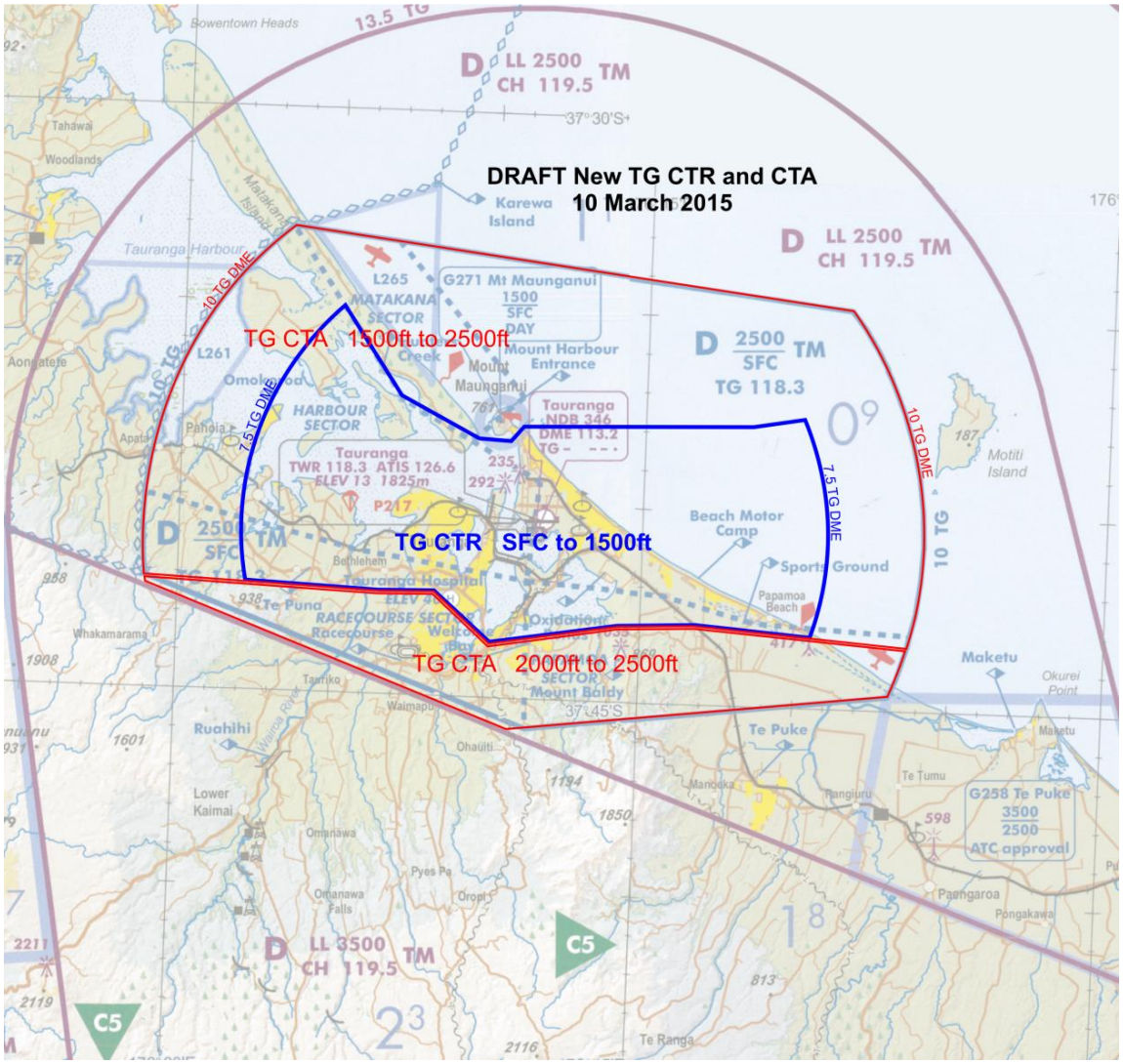
That requested airspace layout is still put to CAA for consideration.

However, since submitting that airspace petition in March, Airways has been exploring the possibility of new PBN approaches and departures at Tauranga. One objective is to develop new RNAV approaches that are straight-in to the runways (without kinks in them like the existing RNAV approaches). If these are possible the intent is that they would replace the existing RNAV approaches. Also, new RNAV departures are being explored that would climb straight ahead to 8 NM before turning. This PBN work is still in development and the current concepts are not yet mature enough to accurately determine what controlled airspace would be needed to contain them.

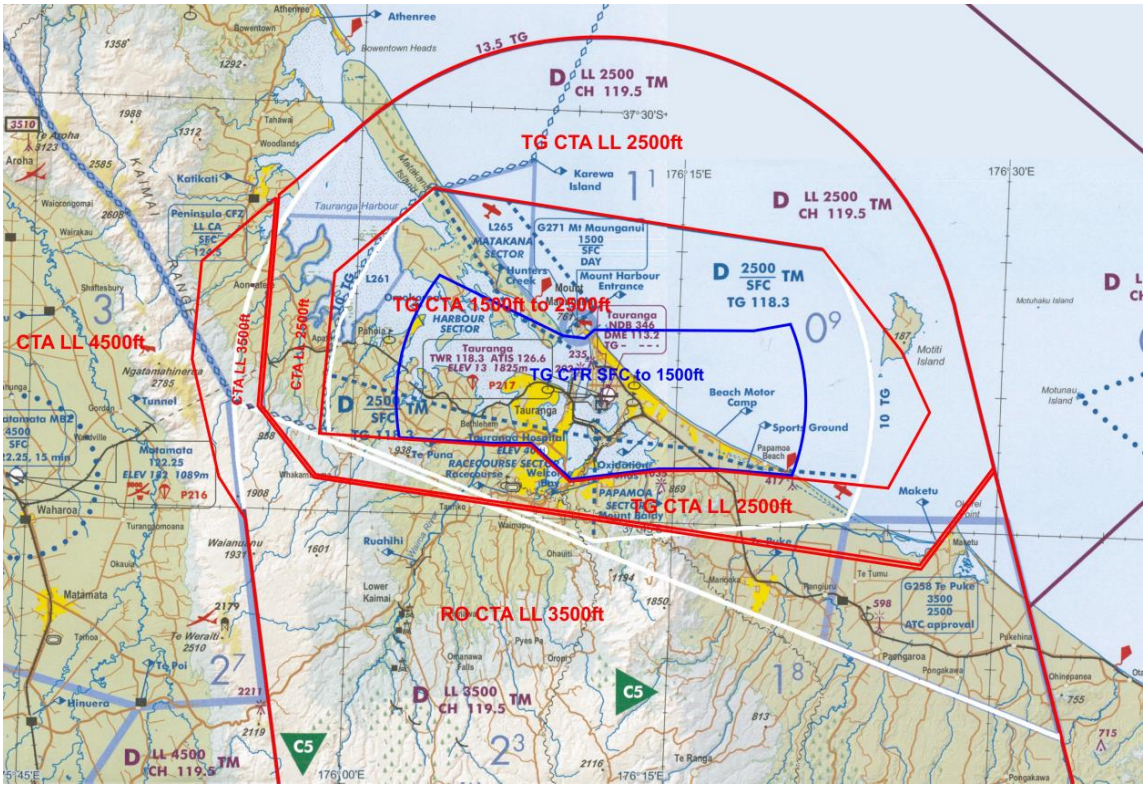
Early indications of airspace requirements for those possible new approaches and departures are that the CTR could be narrowed somewhat to the north-west near Matakana Island and the new CTA to the south of Tauranga could have a lower level of 2,500ft rather than 2,000ft as per the 10 March 2015 airspace layout. Also, some of the existing CTA to the south-east of Tauranga with lower level 2,500ft could be raised to lower level 3,500ft. However, it is likely that new approaches and departures would need some lowered CTA to the west, south-west and east of Tauranga – the extent has not yet been determined.

The diagram on the next page provides an indication of the airspace layout that may be requested to contain new PBN approaches and departures. It is emphasised that this is an early conceptual draft that could change.

The diagram below depicts the DRAFT CTR and CTA as petitioned by Airways in March 2015.



The diagram below depicts a conceptual airspace layout that represents a request that Airways could submit later in 2015. This layout would be for containment of new PBN approaches and departures that are still being investigated. No consultation with interested parties outside Airways has yet taken place.



It is expected that the investigations into new PBN approaches and departures should be completed in the coming weeks and any requested changes to the 10 March 2015 draft would be submitted to CAA later in 2015.

Waikato Airspace Review

CAA

David Jensen

GNZ

Tauranga

To whom it may concern,

General Comments

Gliding clubs, and associated gliding contests, utilise (or would like to access) nearly all of the airspace currently under review.

It should be noted that gliding is moving to longer cross country flights, often 4-500 kms in length and in some cases close to a 1000 kms. This is due to the rapid improvement in aircraft design, engineering and technology, and the increased GNZ emphasis on cross country flying.

Gliding is an access point for youth, many of which continue on to aviation careers, or as top performing sports people. A number of leading world class glider pilots started their sport in this area.

Successful cross country gliding requires suitable weather (VFR conditions, daylight and generally afternoons) and sufficient airspace to operate safely. As a rule 3-4000ft AGL is adequate, but where mountainous or isolated terrain is encountered another 1-2000 ft is required for the pilot to remain safe and have landing options.

The nature of gliding in thermal conditions means glider pilots like to go where the thermals are best. Typically this is away from coastal areas and the sea, but more likely in hilly or forested areas, near ridges or mountains, and other known “hotspots”.

Cross country flying may appear to be slightly erratic to Airways controllers. This is largely due to changing “micro” weather conditions. Having watched gliders on the controllers’ radar screens, the periods of time the pilot spends “Thermaling” (climbing in altitude) can be confusing for controllers and makes predicting aircraft flight tracks hard. Gliders pilots are typically very good at maintaining visual separation from other aircraft and have probably the best cockpit layout for maintaining a “look-out” of any aircraft available.

As a generalisation the vast majority of glider pilots would prefer to operate in uncontrolled airspace as it allows for radio ops on the glider channel, a much reduced cockpit workload, better flight following by other glider pilots, and the passing of specific real time glider safety information (typical the weather conditions, but also other traffic). As well as this transponders are power hungry devices that draw heavily on the gliders internal batteries. This often causes problems later in the

day as gliders “drop” off radar screens. Gliders also “drop off” due to their very slow forward speed whilst thermalling…otherwise filtered out by MTI.

Specific Observations on this Review

G254/255

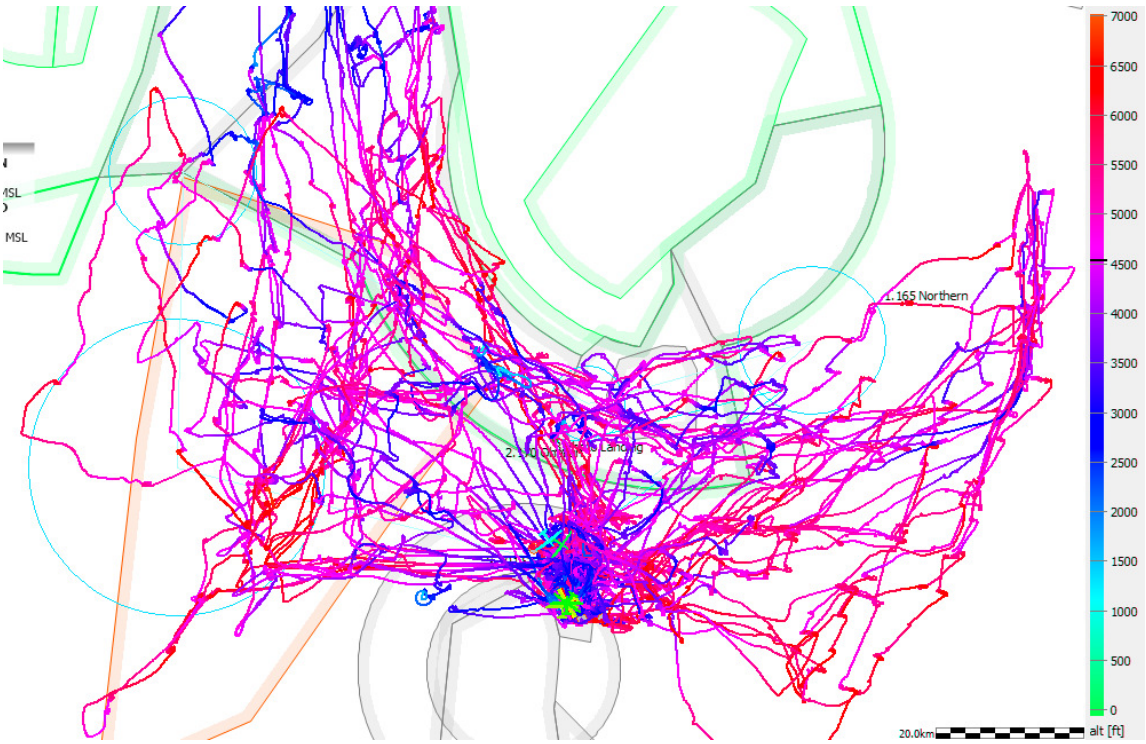
The current area G254 is fundamentally important for basic glider operations in the Matamata area. This is a busy gliding area with club operations and contests bases out of the Matamata aerodrome. Having this area “on our request” also allows certainty for glider ops. Historical data would show that it is typically activated in the afternoon and closed late afternoon/evening. In other words it is used for perhaps 25% of any day. Further, gliding above 4500ft mostly happens when very good VFR conditions exist, which over the summer months is probably on 40% of the available days. And lastly, glider operations are often, but not exclusively, on weekends, public holidays and Wednesdays.

So the use of G254 (and 255) is likely to be a maximum of only 5-6% of any given year.

365 days in which ATC are active for 14 hours per day = 5100 hours.

Gliding (estimate only) 26 weekends (summer months) of which 40% are suitable for VFR operations above 4500ft, for 6 hours per day = 125 hours. PLUS, 20 week days times 6 hours per day = 120 hours. So circa 250 hours per year / 5100 hours = 5%

G255 and access to Tokoroa.



The illustration above shows glider tracks originating from Taupo over a week last summer. A much “busier” picture could be drawn for glider tracks originating from Matamata.

The points to note are;

1) The impact that Rotorua has on where gliders can operate. Because the airspace above RO is controlled above 3500ft, gliders are, by default, unable to safely operate south and west of Rotorua in uncontrolled airspace (the terrain is mostly above 1800ft) until they are far enough west to climb up to 4500ft in the Waikato.

2) The uncontrolled airspace at 4500ft and below, in the Tokoroa to Putaruru area, and below G255, proves to be only just sufficient for safe glider operations, and then only for more experienced pilots in higher performing aircraft. Uncontrolled access up to 5500ft would be a very welcome improvement in safety.

3) From the planned PBN charts for IFR traffic to and from Rot and Tga it would appear that western areas of the Rot CTA/D could be released to uncontrolled operations up to 5500ft. Either as dedicated uncontrolled areas or as GAA areas.

4) There is plenty of glider activity in R299. The terrain in R299 is high, mountainous and bush clad. For the glider pilot height is of extreme importance in this area if safety is to be maintained. Coincidently the best thermal conditions typically happen over the highest ground.

5) And the distance and erratic nature of these flight tracks.

A solution to the problems surrounding G254/255 and the area between G225 and R299 maybe to lift the whole Waikato CTA/D to 5500ft. This would probably reduce the requests to open G254 and G255 almost to zero, and almost eliminate individual requests for access to controlled airspace in the vicinity and therefore reduce workloads for controllers and pilots. Some thought would need to be given to the area around Wharepapa Sth (with an extension as far west as possible) and what extensions could be made into the western side of the RO CTA/D. Again, good utilisation of the planned PBN flight lanes should provide a guide.

R299 (or uncontrolled access up to at least 7000ft) is a must have for gliding in the area south of the Waikato river and west of Whakamaru-western edge of Lake Taupo. The terrain in here is rough, bush clad and un-land-able. It would be possible to delineate a transit lane for IFR traffic into Taupo, especially through the area directly overhead Tokoroa, or the Whakamaru dam, assuming it remained accessible to gliders below 4500ft. A GAA in this area up to 7500ft would also work, so long as access during contests was not denied to gliders, no matter how many there were.

Tauranga CTZ

The proposed changes to the Tauranga control zone may be problematic for the Tauranga Gliding Club. If the control zone is indeed shrunk horizontally and down to 1500ft then a considerable amount of the clubs activities will need to be carried out in the Bay Sector control area, or in the transition space between the new TG CTZ and Bay Sector. Why?

1) Most aero-tows from the airport are to 3000ft or there about (currently handled by the use of Area Alpha and Bravo). This will require a clearance out of TG CTZ, into Bay Sector, and then back into Tga.
2) Because the club is largely a training and trial flight organisation the vast majority of the flights are very short (20 minutes or less) and contained within the current Tga zone boundaries (including Alpha and Bravo).
3) Many of the trial flights are close to or over Mount Maunganui (which may end up as uncontrolled airspace).
4) The majority of the club's pilots are not competent cross-country pilots and will be at risk if attempting to operate in the uncontrolled zones close to Tauranga.

We can safely assume (as it is currently proposed) that this will significantly add to the workload of the Bay Sector Controllers handling tow aircraft and gliders transiting in and out of the TG CTZ, and in and out of the Mount area.

It will be noted that the club's activities have reduced significantly over the last 10 years, partly as a result of Part 115, increased Airways and Airport charges, but also in line with the trends of recreational flying in general. It is possible that the club may choose, or be forced to, operate more of its activities out of the Matamata airfield but at this stage the club would like to continue at Tauranga. However it may only be able to do that successfully if it can operate largely unrestricted in the areas currently contained with areas Alpha and Bravo, within a 8 km radius of the filed, and with a procedure that could handle the transitions between Bay Sector and the new TGA CTZ.

Finally, thank you for the opportunity to comment on the airspace review, and for the efforts of the Bay Sector Team to highlight the areas of concern. Gliding is an active user of the Waikato airspace and wants to be part of a positive outcome for our pilots. We trust that the implementation of PBN will add to the areas of airspace that no longer need to be controlled, or if controlled, are made as accessible as possible to New Zealanders who have a right to recreational activities.

Yours

David Jensen

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2016 Waikato and Bay of Plenty Airspace Review

Gliding NZ (GNZ) has a considerable stake in the Waikato Airspace Review. The object of this submission is to highlight dimensions of existing airspace and exert influence over future design that impact on gliding operations.
It is a truism that glider pilots prefer to operate outside controlled airspace, only requesting clearances when safety is threatened, or there is no other option.
Glider pilots are encouraged to record GAA airspace requests to ATS at the Gliding NZ airspace tracker on the organisation's website.
http://airspace.gliding.co.nz/

CAA has identified the following priorities; these comments are submitted in this regard to this review.

· *De-clutter, simplify and clarify Waikato and Bay of Plenty airspace*

GNZ believes the need to satisfy the many users of the national resources that is airspace, not just the commercial users, is still paramount. The increasing use of digital devices depicting complex boundaries negates the aim to simplify airspace organisation as a priority. The overriding aim is still to designate the minimum amount necessary for the protection of the travelling public. This provision will be further supported by the accuracies afforded by Performance Based Navigation, requiring less controlled airspace.

· *Take a regional approach to airspace review and change*

Support the regional approach and the need to increase the time between reviews and the reducing resources afforded by CAA.

· *Reduce confusion in some airspace areas to improve safety*

Further explanation of this "confusion" is required to elicit meaningful comment

· *Address identified "hotspots" of airspace incidents or occurrences*

Just as on airfield charts highlighting known runway incursions, a symbol depicting "airspace hotspots" on charts and graphical devices draws pilots attention to recurring incident areas and increases situational awareness.

· *Involve stakeholders to ensure all issues are assessed*

Commercial operators shall have adequate protection whilst recognising the abilities of TCAS/ACAS, but recreational users shall not be excluded from controlled airspace when separation under PBN is established.

· *Take a long term strategic approach to airspace so changes are less frequent*

Agreed, present government is ideologically opposed to providing resources to its agencies, PBN is not far away, ADS-B should reduce the need for designated controlled airspace.

Specific Airspace Designations

Restricted Airspace areas R298 (Hauraki) and R299 (Mangakino) are designated by CAA for the period of Gliding Competitions, both National and Regional, a maximum of 28 days per year during the period November-February, during afternoon hours only.
During the period of competitions Restricted Areas provide both certainty and protection not afforded by General Aviation Areas.

Cross Country gliding operations begin in the summer months after midday and the restricted areas are closed by 1800 (NZST), or when no longer required.
In the case of R298 and R299, the areas are designated because gliders operate in competitions near to cloud base under conditions of less than VFR limits to cross areas of inhospitable terrain to tasked turnpoints. The need to get to designated turnpoints despite terrain or conditions is the most challenging aspect of the sport affording close examination of threats or risks to safety. It is essential that such areas are retained to sustain future competitions in these areas, particularly R299, where the need is greatest.
The 7000ft limit is necessary because such climbs are required especially to cross forested areas about South Waikato where thermals and landable areas are not plentiful except at their contrasting boundaries such as Mangakino. The greater part of lower level controlled airspace in this R299 area is 6500ft, a difference of only 500ft. Gliding NZ recognises the greater 1000ft/5nm separation standards applied by Airways to Restricted Areas over GAA's, however the periods are not restrictive when considered over the whole year.

R298 (Hauraki) being that restricted area generally to the north of Matamata includes two significant areas of thermic lift being the upper Kaimai Ranges and the Hauraki Plains swamp, the latter being the most significant.
During consultation on 3rd July, Airways Bay Sector said that departure and arrival routing from Auckland-Tauranga had to avoid the area by re-routing north of Thames and arrivals into Tauranga via north of Mt Manganui. Airways questioned the corner extending east over Waihi Beach. GNZ has examined its historical use of this corner of the R298 area and accepts that an amendment to that boundary can be made.
Proposed that the eastern boundary be trimmed from Spot Height 1312 (3732S17552E) through Waikino to Spot Height 2581 (3711S17541E) thence Thames Airfield enabling less re-routing to Tauranga.
On the western side of R298 GNZ proposes that the boundary be extended from Kiwitahi to Patetonga (3724S17528E) to Thames Airfield to include the Hauraki Swamp in its entirety where a climb to cloud base will enable a return directly to either Matamata or Drury and safe landing after a final glide where the risks are well known as favourable weather conditions diminish in the late afternoon.
Other R298 boundaries reflect current tasking patterns and should be preserved.

R299 (Mangakino)
Following consultation on 3rd July with Airways Bay Sector, GlidingNZ has examined the division of this area into two parts divided by the Taupo-Hamilton track, however this proposal would deny high altitude transit of forested areas where safe altitude is required over unlandable and heavily forested terrain towards the western lake turnpoints which are commonly tasked. GlidingNZ is not aware of RPT services along this route at altitudes below 7000ft.

General Aviation Areas
In the future, CAA should perhaps consider the minimum equipment required to enter a GAA- Transponder/VHF monitoring/discrete Transponder code- this would be a departure from usual GAA conditions. It should be emphasised that although glider pilots are well versed in flying in close visual proximity to each other, they also have the aid of the recently GNZ mandated short range anti-collision device, known as FLARM, some with the ability to display 1090Mhz returns.
GNZ understands ATC separation applied from GAA's for RPT was 2nm/500ft.

G253 (Maramarua) This GAA being "On Notification" is regularly opened, its purpose generally to provide a prior climb before transit back to Drury. It includes the Mercer MBZ and has not been cause for revision.

G254 GAA (Matamata) being that area including that above Matamata airfield and generally towards the north. Operates under notification.
Airways Bay Sector representatives noted that this GAA was not causing a lot of conflict except when pilots outside of the club who initiated operation, then found gliders were still active in the GAA when their own club had vacated and closed the area. GNZ undertakes to improve dissemination of GAA closures between clubs. Gliding NZ would tighten their communication between clubs either by VHF or nominate a controlling instructor/pilot to check when gliders were clear, before closing the GAA.
Airways acknowledged the TG/RO TMA (NZA244) around the Lower Kaimai's was historical.
GNZ would like to extend G254 towards TG/RO and questioned the need for TG and RO TMA's to be joined and only that required for IFR arrivals be designated for CTA/D.

G255 (Karapiro) adjoins the G254 south boundary towards the Wherepapa South airfield but excludes the outer RO arrival arc covered by the MOU. Opened only by ATC approval.
This GAA is not being made available to Gliding at a satisfactory level, either because G254 was open or controller resources were inadequate. Feedback had been of a frustrated nature over the availability of this area, it is proposed to extend GAA towards the SE to include a greater part of the Mamaku Ranges to facilitate safe transit to the elevated terrain of the Central Plateau.
GNZ proposes that G255 be extended with the following boundaries, or the LL of NZA244 be reviewed.
LL 4500MSL
UL 6500MSL
From Te Poi 37:52:22 S 175:50:33 E-38:15:07 S 175:49:01 E- Wharepapa South 38:08:38 S 175:33:01 E- Korakonui 38:08:57 S 175:25:10 E-Spot Height 1250 38:01:19 S 175:29:13 E- Mt Ruru 37:47:26 S 175:33:43 E- 37:50:04 S 175:39:29 E-Te Poi 37:52:22 S 175:50:33 E

GlidingNZ believes that this area is being preserved in CTA/D at the expense of local pilots for the near exclusive use of overseas pilots training in small IFR aircraft. Connecting Matamata to the central plateau at 6500 feet on thermic days should be a prime objective to facilitate cross-country soaring.

Matamata Soaring Centre/Airways Bay Sector MOU
As an alternative for this contested area of the South Mamaku Range during competitions, an MOU between Matamata Soaring Centre and Airways Bay Sector has existed for about 5 years and was applied only during MSC Competitions. This document has been applied well within the conditions and has enabled workable competition management. This MOU was operative only for a maximum of 28 days per year. Any movement to GAA conditions on "ATC Approval" would be detrimental to ongoing MSC competition management.
GNZ acknowledged that even though gliders used transponders, glider targets were often lost during thermaling because the lack of forward movement required by the moving target indicator (MTI). Controllers could ask for pilot re-cycling of transponders if critical. GNZ would publicise this technical limitation to pilots.

Would ADS-B technology be also subject to this bug in the future?

GNZ was appreciative of the flexibility offered in the MOU but any changes towards a GAA on ATC approval would severely impact the ability to run a competition. Access to the outer regions of the RO TMA was vital to gliding as lift was strongly associated with the lower Mamaku Ranges providing safer access towards the Central Plateau.

Hamilton and Tauranga Control Zone Design
GNZ is aware that both Tauranga and Hamilton Control Zones have been re-designed while the HN case did not affect glider operations, the TG case has been subject to operational comment in local club submissions.

G458 Paeroa Range
GNZ acknowledged the Hang Gliding proposal to extend the Paeroa Range GAA and noted that its extension was also useful access for gliders.

G294 West Hamilton
GNZ proposes this temporary GAA approved during the 2015 Club Class Nationals be included in this review to formalise it future use. The extra 1000ft vertical dimensions adds a level of safety towards southern turnpoints. Re-design of this airspace following the demise of Australia-Hamilton air services is highlighted in this context.

G295 Pirongia
GNZ proposes this temporary GAA designated during the 2015 Club Class Nationals be included in this review of Waikato airspace for the same above reasons.

General Comments
Gliding questioned the further need to design airspace with regard to prominent landmarks, now that most aircraft are fitted with graphical devices. With the continued requirement to carry applicable charts, GNZ proposes that GAA's be depicted on 1:500,000 charts reflecting the greater distance that gliders on cross country flights transited away from the main terminal centres. In the same vein, the coverage of Maps C3, 5 & 6 of the Matamata area GAA's is less than helpful, requiring pilots to "cut and paste" thereby to comply with chart carriage in a very cramped cockpit.
Gliding Hotspots
When drawing future airspace limits, GNZ requests that the following prominent hills be clear of boundaries representing localities where climbs in gliders are regularly obtained.
Te Hoe 1709ft (3729S 17522E)
This prominent hill on the most northerly point of the HN CTA/D represents a significant thermal hotspot conduit between Drury and Matamata airfields.
Gliding questions the need to include the mountain within the HN TMA as it presented significant climb opportunities for gliders transiting in both directions, GNZ request that the boundary be moved slightly south to exclude its present LL 2500ft limit. This has hill has been a regular airspace incursion hotspot for gliders.
These prominent landmarks listed below are thermaling hotspots and should be included for consideration when any lines are drawn on charts during this review and deserve annotating with Gliding chart icons where space allows.

1. Kaimai Range and its lower extension into the Mamaku Range.
2. Hapuakohe Range (3725S 17523E)
3. Hangawera Range (3727S 17424E)
4. Te Tapui (3750S 17539E)
5. Maungakawa (3751S 17521E)
6. Mt Ruru (3748S 17533E)
7. Maungatautari (3801S 17535E)
8. Mangakino (3823S 17545E) Forest Edges
9. Rangitoto Range (3822S 17528E)
10. Hauhungaroa Range (3843S 17533E)

Historical Airspace Design

GNZ believes that the demise of unpressurised aircraft in RPT has not been recognised in airspace design in the Waikato region since the exit of Bandeirante aircraft more than a decade ago.
Of particular concern is the lower level of historical airspace designed specifically for this purpose.
Modern pressurised aircraft prefer constant rate descents using the technology afforded by on-board navigation equipment and the inherent accuracy now available.
The joining of the Tauranga/Rotorua TMA's reflects historical designation not born out by contemporary RPT routing, pressurised aircraft, thus denying the intervening areas for other users particularly along the contested Kaimai Range where sufficient terrain clearance exists on descent.

West Hamilton Controlled Airspace

GlidingNZ questions the need to maintain the lower level CTA/D airspace designated for the arrival of IFR aircraft from Australia into Hamilton where this service is no longer operated. This would negate the need for the West Hamilton and Pirongia GAAs.

Foreign IFR Pilot Training

GNZ does not recognise the ascendancy of foreign IFR pilots training in local airspace at the expense of allowing NZ citizens free access for recreational purposes in the local environment, when similar provision is not made in their home country.
In this regard the two following Waikato lower level limits of controlled airspace are questioned and particularly the need to join the TG/RO TMA limits in the designated NZA244 and NZA437 depictions.

AA-HN Routing

RPT services between HN and AA are likely to terminate with the withdrawal of the B1900 service in February 2016. The HN TMA is altogether too big for the RPT it serves. Closely monitor the introduction of PBN routes and trim it back as far as possible.

In all the above submission, this submitter is not availed of the plans around Waikato PBN routes known to exist, but unavailable for study to most interested parties, an aspect that would hugely influence future Waikato Airspace design.

(Signed)
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2016 Waikato and Bay of Plenty Airspace Review

I wish to make the following submission on this airspace review. My comments are or a general nature and support the detailed submission by Russell Thorne the airspace officer for Gliding New Zealand. I do not have further constructive details to add.

Airspace use needs to be preserved for the best use of all NZ citizens and not just commercial enterprises.

Gliding presents great opportunities to participants but some airspace boundaries and conditions do limit these opportunities and have safety implications. In particular the ability to fly at adequate altitude over un-landable terrain and in areas where suitable lift may be found is important to our sport. Restrictions of these factors should be limited as much as possible. Gliding presents challenges which can include a very high cockpit work load concentrating on maintaining height as well as navigating. Having to converse with ATC presents an extra load in addition so simplifying boundaries and areas requiring such communication is desirable.

My understanding is that some existing boundaries are historical and based on performance and navigational requirements and systems that are no longer in service or relevant. If these requirements are causing restrictions on other users of airspace they should be appropriately revised. Not being a professional pilot I am unable to know exactly what changes this would allow but believe it has been covered in Russell Thorne's submission

Gliders have also developed over time so that longer cross country flights are now possible and planned. These obviously involve greater use of more airspace per flight

In summary I submit that in reviewing the Waikato and Bay of Plenty airspace, consideration needs to be made of the opportunity for glider pilots to use and enjoy their sport safely

Jonathan Cross

CFI Auckland Gliding Club

7th August 2015

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2016 Waikato and Bay of Plenty Airspace Review

Submission for Matamata Soaring Centre and Taupo Gliding Club

Matamata Soaring Centre (MSC) is an organisation made up of many clubs around the North Island, including Piako, Auckland, Taupo, Tauranga and Taranaki gliding clubs.

The soaring centre has two main purposes:

1) Run buildings and facilities at the Matamata aerodrome.
2) Run and manage competitions, and training courses, primarily at Matamata aerodrome, but also other airfields such as Centennial Park in Taupo, and Drury gliding club.

The soaring centre runs approximately 3-4 competitions each summer, including National and regional contests, along with X-country training courses which are run much like a competition.

Taupo Gliding Club is the club based at Centennial Park, Taupo and is a member of the MSC. This year the club is hosting a regional contest and the national gliding championships.

Piako Gliding Club is the club based at Matamata aerodrome, and is a member of the MSC. The club represents both competition users and general club users. This submission is specifically for the MSC, but certainly affects Piako Gliding Club and others.

The 2016 Waikato and Bay of Plenty airspace review is of course very relevant to competitions run by the Soaring Centre, as well as club members from Piako and Taupo gliding clubs, and other clubs in this area.

The focus on this submission is competitions based out of Matmata and Centennial Park, as well as individual flying from these locations.

Altitude and Safety

Altitude is very important for gliding safety. 'Height' means 'options' for gliders. The main goal with cross country soaring is to ensure your glider is always in range of a safe place to land. Generally gliders will climb as high as possible, either up to cloud base or the airspace limit.

Gliders don't maintain a single level of height. They glide from thermal to thermal, and often lose between 1-2000 feet between thermals before they climb back up as high as they can. Glider pilots try to maintain the glider in this working 'band'.

We are trained to use a minimum circuit altitiude for a glider is 1000 feet above ground. This includes landing at airfields and strips, but also paddocks and outlandings. The goal is to always arrive at a safe landing area at 1000 feet above the ground. This gives the ability to check the field before landing, and allows a small amount of time to make changes if there is an unexpected problem with the intended landing area.

The problem we have around the Tokoroa region is the ground comes up to meet you. From 200 feet ground level at Matamata to 1100 feet around the Tokoroa area. And this is low compared to the hills we are actually flying over as we head south to the west of Lake Taupo.

While it is possible to fly around this higher country under 4500', it leaves little room for error, unexpected sink, or problems with landing areas. **In general glider pilots want to remain above 4500' feet at all times**, especially when flying over terrain that is elevated.

In addition 4500 feet is right on the boundary that a pilot is often going above and below. Thus dropping in and out constantly of controlled airspace can be an issue.

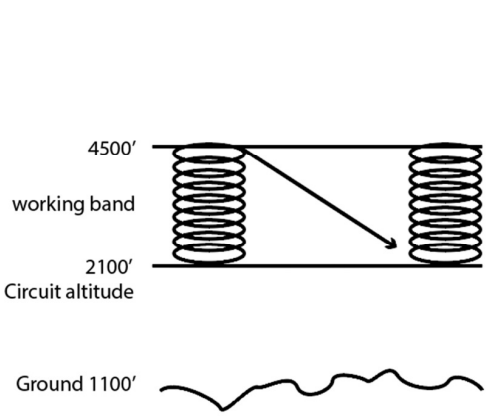


Fig a. What is possible, but leaves no room for errors

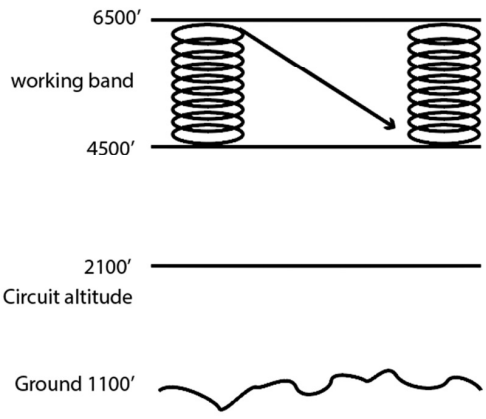


Fig b. What is preferred

Airspace Usage

Gliders are perfectly capable of using controlled airspace, however there are a number of reasons why it's not preferred:

1) Inability to talk to other gliders while mainting listening watch.
2) Extra workload in cockpit, while concentrating on flying.
3) Chance of refusal, especially when group flying.
4) Extra workload for controller.

During contests we can not fly into controlled airspace at all. This is because some pilots may be allowed and others aren't, giving an unfair advantage. In this case the Memorandum Of Understanding (mentioned later) has been very useful.

Existing Airspace Usage

The following diagrams show a sample of flights, from various days of various competitions between 2011 and 2013. The flight tracks are coloured by height, so it's easy to get a feel for the heights the pilots are tracking between. The heights are of course limited by cloud base and airspace, but give an idea of what's normal for contest flying.

The Memorandum Of Understanding (MOU) in place with the existing airspace in general has been well used for competitions, and as you can see by the diagrams allow access to the Tokoroa airspace. Without the MOU in place, these areas would be too low for safe flying. The MSC very much appreciates the coorporation with Airways around the MOU for both Matamata and Centennial Park based contests.

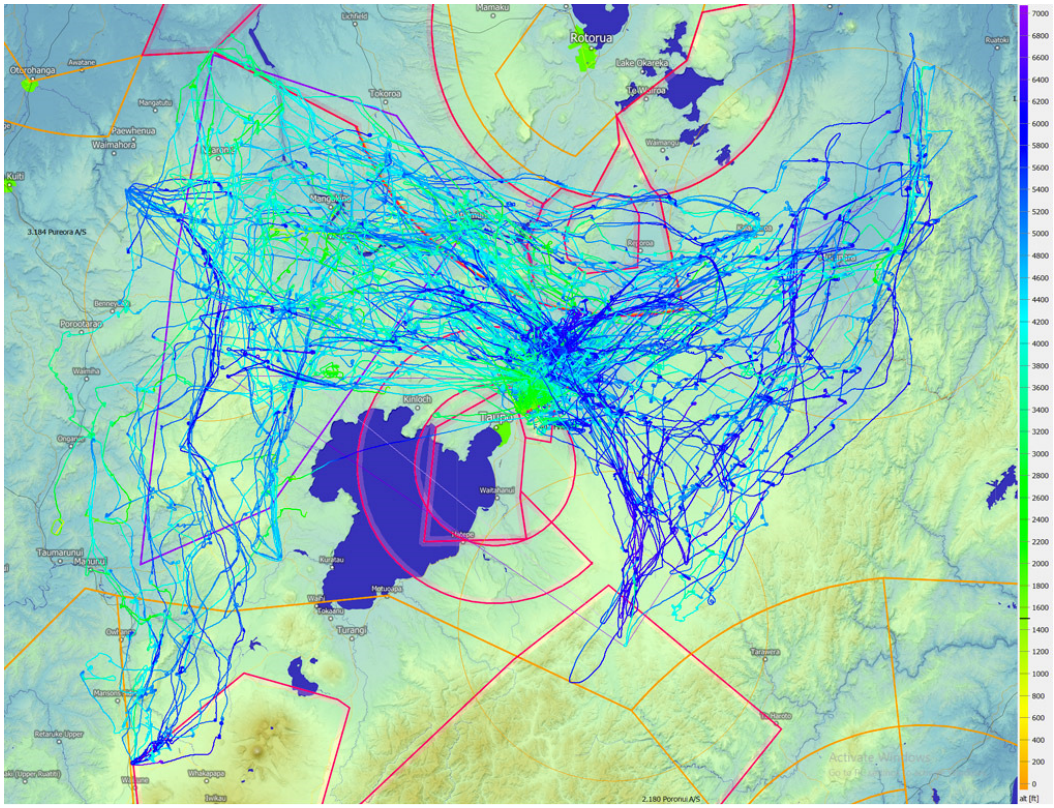


Figure C. Flying West, South west and East from Centennial Park.

In Fig. C, the terrain and thus height of flight is generally higher than the Matamata region. Launch elevation is 1500 feet, and surrounding ranges are around 2500 feet in places. The distance between safe landings can be greater around this region also, thus preferred flying heights are above 5500 feet. Note usage of the Pureroa ranges towards National Park in the R299 area.
Much of the flying in this diagram is limited by the airspace limit of 6500 feet.

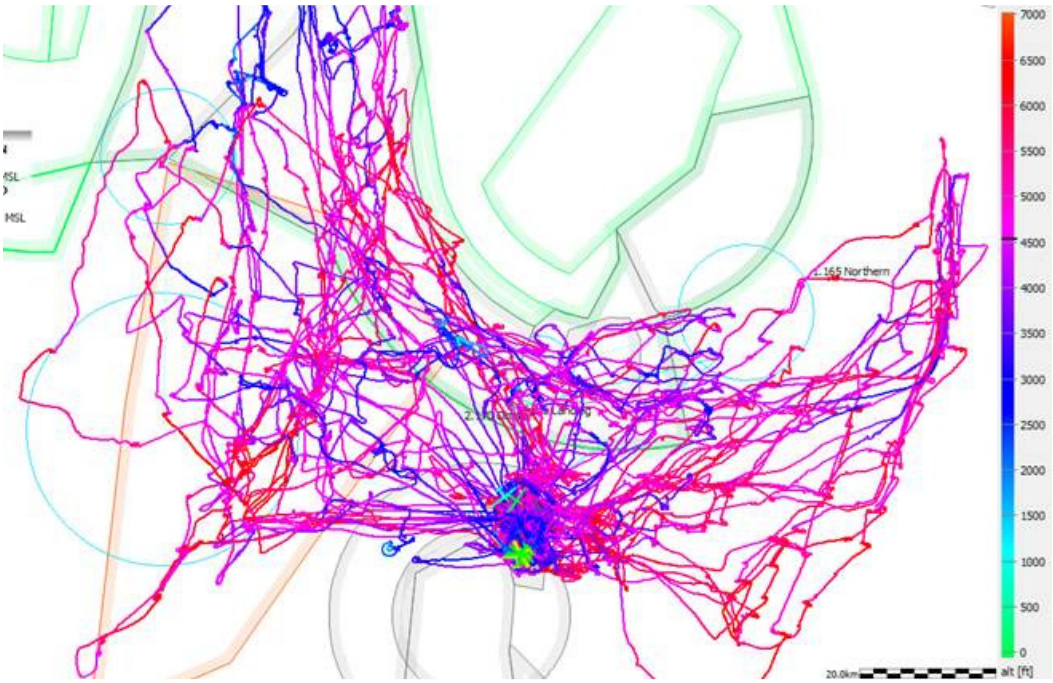


Figure D. Flying towards Matamata from Centennial Park.

Figure D. shows usage of the airspace heading up towards Matamata, and demonstrates flying from Centenial park often heads up into the areas of G255 and G254.

Figure E. below shows some competition days starting from Matamata aerodrome that head down towards the central plateau. Again you can see how heights increase into the 4500-6500 feet range in this southern area.
It also demonsrates the heavy usage of the edge of the Mamakus to transit south. This often provides good energy lines closer to Rotorua, and pilots often skirt on the edges of arispace around here.

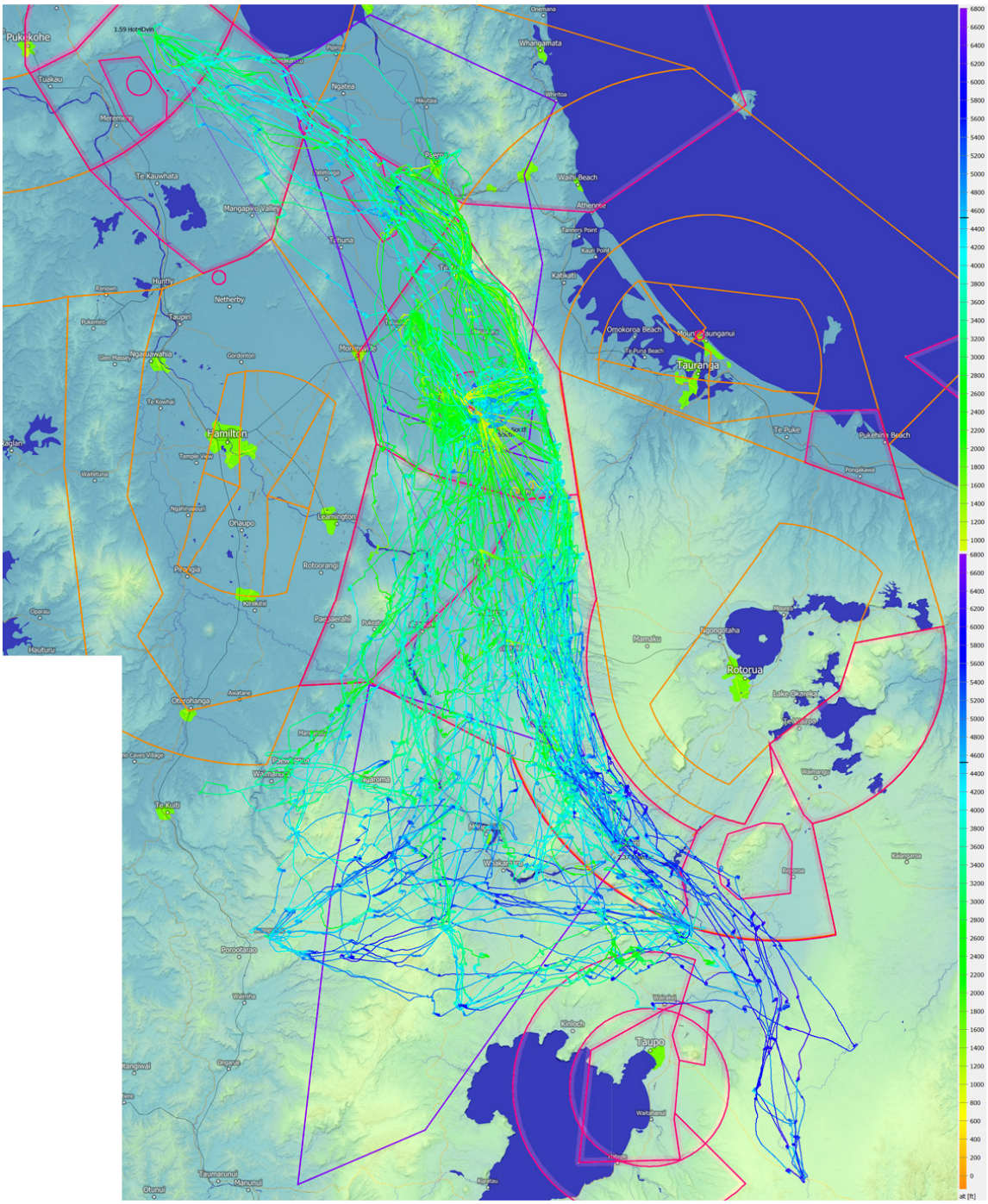


Figure E. Typical Flying north and south from Matamata

Recommendations

Designing airspace for usage by many different users is appreciatably a difficult task. Gliding is very different from other forms of aviation, unique in its sport rather than a ‘get from A to B’ nature. From a gliding point of view, no (controlled) airspace is the best airspace, but we understand this is not always be possible.

Suggestion One

Lift the lower level of NZA437 (as highlighted in Figure F.) from 6500 to 9500 feet. This may well require the need for new 6500 feet let down areas into and out of Hamilton and Rotorua. This would remove the need for R299 altogether.

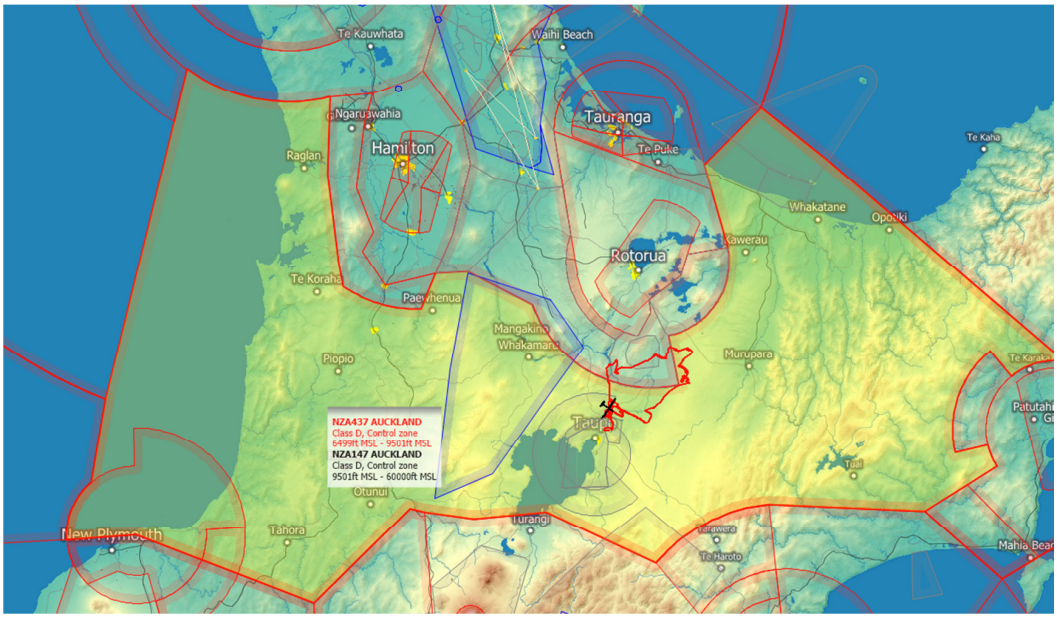
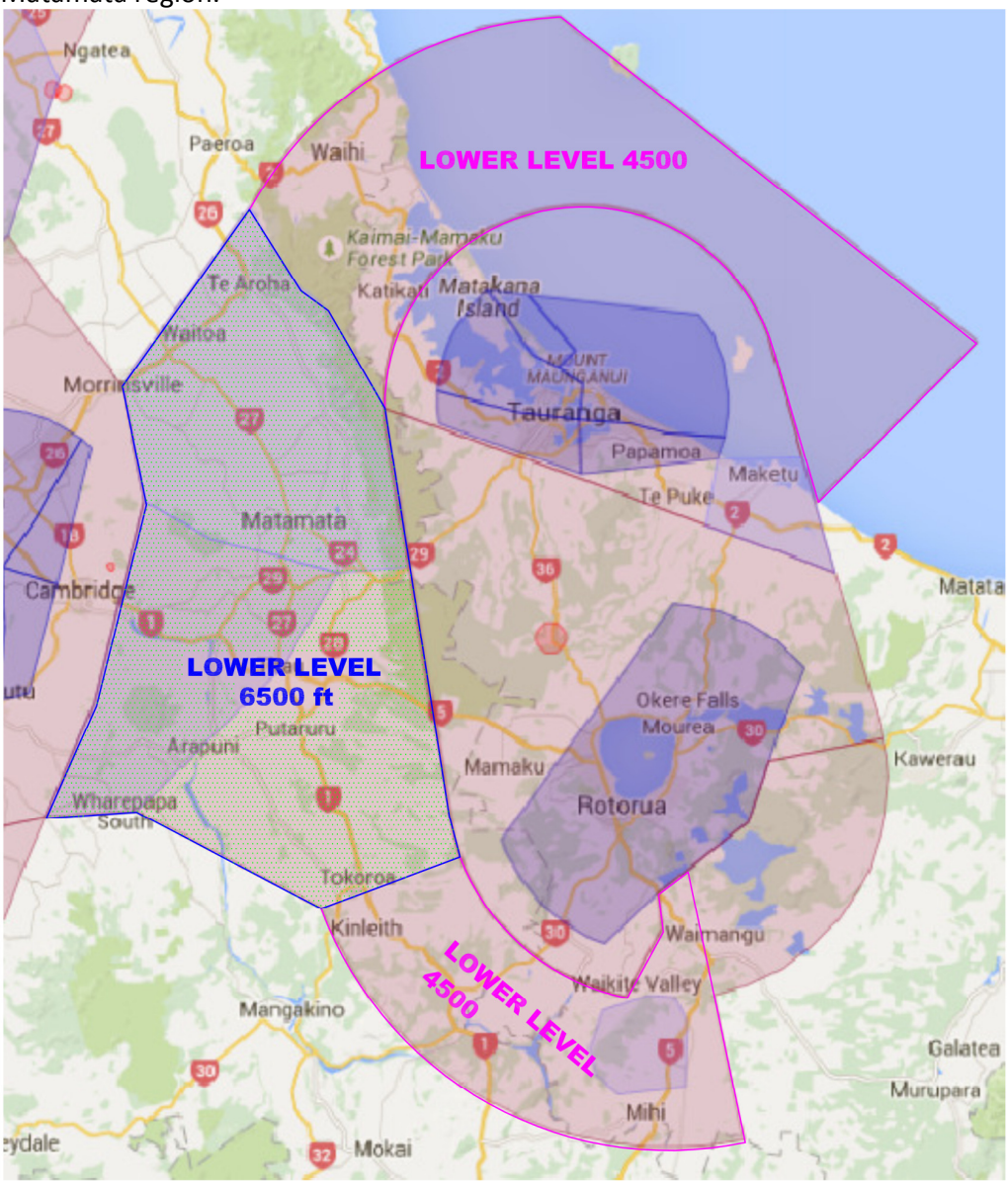


Figure F. The existing NZA437.

Suggestion Two

Lift the lower level of NZA244 to 6500 feet OR split this area up so the Matamata region is a separate airspace with a lower level of 6500 feet as pictured in Fig. G. A MOU may still be required to allow access to the critical Rotorua south airspace which as demonstrated in existing contests, is heavily utilised.

This would heavily simplify competition glider flying, and everyday flying in the Matamata region.



Proposed Change

INCREASE LOWER LEVEL OF NZA244 FROM 4500 FT TO 6500 FT FROM TE AROHA TO TOKOROA. LEAVE AREA NORTH OF TAURANGA AND SOUTH OF ROTORUA AS IS.

Figure G.

Suggestion Three

If suggestion one isn't possible, then it is suggested to change the height of R299 to be 9500' feet rather than 7000'. Also to adjust the shape for several advantages:

1) It touches the airspace boundaries to the south means there's no longer an airspace 'wall' between R299 and the 9500'.
2) Covers the Mangakino forests which are generally good high level thermals.
3) Enable other aircraft to transit around this area, for example Hamilton to Taupo traffic.
4) Cover a larger part of the Pureroa ranges.

The dashed blue line is another alternative top edge to this area, if the ability to route other aircraft around this area is necessary. We'd rather have a higher altitude area that's more southern, than a taller space that's of lower altitude, as long as the surrounding airspace is 6500 feet anyway. Due to the limited number of times of the year this is open, this may not be an issue.

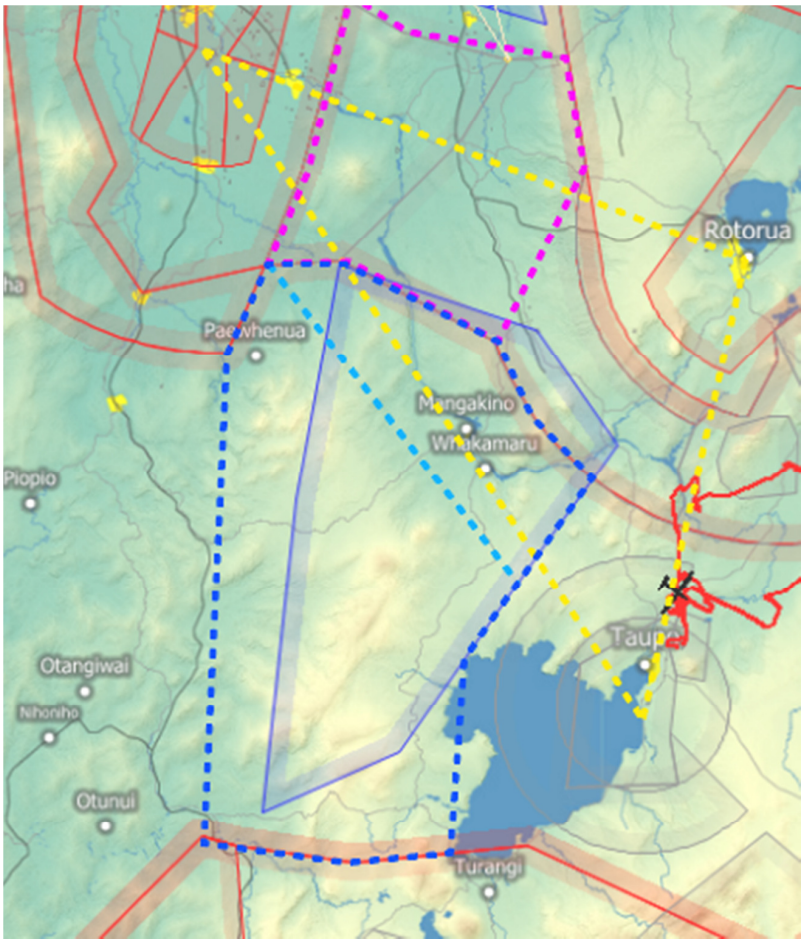


Figure H. Proposed new R299 shape

Suggestion Four

Trim the northern corner of Hamilton airspace. This airspace cuts right into the transit path for gliders heading towards Huntly and Te Kawhata area. The hill peak that the corner of the airspace hits is right where gliders want to climb. This is often used in transit from Drury to Matamata by gliders. The dotted line in Figure I is a suggested new boundary for NZA245

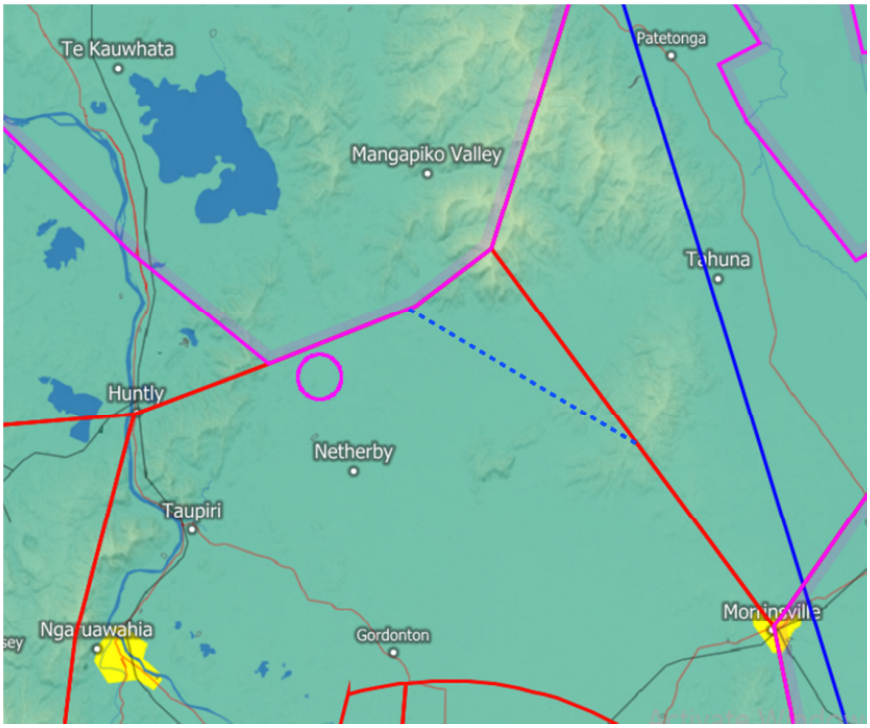


Figure I. Suggested trimming of the Hamilton airspace corner.

Suggestion Five

Assuming suggestion two is not an available option, create a new larger area for G255 to enable safe transit south into the Central Plateau area. There are several issues with the existing G255:

1) The area is not available most of time, because controllers generally don't like to open both G254 and G255 at the same time.
2) The shape doesn't support transiting south easily. It narrows at the bottom, so calling to cut through the corner of the Tokoroa airspace is usually necessary, yet only for a few minutes, thus adding to workload of controllers with little benefit.
3) The same applies returning home from the Pureroa ranges. 'Final glide' home cuts through this corner as well as seen in Figure J below.

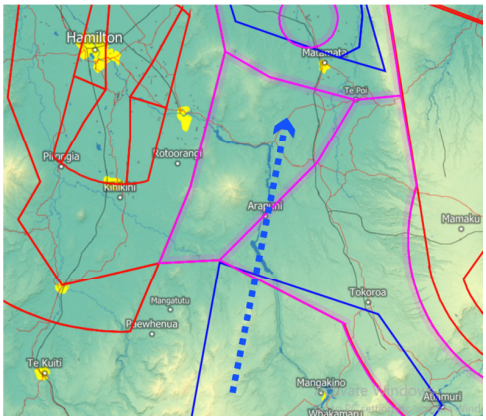


Figure J. Typical flight path home from the Pureroa ranges

The suggestion is to increase the size of G255 to include enough space to transit south, and make use of the Mamukus towards the edge of the Rotorua airspace. The dashed pink area in Figure K indicates the potential new shape. Height would remain the same, 4500-6500 feet.

This would also need to be available to open up at the same time as G254 with a certain reliability. Switching to opening by notification would solve this issue.

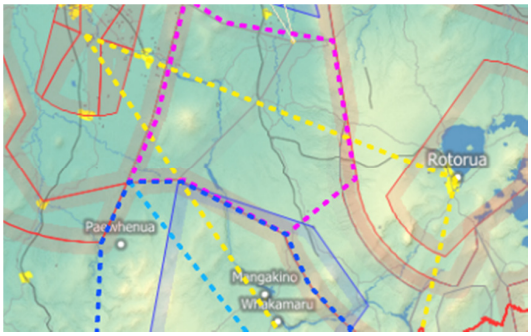


Figure K. Suggested new G255 shape that allows transit south.

Conclusion

Thank you for the opportunity to share our views with regard to airspace around the Waikato and Bay of Plenty regions. We have presented several options that would have a dramatic effect on gliding, for both competition and general users. We want to make this part of the country a world class gliding destination.

Regards,

Tim Bromhead on behalf of
Matamata Soaring Centre
tim@pear.co.nz
Ph 021 217 9049
15 Beale St,
Hamilton 3216

Trevor Terry on behalf of
Taupo Gliding Club
trev@trevorterry.nz
Ph 027 490 8566

Matamata Aerodrome Users Group
PO Box 100
Matamata

6 August 2015

Dianne Parker
Group Executive Officer
Aviation Infrastructure and Personnel
Civil Aviation Authority of New Zealand
PO Box 3555
Wellington 6140

Dear: Mrs Parker

Reference – 2016 Waikato and Bay of Plenty Airspace Review

Thank you for inviting us to consult on the 2016 Waikato and Bay of Plenty Airspace Review.

Introduction

Matamata Aerodrome is a landmark asset for Matamata-Piako District, characterised by expansive grass runways, a low-key rural setting and the backdrop of the Kaimai Ranges. Its principal purpose is providing for a wide range of recreational aviation activities. It hosts regional and national recreational aviation events, and is the venue each January for the iconic Walsh Memorial Scout Flying School.

Our Users' Group operates in conjunction with the Council to ensure the safe and coordinated operation of the airfield, and to provide advice on general management of the aerodrome. The Users' Group represents a wide range of aviation activities including:

- Flight Training
- Gliding
- Parachutes
- Model Aeroplanes
- General Aviation and Microlight Flying

Airspace Issues

In general, our members are in favour of maximising the volume of uncontrolled airspace in the Matamata area. Any further reduction to the altitude or extent of uncontrolled airspace would severely impact the activities of many of our members.

There are many recreational pilots that are unable to, or prefer not to, fly in controlled airspace. They may lack equipment (e.g. transponders), or have difficulty in following a prescribed course and height (e.g. gliders), or simply wish to avoid the complexity of dealing with air traffic control (e.g. flight training). Increasing the volume of uncontrolled airspace available to all of these users should reduce the density of VFR traffic and reduce the chance of a collision.

Gliders, in particular, would benefit from raising the lower limit of controlled airspace. They would be less likely to land out, and have more landing options within gliding range; it is like other aircraft being able to carry more fuel. This is especially important in the area south of Matamata where the ground surface is higher.

Our proposal

Our proposal is to raise the lower limit of controlled airspace from 4,500 ft to 6,500 ft in the area shown on the attached figure. Instrument flight paths and procedures for Tauranga and Rotorua could be protected by maintaining the current lower limit of controlled airspace at 4,500 ft in the area northeast of Te Aroha and south of Tokoroa.

The first in the list of CAA's goals for this review is:

> *"De-clutter, simplify and clarify Waikato and Bay of Plenty airspace"*

Our proposal would certainly de-clutter and simplify the airspace around Matamata. General Aviation Areas G254 Matamata and G255 Karapiro would become redundant and could be dis-established.

This change would provide a continuous corridor of uncontrolled airspace with a consistent upper limit between Hamilton and Tauranga/Rotorua, from Thames to somewhere south of Taihape. It is consistent with *taking a regional approach to airspace review*, which is another one of CAA's stated goals for this review.

Closure

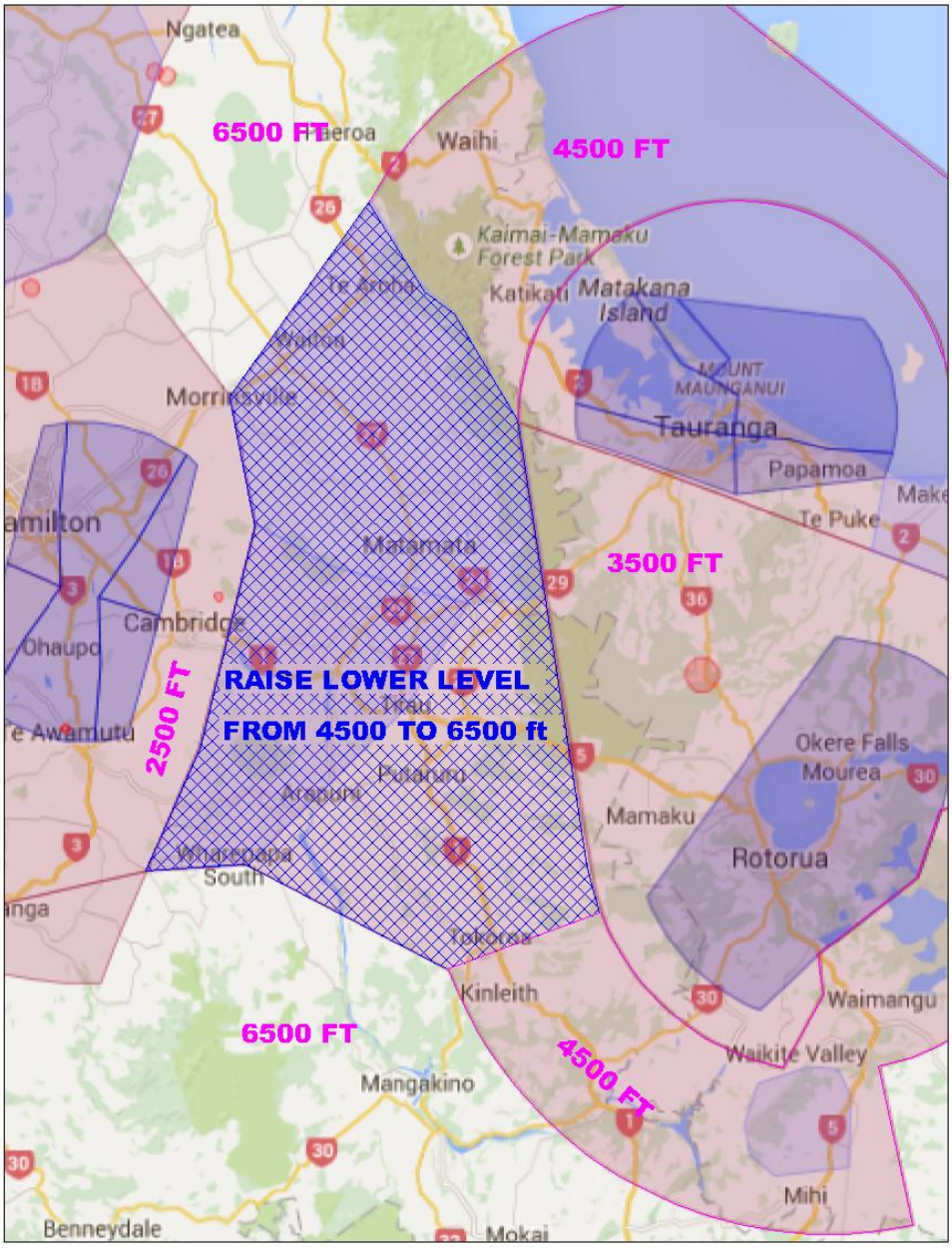
Please contact me if you have any questions or comments on this submission. We look forward to hearing from you in the next stage of consultations.

Sincerely,

David Dennison, on behalf of
Matamata Aerodrome Users Group

Enclosure

Matamata Aerodrome Users Group
6 August 2015
Page 4



Proposed Change

INCREASE LOWER LEVEL OF CONTROLLED AIRSPACE FROM 4500 FT TO 6500 FT IN SHADED AREA FROM TE AROHA TO TOKOROA.

Dianne Parker

From: nicholas taber <nicktaber@hotmail.com>
Sent: Tuesday, 9 June 2015 2:45 p.m.
To: Paula Moore
Cc: Dianne Parker
Subject: 2016 Waikato and Bay of Plenty Airspace Review - NZHGPA Submission 9th June 2015
Attachments: Waikato Bay of Plenty Airspace Review GAA NZG458 Paeroas NZHGPA Submission 9th June 2015.pdf; Paeroas Airspace Proposal to Extend GAA NZG458 Auckland and Waikato HG PG Club.pdf

Good afternoon Paula,

Please find attached a covering letter and submission documents from the NZHGPA for the 2016 Waikato and Bay of Plenty Airspace Review.

The NZHGPA Submission is to extend GAA G458 Paeroa Range, Rotarua, further South to the 25 OR arc. Jeff Ripley and Leslie Graham of The Auckland Hang gliding and Paragliding Club have already consulted with Airways Bay Sector Manager Brian Walls who has commented that *"Extending Airspace to 25 DME would have minimal impact"* and The Taupo Gliding Club have also commented that they are in support of the NZHGPA Proposal.

Should you have any further questions then please do not hesitate to contact me and I thank you for your time in the airspace review process.

kind regards

Nick

Nick Taber
NZHGPA Airspace Officer
Tel: 03 5450766
Mobile: 021420742

New Zealand Hang Gliding Paragliding Association

Paula Moore
Aeronautical Services Officer
Air Traffic Services (Airspace)
Civil Aviation Authority
PO Box 355
Wellington 6140
New Zealand

9th June 2015

Dear Paula,

Waikato and Bay Plenty Airspace Review 2016 – GAA NZG458 Paeroa Range

Please find enclosed a submission by the New Zealand Hang gliding and Paragliding Association (NZHGPA) on behalf of the Auckland and Waikato Hang gliding and Paragliding Club's for an extension to the existing GAA G458 Paeroa Range.

Jeff Ripley of Auckland Hang gliding and Paragliding Club has initially consulted with Airways Bay Sector Manager Brian Walls, to explore the possibility of extending the GAA out to the 25 RO arc to an altitude up to 6500 ft. Brian has looked at this in some detail and notes the following (extract from submission email);

"Extending Airspace to 25 DME would have minimal impact. However increasing the upper limit to 6500 ft raises a few concerns."

1. It affects decent profiles of inbound IFR aircraft for both Visual Approach and Instrument Approaches for Runway 36.

   a. For Visual Approaches Runway 36 it would either require increase track miles to fly or require the Aircraft to remain at 7000 ft until inside 10NM RO.

   b. For Instrument approaches Runway 36 it would require the aircraft to remain at 7000 ft well above the commencement level for the approach of 4000 ft, the approach into the RO is challenging as it is a circling approach and thus providing a stable standard approach is preferable to having aircraft well above profile.

   c. For ARC approaches Runway 36 the Aircraft would be held above commencement approach level and may require aircraft to descend in the hold adding unnecessary track miles to fly.

2. It also complicates departures off Runway 18, Visual departures would not be available as the aircraft would be required to be 7000ft or above inside 10NM RO.

3. Aircraft on a Standard Instrument Departure (SID) would require an increased climb profile as they would need to be 7000 ft or higher to remain clear of the area heading South.

Nick Taber NZHGPA Airspace Officer, C/-27 Strathaven Place, Atawhai, Nelson 7010
Email: **nicktaber@hotmail.com** Web: **www.nzhgpa.org.nz** Phone: **03 5450766**

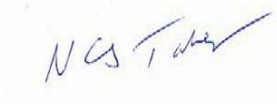
New Zealand Hang Gliding Paragliding Association

Please note Brian's comment that "*Extending Airspace to 25 DME would have minimal impact* " and after further consideration it is understood that a height limit of 5500 ft AMSL would solve Airways concerns.

Therefore, the NZHGPA requests that the existing GAA G458 Paeroa Range boundaries be extended as per the enclosed submission map out to RO 25 arc to the South, with an upper limit of 5500 ft AMSL.

Also within this submission is an email from The Taupo Gliding Club in support of the NZHGPA proposed boundary extension to GAA G458.

Yours sincerely

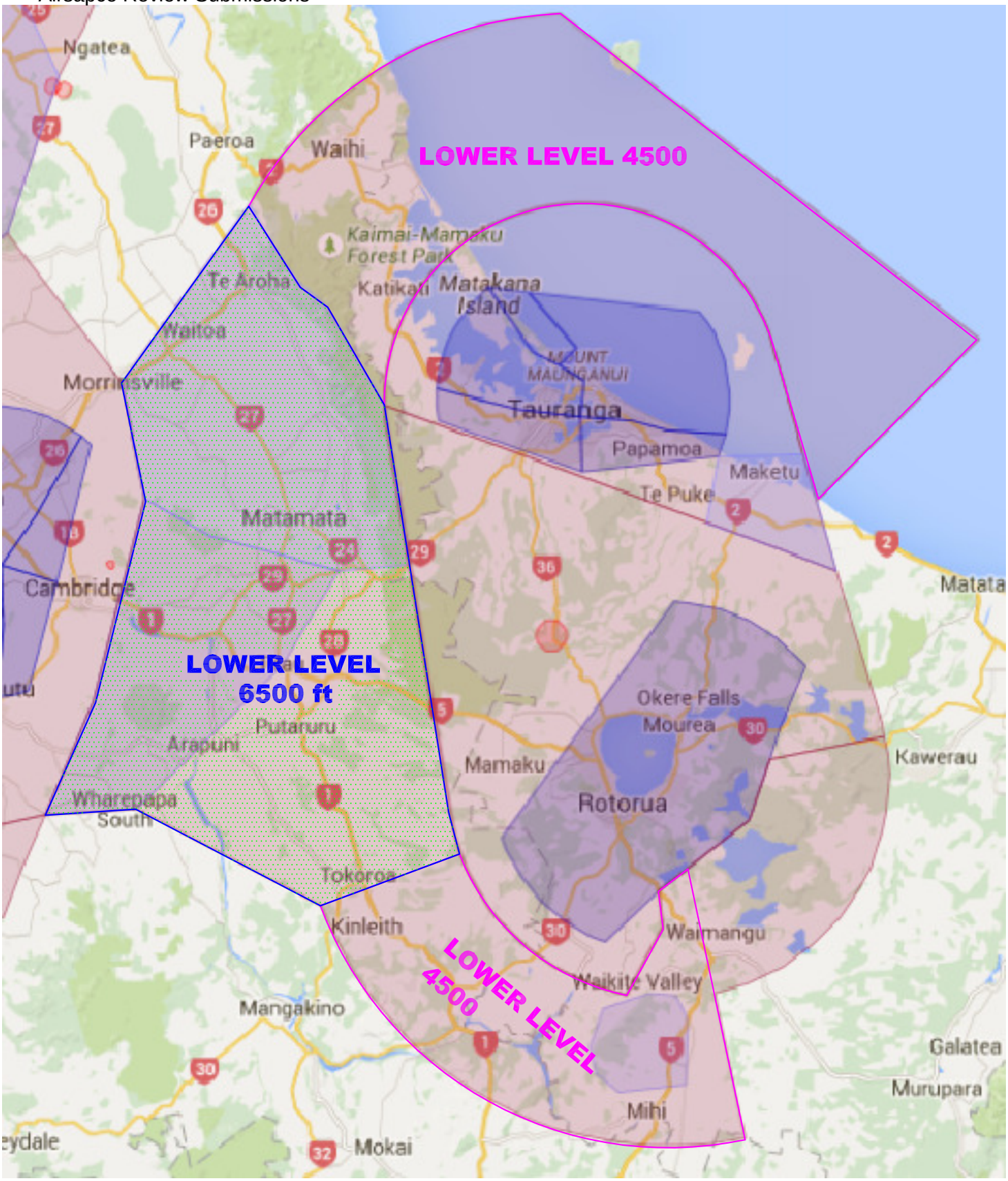


Nick Taber
NZHGPA Airspace Officer

Documents Enclosed

Doc 1 - AHGPC/WHGPC Letter.
Doc 2 - CAA Application Form.
Doc 3 - Topography Map of Paeroa Range depicting GAA boundaries.
Doc 4 - Paeroa Range GAA Boundary Co-ordinates.
Doc 5 - Brian Wall Airways consultation emails.
Doc 6 - Taupo-Gliding Club email in support of extending GAA G458.

Nick Taber NZHGPA Airspace Officer, C/-27 Strathaven Place, Atawhai, Nelson 7010
Email: **nicktaber@hotmail.com** Web: **www.nzhgpa.org.nz** Phone: **03 5450766**



Proposed Change

INCREASE LOWER LEVEL OF NZA244 FROM 4500 FT TO 6500 FT FROM TE AROHA TO TOKOROA. LEAVE AREA NORTH OF TAURANGA AND SOUTH OF ROTORUA AS IS.

Piako Gliding Club

C/- 25 David St

Morrinsville 3300

7 August 2015

Group Executive Officer
Aviation Infrastructure and Personnel
Civil Aviation Authority of New Zealand
PO Box 3555
Wellington 6140

Dear Group Executive Officer:

Reference – 2016 Waikato and Bay of Plenty Airspace Review

Thank you for inviting us to consult on the 2016 Waikato and Bay of Plenty Airspace Review.

Introduction

The Piako Gliding Club has operated out of Matamata Aerodrome for almost 60 years. Over that time we have seen the volume of uncontrolled airspace available to us steadily decline and so we very much welcome the opportunity to submit to this review.

Airspace Issues

Gliders by their very nature are continually sinking relative to the air around them. Obviously, the higher they can climb to the longer their range. It is an unfortunate natural phenomenon that the greatest likelihood of finding lift is over hill or mountainous country. Unfortunately this is where there are few if any landing places available. It follows that the higher a glider can fly over such country the greater the chance of finding lift and the wider the search area available to find a safe landing. By raising the ceiling from 4500ft to 6500ft this effectively doubles our search range. This is of particular interest to us to the South and South East of Matamata.

Passing on the skills of flying cross-country is best done by a follow the leader and in flight coaching situation. This cannot be done in controlled airspace because of required radio procedures and Air Traffic Controllers requirements.

Our Proposal

Simplify the airspace around Matamata by raising the lower limits of General Aviation Areas G254 Matamata, G255 Karapiro and G458 Karapiro, to 6500ft thereby making them redundant. Raise the lower limit of NZA244 Rotorua from 4500ft to 6500ft in the area shown on the attached file.

This would simplify the airspace between Thames and well to the South of Lake Taupo allowing a consistent VFR ceiling and thus making cross-country flying vastly safer for our glider pilots. This would also de-clutter the VN Charts and reduce the density of VFR traffic.

In closing I invite you to contact me if you have any queries or require clarification on this submission. We are keenly interested in hearing from you regarding the next stage of the consultations.

Yours faithfully

Bill Mace

on behalf of
Piako Gliding Club

1. The lower limit of 1500ft for the OHCTA is not conducive in allowing sufficient and safe separation from circuit traffic when conducting an overhead rejoin at both Feilding and Palmerston North aerodromes. The present circuit altitudes are 1100ft - Feilding's having been recently lowered to match that of PM as a result of a mid-air collision – which allows only 400ft rather than the standard 500ft separation. Raising the lower limit of the OHTMA in all areas to 1600ft would keep a safer standard. It is not envisaged this limit would have an affect on the instrument approach into OH.
2. The airspace around Ashhurst is not clearly defined on the VNC due to various boundary overlays and clutter. There has been a number of airspace incursions into the PMCTR with aircraft transiting this area due to the misbelief that the Ashhurst township is entirely outside CTA when in fact the boundary goes midway through Ashhurst. This boundary also tends to push aircraft into a very narrow corridor around Ashhurst when transiting to and from the gorge area. Realigning the PMCTR boundary to the south of the township would alleviate the airspace incursions, be clearer on the charts and give a bit more room for uncontrolled transits. It is not envisaged this would impact on the RWY25 instrument approaches as the altitude limits/steps will be sufficiently high in clearing this area.
3. The airspace around the Manawatu Gorge is a high density transit area for aircraft. There have been a number of 'close calls' between aircraft as a result of the vagaries and various options of what frequency aircraft utilise. Expanding the Feilding CFZ to include this area from Aokautere through to Woodville and back just south of Whariti Peak would ensure a lot safer environment for all.
4. MOAs – Now that the RNZAF CT4 aircraft have been replaced with the Texan it would be timely to review the NW MOA, namely AREA Foxtrot. This area has limited IFR aircraft being able to fly the WU RWY 29 approach. I understand that WU may in the near future experience an increase in local VFR training operations. IFR aircraft presently tend to do circling approaches and this will not be conducive in safe circuit integration for all operators. Reducing the size of area Foxtrot to at least East of the Turakina river valley should have minimal impact on RNZAF operations.
5. M306 -does this area need to be of the present radius? Reducing the size would make safer options for transiting seawards of the coast and keeping aircraft within gliding distance of land.
6. WU MBZ – this area works fine for circuit operations but again there are vagaries as to what frequency aircraft should be on when transiting around the MBZ. By establishing a CFZ around the WU area that maybe butt up with the FI and Taranaki CFZs and would be a safe advantage for all.

!

1. Agree with the CAA proposal to reduce the size of CTRs to safely contain the circuit vicinity and IFR arrival and departure fans only. There is no reason to have CTR expanded to contain various VFR training areas and other operations. These should be outside controlled airspace and contained within CFZs to allow pilot to pilot communication when considered necessary. This will reduce the amount of Radio clutter and allow ATC to do their job much

more effectively and thus safer.

2. There are still a number of aircraft that do not have transponders and the reduction of CTA will be most beneficial for transits around such.

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1. Do L464 and L263 need to be inside the CTR. It would work well enough if they were outside CTA and inside a CFZ? This would allow the CTR to be reduced in width but still contain the IFR approach and departure fans
2. CFZs are required on both sides of the HN CTR to ensure the safe operation of the large numbers of aircraft domiciled an HN and those transiting the area. At present it is not clear what frequency aircraft should be operating on in these area. FISCOM is not an option as it limits pilot to pilot interaction when required.

$%#$

1. The TGCTR is far too large and with various areas such as the Matakana sector and the area south of Papamoa Beach being utilised for VFR training operations creates unnecessary RTF clutter. It is often difficult to get RTF time when the controller is continually passing mutual traffic information to aircraft in these areas. If these areas were class G airspace and encapsulated in a CFZ it would ease ATC involvement. This would then be common with other CTR operations throughout the country
2. Reducing the size of the CTR to the south of the city would allow a lot more uncontrolled transits. CTA here does not seem necessary as it is well outside the approach and departure fans for IFR aircraft.
3. Why does the CTR need to be up to 2500ft. If the CTR was limited to 1500ft then the CTA could be stepped out on top to contain IFR operations allowing more uncontrolled airspace.
4. The Peninsula CFZ could be extended down to the TGCTR boundary.
5. Does L261 need to be inside the CTR?
6. Could a transit lane be established west of Omokoroa underneath the RWY 07 approach?

Dianne Parker

From: JENNINGS JAMES, MR <JAMES.JENNINGS@NZDF.mil.nz>
Sent: Tuesday, 11 August 2015 2:10 p.m.
To: Dianne Parker
Cc: Paula Moore
Subject: Unclassified: 2016 Waikato and Bay of Plenty Airspace and Northland Airspace Reviews

Dianne,

Our Whenuapai based Squadrons have reviewed the Airspace Review Documents for Waikato and Bay of Plenty and Northland. The RNZAF will not be making any submissions on these two Reviews.

Regards

Jim Jennings
J.R.Jennings | SO Operational Support
Directorate of Evaluation & Airworthiness (Operating)
RNZAF Base Ohakea | Private Bag 11033 | Palmerston North | New Zealand | 4442
DTelN:368-7844 | Ph +64 6 3515844 | Fax +64 6 3515843 | james.jennings@nzdf.mil.nz

Dianne Parker

From: Trevor Terry <trev@trevorterry.nz>
Sent: Friday, 7 August 2015 5:05 p.m.
To: Dianne Parker
Subject: 2016 Waikato Air Space Review

Group Executive Officer

Aviation Infrastructure and Personnel

Civil Aviation Authority of New Zealand

PO Box 3555

Wellington 6140

Fax: 04-569-2024

Email: dianne.parker@caa.govt.nz

2016 Waikato and Bay of Plenty Airspace Review

On behalf of the Taupo Gliding Club Inc as a member of the Matamata Soaring Centre, we would like to support the submission offered by the Matamata Soaring Centre via Tim Bromhead.

The area we operate in has high mountain ranges and large forested areas and safety can be compromised when operating at lower levels.

The Central Plateau offers unique soaring conditions that are becoming well known internationally.

We believe lifting NZA 437 airspace will have benefit to all aviators as it will reduce the workload for Controllers and pilots and allow safer transits.

Yours faithfully

Trevor R Terry

Contest Organiser

Taupo Gliding Club Inc

P.O.Box 25 Taupo

trev@trevorterry.nz