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Dianne Parker

From: Paula Moore
Sent: Monday, 6 January 2014 12:33 p.m.
To: nicholas taber
Cc: Dianne Parker
Subject: RE: NZHGPA Proposed GAA Hamilton Airspace Review - Update from Airways

Happy New Year Nick,

Thank you for the email – I shall include it with the submission.

Regards,
Paula

From: nicholas taber [<mailto:nicktaber@hotmail.com>]
Sent: Monday, 6 January 2014 12:24 p.m.
To: Paula Moore
Subject: NZHGPA Proposed GAA Hamilton Airspace Review - Update from Airways

Good afternoon Paula,

Happy New Year to you.

Please find below an email for inclusion in the Hamilton Airspace Review and for your consideration from Damian Bell of Airways, who believes the requested NZHGPA GAA from Huntly to Hamilton will have; *minimal impact*.

Kind regards

Nick

Nick Taber
New Zealand Hang gliding & Paragliding Association
Tel: 03 5450766
Mobile: 021420742

From: Bell, Damian [<mailto:Damian.Bell@airways.co.nz>]
Sent: Monday, 23 December 2013 10:59
To: Leslie
Subject: Proposed GAA Huntly to Taupiri.

Hi Leslie

I'm a little late getting back to you with reference the above but I have now spoken to a few other people who are usually involved in this type of request. Provided the map you provided is a fairly accurate representation of the proposed area then my Initial thoughts still stand – the impact should be fairly minimal. If anything changes then please let me know. Much as I'm mostly working over xmas your best way of contacting me is by email although I will be available on the number below from time to time.

Many thanks

Damian

Damian Bell | *Enroute Bay Team Leader*

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Airways New Zealand Submission Regarding the CAA 2014 Hamilton CTR and Airspace Review

19 December 2013

The following is the Airways New Zealand submission to the 2014 review by CAA of the Hamilton Control Zone and Airspace.

1. IFR procedures to be retained

The training organisations in HN wish to keep all instrument flight procedures (IFPs) currently available to them, however the NDB is due for withdrawal in 2015.

If CAA's determination is that circling areas need to be protected by controlled airspace then we would like to remove circling option for Cat C and D to enable the protection area provided by the CTR to be reduced (reduction of CTR width).

There are still questions regarding airspace containment requirements for non-DME approaches such as the HN VOR RWY 18L approach.

2. Planned new IFR procedures

HN Tower and the Bay sector have identified that the present SIDs at HN do not cater for an efficient flow of traffic, and the intention is that three SIDs will be available for RWY 18L and RWY 36R at HN which would improve departure rates and facilitate the use of TIDs at some point in the future. The SIDs would likely fan out to a minimum of 30 degrees from the runway centreline to allow successive IFR departures.

Ultimately, all IFPs should be aligned so that final approach tracks and missed approach tracks are the same and the missed approach heights are all the same.

A future possibility of a SID and STAR to/from the hospital.

3. Reduced CTR

Airways is keen to see reductions in the size of the HN CTR where possible to the minimum required to protect IFPs – including a reduction in the upper level of the CTR. An advantage of doing this is that it would enable circular flow concept to be fully implemented with minimal distance for VFR aircraft to fly East or West before vacating the CTR.

A factor in determining the width of the HN is the need (or not) for airspace protection of the circling areas for the instrument approaches. HN IFPs include circling for cat A, B, C and D. Subject to a CAA determination regarding containment of circling approaches, we feel that circling requirements and/or limitations on circling should be investigated and consulted in order to establish what circling requirements are needed and, consequently, airspace needed for circling protection.

Another factor in determining the size of the HN CTR is the profile of some of the teardrop approaches. For example, the VOR/DME RWY36R indicates that base turn can be flown at 1500ft – thus, much of the outbound leg of the approach is influencing the width/size of the CTR. If the base turn could be raised to not below 2,000ft then it is probable that this would allow a reduction in the size of the CTR if the upper level can also be lowered to 1500ft (which we think it could be).

Any reductions in the size of the CTR should include evaluation of the need or not for the continued existence of the transit lanes.

4. HN Circuits

Airways sees benefits to ATM if the circuit direction for runways 36L and 36R were to be right hand (to the east of NZHN).

Airways also sees benefits to ATM if the circuit levels were lowered to 1,000ft AMSL.

5. L263 and L264

Currently, LFZs L263 and 264 are partly within the CTR. Airways would like LFZs to be outside the CTR.

6. HN CTA

Whilst not the focus of this airspace review, Airways would like it noted that there are still ATM issues around HN and the Bay sector – some of which could be alleviated or better managed with amendments to the HN CTA.

Contact Details

John Wagtendonk
Policy, Standards and Safety Improvement
Airways New Zealand

26 Sir William Pickering Drive
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PO Box 14-131
Christchurch

Ph 03 3581620

Email j.wagtendonk@airways.co.nz

Dianne Parker

From: Paula Moore
Sent: Monday, 6 January 2014 4:34 p.m.
To: brucenik@xtra.co.nz
Cc: Dianne Parker
Subject: RE: airspace review Hamilton

Good afternoon Mr Belfield,

Dianne has forwarded your query to me to answer.

T252 is the identifying designator of the VFR transit lane in the southern portion of the Hamilton control zone.

The review of the Hamilton airspace includes all of the airspace designations (e.g. VFR transit lanes, low flying zones, controlled airspace boundaries) and the continuing need for the airspace.

Your email will be included in the review as part of the on-going use of the airspace.

A meeting is to be held at the Waikato Aero Club on Wednesday 29 January 2014 at 7 p.m. for all interested/affected parties, to present and discuss the submissions received as part of the review process.

Further details of the review can be found on the CAA website at the following link:
http://www.caa.govt.nz/airspace/airspace_review.htm

Regards,

Paula Moore

Aeronautical Services Officer (ATS) / DDI: +64 4 560 9525 / Fax: +64 4 569 2024 / Mob: +64 27 589 6323 / Civil Aviation Authority of New Zealand / <http://www.caa.govt.nz> / Level 15, Asteron Centre, 55 Featherston Street, Wellington 6011 / PO Box 3555, Wellington 6140, New Zealand



From: Bruce Belfield [<mailto:brucenik@xtra.co.nz>]
Sent: Wednesday, 1 January 2014 10:55 a.m.
To: Dianne Parker
Subject: airspace review Hamilton

Hi Dianne,

Regarding the airspace review in the Hamilton zone.

I currently operate a helicopter base at Mangapiko which resides in the current transit lane .

As far as I can tell changing this to T252 is not going to be much different in the way it would currently operate for my self and Hamilton airspace ,am I correct?

Regards

Bruce

Bruce Belfield
AU and NZ Dealer.
SAFARI helicopter
South Pacific Home Rotors
400 Pirongia road RD 6
TeAwamutu 3876
New Zealand
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2014 Hamilton Control Zone and Airspace Review

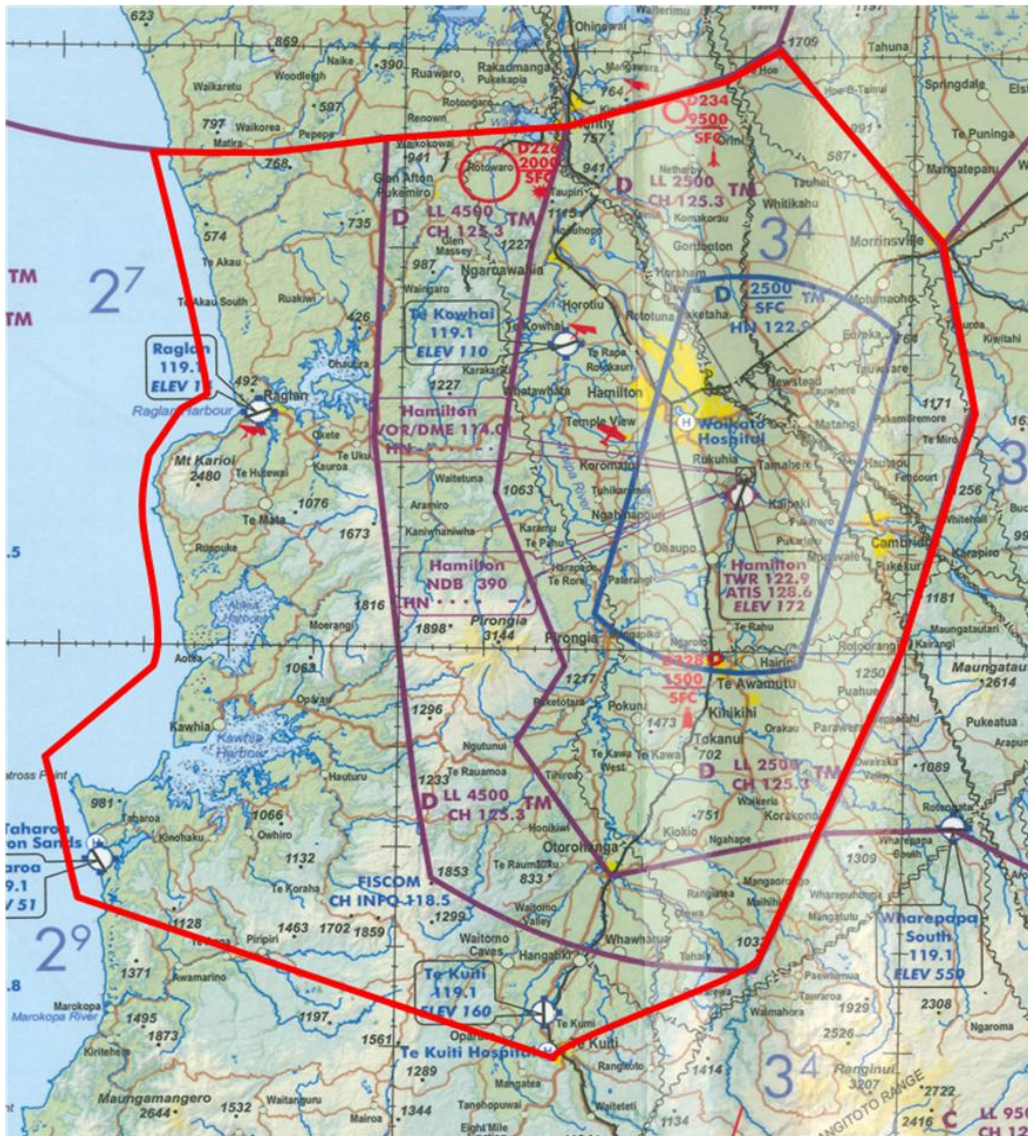
Aims:

- Streamline traffic flow in out and around HN CTR.
- Reduce hot spots.
- Align airspace boundaries with geographic features.
- Increase number/area of potential training areas.
- CFZ to the west.

Known issues:

- Arrival and departure procedures.
- “Hotspots” (Cambridge, Temple View, Scotsmans Valley).
- CTR busts (lateral) – NE corner most common.

Area for review

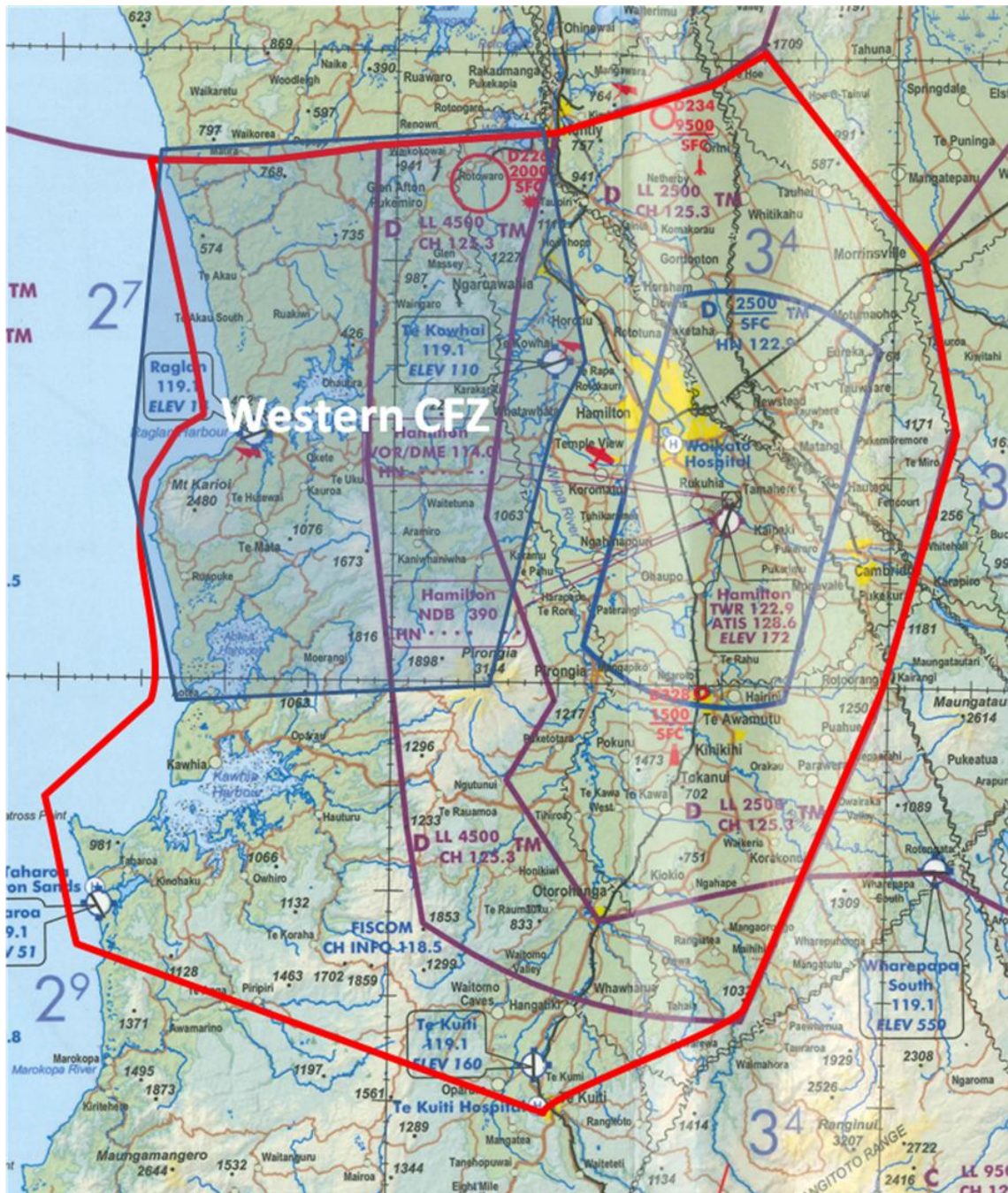


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Proposed Western CFZ

The area around Raglan is used extensively for VFR training operations, because of this we propose a CFZ as indicated below. The northern boundary being coincident with the 35AA airspace boundary from the coast to Huntly then south to Mt Pirongia but including Te Kowhai, then west to the Aotea Harbour entrance then north along the coast to the 35AA airspace boundary.



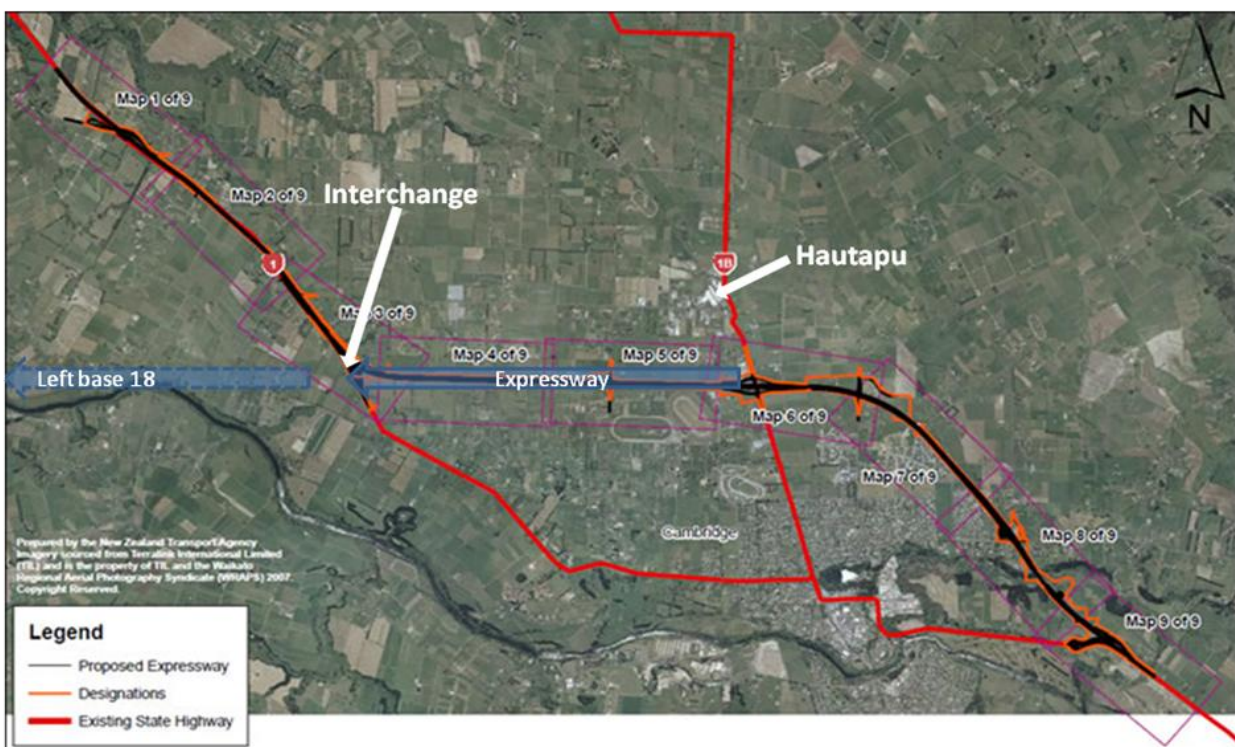


Hot Spots

There are a number of known “hotspots” around NZHN with Cambridge, Scotsmans Valley and Temple View being the most obvious. It is difficult to avoid concentrations of aircraft around significant geographical features and, for aircraft joining from the West, there are few significant visual features, which makes the CTR boundary difficult to define. Most pilots naturally track towards the obvious and “safe” feature of Temple View causing a concentration of aircraft in this area. The same occurs to the east of NZHN where the large feature of Cambridge attracts many pilots who may then follow the Waikato River towards Mystery Creek and the airport.

This issue can be exacerbated when aircraft joining from the northeast, east or southeast are asked to “track to and report in the vicinity of Cambridge” (for joining). There are a number of possible alternative to this including holding aircraft at points such as Hautapu, Matangi or St Peters School thereby reducing the congestion at Cambridge.

The construction of the Cambridge section of the Waikato Expressway may help to alleviate some of the issues to the east of NZHN by providing another obvious visual feature to lead people to or from the airport. The interchange, which is under construction at the junction of the expressway and the current SH1 south of Tamahere, may provide a useful feature (new VRP) for joining traffic. The east/west alignment of this section of the expressway is fortuitous, as from the east, the road points almost directly towards NZHN providing a good confidence feature for VFR pilots.





Transit Lanes East and West, SFC – 2500ft

Rather than radically “waisting” the CTR, and designating the airspace east, and west of NZHN class G, transit lanes could be introduced. The transit lanes could be arranged as per the picture below to allowing easy access east and west for VFR aircraft.

The problem area of the northeast corner of the CTR could be eliminated as the transit lane includes the low ground just to the west of the line of hills, which is where many occurrences happen. Arrivals from the northeast (Morrinsville, Waitoa, the Swamp) would be able to track towards Hautapu or the new SH1 interchange via the low ground on the western side of the higher terrain north of Scotsmans Valley. Integration into the circuit could then easily be achieved. Traffic from/to the northeast potentially, would be spread over a greater area thereby alleviating the hot spot in Scotsmans Valley also reducing the traffic around Cambridge.

Traffic joining from the east could continue to track via Cambridge or St Peters School. The AIP should detail that joining aircraft call ATC when entering the transit lane giving their position and point that they are tracking to. ATC could then offer more direct as available. L464 would be outside controlled airspace.

The western transit lane would allow traffic to join or depart over the western part of Hamilton at safe altitudes and there are easy visual references defining the transit lane boundary. In the southwest corner, the boundary would allow aircraft to transit northbound just to the west of Pirongia without infringing controlled airspace. The area available for training to the west of NZHN is increased and traffic currently converging on Temple View would potentially, be spread over a larger area addressing this known hotspot. L263 would be outside of controlled airspace.

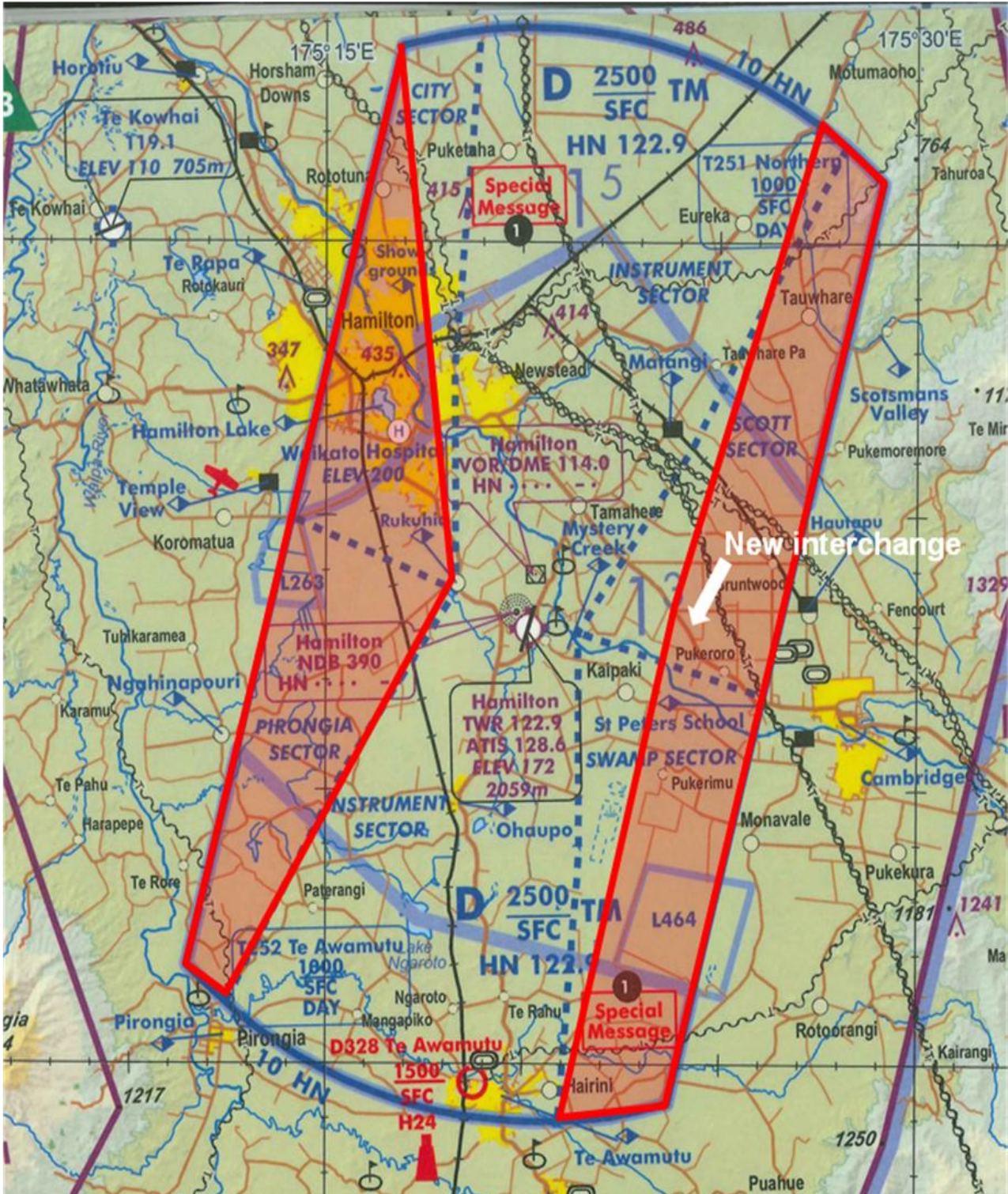
Arrival and Departure Procedures

Plain language procedures should be used; “Depart to Scotsmans Valley 2500ft or below”. The use of plain language instructions should address the issues around vertical deviations on the current procedures.

For joining traffic, a call on entering the transit lane would be required, “Hamilton Tower, ABC, Hautapu, 2000ft, tracking Mystery Creek for landing”. ATC can then issue more direct instructions if available or advise if holding will be required. Transiting traffic need not call but should be advised to monitor the ATC frequency.



CTC

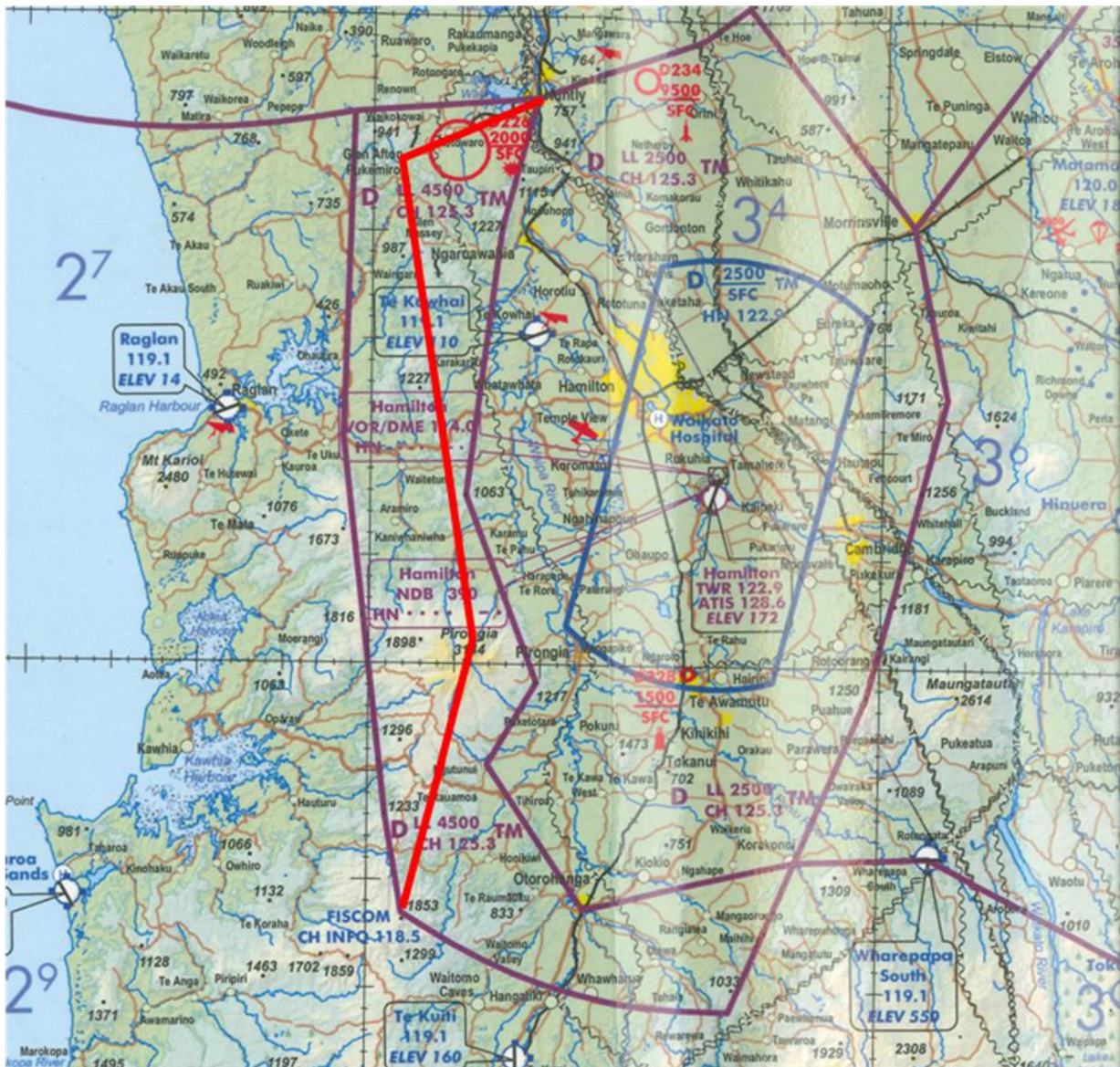




CTC

CTA West of NZHN

Generally satisfactory but realignment of the 4500ft/6500ft CTA would allow more training operations and aerobatics in particular. The boundary could be Huntly, Glen Afton, Mt. Pirongia then to intercept the 25HN arc at the south western end. This should have minimal impact on IFR operations.



CTA East of NZHN

Generally satisfactory with clear geographic boundaries, no changes suggested.



NZHN Circuit

CTC see some advantages in RWY18/36 circuits being to the east of the airport. This would make it easier ATC to monitor circuit traffic visually. Additionally if the circuit height were decreased to 800 feet, circuit traffic would be more likely to remain in the circuit area.

Instrument Flight Procedures

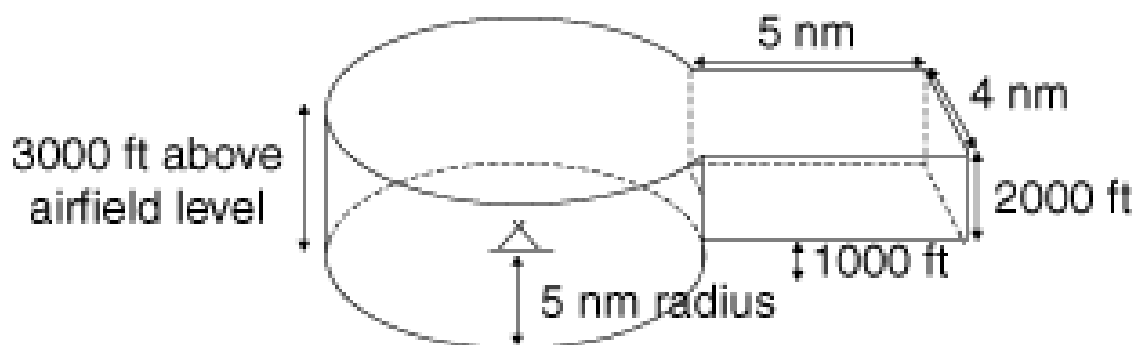
As a training organisation, CTC favour the retention of all existing approaches. It is vital that training pilots have access to VOR, VOR/DME, NDB, NDB/DME and RNAV approaches. An ILS would be a welcome addition.

The implementation of PBN procedures may offer the chance to release more airspace to VFR traffic. As new procedures are developed and implemented airspace needs should be re-assessed.

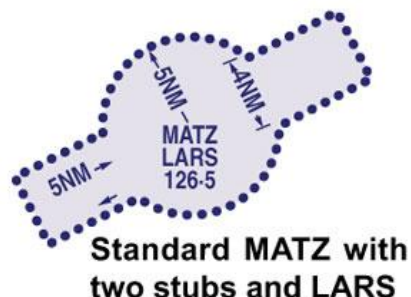
UK Style MATZ

Adopting a UK style MATZ is an option that may be considered. It is a radical departure from the usual NZ CTR but has some potential benefits. The area of controlled airspace is reduced while still allowing IFR traffic to be contained within controlled airspace. Rather than a central ATZ as in the UK, the whole area could be designated class D airspace. The area under each stub would effectively function as a transit lane, and because the “core” of the area is circular, the area of controlled airspace would be reduced.

This picture illustrates a single stub MATZ as often seen in the UK. A double stub MATZ is common and would be required if something similar were to be considered at NZHN.

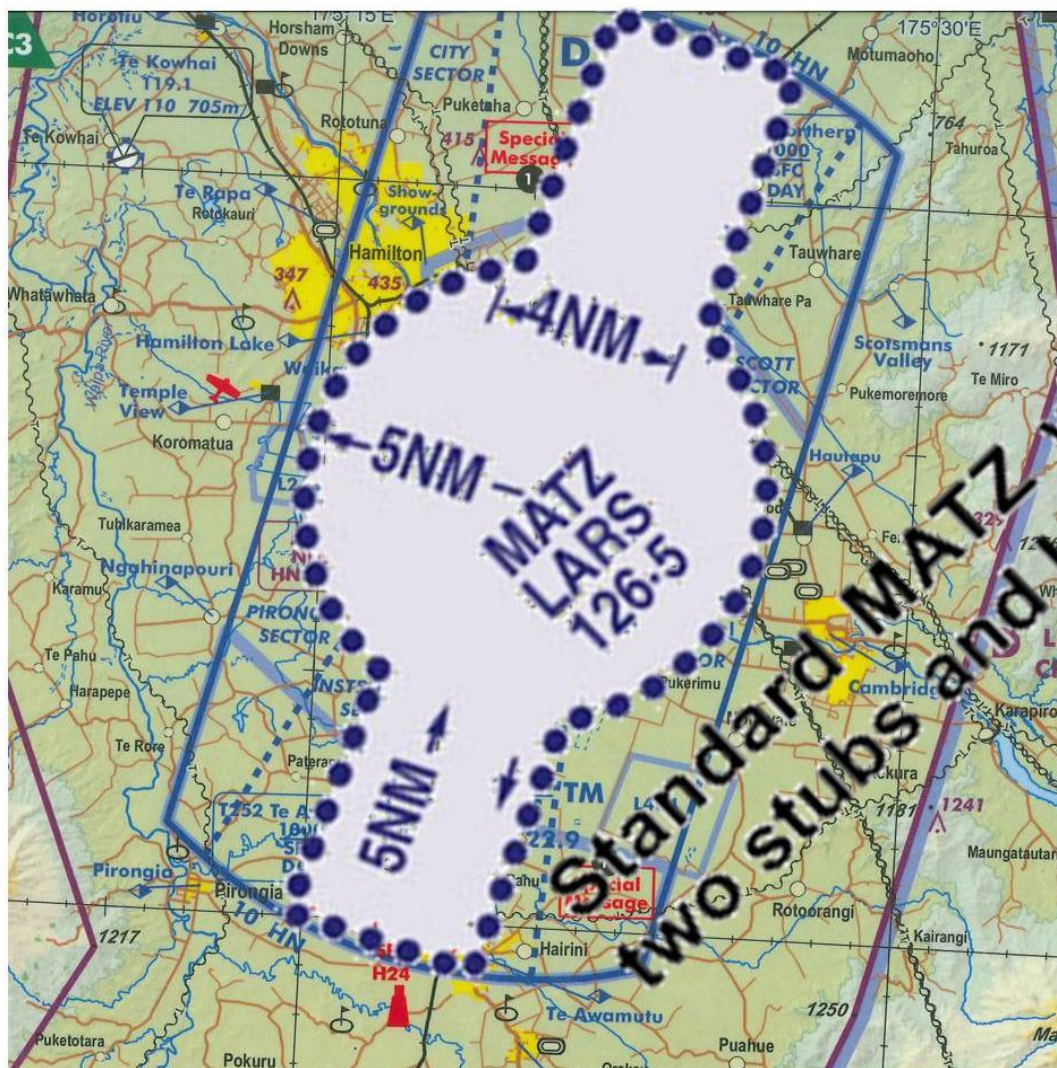


Double stub MATZ





MATZ superimposed on Hamilton





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20th December 2013

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

Re – Hamilton Control Zone and Airspace Review

Dear Sir / Madam

The following is HIAs (Hamilton International Airport) submission to the 2014 review by CAA of the Hamilton control zone and airspace. HIAs comments are confined to the area within Hamilton Airport Control Zone only

Current Operations

- Aircraft operations at HIA consist of a diverse range of aircraft types and size, ranging from general aviation, agricultural aircraft and helicopters, to large commercial jet and turbo prop operations. These operations involve both civil and military aircraft. The current 36R/18L runway is classified Code 4D(ie 767-300, A310, C17) and as such the aerodrome is operationally capable of accommodating a significant range of aircraft types.
- HIA has recently sort and been granted District Planning approval to lengthen its current 2195m runway (36R/18L) to 3000m, to accommodate future Code E aircraft operations. This approval process was completed over a long period of time, taking into account extensive environmental and operational planning requirements. Acknowledging that there is no immediate requirement, the potential for the runway to be lengthened beyond its current length to accommodate of Code E commercial aircraft operations, exists within the next 5 years.
- The current runway configurations at HIA are likely to remain unchanged for the foreseeable future nor are there any current plans to do so, however current runways 25L/R - 07L/R are likely to be reduced to a single realigned Northeast/Southwest runway, potentially within the next 5 years.
- Aircraft movements are forecast to reach approx. 135,000 for year-end 2013. Historically HIA movements reached a peak of 151,000 in 2008. It is anticipated with likely increases in training activity that annual movement figures will steadily increase in the coming years, thus continuing to make Hamilton Airport one of the busiest, by aircraft movement numbers, Part 139 Certified Aerodromes in New Zealand.

Comment.

HIA undertook a Part 139 Aeronautical Study in 2012. It was noted by aerodrome stakeholders at that time, that there would appear to be a lack of clarity and / or requirement for the northern transit lane to extend over Hamilton City limits. It would be HIAs recommendation that CAA review, in particular, the need and dimensional requirement of the Northern Transit lane within the Hamilton Airport Control Zone.

It is essential that the current and future diversity and commercial mix of aircraft operations operating within the HN CTR are compatible and protected as far as practicable from operational inhibitors or potential increase to safety factors. HIA is required to ensure strict adherence to the existing environmental

requirements prescribed with the operations undertaken at the aerodrome. (i.e. resource management / air noise boundaries etc). At this present point in time, all current environmental and District Plan requirements are being adhered to. With the exception of the northern transit lane, HIA has no conclusive evidence that current operations within the Hamilton Airport Control Zone require amendment.

In Summary.

- The current dimension and operational requirements within the current Hamilton Airport Control Zone remain unchanged. (Class D)
- That CAA review the necessity for the Northern Transit lane and in particular the current dimensional requirement for the Transit lane to extend over Hamilton City

If there were to be any changes (i.e. prior to any changes) HIA would expect , that a robust airspace risk and operational assessment (in the form of an Aeronautical Study or similar) would be undertaken by the proponent of that change, and to the full satisfaction and approval of CAA.

Please don't hesitate to contact me should you require any further information.

Yours faithfully



Simon Hollinger
GENERAL MANAGER OPERATIONS

Dianne Parker

From: nicholas taber <nicktaber@hotmail.com>
Sent: Friday, 20 December 2013 9:39 a.m.
To: Paula Moore
Subject: FW: Hamilton Airspace submission
Attachments: Doc 1 - Taupiri airspace 2013 support.doc; Doc 2 - Taupiri airspace 2013.doc; Doc 3 Taupiri Proposed.JPG; Doc 4 -Taupiri Proposed GA Airspace.xlsx; Doc 5 - Airways emails.pdf

Importance: High

Good morning Paula,

Please find attached the New Zealand Hang Gliding & Paragliding Association submission for the 2013 Hamilton airspace review.

The submission is for a General Aviation Area (GAA), to be created for an area in the vicinity of Taupiri, north of Hamilton.

Please Note - Several years ago the Taupiri area was a useable cross country site prior to the increase of the CTA area. We understand this was to assist large planes on international routes which no longer occur from this airport. Of particular interest is the enclosed email following consultation from Damian Bell the Enroute Bay Team Leader for Airways New Zealand who I quote; *"In principle – and these are just my first thoughts – from our airspace requirements it is better to have as a GAA (activated either by approval or request) than to lose the airspace all the time"*

The application has been put together by Leslie Graham of the Auckland Hang Gliding and Paragliding Club who you will have met during the Auckland Airspace review discussion and Leslie is looking forward to meeting you again at the Hamilton airspace meeting at the Waikato Aero Club on 29 January 2014.

I look forward to your response and thank you for your time in processing the NZHGPA's Hamilton review submission.

Kind regards

Nick

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

WAIKATO AERO CLUB

COMMENTS ON 2013 HAMILTON CONTROL ZONE AND AIRSPACE REVIEW

20 December 2013

General

As an operation that operates in air transport, flight testing, flight training, and recreational aviation activities Waikato Aero Club has a vested and keen interest in improvements to safety. Improvements to airspace design have the potential to contribute significantly.

Waikato Aero Club supports the carrying out of the Hamilton Control Zone and Airspace Review.

In Particular we would like to see focus on:

1. Reduction of controlled airspace.
2. More logical VFR reporting points for joining the circuit from outside the zone. Points that put aircraft at the top of downwind or directly on to base would be helpful and would smooth traffic flow in a reduced Control Zone.
3. Simplifying procedures inside a smaller control zone.
4. Have the designated low flying areas outside the control zone.
5. Develop additional IFR departure procedures to improve the departure flow and increase the availability of the runways by reducing IFR departure delays.
6. We support the establishment of CFZ's or CFA's where the volume of traffic justifies them. We do not support a blanket establishment of CFZ's over the whole of New Zealand as there is a significant chunk of the country where it would not add to safety. In other words there are a lot of areas where it isn't broken, so don't try to fix a problem that doesn't exist. The current set-up in Canterbury is a prime example of how it should be done and has a high degree of buy-in from users.
7. Whatever changes are made to the traffic flow patterns around Hamilton must not add to risk in the immediate surrounds of the Control Zone. Simply moving the risk area to outside the Zone is not acceptable. We will actively support changes that enhance overall safety.

We look forward to being involved in the discussion subsequent to the consideration of submissions.

Yours faithfully
Waikato Aero Club

Richard Small
CEO