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16/03/2015

Tauranga Control Zone (CTR) Review.

Group EAD have been tasked to assess the Omni-directional departures from both Runway 07 and 25 at Tauranga to check airspace containment should the CTR boundary be reduced as proposed. (Tauranga CTR Review- Initial Report, J Wagtendonk, 18 February 2015)

Because of the widely variable nature of departures due to differing performance, loading, wind, aircraft configuration etc. it is not possible to draw a defined path on a map that will accurately portray all scenarios. In accordance with PSSIs request and the CAAs past advice a climb gradient of 5% has been used to determine an **average departure flight path**. In addition to this climb gradient all bank angles and speeds used for calculations are in accordance with Pans-Ops DOC 8168 Vol 2 I-3-3 App 4 Average Flight Path Determination. No additional horizontal buffers have been added to the proposed boundaries or the determined average flight paths.

Runway 25

The attached diagram shows average departure paths off runway 25 based on this 5% gradient, and includes examples of turns at 700ft (existing), 1500ft, 1700ft, and the proposed 2000ft. As can be seen, none of these options are fully contained within the proposed and existing airspace. The boundary between the proposed Tauranga CTR and the southern proposed CTA is represented by the magenta line cutting horizontally across the second picture, and for containment aircraft would need to cross this line at 2500ft or above. Though the 1500, 1700 and 2000ft turn altitudes achieve this none reach the required 4000ft at the Rotorua CTA boundary. As noted in John's initial report this is still better than the existing (lack of) containment, though consultation with CAA will be required to determine whether this is deemed acceptable.

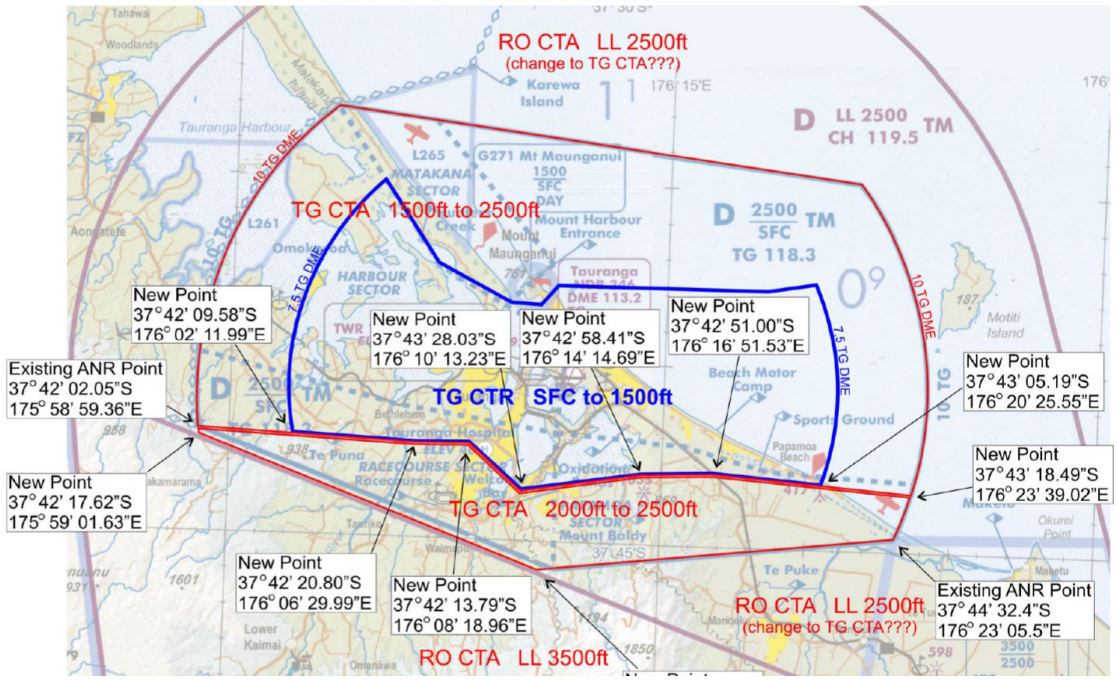
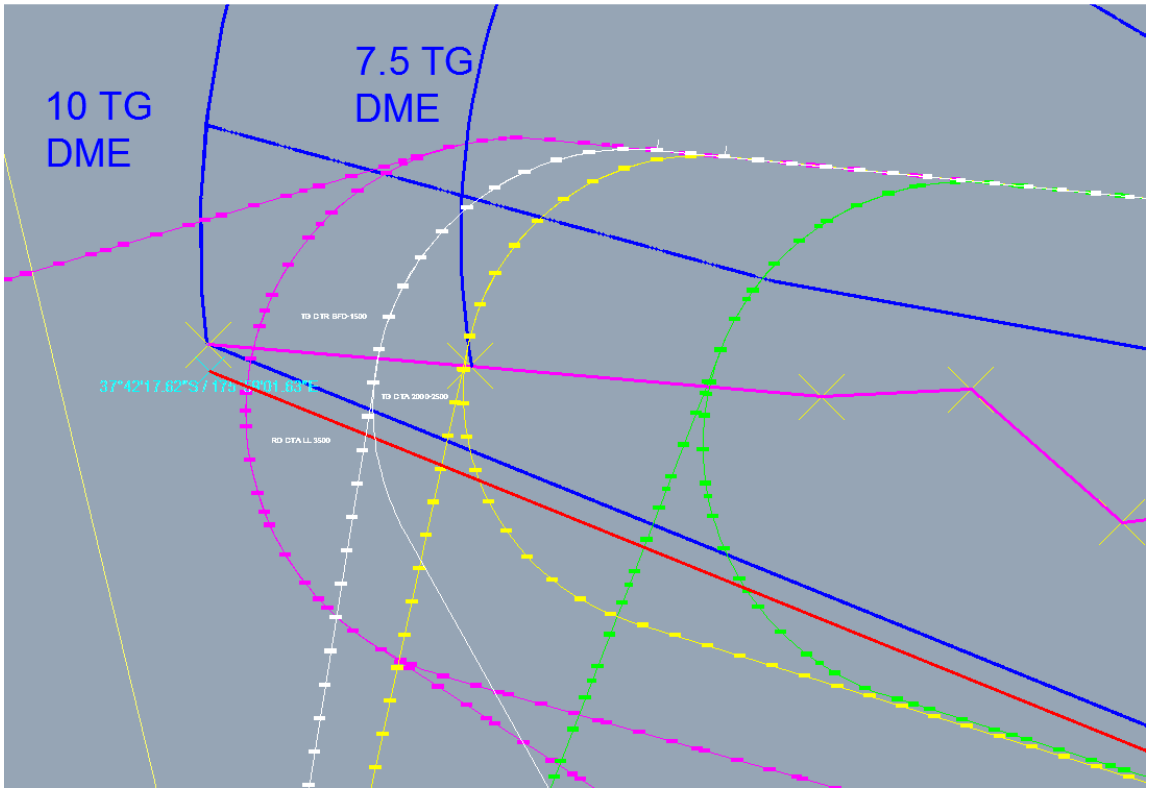


Diagram 2 Runway 25, Turns at 700 (green), 1500 (yellow), 1700 (white), and 2000ft (magenta).



Applying a 500ft tolerance at the airspace boundaries for containment requires an altitude of 2500ft crossing the magenta line from the TG CTR to the proposed CTA, then 4000ft crossing the red line into the Rotorua CTA.

Turn Alt	CTR Boundary (2500+)	CTA Boundary (4000+)	7.5 TG DME (2000+)	10 TG DME (3000+)
700	1800	2300	2300	3000
1500	2500	2800	2300	3000
1700	2800	3000	2200	3000
2000	3100	3200	2200	3000

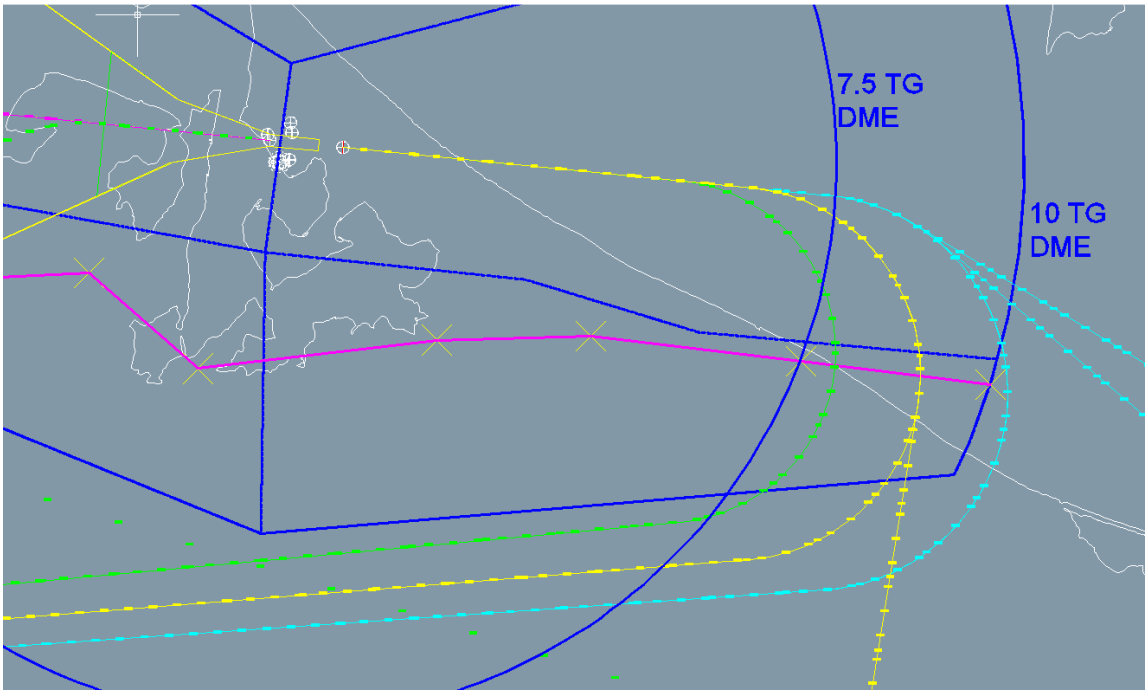
Runway 07

Because the runway is located to the east of the DME station the control zone is effectively shorter to the eastern boundary. The calculations below show that it takes just over 6.5nm for an aircraft departing Runway 07 to reach 2000ft. This distance from the threshold equates to approximately 7.3DME, already approaching the limit of the proposed CTR. This will mean that the turn radius for the average departure path with a 2000ft turn will take the aircraft outside of 10 TG DME.

Aerodrome alt 3.96m (13ft) +5m assumed crossing DER (Upwind threshold) = 8.96m.
Turning Altitude of 609.6m (2000ft) = 600.65m height gain required.
At 5% climb gradient=12013m (~6.5nm) horizontal distance from DER to 2000ft.

I have included alternative turn altitudes of 1400 and 1700ft in the Diagram below.

Diagram 3 Runway 07, Turns at 1400ft (green), 1700, (existing, yellow) and 2000ft (cyan)



Turn Alt	CTR Boundary (2500+)	CTA Boundary (3000+)	7.5 TG DME (2000+)	10 TG DME (3000+)
1400	2500	3100	2100	2900
1700	2800	3200	2000	2900
2000	Turn radius east of 10 DME ~3200ft	2900	2000	2900

Conclusion

Departing Runway 25 none of the proposed or sampled turn altitudes will keep aircraft continuously contained within the revised airspace structure based on a 5% climb gradient. Should CAA accept this a 1500ft turn altitude would provide better economy than the proposed 2000ft turn. Alternatively a 1700ft turn could give consistency if the same were kept off Runway 07.

There is no advantage to increasing the turn altitude off Runway 07 because departing aircraft are entering a lower sector of the RO CTA. This plus the shorter physical distance to the CTR boundary means that the 1700ft turn is more likely to remain contained within controlled airspace than the 2000ft turn due to the radius remaining inside 10 TG DME.

I have not made any assessment as to the feasibility of making these changes with respect to terrain: they are an average mathematically derived departure path solely for the purpose of assessing the proposed airspace changes.

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Airways New Zealand Final Petition
to
The Director of Civil Aviation
to
Amend the Tauranga CTR/D
and
Add a new Tauranga CTA/D 1500ft to 2500ft
and
Add a new Tauranga CTA/D 2000ft to 2500ft

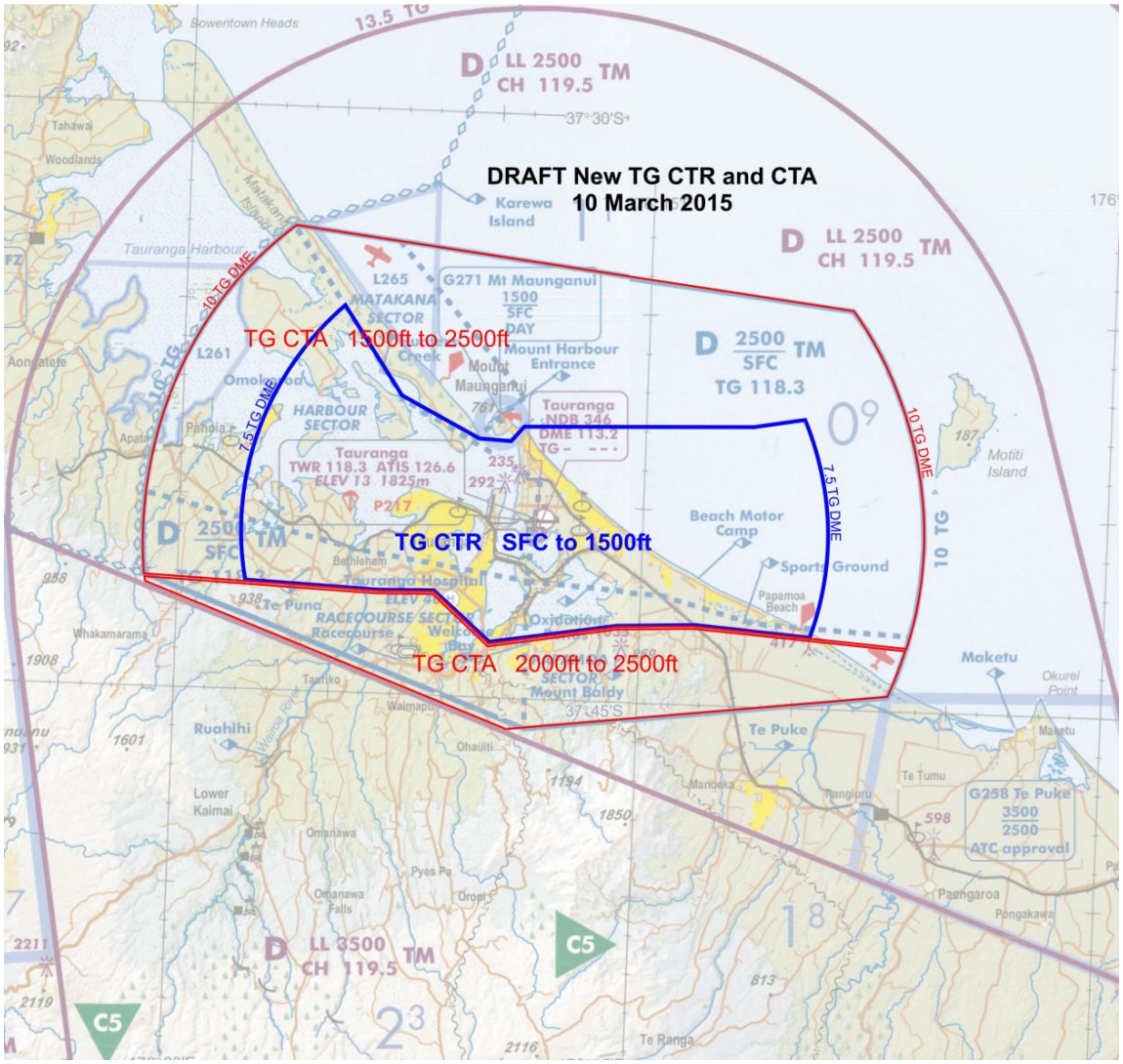
20 March 2015

Prepared by: John Wagtendonk
ATS Policy and Standards
Airways New Zealand
03 3581620
j.wagtendonk@airways.co.nz

Airways submit a petition to amend controlled airspace around Tauranga as detailed and supported by this document.

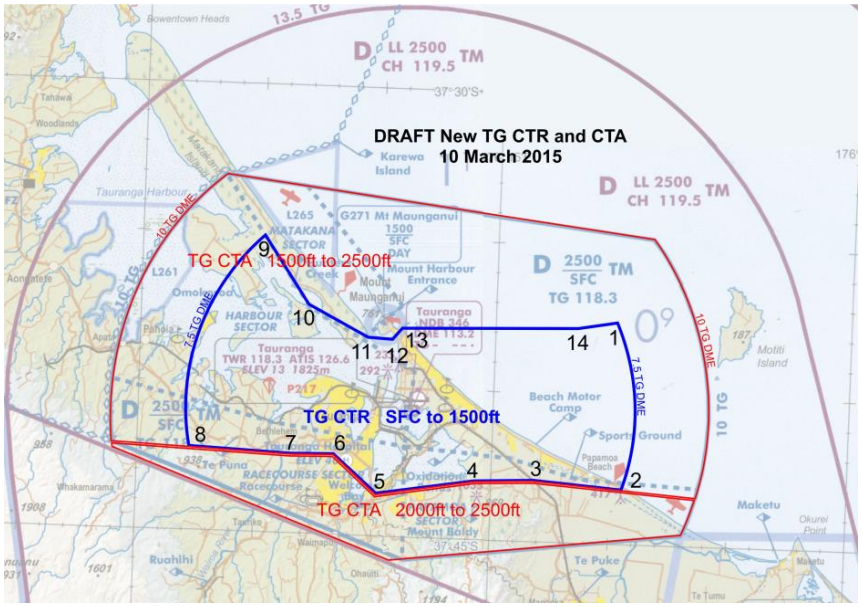
Accompanying documents:

1. Completed CAA Form 24071/01 (provided with email sent 13 March 2015)
2. Tauranga Control Zone Review – John Wagtendonk dated 18 February 2015 (provided with email sent 13 March 2015)
3. Tauranga Control Zone (CTR) Review – Containment report provided by Group EAD (Rhys Akers). Final GEAD Report
4. .kml files of new CTR and CTAs for Google Earth (provided with email sent 13 March 2015)
5. Map Info Files for new CTR and CTAs (provided with email sent 20 March 2015)


DRAFT New TG CTR and CTA
10 March 2015
TG CTA 1500ft to 2500ft
TG CTR SFC to 1500ft
TG CTA 2000ft to 2500ft
D LL 2500 CH 119.5 TM
D 2500 SFC TM TG 118.3
D LL 3500 CH 119.5 TM
10 TG DME
7.5 TG DME
Tauranga Harbour
Karewa Island
Mount Maunganui
Tauranga NDB 346
Tauranga TWR 118.3 ATIS 126.6
Beach Motor Camp
Sports Ground
Papamoa Beach
Motiti Island
Maketu
Te Puke
Mount Baldy
HARBOUR SECTOR
MATAKANA SECTOR
RACECOURSE SECTOR
G271 Mt Maunganui 1500 SFC DAY
G258 Te Puke 3500 2500 ATC approval
C5

Requested changes

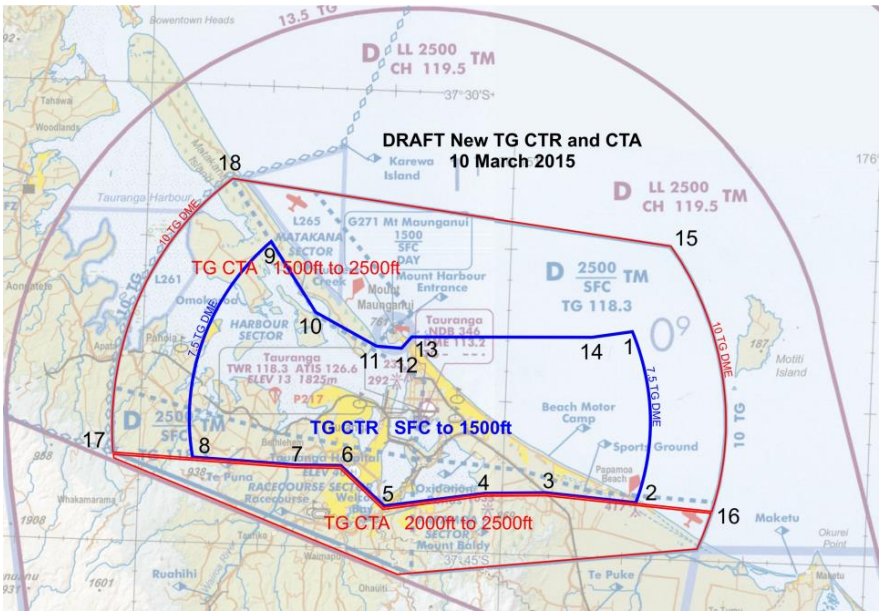
1. Delete the existing Tauranga CTR/D NZA256 and replace with new Tauranga CTR/D as defined below.



The arc of a circle of 7.5 NM radius centred on S37° 40' 39" E176° 11' 28" (TG DME) from;			
point 1	S37° 37' 35.09"	E176° 20' 07.45"	clockwise to;
point 2	S37° 43' 05.19"	E176° 20' 25.55"	then a straight line to;
point 3	S37° 42' 51.00"	E176° 16' 51.53"	roundabout on SH2, then a straight line to;
point 4	S37° 42' 58.41"	E176° 14' 14.69"	bend in Welcome Bay Road, then a straight line to;
point 5	S37° 43' 28.03"	E176° 10' 13.23"	roundabout on Maungatapu Road, then a straight line to;
point 6	S37° 42' 13.79"	E176° 08' 18.96"	point on Takitimu Dr then a straight line to;
point 7	S37° 42' 20.80"	E176° 06' 29.99"	Bethlehem College, then a straight line to;
point 8	S37° 42' 09.58"	E176° 02' 11.99"	then;
the arc of a circle of 7.5 NM radius centred on S37° 40' 39" E176° 11' 28" (TG DME) from;			
point 8	S37° 42' 09.58"	E176° 02' 11.99"	clockwise to;
point 9	S37° 35' 03.73"	E176° 05' 10.81"	then a straight line to;
point 10	S37° 37' 19.59"	E176° 07' 05.70"	then a straight line to;
point 11	S37° 38' 14.08"	E176° 09' 44.57"	point on Matakana Island, then a straight line to;
point 12	S37° 38' 17.66"	E176° 10' 37.44"	then a straight line to;
point 13	S37° 37' 54.69"	E176° 11' 03.41"	then a straight line to;
point 14	S37° 37' 52.13"	E176° 18' 23.02"	then a straight line to;
point 1	S37° 37' 35.09"	E176° 20' 07.45".	

Vertical limits: Surface to 1,500ft AMSL
Classification: Class D
ATC Authority: Tauranga Tower 118.3, 123.4, 129.2

2. Add a new CTA 1,500ft to 2,500ft as defined below.

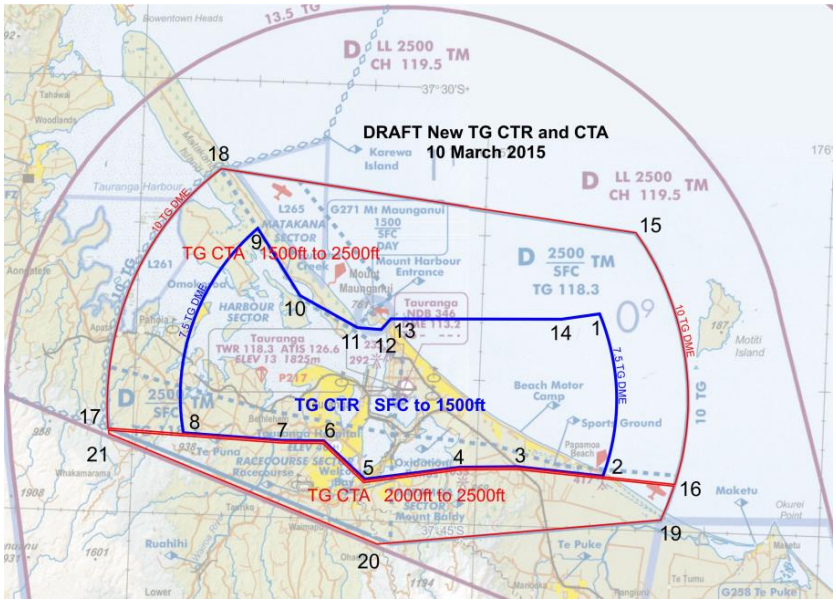


The arc of a circle of 10 NM radius centred on S37° 40’ 39” E176° 11’ 28” (TG DME) from;			
point 15	S37° 34’ 38.32”	E176° 21’ 31.97”	existing NZA256_A seq 2, clockwise to;
point 16	S37° 43’ 18.49”	E176° 23’ 39.02”	then a straight line to;
point 2	S37° 43’ 05.19”	E176° 20’ 25.55”	then a straight line to;
point 3	S37° 42’ 51.00”	E176° 16’ 51.53”	roundabout on SH2, then a straight line to;
point 4	S37° 42’ 58.41”	E176° 14’ 14.69”	bend in Welcome Bay Road, then a straight line to;
point 5	S37° 43’ 28.03”	E176° 10’ 13.23”	roundabout on Maungatapu Road, then a straight line to;
point 6	S37° 42’ 13.79”	E176° 08’ 18.96”	point on Takitimu Dr then a straight line to;
point 7	S37° 42’ 20.80”	E176° 06’ 29.99”	Bethlehem College, then a straight line to;
point 8	S37° 42’ 09.58”	E176° 02’ 11.99”	then a straight line to;
point 17	S37° 42’ 02.05”	E175° 58’ 59.36”	existing NZA256_E seq 3, then;
the arc of a circle of 10 NM radius centred on S37° 40’ 39” E176° 11’ 28” (TG DME) from;			
point 17	S37° 42’ 02.05”	E175° 58’ 59.36”	clockwise to;
point 18	S37° 32’ 57.9”	E176° 03’ 24.4”	existing NZA256_B seq 5, then a straight line to;
point 15	S37° 34’ 38.32”	E176° 21’ 31.97”	existing NZA256_A seq 2.

Vertical limits: 1,500ft to 2,500ft AMSL
Classification: Class D
ATC Authority: Christchurch Control (Bay Sector) 119.5, 123.8

Note that the southern boundary of this new CTA LL1500ft is limited by two spot heights – 938ft to the south-west and 869ft to the south-east of Tauranga.

3. Add a new CTA 2,000ft to 2,500ft as defined below.



The arc of a circle of 10 NM radius centred on S37° 40' 39" E176° 11' 28" (TG DME) from;			
point 16	S37° 43' 18.49"	E176° 23' 39.02"	clockwise to;
point 19	S37° 44' 32.4"	E176° 23' 05.5"	existing NZA256_D seq 2, then a straight line to;
point 20	S37° 45' 43.26"	E176° 10' 43.56"	new point on existing CTA LL 3500ft boundary, then a straight line to;
point 21	S37° 42' 18.72"	E175° 59' 01.82"	new point on existing CTA LL 3500ft boundary, then a straight line to;
point 17	S37° 42' 02.05"	E175° 58' 59.36"	existing NZA256_E seq 3, then a straight line to;
point 8	S37° 42' 09.58"	E176° 02' 11.99"	then a straight line to;
point 7	S37° 42' 20.80"	E176° 06' 29.99"	Bethlehem College, then a straight line to;
point 6	S37° 42' 13.79"	E176° 08' 18.96"	point on Takitimu Dr then a straight line to;
point 5	S37° 43' 28.03"	E176° 10' 13.23"	roundabout on Maungatapu Road, then a straight line to;
point 4	S37° 42' 58.41"	E176° 14' 14.69"	bend in Welcome Bay Road, then a straight line to;
point 3	S37° 42' 51.00"	E176° 16' 51.53"	roundabout on SH2, then a straight line to;
point 2	S37° 43' 05.19"	E176° 20' 25.55"	then a straight line to;
point 16	S37° 43' 18.49"	E176° 23' 39.02".	

Vertical limits: 2,000ft to 2,500ft AMSL
Classification: Class D
ATC Authority: Christchurch Control (Bay Sector) 119.5, 123.8

Instrument Flight Procedures (IFP) Containment

Containment of IFP has been determined by application of the following criteria:

At least 500ft above the lower level of controlled airspace and for;

NDB/DME approach outbound leg	2.5 NM buffer between nominal track and airspace boundary
NDB/DME approach base turn	2.5 NM buffer between nominal track and airspace boundary – except as described in text below.
NDB/DME final approach track	NDB splay
RNAV approaches from IAF/IF to RWY	GEAD-defined Final Approach Area CADDS File N01920
Missed approach tracks	2 NM buffer between nominal track and airspace boundary – except as described in text below.
Omni-departure tracks	2 NM buffer between nominal track and airspace boundary – except as described in text below.

The requested new CTR and CTAs contain IFPs as follows;

NDB/DME RWY 07: This approach needs to be amended so that it turns onto the inbound track at 2,000ft or above which would occur at around 6.7 NM TG DME on the existing 2.9° profile. If this petition is successful Airways intend to amend the approach as above.

With that change, the outbound leg and the base turn would be contained by the new CTA 1500ft to 2500ft. **NOTE though**, that with the existing airspace layout, the nominal track of the existing approach lies within controlled airspace but the 2.5 NM buffer for the base turn protrudes outside controlled airspace by up to 1 NM. Under the new airspace layout and amended approach, this protrusion would continue to exist although the nominal track would continue to be within the CTA. This petition is submitted on the presumption that continuation of this existing slight lack of containment would continue to be acceptable for this legacy approach.

The missed approach track to BELET would be contained in accordance with the 300ft per NM policy.

NDB/DME RWY 25: The new airspace layout would contain this approach as it turns inbound at 2,000ft or above – the new CTA LL 1500ft containing the outbound, base turn and inbound to 7.5 NM with the new CTR containing the inbound from 7.5 NM. **NOTE though**, that with the existing airspace layout, the nominal track of this approach lies within controlled airspace but the 2.5 NM buffer for the base turn protrudes outside controlled airspace by up to about 1 NM. Under the new airspace layout, this protrusion would be the same. This petition is submitted on the presumption that continuation of this existing slight lack of containment would continue to be acceptable for this legacy approach.

The missed approach track to DOTAR would be contained in accordance with the 300ft per NM policy **with the exception** that the nominal track would close to 1.9 NM (less than the default 2 NM) from the northern CTR boundary for a short distance along Matakana Island. This is done in order to utilise the prominent geographical feature of the point on Matakana Island.

NDB RWY 25: The outbound leg and base turn would be contained by the new CTA LL 1500ft. Based on a 300ft per NM profile, the inbound leg would also be contained.

The missed approach would be contained by the new CTR and the new CTA LL 1500ft.

RNAV (GNSS) RWY 07: Contained by the new CTA LL 1500ft and new CTR.

RNAV (GNSS) RWY 25: Contained by the new CTA LL 1500ft and new CTR.

Departures RWY 07 (including Omni Departures): Group EAD has advised that this existing departure with the turn at 1700ft or above would be contained within the new airspace layout which includes the new CTA LL 2000ft to the south.

Departures RWY 25 (including Omni Departures): Group EAD has advised that this existing departure with the turn at 700ft or above would not be contained within the new airspace. For containment, this departure will need to be changed so that it doesn't turn until passing 1500ft, 1700ft or 2000ft. If this petition is successful then Airways intend to amend the departure as above. **NOTE though,** within the existing airspace layout the existing RWY 25 omni-departures to the south would not necessarily be contained once they crossed out of the CTR as the lower level of the CTA there is 3,500ft – on profile the aircraft would be below that level for a few miles. Under the new airspace layout and with the departures not turning until 1500ft, 1700ft or 2000ft, on profile the departure would still not be contained whilst under the CTA LL 3500ft for a short period – but not as bad as the existing situation. This could be remedied by extending the new CTA LL 2000ft a few miles south or by extending the existing CTA LL 2500ft a few miles south. This petition is submitted on the presumption that the existing lack of containment could continue to exist.

Instrument Approach Circling Areas:
All of the existing IFR approaches to Tauranga specify that IFR circling is not permitted north of the runway.

In accordance with the CAA letter to Airways 'Controlled airspace containment of circling approaches' dated 8 January 2014, only the cat A and B circling area (2.66 NM radius centred on the thresholds) to the south of Tauranga has been contained by the new CTR as the circling approaches are options in addition to the available straight-in final approaches.

Aerodrome 'Vicinity'

The northern boundary of the new CTR is not closer to Tauranga RWY 25/07 than 2.14 NM – i.e. there is at least a 2 NM buffer between RWY 07/25 and the northern boundary.

Consequential Changes

1. Existing Tauranga CTR Sectors:
   The existing CTR Sectors within the current CTR can be disestablished.

2. NZG271 Mt. Muanganui:
   With the introduction of the new CTR NZG271 would lie outside controlled airspace and could be disestablished.

3. Visual Reporting Points (VRP):
   At this stage no changes to existing VRP around Tauranga are requested. However, it may be that one or two new VRPs are requested once final development work on new ATM procedures are finalised.

4. Existing RO CTA LL 2500ft (NZA251) over Tauranga:
   No changes to this CTA are requested. The two new CTA fit underneath/up to this CTA.

   However, with the addition of the two new CTA over Tauranga CAA may wish to consider renaming NZA251 to 'Tauranga' CTA rather than the existing 'Rotorua' CTA (that's presuming that the two new CTA would be named as Tauranga CTA).

Reason for change to CTR

Reason supporting these requested CTR and CTA airspace changes are;

1. The CAA desire to reduce existing control zone sizes as mentioned in the CAA 2015 – 2018 Airspace Review Plan.

2. The Airways desire to reduce control zone sizes as much as practically possible.

3. CAR Part 71.55 Control Zones (b) specification that a control zone must be as small as practical consistent with the need to protect the flight paths of IFR flights arriving and departing from the aerodrome.

4. Facilitate improved air traffic management procedures.

5. Improve safety of operations at Tauranga.

Consultation carried out by Airways

Airways has been discussing proposed changes to the Tauranga CTR with some of the local operators and the Tauranga Airport Authority for some weeks now.

On Tuesday evening 17 March 2015, Airways held a more formal meeting with Tauranga operators to present, discuss and seek feedback to our proposed changes to the TG CTR and additional CTAs.

Below is an Airways report about this meeting.

> Airways (James Pengelly, Anton Cronin and Andy Boyd) met with Tauranga user groups yesterday (17 MAR) to discuss the proposed changes to the TG CTR/D. James and Anton met with the Gliding people, the three of us met with the Aerobatic people and then we all met with a wider users group at the Tauranga Aero Club, about 60-70 people were present.
>
> Each of the meetings were very interested in what we were doing and wanted to know why we were changing something that, in their opinions, "wasn't" broken but in the main they understood the drivers for reducing risk, and managing the airspace around Tauranga in a sustainable and safe manner. Our reasoning was aligned to the CAANZ requirement for smaller controlled airspaces, with the runway and airfield vicinity plus instrument flight procedure finals as the main focus, after that was less risk and standardised less complex airspace with managed operations.
>
> By having the aligned user groups as individual parties first allowed them to air their views and for us to brief them and answer their questions in some detail – this meant that when we met them with the larger group the discussion and briefing could be done more easily and with less interruptions and overall time required whilst still hearing from the other smaller users at Tauranga.
>
> No one came out and totally objected to what was being proposed (a smaller CTR/D with a modified CTA/D), there was a lot of questions around how the users current operations would be affected and how "separation" would be applied for VFR arrival and departure procedures. There was much interest in the Matakana Sectors possible new found method of operation, as it is quite busy, and the possible outcomes for a CFZ. The airspace around the Mount GAA was discussed a bit, more about "Airways" protecting the area from itinerant aircraft – we said that was not our role and the need for maybe a bigger GAA to the east for training came to mind.

A representative from CTC was present and he indicated concerns about the potential for piecemeal CTR changes (he referred to HN CTR) and also our tight timeline, James and I were able to answer his concerns and spoke about using a common method across all CTR changes in the coming years – CTC will likely feedback to CAANZ direct and next week.

Other strong themes that arose were around "WIIFM", especially from Aerobatics who just want to do aerobatics in the CTR (any sized) and preferably over the runway. The Gliding folk seemed quite supportive (according to James), and maybe that is because they see benefits for wave soaring beyond what they can get today through the BAY sector.

James and Anton did a great job in presenting and briefing the users with plenty of respect and patience shown to the many questions about simple stuff that some individuals put forward, they also took the initiative and produced instant feedback forms that could be filled in and returned straight away, and provided an email avenue or we invited the users to contact CAANZ directly.

The meeting ended very well and we advised the group that our proposal was just that and that the CAANZ was the final arbiter, we advised that our briefing was pre-empting a likely request for feedback from the CAANZ, and that they would at least have a greater understanding of what we are proposing and how their feedback might be more effective.

The following pages contain copies of the written feedback Airways has received.

Following that, from page 23, is another Airways document regarding the consultation process along with a summary of the feedback that includes concerns raised and Airways response/mitigation to the concerns.

Airways will immediately forward on to CAA any further written feedback we receive.

Airways believe that some local operators may submit their feedback direct to CAA.

In addition to the written feedback below, Airways also received verbal feedback after the presentation from Dan POWERS (Principal at SUNAIR). He expressed his support verbally to the proposal. He was keen to continue to see commercial IFR GA receive the appropriate levels of priority ahead of non-commercial GA, no matter what the airspace design we finally achieve.

From: "Bruce Black" <bjblack@xtra.co.nz> **Date:** 19 March 2015 11:54:29 NZDT **To:** "'Anton Cronin"' <anton_cronin@hotmail.com> **Subject: RE: {Tauranga Airport Users} TG CTR/D Feedback**

James and Anton

There are some areas of concern with the proposed changes to the airspace.

Matakana sector: the change to the airspace is not the concern but the traffic management along that sector is.

There needs to be some specific procedures to separate traffic in this area either in controlled airspace or uncontrolled airspace. On entering the new controlled airspace at any point along the new sector gives at the most only three minutes for the pilot to gain the situational awareness required to operate in the control zone. (this is based on the operational performance of modern aircraft).

At the moment most pilots call up to 10 miles before entering controlled airspace which gives up to eight minutes of listening time to gain the situational awareness, this works fine for traffic entering and leaving controlled airspace. The bottle neck does not seem to occur that far out as traffic seems to join the track for Matakana one at different positions, they usually change track as soon as they have left the zone. But all are calling in on the same frequency.

This situation is unsatisfactory in that there are no frequency change indications on any charts so ten miles from the zone aircraft heading into the zone are on one frequency and those leaving the zone are on another **No situational awareness**.

It is imperative that all aircraft operating in and out of Tauranga using that sector need to be on the same frequency as the tower long before entering airspace. It is also worth noting that the lessons learned during the Berlin Airlift way back in 1948 need to be applied here,(one arrival every 30 seconds of every 24 hours for 11 months, they used two corridors in and one out, all done under IFR of the day 116 accidents in 555138 flights giving a .02% accident rate) Also worth noting that a lot of these arrivals were completed below IFR standards.

Both Australia and the USA make extensive use of VFR corridors. So should we.

There must be a corridor system suited to the Matakana sector for both aircraft and ATC, All aircraft and ATC must be on the same frequency. Tower can then request any deviations required.

The statement made at the meeting re the time to call for clearance is not needed until you are much closer to the zone cannot not be valid as I believe all clearances are required before the zone is entered so 10 nm from the zone is only 3 minutes before entering, and that's if you can get your transmission away at that point.

So I propose all aircraft should be on listening watch on the tower frequency 20nm radius from Tauranga, Departing aircraft stay on frequency until this point. No transmission other than clearance requests are needed unless a conflict of traffic is going to occur

This gives situational awareness of all to those arriving and departing inside and outside the zone .

The changes to the control zone should only be discussed with all the information. I consider the approach that has been made here as half cocked only half the information has been supplied and we are expected to have an informed discussion on it.

To me, with the information supplied it appears that safety issues have been ignored, there is not enough information to make any valid suggestions

It is for that reason I totally oppose any of these changes to the airspace

From: Colin Alexander [mailto:colin@solowings.co.nz]
Sent: Thursday, 19 March 2015 12:48 p.m.
To: Pengelly, James
Subject: TG CTR/D Proposal

Dear James,
Firstly, my apologies for not attending your presentation on Tuesday evening but I am housebound after having surgery on my back and will be for some time. I think I have got the gist of your proposal but I foresee many additional issues.

We have, and I include my personally, always received excellent service from ATC in Tauranga. We have an excellent working relationship and long may that continue.

I am not sure if you are aware or not but Norma and I have purchased the green hangar opposite the old Bayflight and we are currently setting up a Solo Wings Light Sport Aviation Centre including adventure aviation under CAA CAR115.

As I understand your proposal, it would require that if we were to do a short scenic flight for example around the Mount, and if we were below 1500ft, we would have to vacate the zone and a few minutes later re-enter. This would require more than twice the current radio calls and makes no sense at
all. No double also at twice the cost. I foresee bottlenecks occurring and even more pressure being put on the controllers with this new proposal. It is obviously difficult to explain on paper in this short
time but as a general comment, I am definitely not in favour of the new proposal.

With the continuing advance in aircraft systems for collision avoidance, I find it really odd that you wish to pursue this concept.

If for example we wish in the future to do aerobatics over the main beach, I think it would be short sighted to exclude this. Tauranga has fewer aircraft movements now than it had ten years ago so therefore are we not trying to fix something that is not broken.

To exclude these sort of activities from the area is basically denying our marketing possibilities for our business and affects our ability to promote our city, our airport and our business as a tourist destination. This is totally contrary to what we as proud occupants of this airport and city wish to promote. Together with the current Airport Manager Ray Dumble, I believe that we are doing all in our power to promote Tauranga.

It would be a very sad day that we have to believe that there is an aviation organisation ie Airways New Zealand that is working against this principle and compromising safety in this process.

I would be more than happy to assist where I can and ask you please to speak to me if you feel I could contribute to a better outcome than this proposal.
Kind regards,
Colin
--
Solo Wings
2 De Havilland Way, Tauranga Airport
3116 PO Box 13367
Tauranga 3141
New Zealand
Ph:+64 7 574
7973
See our website:
www.solowings.

From: "Dave'n'Anne" <itsdaveandanne@gmail.com>
Date: 18 March 2015 19:31:54 NZDT
To: "'Anton Cronin'" <anton_cronin@hotmail.com>
Cc: <james.pengelly@airways.co.nz>
Subject: RE: {Tauranga Airport Users} TG CTR/D Feedback

Hi: here's my feedback. Although I know that things are at an early stage and you are looking for quick progress, I can't give your proposals unconditional support. I'm at Waihi Beach so my comments are focussed on that area and the approaches from the north-west. The reasons are:

1. Taking the seaward side of Matakana Island out of the control zone will open up that area to GA users – good. But – tiki tours from the north to and around the Mount will surely become a popular activity, greatly increasing the traffic around the Mount and back again. However the changes will create a pinch point. Although that fits with the aim of returning airspace to GA users, the risks are enormous:
    a. Many users close together
    b. Airport users on a different radio frequency to the adjacent GA traffic
    c. Only 0.75 mile from the summit in which to accommodate traffic going in both directions around the Mount
    d. NORDO traffic, eg hang gliders and paragliders, flying from the Mount
    e. ATC-controlled traffic leaving the Tauranga control zone and entering the mix while trying to contact Christchurch before busting 1500' thus being out of contact with – and uninformed about – GA traffic around the Mount

    I know these risks are there today, but the change will be the increased volume of traffic around the Mount.

2. If there were a way to contain Aerodrome traffic within the controlled airspace until they are well segregated from GA traffic seawards of Matakana, the issues would change somewhat. But as you can't force aircraft requesting entry to be at the western, 7.5 mile boundary when asking for entry it seems probable that aircraft will request entry from close to the Mount. That means more traffic at the busiest and most crowded spot going on to a different frequency from GA traffic in the area.
3. You mentioned that CFZ changes would be needed and that you would propose them. To be workable, the Peninsula CFZ would need to extend up to the boundary of the TG CTR, and preferably as far as the north-eastern tip of your proposed boundary. At Waihi Beach we are used to having aircraft approaching TG passing overhead at our joining height (1500') – or even through our circuit - but out of radio contact with us – presumably obtaining ATIS details or already on the Tower frequency. That problem will propagate all down the Matakana coast in the increasingly busy GA space that you propose.

So to sum up, the aim of your changes is worthy but the increased risk of collision is too great. As a GA flyer I would love to be able to fly to and from the Mount, showing off the wonderful scenery, but not without knowing what traffic in the busy airspace is close by. I'd rather pay for the ATC traffic information service than fly in a busy GA area, knowing that other aircraft will not be on the radio frequency that I will be using.
Regards, Dave

Dave
Evans 07
863 5987
021 059 3040

From: wright [mailto:wright@wave.co.nz]
Sent: Wednesday, 25 February 2015 8:59 a.m.
To: Pengelly, James
Cc: 'Ray Dumble'
Subject: RE: TG CTR proposal

Hi James, The 'new' draught format looks like it should work OK.
I note you have changed both 07 and 25 inbound arrival heights [from the North] to 1000 feet [previously 1500] and wonder if that is what you meant to happen?
I assume you are now considering using the 'geographical separation' I had suggested, ie east of and west of Matakana Island?
If I had a choice I would still consider using the existing 1500 feet inbound and 1000 feet outbound, just to give the 500 foot height separation we currently have.
Other than that it looks good.
Cheers Frank

From: Willie Kay
Sent: 18/03/15 20:09
To: Cronin, Anton
Subject: TG CTR/D proposal

Anton,

As a VFR private pilot flying a Stearman and a Piper based in Tauranga I am concerned about the potential issues that the 'new' zone would create. I have been in trouble before for entering the CTR and hearing other pilots doing the same, I feel that the shape of the new CTR would provide for further incursions. Particularly, the area from the mount main beach to the northern tip of the CTR on Matakana is confusing, too abstract and has little or no relation to geographical features. Even in an aircraft equipped with DME, knowing the DME distance at some of the points of the CTR would be impossible, let alone guessing the same in an open cockpit aircraft with the most basic instrumentation.
I also have issues with the potential bottle neck at the mount harbour entrance, and while you have told us the arrival and departure procedures would be amended to minimise these issues, at this stage and until some further information is provided to this effect I feel the proposal is a recipe for disaster.
Similarly, having the upper level of the CTR at 1500 and the CTA with an upper limit of 2500 which creates the necessity for a call on a different frequency creates some trepidation on the part of a recreational VFR pilot.
Thanks for allowing the input,
Regards,
Willie.

From: Marty's High Performance Signs
Sent: 18/03/15 14:56
To: Cronin, Anton
Subject: meeting feedback

Hello Anton & James,

Thanks for the meeting last night, most informative.
On further study of the proposed map :
My concerns relate to the position of the proposed control zone boundary from the Harbor Entrance heading N/W up the coast.

In the interests of safety and to save any confusion on where the control zone starts could the boundary line be placed on the coast. In that way, aircraft approaching or departing are either going to be " Seaward " of the coast OR "Inland " of the coast [in which case they would be in the control zone]
A simple radio call of position, rather than trying to " guess" where abouts aircraft are above Matakana Pine Trees.
This would save alot of confusion in regard to pilots unfamiliar with the area of "Hunters Creek" and provide a clearer situational awareness for other aircraft in that immediate area.

By using this major geographical reference [the coastline] I think control zone incursions could be mitigated.

Regards Marty Cantlon.

Martys High Performance Signs Ltd
36E MacDonald Street
Mt Maunganui
Ph: 07 575 2555
Fx: 07 575 2666

From: Andrew Gormlie [mailto:AndrewG@classicflyersnz.com]
Sent: Thursday, 19 March 2015 2:39 p.m.
To: Pengelly, James
Subject: TG AIRSPACE REVIEW

Dear James,

Thanks for the invite to attend the meeting & presentation on Tuesday 17th at the Aeroclub.

I have assessed the proposal and discussed it with our pilots.
We have all come to the conclusion that in our opinion, it is a positive move for our local aviation community & operations.

Assistance you can render regarding the subject of any potentially amended GA areas, so as to safely conduct aerobatics outside the revised zone, would also help the smooth flow of TG ops generally I feel.

It was a good idea to get everyone "up to speed".

Thanks again,

Regards

Andrew

Andrew Gormlie
CEO

m: 021 822 205
p: 07 572 4000
w: http://www.classicflyersnz.com

---------- Forwarded message ----------
From: "Chris Wade" <rotary@xtra.co.nz>
Date: 19/03/2015 1:10 PM
Subject: TG CTR/D Redesign.
To: "Airways" <james@pengelly.co.nz>
Cc:

James,

This is to record my non acceptance of the proposal as presented. Once a reasonable time for meaningful alternative dialogue has been allocated I would take the opportunity to comment in full,

C.B.Wade,

-----Original Message-----
From: Liam Brettkelly [mailto:liamrachbk@gmail.com]
Sent: Thursday, 19 March 2015 4:43 p.m.
To: Pengelly, James
Subject: TG CTR

Hi James,

From what I see regarding the proposed new Tauranga CTR, this won't have a significant effect on our operations in and out of Tauranga hospital.

This is my opinion only.

Regards

Liam Brettkelly
Trustpower TECT Rescue Helicopter.

TG CTR/D Redesign Feedback.

John N Pheasant.
Private operator
john@pheasant.co.nz

Yes/NO I do not support the proposal as presented so far.

1. I believe the lowering of the surrounding TG CTA on the northern, and east/western boundaries will cause many airspace incursions into the Christchurch airspace.

2. As an operator of a slower aircraft type, I believe the choke effect of the new northwest approach will cause dangerous conflict between my type of operation and that of the faster modern types in the restricted height and width of the area as so far indicated.

3. there will be a greater tendency for fast types to be doing more dial fiddling than looking out the window when getting closer to the change-over between frequencies with only minutes between required changes.

4. This whole proposal seems to me to be driven by desire to lessen the radio workload of the tower and make it easier for the airlines to make shortened approaches and departures, with no regard for the overall safety of General Aviation.

5. And as one observer pointed out, this will lead to small operators having to go to great expense to upgrade to more radios to cope with the increased demand for swifter frequency changes.

19.3.2015

Draft New TG CTR and CTA.

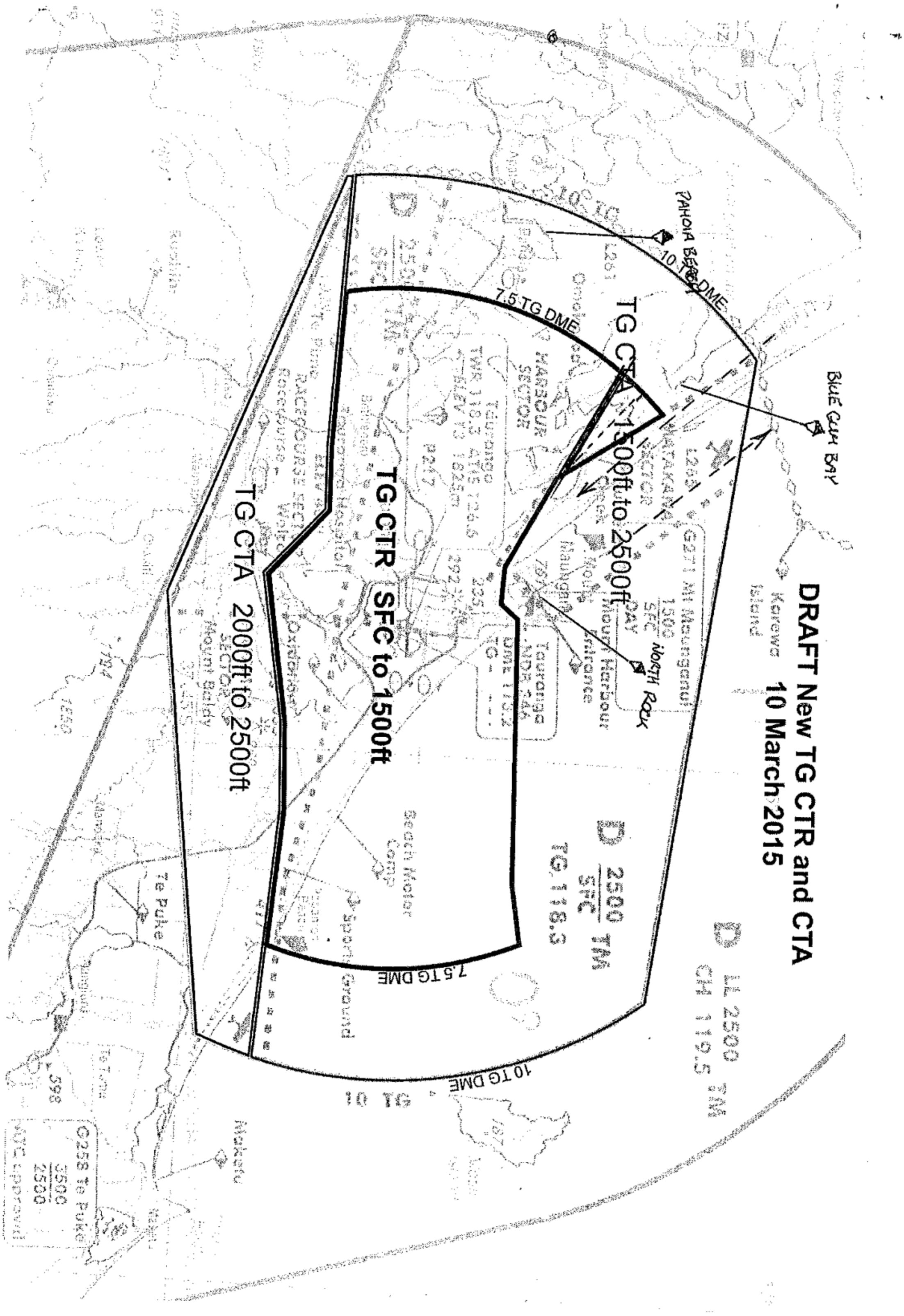
Hi James and Anton
I have entered new proposed reporting points that I believe will suit VFR entry and exit to and from the new . proposed CTR.

Pahoia Beach
Blue Gum Bay in lieu of Hunters Creek
North Rock in lieu of Harbour Entrance

North Rock was chosen in lieu of Harbour Entrance as it will give pilots a target to aim for that will provide a straight approach along the coast for RH base RWY25.
Blue Gum Bay will allow a greater time frame to receive joining instruction especially for faster aircraft.

The VFR entry and exit from the North West seems to be the area that will suffer the most congestion. The solid black line to straighten the North West corner of the CTR will serve to relieve this congestion. Alternately the dotted line which is around .6 Nm would also serve this purpose. The IFR lads need to give this serious consideration in the interests of VFR safety. The reason for this is that entry needs to be inland of the coast and exit seawards of the coast and I would suggest 1Nm seaward. This gives sloppy pilots a clear line that they should not cross.
With regard to the concern of low level flight on departure over the ocean we could have departures not below 1200ft and entry at 700ft.
One must also balance this with the fact that aircraft inbound along Matakana coast will be changing frequency from 124.5 to 126.6 then to 118.3 so clear rules need to be established as to where they should be.
Entry and exit from the South and South East can remain essentially the same so I don't see any issues in these areas.

Regards
Trevor Parker
027 6259412
tlmjparker@xtra.co.nz


DRAFT New TG CTR and CTA
10 March 2015
TG CTR SFC to 1500ft
TG CTA 2000ft to 2500ft
TG CTA 1500ft to 2500ft
7.5 TG DME
10 TG DME
BLUE GUM BAY
NORTH ROCK
D 2500 SFC TM
TG 118.3
Te Puke
Sport Ground
Beach Motor Camp

TG CTR/D Redesign Feedback

Name:	NICK ROWE
Association:	TG AIRPORT USER / INSTRUCTOR
Email address:	zknix@xtra.co.nz
Yes / No	I support the proposed TG CTR/D as presented
Comments	FUTURE PROOF THE AIRSPACE BY ADDING LINES ~~ALONG~~ AS DEPICTED, AIRSPACE ~~AS~~ ISN'T CHANGED AS YET, BUT CAN EASILY ADD, HAA/ OR ~~ROUTE~~ 'B' SECTOR WITH CH CONTROL. (eg cleared to operate 'B' sector 2500' AND BELOW) Maybe to the north use another common freq zone Waihi & east.

Please return all feedback to the Tauranga Control tower staff no later than 1200L Thurs 19th Mar 15.
James Pengelly – james.pengelly@airways.co.nz Anton Cronin – anton.cronin@airways.co.nz

TG CTR/D Redesign Feedback

Name:	FRANK WRIGHT
Association:	PRIVATE OPERATOR
Email address:	wright@wave.co.nz
~~Yes~~ / No	I support the proposed TG CTR/D as presented
Comments	I BELIEVE THERE SHOULD CONTINUE TO BE A 500 FT INBOUND/OUTBOUND (FROM/TO THE NTH. GEOGRAPHICALLY MATAKAN ISLAND IS TOO INVARIED TO USE THE ISLAND SHORELINES AS INBOUND/ OUTBOUND SEPARATION. THIS PROPOSAL ALLOWS AN AIRCRAFT ARRIVING FROM THE NORTH TO BE SOUTH OF THE MOUNT BEFORE REQUESTING ENTRY TO THE CONTROL ZONE. I.E. PROVIDING IT IS BELOW 1500 FT?

Please return all feedback to the Tauranga Control tower staff no later than 1200L Thurs 19th Mar 15.
James Pengelly – james.pengelly@airways.co.nz Anton Cronin – anton.cronin@airways.co.nz

TG CTR/D Redesign Feedback

Name:	Chris Moore.
Association:	Live on Aerodrome
Email address:	chrism91@icloud.com
Yes / ~~No~~	I support the proposed TG CTR/D as presented

Comments

Reduction in controlled airspace in general has a variety of benefits to both Controllers and Pilots alike.

Please return all feedback to the Tauranga Control tower staff no later than 1200L Thurs 19th Mar 15.
James Pengelly – james.pengelly@airways.co.nz Anton Cronin – anton.cronin@airways.co.nz

TG CTR/D Redesign Feedback

Name:	Bruce Bowen
Association:	Pute
Email address:	bbowen@xtra.co.nz
Yes / No	I support the proposed TG CTR/D as presented

Comments

I like controlled flight in and around the airfield. Safety will be compromised with loose cannons flying around so close to the control zone and, no one monitoring them.

Please return all feedback to the Tauranga Control tower staff no later than 1200L Thurs 19th Mar 15.
James Pengelly – james.pengelly@airways.co.nz Anton Cronin – anton.cronin@airways.co.nz

TG CTR/D Redesign Feedback

Name:	Barry Divehall
Association:	Private GA
Email address:	divehallb@xtra.co.nz
(Yes) / No	I support the proposed TG CTR/D as presented

Comments

Rethunk is required around arrival/departure and airspace near Mount Harbour outlance ~~area~~ through to Motukawa Island and beyond.

Uncontrolled mix of aircraft on various frequencies

Please return all feedback to the Tauranga Control tower staff no later than 1200L Thurs 19th Mar 15.
James Pengelly – james.pengelly@airways.co.nz Anton Cronin – anton.cronin@airways.co.nz

From: Scott, Stephen - Air Nelson [mailto:steve.scott@airnz.co.nz]
Sent: Monday, 16 March 2015 10:56
To: Kerr, Tim; Porter, Richard; Ebbett, Fran; Sissons , Kelvin - NM; McGraw, Nathan - NM; Mountcook_ops@airnz.co.nz; Gollop, Dave
Cc: Kelly, Steve; Crawford, Andrew; Boyd, Andy; Dumble, Michele
Subject: RE: Regional SD: Tauranga/Rotorua Airspace

Hello Tim,

We have looked at this and do not see any impact on our operations.

One comment though was about where the handover to Tower will occur normally, can we expect it to occur as it does now as we cross the IF or will it occur later?

Cheers

Steve

New TG CTR Consultation Process

We have undertaken the following consultation. All but the initial meeting with the Tauranga Airport Authority has been with the Draft dated 10 March 2015, however the Airport Authority have subsequently received the most recent proposal also. Feedback from the Airport board is with respect to this most recent version (10 March).

Meeting with Tauranga Airport Authority

Ray Dumble - Tauranga Airport Authority CEO
Frank Wright – Tauranga Airport Board Member, Private Operator
Andrew Gormlie – Tauranga Airport Board, Classic Flyers NZ, Private Operator

Draft proposal sent to key principal users for comment

Andrew Gormlie – Tauranga Airport Board, Classic Flyers NZ, Private Operator
Liam Brettkelly – Phillips Search and Rescue Trust (Tauranga Hospital Base)
John Martin – Tauranga Tandem Skydive
Dan Powers – Sunair Aviation

Meeting with Tauranga Gliding Club

James Graham – CFI
Mark Arundel – Committee member, private operator

Meeting with Aerobatics Enthusiasts

Approximately 10 locally based aerobatics enthusiasts.

General Users Meeting – Venue Tauranga Aeroclub

Approximately 60-70 attendees including private and commercial operators, Aeroclub members, airport tenants although only 22 signed the attendance register!

Feedback summary
Nearly all verbal feedback has been positive however some of the written replies have identified some areas on concern which I have summarised below. I don't see any of these as deal-breakers although could cause the CAA to tweak our proposal slightly.

Concerns	Airways Response / Mitigation
Lowering surrounding CTA will cause many airspace incursions.	Volume of controlled airspace is reducing plus clearer CTR boundaries should mean fewer airspace incursions.
Increased congestion around the Mount and Harbour Entrance areas.	We anticipate the level of traffic in these areas to be much less than current. The majority of VFR traffic in that location currently are arrivals and departures. New track-segregated VFR arrival and departure procedures will be designed that remain clear of this area.
More frequent frequency changes will be required.	We don't see that there will be any additional frequency changes required, although these will occur at different points. - The Peninsular CFZ boundary should be moved to remain adjacent to the CTR boundary to the Northwest - Feedback indicates that currently aircraft overfly NZWV at 1500ft on the TG TWR or TG ATIS frequency. The proposed airspace changes would allow arriving aircraft to remain on the Peninsular CFZ until well clear of NZWV traffic.
Apparent desire to allow airlines to make shortened approaches and departures with no regard for GA.	Under the proposed airspace design, IFR arrivals are more likely to remain on the instrument procedures which would result in either no change to current routing or a slight increase over the visual procedures. The proposal is designed to release more controlled airspace to GA.
This will lead to small operators having to go to great expense to install more radios.	The proposal does not require aircraft to be fitted with additional radios.
Safety will be compromised.	Safety within the vicinity of the aerodrome will be greatly enhanced with controller attention able to be more focussed on this area. Beyond the CTR, realigned CFZs and smart VFR arrival and departure procedures will contribute to a safe environment.
Traffic over Matakana Island should be separated.	VFR traffic is not separated within class D airspace. The proposal makes no change to separation status.
All aircraft using the Matakana Sector should be on same frequency.	Although mostly outside the new proposed CTR, the area over Matakana Island would be included in the Peninsular CFZ ensuring all aircraft inthat location are on the same frequency.
We would like aerobatics over the Main beach to be within controlled airspace.	Aerobatics in controlled airspace should be conducted with the appropriate controlling authority. In this case CH BAY sector.
'Tiki tours' from the North, around the Mount will become a popular activity, greatly increasing the traffic around the Mount.	Currently very few (less that 1 per month) aircraft travel to the Mount from the North then vacate without joining. Arrival and departure procedures will be developed to remain clear of that area. We believe traffic in the vicinity of the Mount will greatly reduce.
NORDO traffic such as hang gliders around the Mount.	Hang gliders currently operate within G271 without reference to ATC.

Also note that the proposed north-western boundary of the CTR running along the in-land side of Matakana Island follows the existing boundary of the Harbour Sector. It follows that line to provide containment of the RNAV (GNSS) RWY 07 approach. Moving the CTR boundary any further south would infringe the protection area for the RNAV approach.

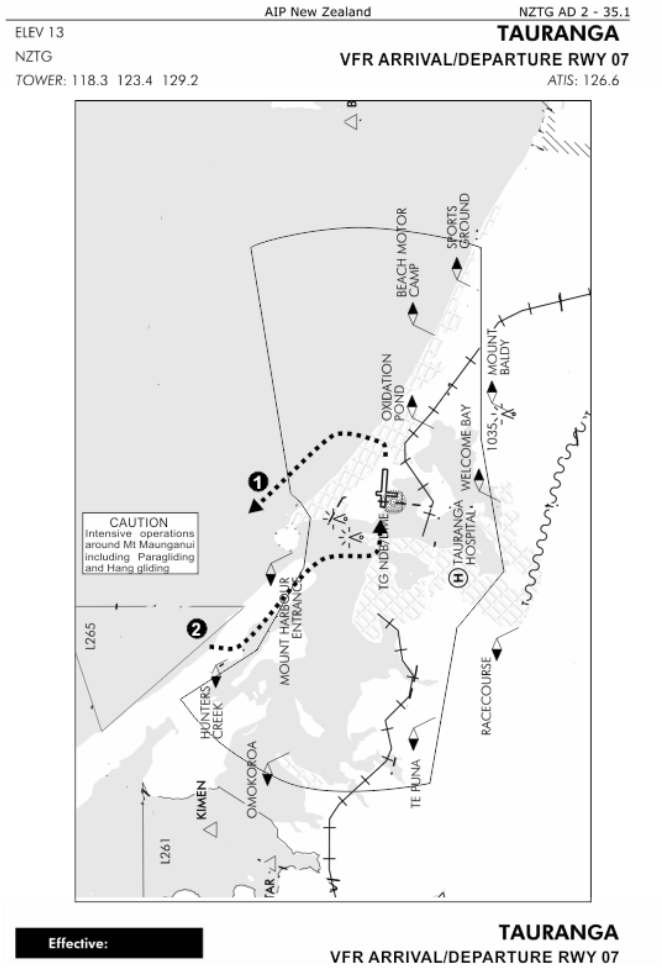
Airways impression following the consultation meeting was that there was far more general acceptance than discontent.

Regarding the scenarios about congestion at the Harbour Entrance, arguably by design it is worse today (arrivals 1500ft holding needing to descend, and departures at 1000ft tracking past the same area) than how we propose to segregate using the island and the sea.

As Airways told the meeting, many of the concerns already exist (radio freq changes, climbs into the CTA, aircraft on different freqs etc.) we see and many also shared the view that with more uncontrolled airspace and better use of GA VFR ARR/DEP procedures there is scope for more efficient and safer operations within and proximate to the proposed new CTR/D.

Draft VFR Arrival and Departure procedures

Airways has done some initial work regarding amended VFR arrival and departure procedures for the proposed new CTR – see diagram and text below. These are our current thoughts/concepts and could get changed as plans and procedures are developed further.



Concept Arrival and Departure procedures:

North 07 Departure	Turn LEFT track 1NM seawards of the coast to the NW 1000ft or below.
North 07 Arrival	Track via HUNTERS CREEK to the South end of Matakana Island then direct to LEFT base RWY 07 1000ft or below. Report on LEFT base.
North 25 Departure	Turn RIGHT, track direct to Matakana Island, leave CTR via HUNTERS CREEK 1000ft or below.
North 25 Arrival	Track 1NM seawards of Mt Maunganui then join RIGHT base RWY 25 1000ft or below. Report on RIGHT base.

CTC AVIATION
committed to excellence

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RD2 Hamilton, 3282
New Zealand

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Facsimile: +64 (0) 7 843 3776
Email: hamilton@ctcaviation.com
Website: ctcaviation.com

25 March 2015

To:
Paula Moore - ASO ATS (Airspace) - CAA NZ
James Pengelly - Chief Controller TG

cc:
Michelle Dumble - Airways

CTC Response - Proposed Amendment to Tauranga Control Zone and Control Areas

1. Introduction

On 10 March 2015 CTC was invited to attend the Tauranga Airport Users Meeting specifically convened to discuss the proposed amendment to the Tauranga CTR and CTAs. At this meeting concerns were raised regarding the proposed amendments, in particular their effects on VFR operations. The chair of the meeting requested feedback with a deadline of mid-day on the following Thursday (less than 2 days after the meeting). This afforded little opportunity to analyse and assess the proposal fully in order to present considered feedback. With this in mind, the Chair agreed to a later submission deadline for CTC or to await the CAA consultation document.

On 23 March 2015 CTC received from CAA NZ, the formal application and consultation document relating to the amendment of TG CTR and CTAs, requesting feedback submissions by **10 April 2015**, thereby engaging the consultation process.

2. Proposal Reasoning

Airways state the reasons for review of the Tauranga control zone are to achieve the following:

1. The CAA desire to reduce existing control zone sizes as mentioned in the CAA 2015 – 2018 Airspace Review Plan.
2. The Airways desire to reduce control zone sizes as much as practically possible.
3. CAR Part 71.55 Control Zones (b) specification that a control zone must be as small as practical consistent with the need to protect the flight paths of IFR flights arriving and departing from the aerodrome.
4. Facilitate improved air traffic management procedures.
5. Improve safety of operations at Tauranga.

Whilst points 1 to 3 inclusive are clearly achieved with the current proposal, they also seem to be the over-riding consideration in the re-design. It is difficult to agree that points 4 and 5 are achieved to the same extent, particularly in regard to VFR operations.

CTC Aviation Training (NZ) Limited
Part of the CTC Aviation group of companies
Registered Office:
131 Boyd Road, Hamilton Airport
RD2 Hamilton, 3282
New Zealand

Registered in New Zealand. Registered No. 1516671

3. Feedback

The shape of the proposed CTR redesign will make it difficult for VFR pilots to identify the CTR boundary, thereby increasing the likelihood of airspace infringements, particularly for trainee pilots. This may cause pilots to spend an increased period of time looking at the GPS display rather than looking outside. To improve this situation CTC recommends that the shape of the CTR is further revised to allow easier identification of the boundary. By aligning the boundary with prominent features and line features the CTR will be more easily identifiable. This may involve increasing the size of the CTR in some areas but will ultimately result in achieving a reduction of the CTR as much is practically possible.

The concurrence/close proximity of CTA with the high terrain along the Kaimai Range is a cause for concern. The CTA (2000' - 2500') runs close to the high terrain which is over 1800' in places. VFR pilots may well be tempted to fly under the CTA and thereby much closer to the terrain than they would otherwise. The arrangement of this CTA also makes a direct route to the airport from the south difficult; as the pilot would be required to enter and exit the CTA before entering the CTR, typically in a 2-minute period.

By lowering controlled airspace (CTA lower limit 1500') and reducing the CTR upper limit to 1500'; the traffic density from surface to 1500' will be increased in the CTR and in the uncontrolled areas surrounding it. Whilst Airways have advertised that the redesign will bring uncontrolled airspace closer for users (laterally), it also effectively increases the controlled airspace in that area and brings it closer (vertically), rendering the surrounding airspace unsuitable for many users needs.

It is difficult to fully assess the proposed airspace redesign without consideration of the associated procedural changes. The suggested adoption of circular flow patterns for VFR arrivals and departures must be considered in conjunction with the redesign proposal to truly assess practicality, safety and feasibility of the redesign. CTC requests that the proposed circular flow procedures are promulgated as soon as possible to allow full consideration of the proposal.

Clive Poultney
DCFI
for Head of Training
CTC Aviation Training (NZ) Ltd

Dianne Parker

From: Clive Poultney (NZ) <clive.poultney@ctcaviation.com>
Sent: Friday, 27 March 2015 12:35 p.m.
To: Dianne Parker; 'Pengelly, James'
Cc: Paula Moore; 'michelle.dumble@airaways.co.nz'; Jonathan Stanwix (NZ)
Subject: Application for amendment to Tauranga control zone and control areas - CTC response.
Attachments: CTC Response -Tauranga CTR Proposal.pdf

Good afternoon Dianne and James,

Please see the attached document in response to the recent proposal to amend Tauranga CTR and CTAs.

Kind regards,

Clive.

Clive Poultney
Team Leader Flight Training
Crew Training Centre – Hamilton

CTC AVIATION committed to excellence

New Zealand International Business Awards 2015 Finalist

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ctcaviation.com

Boyd Road, Hamilton Airport, 3282, New Zealand

TRAINING ● RESOURCING ● INNOVATION ● PARTNERSHIP

Dianne Parker

From: Porter, Richard <Richard.Porter@airnz.co.nz>
Sent: Wednesday, 1 April 2015 12:38 p.m.
To: Dianne Parker
Cc: Mortimore, Chris; Breen, Alan; Petersen, Steve
Subject: FW: Proposed Amendments to Tauranga Control Zone and Areas
Attachments: TG_consult_CTR_CTA.pdf

Hi Dianne

Eagle Air has reviewed the attached changes.

The only question we have is whether the proposed amendment allows for Visual Approaches from the AKL tracks to RWY 25?

(viii) Instrument Approach Circling Areas
All of the existing IFR approaches to Tauranga specify that IFR circling is not permitted north of the runway.
The Cat A and B circling area (2.66 NM radius centred on the RWY 07/25 thresholds) to the south of Tauranga have been fully contained within the new CTR. It is unlikely that a Cat C aircraft would conduct circling manoeuvres, especially as all of the approaches have straight-in final tracks which allow for the preferred stabilised approaches.

Visual Approaches are a very expedient and economical way to operate an aircraft. Fitting within our priorities; Safety, customer comfort, regularity and economy of operation.

Else, we have no issues with the proposed changes.

Regards
Richard

Richard Porter

Manager Flight Operations | Eagle Air

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HAMILTON 3282

AIR NEW ZEALAND | EAGLE AIRWAYS

A STAR ALLIANCE MEMBER

From: Paula Moore [mailto:Paula.Moore@caa.govt.nz]
Sent: Monday, 23 March 2015 3:23 p.m.
Subject: Proposed Amendments to Tauranga Control Zone and Areas

Good afternoon,

Attached is a copy of the consultation document for proposed changes to the Tauranga control zone and areas.

Please note that submissions for this close on Friday 10 April 2014.

There will be a consultation meeting with users to be held on Wednesday 1 April at 1830 hours, at the Tauranga Aero Club Rooms.

Please send any submissions directly to Dianne Parker, Group Executive Officer, Aviation Infrastructure and Personnel, Dianne.Parker@caa.govt.nz.

For any other queries, please contact me.

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

CAA CIVIL AVIATION AUTHORITY OF NEW ZEALAND

Tauranga Gliding Club Inc.
101 Dakota Way
P.O. Box 494
Tauranga
3140
Telephone: 07-543 1694
Mobile: 027-571 8648
Date: 25 March 2015

Mr Graeme Harris
Director of Civil Aviation
CAA
PO Box 3555
Wellington, 6140

AIRWAYS PROPOSED CHANGE TO CONTROL ZONE - TAURANGA

Dear Mr Harris,

We, the Tauranga Gliding Club Inc., have been made aware that CAA is reviewing all control zones (CTZ) with a view to minimizing the size of these. As part of this we have been given details of the Airways proposed change to the Tauranga Control Zone, soon to be submitted by them for approval by CAA.

Currently gliding operations within the extended Tauranga CTZ is surface to 4500 feet agl (on request), above which clearance approval is required from Christchurch, Bay Sector, control. This clearance to gliders is regularly denied and the root cause, as we are told, is Bay Sector controller workload. A current issue is that Airways do not log denial of airspace, they will therefore correctly state that they have no record of refusals and this will be true but inaccurate. For this reason we encourage glider pilots to log denial of airspace on the Gliding New Zealand website.

Of major concern is that the new proposed CTZ is surface to1500 feet agl which means that gliders will have to transition from the CTZ into Bay Sector on every flight and should Bay Sector then apply the same process as they do now then the proposed change to the Tauranga CTZ will effectively result in a blanket denial of airspace to gliding operations in Tauranga.

We therefore respectfully request that:

i. CAA insist on assurance from Airways that they have the capability to give suitably equipped (good transponder and radio) gliders clearances into the Bay Sector airspace subject only to providing separation from other IFR flights.
ii. CAA establishes whether the proposed change to the Tauranga CTZ would result in clearances for gliders being denied for reasons other than aircraft to aircraft separation.
iii. CAA put in place the requirement that a properly constituted Memorandum of Understanding is agreed between Airways and the Tauranga Gliding Club with regard to Bay Sector similar to what currently exists between the Tauranga Gliding Club and Airways with regard to the existing Tauranga CTZ.

It is our understanding that submissions on the proposed new CTZ is due by 10 April 2015 and we would appreciate your guidance on how best we should proceed to ensure the future of gliding in Tauranga.

Yours sincerely

James Graham
Chief Flying Instructor for the Tauranga Gliding Club Inc.

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 April 2015

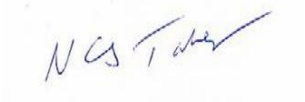
Dear Paula,

Tauranga Airspace Control Zone Area Amendment – NZHGPA Submission

The New Zealand Hang Gliding and Paragliding Association (NZHGPA) encourages Point 3 of the said Proposal on Page 1 of the Tauranga Airspace Control Zone Consultation document, that mentions both the CAA and Airways have a desire to reduce existing control zone size in the forthcoming 2015-2018 Airspace Review Plan and the NZHGPA looks forward to this being achieved under *CAR Part 71.55 - a control zone must be as small as practical*.

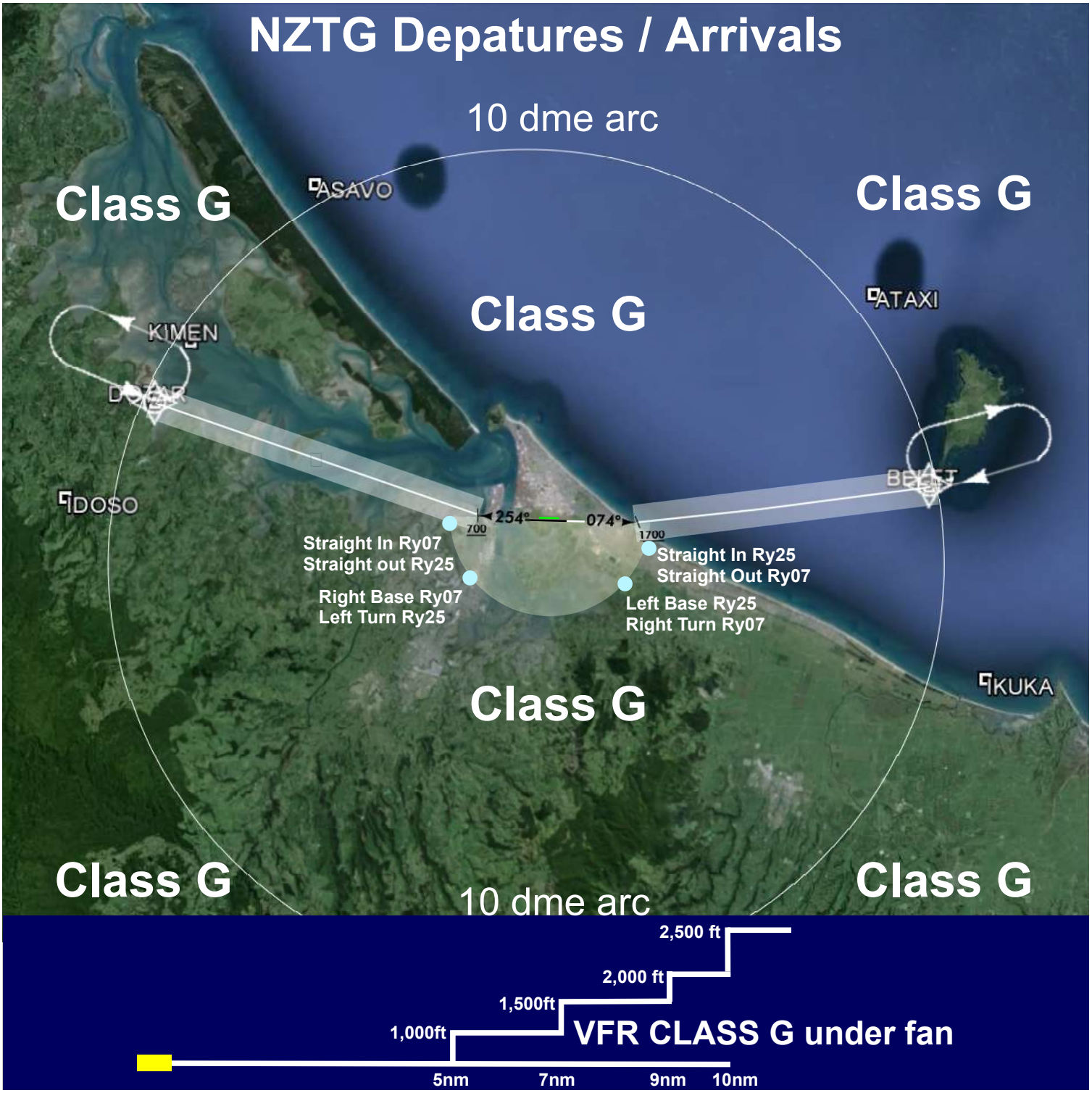
The New Zealand Hang gliding and Paragliding Association therefore supports the proposed disestablishment of the existing GAA NZG271 at Mt Maunganui to **uncontrolled airspace** with an upper limit of 1500 ft or higher.

Yours sincerely



Nick Taber
NZHGPA Airspace Officer

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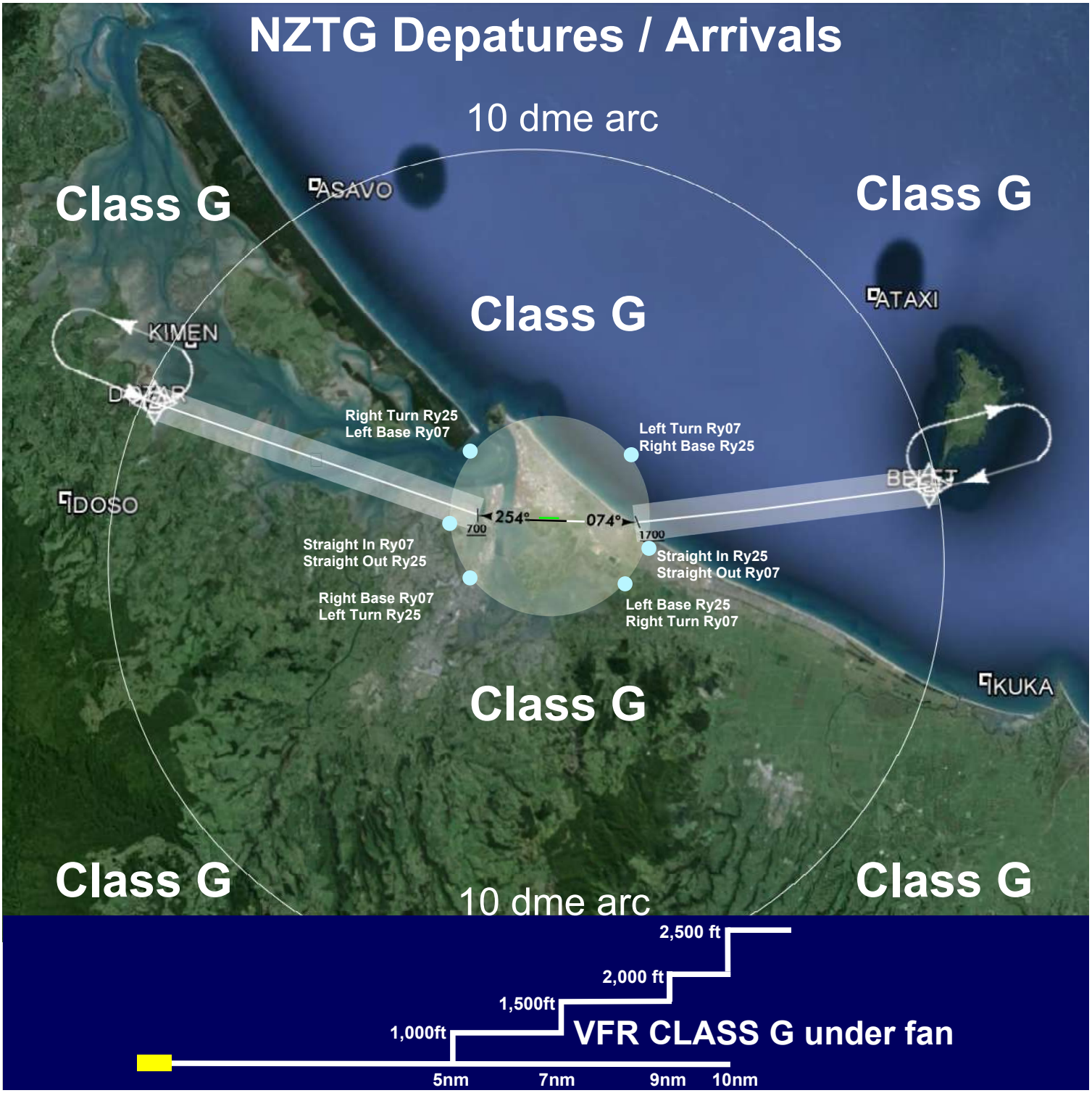
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