
Hamilton Airspace Review 2014 proposed changes

Table of Contents

Overview	1
Proposed airspace changes	1
Danger Area	1
1. New danger area - Cambridge.....	1
General Aviation Areas.....	2
1. New GAA – Taupiri	2
Visual reporting points	3
1. New VRP – expressway interchange.....	3
Control areas	4
1. NZA246 – amendment to western boundary	4
VFR Transit Lanes.....	5
1. Nzt251 Northern.....	5
2. Nzt252 Te Awamutu.....	5
3. New VFR transit lane – Lee Martin Road	6
Low Flying Zones	6
1. NZL263 Rukuhia and NZL464 Moanatuatua	6
Other airspace issues.....	6
HN circuit direction and height.....	6
National common frequency zones plan	7
Airways	7
HN CTR.....	7
Final submissions.....	7
Further information.....	8

Overview

The Hamilton airspace review comprised all the airspace detailed on the Hamilton control zone and airspace immediately adjacent as detailed on the C3 and C6 visual navigation charts covering the area bounded by the control areas Class D with lower limits 2500 ft overhead the aerodrome and the CTA west of Hamilton with lower limits of 4500 ft and 6500 ft.

Submissions from users were received in December and the Hamilton airspace user review meeting was held on 29 January 2014.

This document details the proposed amendments to the Hamilton airspace.

Unfortunately not all information is available prior to publishing this paper. Consultation is still on-going with the air traffic service provider – Airways Corporation of New Zealand (Airways) about the design of the controlled airspace.

This information should be available at the airspace user consultation meeting.

The meeting will be at 7 pm on Monday 7 April 2014 at the Waikato Aero Club rooms. All interested parties are invited to attend.

Proposed airspace changes

Danger Area

1. New danger area - Cambridge

This application was received prior to the Hamilton airspace review being implemented but was accidentally missed out as part of the initial consultation.

The Cambridge Model Aero Club would like to operate model aircraft above 400 ft AGL up to 1000 ft AGL. An application for the designation of a danger area has been made located at the Cambridge Model Aero Club site new Maungakawa Road, Cambridge.

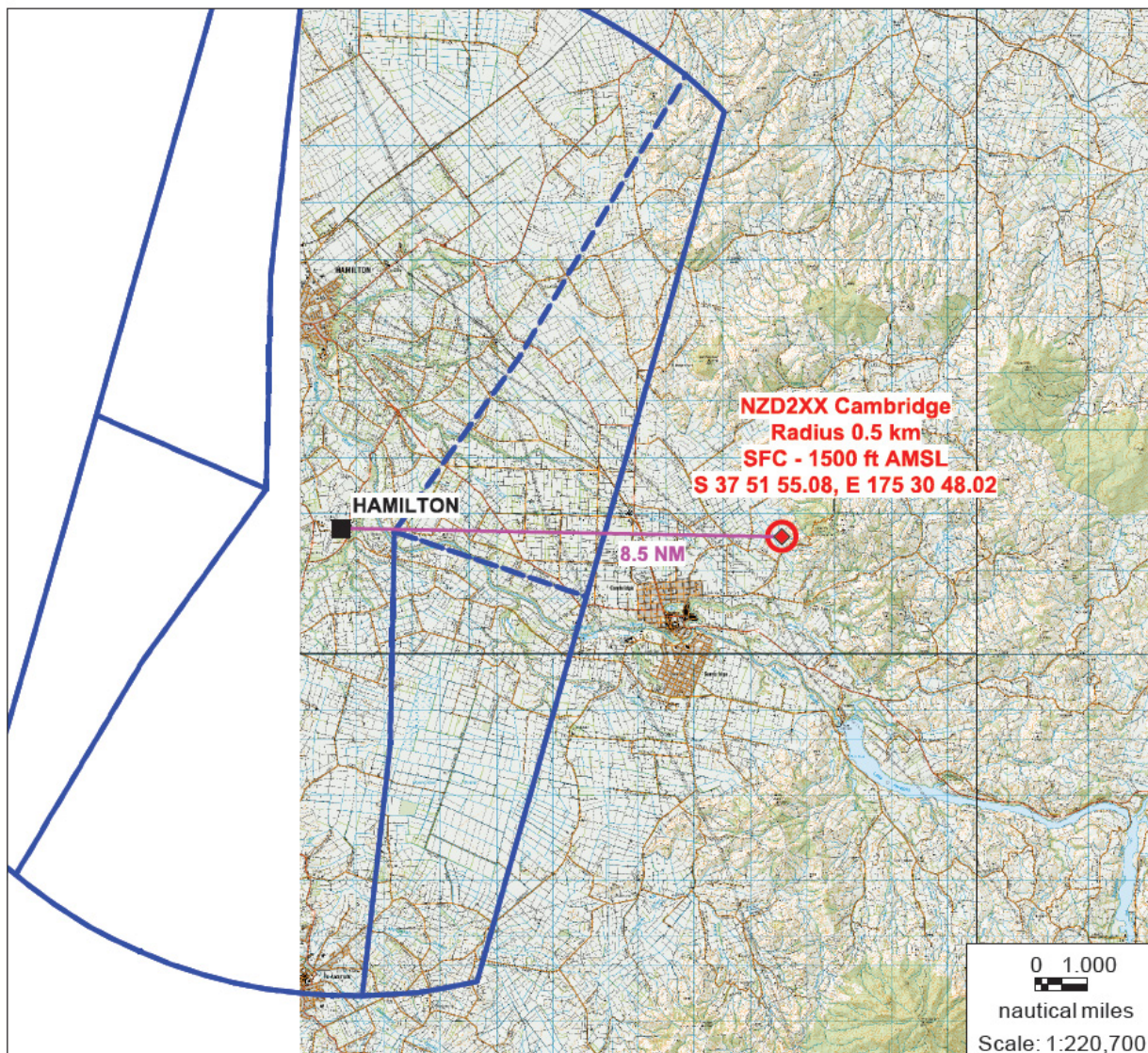
- 500 m radius centred on S 37 51 55.08, E 175 30 48.02
- Surface to 1500 ft AMSL – includes 200 ft buffer above maximum operating height of model aircraft
- Permanently active during daylight hours.

The Cambridge Model Aero Club has undertaken consultation with five airspace users and most feedback is in support of the proposal.

To mitigate risk, the Cambridge Model Aero Club intend to put the following procedures in place:

1. An observer advising each radio-controlled flyer when there is a full-size aircraft in the vicinity.

2. Require all radio-controlled flyers to keep their models well clear of full-size aircraft operating near to 1000 ft AGL or below this altitude, including descent to below 400 ft AGL as soon as possible when this is in the best interests of flight safety.

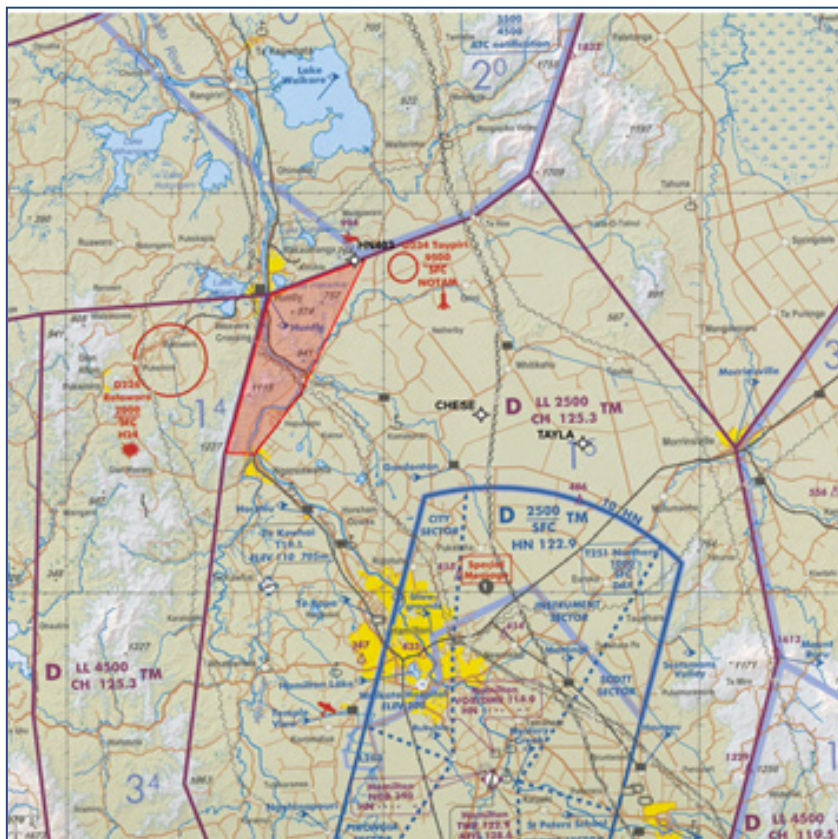


General Aviation Areas

1. New GAA – Taupiri

The Auckland and Waikato Hang Gliding and Paragliding Clubs have made an application for a GAA to be designated between Huntly and Ngaruawahia.

- 2500 ft to 4500 ft AMSL
- Active by ATC approval



At the initial consultation meeting held in January, concern was expressed that there may be a negative effect on IFR or controlled VFR flights operations in the area.

Most IFR routes transiting in this direction to and from Hamilton are at or above 5000 ft so the GAA should have no effect on these operations.

Statistics provided by Airways over a 10 day period in November indicated that there is some use of this airspace by VFR aircraft. The size of the proposed GAA may necessitate some track deviation around the area if a VFR pilot elects not to fly through the active area.

Visual reporting points

1. New VRP – expressway interchange

CTC have suggested that the interchange of the Cambridge section of the Waikato Expressway would be a prominent visual feature for aircraft joining from the east.

Construction expected to be complete in 2016 –new VRP to be designated then.

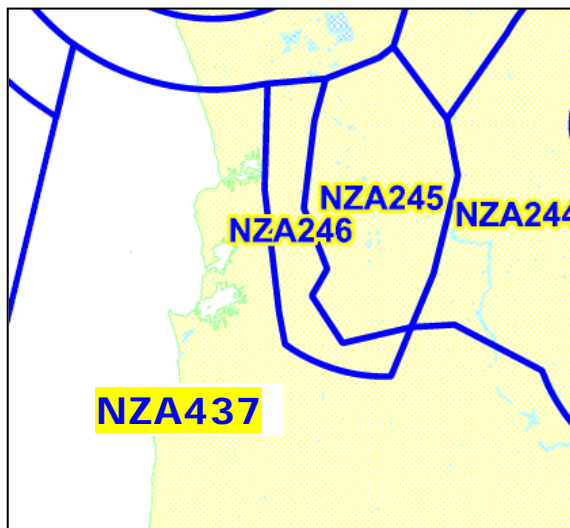
2. Review VRPs

Waikato Aero Club request that there are more logical VRPs for joining the circuit from outside the CTR.

Control areas

1. NZA246 – amendment to western boundary

CTC have requested that the western boundary of NZA246, lower limit 6500 ft AMSL is moved east to allow for more uncontrolled airspace to be available for training.



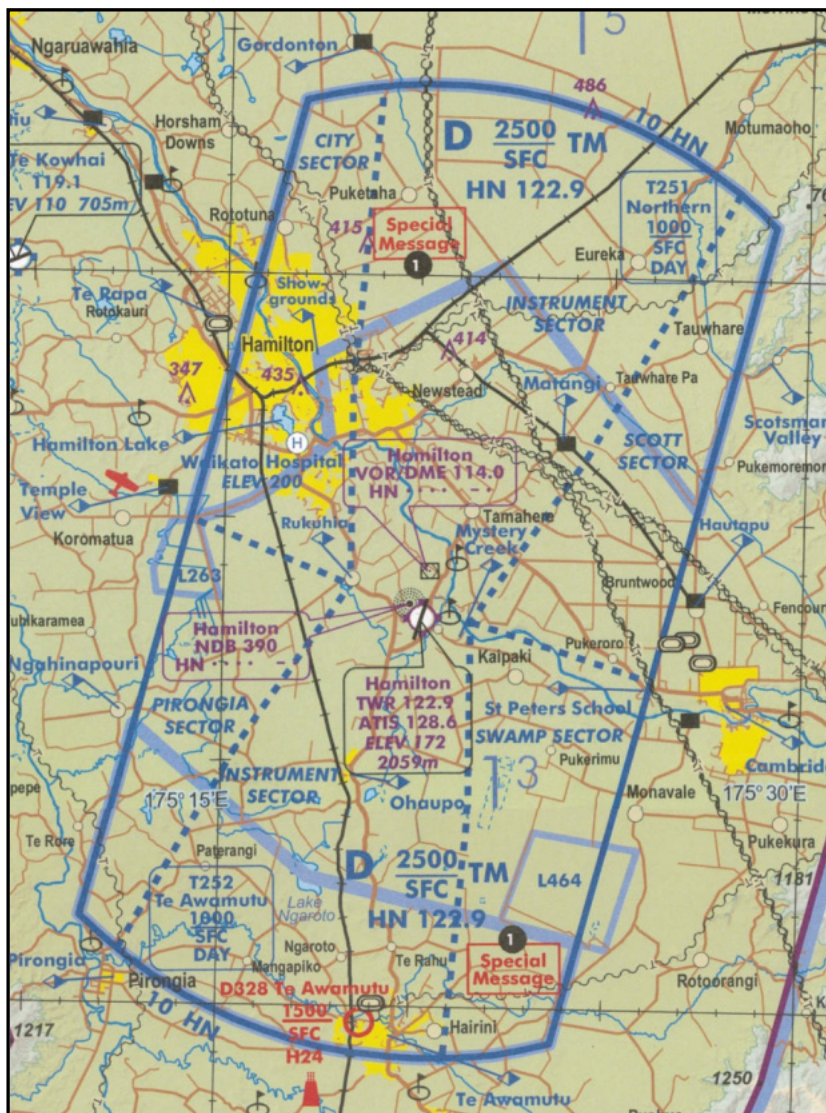
This request is currently being assessed by Airways.

VFR Transit Lanes

1. NZT251 Northern

A submission was received requesting that NZT251 is reviewed – in particular the upper limit over Hamilton city which is currently 800 ft AGL.

Depending on the HN CTR redesign, this VFR transit lane may not be needed anymore.



2. NZT252 Te Awamutu

A submission was received from Mr Bellfield, helicopter operator, for the retention of NZT252 to enable operations to continue at his helicopter base at Mangapiko within the VFR transit lane.

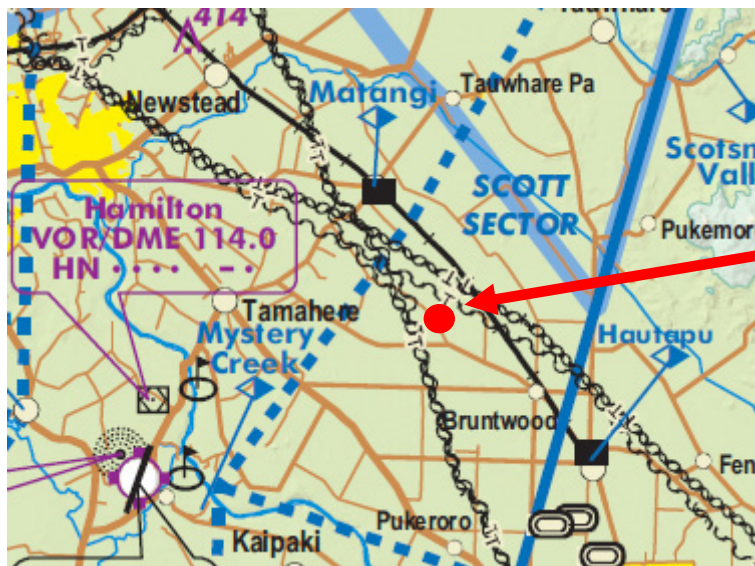
Depending on the HN CTR redesign, this VFR transit lane may not be needed anymore.

3. New VFR transit lane – Lee Martin Road

Mr Anton Meier made a late submission for a VFR transit lane to be designated to enable operations at the airstrip on Lee Martin Road without reference to aerodrome control.

- Surface to 700 ft AMSL

Depending on the HN CTR redesign, this VFR transit lane may not be required.



**LMR
AIRSTRIP**

Low Flying Zones

1. NZL263 Rukuhia and NZL464 Moanatuatua

For air traffic management, Airways request that both LFZ are outside controlled airspace.

It is hoped that the HN CTR redesign will accomplish this objective.

Other airspace issues

HN circuit direction and height

To improve air traffic management, Airways requested has requested:

- Circuit direction for runways 36L and 36R be right hand so that all circuit traffic is to the east of the airport and in front of the aerodrome controllers.
- Lower the circuit height to 800 ft AGL. This would also enable the upper limit of the CTR to be lowered to 1500 ft AMSL.

The aerodrome operator does not support these requests because it may have a negative effect on the noise contour areas in the aerodrome environs.

Further discussion between all operators at Hamilton aerodrome may need to be initiated. Changes to circuit direction and height can be implemented with AIPNZ cycle amendments and are not affected by the VNC cut-off date of 24 April 2014.

National common frequency zones plan

The Ardmore Flight Operations Group have liaised with operators from the Far North to Taupo and submitted a proposed chart.

The CAA is still creating a process whereby these areas can be implemented. This also includes finalising an appropriate code and name for this type of airspace that is different from CFZ.

Work to be completed:

- Users – advise final boundary lines.
- Allocation of appropriate frequencies.
- CAA to complete implementation process.

There may not be time to implement this change for the 2014 chart update, but it will be completed for the 2015 update.

Airways

As previously stated, the CAA is waiting for the response from Airways on some of the proposed changes as well as the Hamilton CTR.

HN CTR

The current size of the HN CTR is being reviewed to determine if some amendments are possible to reduce the size.

Final submissions

Once the airspace user consultation meetings have taken place, there will be an opportunity for users to make further submissions prior to the visual navigation chart update cut-off date on 24 April 2014.

Submissions are accepted either electronically or via mail.

Please address submissions to:

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
Reference – 2014 Auckland Airspace Review – Final Submissions

Closing date for submissions is **Tuesday 22 April 2014**.

Further information

For further information contact:

Paula Moore
Aeronautical Services Officer – Air Traffic Services (Airspace)
Civil Aviation Authority of New Zealand
P O Box 3555
Wellington 6140
Phone: (DDI) 04 560 9525 Email: paula.moore@caa.govt.nz

S-D180-20-05 (DW1285429-0)