

Queenstown Airspace Classification Review
Minutes of the consultation meeting held between CAA and Queenstown users
Monday 26 May 2014
at the St John Ambulance Building, 10 Douglas Street, Frankton

Attendees:

CAA: Chris Ford, General Manager Aviation Infrastructure and Personnel
Steve Moore, General Manager General Aviation
Paula Moore, Aeronautical Services Officer – Air Traffic Services (Airspace)

Airways: Clayton Lightfoot, Mark Stretch, Greg Trounce, John Wagtendonk

Air New Zealand Group: Mark Sutherland, Malcolm Taylor

Queenstown Airport Corporation Ltd: Mark Harrington

Queenstown users: Megan George, Hank Sproull, Gareth Allen, Dominic Eller, Gavin Taylor, Andy Clayton, Robert Rutherford, Nigel Davy, Philip Rive, Richard Mills, Scott Theyers, Jules Tapper, Lindsay Sowerby, Blake Mason, Wendy Smith, Ian Clark, Shai Lonceel, Greg Burt, Neal McAloon, Dave Matthews, Aaron Duff, Andy Pye, Nick Taber, Cathal McLaughlin, David Dixon, Derek Divers, Keri Mapperson, Patrick Nolan, Philip Nedor, Roy Tingay, Craig Smith, Peter Buckley, Brett Glass

The meeting opened at 1905 hours.

Chris Ford welcomed everyone to the meeting.

Discussion Points:

There was substantial discussion with regard to the CAA's May 2014 "Queenstown Airspace Classification Review – Summary of Submissions" and the Airways' 15 April 2014 "Queenstown Class C Airspace Application of Separation" documents.

The main points covered were:

- Separation criteria required:
 - Segregation vs separation.
 - Level of control service for the airspace classification expected by all pilots, not just local users.
- Air traffic management:
 - Airways intention to separate the aerodrome and approach control functions into separate positions to split the workload.
 - Enroute radar control to provide an upper flight level service.
- MLAT – the use of MLAT to provide an air traffic service and who is licensed to do what

- Tool for approach procedural controllers to provide situational awareness only.
- Radar control service not available below the minimum vectoring altitude (approx 10,000 ft).
- System integrity – older aerals don't have back-up power supply.
- Queenstown controllers hold aerodrome and approach procedural ratings. Only radar rated controllers can provide a radar control service.
- Night Operations:
 - The recent approval by CAA to the concept of night operations at Queenstown is not connected to the airspace classification review.
 - The safety improvements which enable consideration of night operations are related to aircraft navigation equipment, terrain clearance, runway environs but are not to airspace classification and separation requirements.
- General Aviation Areas:
 - Impact of Class C separation requirements on all QN CTR GAAs.
 - Potential effect on NZG753 Crown Terrace and the proximity of southern boundary to RNAV (RNP) RWY 23 approach.
 - Area of operations within NZG753 and possible southern boundary realignment.
- 2014-2016 National Airspace Review:
 - This airspace classification review has been raised as a separate issue to the planned review of the designation of airspace in the Queenstown area. The 2014-2016 National Airspace Review timetable was decided prior to the classification being raised as a priority.
 - All of the current designated airspace was established in 2012 and the planned 2016 review is in accordance with CAR 71.11 five yearly review requirements. It may well be that this classification review replaces any need for a review in 2016.
- Movement statistics and risk:
 - The difference between likelihood and consequence in regard to the larger aircraft operating at Queenstown but reduction in overall movement numbers.
 - Comparison between the movement statistics and airspace types at the other domestic controlled aerodromes in New Zealand was mentioned and discussed.

- Parachute operations in upper airspace and the proposed separation distances:
 - 2 and 4 mile separation issue for parachute operators.
 - Climb areas in the mountains for jump planes.
- Helicopters:
 - South Arrival proposed amendment – lake crossing height from Hidden Island of 2200 ft AMSL.
- Milford flow:
 - Single-engine aircraft crossing lake at 2200 ft AMSL.
 - Potential orbiting of 10-15 aircraft while awaiting onwards clearance from Hidden Island.
 - Would airlines be prepared to delay start to allow the Milford flow to arrive without the 2200 ft hold-down?
- Gliders
 - Effect would be mainly on higher levels tracking in the Takatimu Mountains and Te Anau areas.
 - Generally able to obtain a clearance so is not considered a major issue.
- General discussion
 - Visual manoeuvring IFR aircraft, circling manoeuvres.
 - Complexity of Queenstown operations.
 - Planned development of Queenstown aerodrome – runway widening, feasibility of taxiway to each threshold.
 - ICAO Surveillance requirements for Class C airspace vs FAA orders.

It was agreed to hold a workshop sessions to discuss and consider possible solutions. The users requested that the CAA facilitate these meetings between Airways and the users.

The outcome of the workshops would comprise part of the final recommendation to the Director as to the appropriate classification of the airspace at Queenstown. This may mean that the timeframe contained in the Summary of Submissions document is amended.

Action Point: CAA to organise workshops for users.

Chris Ford thanked everyone for their attendance and contribution to the meeting.

The meeting closed at 2130 hours.