

Tauranga Airport Users Group proposal to CAA NZ / Airways NZ proposed airspace changes at NZTG/Tauranga

Tauranga Airport Users Group, made up of a number of the biggest G/A users of Tauranga Airport, make this proposal to the CAA NZ/ Airways NZ proposed airspace changes at NZTG/Tauranga.

We propose to make the CTR even smaller than has been proposed and for a change to traffic control procedures for IFR and VFR traffic.

For IFR traffic NZTG CTR/D reduces to a 'bow-tie' for IFR arrivals / departures using only DOTAR and BELET waypoints for arrivals and departures. All other airspace, except for a 3nm arc around NZTG – or a 3nm half arc south of the field (Option 2) – becomes Class G airspace. With the 'half arc' there is the possibility Runway 07/25 grass could become a Class G uncontrolled runway with a requirement for aircraft to remain outside of the 'bow-tie'.

ALL IFR departures and arrivals will fly only the SID and the RNAV GNSS approach with the NDB to be disestablished. In the unlikely event the RNAV GNSS approach become unavailable due to a satellite issue, or should there be an equipment failure on board and aircraft – unlikely as there are multiple redundancies – there are alternate airports within very close proximity – NZRO 26nm to the south, NZHN 44nm to the West or NZAA 71nm to the North West.

All VFR traffic arrives and departs via predetermined waypoints / visual waypoints using the procedures listed below.

VFR INBOUND FROM CLASS G AIRSPACE

Monitor NZTG ATS frequency when within 10nm of NZTG

Pilots must establish and maintain two-way communications with NZTG tower before entering the control zone from Class G airspace.

Depending on their position pilots will be told to fly to the relevant VFR approach point for the runway in use.

Pilots should squawk C prior to contacting NZTG tower with the inbound call.

VFR DEPARTURE INTO CLASS G AIRSPACE.

When departing the control zone into Class G airspace, pilots will depart to one of the pre-determined VFR departure points then clear into the Class G.

VFR flight pilots do not need to make a departure call when departing the zone directly into class G airspace.

VFR FLIGHT IN CLASS G BUT NEAR CLASS D AIRSPACE

When flying in Class G airspace near the NZTG Class D control zone boundary, pilots should monitor the NZTG tower frequency to assist awareness of traffic entering and leaving the NZTG control zone.

OPTIONAL REQUIREMENT: VFR MOVEMENTS OPERATING WITHIN 10NM ARC OF NZTG

When operating in Class G airspace in proximity to the NZTG control zone boundary, pilots should consider obtaining the ATIS and monitor the NZTG tower frequency to enhance situational awareness of traffic entering or leaving the NZTG control zone.

VFR ALTITUDE LIMITS WITHIN 10NM ARC OR NZTG = Class G airspace is 2500ft and below.

5NM OR MORE 1000FT
7NM OR MORE 1500 FT
9NM OR MORE 2000 FT
10NM OR MORE 2500 FT

Based on a 3 degree glide slope, IFR traffic is 3000 ft at 10nm.

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Grayson Ottaway on behalf of the TAURANGA AIRPORT USERS GROUP