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Group Executive Officer
Aviation Infrastructure and Personnel
Civil Aviation Authority of New Zealand
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Fax 04 5692024
Email Dianne.parker@caa.govt.nz

Steve Gwilliam
27 Punga Grove
Whangarei
gwilliam@xtra.co.nz

5th August 2015

Re : 2016 Northland Airspace Review

As a GA recreational pilot who operates from Whangarei airport I wish to make the following submissions.

A number of light aircraft operate out of Whangarei Airport, many of these are not fitted and/or are unable to be fitted with transponders.

Currently there are only 6 movements a day of scheduled passage operation from the airport and it is unlikely these will change significantly in the future.

The approved instrument approach and associated infrastructure is via Mata and current MBZ and TM limits allow for this.

Significant amounts of traffic transit up the east coast corridor (Waipu, Ruakaka, Whangarei Heads and Ngunguru) which is also frequently used area for flight training and general flying for the Whangarei based aircraft.

Transponder mandatory (TM) requirement remains 1500ft and above in the MBZ.

This will allow continued operation for local and visitors to WR without the need of transponders.

The placement of a TM zone to GL is unwarranted for 6 scheduled passenger operations per day and would put a huge burden of local aircraft.

That the MBZ is not extended beyond the current limits.

Adjusting the MBZ to allow for "non standard company requirements" (eg ANZ and its operators) approach via One Tree Point area, for just a very limit number of movements is unwarranted and appears to have a form of favouritism to various operators.

Good airmanship's says all pilots should be looking out, not inside at instruments at this point of operation.

That a CFZ is created from the MBZ to the east coast or beyond to capture transiting aircraft in this busy area.

This would encourage all aircraft operators operating in and through this area to communicate and hence reduce potential risk.

I look forward to a positive outcome from this review.

Regards

Steve Gwilliam (PPL/RPL and aircraft owner, Whangarei)

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

2016 NORTHLAND AIRSPACE REVIEW

Air Nelson make the following submission to the above review.

WHANGAREI

- That the MBZ boundary to the East thru to South East be extended to encompass the RNAV D approach. At present the boundary of the MBZ to the South East is directly underneath the inbound track of the RNAV approach from VAKDO to MONSU [328 degrees] and VAKDO is just outside the MBZ. It would be desirable that the approach tracks [and allowing for a suitable buffer] was contained within the MBZ to ensure any relevant traffic was broadcasting on the MBZ frequency. Our suggestion would be to extend the boundary as follows.
From-Owhiwa to Peach Cove then directly to the existing South East boundary of the MBZ.
- To enhance Crew situational awareness, particularly when conducting an instrument approach and transitioning to visual conditions, we strongly advocate that all MBZs be designated as transponder mandatory [TM] from the surface to the upper limit of the MBZ.

KERIKERI

- That the boundaries of the MBZ be extended to the North & South so as to encompass the full extent [plus a suitable buffer] of the RNAV Runway 15 and 33 approaches and associated holds, to ensure any relevant traffic was broadcasting on the MBZ frequency. Our suggestion would be to extend the boundary to the North and South by approximately 7nm.
- To enhance Crew situational awareness, particularly when conducting an instrument approach and transitioning to visual conditions, we strongly advocate that all MBZs be designated as transponder mandatory [TM] from the surface to the upper limit of the MBZ.

KAITAIA

- That the boundaries of the MBZ be extended to the South so as to encompass the full extent [plus a suitable buffer] of the RNAV Runway 30 approach and associated hold, to ensure any relevant traffic was broadcasting on the MBZ frequency. Our suggestion would be to extend the boundary to the South by approximately 7nm.
- To enhance Crew situational awareness, particularly when conducting an instrument approach and transitioning to visual conditions, we strongly advocate that all MBZs be designated as transponder mandatory [TM] from the surface to the upper limit of the MBZ.

Group Executive Officer
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2016 NORTHLAND AIRSPACE REVIEW ---ADDITIONAL COMMENTS

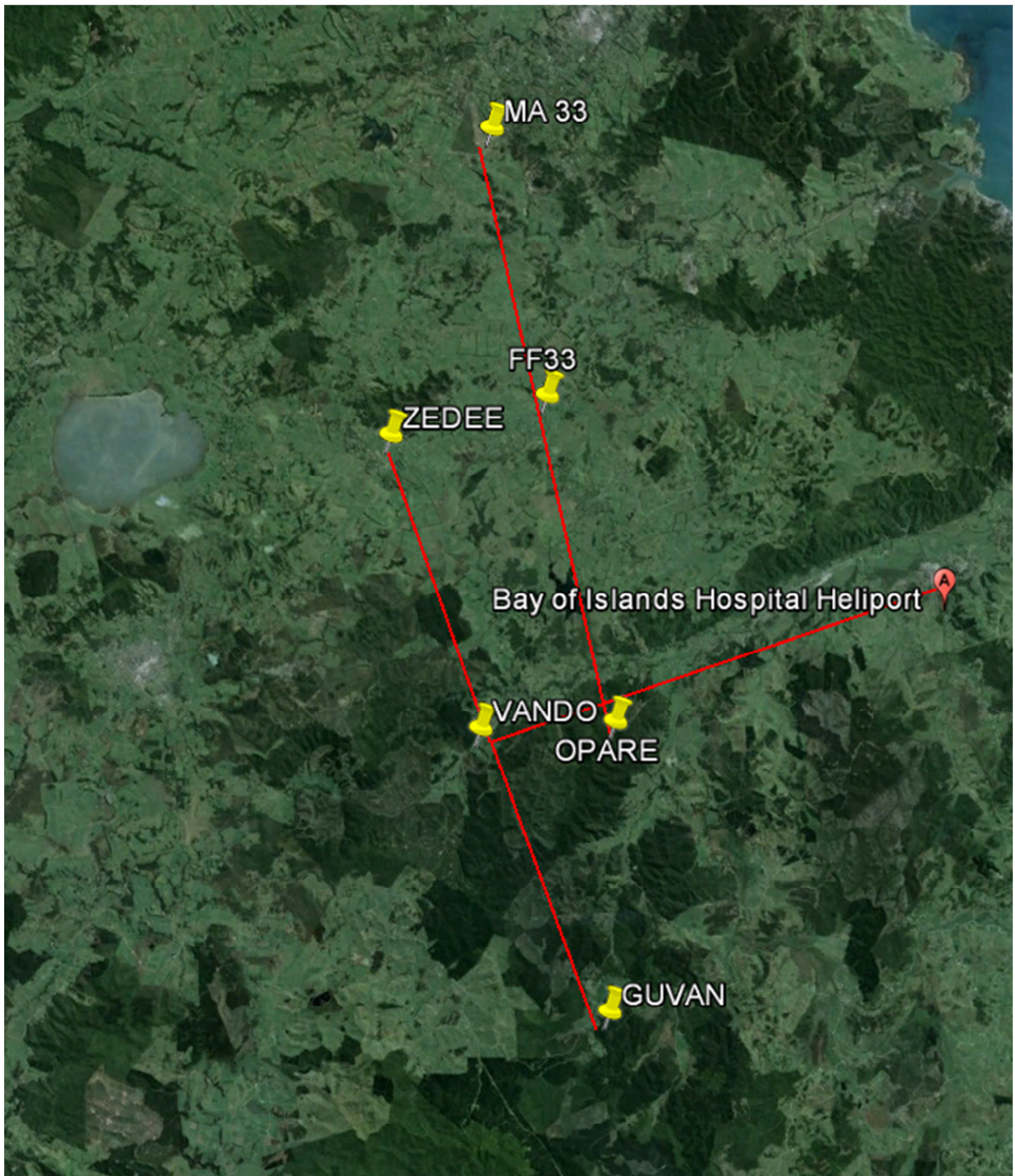
Air Nelson make the following additional submission to the above review

KERIKERI

The Bay of Islands Hospital is located South East of Kerikeri aerodrome and the associated RNAV [GNSS] 050 approach occupies the same airspace as the RNAV [GNSS] 33 approach and conventional NDB 33 approaches to Kerikeri. The hospital approach originates just outside the Kerikeri MBZ boundary. The map below illustrates the issue. The Kerikeri 15 missed approaches also conflict with the RNAV Hospital approach. The Hospital RNAV missed approach conflicts with all Kerikeri approaches or missed approaches.

Our original submission was to extend the Kerikeri MBZ to the North & South by approximately 7nm to ensure the 15 and 33 approaches were contained within the MBZ.

We now submit that the MBZ should be extended to the South and East to the extent necessary to encompass the Bay of Islands Hospital RNAV approach and missed approach. This would ensure that all relevant traffic are aware of each other and broadcasting on the same frequency.



Leslie Graham
Airspace Officer
Auckland Hang Gliding & Paragliding Club
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Auckland 1051

Tel: 021 1653320

Civil Aviation Authority
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Wellington 6140
New Zealand

6 August 2015

APPLICATION TO REVISE WHANGAREI MBZ B171
From AUCKLAND HANG GLIDING & PARAGLIDING CLUB

The New Zealand Hang Gliding & Paragliding Association (NZHGPA) is a long established airspace user in Northland
We request that MBZ B171 Whangarei be reduced in size as described below and in the attached documents.

Please find attached an application form from the AHGPC for reducing MBZ B171 Airspace at Whangarei.

This letter forms part of the clubs application providing descriptive notes in regards to the proposed MBZ B171 size reduction.

The current uncontrolled airspace includes a MBZ up to 6500ft which is TM from 1500ft to 6500ft, situated above and mainly to the west and south of Whangarei airport. It is surrounded by uncontrolled airspace up to 9500ft and partly overlaps two parachute drop zones, NZP 112 Whangarei and NZP 133 Ruakaka.

Hang gliders and paragliders do not carry transponders and seldom carry airband radios. Transponders are not carried due to their size and weight in a sport that requires minimum weight and bulk as all components of the aircraft must be carried by the pilot before, during, and after flight. Airband radios are generally not carried due to the complication of managing the radio whilst flying which generally requires both hands to control the aircraft. This becomes even more vital when flying inland as the air mass is continuously changing and often turbulent especially when flying close to the terrain. Generally, the higher we are above the terrain, the safer it is.

In such conditions the pilot will need to get into settled air before being confident enough to take one hand off the controls to transmit.. Hang glider and paraglider pilots almost always use their hands to control their aircraft. Taking time out to operate a radio is distracting to the pilot who is constantly trying to stay in lift, or searching for/gliding to, the next area of probable lift
The areas we would like to reduce are predominately towards the western and southern boundaries of MBZ B171 and a minor reduction to the eastern side.

The existing MBZ B171 boundaries create restrictions for HG/PG pilots flying cross country as they are forced to fly for several kilometers around them which generally take them out of the

areas of lift thereby ending their flights. The lift often generated in this area is due to convergence which often sets up in a line running up the centre of the land mass. The current MBZ B171 boundaries make cross country flights past this region almost impossible for hang glider and paraglider pilots to achieve.

The additional uncontrolled airspace we are requesting would provide the opportunity for much better, and safer, cross country flights by enabling our pilots to safely glide over difficult terrain and providing more chance of finding the next area of lift to extend a cross country flight. This is the main purpose of flying in this area.

Flights towards this area from North Auckland sites have been made by NZHGPA pilots for over 30 years. They are generally flown in south to south-west winds, particularly on light wind days where a sea breeze sets up on both east and west coast creating a convergence line. These convergence areas tend to form lines along the centre of the land mass and often more towards the east coast.

The convergence line typically sets up over MBZ B171, hence our desire to access this area. Refer attached example of a typical convergence forecast for this area. Hang glider and paraglider pilots use this convergence line to carry out long distance cross country flights.

The proposed new boundaries have been drawn using some of the existing MBZ and airspace boundaries and prominent landmarks or features.

Ideally we would like access to the entire area, but we understand this could create issues for flights into and out of Whangarei airport.

Taking this in to account we have mostly kept the proposed boundaries outside a 10NM radius from Whangarei airport.

The proposed new boundaries will better enable our pilots to maximize their flights by being able to reach a safe altitude, and increase their chances of achieving cross country flight.

We have been in contact with Dave Gollop (Operational Support Manager, Air Nelson Fit Operations) and Mike Chubb (Whangarei Airport Manager) to explain our position and to gather a better understanding of current airspace use.

Should you have any further questions, please do not hesitate to contact me.

Yours sincerely



Leslie Graham
Airspace officer
Auckland Hang Gliding & Paragliding Club
Email: graham-mackie@vodafone.co.nz

Documents Enclosed:

- Doc 1 AHGPC Letter in Support of our Application.
- Doc 2 CAA Application Form.
- Doc 3 Topographical Map of Whangarei with proposed MBZ B171 boundaries and AHGPC probable flight routes.
- Doc 4 Northland Convergence forecast example.

Application for designated airspace or reporting point
 CIVIL AVIATION AUTHORITY
OF NEW ZEALAND

Note: The CAA Standard Rate hourly charge applies.
1. Organisation Details

Person completing application	Leslie Graham				
Legal name of organisation:	Auckland Hang Gliding & Paragliding Club (AHGPC)				
Trading or Division name:					
CAA Client No: (if known)					
Tel:	0211653320	Fax:		Email:	graham-mackie@vodafone.co.nz

2. Reason for Application

Activity or event:	Hang Gliding & Paragliding
--------------------	----------------------------

3. Designation details

Type of designation requested:		
03 - Control zone <input type="checkbox"/>	04- VFR Transit Lane <input type="checkbox"/>	05 – Control Area <input type="checkbox"/>
07 – Mandatory Broadcast Zone <input checked="" type="checkbox"/>	08 – General Aviation Area <input type="checkbox"/>	09 – Restricted Area <input type="checkbox"/>
10 – Military Operating Area <input type="checkbox"/>	11 – Danger Area <input type="checkbox"/>	12 – Low Flying Area <input type="checkbox"/>
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Status:	<input checked="" type="checkbox"/> Permanent <input type="checkbox"/> Temporary	
Activation: timing or means <i>(indicate whether active by UTC, NZDT or NZST time, or active by day, or active by NOTAM)</i>		
Location: area or aerodrome	Whangarei	
Lateral dimensions <i>(Indicate using a radius or significant features or geographical coordinates in WGS-84: GPS datum)</i>	See Attached Map	
Vertical dimensions <i>(Give lower and upper limits in feet; state whether above mean sea level: AMSL or above ground level: AGL)</i>	Surface to 6500ft AMSL	

4. Administrating Authority, Using Agency or ATC unit

Agency <i>(Indicate which agency will act as an administering authority for a restricted area or MOA, a using agency for a danger area or low flying zone, or an ATC unit if controlled airspace)</i>	
Airspace contact: person/position	
Contact details or frequency	

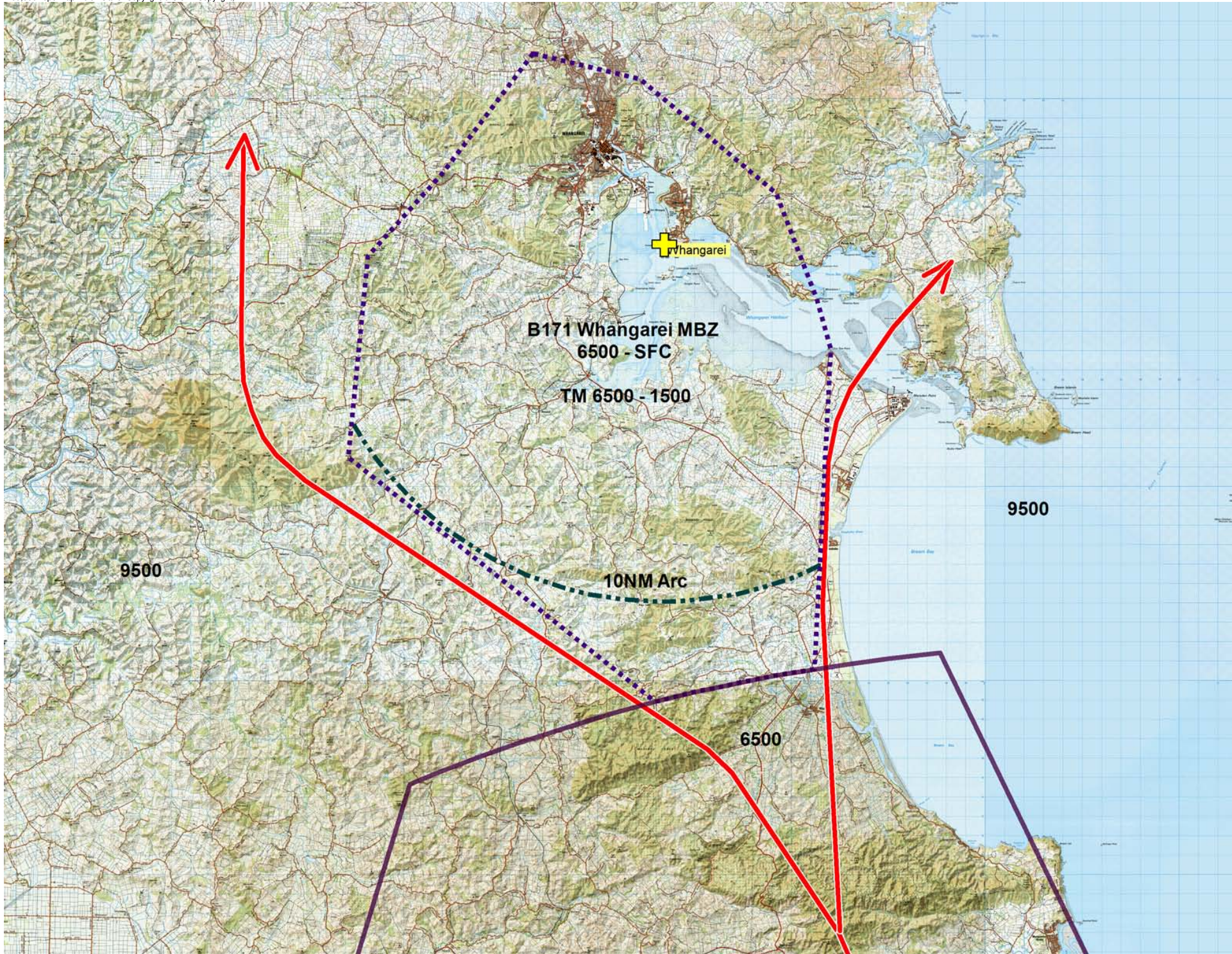
Consultation and other information

Consultation: evidence of or agreements and discussion with other affected airspace users <i>(on separate sheet if necessary)</i>	Email correspondence with: Dave Gollop (Operational Support Manager, Air Nelson Flt Operations) and Mike Chubb (Whangarei Airport Manager)
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An application for a permanent airspace change must be submitted at least 90 days prior to the effective date to:

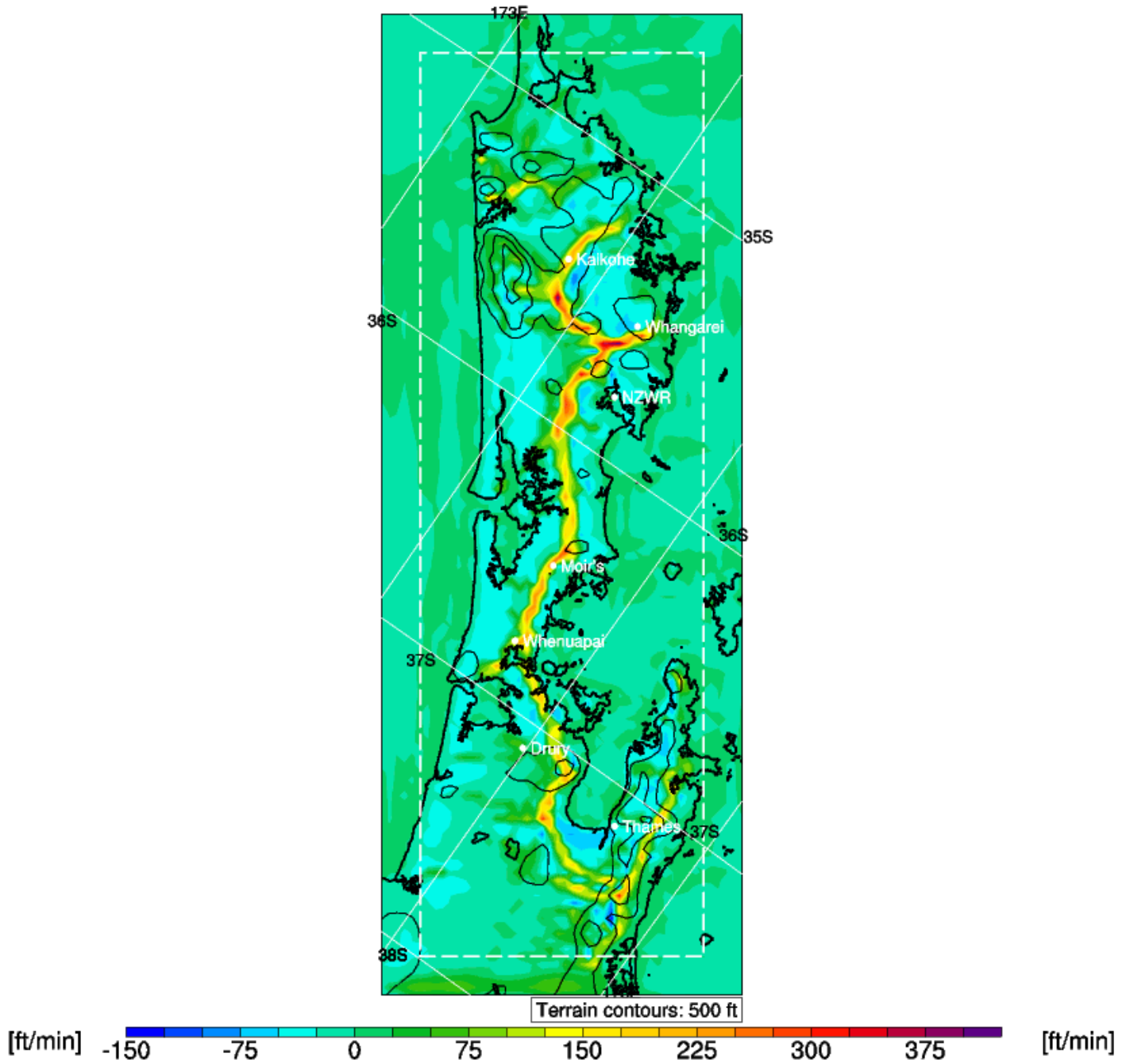
 Manager Aeronautical Services
Civil Aviation Authority
PO Box 3555
Wellington 6140
New Zealand

airspace@caa.govt.nz



Boundary Layer Max. Up/Down Motion

Valid 1600 NZDT (0300Z) MON 18 Nov 2013 [15hrFcst@2349z]
DrJack BLIPMAP from RASP 3.3km GFSA Tdif WRF-ARW model



[Back to Index](#)

Leslie Graham
Airspace Officer
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Wellington 6140
New Zealand

6 August 2015

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Should you have any further questions, please do not hesitate to contact me.

Yours sincerely



Leslie Graham
Airspace officer
Auckland Hang Gliding & Paragliding Club
Email: graham-mackie@vodafone.co.nz

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Application for designated airspace or reporting point
 CIVIL AVIATION AUTHORITY
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CAA Client No: (if known)					
Tel:	0211653320	Fax:		Email:	graham-mackie@vodafone.co.nz

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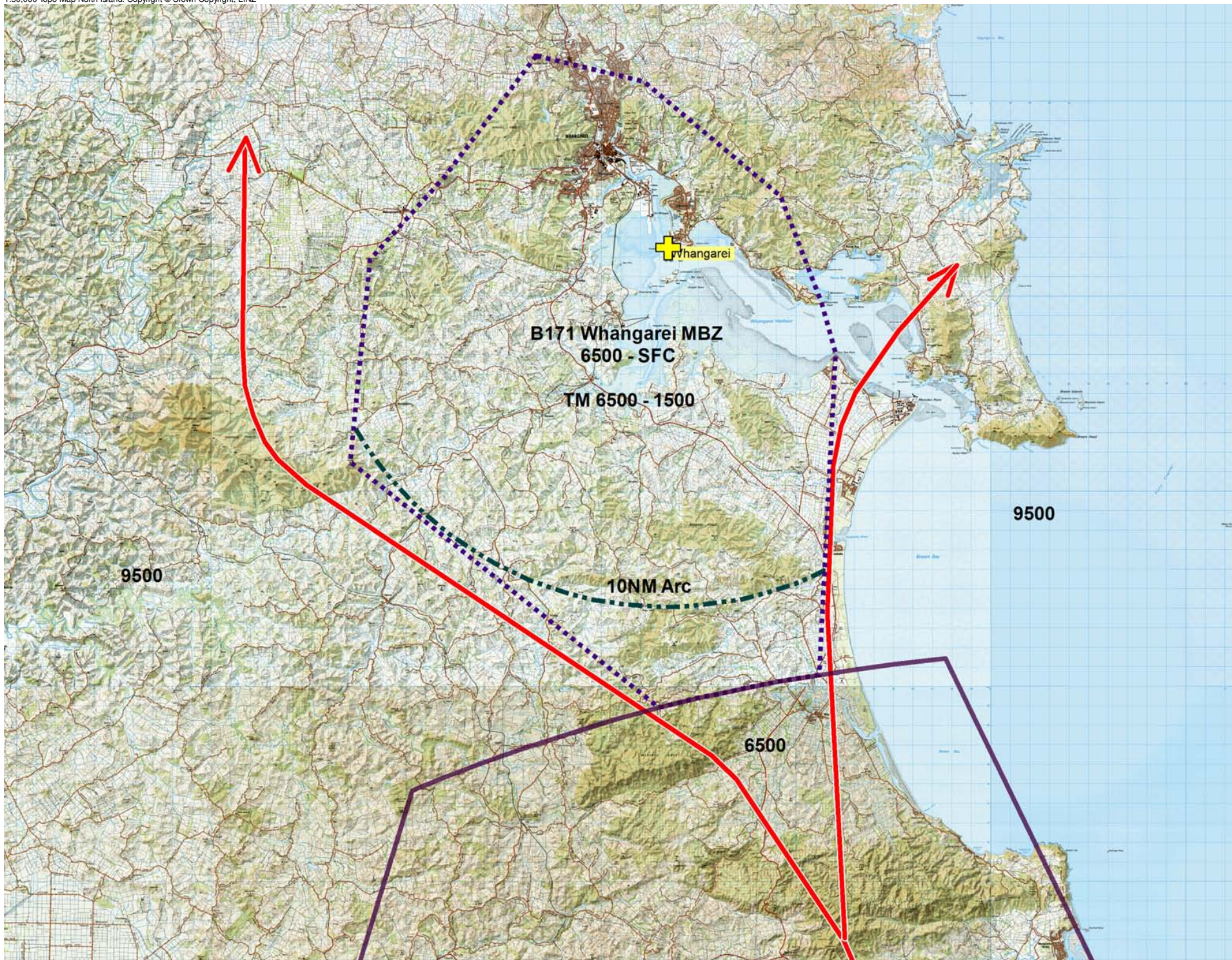
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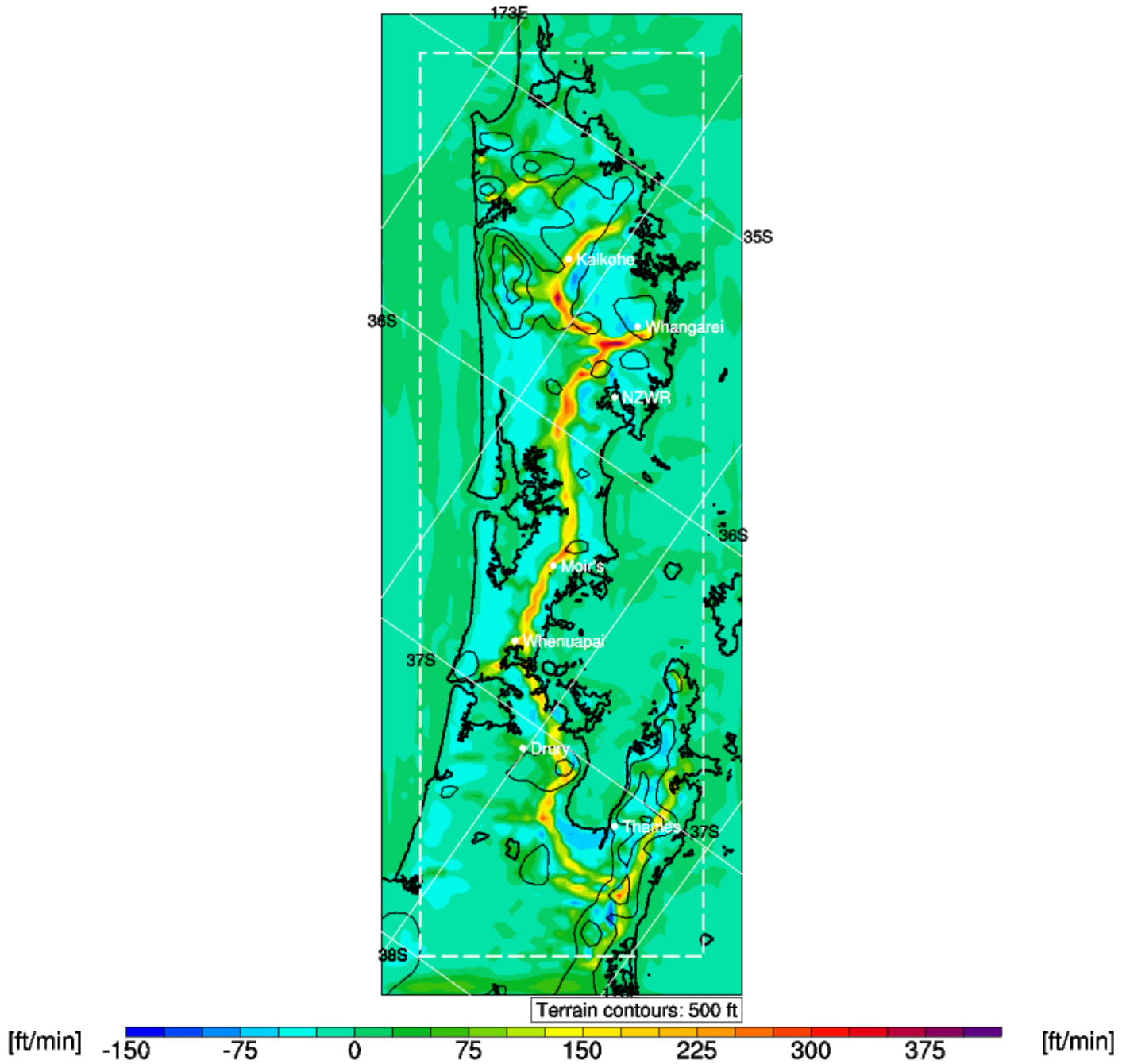
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Group Executive Officer
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Civil Aviation Authority of New Zealand
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Fax 04 5692024
Email Dianne.parker@caa.govt.nz

Re : **2016 Northland Airspace Review**

As a GA recreational pilot who operates from Whangarei I wish to make the following submissions.

A number of light aircraft operate out of Whangarei Airport, many of these are not fitted and/or are unable to be fitted with transponders.

Currently there are only 6 movements a day of scheduled passage operation from the airport and it is unlikely these will change significantly in the future.

The approved instrument approach and associated infrastructure is via Mata and current MBZ and TM limits allow for this.

Significant amounts of traffic transit up the east coast corridor (Waipu, Ruakaka, Whangarei Heads and Ngunguru) which is also frequently used area for flight training and general flying for the Whangarei based aircraft.

Transponder mandatory (TM) requirement remains 1500ft and above in the MBZ.

This will allow continued operation for local and visitors to WR without the need of transponders.

The placement of a TM zone to GL is unwarranted for 6 scheduled passenger operations per day and would put a huge burden of local aircraft.

That the MBZ is not extended beyond the current limits.

Adjusting the MBZ to allow for "non standard company requirements" (eg ANZ and its operators) approach via One Tree Point area, for just a very limit number of movements is unwarranted and appears to have form of favouritism to various operators.

Good airmanship's says all pilots should be looking out, not inside at instruments at this point of operation.

I look forward to a positive outcome from this review.

Regards
Brian Taylor (PPL/RPL and aircraft owner, Whangarei)

Group Executive Officer
Aviation Infrastructure and Personnel
Civil Aviation Authority of New Zealand
P.O.Box 3555
Wellington 6140
Fax 04 5692024
Email Dianne.parker@caa.govt.nz

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That a CFZ is extended to the east coast or beyond to capture transiting aircraft in this busy area.

This would encourage all aircraft operators operating in and through this area to communicate and hence reduce potential risk.

I look forward to a positive outcome from this review.

Regards

Graham Walker 11224 (PPL/RPL and aircraft owner, Whangarei)

Group Executive Officer
Aviation Infrastructure and Personnel
Civil Aviation Authority of New Zealand
P.O.Box 3555
Wellington 6140
Fax 04 5692024
Email Dianne.parker@caa.govt.nz

Re : 2016 Northland Airspace Review

As a Microlight owner and pilot operating from Whangarei airport I wish to make the following submissions.

A number of light AC, microlights and ultralight aircraft operate out of and around the Whangarei area, many of these are not fitted with transponders.

Currently there are very few scheduled passenger operations from the airport and these appear to be decreasing with time. The Springfield Beacon and the Omana Hold have been provided to assist these flights in adverse conditions and provide definite approaches to the Whangarei Airport.

The Whangarei MBZ is not just a destination but forms a zone in the progress for traffic transiting to Kaitaia, Kerikeri, BOI and Kaikohe. Also local traffic often has Dargaville or one of the above airports as a destination.

I therefore submit that there should be one single common frequency for the whole of the North. This would operate similar to the Coromandal CFZ.

Although other considerations may have to be considered, I suggest that the Southern boundary be the 25 mile 2500 ft LL Class C Airspace from Whenuapai. All North of that would be one CFZ.

Transponder mandatory (TM) requirement remains 1500ft and above in the MBZ.

This will allow continued operation for local and visitors to WR through the normal designated approaches.

In Whangarei, there are a considerable number of parachute drops. Microlight traffic and pilots under training tend to orbit over the Whangarei Harbour in order to keep the "Circuit and regular approaches clear during these events or when commercial traffic is present.

Extending the approaches from One Tree Point up the harbour would produce conflicts especially to microlights which have limited options, are less visible and slower.

MBZ limits.

Instead of an irregular boundary to the MBZ as at present, I submit a circular boundary of 10 mile radius in line with recommended transmissions on entering any airport.

I look forward to a positive outcome from this review.

Regards
Mark Norgate, 67060 (Microlight owner and pilot, Whangarei)



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

6th August 2015

Dear Paula,

Northland Airspace Review 2016 – B171 Whangarei MBZ

Please find enclosed a submission by the New Zealand Hang gliding and Paragliding Association (NZHGPA) on behalf of the Auckland Hang gliding and Paragliding Club for a reduction in size of the existing MBZ B171 at Whangarei.

The Whangarei MBZ is Transponder Mandatory (TM) in what is otherwise uncontrolled airspace. Under CAR 106.15 a hang glider and paraglider is not required to carry a transponder, which due to technological and physical limitations is not possible.

It is noted that there is no provision in the CAA rules for obtaining approval to operate within TM airspace without an operable transponder, except for inside controlled airspace, where Air Traffic Control may allow under CAR 91.247. With no means within the CAA Rules to apply for an exemption to the transponder mandatory requirement at Whangarei TM MBZ B171, HG/PG flights are effectively excluded from entering above the 1500 ft limitation, therefore;

The NZHGPA formally requests that:

1. Preferably the Transponder Mandatory requirement for B171 Whangarei MBZ be removed.

or

2. Reduce the size of the existing MBZ to free up the airspace and allow for unencumbered hang gliding and paragliding flights heading North West over the high ground at the Mareruetu Forest to the Tangihua Range and also North East from the Mareruetu Forest along the Ruakaka Coastline to Parua Bay.

Nick Taber NZHGPA Airspace Officer, C/-27 Strathaven Place, Atawhai, Nelson 7010

Email: nicktaber@hotmail.com Web: www.nzhgpa.org.nz Phone: 03 5450766



New Zealand Hang Gliding Paragliding Association

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Nick Taber', is placed over a light grey rectangular background.

Nick Taber
NZHGPA Airspace Officer

Submission Documents Enclosed

- Doc 1 - Auckland Hang Gliding and Paragliding Club Submission , covering letter.
- Doc 2 - CAA Application for designated airspace form.
- Doc 3 - Topography Map of proposed Whangarei MBZ B171 boundaries, which also includes probable HG/PG flight paths once the TM requirement is removed.
- Doc 4 - Northland Convergence forecast example from Mon 18 Nov 2013.

Nick Taber NZHGPA Airspace Officer, C/-27 Strathaven Place, Atawhai, Nelson 7010

Email: nicktaber@hotmail.com Web: www.nzhgpa.org.nz Phone: 03 5450766

Dianne Parker

From: nicholas taber <nicktaber@hotmail.com>
Sent: Friday, 7 August 2015 7:42 a.m.
To: Paula Moore
Cc: Dianne Parker
Subject: FW: Northland Airspace Review - NZHGPA Submission
Attachments: NZHGPA Submission Letter MBZ171 Whangarei 6 Aug 2015 .pdf; Whangarei airspace 2015 complete doc.pdf

Good Morning Paula,

Please find attached a covering letter and submission documents from the NZHGPA for the 2016 Northland Airspace Review.

The NZHGPA Submission requests that the Transponder Mandatory requirement of B171 Whangarei MBZ be removed as the preferred option or reduce the size of the existing MBZ to free up the airspace and allow for unencumbered hang gliding and paragliding flights heading North West over the high ground at the Mareruetu Forest to the Tangihua Range and also North East from the Mareruetu Forest along the Ruakaka Coastline to Parua Bay.

Should you have any further questions then please do not hesitate to contact me and I thank you for your time in the airspace review process.

kind regards

Nick

Nick Taber

NZHGPA Airspace Officer

Tel: 03 5450766

Mobile: 021420742

Dianne Parker

From: JENNINGS JAMES, MR <JAMES.JENNINGS@NZDF.mil.nz>
Sent: Tuesday, 11 August 2015 2:10 p.m.
To: Dianne Parker
Cc: Paula Moore
Subject: Unclassified: 2016 Waikato and Bay of Plenty Airspace and Northland Airspace Reviews

Dianne,

Our Whenuapai based Squadrons have reviewed the Airspace Review Documents for Waikato and Bay of Plenty and Northland. The RNZAF will not be making any submissions on these two Reviews.

Regards

Jim Jennings

J.R.Jennings | SO Operational Support
Directorate of Evaluation & Airworthiness (Operating)
RNZAF Base Ohakea | Private Bag 11033 | Palmerston North | New Zealand | 4442
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Dianne Parker

From: Rusty Russell <rustyrussell@xtra.co.nz>
Sent: Wednesday, 5 August 2015 12:49 p.m.
To: Dianne Parker
Subject: 2016 Northland Airspace Review

Group Executive Officer
Aviation Infrastructure and Personnel
Civil Aviation Authority of New Zealand
P.O.Box 3555
Wellington 6140
Fax 04 5692024
Email Dianne.parker@caa.govt.nz

Re : 2016 Northland Airspace Review

As a GA recreational pilot who operates from Whangarei airport I wish to make the following submissions.

A number of light aircraft operate out of Whangarei Airport, many of these are not fitted and/or are unable to be fitted with transponders.

Currently there are only 6 movements a day of scheduled passage operation from the airport and it is unlikely these will change significantly in the future.

The approved instrument approach and associated infrastructure is via Mata and current MBZ and TM limits allow for this. Significant amounts of traffic transit up the east coast corridor (Waipu, Ruakaka, Whangarei Heads and Ngunguru) which is also frequently used area for flight training and general flying for the Whangarei based aircraft.

Transponder mandatory (TM) requirement remains 1500ft and above in the MBZ.

This will allow continued operation for local and visitors to WR without the need of transponders.

The placement of a TM zone to GL is unwarranted for 6 scheduled passenger operations per day and would put a huge burden of local aircraft.

That the MBZ is not extended beyond the current limits.

Adjusting the MBZ to allow for “non standard company requirements” (eg ANZ and its operators) approach via One Tree Point area, for just a very limit number of movements is unwarranted and appears to have form of favouritism to various operators. Good airmanship’s says all pilots should be looking out, not inside at instruments at this point of operation.

That a CFZ is extended to the east coast or beyond to capture transiting aircraft in this busy area.

This would encourage all aircraft operators operating in and through this area to communicate and hence reduce potential risk.

I believe this would make Whangarei the only MBZ in the country to extend to ground level. This will lead to confusion.

I look forward to a positive outcome from this review.

Rusty Russell

Group Executive Officer
Aviation Infrastructure and Personnel
Civil Aviation Authority of New Zealand
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Wellington 6140
Fax 04 5692024
Email Dianne.parker@caa.govt.nz

Sport Aircraft Association (Northland Chapter)
C/- 27 Punga Grove
Whangarei
gwilliam@xtra.co.nz

5th August 2015

Re: 2016 Northland Airspace Review

As a GA recreational organisation whose members operate from Whangarei airport I wish to make the following submissions.

A number of light aircraft operate out of Whangarei Airport, many of these are not fitted and/or are unable to be fitted with transponders.

Currently there are only 6 movements a day of scheduled passage operation from the airport and it is unlikely these will change significantly in the future.

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Good airmanship's says all pilots should be looking out, not inside at instruments at this point of operation.

That a CFZ is created from the MBZ to the east coast or beyond to capture transiting aircraft in this busy area.

This would encourage all aircraft operators operating in and through this area to communicate and hence reduce potential risk.

We look forward to a positive outcome from this review.

Regards
Steve Gwilliam for SAA Northland Chapter

30 July 2015

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

Northland Airspace Review

This submission is made on behalf of Whangarei Airport after discussion with a variety of our users. We submit only in relation to Whangarei Airspace. No expression of views has been made about the wider Northland area.

It is clear when asking the different users their thoughts we do get some conflicting viewpoints so there is some difficulty in making one catch all submission that everyone agrees with.

Whangarei MBZ.

- There were no adverse comments made on the MBZ as such. Air Nelson expressed that the new RNAV approach for runway 24 really requires the MBZ eastern boundary moved further East. No one has expressed opposition on this and therefore is supported.
- Transponder exemption to 1500' was a significant want in years past because many sports aircraft didn't have transponder equipment. The mood seems to have changed somewhat with most users indifferent as they now have transponders. However I can say there was some individual feedback that it should be left as is because there are still some non-transponder aircraft out there and they should be catered for.

If it is decided to remove the exemption than perhaps some provision is made to allow non-transponder aircraft to transition the MBZ and even come to/fro the airport? This could be similar to the transit lanes in some control zones.

- It is my understanding that Hang Gliding and Para gliding is occurring near and even inside the western Boundary of the MBZ. These aircraft are non-radio equipped. I submit that if this is so, we address the issue of where and high they can fly. Either design the MBZ around them or can we address another way? Much the same way as PDZ with NOTAM notification of active? I understand the hang gliding club will be making their own submission.

Other Airspace Issues

- There have been no other issues raised as such but it is important to note that a lot of recreational flying interest is based around the Bream Bay Coast. It seems to be a magnet for recreational aircraft including gyro copters etc. Most activity is confined to below the 1500' transponder height and there will be resistance to any limits imposed on flying in this area.

- Whangarei Airport has a busy PDZ with a commercial Sky Dive operation. Any changes need to take this activity into account.
- Low Flying area is still used and we will want it to remain.

Michael Chubb
Manager
Whangarei Airport.