
Proposed danger area at Papawai aerodrome

- airspace user consultation (version 2.0)

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Introduction

For many years winch launching has taken place at Papawai aerodrome, east of Greytown. The aerodrome was not published in the Aeronautical Information Publication of New Zealand (AIP), but a glider winching symbol (refer to Figure 1 below) has been shown the C3 visual navigation chart (VNC) to warn pilots of the potential hazard up to the maximum winch height of 3500 ft AMSL.

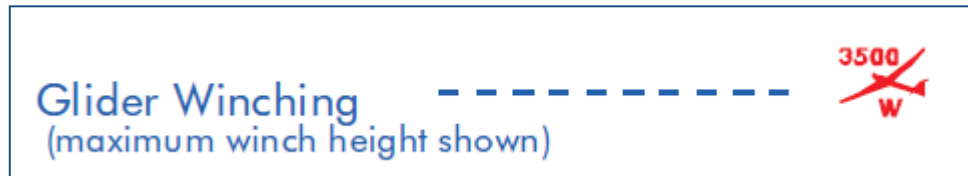


Figure 1 – glider winching symbol

Despite this symbol being on the VNC, there has been incidents over the years where transiting pilots have flown in proximity to the winch cable.

After gliding operations ceased at Paraparaumu aerodrome in 2016, the Wellington Gliding Club moved their base to Papawai aerodrome, east of Greytown. The Greytown Soaring Centre was established as the main base for gliding activity in the southern North Island.

With the substantial increase of activity at Papawai, the aerodrome was published in the AIP. Even though the aerodrome is unattended, the aerodrome frequency is 134.45 MHz to avoid interfering with the nearby aerodromes of Masterton and Martinborough using 119.1 MHz.

However, even with the aerodrome being shown on VNC and the winch symbol in the aerodrome information box, a significant number of transiting pilots are observed in the vicinity of the aerodrome and not listening out, or making any radio calls, on 134.45 MHz. Aircraft also fly through the active aerodrome circuit and overhead the aerodrome below the winch height and in close proximity of the winch cable, creating a potential hazard not only to their aircraft, but also to gliding operations on the ground and airborne.

Proposed danger area

To warn pilots of the potential hazard from the glider winch, the Greytown Soaring Centre has submitted an application for the establishment of a danger area, 1.5 NM radius, around the aerodrome to encompass winch operations, from the surface to 3500 ft AMSL. Refer to Figure 2 below.

The danger area would be activated by NOTAM, during daylight hours only when weather conditions permit VFR operations in Class G airspace.

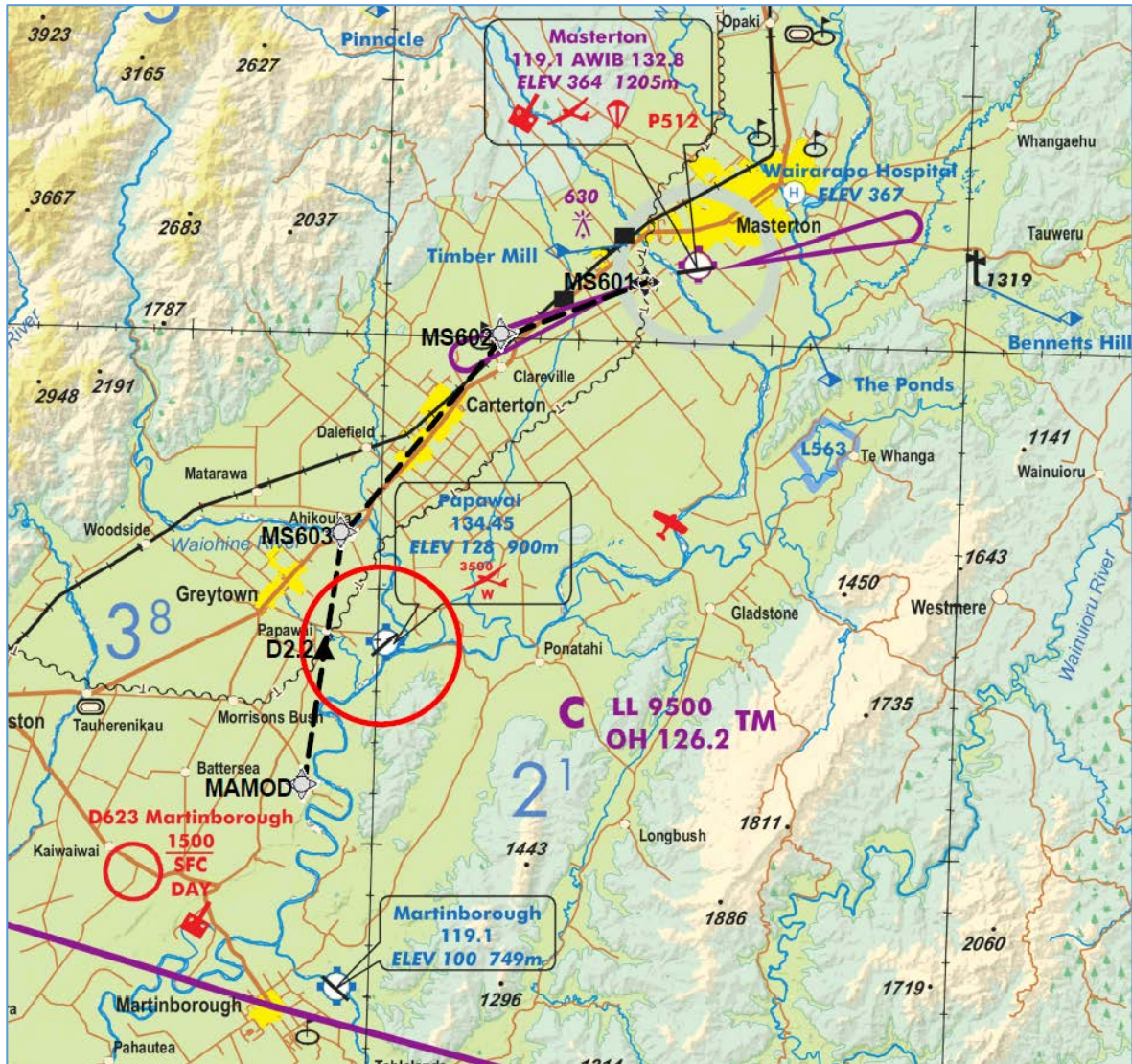


Figure 2 – proposed Papawai danger area

Potential effect on IFR operations

The initial approach segment from MAMOD to MS603 would pass through the proposed danger area. The procedure has recently been reviewed and from 24 May 2018, the procedure commencement altitude at MAMOD will be 3700 ft AMSL, maintained to D2.2 NM from MS603, where the descent profile is intercepted to cross MS603 at 3050 ft AMSL.

The minimum safe altitude in the MAMOD hold will also be lowered to 3700 ft AMSL. This will be above the proposed danger area.

There is only one instrument departure from Masterton which climbs on the MAMOD track. An approximate rate of climb of 350 ft/NM would be required to be clear of the danger area when it is active.

As stated earlier, the danger area would not be active at night and gliders would not be operating in IMC. If the danger area is designated, the approach procedure would need to be reviewed.

Potential effect on VFR operations

There would be a minimal effect on VFR operations. Transiting pilots should already be remaining clear of the circuit at Papawai aerodrome, the same as for any other aerodrome or heliport. A circuit is usually within 2 NM of an aerodrome.

Consultation

Prior to designating airspace, Civil Aviation Rule 71.9 requires the Director to consult with affected persons, organisations and representative groups within the aviation industry before making a designation or classification of airspace.

The Director invites feedback in regard to the proposed airspace change.

It is not intended that CAA will hold an airspace consultation meeting unless this is specifically requested by users.

This document will be sent directly to the organisations listed below. It would be appreciated if you would kindly forward the document to your members for consideration and comment.

Aerodrome operators (charted aerodromes only)

- Martinborough aerodrome (Alastair McLeod)
- Masterton aerodrome (Masterton District Council)
- Papawai aerodrome (Greytown Soaring Centre)
- Wairarapa Hospital heliport (Wairarapa District Health Board)

Operators, Organisations and User Groups

Major operators, organisations and users have been identified as:

- Aeropath
- Aircraft Owners and Pilots Association
- Amalgamated Helicopters NZ Ltd
- Balloon Association of New Zealand
- Flying New Zealand
- Gliding New Zealand
- Hood User Group
- Life Flight Trust
- Massey School of Aviation
- Model Flying New Zealand

- New Zealand Agricultural Aviation Association
- New Zealand Airline Pilots Association
- New Zealand Aviation Federation
- New Zealand Hang Gliding and Paragliding Association
- New Zealand Helicopter Association
- New Zealand Parachute Federation
- New Zealand Parachute Industry Association
- Recreational Aircraft Association of New Zealand
- Royal New Zealand Air Force
- Sport Aircraft Association New Zealand
- Sport Aviation Corp
- Wairarapa Aero Club
- Wairarapa Helicopters
- Wellington Aero Club

This document is also available on the CAA website at the following link:

<http://www.caa.govt.nz/airspace/airspace-review/>

Notifications will be sent to CAA email notification subscribers to Airspace Notifications – Briefing Areas 5 and 6.

If there are any further questions regarding the review process, please contact Paula Moore – contact details below

Submissions

This document forms part of the consultation process. Submissions are sought from any interested person, organisation or representative group to provide further information relevant to this proposal.

Submissions are accepted either electronically or via mail.

Please address submissions to:

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Aviation Infrastructure and Personnel
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Reference – Proposed Papawai danger area

Closing date for submissions is **Thursday 19 April 2018**

Further information

For further information contact:

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