

From Tauranga Control Tower

'Cleared to land'.....and so begins yet another great SPORTAVEX weekend in the beautiful Bay of Plenty.

February will soon be upon us and with it comes Waitangi weekend, where for 3 days Tauranga airport will become an aviation melting pot hosting the SAA SportAvex event and the inaugural Tauranga City Airshow.

Preparations have long been underway to make the weekend safe and enjoyable for everyone and with a small amount of pre-planning on your part, your flights into, around and from Tauranga should be straight forward and hassle free.

Flying in Controlled Airspace

For some of you, your trip to Tauranga may be only one of a handful of times you will fly into busy controlled airspace. Add to that the fact that you may be over unfamiliar territory, and it can be a daunting prospect.

Spend a little time before you leave getting familiar with the local area and reporting points on the VNC's and if you are unsure of something please let us know.

One of the biggest hazards to air safety is pilots confidently reading back a clearance in a bid to disguise the fact that they do not understand it or are unfamiliar with the procedure. If you don't understand, just let us know and we'll be happy to give you alternative instructions or explain in plain language what is required.

NZR286

During the Airshow on Sunday (1000 – 1630 NZDT) the control zone will be closed to all aircraft except airshow participants and emergency flights. If you are planning on arriving on Sunday morning you need to be **on the ground** by 10am. It would be prudent to plan to arrive well before this time to allow for weather and ATC delays.

Even if you are inside the control zone prior to the 10am deadline, you will be turned around and sent clear when the airshow starts – NO EXCEPTIONS

VFR arrival and departure procedures

Before flying to or from Tauranga please familiarise yourself with the standard VFR arrival and departure procedures as published in the NZAIP (volume 4). These procedures are a very efficient way of dealing with large numbers of VFR aircraft so you could therefore expect to be issued with these during the SportAvex weekend.

The procedures provide a concise way of delivering a clearance to enter or leave the Tauranga CTR and include tracking, level, reporting and holding instructions. These procedures simplify clearances and because arrivals and departures are segregated, reduce the amount of traffic information required to be passed and therefore reduce congestion on the radio. They are also designed to simplify integration of joining aircraft into a busy circuit.

The other plus to these procedures is that you can brief yourself before hand, so that you are really familiar with what you will be given. If the Controller does not give you the arrival procedure and you want it, then ask for it. We do try to give all unfamiliar pilots an arrival or departure procedure.

Parking

Parking areas for SportAvex participants and visitors are shown in the AIP Sup 14/10. Please advise whether you are SportAvex or Visitor on first contact.

Ground Frequency

We operate a ground frequency at Tauranga on 123.4. Before you go flying please advise us of your flight details on this frequency. You will get taxi and frequency change instructions from this controller. Please change to the tower (118.3) and maintain a listening watch before you start to taxi.

Readbacks

We would like to remind you of the importance of readbacks. Until we obtain a correct readback of the clearance issued we can't be totally sure you have received the full clearance. Your callsign alone does not constitute a valid readback.

Some of the things that must be readback are; route clearances, levels, joining instructions, landing and take off clearances, QNH etc. If you are not sure, it's better to readback too much than too little.

Circuit directions

Runway 07 – Right Hand

Runway 25 – Left Hand

Unless specified with your departure clearance, all turns once airborne must be in accordance with the standard circuit directions. If you want to turn in the opposite direction and have not been cleared to do so – just ask.

Joining instructions will include the direction (i.e. left or right hand).

Mount Maunganui General Aviation Area (G271)

An uncontrolled GAA exists around Mt Maunganui from surface to 1500ft during daylight hours. Gliders, paragliders, hang gliders and model aircraft all operate regularly in this area without reference to ATC. Pilots flying in this vicinity should be extra vigilant and if possible keep clear. G271 is marked on the VNC and in the AIP.

Lastly, while the above information will assist you plan your trip, it is ESSENTIAL you read and are familiar with the AIP Supplement 14/10 published effective 14 Jan.

Should you have any queries feel free to contact us prior to your trip to discuss.

See you in February,

The Tauranga Control Tower Team

Phone: 07 575 4144