

Annexure A

Waikato District Council

The shape of the Airport Noise Subdivision Control Boundary does not reflect the operational nature of larger aircraft that are using Hamilton Airport.

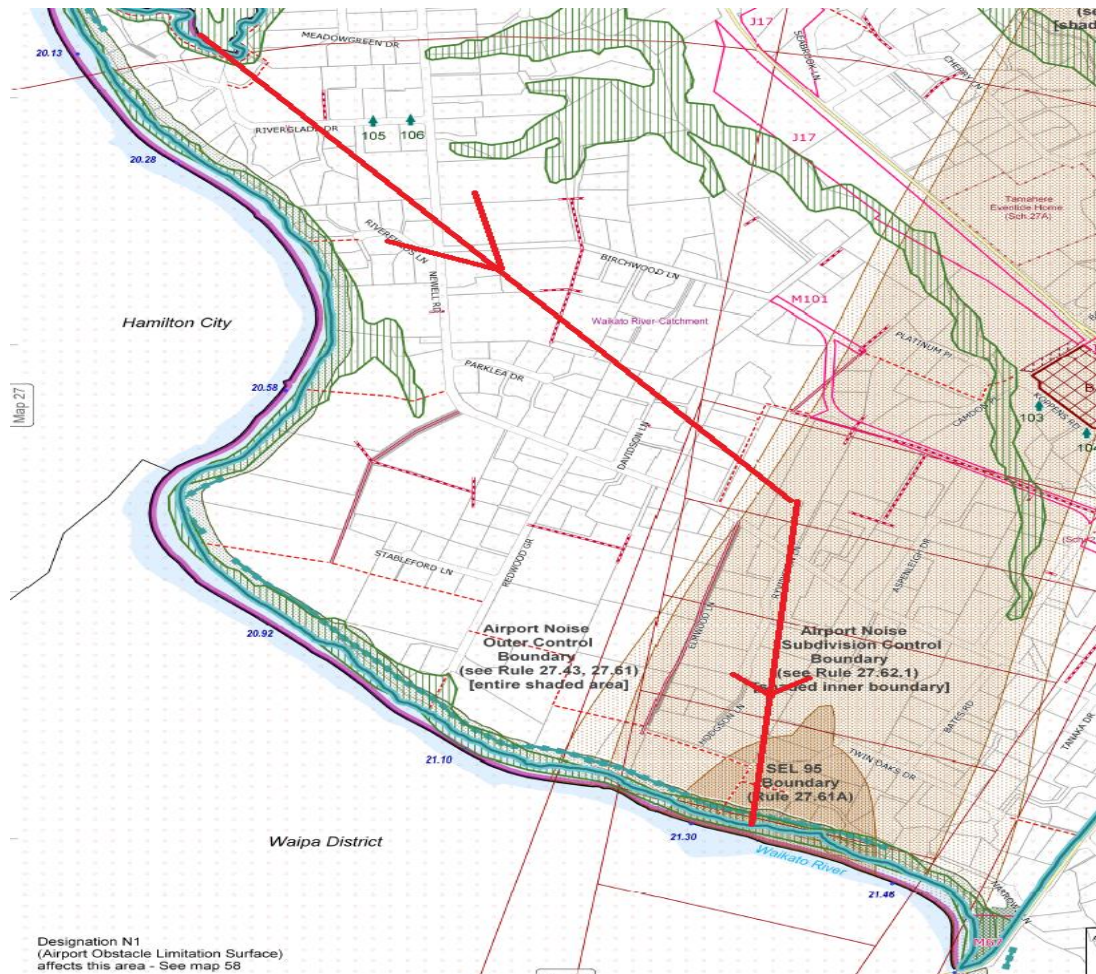


Figure 1. Route of aircraft conducting a visual approach. . (lines indicative only)



Figure 2. Wide view of a south arriving aircraft on a visual approach. (lines indicative only)

The current noise control boundaries do not allow for the visual approach of aircraft that arriving from the south (i.e Air New Zealand flights from Wellington or Christchurch). Operationally speaking this type of approach is more desirable as it more efficient than to conduct the full instrument approach for the runway. The boundaries do not account for instrument approaches made on other navigational aids.

Light aircraft operations that are operating under visual flight conditions an account for 75% of all of Hamilton airports aircraft movements operate between the airport and the river (2.5 Nautical miles approximately). The fruit packing warehouse at Rukuhia and Mystery Creek events centre are reporting points for traffic joining to land, I mention this to aid in the understanding of aircraft flows operating into Hamilton.

Traffic management systems that have been implemented by Airways Corporation have limited circuit training traffic to no more than 4 at any given time. Similar limitations on other training that occurs at Hamilton has also been limited to 4 by Airways Corporation.

I would continue to argue that noise restriction boundaries lack operational understanding. Air New Zealand operate on average 12 flights a day into Hamilton with last arrivals scheduled before 9pm. Aircraft noise is minimal given the aircraft and turbo prop and not jet or turbo fan. The operational hours of these aircraft of 6am-9pm would be deemed acceptable.

Other practical measures that are already untaken for operational benefit, include landing and take off on the opposing runway. (ie land Runway 36R take off 18L).