

5 September 2012

Mr M Haines  
Manager Aeronautical Services  
Civil Aviation Authority  
PO Box 3555  
Wellington 6140

Dear Mike,

Concept of a nationwide network of Common Frequency Zones

The concept of having designated common frequency zones to enhance safety is not new, indeed, where they already exist in New Zealand, the response from general aviation has been positive.

However, with the introduction of scenario based training (SBT) at Massey University's School of Aviation, competency and evidence based training involves real-world situations within applied ab-initio training tasks. This process starts from the students' first flight and continues throughout their course as a fundamental part of their professional development and focussed preparation for air transport operations. However, to be effective, these 'real-world' operations not only require a paradigm shift by all involved, but require the training to be conducted over a much broader geographical footprint than is usual with the traditional 'skills based' training model.

The School of Aviation's Safety Management System (SMS) requires the raising of a Hazard Register. Once potential hazards are identified there is a compulsory risk-assessment protocol to be followed to ascertain a 'risk tolerability' for the identified activity. The aim is to create a pro-active safety culture which prevents or minimises the effects of any 'hazards' identified.

Flight Instructors and Management have raised concerns over a potential safety issue regarding the variable quality of traffic information that is available to pilots (particularly student pilots) to enhance their situational awareness and reduce the risk of collision in class G airspace throughout New Zealand.

Realising that this was not a local issue, but one that required consideration and implementation at a national level, Chris Head has collated his colleagues' views and prepared the attached concept document which proposes the introduction of a national system of Common Frequency Zones.

Also attached is a brief 'time-line' summary of actions taken to date to contact other air space users and to seek support from industry for the concept.

To date, other than early support from Mr Len Wicks when he was with CAA, there has been minimal further engagement by CAA NZ in advancing this concept.

It is understood that the introduction of this concept would require further detailed staff work and would need organisational and administrative input. Given that the introduction of a nationwide structure of CFZs could be introduced with a Visual Navigation Chart round, the costs should not be a major burden.

A broad section of the industry has demonstrated support for this concept. It is requested that Aeronautical Services reconsider the introduction of CFZs and respond with the Authority's view on advancing the attached proposal.

Your sincerely

Frank Sharp  
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School of Aviation  
Massey University