
2016 Airspace Proposals
Final airspace changes effective 10 November 2016

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Introduction

This document provides a summary of airspace proposals for permanent change made over the period in 2015-16.

The values in the table following each proposal indicate the CAA assessed effect for IFR and VFR aircraft operations – positive (+), negative (-). This is a general assessment of effect as the actual effect will vary considerably; dependent on the aircraft type and operation.

All altitudes in this document are expressed in terms of above mean sea level (AMSL), unless stated.

Consultation was completed at the end of April 2016.

The airspace changes detailed in this document will be effective from 10 November 2016.

The following table illustrates the airspace letter codes and associated abbreviations used in this document:

Type of airspace and code	Abbreviation
Control area (NZA...)	CTA
Control zone (NZA...)	CTR
Restricted area (NZR...)	-
Danger area (NZD...)	-
General aviation area (NZG...)	GAA
Mandatory broadcast zone (NZB...)	MBZ
Military operating area (NZM...)	MOA
Parachute landing area (NZP...)	PLA
VFR transit lane (NZT...)	-
Low flying zone (NZL...)	LFZ
Common frequency zone (NZC...)	CFZ
Visual reporting point	VRP

2016 Northland airspace review

For earlier consultation, development and details of the final changes, refer to the documents published on the CAA web site – 2016 Airspace Reviews page, Northland section - http://www.caa.govt.nz/airspace/2016_airspace_reviews.html

This section summarises the submissions received in relation to the *2016 Northland Airspace Review – Final airspace changes* document published 12 April 2016. Submissions closed 20 April 2016.

Northland Airspace Changes			
1. Amendment to NZB170 Kaitaia			
Proposal	Air Nelson request to extend southern boundary of NZB170 to encompass all of Kaitaia RNAV (GNSS) RWY 30 approach from the initial fix at PERIA waypoint.		
Feedback	This proposal was supported by the Kaitaia aerodrome operator – Far North Holdings Ltd. There were no other submissions received.		
Result	The existing MBZ was designed prior to the introduction of the RNAV approaches and a review of the dimensions is timely. The Kaitaia MBZ is extended to encompass PERIA, surface to 6500 ft. The lower level of transponder mandatory designated airspace is stepped at approximately 5 NM SE of Kaitaia from 1500 ft to 3000 ft to ensure the lower limit is at least 1500 ft AGL.	Proposal effect from current	
		IFR	VFR
		Major +	Minor -
2. Amendment to NZB173 Kerikeri			
Proposal	Air Nelson requested that the Kerikeri MBZ boundaries be extended as follows:		

Northland Airspace Changes			
	<ul style="list-style-type: none"> the north and south to encompass the RNAV approaches and holds at the initial approach fixes OTAHA and OPARE south-east to include Bay of Islands Hospital RNAV approach due to proximity to Kerikeri approaches. 		
Feedback	<p>These changes were supported by Far North Holdings Ltd, operator of Kerikeri aerodrome.</p> <p>The Whangarei Gliding Club generally supported the extension north and south, however requested that the southern extension continue along the existing eastern boundary line, to allow non-transponder equipped glider operations to continue as per existing airspace.</p>		
Result	<p>Kerikeri MBZ is extended to the north as far as the coastline.</p> <p>Due to terrain, there is a step up in the transponder mandatory airspace to the north with a lower limit of 3000 ft.</p> <p>The south boundary is extended to align with the 100 NM Auckland controlled airspace boundary line, and east to include Bay of Islands Hospital heliport.</p> <p>There has been a recent change of ownership of the property at Puhipuhi from which the Whangarei Gliding Club operates. CAA has been formerly advised, under Part 157 notification by the new owners, that the glider aerodrome is now deactivated.</p>	Proposal effect from current	
		IFR	VFR
		Minor +	Minor -
3. Amendment to NZC178 Bay of Islands			
Proposal	In conjunction with the extension to the north of the Kerikeri MBZ, it was requested that the Bay of Islands CFZ is also extended northwards to encompass the Cavalli Islands and to align with the MBZ boundary change.		
Feedback	There were no further submissions received.		
Result	The Bay of Islands CFZ northern boundary is extended north to Stephenson Island- Motukawanui	Proposal effect from	

Northland Airspace Changes			
	Island-Hole in the Rock. Upper limit remains 3000 ft AMSL.	current	
		IFR	VFR
		Minor +	Minor +
4. New MBZ south of Kerikeri			
Proposal	<p>Following the airspace user consultation meeting held at Kerikeri on 3 March, Far North Holdings Ltd submitted a late request for further extension to the south of the Kerikeri MBZ.</p> <p>This request had been originally made in 2010, but was not progressed at that time.</p> <p>This request is to facilitate the descent of turbo-prop passenger transport operations outside controlled airspace for over 40 NM.</p> <p>The requested area upper level would be the lower limit of controlled airspace (9500 ft).</p> <p>Stepped lower levels:</p> <ul style="list-style-type: none"> • 3500 ft between southern boundary of extended Kerikeri MBZ (100 NM Auckland/13 NM Kerikeri) and 20 NM south of Kerikeri; and • 6500 ft between 20 NM and 30 NM Kerikeri. 		
Feedback	<p>Submissions were received from Air New Zealand (supporting), Whangarei user group and Whangarei Gliding Club.</p> <p>Both the Whangarei user group and Gliding Club did not support the proposed width due to proximity of the glider aerodrome at Puhipuhi where non-transponder equipped gliders used for training operate.</p> <p>Concern was also expressed that the lower limit of 3500 ft being transponder mandatory approximately 5 NM from Puhipuhi</p>		

Northland Airspace Changes			
	<p>would negatively impact on glider flights. It is not practicable for gliders to operate to the east due to higher terrain and limited out-landing options.</p> <p>The Whangarei user group also commented that the southern boundary should align with the northern boundary of the Whangarei MBZ.</p> <p>Further submissions were made regarding the airspace below the proposed MBZ and alignment with Whangarei MBZ and new CFZ. Refer to these proposals below.</p>		
Result	<p>New MBZ NZB180 Kerikeri South is designated with lower limits of 3500 ft and 6500 ft as depicted below.</p> <p>Change in lower limit at 20 NM Kerikeri aligns with a descent profile of 300 ft per NM used for designing airspace. At 20 NM the aircraft would normally be at approximately 7000 ft (6000-6500 ft AGL).</p> <p>The width of NZB180 also considers departing aircraft cleared via Kerikeri-Springfield track used as part of the air traffic flow procedures for arrivals to Auckland.</p> <p>Aligning the boundaries of new Kerikeri South MBZ and Whangarei MBZ was not done to allow a corridor for non-transponder equipped aircraft to continue to operate. IFR turbo-prop aircraft would generally be only leaving controlled airspace at 30 NM Kerikeri so further restrictions on freedom of aircraft movement in uncontrolled airspace was not considered justified.</p> <p>The frequency is the same as Kerikeri MBZ. This is to allow pilots of IFR aircraft to monitor the frequency to establish the traffic situation earlier while in descent.</p> <p>Subsequent to this airspace being designed, the Puhipuhi glider aerodrome has been deactivated. Until a new aerodrome is established, glider training flights are no longer operating in this area.</p>	Proposal effect from current	
		IFR	VFR
		Major +	Minor -

Northland Airspace Changes	
	<p>The diagram illustrates two overlapping airspace blocks. The left block, NZB177 Kerikeri, is a grey-shaded rectangle with a blue dotted border, extending from the surface to 6500 ft. The right block, NZB180 Kerikeri South, is a red-shaded area with a red dotted border, extending from 3500 ft to 9500 ft. A green line represents the surface. Key points on the surface are marked: 100 AA (approx. 13 KK) at the western boundary of NZB177, 20 KK at the western boundary of NZB180, and 30 KK at the eastern boundary of NZB180. Vertical dotted lines connect these surface points to the corresponding boundaries of the airspace blocks.</p>
5. Amendments NZB171 Whangarei	
Proposal	<p>There were two submissions received for amendments to the Whangarei MBZ.</p> <p>The New Zealand Hang Gliding and Paragliding Association (NZHGPA) supported the Auckland Hang Gliding and Paragliding Club request for the western boundary be moved to approximately 10 NM Whangarei to allow for non-transponder, non-radio equipped cross country flights utilising the favourable winds. Due to the type of operation, it is not always practicable to carry and operate a radio, and there are no lightweight transponders available for operation within transponder mandatory airspace.</p> <p>Air Nelson requested the following extensions to NZB171:</p> <ul style="list-style-type: none"> • westward of the hills 10 NM west of Whangarei to fully encompass the OMANA hold and LEECH-OMANA track, as well as northwards to include the initial approach fix OTUHI; and • eastern and south-eastern boundary to include the Whangarei RNAV (GNSS) D approach; from Owhiwa-Peach Cove-existing south-eastern boundary point.

Northland Airspace Changes								
Feedback	<p>The western boundary of NZB171 encompasses the Whangarei RNAV (GNSS) RWY 06 approach from the intermediate approach fix, and holding point, OMANA.</p> <p>Submissions were received from Whangarei user group, Whangarei Gliding Club, Air New Zealand, NZHGPA and Auckland Hang Gliding and Paragliding Club.</p> <p>The hang gliding /paragliding organisations did not support the extensions to the south and east of the existing NZB171 as this impacted on their operations by introducing a new sector of MBZ with a TM requirement 2 NM further south of the existing boundary. The sector to the east of NZB171 seaward of the coast would mean that the airspace currently up to 6500 ft would now be transponder mandatory above 2500 ft, reducing access.</p> <p>Both Whangarei user group and Gliding Club did not support the proposed extension to the north from Three Mile Bush to Waiotama.</p> <p>The Whangarei user group requested that the south-western boundary continue to follow the railway line.</p> <p>There was initial opposition to the eastern boundary extension of the MBZ if this also included imposing transponder mandatory to the surface.</p> <p>At the CAA consultation meeting with users, when it was confirmed that transponder mandatory would not be to the surface, most users did not oppose the eastern extension of the MBZ, especially if aligned with a CFZ around the MBZ.</p>							
Result	<p>After CAA assessment and final submissions were received , the NZB171 final boundary changes are made:</p> <ul style="list-style-type: none"> • Three sectors with stepped lower limits of surface, 2500 ft and 4500 ft • Northern boundary remains the same until Maungatapere, where it is extended 2 NM to Waiotama to include the initial segment OTUHI to OMANA of the RNAV (GNSS) RWY 06 approach 	<table border="1"> <thead> <tr> <th colspan="2">Proposal effect from current</th> </tr> <tr> <th>IFR</th> <th>VFR</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Major +</td> <td style="text-align: center;">Minor -</td> </tr> </tbody> </table>	Proposal effect from current		IFR	VFR	Major +	Minor -
Proposal effect from current								
IFR	VFR							
Major +	Minor -							

Northland Airspace Changes	
	<ul style="list-style-type: none"> • Westernmost boundary remains the same to Omana township • South-western boundary extended westwards from the railway line to a direct line Omana township-Taipuha township to encompass the LEECH-OMANA initial approach leg, lower limit raised to 2500 ft outside 10 NM Whangarei DME. While following a significant ground feature is preferred when there is a suitable one nearby, the railway line runs directly under the initial segment so does not provide any buffer from the boundary • The lower limit 2500 ft sector then follows the AA CTA/C LL6500 ft boundary to off the coast into Bream Bay-northwards to Taurikura-Owhiwa • Third sector with a lower limit of 4500 ft from Bream Bay to Waipu Cove-then intersects the AA CTA/C LL6500 ft boundary • Transponder mandatory above 1500 ft or lower limit of MBZ, whichever is higher • Upper limit remains at 6500 ft. <p>While the changes do not release all of the airspace around Whangarei to the extent requested for access to non-radio and transponder equipped hang gliders/paragliders, there are now some areas available which previously could not be utilised. The number of regular passenger transport operations at Whangarei does justify the continued requirements for mandatory radio broadcasts to aid situational awareness in uncontrolled airspace.</p>
6. New CFZ north of Whangarei	
Proposal	Several users at Whangarei requested the establishment of a CFZ for traffic to the east of Whangarei transiting the coastline as this is a busy area with parachute jumping and local aircraft operating. The CFZ would be on the same frequency as the Whangarei MBZ.

Northland Airspace Changes								
Feedback	<p>At the CAA consultation meeting with users on 2 March, it was requested that the proposed CFZ extend to the southern boundary of the Bay of Islands CFZ.</p> <p>Following CAA assessment, the western boundary was aligned to the eastern boundary of the new Kerikeri South MBZ due to these considerations:</p> <ul style="list-style-type: none"> • Promulgation of a different, non-mandatory frequency directly beneath the new MBZ, may discourage pilots operating in this area from the good practice of monitoring the MBZ frequency • Potential chart confusion and display of the two frequencies <p>The western boundary was the main point of concern for users, who requested that the new CFZ extend under the new MBZ. For the reasons stated above, the new CFZ will align with the eastern boundary of the new MBZ.</p>							
Result	<p>New CFZ, NZC175 Hikurangi is established, surface to 6500 ft, using same frequency as the Whangarei MBZ, 118.6 MHz.</p> <p>The eastern boundary aligns the western boundary of the CFZ with the eastern boundary of the new Kerikeri South MBZ.</p>	<table border="1"> <thead> <tr> <th colspan="2">Proposal effect from current</th> </tr> <tr> <th>IFR</th> <th>VFR</th> </tr> </thead> <tbody> <tr> <td>Minor +</td> <td>Minor +</td> </tr> </tbody> </table>	Proposal effect from current		IFR	VFR	Minor +	Minor +
Proposal effect from current								
IFR	VFR							
Minor +	Minor +							
7. New VFR reporting points – Bay of Islands								
Proposal	Establishment of new VRPs at Paihia Waterfront, Hole in the Rock and Tapeka Point.							
Feedback	No further feedback received.							
Result	New VRPs designated as requested.	Proposal effect from current						

Northland Airspace Changes				
			IFR	VFR
			Nil	Minor +

2016 Waikato and Bay of Plenty airspace review

For earlier consultation, development and details of the final changes, refer to the documents published on the CAA web site – 2016 Airspace Reviews page, Waikato and Bay of Plenty section - http://www.caa.govt.nz/airspace/2016_airspace_reviews.html

This section summarises the submissions received in relation to the *2016 Waikato and Bay of Plenty airspace review – Final airspace changes* document published 2 April 2016. Submissions closed 14 April 2016.

Waikato Airspace Changes	
1. Hamilton controlled airspace re-design	
Proposal	<p>The introduction of new performance based navigation (PBN) procedures at Hamilton, Tauranga and Rotorua aerodromes also required a review of the existing controlled airspace to verify the continuing need for the airspace designation and classification.</p> <p>Following this review, Airways proposed the following controlled airspace changes for Hamilton aerodrome and environs:</p> <ul style="list-style-type: none"> Reduction in size of Hamilton CTR to be as small as practicable to protect the instrument flight paths and reclassify as Class G the airspace that is not required

Waikato Airspace Changes								
	<ul style="list-style-type: none"> • New CTA above Hamilton CTR, lower limit 2000 ft, to contain new PBN procedures • Amendment to boundary of Hamilton CTA/D, lower limit 2500 ft, in the vicinity of Mt Pirongia to contain new PBN procedures 							
Feedback	<p>There were three submissions received to the Hamilton CTR and CTA final airspace change proposals.</p> <p>The concerns expressed were the same as those previously submitted.</p> <p>In previous consultation, gliding, hang gliding and paragliding organisations objected to the proposed boundary change in the Mt Pirongia area as it would impact on cross-country activity. Due to limited time, it was not possible to fully consider options in this vicinity to assist with flexible use of the airspace.</p> <p>During the initial consultation period, Matamata Soaring Centre and Piako Gliding Club have requested several changes to the CTAs over the region including raising the lower levels to open up more uncontrolled airspace for gliding. The request also included establishment of new GAAs and redesign of the existing ones.</p> <p>Due to the comprehensive nature of the request, it was not possible for the necessary evaluation of the impact on all of the new and existing PBN instrument routes and procedures to be completed in time to be implemented in November 2016. This work is ongoing and it is intended that it be completed for any changes to be effective in November 2017. The Mt Pirongia airspace options will be included as part of this work.</p>							
Result	<p>The Waikato – Bay of Plenty Safety Assessment, published on the 2016 Airspace Reviews page considered the concerns raised in the submissions. Please refer to this document.</p> <p>The Hamilton CTR and CTAs are amended as proposed.</p> <p>The Northern and Te Awamutu VFR transit lanes are amended to align with the new CTR boundaries.</p>	<table border="1"> <thead> <tr> <th colspan="2">Proposal effect from current</th> </tr> <tr> <th>IFR</th> <th>VFR</th> </tr> </thead> <tbody> <tr> <td>Minor +</td> <td>Major +</td> </tr> </tbody> </table>	Proposal effect from current		IFR	VFR	Minor +	Major +
Proposal effect from current								
IFR	VFR							
Minor +	Major +							

Waikato Airspace Changes	
2. Tauranga controlled airspace re-design	
Proposal	<p>The introduction of new PBN procedures at Hamilton, Tauranga and Rotorua aerodromes also required a review of the existing controlled airspace to verify the continuing need for the airspace designation and classification.</p> <p>Following this review, Airways proposed the following controlled airspace changes for Tauranga aerodrome and environs:</p> <ul style="list-style-type: none"> • Reduction in size of Tauranga CTR to be as small as practicable to protect the instrument flight paths and reclassify as Class G the airspace that is not required • New CTA above Tauranga CTR, lower limit 1500 ft, to contain new PBN procedures • Extension of existing CTA/D south-west of Tauranga CTR, lower limit 2500 ft , for containment of new PBN procedures • Establishment of three new VRPs outside amended Tauranga CTR.
Feedback	<p>There were two further submissions received in regard to proposed controlled airspace changes at Tauranga.</p> <p>Airways made a submission in regard to a question raised about the location of Tauranga Hospital heliport on the edge of the CTR.</p> <p>Options were explored to amend the CTR boundary to place the heliport totally outside controlled airspace. However, this would have compromised the Cat B instrument circling protection area.</p> <p>Both affected operators could see advantages and disadvantages to either being within the CTR or fully outside.</p> <p>One submission was received opposing the reduction of the lower level of the CTA south-west of Tauranga CTR to 2500 ft, re-iterating previously stated concerns about effect on VFR operations.</p>

Waikato Airspace Changes			
Result	<p>The Tauranga CTR and CTAs are amended as requested.</p> <p>Mount Manganui GAA (NZG271) will be disestablished as it will no longer be within controlled airspace.</p> <p>The following new VRPs are established outside the Tauranga CTR at Kaituna Bridge, Blue Gum Bay and East Junction.</p>	Proposal effect from current	
		IFR	VFR
		Nil	Minor +
3. Rotorua controlled airspace re-design			
Proposal	<p>The introduction of new PBN procedures at Hamilton, Tauranga and Rotorua aerodromes also required a review of the existing controlled airspace to verify the continuing need for the airspace designation and classification.</p> <p>Following this review, Airways proposed the following controlled airspace changes for Rotorua aerodrome and environs:</p> <ul style="list-style-type: none"> • Reduction in size of Rotorua CTR to be as small as practicable to protect the instrument flight paths and reclassify as Class G the airspace that is not required • amend boundaries of existing Rotorua CTAs to align with new Tauranga CTAs <p>At the CAA consultation meeting with Rotorua airspace users held on 1 March 2016, it was requested that a new VRP be established in the south of the Rotorua CTR at Haparangi.</p>		
Feedback	There were no further submissions received in regard to the proposed changes.		
Result	<p>The Rotorua CTR and CTAs are amended as proposed.</p> <p>New VRP, Haparangi, is established in the south of the Rotorua CTR.</p>	Proposal effect from current	
		IFR	VFR

Waikato Airspace Changes			
		Minor +	Minor +
4. Amend NZG258 Te Puke			
Proposal	Amendments to the Tauranga CTA would place most of the existing NZG258 outside controlled airspace. It was proposed that the upper limit of NZG258 is raised to 4500 ft, and the north-west boundary is moved to Kaituna Bridge (new VRP).		
Feedback	There were no further submissions received in regard to the proposal.		
Result	NZG258 Te Puke is amended as requested.	Proposal effect from current	
		IFR	VFR
		Nil	Major +
5. NZG458 Paeroa Range extension			
Proposal	The Auckland Hang Gliding and Paragliding Club requested that the boundaries of NZG458 are extended.		
Feedback	There were no further submissions received in regard to the proposal.		
Result	NZG458 Paeroa Range is amended as requested.	Proposal effect from current	
		IFR	VFR
		Nil	Nil

Waikato Airspace Changes			
6. NZB477 Tarawera boundary amendment			
Proposal	<p>The Rotorua Airport and Airspace User Group requested the western boundary of NZB477 to be extended to align with the amended eastern Rotorua CTR boundary.</p> <p>There was a further request to extend the northern boundary of NZB477 to include the rest of the lakes north of Tarawera i.e. eastern end of Lake Rotoiti, Lake Rotoma and Lake Rotoehu.</p>		
Feedback	There were no further submissions received in regard to the proposal.		
Result	<p>As stated in the final airspace changes consultation document, the requested extension to the north is deferred to allow sufficient time to consult with affected users.</p> <p>The western boundary of NZB477 is amended to align with the amended Rotorua CTR boundary.</p>	Proposal effect from current	
		IFR	VFR
		Nil	Minor +
7. New CFZ around Tauranga CTR			
Proposal	<p>The Peninsula CFZ is currently aligned with the western boundary of the Tauranga CTR, and would need realigning with the amended boundaries.</p> <p>One proposal is to realign with the amended western and northern boundaries to the north-eastern point of the new CTR. This was discussed at the user meeting in Tauranga on 25 February. Also suggested at the meeting was the addition of a CFZ surrounding all of the Tauranga CTR.</p> <p>Users at Tauranga submitted a request for a new CFZ surrounding the Tauranga CTR which includes the south eastern portion of the Peninsula CFZ south of a line Mackaytown to Mayor Island.</p>		
Feedback	There was one submission received opposing the establishment of a new CFZ. The main concern expressed was the relatively		

Waikato Airspace Changes		
	<p>small distance between CFZ and Tauranga CTR boundary requiring a quick change of frequency and potentially affecting situational awareness.</p> <p>This request has been made by the local users to accommodate training activity in the vicinity of the Tauranga CTR on a dedicated frequency.</p>	
Result	New NZC271 Harbour CFZ is established.	Proposal effect from current
		IFR
		VFR
		Nil
		Minor +
8. Establishment of new CFZs around Hamilton CTR		
Proposal	CTC Aviation and Waikato Aero Club submitted proposals for either 2 or 3 new CFZs in the Waikato area to encompass flight training areas.	
Feedback	<p>There were three submissions received in regard to the CFZ proposals.</p> <p>One submission opposed the establishment of the Raglan CFZ , but supported the Matamata CFZ proposal.</p> <p>One submission supported the two CFZ concept but did not agree with the three CFZs. This was because the Cambridge-Tirau (SH5 to Rotorua route) is a busy air route and there would be the potential for traffic operating in very close proximity on two different channels.</p> <p>Piako Gliding Club opposed the sharing of the Matamata MBZ frequency and the new CFZ frequency because of the potential for radio traffic from aircraft not operating in the vicinity of Matamata aerodrome to clutter the frequency during glider winch and the associated radio calls which could compromise safe winch operations.</p>	

Waikato Airspace Changes			
Result	Two new CFZs are established – Raglan and Morrinsville – as per Figure 6 in the “2016 Waikato and Bay of Plenty airspace review – final airspace changes” document published 5 April 2016.	Proposal effect from current	
	Raglan CFZ – surface to lower level of controlled airspace, 123.75 MHz “Raglan traffic”.	IFR	VFR
	Morrinsville CFZ – surface to lower level of controlled airspace, 123.25 MHz “Morrinsville traffic”.	Nil	Minor +
	NZB273 Matamata will remain on the existing frequency 122.25 MHz. There is no change to the current situation.		

2016 Manawatu airspace review

For earlier consultation, development and details of the final changes, refer to the documents published on the CAA web site – 2016 Airspace Reviews page, Manawatu section - http://www.caa.govt.nz/airspace/2016_airspace_reviews.html

This section summarises the submissions received in relation to the *2016 Manawatu Airspace Review – Final airspace changes* document published 12 April 2016. Submissions closed 20 April 2016.

Manawatu Airspace Changes	
1. Palmerston North CTR	
Proposal	There were several requests to amend the north-eastern boundary to place Ashhurst either entirely within or outside the

Manawatu Airspace Changes		
	CTR.	
Feedback	There was no further comment received to this proposal.	
Result	A full assessment was made regarding the options available to progress the request and what the effect would be to the instrument arrival and departure procedures.	Proposal effect from current
	To ensure that these procedures are appropriately contained within controlled airspace, it would be necessary to extend the boundary to fully encompass Ashhurst.	IFR VFR
	Due to a lack of suitable ground feature in the vicinity, which would not unduly extend controlled airspace beyond that which as small as practicable to protect the flight paths of IFR flights arriving at and departing from the aerodrome, this proposal has not been actioned.	N/A N/A
2. Review of Ohakea CTR boundaries		
Proposal	<p>The purpose of the Ohakea CTR was reviewed and consideration given to the necessity of controlled airspace and provision of air traffic control services to military flights in addition to the protection provided by existing MOAs.</p> <p>After consultation with the RNZAF, Airways proposed amending the northern boundary to align with Marton-Bonny Glen-Turakina towards Whangaehu, generally following the railway line to Turakina.</p>	
Feedback	<p>The RNZAF are still developing procedures with the recent introduction of the new T6-C Texan II trainers and continue to assess the operational needs for this aircraft.</p> <p>Discussion with users at the CAA consultation meetings in March was supportive of this change.</p> <p>There were no further submissions received.</p>	

Manawatu Airspace Changes			
Result	<p>The Ohakea CTR boundary is amended as per the Airways' petition.</p> <p>A consequential change is NZM310 boundary also amended to align with the amended CTR boundary.</p> <p>This change will allow for more routing options for VFR aircraft operating north of Ohakea CTR outside controlled airspace.</p>	Proposal effect from current	
		IFR	VFR
		Nil	Major +
3. Designation of a new CTA, 5500 ft – 9500 ft, between Levin and Eketahuna			
Proposal	<p>Airways petitioned for designation of this new CTA to provide containment for the following instrument procedures:</p> <ul style="list-style-type: none"> • new PBN departures from Palmerston North tracking to the south • existing instrument flight paths and procedures climbing southbound from Palmerston North • new holding pattern to the south east of Ohakea associated with an approach to Ohakea RWY 33. 		
Feedback	There were no objections received for this proposed CTA.		
Result	New Ohakea CTA/C, 5500-9500 ft, is designated as petitioned.	Proposal effect from current	
		IFR	VFR
		Major +	Minor -
4. Amendment to NZB374 Wanganui boundaries			
Proposal	Several submissions were received requesting that eastern boundary of the Wanganui MBZ is amended to align it with the north-western Ohakea CTR/CTA boundary and to raise the upper level to the lower level of CTA – 3500 ft.		

Manawatu Airspace Changes			
	Whanganui Airport Ltd also requested further boundary amendments to better align with prominent geographical features.		
Feedback	The primary reason for the change request is to ensure that the uncontrolled portions of the IFR approaches and holding patterns for Whanganui aerodrome are fully within the MBZ. There have been several occurrences reported where VFR aircraft have been observed by both ATC, and pilots of IFR aircraft outside the MBZ in proximity to IFR operations, but not contactable by radio.		
Result	NZB374 is amended as follows: <ul style="list-style-type: none"> • New code and spelling amended to Whanganui • Upper limit raised to 3500 ft (lower limit CTA) • Eastern boundary to align with NZA355 Ohakea CTA/C, 1500-9500 ft, boundary • Amend western boundary to include DUDED hold (9 NM from Whanganui RWY 11, MBZ boundary 11 NM) • Northern boundary extended to Upokangaro • Transponder mandatory 1500-3500 ft 	Proposal effect from current	
		IFR	VFR
		Major +	Minor -
5. Extension of Feilding CFZ			
Proposal	There were several submissions to extend the present boundaries of the Feilding CFZ. Extension to the east to include Aokautere through to Woodville and Whariti Peak was to encompass the high-density traffic transiting in the area around the Manawatu Gorge. Massey School of Aviation proposed: <ul style="list-style-type: none"> • extending the CFZ to the north along the 31 OH CTA boundary line to include busy VFR training areas 		

Manawatu Airspace Changes		
	<ul style="list-style-type: none"> • west to align with the Whanganui MBZ and new CFZ • raise the upper limit to the lower limit of controlled airspace • re-name the CFZ to Rangitikei. This would better differentiate between the aircraft operating in the vicinity of Feilding aerodrome and those operating further afield. 	
Feedback	There were no objections to the proposed extensions.	
Result	Feilding CFZ is disestablished and new Rangitikei CFZ established as proposed by Massey. New upper limit of lower level of controlled airspace.	Proposal effect from current
		IFR
		VFR
		N/A Major +
6. Establishment of new CFZ around Whanganui MBZ		
Proposal	Massey proposed establishment of new “River” CFZ around the Whanganui MBZ, on the same frequency as the MBZ. As per the Rangitikei CFZ – the use of the same frequency but different call sign would differentiate between aircraft operating in the vicinity of Whanganui aerodrome and in the MBZ from those operating further afield.	
Feedback	Whanganui Airport Ltd expressed concern regarding traffic on the same frequency but using different station identifiers. CAA addressed this concern and this particular airspace arrangement is successfully used elsewhere in New Zealand in the <i>2016 Manawatu Airspace Review – Final airspace changes</i> document dated 12 April 2016.	
Result	New River CFZ is established as proposed by Massey School of Aviation.	Proposal effect from current

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	The upper limit is the lower level of controlled airspace.	IFR	VFR
	The eastern boundary of the Taranaki CFZ is amended to align with the boundary of River CFZ.	Minor +	Minor +
7. Designation of new GAA over the Puketoi Ranges			
Proposal	Hawkes Bay Hang Gliding and Paragliding Club made a submission for the establishment of a new GAA east of the Tararua/Ruahine ranges in the south Hawkes Bay/north Wairarapa area. The GAA is requested to enable extended cross country hang glider and paraglider flights from southern Hawkes Bay to the Wairarapa when weather conditions are favourable.		
Feedback	<p>The original request was for all of the eastern portion of NZA346, east of the Manawatu Gorge from 16 to 28 NM Palmerston North.</p> <p>Following assessment by Airways of the impact on IFR operations to and from Palmerston North aerodrome the following potential issues were identified:</p> <ul style="list-style-type: none"> • <i>PM – WEBER track often used by low level flights passes through the northern part of this area</i> • <i>UVUSI hold would not be available below 7000 ft</i> • <i>Palmerston North RWY 07 departures on PM070R would be not be contained</i> • <i>Increased controller workload to ensure controlled flights kept 2 NM from boundary of the GAA.</i> <p>With the introduction of PBN procedures and other airspace changes, Airways requested that further work be made to determine the likely effect of the requested GAA once these new procedures have been in place for a period of time.</p> <p>In the meantime, Airways proposed an interim solution to the southern half of the requested GAA being established in November.</p>		

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	The Hawkes Bay Hang Gliding and Paragliding Club accepted this proposal as an interim solution until such time the PBN has been introduced and fully evaluated to determine how much further the GAA boundaries can be moved to the north.		
Result	New GAA NZG551 Puketoi is designated, 4500 ft – 6500 ft, active during daylight hours by ATC approval.	Proposal effect from current	
		IFR	VFR
		Nil	Minor +
8. Disestablishment of NZG673 Kapiti Coast			
Proposal	Air Nelson submission requested that as gliding operations will be ceasing from Paraparaumu aerodrome in 2016, NZG673 should be disestablished due to the impact on IFR aircraft operations.		
Feedback	There were no requests received to retain the GAA.		
Result	NZG673 is disestablished.	Proposal effect from current	
		IFR	VFR
		Minor +	Nil

Other airspace changes

For earlier consultation, development and details of the final changes, refer to the documents published on the CAA web site – 2016 Other Airspace Consultation page – http://www.caa.govt.nz/airspace/2016_other_airspace.html

This section summarises the submissions received in relation to the user consultation documents:

2016 Other Airspace Consultation	Consultation closed
1. <i>Queenstown CTR amendments</i>	14 April 2016
2. <i>Proposed common frequency zone – Masterton</i>	17 March 2016
3. <i>Proposed amendment to control area boundary west of Queenstown</i>	25 February 2016
4. <i>Proposed Central Otago General Aviation Area</i>	25 February 2016
5. <i>Proposed amendment to Auckland CTR</i>	25 February 2016
6. <i>Queenstown and Invercargill – proposed amendments to controlled airspace</i>	25 February 2016
7. <i>Proposed amendment to Nelson CTA</i>	25 February 2016
8. <i>Proposal for designation of permanent danger area at Middlemarch</i>	25 February 2016
9. <i>Proposed amendment to boundary of control area – south of New Plymouth</i>	25 February 2016

2016 Other Airspace Changes			
1. Queenstown CTR amendments			
Proposal	The change of airspace classification of Queenstown controlled airspace from Class D to Class C necessitates minor boundary amendments to NZG753 Crown Terrace to provide suitable containment of the RWY 23 RNP-AR approach.		
Feedback	Agreed to by the users. However, realignment of the southern boundary would require an amendment to the north-eastern boundary of NZG757 Arrow Junction to enable hang gliders/paragliders to access the landing site alongside SH6.		
Result	Southern boundary of NZG753 moved to follow ridgeline to provide a minimum of 0.5 NM buffer from the RWY 23 RNP-AR approach. NZG758 north-eastern boundary extended.	Proposal effect from current	
		IFR	VFR
		Minor +	Nil
2. Proposed CFZ at Masterton aerodrome			
Proposal	<p>Hood User Group requested the establishment of a CFZ, 10 NM radius centred on Masterton aerodrome from surface to 9500 ft. The purpose of the request was to ensure aircraft in the vicinity of Masterton were on the appropriate frequency to hear radio calls associated with parachuting operations.</p> <p>The request has been made to primarily facilitate parachute operations at Masterton aerodrome. The reasons stated in the support of the application are:</p> <ol style="list-style-type: none"> 1. Concern that transiting aircraft, which may be flying overhead Masterton aerodrome or its environs above 3000 ft AGL (as recommended in AIP – ENR 1.1 para 6.2.2) remain on FISCOM frequency instead of transmitting a position 		

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	<p>report on the aerodrome frequency;</p> <p>2. Reduction of the volume of radio traffic heard by pilots of parachute aircraft when operating at altitude i.e. hearing radio calls from all over New Zealand instead of just for Masterton aerodrome</p>	
Feedback	<p>Establishment of a CFZ was supported by six submitters. Several suggested that the CFZ area be expanded significantly.</p> <p>Two submissions were received opposing the establishment of the CFZ.</p> <p>The relocation of the Wellington Gliding Club from Pararparaumu to Papawai aerodrome, east of Greytown, has resulted in the founding of the Greytown Soaring Centre (GSC) and planned increase in gliding operations within the Wairarapa.</p> <p>GSC do not agree to be within the CFZ because of the need to have a discrete aerodrome frequency for glider winch operations at Papawai. Glider traffic volumes, currently 16-20 flights on Saturdays and Sundays which are forecast to increase over the next two years, and their associated radio calls, would pose a considerable intrusion to parachute operation radio calls, potentially causing multiple transmission conflicts and reducing communication clarity of two safety-critical operations.</p>	
Result	Establishment of a CFZ has been delayed to enable Hood User Group to consult with GSC and other users and develop a more comprehensive design.	Proposal effect from current
		IFR VFR
		N/A N/A
3. Amendments to upper level CTA west of Queenstown		
Proposal	Airways Corporation of New Zealand submitted a petition to amend the boundary of NZA949 (CTA/C, lower limit FL175) and NZA946 (CTA/C, lower limit FL285) by 15 NM southwards to enable area controllers to vector trans-Tasman IFR arrivals and	

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	departures for Queenstown to provide a more efficient flow of traffic.		
Feedback	There were two submissions received supporting the proposal and one from Gliding NZ opposing the change.		
Result	<p>There are significant benefits and efficiencies to be gained by exploiting surveillance in this area made possible by MLAT technology not previously available. This features reduced separations between international airline traffic operating at medium to high flight levels mitigated by using off track vectoring above minimum radar vector altitude for level changes, and more direct routing with surveillance.</p> <p>There was no evidence provided which indicated non-airline operators would be disadvantaged by this change.</p> <p>The boundary between the CTAs is moved as requested.</p>	Proposal effect from current	
		IFR	VFR
		Minor +	Nil
4. New Central Otago GAA			
Proposal	<p>Gliding New Zealand applied for the establishment of a new GAA over Central Otago, from 13,500 ft to FL175. The boundaries would be aligned with:</p> <ul style="list-style-type: none"> • northern boundary – NZG957 Omarama, 13,500 ft to FL175, active by notification to ATC; • north-eastern corner – NZG955 Waitaki, 13,500 ft to FL175, active by ATC approval; • eastern boundary – NZG954 Ranfurly, 13,500 ft to FL175, active by ATC approval; • western boundary of Christchurch CTA/C, lower limit 13,500 ft. 		
Feedback	<p>There was one submission received supporting the proposal.</p> <p>Mount Cook Airlines expressed concern that this area would significantly affect ATR operations to and from Queenstown</p>		

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	<p>aerodrome, especially if the other GAAs to the north were active at the same time.</p> <p>A full assessment of the airspace design in relation to affected instrument flight procedures was made by GroupEAD. Of the 32 procedures assessed, only 10 would be laterally separated.</p>		
Result	<p>The subsequent re-design of the proposed GAA to ensure that there was little or no negative effect on the affected instrument flight procedures would have resulted in a substantially reduced area to that requested.</p> <p>Because the completed assessment was received at the beginning of April 2016, there was insufficient time to re-design the GAA to meet both Gliding New Zealand and operator needs before the cut-off for publication on the VNC in late April.</p> <p>This request is held over for further development and possible implementation in November 2017.</p>	Proposal effect from current	
		IFR	VFR
		N/A	N/A
5. Amendment to Auckland CTR boundaries			
Proposal	<p>One of the first areas reviewed under 2014-2016 Airspace Review plan was the Auckland region airspace. One of the aims of the review is to assess if existing controlled airspace remains fit-for-purpose. Changes to instrument flight paths and procedures may have meant that areas of controlled airspace are no longer required to protect the amended flight paths.</p> <p>Due to time constraints, a thorough review of the Auckland and Whenuapai CTRs was unable to be completed in time to include any changes with the 2014 visual navigation chart update.</p> <p>Airways have now completed the review of the Auckland CTR and submitted a petition to reduce the size of the CTR.</p>		
Feedback	<p>There were two submissions received – one of which supported the proposal.</p>		

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	<p>An airline operator expressed the following concerns:</p> <ol style="list-style-type: none"> 1. <i>The edges of the control zone will not coincide with identifiable features which could lead to a greater number of airspace incursions from VFR traffic, potentially compromising separation.</i> 2. <i>The eastern and western ends of the boundary will move in closer to the ends of the RWY. Traffic outside controlled airspace could be only 750' (or less) below us ... at the eastern end and 620' at the western end when we're on an instrument approach.</i> 		
Result	<p>Designing controlled airspace boundaries uses a different criteria to standards used for the application separation between aircraft.</p> <p>There is a 2 NM buffer applied from the nominal track of an IFR flight when determining the boundary of controlled airspace. Applying a further buffer does not ensure that CTRs meet the criteria of being as small as practicable to protect the instrument flight paths as required in rule 71.55(b).</p> <p>Potential wake turbulence from aircraft operating within controlled airspace, 500 ft above the lower limit, potentially flying over aircraft outside controlled airspace is an existing situation throughout New Zealand.</p> <p>The existing VRPs on the Auckland CTR boundary will remain; but will now be outside the CTR.</p> <p>The current eastern boundary of the Auckland CTR does not follow any identifiable ground feature, as well as other boundary lines of the CTR.</p> <p>The Auckland CTR boundaries are amended as detailed in the petition from Airways.</p>	Proposal effect from current	
		IFR	VFR
		None	Minor +
6. Amendments to Queenstown and Invercargill CTA, Invercargill CTR			

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Proposal	<p>Queenstown controlled airspace was comprehensively re-designed in 2012 in conjunction with the implementation of new PBN procedures. Ongoing review of amended controlled airspace in the region to ensure that it adequately protects instrument flight paths and procedures has been undertaken.</p> <p>Airways Corporation of New Zealand (Airways) submitted a petition to CAA to amend:</p> <ul style="list-style-type: none"> • enroute controlled airspace between Queenstown and Invercargill aerodromes; • the terminal CTAs surrounding Invercargill aerodrome; and • reduce the size of the Invercargill CTR. <p>Full details of the proposal are available on the CAA web site Airspace Review page - 2016 Other Airspace Consultation (http://www.caa.govt.nz/airspace/2016_other_airspace.html).</p>
Feedback	<p>There were 14 submissions received.</p> <p>Four were from airline operators in favour of the proposal.</p> <p>The remaining submissions were from the gliding sector opposing the proposal.</p> <p>The primary area of concern is the lowering of controlled airspace from 13,500 ft to 9500 ft in the Nevis Valley area and the effect on glider operations.</p> <p>The amendment to the lower limit of controlled airspace from 9500 ft to 3500 ft in the Balclutha area also would require gliders to obtain a clearance when operating from Balclutha aerodrome.</p> <p>Some submitters asked why holding pattern protection areas were not able to be reduced for aircraft using PBN procedures based on more accurate satellite navigation, thus reducing the volume of controlled airspace required.</p> <p>CAA comment: <i>Holding pattern containment area criteria for PBN procedures are specified in Doc 8168 Vol II, Section III</i></p>

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	<p><i>Performance-Based Navigation Procedures, Chapter 7 Holding Procedures.</i></p> <p><i>The change of classification to Queenstown controlled airspace to Class C has required changes to the instrument procedures for air traffic management. One change is that the SUNGU hold will be the same for RNAV GNSS and RNP-AR procedures. However, this has a minimal effect the protection area.</i></p> <p><i>There were suggestions made for alternative instrument flight paths. The procedures at Queenstown have been designed to provide the optimum routing for terrain clearance (the primary purpose of instrument procedure design) and air traffic management with consideration to separating arriving and departing flights by design.</i></p>		
Result	<p>Scheduled passenger transport flights continue to increase at Queenstown, including turbo-prop aircraft operations.</p> <p>The controlled airspace changes are designated as proposed.</p> <p>Airways are currently developing procedures to accommodate normal glider operations within controlled airspace when requested.</p> <p>If major glider competitions are planned and would require access to this area, this may be accommodated by the designation of temporary GAA or other suitable special use airspace.</p>	Proposal effect from current	
		IFR	VFR
		Major +	Minor -
7. Amendment to Nelson CTA			
Proposal	<p>The Nelson VOR/DME will be relocated on 10 November 2016.</p> <p>There are some current controlled airspace boundaries based on a 10 NM arc from the Nelson VOR/DME. These will remain the same and definitions will be changed to reference the coordinates of the existing location.</p> <p>However, the move has necessitated that replacement instrument approach and departure procedures be developed based</p>		

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	<p>on the new coordinates of the relocated VOR/DME.</p> <p>During this process, it was identified that existing CTAs will not adequately contain the new procedures.</p> <p>The proposed amendment establishes a new CTA, lower limit 3500 ft, between Mapua, Upper Moutere and Kina.</p>			
Feedback	There was one submission received from an airline operator supporting the proposal.			
Result	New Nelson CTA/D, lower limit 3500 ft, is designated as proposed.		Proposal effect from current	
			IFR	VFR
			Minor +	Minor -
8. New danger area at Middlemarch				
Proposal	<p>For the purpose of warning pilots of the potential hazard to air navigation during occasional military living firing exercises in the central Otago area near Middlemarch, including the use of high explosives, the New Zealand Army requested the establishment of a permanent danger area.</p> <p>The permanent danger would be activated by NOTAM. It is anticipated that this would be two to three times per year, for approximately 2-3 days at a time.</p> <p>The danger area would extend vertically upwards from the surface to 8700 ft AMSL. Incorporated into the boundaries is a 0.5 NM lateral buffer and a 200 ft vertical buffer above the height at which zero danger exists,.</p>			
Feedback	There were 16 submissions received opposing the proposal, primarily because of the potential effect on VFR routes between Dunedin and the Central Otago area.			

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Result	<p>The availability of suitable properties to carry out military exercises is limited. The NZ Army have correctly advised CAA of a potential hazard to operating in the vicinity of the exercise area.</p> <p>It is not CAA function to determine location of defence activity but is required to inform pilots of the potential hazard. The designation of a danger area activated by NOTAM is the appropriate means to do so.</p> <p>New permanent danger area NZD921 Middlemarch , surface to 8700 ft, active by NOTAM, is designated as requested.</p> <p>The designated danger area is as small as practicable to ensure that no hazard exists at the boundaries.</p>	Proposal effect from current	
		IFR	VFR
		Minor -	Minor -
9. Amendment to CTA boundary south of New Plymouth			
Proposal	<p>Airways submitted a petition to CAA to move the western boundary of NZA838, Christchurch CTA/C above 9500 ft AMSL, to the west by approximately 20 NM.</p> <p>This change is to contain the New Plymouth South Three instrument departure track. At present, aircraft climbing on this departure procedure leave controlled airspace briefly before re-entering once established on track.</p>		
Feedback	There was one submission received from an airline operator supporting the proposal.		
Result	The airspace is amended as requested.	Proposal effect from current	
		IFR	VFR
		Minor +	Nil

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