
**Proposed Common Frequency Zone –
Marlborough Sounds
airspace user consultation**

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Introduction

A Common Frequency Zone (CFZ) is non-mandatory airspace and advisory in nature, i.e. airspace not designated under Civil Aviation Rule Part 71, used in New Zealand only and described in AIPNZ ENR 5.3, Section 5.

CFZs are established to encourage pilots to use a single VHF frequency allocated for the zone. Pilots should transmit position, altitude and intentions relevant to prominent reporting points or features at entry, and at other times for traffic safety.

This request has been made to CAA to facilitate local and itinerant traffic operating within uncontrolled airspace. The reason stated in support of the application is:

- Enhance safety by having one frequency used whilst operating and transiting this busy area

Proposed airspace

An application has been received for an extension to the existing Marlborough Sounds CFZ, from the western boundary of the current Marlborough CFZ (NZN677) to the Nelson (NZNS) Control Zone boundary; see depicted in Figure 1.

The vertical dimensions of the extended CFZ are from the surface to the lower limit of controlled airspace. The lower limits of controlled airspace for the proposed extended area are between 3500 ft and 9500 ft; of note, the existing Marlborough Sounds CFZ has upper limits of between 4500 ft and 5500 ft, as the lower limits of controlled airspace coincident with the current Marlborough CFZ area.

The proposed lateral dimension CFZ area extends the Marlborough CFZ to the eastern boundary of the Nelson control zone and includes the coastline from Nelson to Durville Island and Stephens Island.

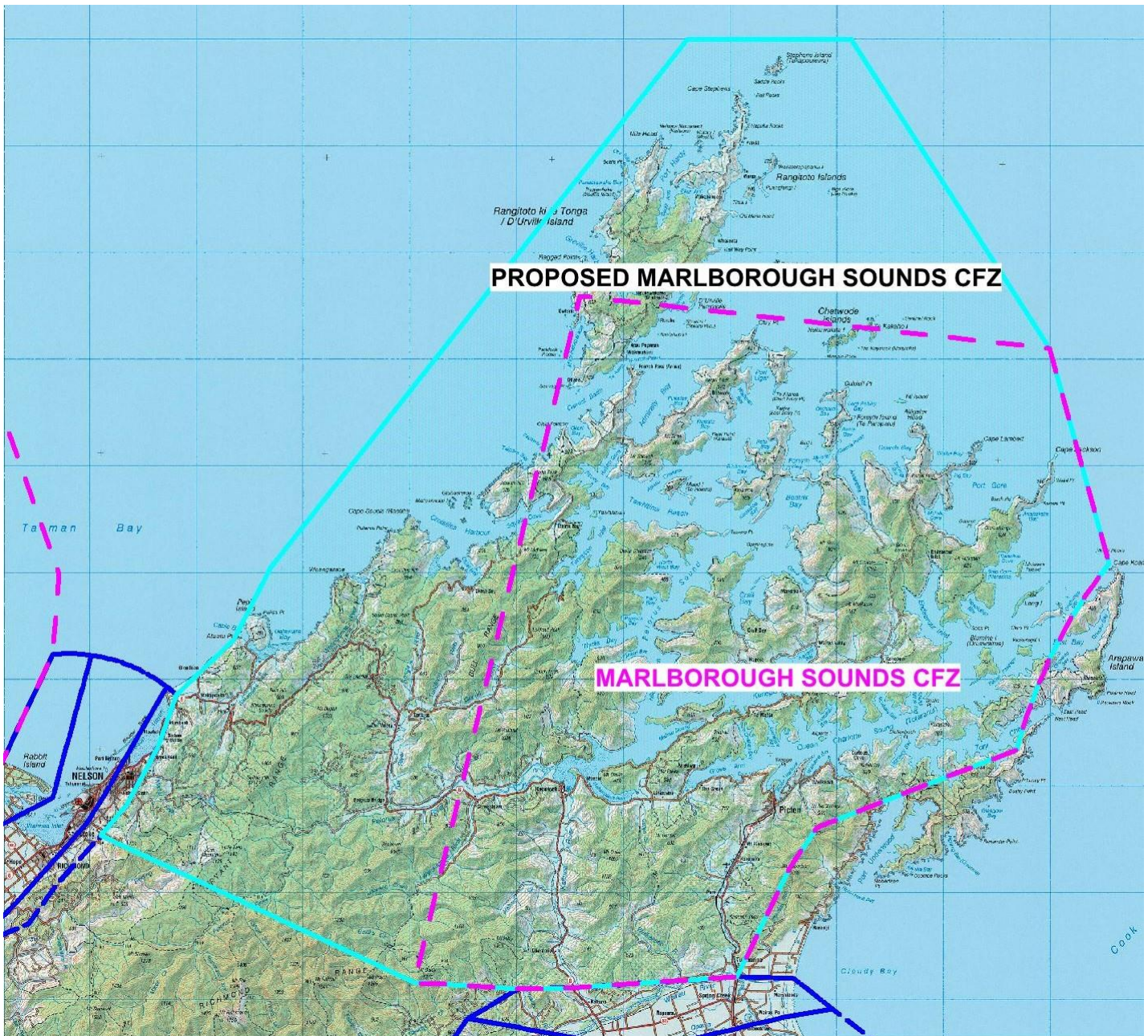


Figure 1: Proposed Extension to Marlborough Sounds Common Frequency Zone

Possible effect on local operations

The proponent has requested the extended area use the existing frequency 123.0 MHz. One opinion expressed in the applicant’s consultation noted some reservations around the number of aircraft that already use the frequency, and that extending this may not be the best option when considering how many extra radio calls are created due to flight training activity.

Further comment

As stated, CFZ are advisory in nature and therefore pilots do not have to operate on a particular frequency; there may be NORDO traffic operating within the Marlborough Sounds area.

Questions around the size and location of CFZ's in New Zealand has been discussed extensively over time and strong opinions for and against these have been expressed. The questions of frequency use outside of controlled airspace have been widely discussed with technical expert input across all sections of CAA. The overlay of CFZ across the country would result in frequency separation and there is no existing provision in aviation law for CFZ; again, these are non-designated airspace and are only defined in the AIP. The extent of any published CFZ should be limited to as small as practicable for the activities of the area and there is no intention to publish a network of adjoining CFZs across the country.

The provision of FISCOM has been established in New Zealand to provide an area flight information service outside of the aerodrome vicinity within uncontrolled airspace; FISCOM also provides an alerting service and traffic information on request. CAA is now engaged with Airways New Zealand on an Airways initiative to improve the current FISCOM service. This involves training Flight Service Officers to provide traffic information and support an improved service level across all FISCOM areas. The CAA position remains, however, that CFZ proposals should be considered on a case by case basis where the merits of consolidating a non-mandatory VHF are justified.

Consultation list

The Director invites feedback regarding the proposed CFZ change.

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:

- Nelson aerodrome
- Takaka aerodrome
- Blenheim aerodrome
- Motueka aerodrome
- Woodbourne aerodrome
- Picton aerodrome
- Lake Station/Nelson Lakes aerodrome
- Cloudy Bay aerodrome
- Marlborough Sounds Water aerodrome

- Karamea aerodrome
- Murchison aerodrome

Operators, Organisations and User Groups

- New Zealand Aviation Academy
- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand
- Air New Zealand
- Balloon Aviation Association
- Flying New Zealand
- Gliding New Zealand
- Model Flying New Zealand
- New Zealand Aviation Federation
- New Zealand Agricultural Aviation Association
- New Zealand Helicopter Association
- New Zealand Hang Gliding and Paragliding Association
- Recreational Aircraft Association of New Zealand
- Royal New Zealand Air Force
- Skydiving Kiwis
- Sport Aircraft Association New Zealand
- Sport Aviation Corp
- Golden Bay Air Limited
- Helicopters Nelson
- Pelorus Air
- Nelson Aviation College
- New Zealand Aviation
- Nelson Aeroclub
- Sounds Air
- Marlborough Aeroclub

Electronic notification of the consultation will be sent to subscribers to the CAA email Notification Service for Airspace Notifications Areas NZ06, NZ07 and NZ08.

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

<https://www.aviation.govt.nz/airspace-and-aerodromes/airspace/airspace-review/2022-airspace-reviews/>

Submissions

This document forms part of the consultation process. Submissions are sought from any interested person, organisation or representative group.

Submissions are accepted either electronically or via mail, addressed to:

Team Coordinator
Aviation Security and Infrastructure
Civil Aviation Authority of New Zealand
PO Box 3555
Wellington 6140

Email: [aeronautical.services@caa.govt.nz](mailto: aeronautical.services@caa.govt.nz)

Reference – 21/ASD/24 Marlborough Sounds CFZ

Closing date for submissions to this proposal is **3 June 2022**

Further information

For further information contact:

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