
**Proposed general aviation areas – Waikato
Region
Consultation**

Table of Contents

1. Introduction	1
2. Proposed general aviation areas (GAA)	1
3. Proposed temporary gliding contest airspace	2
4. Consequential airspace changes	2
5. Likely effect on airspace users	2
6. Consultation	3
7. How to make a submission.....	5
8. Further information.....	5

1. Introduction

Gliding New Zealand has applied for the designation of a series of general aviation areas (GAA) within the Waikato region. The proposed GAA's are to replace many of the existing permanent and temporary GAA's published during gliding events in the north island, with the primary purpose to enable aircraft to operate within temporary uncontrolled airspace within parts of designated controlled airspace.

Of note is that the Waikato region was subject to an airspace review in 2016 related to Airways proposal for PBN operations within controlled airspace. The GAA were not reviewed significantly at the time to align this airspace with the PBN procedures.

Gliding New Zealand has also advised the following proposed benefits to the proposed GAA's:

1. Separating GAA from frequently used PBN procedures within controlled airspace. This enables aircraft to fly on procedures without ATC vectoring.
2. Aligning GAA boundaries with adjacent controlled airspace boundaries.
3. Aligning temporary restricted areas used during glider competitions with GAAs so impact of competitions and ATS workload is minimised.

The Gliding New Zealand proposal, including detailed descriptions of the proposed airspace, is also available on the Airspace Review website at the following link:

<https://www.aviation.govt.nz/airspace-and-aerodromes/airspace/airspace-review/2021-airspace-reviews/>

2. Proposed general aviation areas (GAA)

Detailed descriptions and graphics of the proposed GAAs are within the GNZ proposal. The changes are summarised below. Note that proposed GAA are a mix of being active 'by ATC notification' and by 'ATC approval'.

The following permanent GAA are retained:

G254 Matamata, G253 Maramarua, G272 Huntly, G451 Taupo

The following permanent GAA are proposed for deletion (as a result of changes in airspace boundaries):

G255 Karapiro, G459 Paeroa Range

The following GAA are proposed to become permanent.

GXXA Tirau, GXXB Atiamuri, GXXC Mihi, GXXD Ohaaki, GXXE Rotomahana, GXXM Waeranga, GXXN Miranda, G251 Mangakino*, G252 Pureora*

*Already have Airspace index numbers (G251 and G252) given very similar to those that have been previously designated for temporary events.

3. Proposed temporary gliding contest airspace

Many current GAA and restricted areas in the Waikato are designated on a temporary basis for gliding competitions only (5-6 times per year via AIP supplement). The request for these areas are proposed for continued temporary application by GNZ for each event, as is the status quo, and are not included as part of consultation for permanent designation.

These proposed areas have been included in the proposal supplied by GNZ to provide context for users, and a level of awareness on temporary gliding event details. CAA will consult with users prior to each applicable event as appropriate.

The following temporary restricted areas are proposed for removal:

NZR298A, NZR298B, NZR299

The following areas are proposed for temporary designation:

NZRXXX Thames, NZRXXY Lichfield, NZRXXZ Barryville, NZGXXG Ohakuuri

4. Consequential airspace changes

Gliding New Zealand propose and amendment of the northernmost corner of Hamilton CTA/D 1.8 NM to the southeast. The current boundary is constrained by terrain and aligns the new boundary with the proposed GAA.

Given the proposed point is at the intersection of airspace, this proposed change will affect seven controlled airspace boundaries. This is described in more detail in the GNZ petition.

5. Likely effect on airspace users

The likely effect on VFR aircraft would be minimal. Air traffic control issue clearances that enable pilots to remain clear of the active GAA.

IFR aircraft may fly within active GAA, or be provided with an alternate route to remain clear of the GAA as appropriate. The GNZ proposal has incorporated proposed lateral separations of 3 NM for major IFR routes and terminal instrument flight procedures to remain within controlled airspace whilst GAA are active.

When designing controlled airspace boundaries, an aircraft climb or descent gradient of 300 ft per nautical mile (5 percent) with a 500 ft vertical buffer applied is used to confirm containment. GNZ has not provided an assessment that the proposed GAA are acceptable for the airspace design criteria for maintaining controlled airspace containment on those procedures affected

6. Consultation

Civil aviation rule 71.9 requires the Director to consult with affected persons, organisations and representative groups within the aviation industry before making a designation or classification of airspace.

The Director invites feedback in regard to the proposed airspace change within the scope of the changes in the provided petition.

Depending on consultation feedback, CAA may choose to conduct an airspace user consultation meeting

Once the airspace user consultation meetings have taken place, and feedback from users is received, the final airspace changes will be published for users to make further submissions prior to the visual navigation chart update cut-off date on 15 May 2021.

If it is considered necessary, further consultation meetings may be held with users to discuss the final airspace amendments.

This document will be sent directly to the following organisations.

Aerodrome operators (charted aerodromes only)

- Ardmore aerodrome – Ardmore Airport Ltd
- Centennial Park aerodrome – Taupo Gliding Club
- Coromandel aerodrome – Coromandel Flying Club Inc
- Hamilton aerodrome – Waikato Regional Airport Ltd
- Matamata aerodrome – Matamata Piako District Council
- Mercer aerodrome – Dee Bond
- Rangitaiki aerodrome – W A Stevenson Holdings Limited
- Rotorua aerodrome – Rotorua Regional Airport Ltd
- Rotorua Hospital heliport – Lakes District Health Board
- Rotorua Lakefront heliport – Volcanic Air Safaris
- Rotorua Lakes – Volcanic Air Safaris
- Taumaranui aerodrome – Ruapehu District Council
- Taumaranui Hospital heliport – Health Waikato Ltd
- Taupo aerodrome – Taupo Airport Authority
- Taupo Hospital heliport – Lakes District Health Board
- Taupo Water aerodrome – Lake Taupo Harbour Master
- Te Kowhai aerodrome – Rob Clear
- Te Kuiti aerodrome – Waitomo District Council

- Te Kuiti Hospital heliport – Waikato District Health Board
- Thames aerodrome – Thames Coromandel District Council
- Tokoroa aerodrome – South Waikato District Council
- Tokoroa Hospital heliport – Tokoroa Hospital
- Turangi aerodrome – Taupo Airport Authority
- Waikato Hospital heliport – Search and Rescue Service Ltd
- Wharepapa South aerodrome – GC Saunders Family Trust

Operators, Organisations and User Groups

The following major operators, organisations and users have been identified:

- Air New Zealand Group
- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand
- Ardmore Flight Operations Group
- Auckland Airspace User Group
- Flying NZ
- Gliding New Zealand
- Hauraki Aero Club
- Matamata Aero Club
- Matamata User Group
- New Zealand Hang Gliding and Paragliding Association
- New Zealand Parachute Federation
- New Zealand Parachute Industry Association
- Recreational Aircraft Association of New Zealand
- Rotorua User Group
- Royal New Zealand Air Force
- Sport Aircraft Association New Zealand
- Sport Aviation Corp
- Taupo User Group
- The New Zealand Aviation Federation
- Tokoroa Aero Club

- Waikato Aero Club
- Waitomo Aero Club

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

<https://www.aviation.govt.nz/airspace-and-aerodromes/airspace/airspace-review/2021-airspace-reviews/>

A link to this consultation document and airspace proposal will also be sent to subscribers for briefing areas 1,2,3 and 4.

7. How to make a submission

Prior to making a designation or classification of airspace, Civil Aviation Rule 71.9 requires the Director to consult with all parties that may be affected within the aviation industry.

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.

Please address submissions to:

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

Email: Gillian.Openstein@caa.govt.nz

Reference – Waikato proposed general aviation areas

Closing date for submissions is **Wednesday 28th April 2021**

8. Further information

For further information contact:

Hamish McKoy
Senior Technical Specialist – Aeronautical Services
Civil Aviation Authority of New Zealand
P O Box 3555
Wellington 6140

Phone: (DDI) 04 830 0520

Email: hamish.mckoy@caa.govt.nz