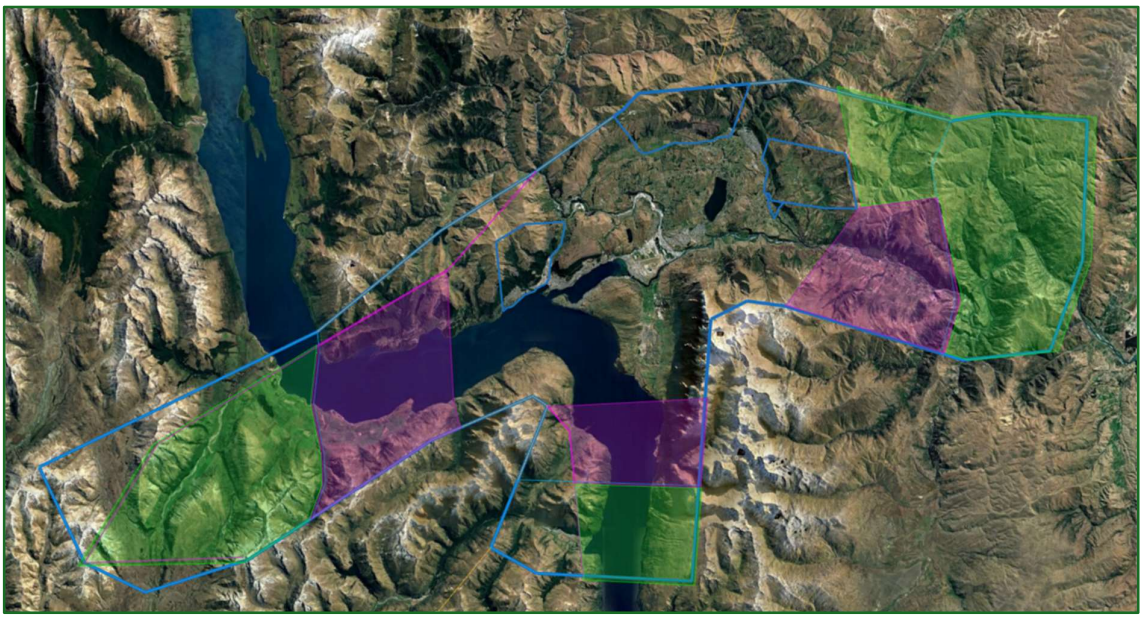
Queenstown Control Zone

Joint Petition for Amendment

Volume 1 Version 3.0

31 October 2025



ZQN Queenstown Airport

Queenstown – Milford User Group

QMUG

AIRWAYS

1. Document History

This petition document replaces the following petition documents:

Date	Title	Status
5 May 2025	Queenstown Airspace Petition V1.0	Superseded
29 May 2025	Queenstown Airspace Petition V2.0	Rejected
31 October 2025	Queenstown Airspace Petition V3.0	(this document)

The following key changes are included in this version:

Section	Change
Various	General text and layout updates to aid clarity and give additional description of changes and benefits
2.2 & 2.3	Further information about the Thematic Review and Interest Based Problem Solving process
3.3.2	Further information on how the airspace changes affect Geographic Sectors
4.2.3	Amended Walter Peak Transit Lane, with increased buffers and new separation assessment
4.3.2	Clarification that the Transit Lane changes are not dependant on Transponder Mandatory requirement
5.1	Amended Kirks Visual Reporting Point
5.1	New Slope Hill and Table Bay Visual Reporting Points
5.3	Retention of Sunshine Bay Visual Reporting Point
6	Inclusion of AIP changes, previously requested for November AIRAC cycle but were not accepted by CAA. Greater context is given and the following changes made since the previous AIP change request: ○ Removal of Gibbston Arrival ○ Hayes Arrival amended (altitude restriction added) ○ Removal of changes to Victoria and Gully VFR departures
7.2	Clarification that chart amendments can be published by electronic flight bag companies with immediate effect

2. Petition Overview

2.1 Introduction

This petition is update to the previous petition named "*Queenstown Airspace Petition, Volume One, Version 2*" submitted to CAA on 29th May 2025.

Key amendments have been made and are clearly identified. Additional reasoning and justification have been added to more clearly state the purpose and benefits of these changes.

This airspace change petition is submitted jointly by Queenstown Airport corporation (QAC), Queenstown Milford User Group (QMUG) and Airways.

Queenstown's CTR is Class C airspace, in which all VFR flights must be separated from IFR flights. ATC primarily utilises a mix of geographical and visual separation standards to achieve this. The complex terrain and instrument navigation procedures creates additional challenges for ATC, increasing operational complexity and workload.

The existing airspace design requires separation in more airspace than is necessary to meet Air Traffic Control (ATC) responsibilities which unnecessarily increases workload, radio congestion and restrictions to aircraft operations.

This petition seeks to implement changes to the Queenstown Control Zone boundary and update the structure of Transit Lanes to align with current and future operating modes. Outdated visual navigation data is aligned with current practice.

This petition now includes updated AIP amendments related to visual flight procedures that were previously requested separately to the petition. Inclusion of these changes targets a more wholistic change proposal.

The proposed changes address immediate needs, and prepare the Queenstown airspace for future changes. Benefits include greater freedom for operators, reduced radio congestion, reduced complexity for pilots and ATC – which will also support improving current ATC training challenges.

The changes are based on extensive stakeholder consultation and rigorous airspace assessment. They have been agreed to by the joint submitters following Interest Based Problem Solving (IBPS) workshops.

All differences to aeronautical information in this petition versus the previous petition are marked with red text.

2.2 Thematic review

A thematic review was undertaken during the first quarter of 2024 and included extensive consultation with stakeholders. The review concluded with four key findings:

1. Frequency congestion was evident on high movement VFR days.
2. Use of non-promulgated reporting points, multiple conflicting tracks and direct tracking requests (by ATC and pilots) was often observed.
3. The vicinity area to the north of the aerodrome is closer in comparison to other sections of the vicinity. This, combined with terrain and the nose up attitude for departing aircraft reduces the time available to visually acquire traffic.
4. The positioning of a majority of helicopter operators around the Southern Apron, absence of a FATO/TLOF and congestion through Taxiway Y contribute to delays, complexity and pressure.

This petition directly addresses findings 1 and 2.

2.3 Interest Based Problem Solving (IBPS) process

The IBPS process commenced at the beginning of 2025, and included QAC, QMUG and Airways with the intention of identifying solutions for traffic management. The process was led by independent facilitator, it focussed on each party's interests (safety, regulatory compliance, noise, commercial).

Outcomes were informed by the Queenstown Airport Masterplan to ensure alignment with future modes of operation. The Masterplan can be read here: https://www.queenstownairport.co.nz/masterplan

The process resulted in several action items, one of which was a joint petition to modify QN CTR airspace.

2.4 Implementation timeline

This petition seeks to simultaneously introduce all included changes before late November 2025 with the goal of meaningfully addressing concerns before the summer period, which traditionally correlates with significantly increased traffic demand.

The next suitable opportunity to introduce these changes is during the shoulder season after summer, circa April/May 2026, when traffic demand is expected to be lowest between summer and winter peaks.

Out of cycle AIM updates will be required, Aeropath have undertaken a risk assessment for this which has been shared with CAA and is additionally included in this petition pack. Changes can later be incorporated into routine AIP amendments and the November 2026 VNC update cycle.

2.5 Assessment Assurance

Protection areas and nominal tracks for all procedures have been provided by Aeropath. Determination on portions of the QN CTR/C that can be permanently released to Class G has also been previously supplied by Aeropath.

2.6 Petition Package

This petition is an amendment to previous versions of the petition and is accompanied by the following documents

- Airways Risk Evaluation Framework
- Aeropath Risk Assessment Queenstown Airspace Publication
- Airways Risk Register Queenstown Airspace Change (previously included in the Safety Statement Queenstown Petition document previously submitted to CAA – updated for changes in this version)
- Consultation evidence document
- Aeropath - Queenstown CTR Dimensional Assessment Version 1.0 (22 March 2024)

There is no change to the initial ISCIA rating of 12.

3. Queenstown CTR/C Boundary

Note: the proposed changes to the Queenstown Control Zone (CTR) boundary in this petition remain unchanged from the previous version. Additional supporting information is provided.

The expected outcome of reducing the total size of the QN CTR is a reduction in ATC workload and radio congestion by reducing the total number of aircraft receiving an air traffic control service. The proposed boundary aligns with Civil Aviation Rules requiring controlled airspace to be kept to the minimum needed for protection of Instrument Flight Procedures (IFPs).

3.1 Aeropath assessment

In 2024, Aeropath assessed the existing QN CTR versus existing IFPs* and identified three portions of the CTR that are now redundant for IFP containment.

The entire assessment, *Queenstown CTR Dimensional Assessment Version 1.0 (22 March 2024)*, is included in this petition pack.

The following image depicts all areas that are not required for containment of IFPs and could be released from the QN CTR (areas labelled A, B and C).

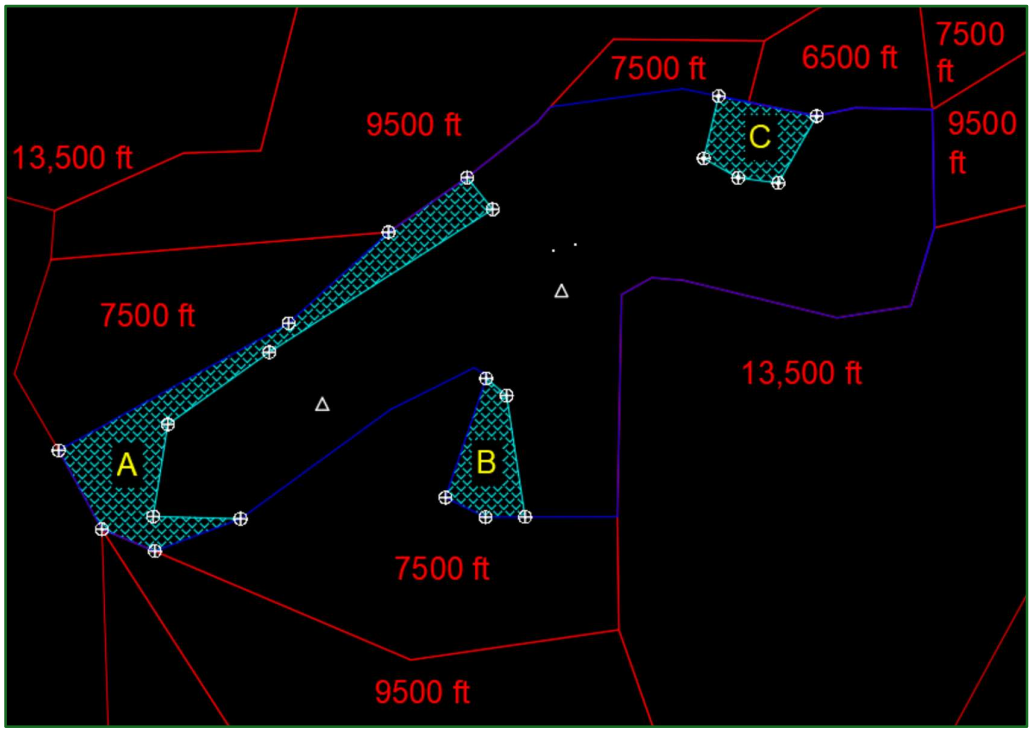


Figure 1 Aeropath assessment of all portions of the QN CTR that are not required for IFP containment

*all AIP published IFR approach and departure procedures were assessed for containment except for:

- RNP 045 approach (helicopter)
- BOTNI1R departure (helicopter)

Both procedures are designed to commence or terminate outside of controlled airspace. The user of these procedures, HeliOtago, has been consulted and agrees to the proposed changes.

3.2 Proposed new CTR boundary

Note: the proposed CTR boundary remains unchanged from previous versions.

The following amended CTR Queenstown Control Zone (QN CTR/C) A756 SFC/7500ft is proposed, balancing the benefit of releasing controlled airspace whilst maintaining an easily navigable and predictable CTR boundary.

The two images below depict the current CTR boundary (solid blue) and the proposed boundary (magenta).

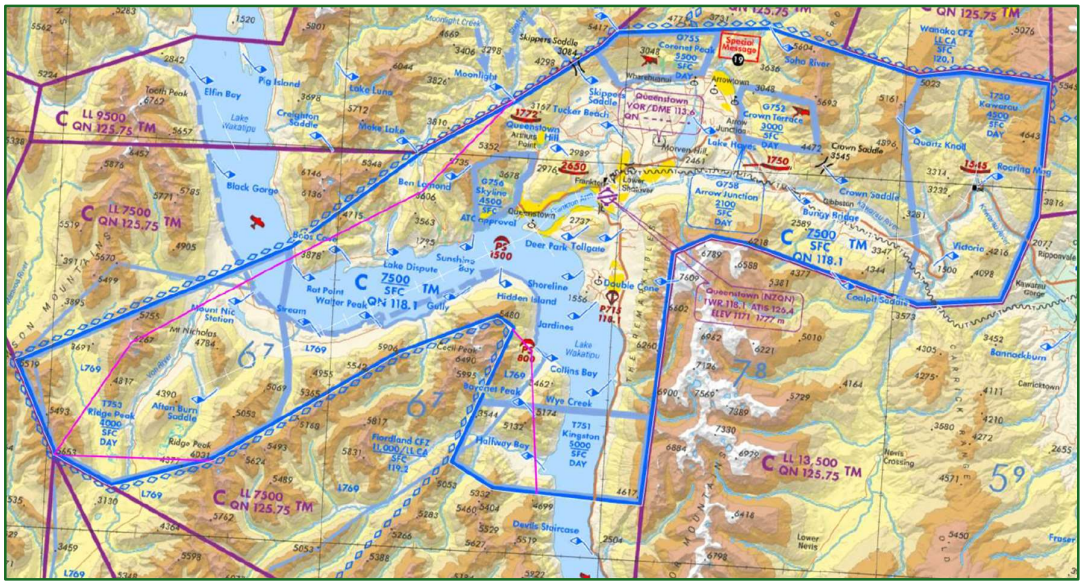


Figure 2 Queenstown CTR VNC Chart (old and new boundary)

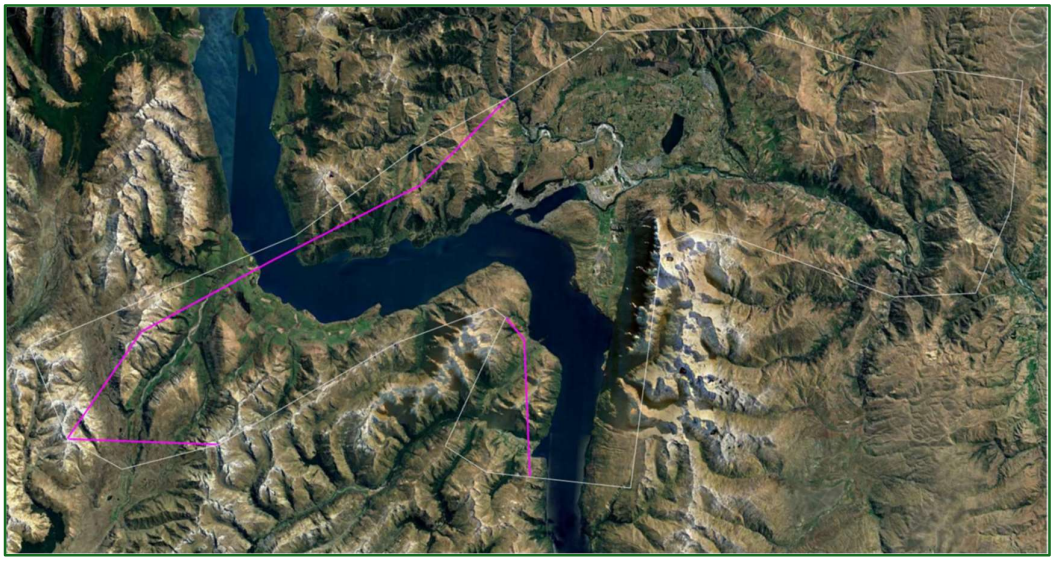


Figure 3 Queenstown CTR satellite (old and new boundary)

The following latitude and longitude data defines the current and proposed boundaries:

Current Definition	Proposed Definition
NZA756 1 445553.90S 1690748.70E GRC	NZA756 1 445553.90S 1690748.70E GRC
NZA756 2 450102.90S 1690734.80E GRC	NZA756 2 450102.90S 1690734.80E GRC
NZA756 3 450424.10S 1690554.00E GRC	NZA756 3 450424.10S 1690554.00E GRC
NZA756 4 450445.40S 1690120.10E GRC	NZA756 4 450445.40S 1690120.10E GRC
NZA756 5 450430.40S 1690009.10E GRC	NZA756 5 450430.40S 1690009.10E GRC
NZA756 6 Ben Cruachans, 6217 ft 450247.20S 1685158.90E GRC	NZA756 6 Ben Cruachans, 6217 ft 450247.20S 1685158.90E GRC
NZA756 7 450236.40S 1685003.30E GRC	NZA756 7 450236.40S 1685003.30E GRC
NZA756 8 450316.50S 1684809.30E GRC	NZA756 8 450316.50S 1684809.30E GRC
NZA756 9 450924.80S 1684732.40E GRC	**NZA756 9 450610.20S 1684753.80E GRC**
NZA756 10 451255.80S 1684711.30E GRC	NZA756 10 450924.80S 1684732.40E GRC
NZA756 11 451238.30S 1683903.60E GR	NZA756 11 451255.80S 1684711.30E GRC
NZA756 12 451141.60S 1683639.70E GRC	**NZA756 12 451243.60S 1684130.0E GRC (north of 4699ft feature)**
NZA756 13 450911.60S 1683805.20E GRC	**NZA756 13 450915.90S 1684101.80E GRC (north of 5174ft feature)**
NZA756 14 450629.00S 1683937.90E GRC	**NZA756 14 450724.00S 1684046.0E GRC (west of Collins Bay)**
NZA756 15 450607.00S 1683851.40E GRC	NZA756 15 450629.00S 1683937.90E GRC
NZA756 16 Walter Peak, 5904 ft 450743.70S 1683335.40E GRC	NZA756 16 450607.00S 1683851.40E GRC
NZA756 17 450920.00S 1683004.60E GRC	**NZA756 17 450625.50S 1683758.60E GRC**
NZA756 18 Ridge Peak, 6030 ft 451207.20S 1682358.40E GRC	NZA756 18 Walter Peak, 5904 ft 450743.70S 1683335.40E GRC
NZA756 19 451318.70S 1681834.80E GRC	NZA756 19 450920.00S 1683004.60E GRC
NZA756 20 451213.40S 1681524.00E GRC	NZA756 20 Ridge Peak, 6030 ft 451207.20S 1682358.40E GRC
NZA756 21 451007.40S 1681359.60E GRC	**NZA756 21 451213.40S 1681524.00E GRC (5653ft feature)**
NZA756 22 450840.90S 1681301.60E GRC	**NZA756 22 450750.30S 1681914.60E GRC (6267ft feature)**
NZA756 23 450344.00S 1682736.40E GRC	**NZA756 23 450413.50S 1682743.9E GRC (coastline north of Rat Point)**
NZA756 24 Moke Lake 450001.10S 1683403.20E GRC	**NZA756 24 450128.80S 1683425.40E GRC (small lake beside road south of Moke Lake)**
NZA756 25 Moonlight 445749.50S 1683903.20E GRC	NZA756 25 Moonlight 445749.50S 1683903.20E GRC
NZA756 26 445534.30S 1684333.10E GRC	NZA756 26 445534.30S 1684333.10E GRC
NZA756 27 Coronet Peak, 5417 ft 445456.90S 1684423.00E GRC	NZA756 27 Coronet Peak, 5417 ft 445456.90S 1684423.00E GRC
NZA756 28 445435.70S 1685010.90E GRC	NZA756 28 445435.70S 1685010.90E GRC
NZA756 29 Soho 445427.10S 1685231.30E GRC	NZA756 29 Soho 445427.10S 1685231.30E GRC
NZA756 30 445511.20S 1685633.90E GRC	**NZA756 30 445451.70S 1685441.30E GRC (current CTR boundary east of 5604ft feature)**
NZA756 31 Queensberry Hill 445556.10S 1690041.40E GRC	NZA756 31 445511.20S 1685633.90E GRC
NZA756 32 445539.50S 1690305.40E GRC	NZA756 32 Queensberry Hill 445556.10S 1690041.40E GRC
	NZA756 33 445539.50S 1690305.40E GRC

3.2.1 Western arm of the CTR

West from Moonlight VRP, the CTR boundary draws inward by roughly 1.5 NM in the vicinity of Moke Lake, an area regularly used by helicopter operators.

Westward, the area over Lake Wakatipu between Rat Point VRP and Mt Nic Station VRP is heavily utilised by traffic departing to and returning from Milford.

In the remaining areas, north and west of Afton Burn VRP, relatively little traffic enters, exits or operates within the zone. Providing an ATC service in these portions of airspace is not required.

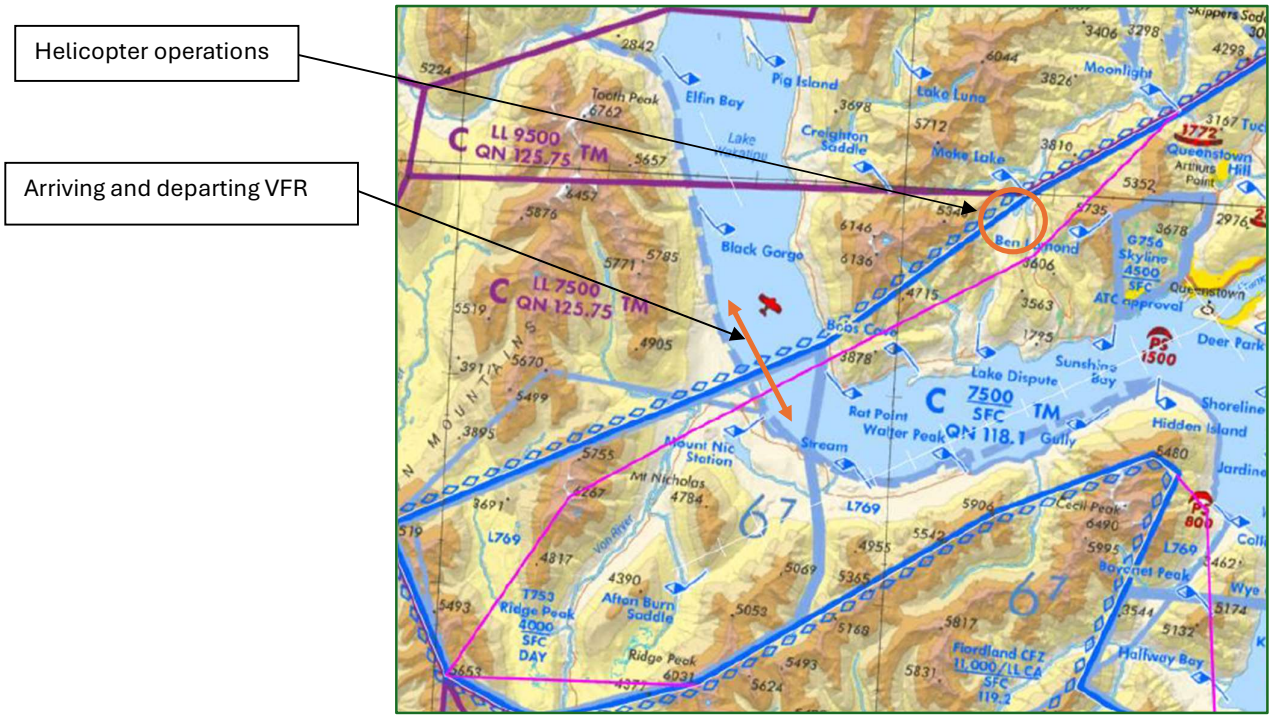


Figure 4 Proposed CTR boundary (magenta) in the western arm of the CTR

3.2.2 Southern arm of the CTR

The portion of airspace proposed to be released from the southern arm of the CTR is utilised by tourism helicopter operators conducting mountaintop landings but is not commonly used by traffic arriving or departing Queenstown.

Helicopters will often re-position from site to site in this area, currently requiring an ATC clearance each time.

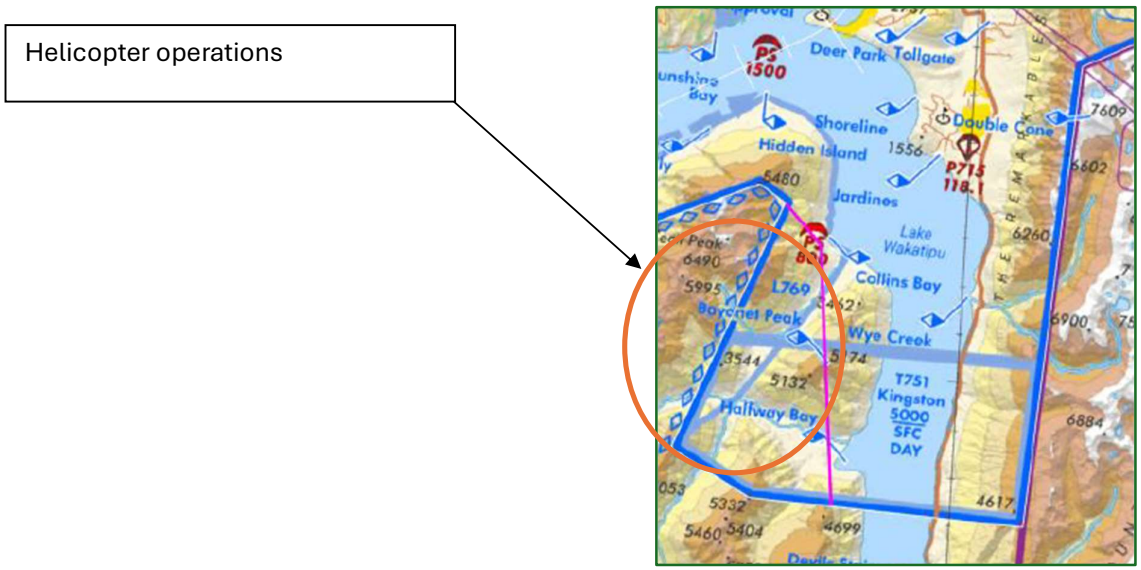


Figure 5 Proposed new CTR boundary (magenta) in the southern arm of the CTR

3.2.3 No coincident CTA change

This petition only affects the QN CTR/C dimension. No changes are envisaged to the current QN CTA boundaries. All portions of CTR being released to Class G will become LL 7,500ft.

3.3 Reasoning

Releasing these portions of the CTR is expected to reduce radio frequency congestion, controller workload and operational complexity. The resultant reduction in workload allows the aerodrome controller to better focus on conducting their core duties.

Aircraft operating outside of controlled airspace will have greater freedom to communicate quickly and effectively directly with one another. These operations will not be restricted or delayed due to traffic/radio congestion, or ATC workload.

The Moke Lake area (including Cattle Stop Flat and Lake Dispute) is commonly used for tourism helicopter operations. This portion of the CTR is not commonly used by other traffic arriving and departing from Queenstown. This change largely mimics the previous temporary GAA at Moke Lake (NZG759) which was supported by CAA and published by NON-AIRAC AIP SUPP between 23rd Dec 24 and 11th June 2025. The temporary introduction of this GAA was considered successful by ATC and local helicopter operators.

Negligible impact is expected to the traffic operating between Queenstown and Milford.

The changes to the CTR boundary, alongside the Transit Lane changes (proposed later in this petition) are expected to reduce radio frequency traffic by 30% on an average high movement VFR day. This directly addresses the Thematic Review findings.

Airways do not currently seek to release controlled airspace in the vicinity of Crown Saddle (area C in the Aeropath assessment) due to the complex CTR boundary this would create versus the minimal benefit to stakeholders. Retaining this portion of the CTR maintains a more predictable and easily navigable CTR boundary.

3.3.1 Improving alignment with Civil Aviation Rules now and for the future

Civil Aviation Rule Part 71.55(b) requires Control Zones to be as small as practicable consistent with the need to protect the flight paths of IFR flights arriving at and departing from the aerodrome.

Since the QN CTR was reclassified as Class C controlled airspace, this is the first airspace review incorporating interested parties, and with consideration to the future mode of operations for Queenstown Airport.

This petition seeks changes that align with current operating modes and are expected to remain fit-for-purpose for the following decade, guided by the Queenstown Airport Masterplan.

3.3.2 Effect on geographic separation sectors

Geographic sectors, commonly used by controllers when applying geographic separation between VFR and IFR flights, remain functional or no longer required. The sectors affected by the CTR boundary change are:

- Sector 5
- West Sector
- South Sector
- Several sectors published in the MOU between Airways and NZONE Skydive.

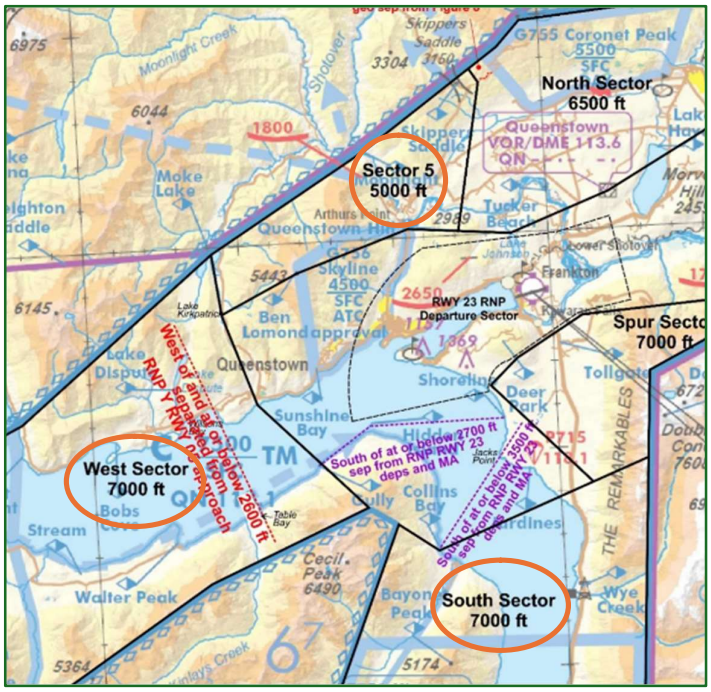


Figure 6 Graphical depiction of geographic sectors in QN CTR

Sector 5

Sector 5 is not routinely used to hold traffic. It enables separation to be established more quickly between VFR flights arriving and departing versus IFR aircraft. Reducing the size on the boundary side does not change its functionality.

West Sector

The West Sector is one of the most highly trafficked portions of the CTR, used by flights transiting between Queenstown and Milford. Traffic holding in this sector do so over the lake, which is not affected by the CTR changes.

This change is specifically intended to improve the freedom of operations for aircraft operating in the vicinity of Moke Lake.

South Sector

The South Sector is not commonly used by aircraft entering or exiting the zone except for skydiving operations and helicopter activity in the vicinity of Cecil Peak and Bayonet Peak.

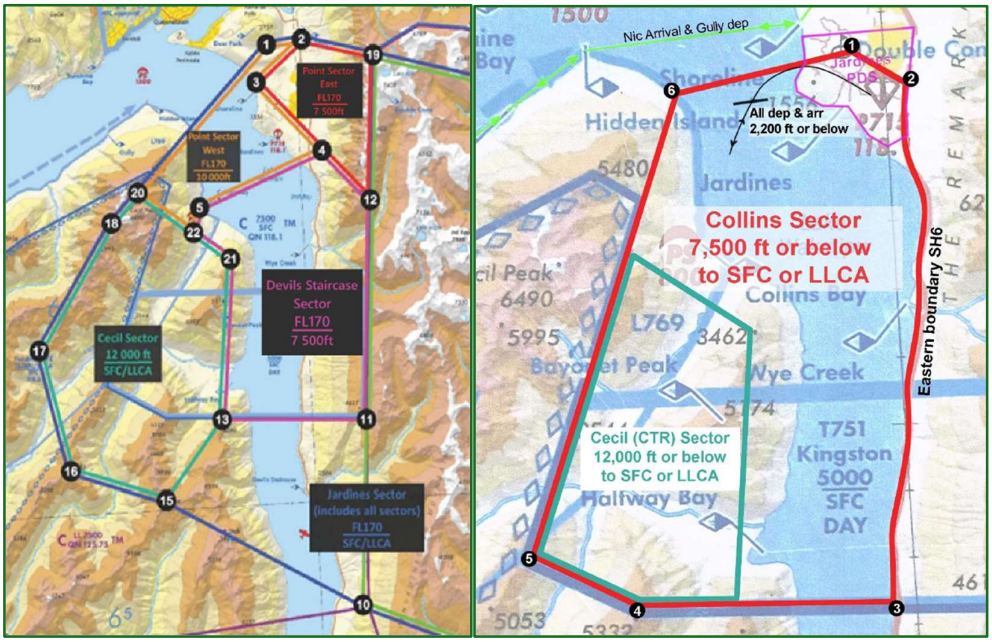
Aircraft holding in the South Sector do so over the lake itself, which is not affected by the CTR change.

This change is specifically intended to improve the freedom of operations for helicopters operating at Bayonet and Cecil Peaks.

NZONE Skydive sectors:

Several geographic sectors are published in the MOU between Airways and NZONE Skydive. NZONE has been consulted and agrees to the changes. The MOU will be updated as required.

Jardines, Collins, Devils Staircase and Cecil Sectors will each be affected by the CTR change.



4. Transit Lanes

Note: amendments have been made to the proposed Walter Peak Transit Lane since the previous version of the petition, creating greater protection from IFR operations whilst maintaining its utility.

The following changes to the Transit Lane (TZ) structure within the QN CTR are proposed:

Amend three existing Transit Lanes:

- T750 Kawarau – expanded
- T751 Kingston – reduced to align with new CTR boundary
- T753 Ridge Peak – reduced to align with new CTR boundary

Introduce three new Transit Lanes:

- T2700E Gibbston
- T3500S Remarkables
- T2700W Walter Peak - amended

The Transit Lanes are not intended to be routinely used by the significant volumes of air traffic that transit between Queenstown and Milford Sound. These operations will generally remain within controlled airspace, which is the preference of the operators. Standard visual arrival and departure procedures support this.

4.1 Amend Existing Transit Lanes

4.1.1 T750 Kawarau (SFC/4,500ft)

Note: the proposed T750 Kawarau TZ remains unchanged from the previous petition.

Expand the current T750 Transit Lane further west along the northern boundary of the CTR.

T750 Kawarau definition (SFC/4,500ft) (new or amended points in bold)	
Existing	**New**
NZT750 1 445553.90S 1690748.70E GRC	NZT750 1 445553.90S 1690748.70E GRC
NZT750 2 450102.90S 1690734.80E GRC	NZT750 2 450102.90S 1690734.80E GRC
NZT750 3 450424.10S 1690554.00E GRC	NZT750 3 450424.10S 1690554.00E GRC
NZT750 4 450445.40S 1690120.10E GRC	NZT750 4 450445.40S 1690120.10E GRC
NZT750 5 450430.40S 1690009.10E GRC	NZT750 5 450430.40S 1690009.10E GRC
NZT750 6 450234.60S 1690057.40E GRC	NZT750 6 450234.60S 1690057.40E GRC
NZT750 7 Quartz Knoll, 5226 ft 445737.50S 1685939.80E GRC	**NZT750 7 445848.70S 1685944.60E (4896 feature) GRC**
NZT750 8 Queensberry Hill, 5023 ft 445556.10S 1690041.40E GRC	**NZT750 8 445913.30S 1685544.50E (4472 feature, boundary of G752) GRC**
NZT750 9 445539.50S 1690305.40E GRC	**NZT750 9 445451.70S 1685441.30E GRC (current CTR boundary east of 5604ft feature)**
	NZT750 10 445511.20S 1685633.90E GRC
	NZT750 11 Queensberry Hill, 5023 ft 445556.10S 1690041.40E GRC
	NZT750 12 445539.50S 1690305.40E GRC

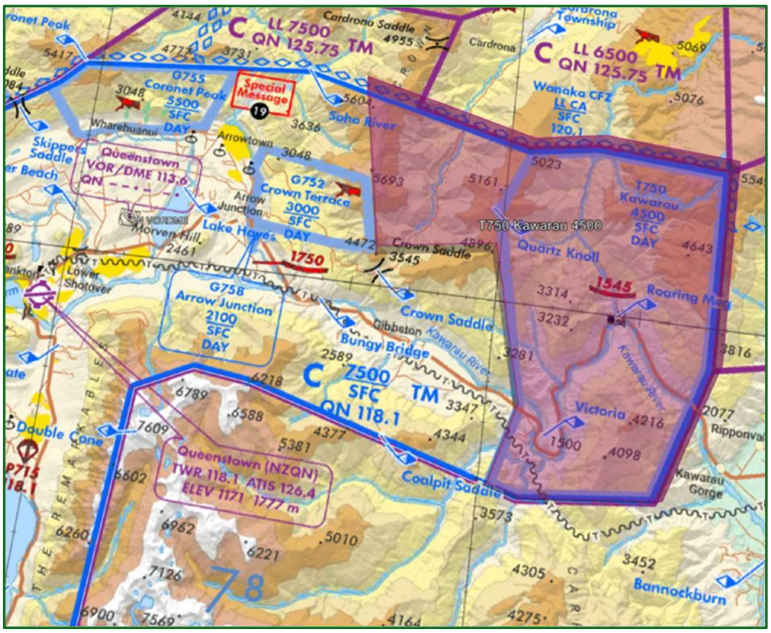
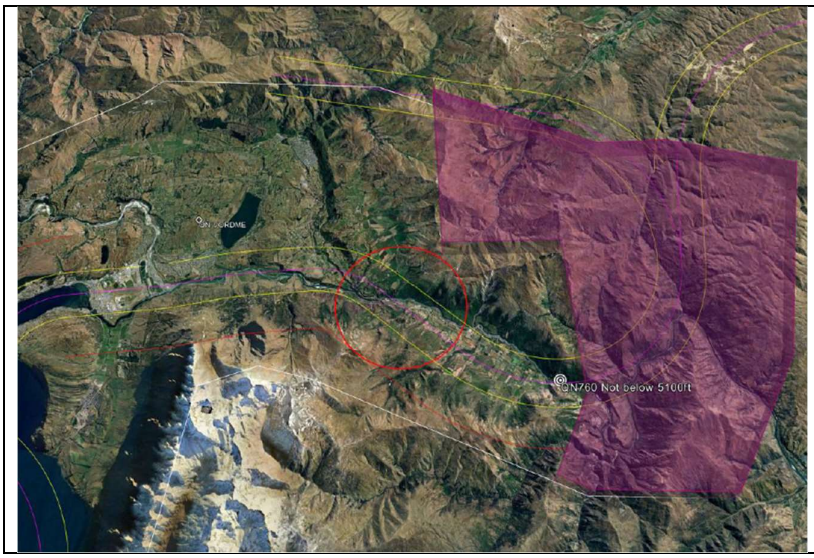
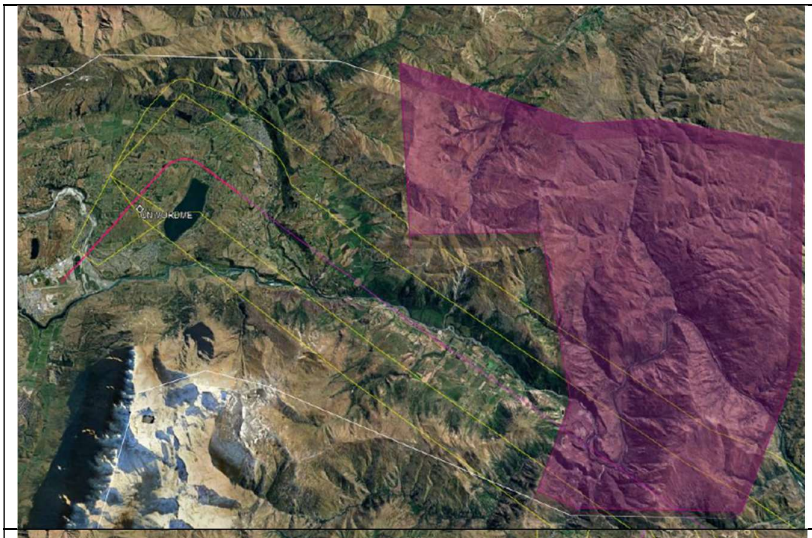
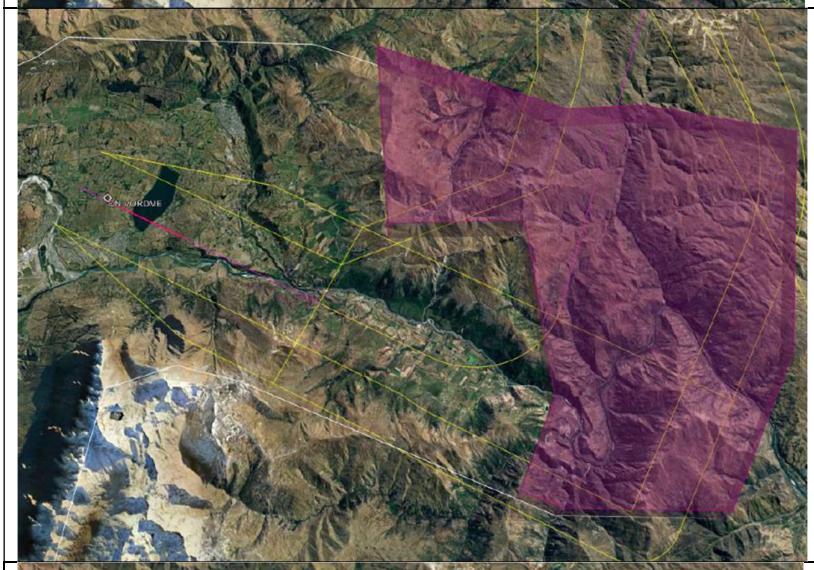
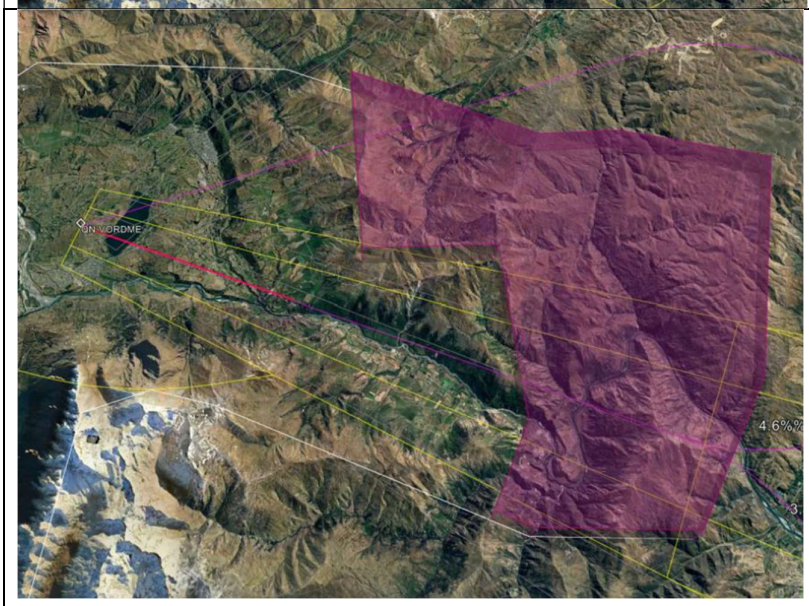
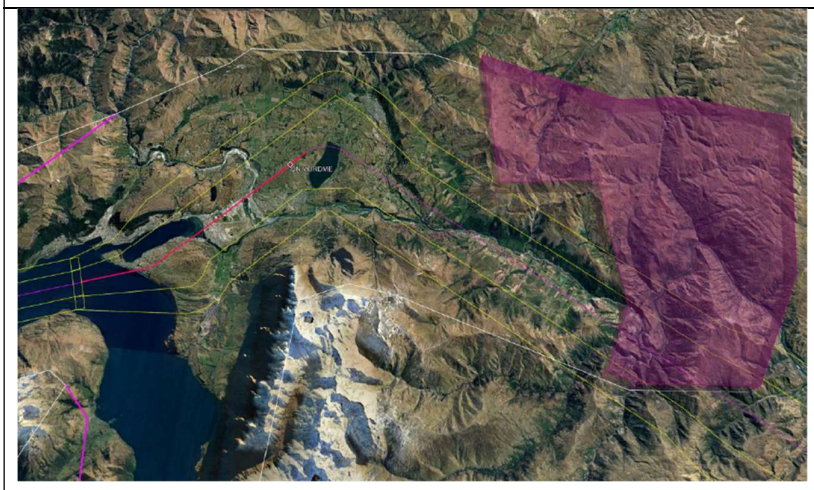
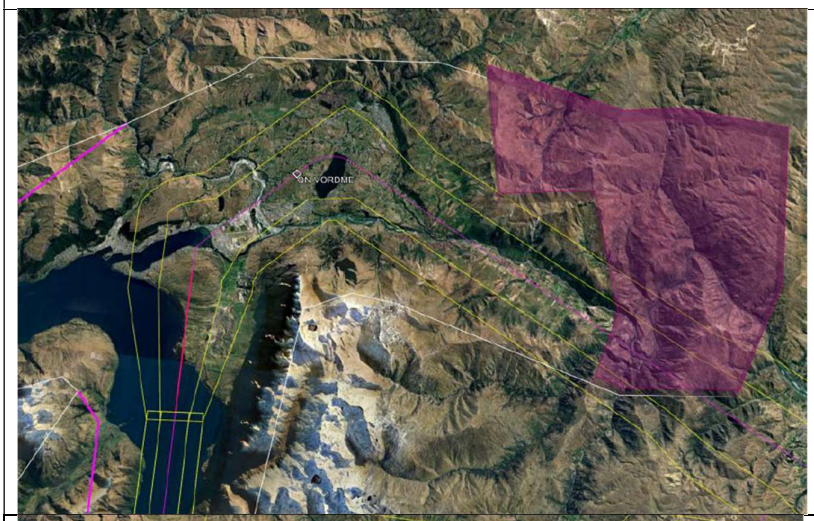
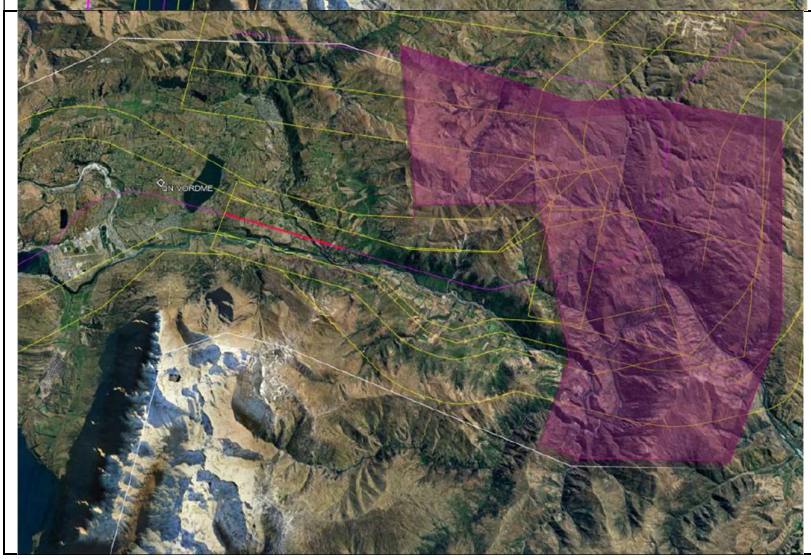


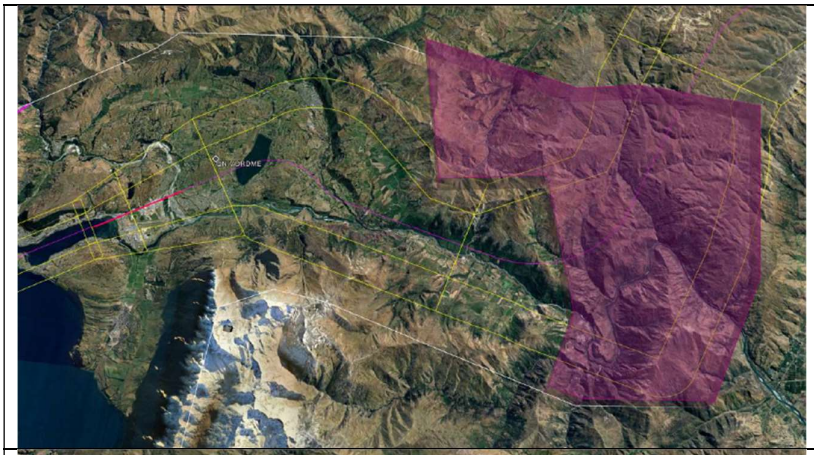
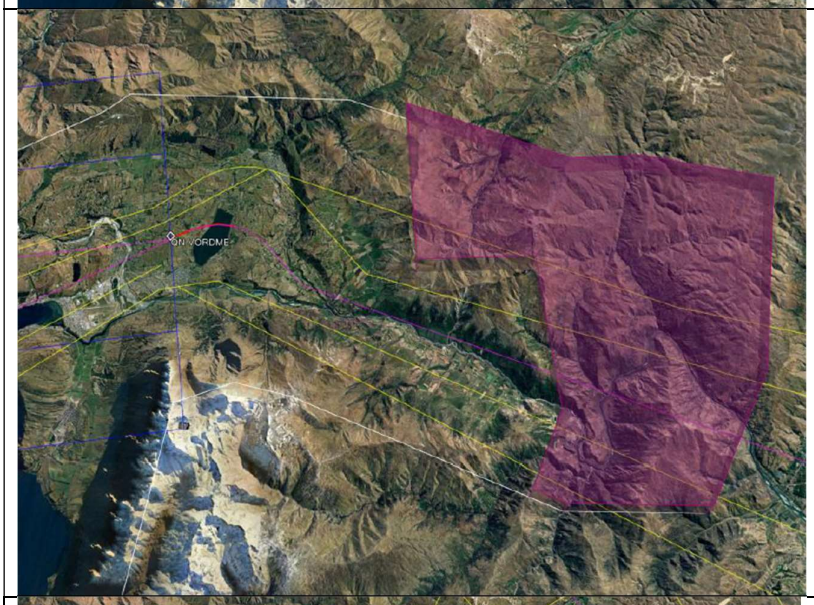
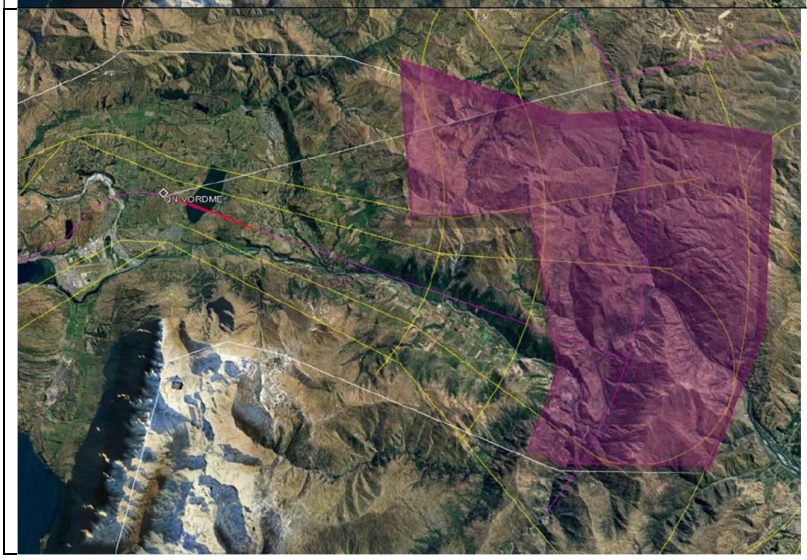
Figure 7 Proposed T750 Kawarau 4500 Transit Lane

IFR Procedures assessed for separation:

	**i. RNP Y and Z RWY 23** Lateral separation of RNPx2 + 1NM to QN760 (not below 5100ft) Vertical separation (500ft) beyond QN760 (including 1NM buffer, no change)

	**ii. SID BIXAL 2R** Cross QN736 at or above 1750ft, 3250ft to reach separation level above T750. 5.7NM of climb on nominal track at minimum procedure gradient of 9.3% (570ft/NM) to reach 5000ft. Laterally separated from primary and secondary protection areas below 5000ft then vertically separated by greater than 500ft including 1NM buffer.
	**iii. SID GIXEL3** Cross QN VOR at or above 4300ft, 700ft to reach separation level above T750. 2.0NM of climb on nominal track at minimum procedure gradient of 5.8% (350ft/NM) to reach 5000ft. Laterally separated from primary and secondary protection areas below 5000ft then vertically separated by greater than 500ft including 1NM buffer.
	**iv. SID Bridge** Cross QN VOR either at or above 3600ft with a 4.6% (280ft/NM) climb requirement, or 4100ft with a 3.3% (200ft/NM) climb requirement. 5NM of climb on nominal track at minimum procedure gradient of 4.6% to reach 5000ft or 4.5NM of climb on nominal track at minimum procedure gradient of 3.3% to reach 5000ft. Laterally separated from nominal track + 2NM to 5000ft then vertically separated by greater than

	500ft.
	**v. RNP045** MDA 2530ft, 8.7% (530ft/NM) climb gradient to 3200ft, then default 5% MA airspace containment gradient. 7.64NM of climb required to reach 5000ft. Laterally separated from primary and secondary protection areas below 5000ft then vertically separated by greater than 500ft including 1NM buffer.
	**vi. RNP 330** MDA 2350ft, 5.6% (350ft/NM) climb gradient to 4500ft, then default 5% MA airspace containment gradient 4.9NM of climb required to reach 5000ft. Laterally separated from nominal track + 2NM to 5000ft then vertically separated by greater than 500ft including 1NM buffer.
	**vii. RNP G and RNP H** MDA 4100ft at QN603. 3NM at an approach gradient of 300ft/NM to be above 5000ft. Laterally separated from primary and secondary areas to 5000ft then vertically separated by greater than 500ft including 1NM buffer.

	**viii. RNP F** MDA 4100ft, at default 5% MA airspace containment gradient 3NM required to reach 5000ft. Laterally separated from primary and secondary areas to 5000ft then vertically separated by greater than 500ft, including 1NM buffer.
	**ix. VORDME C** MDA 4450ft with default 5% MA airspace containment gradient 1.9NM required to reach 5000ft. Laterally separated from primary and secondary areas to 5000ft then vertically separated by greater than 500ft including 1NM buffer.
	**x. VORDME B** MDA 4270ft. At 5% (300ft/NM) on approach 2.4NM to be above 5000ft. Laterally separated from primary and secondary areas to 5000ft then vertically separated by greater than 500ft, including 1NM buffer.

4.1.2 T751 Kingston (SFC/5,000ft)

Note: the proposed T751 Kingston TZ remains unchanged from the previous petition.

Reduce the size of T751 by moving the western and southern boundaries resulting from the CTR boundary change.

T751 Kingston definition (SFC/5,000ft) (new or amended points in bold)	
Existing	**New**
NZT751 1 450924.80S 1684732.40E GRC	NZT751 1 450924.80S 1684732.40E GRC
NZT751 2 451255.80S 1684711.30E GRC	NZT751 2 451255.80S 1684711.30E GRC
NZT751 3 451238.30S 1683903.60E GRC	**NZT751 3 451243.60S 1684130.0E GRC (north of 4699ft feature)**
NZT751 4 451141.60S 1683639.70E GRC	**NZT751 4 450915.90S 1684101.80E GRC (north of 5174ft feature)**
NZT751 5 450911.60S 1683805.20E GRC	

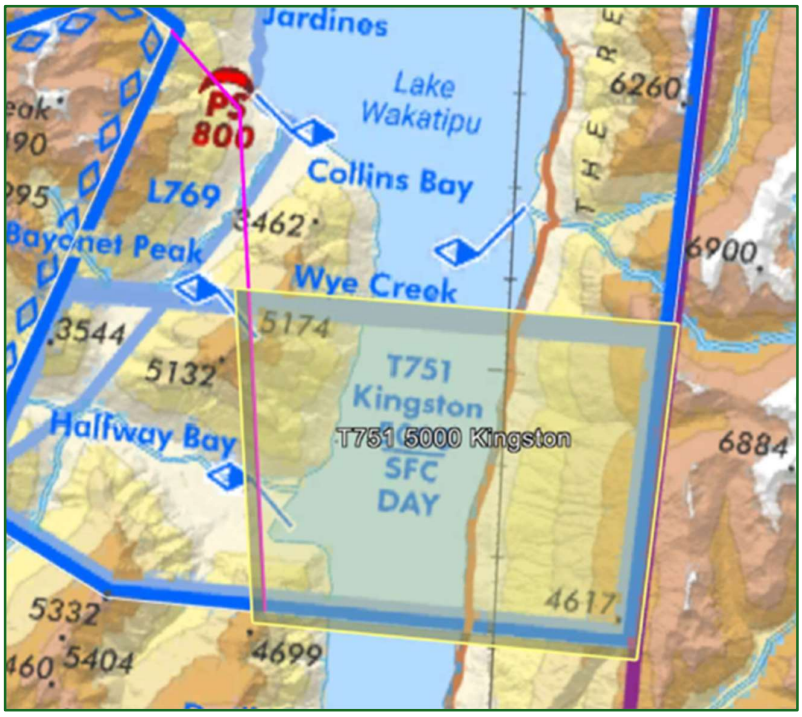


Figure 8 Proposed T751 Kingston 5000 Transit Lane

Separation Assessment: the Transit Lane has been altered on its western and southern boundaries due to the CTR dimensional change. The northern boundary, and height of the TZ, which both affect its separation from relevant IFPs remain unchanged. There is no change to the separations already established between T751 Kingston and relevant IFPs.

4.1.3 T753 Ridge Peak (SFC/4,000ft)

Note: the proposed T753 Ridge Peak TZ remains unchanged from the previous petition.

Reduce the size of T753 by amending the northern, western and southern boundaries as a result of CTR boundary changes.

T753 Ridge Peak definition (SFC/4,000ft) (new or amended points in bold)	
Existing	**New**
NZT753 1 450344.00S 1682736.40E GRC	**NZT753 1 450413.50S 1682743.9E GRC (coastline north of Rat Point)**
NZT753 2 Rat Point 450430.70S 1682742.90E GRC	NZT753 2 Rat Point 450430.70S 1682742.90E GRC
NZT753 3 450622.30S 1682724.90E GRC	NZT753 3 450622.30S 1682724.90E GRC
NZT753 4 450810.00S 1682755.70E GRC	NZT753 4 450810.00S 1682755.70E GRC
NZT753 5 450918.30S 1682800.00E GRC	NZT753 5 450918.30S 1682800.00E GRC
NZT753 6 451035.40S 1682720.00E GRC	NZT753 6 451035.40S 1682720.00E GRC
NZT753 7 Ridge Peak, 6030 ft 451207.20S 1682358.40E GRC	NZT753 7 Ridge Peak, 6030 ft 451207.20S 1682358.40E GRC
NZT753 8 451318.70S 1681834.80E GRC	**NZT753 8 451213.40S 1681524.00E GRC (5653ft feature)**
NZT753 9 Mt Lookup, 5653 ft 451213.40S 1681524.00E GRC	**NZT753 9 450750.30S 1681914.60E GRC (6267ft feature)**
NZT753 10 450840.90S 1681301.60E GRC	

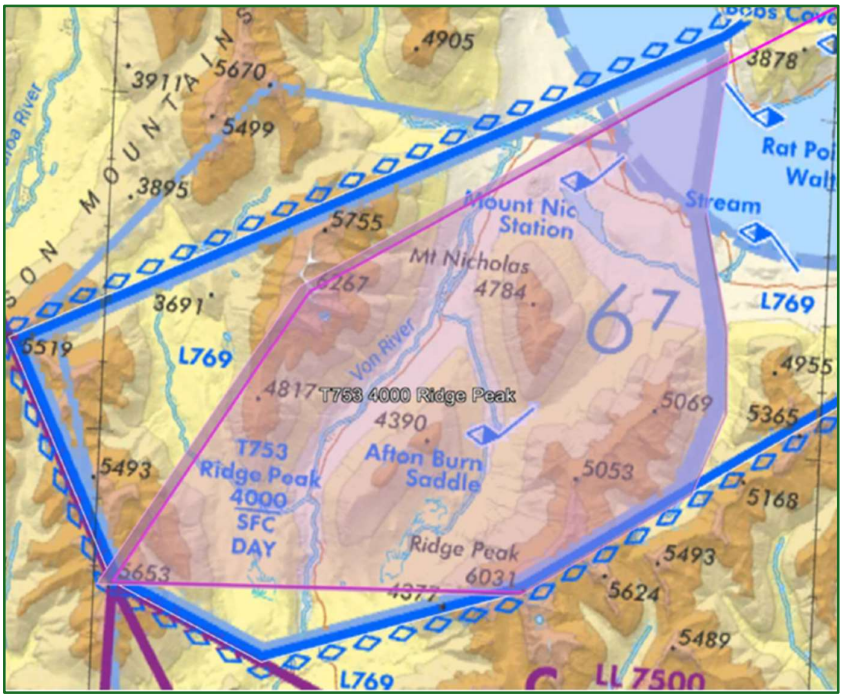


Figure 9 Proposed T753 Ridge Peak 4000 Transit Lane

Separation Assessment: the Transit Lane has been altered on its northern, western and southern boundaries due to the CTR dimensional change. The eastern boundary, and height of the TZ, which both affect its separation from relevant IFPs remain unchanged. There is no change to the separations already established between T753 Ridge Peak and relevant IFPs.

4.2 New Transit Lanes

4.2.1 T2700E Gibbston (SFC/2,700ft)

Note: the proposed T2700E Gibbston TZ remains unchanged from the previous petition.

T2700E Gibbston definition (SFC/2,700ft)
NZTXXX 1 445848.70S 1685944.60E (4896 feature) GRC
NZTXXX 2 450234.60S 1690057.40E GRC
NZTXXX 3 450430.40S 1690009.10E GRC
NZTXXX 4 Ben Cruachans, 6217 ft 450247.20S 1685158.90E GRC
NZTXXX 5 445913.30S 1685544.50E (4472 feature, boundary of G752)

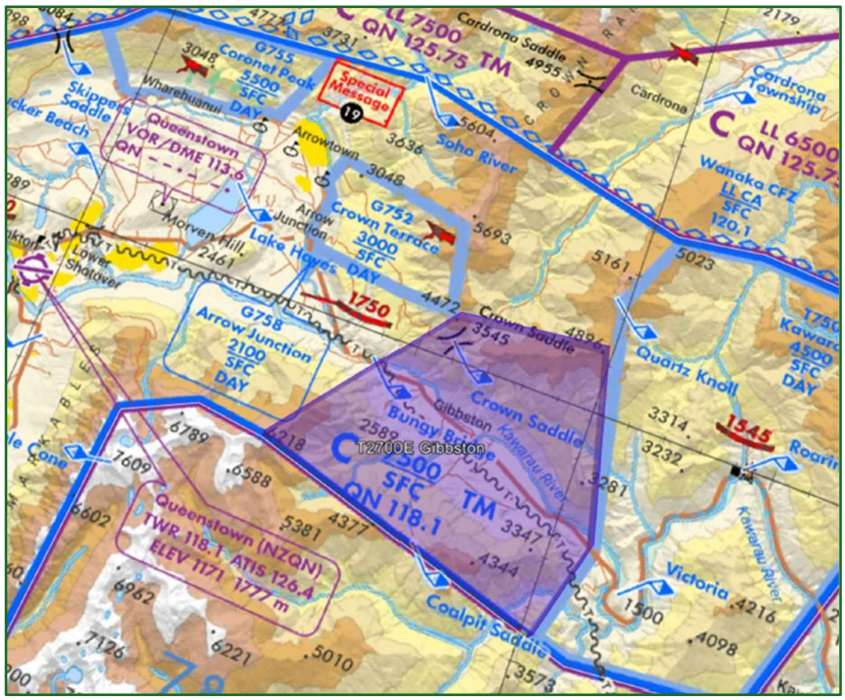
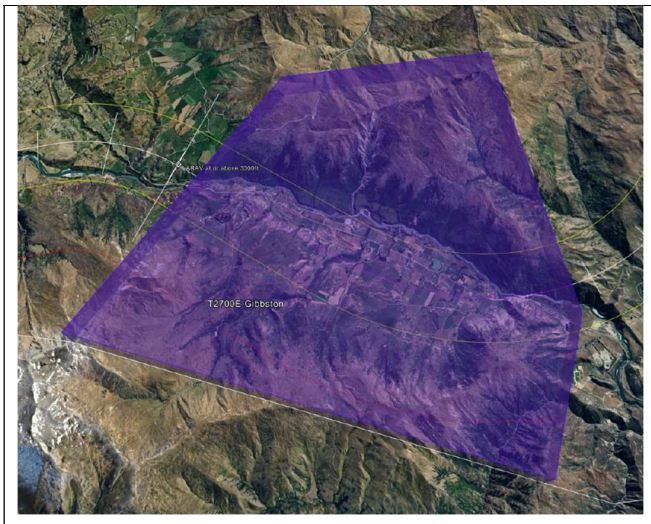
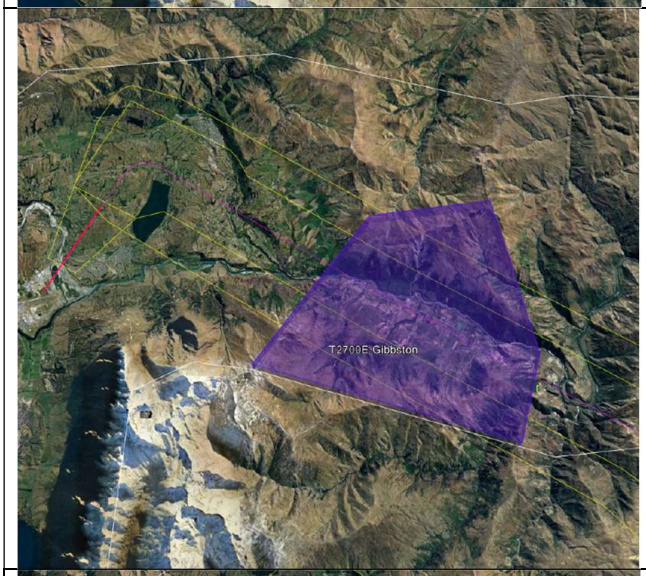


Figure 10 Proposed Gibbston Transit Lane - SFC/2,700ft

IFR Procedures assessed for separation:

	**i. RNP Y & Z RWY23.** At or above 3300ft at LARAV (FAF). Vertical separation point versus proposed T2700E is 0.3NM closer to QN at the procedure approach angle of 3.2[9]. At the boundary of the transit lane the Gibbston Valley narrows significantly. Ben Cruachans, 6217 ft defines the boundary to the south, the Bungy Bridge VRP in the centre of the valley, and the 4472ft feature just Northwest of the Crown Saddle to the north. Such strong predominant geographical features will allow a reduction in the standard 1NM buffer from the vertical separation point. Buffer will be reduced to 0.5NM on the nominal track to 0.35NM at the limit of the lateral protection area.
	**ii. SID DOVMA4** Laterally separated outside of the protection area.
	**iii. SID IPNOR6** Laterally separated outside of the protection area.

	**iv. SID ANPOV5** Laterally separated outside of the protection area.
	**v. BIXAL2** Cross QN736 (IDF) at or above 1750ft, 1450ft to reach separation level above proposed T2700E at 570ft/NM requiring 2.6NM. Vertical separation includes 1NM buffer
	**vi. RNP045** MDA 1850ft, 1350ft to reach separation level above proposed T2700E at 8.7% (530ft/NM) procedure required gradient, requiring 2.55NM.

4.2.2 T3500S Remarkables (SFC/3,500ft)

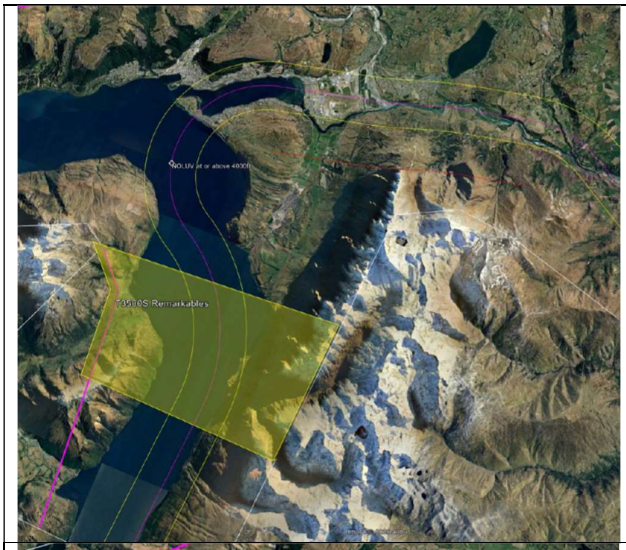
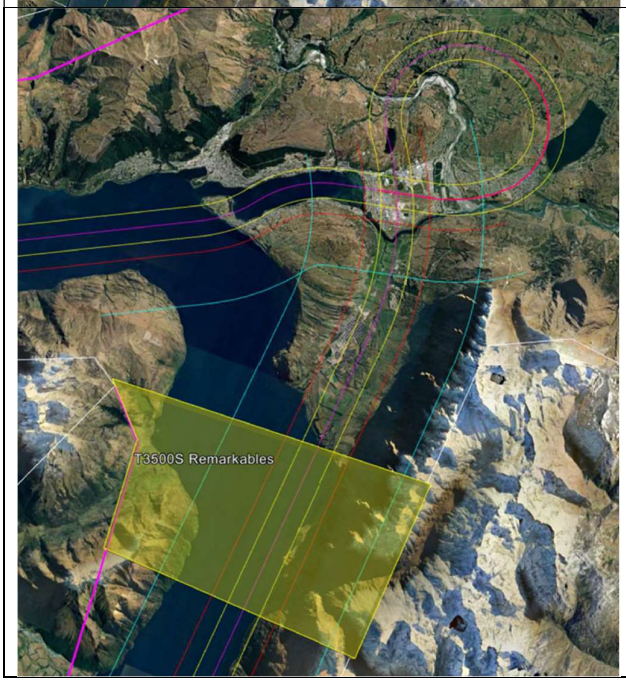
Note: the proposed T3500S Remarkables TZ remains unchanged from the previous petition.

T3500E Remarkables definition (SFC/3,500ft)
NZTXXX 1 450610.20S 1684753.80E GRC
NZTXXX 2 450924.80S 1684732.40E GRC
NZTXXX 3 450915.90S 1684101.80E GRC (north of 5174ft feature)
NZTXXX 4 450724.00S 1684046.0E GRC (west of Collins Bay)
NZTXXX 5 450629.00S 1683937.90E GRC

Figure 11 Proposed Remarkables Transit Lane - SFC/3,500ft

Instrument procedures assessed for separation:

Note: Cat H approach RNP330 and Cat H departure UNSEG1 are not separated from T3500S. These procedures are also not separated from the current T751 Kingston. The procedures are designed to enter from or exit to uncontrolled airspace and these changes are acceptable to HeliOtago (the user).

	**i. RNP Y & Z RWY23** Protection from at or above 4000ft at NOLUV.
	**ii. RNP Z RWY05** Approach MDA 2324ft, 1676ft required to climb above proposed T3500S at a default MA airspace containment gradient of 5% (300ft/nm) requiring 5.6NM.

4.2.3 T2700W Walter Peak (SFC/2,700ft) - Amended

Note: this version of the proposed T2700W Walter Peak TZ differs from the previous petition version. The eastern boundary has been shifted further west following further consultation with operators. The buffer from IFPs has increased.

T3500W Walter Peak definition (SFC/2,700ft) (changes from previous petition in bold)
NZTXXX 1 450128.80S 1683425.40E GRC (small lake beside road south of Moke Lake)
NZTXXX 2 450618.40S 1683446.20E GRC (McKinlays Creek mouth at Table Bay)
NZTXXX 3 450715.40S 1683508.30E GRC (CTR boundary/McKinlays Creek)
NZTXXX 4 Walter Peak, 5904 ft 450743.70S 1683335.40E GRC
NZTXXX 5 450920.00S 1683004.60E GRC
NZTXXX 6 451035.40S 1682720.00E GRC
NZTXXX 7 450918.30S 1682800.00E GRC
NZTXXX 8 450810.00S 1682755.70E GRC
NZTXXX 9 450622.30S 1682724.90E GRC
NZTXXX 10 Rat Point 450430.70S 1682742.90E GRC
NZTXXX 11 450413.50S 1682743.9E GRC (coastline north of Rat Point)

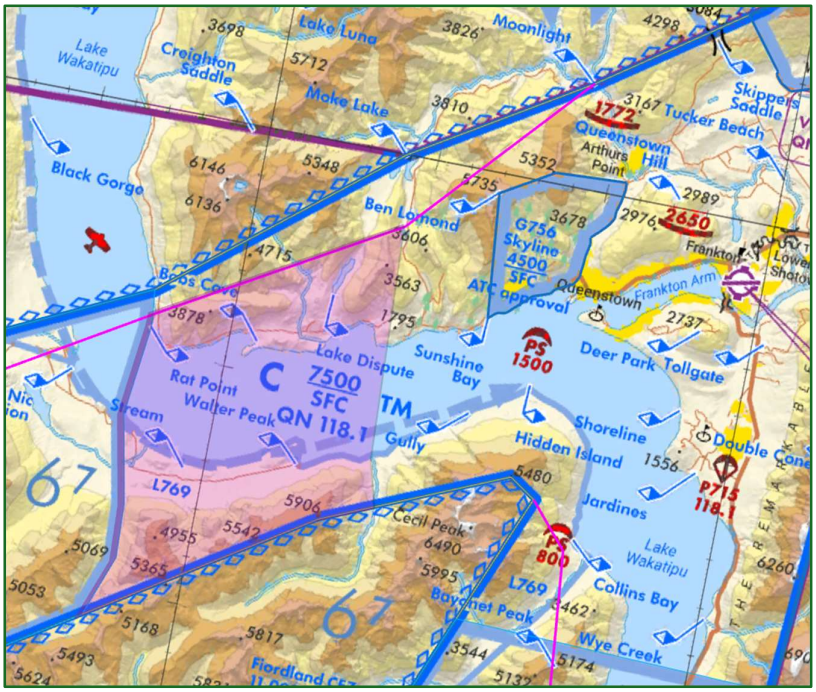
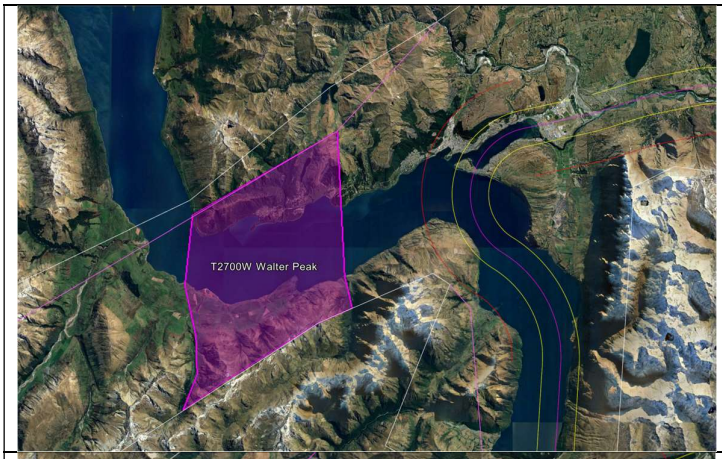
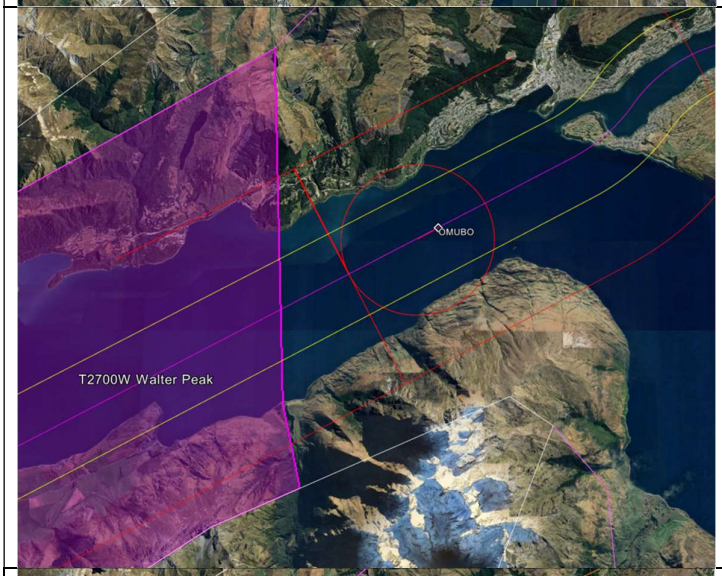


Figure 12 Proposed Walter Peak Transit Lane – SFC/2,700ft

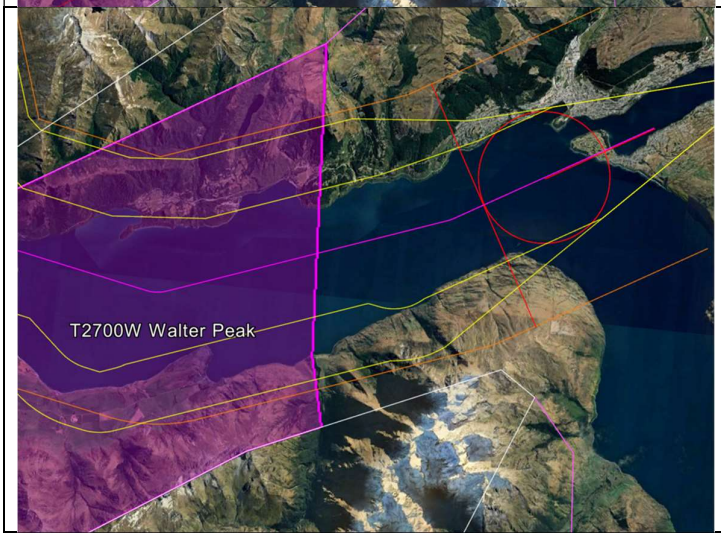
Instrument procedures assessed for separation:

The controlling Instrument Flight Procedures for the proposed Walter Peak Transit Lane are the RNP Y and Z approach for RWY05, the RNP Y and Z RWY23 Missed Approaches, the RNP045 approach and the BOTNI1 SID.

<table>
<tr>
<td> 
</td>
<td>i. RNP Y & Z RWY23 Missed Approach

Laterally separated from the lateral protection areas of RNPx2 + 1 NM.</td>
</tr>
<tr>
<td> 
</td>
<td>ii. RNP Y & Z RWY05

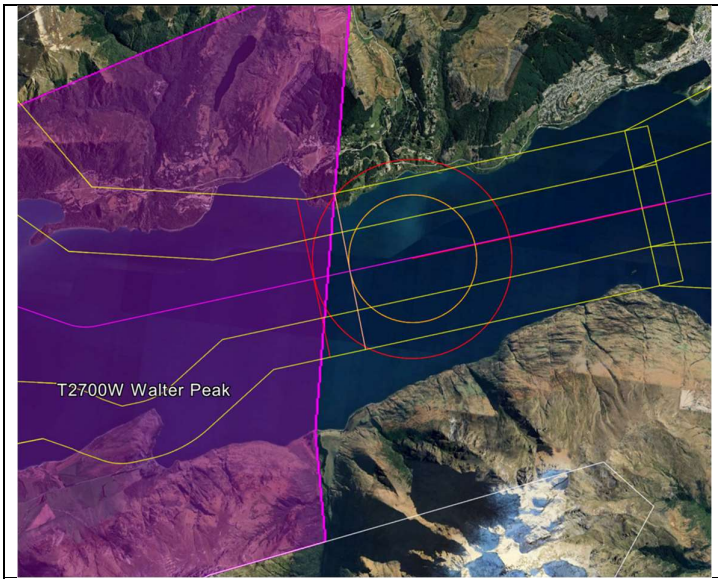
OMUBO (FAF) is at or above 3100ft, at the published 3.2° approach gradient the approach profile with descend within 500ft of the proposed transit lane 0.3NM prior to OMUBO.

With a standard buffer of 1NM, full lateral protection is provided until clear of the transit lane. (This is an improvement on the previously proposed TZ which required a reduced buffer)</td>
</tr>
<tr>
<td> 
</td>
<td>iii. BOTNI1 Departure

Requires cross of QN537 (IDF) at or above 2250ft. 950ft of climb required to reach 500ft above proposed transit lane.

Required SID climb gradient after QN537 is 520ft/NM, 1.83NM required to reach 3200ft.

With a standard 1NM buffer, full lateral protection is provided until the SID has climb clear of the transit lane.</td>
</tr>
</table>



iv. RNP045 (Cat H)

The RNP 045 Cat H Approach with the lowest MDA of 1850ft is not separated from the transit lane with a normal 1NM buffer.

On the published 4.9° approach gradient, 500ft above the proposed transit lane is passed 2.61NM prior to QN416.

Lateral protection is lost 0.65NM prior the approach profile passing 3200ft in descent, so hence the standard buffer is reduced from 1NM to 0.65NM.

4.3 Reasoning

The QN CTR/C is unique due to high mountainous terrain within the CTR/C. The requirements of having controlled airspace to protect IFR Flight Paths, together with the limitation that CTA airspace cannot extend closer than 700ft from terrain, creates an unusually large CTR both laterally and vertically (approx. 40 NM wide and 20NM North to South).

Substantial volumes of airspace within the CTR are not required for the protection of IFR Flight Paths but are captured within the total lateral and vertical limits required. Three Transit Lanes (designed under CAA airspace design guidelines) already exist within the QN CTR/C.

High volumes of VFR traffic are forced into valley systems that are also occupied by IFR procedures, though at different altitudes. With QN CTR being Class C airspace, separation requirements between IFR and VFR aircraft become complex and significantly increases Controller workload (refer to Queenstown Tower VFR Geographic Separation Statements).

Many VFR aircraft are subject to restrictions under a control service when operating in airspace that is not required for IFR procedures; VFR interactions must also be managed by ATC, further increasing ATC and Pilot workload.

The design of the Transit Lanes allows airspace users the flexibility to remain in controlled airspace while arriving or departing, or to exit controlled airspace more quickly by entering a TZ, offering greater freedom of operations.

Significant traffic volumes arise from operators transiting between Queenstown and Milford. These operators (represented by QMUG) have indicated their preference is to continue receiving ATC service while arriving and departing the CTR, remaining above the TZs. This is supported by standard arrival and departure procedures that remain above Walter Peak and Ridge Peak Transit Lanes.

Specific operations in the three areas are intended to be moved into the Transit Lanes and are described below.

The cumulative result of the introduction of these Transit Lanes will reduce controller workload and radio frequency congestion. Greater freedom will be afforded to VFR operations outside of controlled airspace.

Gibbston Transit Lane

The new Gibbston TZ will most commonly be used by helicopter operators conducting landings at several wineries and other tourist attractions in this area, often moving from site to site, currently requiring an ATC clearance each time.

It is less common for aircraft, apart from these helicopters, enter or exit the CTR via the Gibbston Valley. Such arrivals and departures will continue to be managed by a combination of plain language instructions (particularly for arriving traffic depending on their preference to remain above or track within the Transit Lanes), and standard VFR procedures (Victoria Departure – which remains above the Gibbston TZ until entering the Kawarau TZ).

Remarkables Transit Lane

The new Remarkables TZ will primarily be used by helicopters conducting tourism flights and landings on various mountain sites in the vicinity of Bayonet Peak.

Relatively few aircraft enter or exit the CTR via the southern arm, except for these helicopters. The area is used by NZONE Skydive, who have also been consulted and agree to the change.

Walter Peak Transit Lane

The new Walter Peak TZ will primarily be used by fixed wing operators conducting low-level agricultural operations and helicopters conducting tourism flights, including landings, at various sites around Walter Peak, Rat Point and Cattle Stop. The re-designed TZ still enables this, whilst creating additional buffers from IFPs and allowing a more gradual descent profile for VFR flights on the VFR Nic Arrival.

This portion of the CTR is heavily used by VFR flights transiting to and from Milford Sound. Standard VFR arrival and departure procedures enable this traffic to remain in controlled airspace and separated from aircraft in the TZ below.

4.3.1 Regulatory Considerations

CAR Part 71.57 allows the Director to designate a portion of controlled airspace as a VFR Transit Lane for either, or both, the purposes of:

- Separating transiting VFR traffic from arriving and departing flights
- Permitting transiting VFR traffic to operate within the VFR transit lane without requiring and ATC clearance

Transit Lanes are commonly implemented in control zones around New Zealand, the management of TZs is well known and understood. Abutting TZs of different levels shares the same design/style complexity as a TZ abutting CTR boundaries of a different level or the step-down design of CTA sectors around CTRs.

The prevalence of TZs in New Zealand, and the existing presence of three TZs in the QN CTR mean that it is reasonable for pilots to understand the implications of such airspace and operate their aircraft accordingly.

Introducing General Aviation Areas (GAAs) instead of TZs has been considered, but the separation standards that must be applied between aircraft and a GAA by ATC erodes the benefit of designating such airspace. In almost all cases, VFR need not be separated from VFR, therefore the introduction of airspace that requires active separation creates unneeded complexity.

Application of visual separation standards, including composite visual separation, is greatly challenged by the mountainous terrain surrounding Queenstown Airport, especially significant geographic features that obstruct sightlines from the control tower (Deer Park and The Remarkables Range).

Each TZ has been designed in accordance with Part 71 requirements and CAA Airspace Design Guide (2011). Buffer zones are provided between the each TZ and IFPs, in some cases where prominent geographical features exist, these buffers have been reduced from the default.

Unpublished airline specific emergency RNP-AR "engine-out" procedures were not assessed. Recorded in the QMUG General Meeting minutes from 22nd September 2025 the Chief Pilot of Air New Zealand shared support for reducing controlled airspace and that emergency procedures should not be factored into airspace design criteria.

4.3.2 Transponder Mandatory Transit Lanes

The co-submitters request that CAA considers implementing Transponder Mandatory airspace within the Transit Lanes to further support operational safety, though, the success of the petition is not dependant on this.

Defining each TZ as Transponder Mandatory preserves the efficacy of ACAS/TCAS systems, and aids ATC situational awareness. Local aircraft operators are already fitted with transponders due to the ADS-B mandate within the QN CTR.

Part 71.203 allows the Director to designate any portion of special use airspace as transponder mandatory airspace if the Director determines that the traffic density in the airspace requires the operation of transponders to reduce the risk of an airborne collision with those aircraft that are required to be fitted with an airborne collision system.

The Director may also designate any portion of a control zone as transponder mandatory airspace if the Director determines that the traffic density in the airspace requires the operation of transponders to reduce the risk of an airborne collision with those aircraft that are required to be fitted with an airborne collision avoidance system. All controlled airspace in New Zealand is now designated transponder/ADS-B mandatory. The CAA GAP booklet on airspace guidance already encourages pilots to use transponders while operating in Transit Lanes.

Part 71.157 allows the Director to designate a portion of uncontrolled airspace as a mandatory broadcast zone if, due to traffic density or special circumstances, the pilots within that zone are required to make a broadcast of their position and intentions. A Mandatory Broadcast Zone is a type of Special Use Airspace.

Part 71.57 allows the Director to designate a portion of control zone as a VFR transit lane.

Compared to other Class C aerodromes in New Zealand, at times there is high density VFR traffic within the QN CTR/C, including within the proposed transit lanes. It is prudent to find a

pathway to designate these QN Transit Lanes as transponder mandatory using one of these regulatory instruments.

There appears to be two possible pathways within the existing Part 71 regulation to designate TZ as Transponder Mandatory:

1. The Director designates the Transit Lanes, being uncontrolled airspace, as mandatory broadcast zones, with the same coincident dimensions as the Transit Lanes. The Director then designates these Mandatory Broadcast Zones as being transponder mandatory.

2. The Director designates the Transit Lanes directly as being transponder mandatory as being a portion of controlled airspace (the same qualification as a "portion of a control zone" as used to define Transit Lanes).

4.3.3 Frequency Assignment

The following frequency assignment and CFZ adjustment are proposed:

- Walter Peak TZ and Ridge Peak TZ – 119.20 MHz (Fiordland CFZ)
  Assign Fiordland CFZ 119.20 to Ridge Peak and Walter Peak TZs

- Modify the Fiordland CFZ boundary, that the eastern boundary on the south side of the CTR would be defined as Ridge Peak, following the range of mountains to Jane Peak to exclude activity on the eastern side of this mountain range from the CFZ.

No frequency will be assigned to Kawarau, Gibbston, Remarkables or Kingston Transit Lanes. Unattended 119.10 or FISCOM frequencies will be used, as appropriate, in these areas.

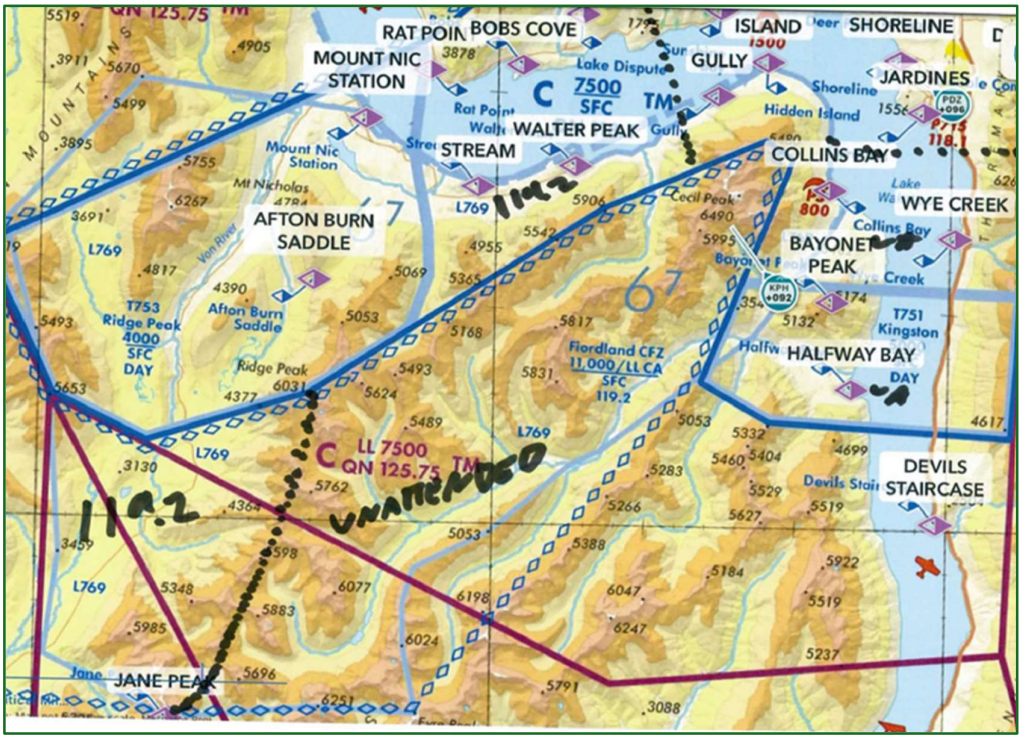


Figure 13 Proposed new frequency assignment and CFZ boundary

Utilising the existing, adjacent, CFZ frequency in the Ridge Peak and Walter Peak Transit Lanes will ensure traffic that is operating within proximity and have potential to interact with each other are communicating on the same frequency.

Increased radio traffic on the Fiordland CFZ is partially mitigated by adjusting the CFZ boundary to exclude the area east of the ridgeline between Ridge Peak and Jane Peak. Aircraft activity in this area is generally of a different nature and is geographically differentiated from other Fiordland CFZ traffic by the mountain range.

The minor residual risk of this is offset by the safety benefit of aligning communications between aircraft operating in adjacent airspace.

5. Visual Reporting Points

5.1 Publish 13 new Visual Reporting Points

Note: Kirks VRP has been slightly re-located and two new VRPs included since the previous version of the petition.

The following proposed VRPs align with current practice and planned future procedures as described below. VRPs that have been amended, or are new, since the previous petition are in bold.

1) **Kirks** - 45°03'33.40"S 168°34'41.40"E 1795ft feature
Primarily identifies the eastern boundaries of the Walter Peak TZ. Secondarily assists with application of geographic separation using the West Sector which ends roughly 1200m to the east of the VRP. This VRP has been amended to better align with the amended Walter Peak TZ.

2) **Dewar** - 44°56'49"S 168°41'07"E CTR boundary near Mt Dewar summit
Mt Dewar is a prominent geographical feature that is commonly used in a plain language departure clearance; "Track via the eastern shoreline of Lake Johnson to Mt Dewar 5000ft or below".
To reduce radio congestion, this departure procedure will be formalised as a Standard VFR procedure.

3) **Lake Johnson** - 44°59'57.6"S 168°43'48.7"E northern side of Lake Johnson
Lake Johnson is used extensively, and has been for years, to facilitate Queenstown helicopter arrivals.

4) **Peregrine** - 45°01'12"S 168°57'03"E Peregrine vineyard main building
Peregrine VRP will replace Gibbston VRP as a more definitively recognisable landmark and will become the final VRP in the Gibbston Arrival procedure ("hold east of Gibbston will become "hold east of Peregrine"). Gibbston, once a small settlement, has been developed and grown. It has become a less definitive location and now creates confusion for pilots. Peregrine vineyard is a visually distinct building next to the main road, and an easily recognisable specific feature.

5) **Remarkables Knoll** - 45°01'33"S 168°46'38"E prominent feature on the spur
This feature is currently published on AIP chart NZQN AD 2 – 35.7 HELICOPTER VFR ARRIVAL/DEPATURE PROCEDURES (3). In addition to this Helicopter VFR Departure, Remarkables Knoll is commonly used as a tracking point when managing departing and arriving helicopters in various situations.

6) **Shotover Bridge** - 45°00'03"S 168°45'31"E Lower Shotover Bridge
The Lower Shotover Bridge is an easily recognised landmark currently used as a tracking point for aircraft departing on the Skippers Saddle VFR departure, "track east of Shotover river" which has been clarified with local pilots to mean track via Shotover Bridge. Once the VRP is published, the procedure can be amended to read "track east of the Shotover Bridge". The VRP replaces the text "Lower Shotover" near the same location on the VNC.

7) **Cattle Stop** - 45°01’12”S 168°34’25”E Cattle Stop Flat
Cattle Stop Flat is a frequently used helicopter landing site located just outside the proposed CTR boundary.

8) **Doolans Junction** - 45°05’03”S 168°58’54”E
QMUG requested this VRP to assist with position reporting on 119.1 and 119.2

9) **Gilbert Hut** - 44°51’44”S 168°36’44” E
QMUG requested this VRP to assist with position reporting on 119.1 and 119.2

10) **Highland Saddle** - 44°44’23”S 169°00’51”E
QMUG requested this VRP to assist with position reporting on 119.1 and 119.2

11) **Lumberbox** - 45°06’19”S 168°45’23”E Lumberbox Creek mouth
Lumberbox VRP sits at the mouth of Lumber Box Creek, a recognisable stream. The area was previously referred to as Drift Bay, the adjacent suburb and is clear of the Jardines PDS.
In addition to keeping traffic outside of Jardines PDS, the VRP will be used in the future Cecil Peak VFR departure procedure (helicopter) and identifies the northern boundary of Remarkables TZ.

12) **Slope Hill** - 44°59’20.80”S 168°46’57.50”E Slope Hill summit and QN VOR/DME
Slope Hill is a well-known geographical feature that is commonly used today for holding VFR traffic as well as helping to identify the vicinity of the aerodrome. In the future, it will be used more often, including within new procedures associated with the development of the Northern Helicopter Apron

13) **Table Bay -** 45°06’18.40”S 168°34’46.20”E Table Bay (McKinlays Creek mouth)
This prominent geographical feature will assist with identifying the eastern boundary of the Walter Peak TZ.

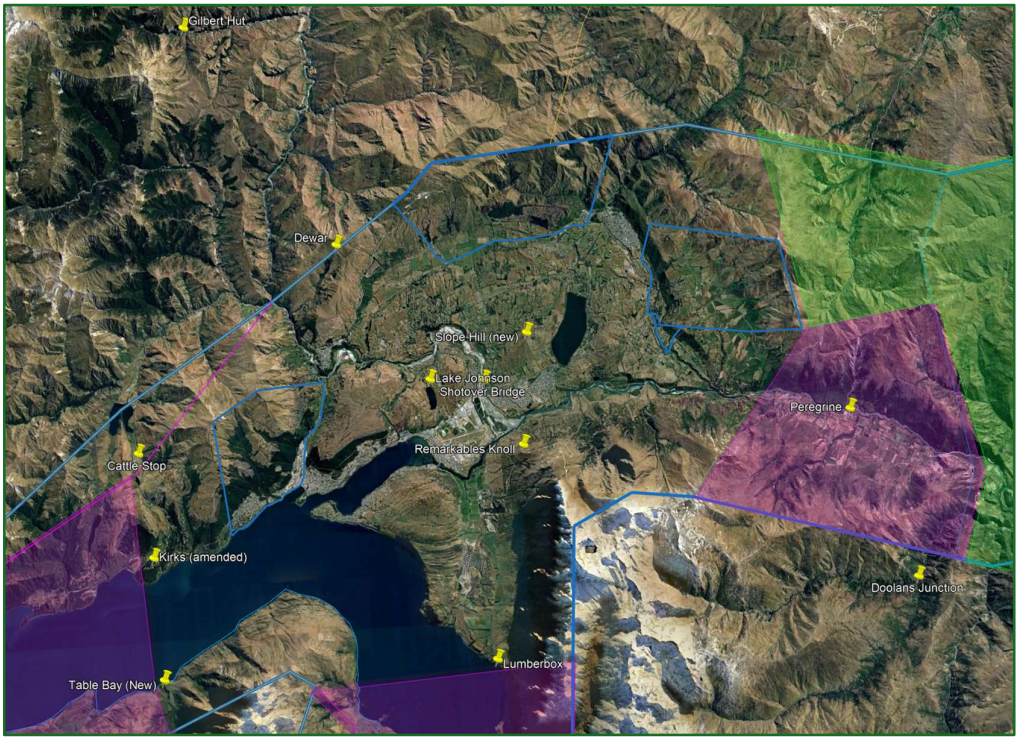


Figure 14 proposed new VRPs

5.2 Delete four existing Visual Reporting Points:

Note: The previous version of the petition sought to remove Sunshine Bay VRP. Sunshine Bay VRP is now retained, as it remains an important reference when flying the figure-8 circuit.

The following VRPs are associated with legacy procedures that were used prior to the Airspace reclassification from Class D to Class C. They are rarely used today and not required for current or planned future visual procedures. For VNC clarity, they can be removed.

- Quartz Knoll – is rarely used and not required (related to old Class D procedures)
- Lake Dispute – is rarely used and not required (related to old Class D procedures)
- Coronet Peak – an outcome of the IBPS workshops is a change to VFR/GA traffic handling techniques within the QN CTR/C. The group will stop using the area behind and around Coronet Peak to enter and exit the QN CTR/C as it generates crossing flight tracks and interferes with NZG755.
- Jardines – Jardines VRP - indicates the old runway strip that is no longer in use. It can be removed. A new VRP should be established further south near Drift Bay: Lumberbox VRP, to better serve as a holding point before reaching Jardines PDS.

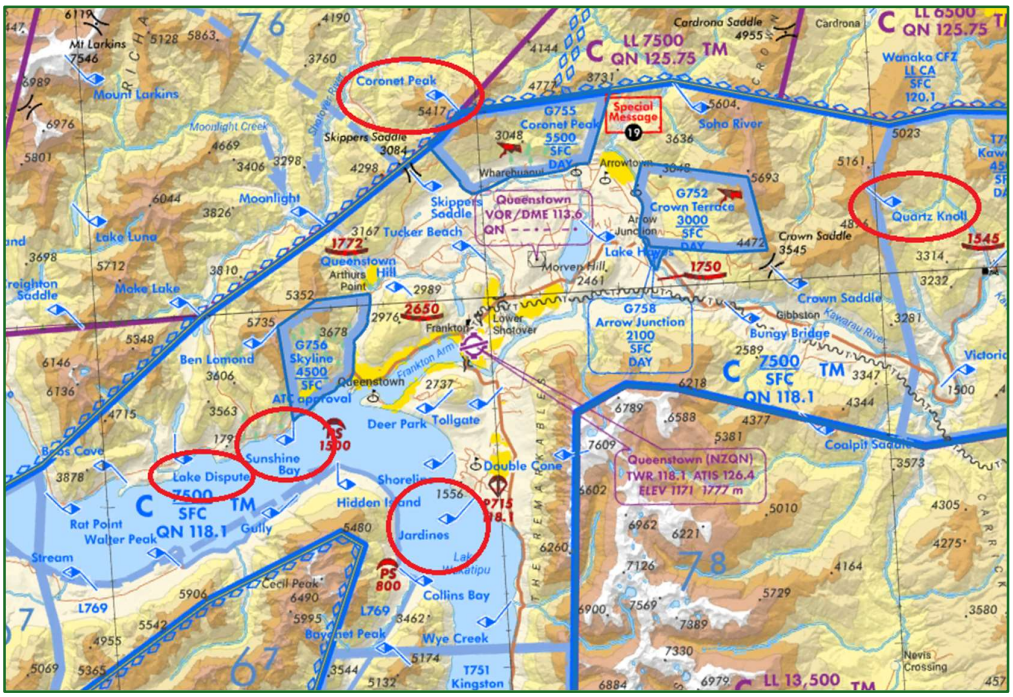
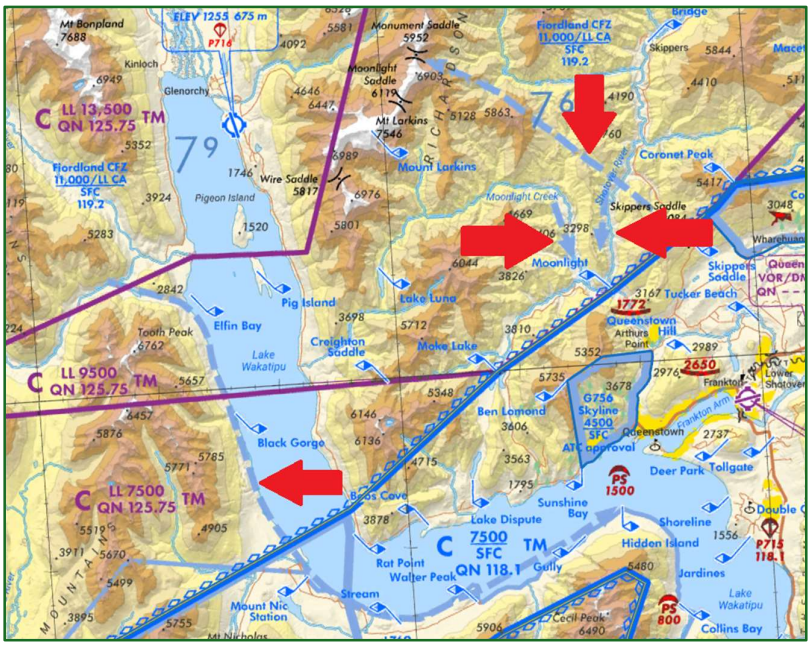


Figure 15 VRPs proposed to be deleted

5.3 Delete four VFR Advisory Routes:

- Inbound from Elfin Bay via Black Gorge into the QN CTR/C
- Outbound from Skippers Saddle VRP away from QN CTR/C.
- Both inbound to Moonlight VRP towards QN CTR/C.



5.4 Reasoning

Visual flight procedures have changed over the last 10 years in response to the reclassification of Queenstown's control zone from Class D to Class C, and to accommodate new RNAV/RNP IFPs. Visual navigation data has not been fully updated to represent current operations.

VFR Advisory Routes indicated on the VNC should be removed to better align with current operations and future procedure changes resulting from aerodrome masterplan infrastructure changes.

Retaining un-used VRPs and advisory routes adds to chart congestion and creates possible pilot confusion.

These changes will allow VFR arrival and departure procedures to be formally promulgated to reduce radio congestion. These procedures are already being flown routinely but are issued by plain language clearances with reference to non-promulgated locations.

Reducing radio congestion and possibility for pilot confusion by updating this visual navigation data directly addresses the findings in the thematic review.

The total number of new VRPs in the CTR is eight. After removing four, the net increase of VRPs in the CTR is four. Removal of the advisory routes aids in de-cluttering the VNC.

6. AIP Changes

Note: this entire section was not included in previous versions of the petition and is new. Changes have been made since the previous AIP change request which targeted the Nov 2025 AIRAC cycle. These amendments are highlighted in red.

The following AIP changes reflect those which were requested as part of the November 2025 AIRAC cycle.

The changes are a result of the IBPS process and because they are procedure changes, were previously treated separately to the airspace changes included in this petition. Merging these now with this petition provides addition clarity from context and a wholistic change proposal.

6.1 Requested AIP Changes:

The changes are listed by individual AIP plate.

6.1.1 NZQN AD 2 35.1 VFR ARRIVAL PROCEDURES (1)

1. Delete arrival procedures 2, 3 and 4.
2. Add "HAYES ARRIVAL" (described on 35.2)

6.1.2 NZQN AD 2 35.2 VFR ARRIVAL PROCEDURES (2)

1. Remove "AFTON ARRIVAL"
2. Remove "MOONLIGHT ARRIVAL"
3. Remove "GIBBSTON ARRIVAL"
4. Modify NIC ARRIVAL as follows:
    - ...from Tollgate;
    - RWY 05 cross overhead, join left hand downwind at 2700ft VFR.
    - RWY 14 join left hand downwind at 2700ft VFR.
    - RWY 23 cross overhead remaining east of RWY 14/32, join right hand downwind at 2700ft VFR
    - RWY 32 make a straight in approach.
5. Add the new "HAYES ARRIVAL" as follows:
    - Enter the QN CTR 6000ft or below at Soho and track to Lake Hayes. Descend as terrain allows to cross Arrowtown 3500ft or below.
    - Hold north of Lake Hayes.

6.1.3 NZQN AD 2 35.8 HELICOPTER VFR ARRIVAL/DEPARTURE PROCEDURES (4)

1. Add the following paragraph after "when ready to lift contact Queenstown Tower.":
    - If Queenstown Tower issues helicopter traffic with a runway direction on departure, follow published runway circuit directions except that for RWY 14 Rat Point departures make a right turn south of Deer Park for Kirks, remain north of and clear of Jardines PDS.

6.1.4 NZQN AD 2 64.2 VFR Departure Procedures (2)

1. Modify Devils Staircase Departure to:
    - Track to Devils Staircase 3500ft or below. Remain East of State Highway 6 until abeam Wye Creek.
      (Removed 2,200ft restriction since last AIP change request)

~~2. Modify Victoria Departure~~ (Change no longer required)

~~3. Modify Gully Departure~~ (Change no longer required)

6.2 Reasoning

Updating visual arrival and departure procedures is an important component of the continued efforts to standardise VFR operations at Queenstown, improving predictability and safety.

The Afton Arrival was introduced along with the reclassification to Class C. It was intended to be a tool to delay VFR arrivals if needed for separation. It is not used due to complexity and holding distance from aerodrome. Operators and ATC are unfamiliar with the procedure due to its lack of use.

The Moonlight Arrival was designed for fixed wing aircraft. The current operating mode discourages fixed wing aircraft to enter the CTR via Moonlight during normal operations. If adverse weather exists and fixed wing must arrive via Moonlight, a plain language instruction will be issued. The arrival is not used commonly enough to remain a published procedure, ATC and operators are not familiar with it.

The Gibbston Arrival requires aircraft to descend to 2,800ft above the new TZ with an upper limit of 2,700ft. The arrival procedure is difficult to use at night when the TZs are not active, as the Gibbston Tavern is too difficult to identify. Plain language instructions will be issued on a case-by-case basis, utilising the Transit Lanes or managing the arrival in controlled airspace per pilot preference.

The modifications to the Nic Arrival seek to permanently publish the altitude restrictions that were previously promulgated by NOTAM last summer, which was approved by CAA but since expired. Feedback from local operators and the local CAA representative agreed that these levels are acceptable.

Introduction of the Hayes Arrival aligns with current practice. This procedure if flown regularly now but the clearance is issued by plain language instructions. The initial altitude restriction of 6,000ft or below has been added for completeness.

The changes to helicopter departures described in 35.8 are to align helicopter operations with existing fixed wing departures. This reduces the complexity of operations by creating consistency.

The amendment to the wording of the Devils Staircase departure results from operator feedback that the previous wording was too restrictive, and that greater distance from terrain was desirable after Wye Creek. The 2,200ft altitude restriction has been removed since the AIP change request as it is not required in conjunction with the Remarkables Transit Lane.

Modifications to the Gully and Victoria departures, which would have departures enter the Gibbston and Walter Peak Transit Lanes are no longer required following further consultation with operators.

7. Change Process

7.1 Consultation

Extensive consultation has been conducted with affected users.

QMUG, QAC and Airways have promoted these changes through the IBPS process. Operators confirm that VRP and departure/arrival procedures align with current operations. This agreement has been recorded in minutes for the QMUG meeting on Monday 22nd September 2025.

HeliOtago and NZONE Skydive, who are not represented by QMUG, have been consulted and agree to the changes.

Air New Zealand has been consulted and was represented by the Chief Pilot in the QMUG meeting on 22nd September 2025. The meeting minutes record Air New Zealand's support for the reduction of controlled airspace where appropriate and acknowledge that airspace design need not account for emergency procedures (e.g. the RNP-AR "engine-out" procedures).

Evidence of this consultation has already been provided alongside the previous version of the petition. Additional consultation has been undertaken and included in this petition pack.

7.2 Publication, pilot education and post implementation review

These changes will require out-of-cycle production of a Queenstown specific VNC chart, AIP amendments and NOTAM action.

Investigations by QMUG representatives confirm that Electronic Flight Bag companies (EFBs) will be expected to update their charts immediately once the changes are published. This acts as a significant safety mitigator, as local operators routinely utilise EFB charts for navigation.

A Vector article or changes to the In, out and around Queenstown GAP can be prepared to provide additional context for pilots if desirable.

Airways will be responsible for ensuring air traffic controllers are satisfactorily briefed on these changes and their implications and making updated charts immediately available to all controller working positions.

Aircraft operators will be responsible for ensuring that pilots are satisfactorily briefed on these changes.

Post implementation feedback will be collected through ongoing formal and informal engagement between stakeholders, particularly ongoing QMUG meetings and Operational Oversight meetings including Airways, QMUG and QAC.

Feedback will be sought from all air traffic controllers via internal Airways processes.

Such feedback will be used to validate the efficacy of the changes, and/or identify opportunities for further fine-tuning in the future. Further detail on the Post Implementation Review process is detailed in the previously submitted Safety Statement.

8. Conclusions and Signatories

This airspace petition has been collaboratively put together by QMUG, QAC and Airways utilising an extension period of consultation with IBPS methodology.

The following senior leaders of those parties sign below, indicating acceptance and support of the petition as documented.

22/10/2025

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Queenstown Airport

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Date

16/10/25

....

James Stokes
Chair QMUG

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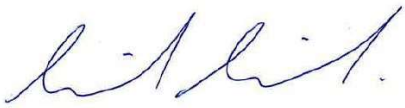
Date



31/10/25

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Date