
**Application to retain NZR100, amending
vertical dimensions
New Operator - Channel Infrastructure NZ Limited.**

**Summary of Submissions Received, and Airspace
Designation Decision.**

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Introduction

In October 2024 a CAA review for all existing Restricted Area airspace areas identified that the NZ Refining Company was no longer operating at the Marsden Point site and the current site managers were now Channel Infrastructure NZ Limited. In January 2025 Channel Infrastructure NZ provided an update to request the area was retained for their organisation, with themselves becoming the Administering Authority for the NZR100 area. At that time, having confirmed there had been changes to the nature of activities at the site since the original NZR100 designation was made and acknowledging refining activity was no longer taking place, CAA requested Channel Infrastructure submit an airspace application for the current activity and their requested dimensions for the area. The NZR100 lateral and/or vertical dimensions might no longer be justifiable for the nature of current activity at the site.

On 31 March 2025 Channel Infrastructure NZ Limited submitted an application to amend the NZR100 Restricted Area at Marden Point, and to designate the Administering Authority as Channel Infrastructure NZ Limited. The NZR100 airspace designation was last amended in 2003 when the currently published Administering Authority (NZ Refining Company) submitted a request to increase the vertical limit from 1000ft to 3500ft; the promulgated activity at that time was oil refining.

Channel Infrastructure NZ Limited Proposed Amendment

The Channel Infrastructure NZ Application requested the lateral dimensions of NZR100 remain the same and the vertical limit be reduced from the current 3500ft AMSL to 2000ft AMSL, permanently active.

For the full application information and rationale, see the *Airspace User Consultation* document at link [Request to retain NZR100, amending vertical dimensions](#)

Civil Aviation Rule Part 71 Context

Aviation Rule (CAR) Part 71 provides the regulatory context to designate Restricted Areas, as special use airspace. Specifically, 71.151 prescribes the criteria that the Director must consider in designating special use airspace below:

71.151 General

(a) The Director may designate special use airspace under this Subpart if the Director considers such airspace is necessary—

- (1) in the interests of safety or security within the civil aviation system; or*
- (2) in the interests of national security; or*
- (3) for any other reason in the public interest.*

(b) The Director must ensure that each portion of airspace designated under this Subpart is as small as practicable consistent with the activities for which the area is required.

CAR Part 71, 71.153 prescribes the criteria for designating restricted areas, describing the Director, and administering agency responsibilities:

71.153 Restricted areas

(a) The Director may—

- (1) designate a portion of airspace as a restricted area to restrict the activities of aircraft within that area —*
 - (i) within the territorial limits of New Zealand; and*
 - (ii) within the territorial limits of another ICAO Contracting State in the Auckland Oceanic Flight Information Region upon request by that State; and*
- (2) impose conditions under which—*
 - (i) aircraft may be permitted to fly within that restricted area; and*
 - (ii) the administering authority responsible for the restricted area must operate.*

(b) The Director must—

- (1) specify the type of activity for which each restricted area is designated; and*
- (2) specify the administering authority responsible for each restricted area; and*
- (3) identify each area by the ICAO nationality letters of the applicable State followed by the letter “R” followed by a number.*

(c) The administering authority responsible for a restricted area—

- (1) must manage—*
 - (i) the entry of aircraft into the restricted area; and*
 - (ii) the operation of aircraft within the restricted area; and*
 - (iii) the exit of aircraft from the restricted area; and*
- (2) if the restricted area is designated as being made active by NOTAM, must at least 24 hours before the restricted area is to become active, give to the New Zealand NOTAM Office notice of that restricted area becoming active, except that in the case of emergencies less than 24 hours notice may be given; and*
- (3) may, within any conditions imposed by the Director under paragraph (a)(2)(ii), impose conditions under which an aircraft may be operated within the restricted area.*

CAA Consultation

The CAA consultation document notifying the Channel Infrastructure NZ Limited proposal was sent directly to the organisations listed at Appendix B (Consultation Distribution List) for consideration and comment and was also published on the CAA website from 17th April to 7th May 2025 at the following link: [2025 airspace reviews | aviation.govt.nz](https://www.aviation.govt.nz/2025-airspace-reviews)

Notifications were also sent to CAA email notification subscribers to Airspace Notifications – Briefing Areas 1 and 2.

Submissions

There were 4 submissions received, these are summarised in Appendix B.

CAA Considerations and Comment on Submissions

Three submissions acknowledged the application, providing no additional comments. A submission from the Aeropath instrument procedure design staff advised they were in discussions with the Channel Infrastructure NZ Limited staff regarding changes to instrument approach paths inbound to Whangarei; the planned instrument flight procedure passing to the northeast of the Marsden Point site.

CAA is cognisant that special use airspace is not intended to be designated solely for the purpose of protecting ground-based infrastructure; other CAA Rules assist in providing protection for these installations:

- Part 101 Unmanned Aircraft Operating Rules apply [Part 101 consolidation](#) .
(see Reference 101.207 Airspace - Drones should not be flown above persons or property unless prior consent has been obtained).
- Civil Aviation Rule Part 91 - [Part 91 - General Operating and Flight Rules - 1 December 2021 \(aviation.govt.nz\)](#) covers the general operating and flight rules for aircraft flying in New Zealand; Reference 91.311 requires aircraft not to fly VFR below 1000ft over any congested area, or below 500ft over any other areas.
- Infringements and aviation concerns can be reported / aviation concern raised:
 - o Call 0508 4SAFETY (0508 472 338) during office hours; after hours, you can leave a message.
 - o Email: isi@caa.govt.nz

Existing Civil Aviation Rules restrict low flying aircraft and UAV operations over the site. Designation of restricted airspace does not provide additional assurance that non-compliant operators will not over fly the site.

The height of the chimney stacks is notified on the application as 460ft high; the chimney stacks are not currently in use and no efflux is emitted.

CAA Decision

NZR 100 is withdrawn, effective from 7 August 2025.

NZR 101 is established, surface to 1500 ft AMSL, effective from 7 August 2025:

See Annex C for full designation information.



Julia Fitness | Technical Specialist

Civil Aviation Authority of New Zealand

Te Mana Rererangi Tūmatanui o Aotearoa

Aviation Safety Oversight Group | Aeronautical Services

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Appendix A - CAA Consultation - Distribution List

Appendix B - CAA Consultation - Summary of Submissions

Appendix C - Designated Restricted Area, effective 7 August 2025

Appendix A

CAA Consultation - Distribution List.

Aerodrome operators (charted aerodromes only)

- Whangarei aerodrome
- Whangarei hospital heliport
- Kensington Park heliport
- Wellsford heliport
- Warkworth heliport
- Springhill aerodrome
- Omaha Flats aerodrome
- Kaipara Flats aerodrome
- Helena Bay heliport
- Bay of Islands hospital heliport
- Otehei Bay heliport
- Paihia Waterfront heliport
- Paihia heliport
- Kaikohe aerodrome
- Kerikeri /Bay of Islands aerodrome

Operators, Organisations and User Groups

- Air New Zealand
- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand
- Aviation Federation New Zealand
- Balloon Aviation Association
- Flying New Zealand
- Gliding New Zealand
- Model Flying New Zealand
- New Zealand Agricultural Aviation Association
- New Zealand Airline Pilots Association
- New Zealand Aviation Federation
- New Zealand Defence Force
- New Zealand Hang Gliding and Paragliding Association
- New Zealand Helicopter Association
- New Zealand Parachute Federation
- New Zealand Parachute Industry Association
- Recreational Aircraft Association of New Zealand
- Royal New Zealand Air Force
- Sport Aircraft Association New Zealand
- Sport Aviation Corp

- UAV New Zealand

Notification that the document was posted online sent to CAA email notification subscribers to Airspace Notifications – Briefing Areas 1 and 2.

This document was also published on the CAA website at the following link:

[2025 airspace reviews | aviation.govt.nz](https://aviation.govt.nz/2025-airspace-reviews)

Appendix B

CAA Consultation - Summary of Submissions

Name of Submitter	Key Points in the submission
Airways New Zealand	<i>ATS feedback has no objections to the NZR100 being retained providing CAA consider it justified. Lowering upper limit to 2000ft is beneficial to local operators.</i> <i>ATS Policy and Standards</i>
Airways New Zealand - Aeropath Procedure Design	<i>27 March 2025</i> <i>we had a productive meeting this morning with Channel NZ to discuss R100 and to go through the impacts on the IFPs.</i> <i>They are receiving consulting advice from Mike Haines, and I spoke with Mike today and it's looking promising we can reach an agreement that suits both parties.</i>
Royal New Zealand Air Force	<i>RNZAF has no concerns or comments on the proposal.</i>
Whangarei Airport	<i>Whangarei Airport does not have any concerns or require any further restrictions in relation to this.</i>

Appendix C

Designated Restricted Area NZR101, effective 7 August 2025.

NZR 100 Marsden Point is Withdrawn

NZR 101 Marsden Point Established.

Effective: 7 August 2025

All that airspace bounded by a circle of 0.54 NM radius centred on
S 35 50 35.4, E 174 29 35.5.

Upper Limit: 1500ft AMSL.

Lower Limit: Surface.

Activity: Permanent; Fuel Facility.

Administering Authority: Channel Infrastructure NZ Limited, Private
Bag 9024, Whangarei 0148

Tel: (09) 432 8311. Operations Manager Tel: 027 239 3205

*Prescribed pursuant to Civil Aviation Rules, Part 71 Designation and Classification of
Airspace, under a delegated authority issued by the Director of Civil Aviation*

For complete designation information refer to the Aeronautical Information Publication (AIP)
information; see AIP Supplement 25/8 when published on the AIP web site [Home | AIP New Zealand](#)