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**Proposed Amendments to Queenstown  
Control Zone, Designation of 3 additional  
Transit Lanes and Visual Reporting Point  
Changes**

**– airspace user consultation**

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Annex A - Queenstown Control Zone Joint Petition for Amendment Volume 1,  
Version 3.0 dated 31 October 2025

Annex B - Indicative current and proposed Transit Lane areas in the  
Queenstown CTR

## Introduction

On 31<sup>st</sup> October 2025 Airways New Zealand, Queenstown Airport Company (QAC) and Queenstown Milford Airspace User Group (QMUG) submitted a joint petition to amend the Queenstown Control Zone area; see Annex A, Queenstown Control Zone Joint Petition for Amendment Volume 1 Version 3.0 (v3).

A previous joint petition (v2) submitted on 5 May 2025 was declined; see the CAA decision published on the CAA website at [Airways-NZ-Queenstown-Airspace-Petition-Version-2.1-Summary-of-Submissions-and-Designation-Decision.pdf](#) .

As was the case in the May 2025 proposal, the revised v3 petition seeks to reduce the size of the existing Queenstown Control Zone (CTR), introduce 3 additional Transit Lanes, amend 3 existing Transit Lanes, withdraw 4 Visual Reporting Points (VRP), and designate 13 additional VRPs.

Consequential changes include but are not limited to: adjustments to the adjoining Common Frequency Zone (CFZ), updates to the applicable Aeronautical Information Publication pages, changes to Queenstown VFR arrival and departure procedures and Queenstown ATC procedures.

## Background

The v3 petition states that the proposed changes address immediate needs and prepares Queenstown airspace for future changes. The petition further comments that the benefits include greater freedom for operators, reduced radio congestion, reduced complexity for pilots and Air Traffic Controllers (ATC) and will support improving current ATC training challenges. Airways New Zealand previously completed a thematic review of the Air Traffic Service operations at Queenstown in the latter part of 2024, including a series of meetings between Airways staff, QMUG and QAC to address items raised in the review.

*Note: CAA were not involved in this activity.*

In early 2025 Airways applied an Interest Based Problem Solving (IBPS) methodology in workshops to better focus on aviation challenges, interests and resolutions. These IBPS workshops included senior QMUG members, QAC and Airways management.

*Note: CAA were not involved in this activity*

This further joint petition (v3) dated 31 October 2025 noted the applicants were seeking to simultaneously introduce all included changes before late November 2025. The application further notes out of cycle Aeronautical Information Publication updates would be required; refer Annex A page 5 for full information.

*Note: CAA cutoff for the 25/12 cycle was 24 April 2025 – this joint v3 petition was submitted on 31 October 2025.*

## Civil Aviation Rule Context

Civil Aviation Rule (CAR) Part 71 provides the regulatory context to designate and classify airspace. Specifically, 71.57 prescribes the criteria that the Director must consider in designating transit lanes:

### ***71.57 VFR transit lanes***

*(a) The Director may designate a portion of controlled airspace as a VFR transit lane for either or both of the following purposes:*

- (1) separating transiting VFR traffic from arriving and departing IFR flights;*
- (2) permitting transiting VFR traffic to operate within the VFR transit lane without requiring an ATC clearance.*

*(b) A VFR transit lane must be clear of airspace that encompasses IFR arrival and departure procedures within that controlled airspace.*

*(c) The Director must—*

*(1) ensure that buffer zones are provided between the nominal flight paths of arriving and departing IFR flights and each VFR transit lane; and*

*(2) identify each VFR transit lane by the ICAO nationality letters of the State providing the air traffic control service followed by the letter “T” followed by a number.*

*(d) A VFR transit lane is class G airspace and may only be active during the day.*

This further application still seeks to introduce Transponder Mandatory (TM) in the Transit Lane areas. CAR Part 71, Sub Part E covers the criteria the Director must consider in designating TM airspace.

### ***71.201 Transponder mandatory airspace within controlled airspace***

*The Director may designate a control area or a control zone, or any portion of a control area or a control zone, as transponder mandatory airspace if—*

*(1) the operation of transponders is required for the provision of an air traffic control surveillance service; or*

*(2) 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.*

CAA Note: The application again opines the Transit Lanes could be designated as coincident Special Use Airspace, Mandatory Broadcast Zones TM; a further Airways interpretation is the areas are a 'portion of a control zone' and therefore could be designated TM. CAA considers the existing Civil Aviation Rule Part 71 criteria do not enable Class G airspace (Transit Lanes) to be designated TM; Airways NZ could consider petitioning the Director for a Rules Exemption should TM be essential to the proposal.

CAR Part 71, Sub Part C, covers the criteria for classification of airspace. Queenstown Control Zone (NZA756), lower limit is the surface extending to the upper limit, 7500 ft AMSL, and is classified Class C airspace. Rule part 71.105 requirements are:

*71.105 Class C airspace Any portion of airspace that is designated as a control area or control zone under rules 71.51(a) or (b) must be classified as Class C airspace if the Director considers it necessary in the interests of aviation safety that—*

*(1) separation is required between—*

- (i) IFR flights; and*
- (ii) IFR and VFR flights; and*
- (iii) IFR and special VFR flights; and*
- (iv) special VFR flights when the flight visibility is reported to be less than 5km; and*

*(2) traffic information must be provided to VFR flights about other VFR flights; and*

*(3) traffic avoidance advice must be provided to VFR flights on request*

CAA Note: The proposed changes approximately double the lateral extent of the VFR Transit Lanes; these areas becoming Glass G airspace during the day, no air traffic service provided during daylight hours.

The indicative current and proposed Transit Lane areas in the Queenstown CTR are shown at Annex B; in addition, the four current General Aviation Areas also within the CTR are depicted.

## **Consultation**

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

The Director invites feedback regarding the proposed Queenstown Control Zone, Transit Lane, VRPs, and VFR procedures amendments; for complete application information, see Annex A - Queenstown Control Zone, Joint Petition for Amendment Vol 1 Version 3.0 dated 31<sup>st</sup> October 2025 (attached separately due to sizing).

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 and stakeholders, for consideration and comment as appropriate:

### **Operators, Organisations and User Groups**

Aeropath  
Aircraft Owners and Pilots Association  
Canterbury Airspace User Group  
Canterbury Gliding Club  
Flying New Zealand  
Gliding New Zealand  
Model Flying New Zealand  
Mid-Canterbury Aero Club  
New Zealand Aviation Federation  
New Zealand Airline Pilots Association  
New Zealand Agricultural Aviation Association  
New Zealand Helicopter Association  
New Zealand Hang Gliding and Paragliding Association  
New Zealand Defence Force  
New Zealand Army  
New Zealand Parachute Federation  
New Zealand Parachute Industry Association  
Recreational Aircraft Association of New Zealand  
Sports Aircraft Association of New Zealand  
Sports Aviation Corps  
Queenstown Milford User Group  
UAV New Zealand  
Air New Zealand  
Jetstar  
Qantas  
Virgin Australia

### **Aerodrome Operators**

Milford Sound  
Glenorchy  
Cromwell  
Cromwell Racecourse  
Wanaka  
Alexandra  
Roxburgh  
Te Anau / Manapouri  
Queenstown

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

[2025 airspace reviews | aviation.govt.nz](#) (see Proposed Changes)

Notifications will be sent to CAA email notification subscribers to Airspace Notifications – Briefing Areas 7,8, 9 and 10.

To discuss further with Airways NZ staff, in the first instance contact:

Phil Rakena  
Operations Development Specialist [Phil.Rakena@airways.co.nz](mailto:Phil.Rakena@airways.co.nz)

## 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.

Please address submissions to:

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

Email: [aeronautical.services@caa.govt.nz](mailto:aeronautical.services@caa.govt.nz)  
Reference – **2025-01910 NZQN Airspace Petition**

Closing date for submissions is **16<sup>th</sup> December 2025**

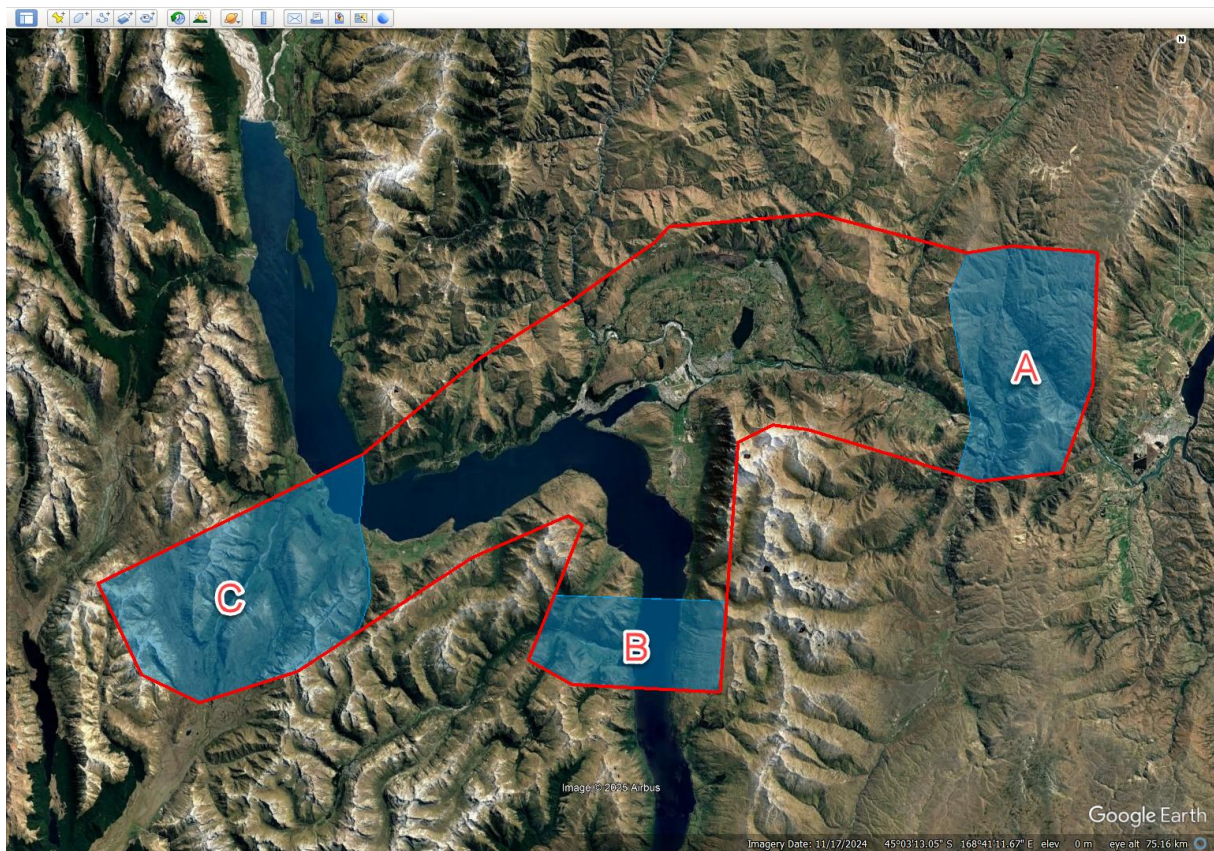
**Annex A - Queenstown Control Zone Joint Petition for Amendment Volume 1 Version 3.0, dated 31 October 2025** (attached separately due to sizing)

**Annex B - Indicative current and proposed Queenstown CTR and Transit Lane areas**

## Annex B

### Indicative current and proposed Queenstown CTR and Transit Lane areas

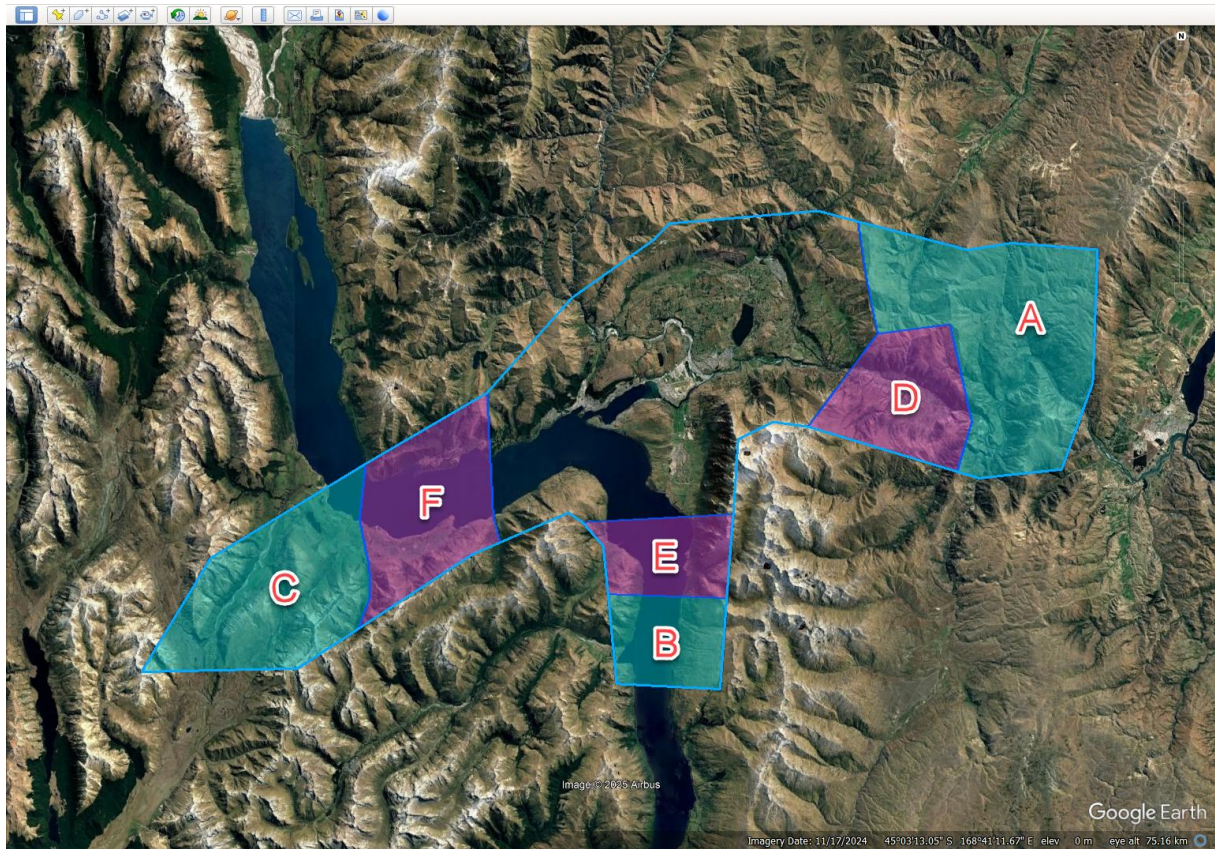
**Current Transit Lanes** = approximately 36.8% of current CTR lateral area.



|          |                         |             |
|----------|-------------------------|-------------|
| NZA756   | QN CTR/C                | 346.0 sq NM |
| NZT750 A | Kawarau Transit Lane    | 43.3 sq NM  |
| NZT751 B | Kingston Transit Lane   | 24.1 sq NM  |
| NZT753 C | Ridge Peak Transit Lane | 60.0 sq NM  |



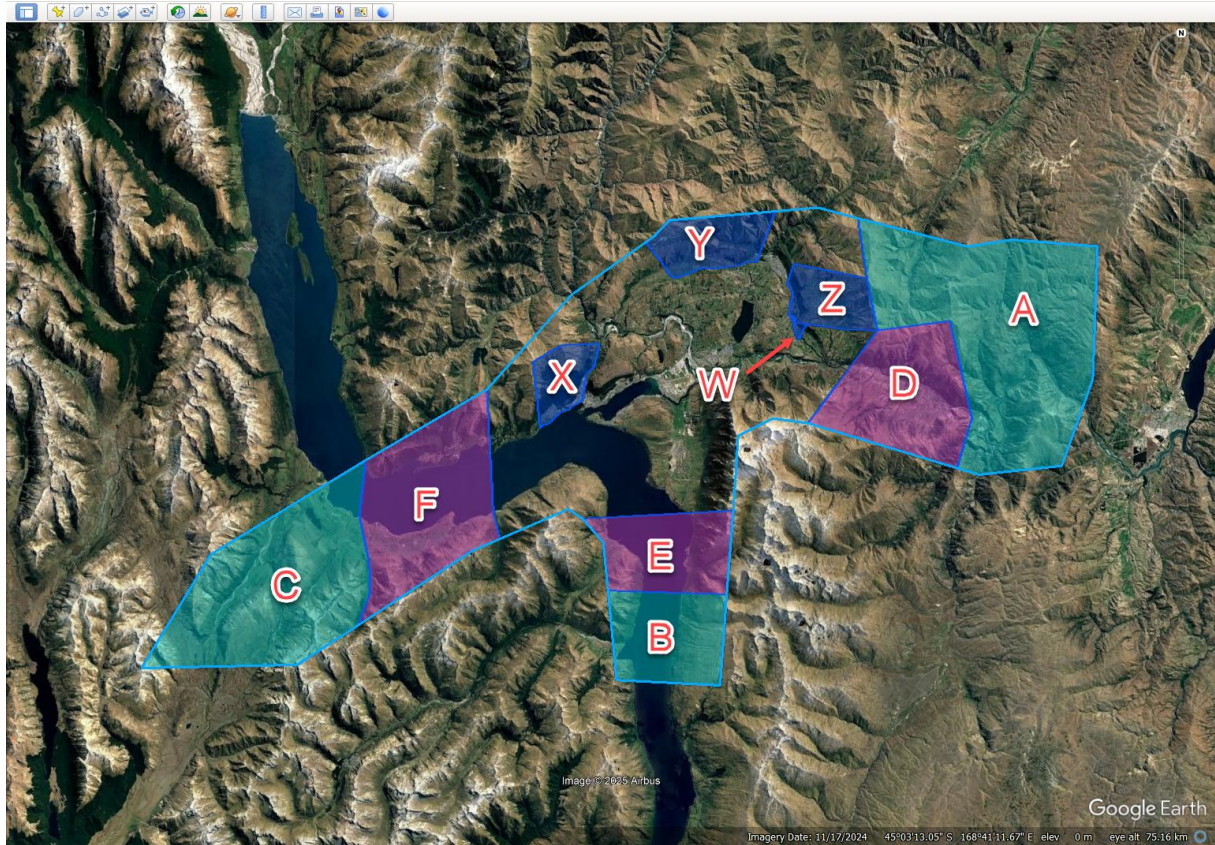
**Proposed Transit Lanes** = approximately 58.4% of proposed CTR lateral area.



|        |   |                                   |             |
|--------|---|-----------------------------------|-------------|
| NZA756 |   | QN CTR/C                          | 306.0 sq NM |
| NZT750 | A | Kawarau Transit Lane              | 56.1 sq NM  |
| NZT751 | B | Kingston Transit Lane             | 15.0 sq NM  |
| NZT753 | C | Ridge Peak Transit Lane           | 40.0 sq NM  |
| NZTxxx | D | Proposed Gibbston Transit Lane    | 22.7 sq NM  |
| NZTxxx | E | Proposed Remarkables Transit Lane | 15.0 sq NM  |
| NZTxxx | F | Proposed Walter Peak Transit Lane | 29.8 sq NM  |



**Proposed Transit Lanes and existing GAA** = approximately 65.2% of proposed CTR lateral area.



|        |   |                                   |             |
|--------|---|-----------------------------------|-------------|
| NZA756 |   | QN CTR/C                          | 306.0 sq NM |
| NZT750 | A | Kawarau Transit Lane              | 56.1 sq NM  |
| NZT751 | B | Kingston Transit Lane             | 15.0 sq NM  |
| NZT753 | C | Ridge Peak Transit Lane           | 40.0 sq NM  |
| NZTxxx | D | Proposed Gibbston Transit Lane    | 22.7 sq NM  |
| NZTxxx | E | Proposed Remarkables Transit Lane | 15.0 sq NM  |
| NZTxxx | F | Proposed Walter Peak Transit Lane | 29.8 sq NM  |
| NZG752 | Z | Crown Terrace                     | 6.8 sq NM   |
| NZG755 | Y | Coronet Peak                      | 8.5 sq NM   |
| NZG756 | X | Skyline                           | 5.3 sq NM   |
| NZG758 | W | Arrow Junction                    | 0.2 sq NM   |



**Remove:** 4x VRPs (labelled **Red**)

