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**2018 Nelson and Marlborough Airspace  
Review  
Summary of submissions**

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## Overview

As outlined in the CAA 2015-2018 Airspace Review Plan document, a review of the airspace over the Nelson and Marlborough regions commenced in May 2017 with changes to be effective 8 November 2018.

The review is aligned with the planned introduction of new performance based navigation (PBN) procedures currently being designed by Airways Corporation of New Zealand.

This review comprises all the airspace over the South Island detailed on the C7 and C9 visual navigation charts covering the area north of line between Karamea aerodrome – Murchison aerodrome – Hanmer Springs aerodrome – Conway river mouth.

Airspace includes:

- controlled airspace
- VFR transit lanes
- general aviation areas (GAA)
- restricted areas
- military operating areas (MOA)
- danger areas
- low flying zones (LFZ)
- mandatory broadcast zones (MBZ)
- VFR reporting points (VRP)
- common frequency zones (CFZ)

Initial consultation commenced with users at the end of June 2017. Cut-off for submissions was 15 September 2017.

## Submissions received

Submissions were received from 11 organisations or individuals. Additionally, an application for an extension to the Omaka VFR transit lane, received in 2014, had been put on hold pending the review of the Woodbourne CTR in association with implementation of PBN. At the time, this was expected to occur the following year but was subsequently delayed.

Two submissions were from individuals concerned about the use of the airspace in the vicinity of Upper Moutere, in particular flight training activity and the behaviour of pilots in this area considered to be flying below legal minima. One of the submitters requested the removal of the red flight training activity symbols to discourage use of this area due to concerns that the symbol encouraged activity in the area.

There is a major training organisation based at Motueka aerodrome, along with several other organisations as well as at Nelson aerodrome. The terrain in this area means that most training activity takes place west of Nelson, and around Motueka. Due to the high number of training operations in the area, flight training activity aircraft symbols have been placed on the visual navigation charts to warn other pilots, particularly those unfamiliar with the local environs, of the increased activity.

Additionally, the database used to produce the VNC means that in areas where the VNC overlap, symbols require careful placement to ensure that data is captured and shows on both charts. This is the case west of Nelson where the area is the boundary between the C7 and C9 charts.

## Summary of requested airspace changes

### Controlled airspace

Airways is currently developing the final designs for the Nelson airspace. Unfortunately, the proposed airspace will not be available until late November. CAA consultation with users will take place early in January 2018.

At this stage, Airways does not intend to request amendments to the existing controlled airspace at Woodbourne.

### Control areas (CTA)

The Tasman Hang Gliding and Paragliding Club (THGPC) and the New Zealand Hang Gliding and Paragliding Association (NHGPA) both made submissions to amend control area (CTA) NZA649 as follows:

- move the western boundary by 1 NM to the west; and
- move the southern boundary from 28 NM NS to 26 NM NS.

Refer to Figure 1 – existing boundaries shown in white where change is requested.

Inwoods Lookout is used by hang gliders and paragliders as a launch site for extended cross-country flights as part of training and competition activities.

In support of their request, THGPC wrote:

*'Inwoods Lookout sits right on the boundaries of four CTAs with various heights. Pilots thermal up from launching at 3500ft AMSL watching their GPS instruments and in good thermal pull out at 5500ft AMSL. Pulling out of a thermal updraft requires exiting a thermal into turbulent sinking air before comfortably clearing that air mass to head out on a descending glide to the 7500ft AMSL airspace, just 1 NM away. Thermals in the mountains release more violently near the terrain and spread out and mellow out towards the top, nearer to cloud base. If that thermal is strong, then staying below the airspace ceiling sometimes requires more extreme manoeuvres involving spiralling down like a cork screw whilst pulling uncomfortable G Forces or collapsing the paraglider wing tips to make it smaller known as pulling Big Ears.'*

Neither manoeuvre is preferable to riding the thermal to the top where the thermal mellows out and one can exit on a normal flight path.

Moving the boundary by just 1NM to the West would provide for a 7500 ft AMSL ceiling above Inwoods launch and cater for better pilot situational awareness, with less requirement for pilots to exit thermals using extreme flight manoeuvres as they try to stay below the current 5500ft AMSL ceiling.'

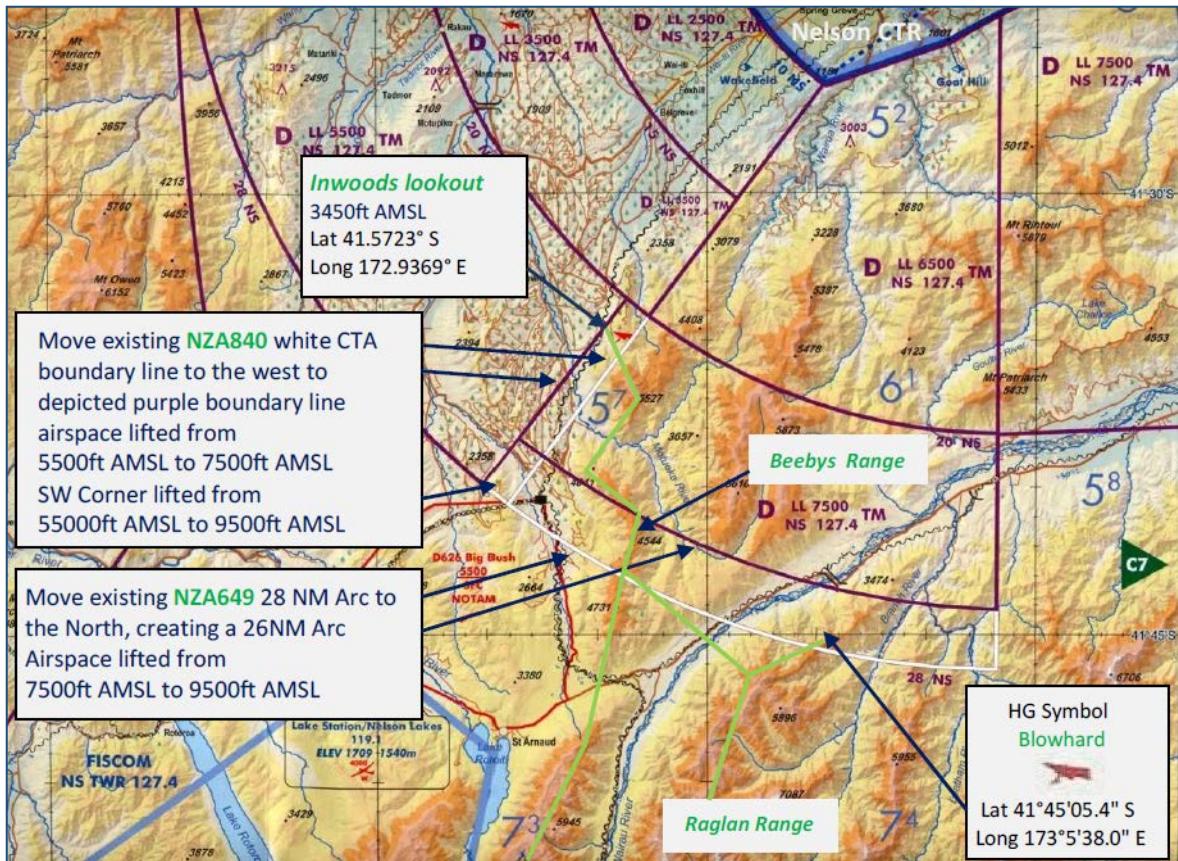


Figure 1 - Inwoods Lookout and Blowhard launch sites; requested CTA boundary amendments.

### VFR transit lanes

There were three submissions received in relation to the existing and proposed VFR transit lanes within the review area.

#### Nelson control zone (CTR)

Two submissions requested changes to VFR transit lanes in the Nelson CTR:

- Retain the existing VFR transit lane with a new one created in the East Sector to avoid the need to obtain a clearance when transiting to the Marlborough Sounds/D'Urville Island.
- Concern was raised about the appropriate frequency to be using when transiting between Motueka and Nelson. Aircraft leaving the Motueka CFZ change from 129.3 to Nelson tower at Mapua for clearance into the Nelson CTR. However,

other aircraft transiting the area northbound/southbound could be incorrectly using the unattended aerodrome frequency of 119.1 MHz while enroute.

Two solutions were suggested:

- Separate NZT657 into two parts with a 2 NM wide 'pathway' between Mapua and Redwoods Valley; or
- Add the Nelson tower frequency 127.4 MHz as the frequency for use with NZT657.

The final design of any possible VFR transit lanes at Nelson will be dependent on the amended boundaries of the Nelson CTR. Preliminary designs indicate that most of NZT657 Tasman, except for the southern portion, will no longer be within the Nelson CTR and could therefore be disestablished and a new VFR transit lane established to the south.

### Woodbourne CTR

One submission was received requesting that NZT654 Omaka remains at the present dimensions.

The application for extension of NZT654 requested the north-eastern boundary be amended inland from Wairau Bar to west of the Wairau River to Taumarina Bridge VRP. The extension would place Cloudy Bay aerodrome outside controlled airspace.

Feedback following an initial study by instrument procedure designers indicated that this area may infringe the instrument sector, particularly the south portion, and would therefore not be separated as required under rule 71.57. The area requested is depicted in red in Figure 2.



**Figure 2 – requested extension to NZT654**

**CAA comment:** The current NZT654 was designated with effect from November 2010 and has not been formally reviewed since then.

*Unfortunately, resourcing issues will mean that this task will not be completed in time to meet the cut-off for changes in late April 2018.*

*A full review of the Woodbourne CTR and associated airspace, including NZT654, will be made during 2018 and consultation with users undertaken as necessary.*

### **General aviation areas**

There were several submissions received from the local area gliding/hang gliding organisations requesting the establishment of three new GAA within the review area.

#### **1. New GAA south of Nelson**

Three submissions requested the establishment of a new GAA between the Inland Kaikoura range and the Southern Alps, south of Lake Station and north of Hamner Springs aerodrome; from 9500 ft to 12,500 ft AMSL, active during daylight hours by notification to ATC. The proposed GAA is depicted in the green area shown on Figure 3.

In support of their submissions for the GAA, the organisations provide the following statements:

#### **Nelson Lakes Gliding Club:**

*There are 8 privately owned gliders belonging to our club members. The Club itself owns 4 gliders but none of these have transponders. For example, Nelson Lakes club members fly on thermal days up and down the Raglan Range with the two land-out options of Tarndale to the south, and Rainbow Station Airfield to the north, in mind if the lift dies.*

*We can fly safely up into the head of Lees Creek at 9500 (and still be in good range of the Rainbow Station airfield). Lees creek is typically on the boundary of an air mass change with "good air" to the east, and a hot spot for high thermals, if one can get high there one can with confidence strike out for Shingle Peak which is the next "guaranteed" house thermal spot. By being required to stay below 9500 feet when leaving the catchment of Lees Creek (and therefore a safe glide down and north to Rainbow Station airfield), it increases the risk to gliders of having a forced landout in dangerous ground, as lift has to be found en-route to cross intervening Mountain Ranges with high ground above 7000 feet, before arriving in the catchment of the Awatere Valley, where there are landout airstrip options. For this reason, the location of the corner at Lees Creek on this GAA is basically crucial the usefulness of the area along with Shingle Peak.*

*From Shingle Peak one can cross over the Awatere Valley. If one can get really high on Shingle Peak then one can arrive on top of the Inland Kaikoura Range and track north to Tapuae-O-Uenuku. And then back the same way basically. So, in essence, this proposal is for a GFA that covers this area is for flying in sailplane from Lake Station to Tapuae-O-Uenuku and back: One of the classic flights for us.*

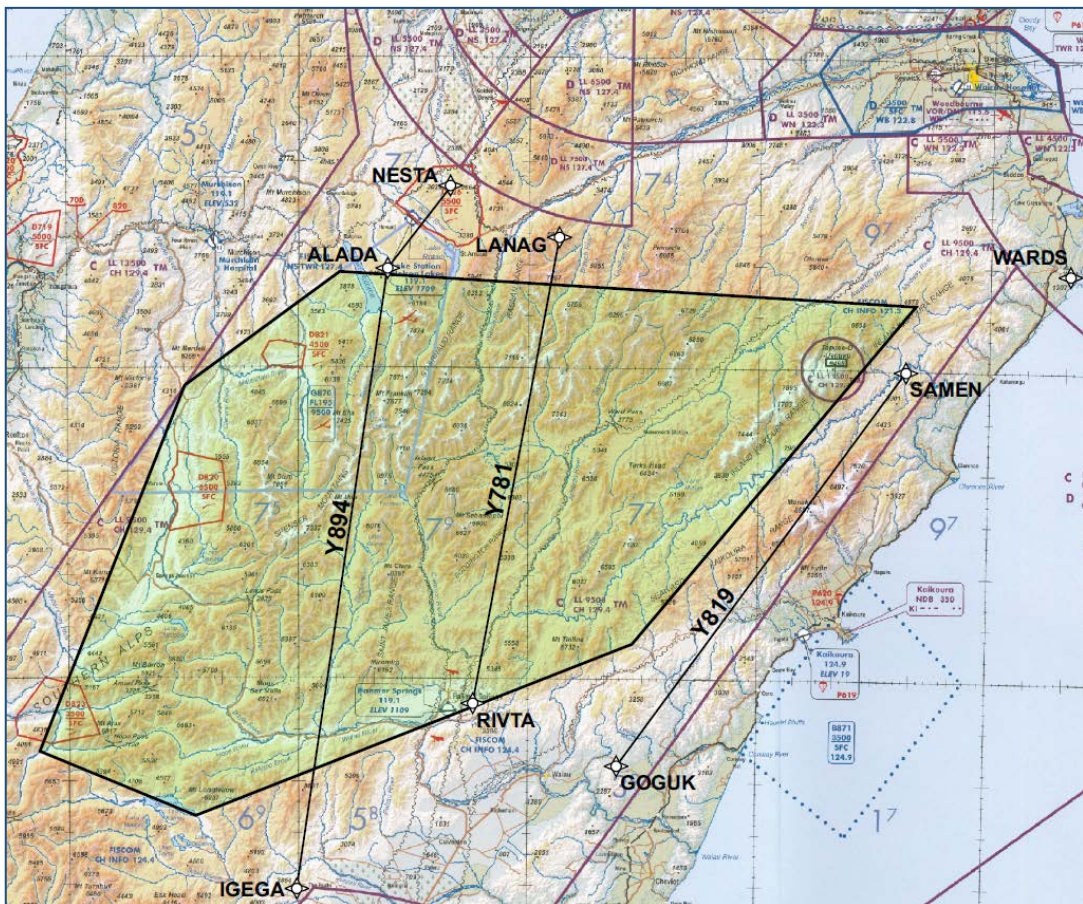
*Between the Lewis Pass and the Spencer Mountains, there is a particularly difficult area to operate in as there is no airstrip at the Ada Homestead. It would make it safer to cross this area if we can get higher than the 9500 as at present.*

**THGPC:**

*The proposed new GAA will better enable paraglider, hang glider and sailplane pilots to maximize their soaring climbs above the "thermal hotspot" ridges and peaks of the area, enabling safer altitudes to be achieved above the mountain tops, and giving soaring pilots the potential for longer glides, increased chances of finding the next thermal and overall longer, higher-achieving cross country flights.*

*Regarding specific safety benefits for paraglider and hang glider pilots, being able to gain an extra 3000 ft of altitude will make transitions across particular valleys into a light to medium head wind (relative to hang glider speed) safer, because the extra height will allow a glide to above the crest of the next ridge, rather than necessitate lee-side thermalling before the ridge (which tends to be more turbulent).*

*Compared to the existing GAA NZA870, the extended horizontal coverage of the proposed new GAA would have the benefit of taking in some significant "thermal hotspot" areas where strong thermals are typically encountered and clouds and climb rates commonly indicate a thermal ceiling well above 9500 ft: Spenser Mountains from Lewis Pass northwest to Waiau Pass; the Travis Pass - Mt Franklin - Waiau Pass area; the whole length of the St James Range; the Crimea Range; Turk Ridge from Mt Dora to Mt Weld; the southern Raglan Range; and the Rachel Range extending south from Wards Pass.*





**Figure 3 – proposed GAA south of Nelson**

2. New GAA north-west of Woodbourne:

A new GAA is requested north-west of Woodbourne aerodrome, over the Havelock/Richmond Range area, from the lower level of controlled airspace to 6500 ft AMSL. The requested GAA is depicted in red on Figure 4.

In support of the request, the Marlborough Hang Gliding and Paragliding Club stated:

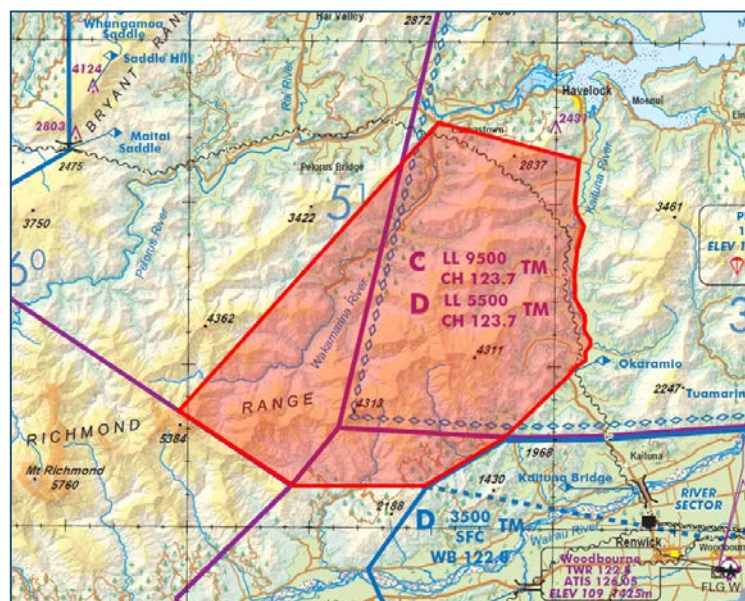
*Currently several times per year we hold both hang gliding and paragliding events from the nationally significant launch area Footes Hill... . These events have shown to be compromised by the lack of airspace elevation AMSL allowance for safe passage through this small northern end of the Richmond Ranges. The lack of elevation allowed to recreational pilots means a greater chance of land out in highly remote areas.*

The club went on to say:

*Hang-gliding NZ record distance flights also go through this area and this is still a well-used route towards the southern divide for pilots both competitively and recreationally.*

*Footes launch ..., has been used in many hang gliding leagues and national competitions over the years, and has more recently been used in the last two national competitions by paragliders. The hills smooth contour has also proven suitable for first high flights for students in the mornings. It is therefore an important site for hang gliding and paragliding cross country, competition and training flights.*

*In addition, paramotor pilots and motorised hang gliders use Kaituna valley just east of Footes launch area for flying throughout the year. The area is extremely important to advanced pilots flying cross country and many recent NZ records for both hang gliding and paragliding have been set in the area.*



**Figure 4 – requested GAA, Havelock/Richmond Range**

3. Two New GAA east of Nelson aerodrome

The hills east of Nelson have been used extensively by hang gliders and paragliders for many years. This site is within the Nelson CTR and in recent years Airways has required the use of radios and transponders in accordance with civil aviation rules.

It is not practicable for hang gliders or paragliders to carry transponders, and radios can be difficult to use in some circumstances.

Hang gliders use Saxton Field, less than 2 NM south-east of Nelson aerodrome for landings, while Ngawhatu landing area (similar distance from Nelson) is used by paragliders.

At present hang gliding and paragliding operations at Barnicoat are conducted in accordance with an memorandum of understanding (MoU) between Airways and THGPC.

The MoU was to be reviewed in August 2017, which had been delayed as at the beginning of September.

To ensure certainty of operations, and avoid possible detrimental changes to THGPC, supported by NZHGPA, has submitted a request for two new GAAs at Barnicoat.

The first GAA would be east of the powerlines, from surface to 3000 ft AMSL, while the second GAA would cover the Ngawhatu landing area west of the powerlines, surface to 1000 ft AMSL.

The Ngawhatu GAA would enable paragliders to land without need to carry a transponder or radio.

Hang gliders would continue to land at Saxton Field under the present conditions of the MoU, which includes carrying a radio and obtaining a specific clearance to cross the power lines.

Refer to Figure 5 for an approximation of the proposed Barnicoat GAA (red area) and Ngawhatu GAA (black area).

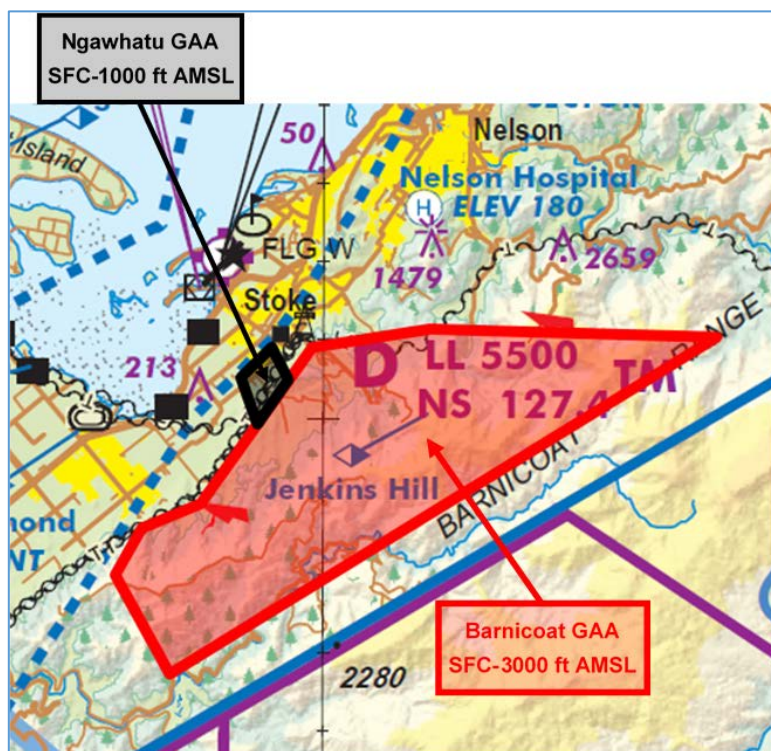


Figure 5 – proposed Barnicoat and Ngawhatu GAA

*CAA comment: In 2011, a GAA was requested for the Barnicoat area, which would include the landing sites at Saxton Field and Ngawhatu.*

*In 2014, after much consideration and assessment, including full evaluation of the impact on instrument procedures, the proposed GAAs were declined, primarily due to the proximity to Nelson aerodrome and the instrument flight procedures. The regulator's view was that there were other methods within the rules which would still permit operations at these locations without need for controlled airspace to be temporarily disestablished.*

*While amendments have been made to the boundaries of the proposed GAA from that submitted previously, the problem of vicinity to aerodrome operations remain. Also, the instrument sector is likely to change with new procedures being designed.*

### **Restricted areas**

There were no requests for new, or changes to existing, restricted areas within the review area.

### **Military operating areas**

There are no military operating areas (MOA) in the review area and no proposals were received for the establishment of new MOAs.

### **Mandatory broadcast zones**

There were no requests for new, or changes to existing, MBZs within the review area.

## **Danger areas**

There were no requests for new, or changes to existing, danger areas within the review area.

## **Low flying zones**

There were no requests for new, or changes to existing, LFZs within the review area.

## **Common frequency zones**

Any changes to the Nelson control zone boundary will also need to include consequential boundary changes to the Motueka CFZ.

One submissions also requested the following extension to the CFZ:

- Extend the north-west corner to Separation Point due to flight training extending northwards to this area
- A number of local aircraft operators, mainly helicopters, based at and operating within the south-west region of Nelson. Due to a number of aircraft using the unattended aerodrome frequency of 119.1 MHz, or other frequencies, instead of the FISCOM frequency 127.4 MHz, it is suggested that the CFZ is extended southwards to underneath the Nelson CTA to the power sub-station at Kikiwa and across to the existing boundary south-west of Mt Arthur.

Refer to diagram in Appendix A showing the proposed CFZ in red.

*CAA comment: The enlarged size of the CFZ (approximately 800 NM<sup>2</sup>) will potentially add significantly more radio transmissions not relevant to Motueka aerodrome operations on 127.3 MHz, which is also the Motueka MBZ frequency.*

*To assist situational awareness and differentiate between traffic not operating in the vicinity of Motueka aerodrome, it would be recommended to rename the CFZ. This arrangement is used at other locations in New Zealand where traffic within a CFZ are not necessarily operating at the primary or secondary aerodromes within.*

*Traffic operating within the vicinity of Motueka would address "Motueka traffic", while other aircraft not intending to operate at Motueka and remaining clear of the vicinity would use "XXX traffic".*

*One possibility could be "TASMAN"*

*If this is not considered suitable, CAA would welcome suggestions from users as to an appropriate alternative name.*

## **Chart symbols**

Hang gliding activity symbols have been requested to advise pilots of hang gliding and paragliding activity at the following launch sites:

Location	VNC
Footes Hill (south of Havelock)	C7
Blowhard (north-eastern end of Richmond Range)	C9

## Following actions

Once the final petitions are received from Airways for controlled airspace changes, expected late November, CAA will begin final consultation on all proposed changes with users.

It is hoped that submissions on the final airspace proposals will be invited from users in late December 2017. Consultation meetings will be held February 2018.

Once the airspace user consultation meetings have taken place, there will be an opportunity to make further submissions prior to the visual navigation chart update cut-off date on 19 April 2018.

## Further consultation

This document will be sent directly to the organisations listed below. It would be appreciated if you would kindly forward the document to your members for comment and consideration.

### Aerodrome operators (charted aerodromes only)

- Hanmer Springs aerodrome (Ben-Nevis Partnership)
- Kaikoura aerodrome (Kaikoura District Council)
- Karamea (Karamea Airport Inc)
- Lake Station/Nelson Lakes aerodrome (Nelson Gliding Club)
- Marlborough Sounds Water aerodrome (Marlborough District Council)
- Motueka aerodrome (Tasman District Council)
- Murchison aerodrome (E Bradley)
- Murchison Hospital heliport (Nelson-Marlborough District Health Board)
- Nelson aerodrome (Nelson Airport Limited)
- Nelson Hospital heliport (Nelson-Marlborough District Health Board)
- Omaka aerodrome (Marlborough Aero Club)
- Picton aerodrome (Sounds Air Travel and Tourism Ltd)

- Takaka aerodrome (Takaka Aerodrome Management Committee)
- Wairau Hospital heliport (Nelson-Marlborough District Health Board)
- Woodbourne (Marlborough Airport Ltd)

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

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

- Air 2 There
- Air New Zealand Group – includes Mount Cook and Air Nelson
- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand
- Balloon Association of New Zealand
- Canterbury Aero Club
- Flying NZ
- Garden City Helicopters
- Gliding New Zealand
- Golden Bay Air
- Helicopters New Zealand Ltd
- Kaikoura Aero Club
- Kaikoura Whale Watch
- Jetstar Regional
- Marlborough Aero Club
- Marlborough airspace user group
- Massey School of Aviation
- Model Flying New Zealand
- Motueka Aero Club
- Nelson Aero Club
- Nelson airspace user group
- Nelson Aviation College
- Nelson Lakes Gliding Club

- New Zealand Agricultural Aviation Association
- New Zealand Airline Pilots Association
- New Zealand Aviation Federation
- New Zealand Hang Gliding and Paragliding Association
- New Zealand Helicopter Association
- New Zealand Parachute Federation
- New Zealand Parachute Industry Association
- Pacific Flight Training
- Recreational Aircraft Association of New Zealand
- Royal New Zealand Air Force
- Skydive Able Tasman
- Soundsair
- Sport Aircraft Association New Zealand
- Sport Aviation Corp
- Tasman Aviation

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

<http://www.caa.govt.nz/airspace/airspace-review/>

Notifications will be sent to CAA email notification subscribers to Airspace Notifications – Briefing Areas 3, 6, 7 and 8.

If there are any further questions regarding the review process, please contact Paula Moore – contact details below.

### **Further information**

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## Appendix A – proposed extension to Motueka CFZ





