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# **2017 Taranaki Airspace Review**

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## 1. 2017 Taranaki airspace review

As outlined in the CAA 2015-2018 Airspace Review Plan document, airspace over the Taranaki region is under review with changes to be effective 9 November 2017.

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

The CAA objectives in this airspace review are to:

- de-clutter, simplify and clarify Gisborne and Hawke's Bay airspace
- take a regional approach to airspace review and change
- reduce confusion in some airspace areas to improve safety
- address identified "hotspots" of airspace incidents or occurrences
- involve stakeholders to ensure all issues are assessed
- take a long term strategic approach to airspace so changes are less frequent.

## 2. Review process

Civil aviation rule 71.11 requires the Director to review each current airspace designation and classification every five years to verify the continuing need for the airspace.

For the 2015-2018 airspace review period it is intended to take a regional approach to the review process which will allow more focussed consultation and a strategic overview of all airspace in each region. This will allow current and known future issues to be addressed and at the same time to reduce the number of annual airspace changes.

This review is intended to provide an assessment of airspace needs for the full five year period to ensure the stability of airspace design and associated aeronautical charting and to reduce the need for amendments in the intervening five years.

The full list and current timetable for airspace changes are in the CAA 2015-2018 Airspace Review Plan document.

### Scope of review

This review will comprise all the airspace detailed on the C6 visual navigation charts covering the area westward of a line from Tirua Point to Waiinu Beach.

Airspace includes:

- controlled airspace
- VFR transit lanes

- general aviation areas
- restricted areas
- military operating areas
- danger areas
- low flying zones
- mandatory broadcast zones
- VFR reporting points
- common frequency zones

**a) Airways Corporation of New Zealand**

Airways will focus on what current issues there are affecting air traffic management. As well, Airways is investigating what, if any, changes might be considered to current controlled airspace boundaries while still protecting the instrument flight paths and procedures.

This assessment covers the following:

- Review and establish which instrument flight procedures will be retained at each controlled aerodrome.
- Consider what airspace will be needed for PBN procedures.
- Consider what airspace is necessary for air traffic management requirements.
- Review control zone boundaries to ensure that they are as small as practical to contain the retained and planned instrument flight procedures.
- Assess any changes which may be necessary to lower level control areas.

**b) Aerodrome operators**

Aerodrome operators are requested to consider any proposed changes to aerodrome operations that may affect airspace use i.e. expansion to include new activities, air transport operations, addition/removal of runways.

**c) Airline operators**

While the impact of this review should have minimal impact on existing airline operations, feedback is sought from airline operators as to how the current airspace is meeting needs, changes airline operators would like to be made and information on proposed changes to operations at aerodromes that may impact on airspace design.

**d) Military users**

Feedback is sought from the New Zealand Defence Force regarding their current and future airspace needs in this region.

**e) User groups**

Airspace user groups are requested to consider how the current airspace is working, where any issues are and if it still meets the needs of users.

**f) All airspace users**

Comments, suggestions and any proposals are sought for airspace changes.

For those named as the using agency of a low flying zone, this is the time to confirm that you continue to have land/water owner consent to operate over their property (71.163(f)).

After the submission period is complete, further consultation will take place with all users on any proposed changes.

While this review is being undertaken in alignment with PBN implementation for New Plymouth aerodrome, Airways may also be separately consulting with users in regard to potential controlled airspace changes as a result of PBN procedures. Airways is planning to have any petitions for airspace change to the CAA by early December 2015.

Final consultation will take place in January 2017 to ensure adequate time before the April 2017 cut-off date for the visual navigation chart update effective 9 November 2017.

### **3. 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)**

- Hawera aerodrome (Hawera Aero Club)
- Maui A and B heliports (Helicopters New Zealand Ltd)
- New Plymouth aerodrome (New Plymouth District Council)
- Norfolk aerodrome
- Stratford aerodrome (Stratford District Council)
- Taranaki Base Hospital heliport (Taranaki Health)

**Operators, Organisations and User Groups**

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

- 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
- CTC Aviation
- Gliding New Zealand
- Hawera Aero Club
- Helicopters New Zealand Ltd
- Massey School of Aviation
- Model Flying New Zealand
- 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
- Recreational Aircraft Association of New Zealand
- Royal New Zealand Air Force
- Sport Aircraft Association New Zealand
- Sport Aviation Corp
- Stratford Sports Flyers

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

[http://www.caa.govt.nz/airspace/airspace\\_review.htm](http://www.caa.govt.nz/airspace/airspace_review.htm)

Notifications will be sent to CAA email notification subscribers to Airspace Notifications – Briefing Area 3.

If the request involves a specific airspace change please provide this on CAA Form 24071/01 available on the CAA website. <http://www.caa.govt.nz/Forms/24071-01.doc>

The CAA will conduct a meeting in each region following the initial consultation to review proposals and discuss final amendments.

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

#### **4. Submissions**

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

This document forms part of the consultation process. Submissions are sought from any interested person, organisation or representative group.

Submissions are accepted either electronically or via mail.

Please address submissions to:

Group Executive Officer  
Aviation Infrastructure and Personnel  
Civil Aviation Authority of New Zealand  
PO Box 3555  
Wellington 6140

Fax: 04-569-2024

Email: [dianne.parker@caa.govt.nz](mailto:dianne.parker@caa.govt.nz)

Reference – 2017 Taranaki Airspace Review

Closing date for submissions is **Friday 5 September 2016**.

#### **5. Further information**

For further information contact:

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# Appendix A – 2017 Taranaki airspace review area

