
2013 Airspace Proposals

Final decisions

S-D180-18 (DW1273468-1)

This document provides a summary of major airspace proposals where consultation took place in 2013.

The values in the table following each proposal indicate the CAA assessed effect for IFR and VFR aircraft operations – positive (+), negative (-). This is a general assessment of effect as the actual effect will vary considerably; dependent on the aircraft type and operation.

All altitudes in this document are expressed in terms of above mean sea level (AMSL), unless stated.

Consultation was completed at the end of April 2013.

| Title | Proposal | Feedback | Result | Operational effect | |
|--|---|----------|---|--------------------|-----|
| | | | | IFR | VFR |
| 1. Whenuapai military operating area NZM107 | Application from the Royal New Zealand Air Force to extend the boundaries of NZM107 and establish new military operating areas to protect the final approach paths of the runway 03/21 ILS procedures below controlled airspace and outside ATC hours of watch. | N/A | The application was withdrawn because ATC service will now be provided when required on weekends for RNZAF movements. | N/A | N/A |

| Title | Proposal | Feedback | Result | Operational effect | |
|--|--|--|--|--------------------|---------|
| | | | | IFR | VFR |
| 2. Amendment to lower the level of controlled airspace above NZB272 Ardmore | <p>Application from Airways Corporation of New Zealand on behalf of Airways, Auckland International Airport Ltd and Air New Zealand to lower the level of controlled airspace over NZB272 at Ardmore aerodrome to 2000 ft.</p> <p>The request for the amendment was to optimise use of the Auckland runway with new PBN procedures by using:</p> <ul style="list-style-type: none"> • approaches from the south and south-east to turn onto final for runway 23 within 7 NM of the threshold • departures off runway 05 to turn south or south-east at 500 ft. | <p>Initial consultation was undertaken with the applicants and the most affected user – the Ardmore Flight Operations Group.</p> <p>An internal CAA safety assessment was also completed based the information received from the consultation.</p> | <p>The risk mitigations for lowering the airspace did not equal or improve the current level of safety at Ardmore aerodrome and the surrounding airspace. On this basis the application was not approved.</p> <p>Due to cut VNC publication off dates, there was insufficient time for the applicants to develop acceptable mitigations.</p> <p>The applicants will continue to work with affected users to reach a solution which will not have a negative effect on the current level of safety.</p> | Major + | Major - |
| 3. Wellington control areas | <p>Application from the Airways Corporation of New Zealand to amend controlled airspace around the outer boundaries of the Wellington terminal control area approximately 25-35 NM from Wellington Airport from 5500 ft to 4500 ft.</p> | <p>Most respondents supported the proposal.</p> | <p>Amendments made to controlled airspace as per the application effective from 14 November 2013.</p> | Minor + | Minor - |

| Title | Proposal | Feedback | Result | Operational effect | |
|--|---|---|---|--------------------|---------|
| | | | | IFR | VFR |
| 4. Danger area at Totara Flat, West Coast | Application from the NZ Army for the designation of a danger area activated by NOTAM for weapons training involving live firing and high explosives. | There were no responses received. | NZD718 Totara Flat designated effective from 25 July 2013 | Minor - | Minor - |
| 5. Danger area at Strongman Mine, West Coast | Application from Solid Energy to extend the boundaries of NZD 728 Bishop Creek for civil blasting. | There were no responses received. | NZD728 disestablished and NZD715 Strongman designated effective from 25 July 2013 | Minor - | Minor - |
| 6. Designation of Class C controlled airspace in the Mt Cook area | <p>Application from Qantas Airways for the reclassification of the upper level control area over the Mount Cook area from Class G airspace to be controlled airspace. This was to enable access to this airspace by air transport jet aircraft overflying New Zealand between Australia and South America.</p> <p>Initial consultation with the Airways Corporation of New Zealand confirmed that there would be adequate radio frequency and surveillance cover in the area and that air traffic control would be able to manage the airspace.</p> <p>Airways supported the proposal due to increased international and domestic jet aircraft operating in the vicinity and the flexibility it would provide for air traffic management. The Enroute Sector also</p> | There were 72 responses received, 2 were in favour and the rest opposed. All opposing submissions were from the gliding sector. | <p>Based on information received from the user group most affected (gliding), a final decision was made to designate a control area, Class C, but with a lower level of FL245 as this would have little effect on the majority of users affected by this change.</p> <p>New control area NZA949 designated with effect from 14 November 2013.</p> | Minor + | Minor - |

| Title | Proposal | Feedback | Result | Operational effect | |
|-------|---|----------|--------|--------------------|-----|
| | | | | IFR | VFR |
| | <p>requested a lower level of FL175 to enable the use of this area by non-jet domestic air transport aircraft operations.</p> <p>The final proposal promulgated for consultation consisted of the designation of a control area with a lower limit of FL175 and a general aviation area from FL175 to FL245 to enable gliding operations to take place without the requirement for a clearance or to operate a transponder.</p> <p>Consultation commenced at the end of November 2012 and was completed on 31 January 2013.</p> | | | | |

Paula Moore

Aeronautical Services Officer – Air Traffic Services (Airspace)