
2014 - 2016 Airspace Review Plan

20 September 2013

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1. Airspace review requirement and objective

Civil aviation rule 71.11 requires the Director to review each current airspace designation and classification every 5 years to verify the continuing need for the airspace.

New Zealand has a diverse aviation system which covers all types of aircraft operations from para-gliding to international jet operations. The north-south aspect of the country coupled with a narrow land mass means that airspace use is varied and in some places very busy. The continuous change in New Zealand's aviation activities has placed more pressure on the limited domestic airspace and changes have been made to meet user needs which has resulted in areas of complexity e.g. Manawatu area.

The 2014-2016 airspace review seeks to address the complexity of designated New Zealand airspace to ensure pilots have charts and airspace information which is clear and unambiguous.

For the 2014-2016 Airspace review the CAA objectives are to:

- De-clutter, simplify and clarify
- 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. Airspace review process

Previous airspace reviews have concentrated on particular types of airspace across the whole country e.g. low flying zones, danger areas. This approach has meant changes of types of airspace designation were done in isolation to each other and every year airspace may change in a particular region. This approach did lead to continuous change and had the potential to introduce confusion.

For the 2014-2016 airspace review period it is intended to take a regional approach to the review process which will allow more focussed consultation and a holistic overview of all airspace in that region.

Implementation of performance based navigation (PBN) procedures across the country over the next few years will require some amendment to control zones and control areas. For example the southern PBN implementation (south of Christchurch) completed in 2012 necessitated a redesign of the controlled airspace to contain the new instrument flight paths. New PBN procedures are being progressively introduced at controlled aerodromes and this will have an effect at controlled aerodromes.

Additional special use airspace requests outside the review process have also led to a "bolt-on" solution that over time has resulted in complex and cluttered areas of airspace.

This review will evaluate regions on a holistic basis to align any changes with actual and projected use.

3. 2014-2016 Airspace review plan overview

The CAA undertook an assessment of current airspace as part of planning for the airspace review to identify the areas of concern and prioritise the review process. This process included assessment of airspace based on:

- airspace related incidents
- volume of aircraft
- complexity of airspace
- type of air traffic mix

Airspace type	Status	Review type	Stakeholders
Control areas (CTA)	Appropriate	Minimal – mainly for any changes associated with PBN	CAA/Airways/airlines/military/all users
Control zones (CTR)	Out of date need amending	Full – particularly VFR transit lanes and GAA	CAA/Airways/airlines/aerodrome operators/military/all users
Uncontrolled and special use airspace (SUA)	Problematic – complex and cluttered	Full	CAA/Airways/aerodrome operators/military/all users

Based on this assessment the geographical areas of priority and focus were established.

Geographical areas

North Island	Visual Navigation Chart	Priority†	Focus
Northland	C1	2	Uncontrolled, SUA
Auckland	C3	1	CTR
Waikato/BOP	C5	1	CTR
East Coast*	C5	3	General review
Hawkes Bay	C4	3	General review
Taranaki*	C6	3	General review
Manawatu	C2	1	Uncontrolled, SUA and CTR
Wairarapa*	C2	3	General review
Wellington	C2	3	CTR

*PBN rollout

† 1 to 3 – 1 being the highest

South Island	Visual Navigation Chart	Priority†	Focus
Nelson	C9	1	CTR/SUA
Marlborough	C7	1	CTR
West Coast	C9	3	General review
Canterbury	C12/C13	2	Uncontrolled, SUA
Otago	C8	3	General review
Southland and Queenstown	C10/C11/C14	3	General review

*PBN rollout † 1 to 3 – 1 being the highest

Proposed effective dates

Preliminary discussions have been held with Airways to coordinate the review as much as possible with the Airways' PBN implementation plan and available resources.

To align with the implementation of new PBN procedures planned for the controlled aerodromes, the following timetable has been produced.

The regional reviews will be undertaken at the same time as the control zone locations.

Controlled airspace changes

Location	CAA Priority	Start <i>Draft airspace Consultation commences</i>	Finish <i>Consultation complete Chart cut-off</i>	Effective Date <i>VNC publication</i>	New PBN procedures planned to be implemented
Whenuapai	1	September 2013	April 2014	November 2014	
Auckland	1	September 2013	April 2014	November 2014	
Hamilton	1	September 2013	April 2014	November 2014	November 2016
Palmerston North	1	May 2014	April 2015	November 2015	November 2015
Ohakea	1	May 2014	April 2015	November 2015	November 2015

Location	CAA Priority	Start <i>Draft airspace</i> <i>Consultation commences</i>	Finish <i>Consultation complete</i> <i>Chart cut-off</i>	Effective Date <i>VNC publication</i>	New PBN procedures planned to be implemented
Woodbourne	1	May 2014	April 2015	November 2015	November 2015
Nelson	1	May 2014	April 2015	November 2015	November 2015
Christchurch	2	May 2014	April 2015	November 2015	
Gisborne	3	May 2014	April 2015	November 2015	November 2015
Napier	3	May 2014	April 2015	November 2015	November 2015
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Tauranga	1	May 2015	April 2016	November 2016	November 2016
Rotorua	1	May 2015	April 2016	November 2016	November 2016
New Plymouth	3	May 2015	April 2016	November 2016	November 2016
Wellington	3	May 2015	April 2016	November 2016	
Queenstown	3	May 2015	April 2016	November 2016	
Dunedin	3	May 2015	April 2016	November 2016	
Invercargill	3	May 2015	April 2016	November 2016	

4. Consultation process

When each region is reviewed, a review document will be sent directly to all identified stakeholder organisations in that region for feedback including aerodrome operators and aerodrome/airspace user groups. The document will be published on the CAA website and notifications will be sent to CAA email notification subscribers to Civil Aviation Rule Parts 61, 71 and 91.

Comments/suggestions from interested parties are requested. When 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 at each region following consultation to review proposals discuss and agree on finalised amendments.

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

5. Contact details

Paula Moore
Aeronautical Services Officer – Air Traffic Services (Airspace)
Civil Aviation Authority of New Zealand
P O Box 3555
Wellington 6140

Phone: (DDI) 04 560 9525

Email: paula.moore@caa.govt.nz

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