
Auckland Airspace Review 2014 proposed changes

Table of Contents

| | |
|---|-----------|
| Overview | 1 |
| Proposed airspace changes | 1 |
| Mandatory broadcast zones | 1 |
| 1. New MBZ – Parakai..... | 1 |
| 2. Great Barrier MBZ (B174) and Peninsula CFZ (C280) boundary change | 3 |
| 3. NZB272 Ardmore..... | 4 |
| 4. NZB269 Mercer | 4 |
| Danger areas..... | 4 |
| 1. NZD222 Mercer | 4 |
| 2. NZD233 Waitawa Bay | 4 |
| Low flying zones..... | 5 |
| 1. NZL168 Riverhead Forest | 5 |
| 2. NZL266 Wairoa River | 5 |
| Military operating areas | 5 |
| 1. New MOA at Papakura army base | 5 |
| General aviation areas | 6 |
| 1. New GAA – Moir Hill | 6 |
| 2. New GAA – north of Whenuapai..... | 7 |
| 3. G275 Ardmore | 7 |
| VFR Transit Lanes..... | 7 |
| 1. NZT156 Te Henga and NZT157 Whangaparoa..... | 7 |
| 2. New VFR transit lanes in AA CTR | 8 |
| National common frequency zones plan..... | 8 |
| Airways | 8 |
| Control zones | 8 |
| 1. AA CTR | 8 |
| 2. WP CTR | 8 |
| Other airspace..... | 8 |
| 3. NZG276 Hunua..... | 8 |
| Additional requests from NZDF..... | 9 |
| 1. NZD125 Whangaparoa..... | 9 |
| 2. NZM203 Bay of Plenty..... | 10 |
| Final submissions..... | 10 |
| Further information..... | 11 |

Overview

The Auckland airspace review comprised all the airspace detailed on the C3 visual navigation chart covering the area south of Wellsford, including the Coromandel peninsula but not including Bay of Plenty or Tauranga, Matamata or Hamilton aerodromes.

Submissions from users were received in November and the Auckland airspace user review meetings were held in December 2013.

This document details the proposed amendments to the Auckland airspace.

Unfortunately not all information was available prior to publishing this paper. Consultation is still on-going with the air traffic service provider – Airways Corporation of New Zealand (Airways) about the design of the controlled airspace.

This information should be available at the airspace user consultation meetings to be held next week.

The meetings will be on Wednesday 19 and Thursday 20 March 2014 at the following locations:

- Wednesday 19 March at 7 pm, Ardmore Airport Limited Meeting Room, Ardmore Conference Facility, 312 Corsair Lane, Ardmore Airport; and
- Thursday 20 March at 7 pm, North Shore Aero Club rooms.

Proposed airspace changes

Mandatory broadcast zones

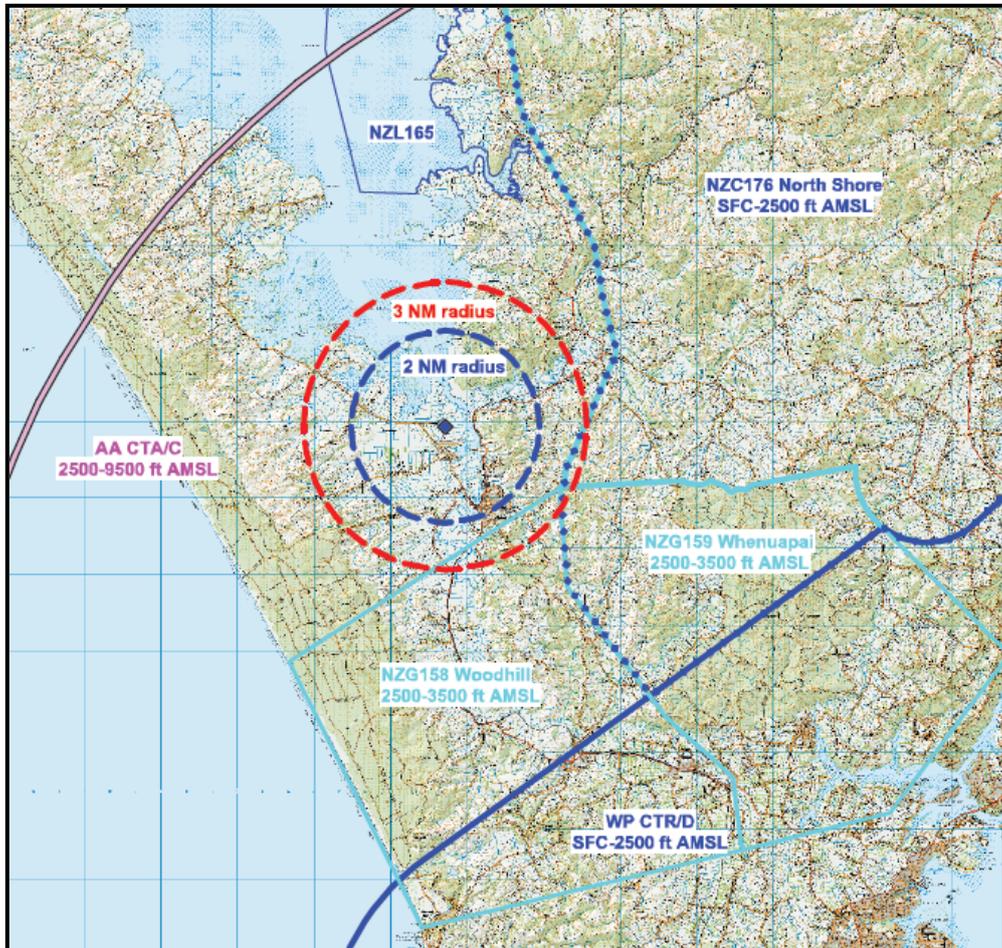
1. New MBZ – Parakai

To protect intensive parachute operations, the Parakai aerodrome operator requested that a MBZ be designated from the WP CTR boundary to the south, north to the 20 NM WP control area boundary, the eastern boundary co-incident with NZC 176 North Shore and 1 to 2 NM inland of the coast to the west.

At the user meeting held at North Shore Aero Club in December, the general consensus was that the area requested is too large.

The CAA has discussed this with the aerodrome operator and the proposed MBZ has been reduced in size.

- 2 or 3 NM radius centred on Parakai aerodrome, south-eastern boundary coincident with NZC 176 North Shore.
- Surface to 2500 ft AMSL (lower limit of controlled airspace).



Since the December meeting, the CAA has received three written objections to the original request.

- RNZAF Auckland Aviation Sports Club Gliding objected to the size of the proposed size on the grounds of safety to the southern boundary being underneath NZG 158 to the WP CTR boundary.

“Gliders that enter the proposed MBZ will, at the boundary of the WP CTR, be relatively low and far from home plate. Safe flying dictates they should be concentrating on either finding a thermal to climb or finding a good paddock to outland. The distraction of changing frequencies and making a call is not conducive to safety and makes a landout into an unsuitable area more likely.”

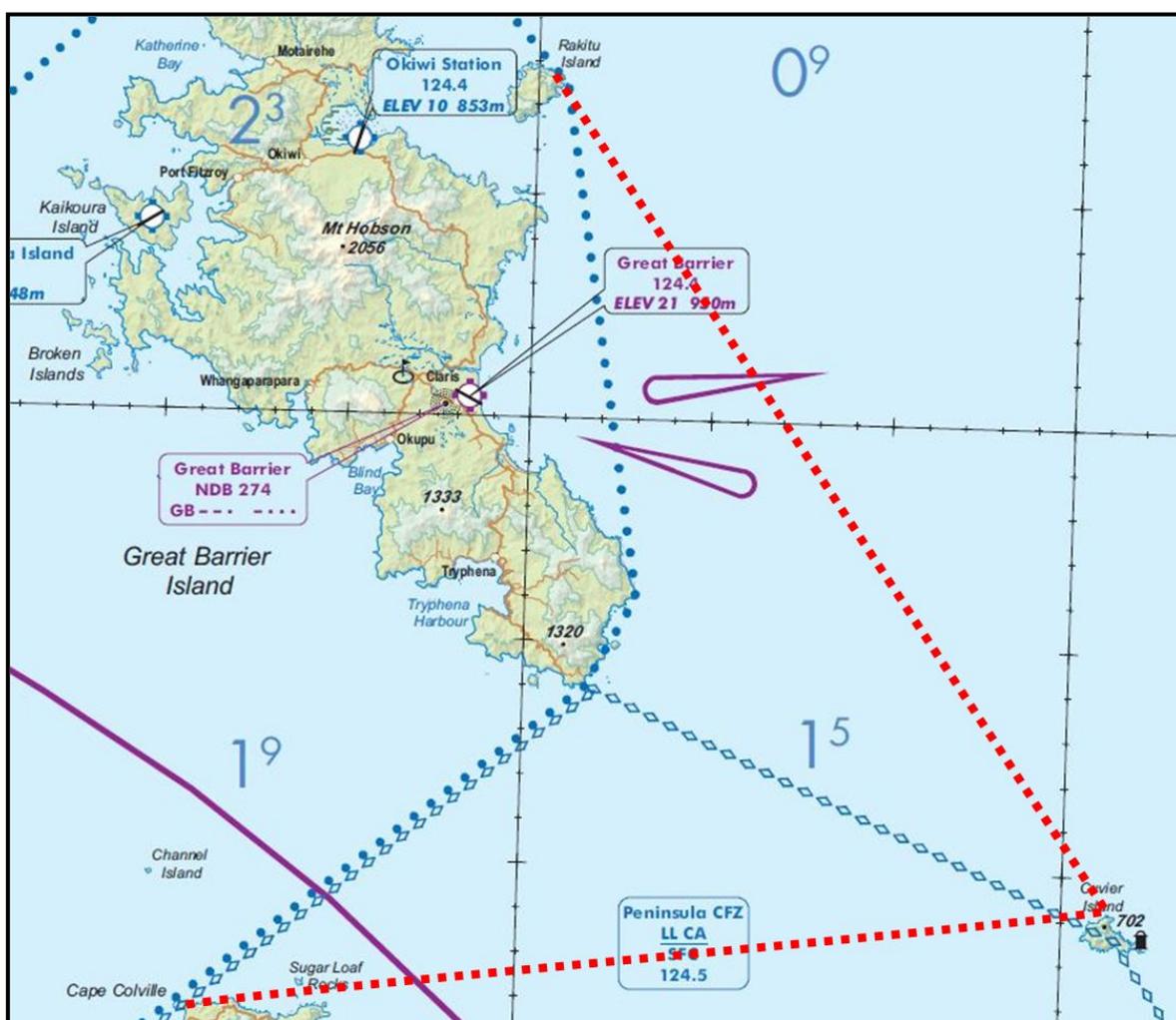
They do not object to a smaller MBZ surrounding Parakai aerodrome.

- New Zealand Hang Gliding and Paragliding Association (NZHGPA) objected to the proposed size of the MBZ as it would have a major effect on cross-country hang glider flights from Dills Hill to Murawai.
- Mr Des Barry also objected to the size of the proposed MBZ. His concern was that NORDO aircraft would have a large amount of track miles to travel while transiting the area.

2. Great Barrier MBZ (B174) and Peninsula CFZ (C280) boundary change

To improve situational awareness for pilots transiting between Great Barrier and the Coromandel amend the boundary between B174 and C280 southwards.

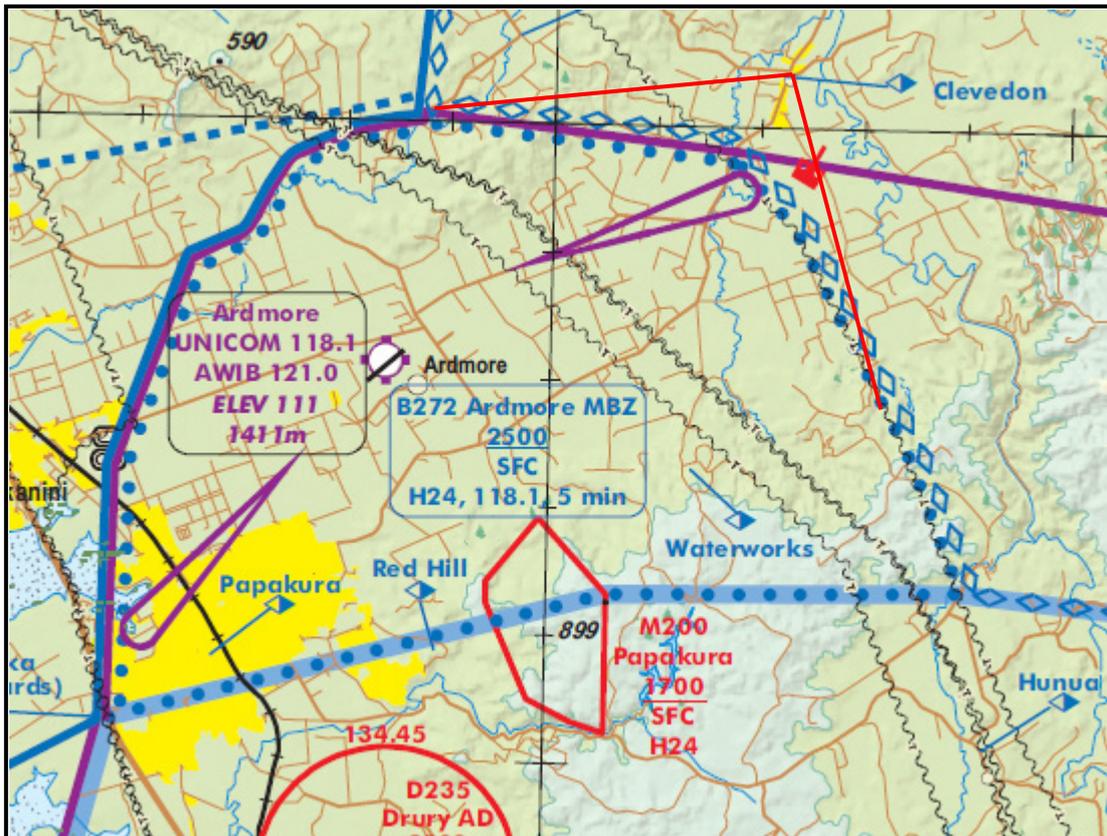
- B174 southern boundary is amended to Rakitu Island, Cuvier Island, Cape Colville.
- C280 northern boundary is amended to Cuvier Island, Cape Colville.



3. NZB272 Ardmore

Move north-eastern boundary to Clevedon VRP to better contain the Ardmore RWY 21 circuit within NZB272.

- Extend north-eastern boundary to Clevedon VRP
- Amend upper limit of NZB272 to lower level of controlled airspace



4. NZB269 Mercer

Retain due to mix of traffic.

Danger areas

1. NZD222 Mercer

Under review.

2. NZD233 Waitawa Bay

The using agency has sold the land to Auckland Council who is establishing a public reserve.

NZD233 Waitawa Bay is disestablished.

Low flying zones

1. NZL168 Riverhead Forest

To be halved along the WP CTR boundary so that traffic is operating solely within or outside controlled airspace.

This change will be made once the northern boundary of the WP CTR is determined.

2. NZL266 Wairoa River

Extend boundary to eastern side of Pakihi Island for mountain awareness and orographic turbulence training.



This will be done subject to the using agency obtaining permission from landowner(s).

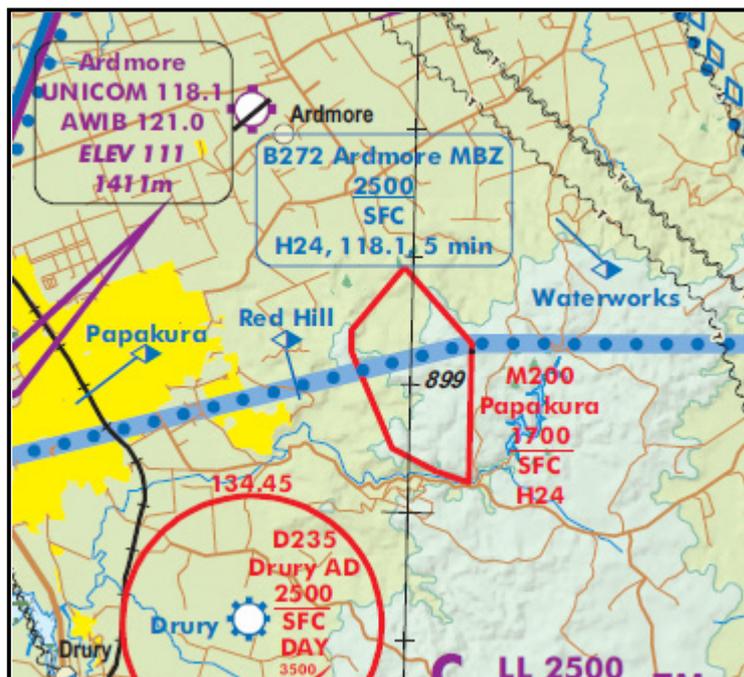
Military operating areas

1. New MOA at Papakura army base

Application from the NZ Army for a second MOA, directly above NZM200 Papakura.

The Army have recently refurbished the Ardmore military training area and require the extra airspace for training in demolition charges which have a higher danger height than 1700 ft AMSL.

- Vertical dimensions from 1700 ft to 2300 ft AMSL.
- Activated by NOTAM.



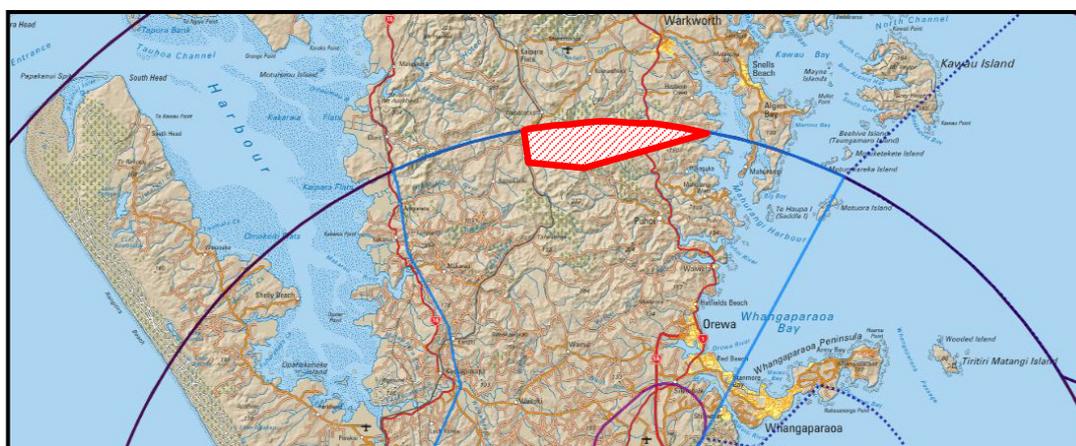
General aviation areas

1. New GAA – Moir Hill

NZHGPA have requested that a new GAA is designated for hang gliding operations to the north.

- Vertical dimensions from 2500 ft to 4500 ft AMSL.
- Active by ATC approval.

This is currently with Airways awaiting their feedback as to the likely effect on air traffic management.



2. New GAA – north of Whenuapai

RNZAF Auckland Aviation Sports Club Gliding has requested a new GAA above the existing NZG151 North Shore, NZG158 Woodhill and NZG158 Whenuapai.

- Vertical dimension from 3500 ft to 4500 ft AMSL.
- Active by ATC approval.

CAA is still awaiting Airways' response as to the possible effect this area would have for air traffic management.

3. G275 Ardmore

No changes proposed.

VFR Transit Lanes

1. NZT156 Te Henga and NZT157 Whangaparoa

No changes are planned for the WP CTR VFR transit lanes. Depending on WP CTR redesign, may not be needed anymore.

Mr Trevor Dance suggested 2 VFR transit lanes be established in the NZT157 Whangaparoa area – one for northbound and one for southbound traffic – to provide a better buffer. There is some difficulty with this as there are no distinctive ground features to clearly delineate the areas.

If there are no changes to the WP CTR and NZT157 remains with an upper limit of 1000 ft AMSL, then the blue direction arrows on the visual charts will be split further apart to emphasise that northbound traffic should be further out to sea, while southbound traffic are close to the coastline.



2. New VFR transit lanes in AA CTR

Yet to be considered as awaiting final CTR design proposals from Airways.

National common frequency zones plan

The Ardmore Flight Operations Group have liaised with operators from the Far North to Taupo and submitted a proposed chart.

The CAA is still creating a process whereby these areas can be implemented. This also includes finalising an appropriate code and name for this type of airspace that is different from CFZ.

Work to be completed:

- Users – advise final boundary lines.
- Allocation of appropriate frequencies.
- CAA to complete implementation process.

There may not be time to implement this change for the 2014 chart update, but it will be completed for the 2015 update.

Airways

As previously stated, the CAA is waiting for the response from Airways on a number of proposed changes.

Control zones

1. AA CTR

The aerodrome operator at Pikes Point aerodrome has requested an adjustment be made to the northern boundary of the AA CTR to provide more manoeuvring room outside controlled airspace.

The current size of the AA CTR is being reviewed to determine if some amendments are possible to reduce the size.

2. WP CTR

The protection areas to be determined for the IFR procedures at Whenuapai aerodrome and if a reduction in size of the CTR is possible. This may mean that the two transit lanes are no longer required and would be below controlled airspace.

Other airspace

3. NZG276 Hunua

Feedback on request for NZG276 to return to being permanently active by day.

Additional requests from NZDF

The NZDF have made the following requests since January for minor changes within the Auckland airspace.

1. NZD125 Whangaparaoa

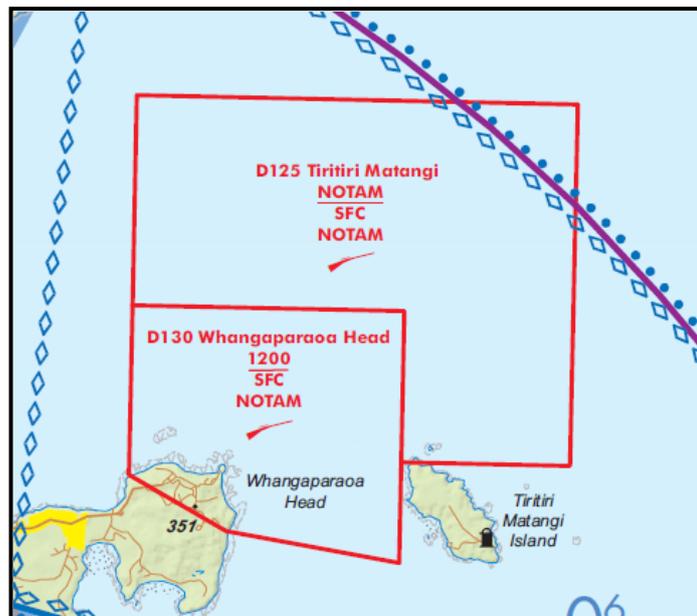
Extend the existing south-western boundaries to also include the airspace over NZD130 Whangaparaoa Head.

NZD125 is only activated 3-4 times per year by NOTAM.

- Purpose - for 50 calibre gun firing.
- Vertical dimensions – surface to NOTAM

This would rectify a misunderstanding from when the danger areas were amended in 2012.

NZD130 would still remain permanently active.



2. NZM203 Bay of Plenty

Bay of Plenty – split into 4 separate MOA as the whole area not always required.



Final submissions

Once the airspace user consultation meetings have taken place, there will be an opportunity for users to make further submissions prior to the visual navigation chart update cut-off date on 24 April 2014.

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
Reference – 2014 Auckland Airspace Review – Final Submissions

Closing date for submissions is **Thursday 10 April 2014**.

Further information

For further information contact:

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

S-D180-20-03 (DW1284801-0)