
2016 Manawatu Airspace Review

Summary of Submissions

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Background

As indicated in the CAA 2015-2018 Airspace Review Plan document, the airspace in the Manawatu region is under review with changes to be planned implemented in November 2016.

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

The review comprises all the airspace detailed on the C2 visual navigation chart covering the area south of Taihape, westwards to Waverly, eastwards to Dannevirke and as far south as Paraparaumu.

Airspace reviewed includes:

- Controlled airspace
- VFR transit lanes
- General aviation areas
- Restricted areas
- Military operating areas
- Danger areas
- Mandatory broadcast zones
- Low flying zones
- VFR reporting points
- Common frequency zones

Initial consultation commenced with airspace users at the end of May 2015. Cut-off for submissions was 7 August 2015.

Submissions received

A total of 12 submissions were received from the following airspace users:

- Air Nelson
- Griffin Air
- Kapiti Coast Airport
- Kapiti Districts Aero Club
- Manawatu users group
- Massey School of Aviation

- Otaki Airstrip Ltd
- Recreational Aircraft Association of New Zealand
- Royal New Zealand Air Force
- Sport Aircraft Association of New Zealand
- Sport Aircraft Association – Wellington
- Wanganui Airport Ltd

The submissions received are available on the CAA Airspace Review page and should be referred to for full details of the proposed and requested airspace amendments.

(http://www.caa.govt.nz/airspace/airspace_review.htm)

Requested airspace changes

Controlled airspace

Airways are still designing the PBN procedures for the Manawatu region and reviewing controlled airspace requirements. The final designs are yet to be confirmed and further consultation with users is yet to be advised.

The majority of the submissions requested the lower level of some control areas, particularly those over the Palmerston North and Fielding areas, be raised.

NZA335

Raise lower limit from 1500 ft to 1600 ft to allow a 500 ft buffer between the circuit height and standard overhead join height at Palmerston North and Feilding aerodromes.

NZA339

The area east of Palmerston North and above the Tararua wind farm is a common transit area between the Manawatu and Hawkes Bay/Wairarapa for VFR aircraft. Particular issues for VFR aircraft tracking to avoid controlled airspace (and possible Airways transit fees) are identified as:

- turbulence
- terrain/obstacles/structures
- opposite direction traffic in narrow corridor

The proposal is to either move the southern boundary or raise the 2500 ft lower level. This is to allow for an improved vertical displacement between the tops of the turbine blades, minimum VFR height above obstacles/structures (500 ft), and the lower level of controlled airspace.

Palmerston North CTR

To reduce confusion on charts, and to allow more airspace in a busy transit area, it is suggested that the eastern boundary is realigned so that Ashhurst township is wholly outside the CTR.

Ohakea CTR and CTA

The RNZAF are currently working on the operational needs for the Texan trainers. It may be possible that some controlled airspace may be able to be changed to uncontrolled. However, depending on the purpose the airspace is used for (such as low flying), it may be necessary to designate military operating areas in some of these locations to facilitate military training.

VFR transit lanes

NZT354 Oroua

Western edge of the existing T354 Oroua Transit Lane be moved westward so that it runs from the existing NW corner of T354 (SW of Awahuri) to the intersection of State Highway 1 and Ohakea M311 and south along the State Highway 1 to Himatangi.

General aviation areas

NZG673 Kapiti Coast

The Wellington Gliding club is leaving Paraparaumu by mid-2016. Air Nelson have asked if G673 will still be required after this date.

Restricted areas

There are no restricted areas designated within the review area, and no requests were received for the designation of new areas.

Military operating areas

The RNZAF are currently reviewing airspace requirements in conjunction with the introduction of the Texan aircraft. There may need to be amendments to the MOA for operational needs.

Non-military users of the Manawatu airspace have made several proposals as follows.

NZM310 Ohakea

Refer Appendix A – Figure 2.

The following requests were made:

- reduction in size to allow for a safer transiting area for VFR traffic to or from Wanganui.
- review the north-western boundary to move it east of Turakina river valley. This would reduce current restrictions on WU RWY 29 approach as currently IFR aircraft tend to make a circling approach. An expected increase in VFR flights may also make circuit integration at WU from the circling approach difficult.
- reduction of the eastern boundary north of Marton by 1 NM to allow VFR traffic to follow high tension power lines outside military airspace. The current advisory for southbound traffic to be 1000 ft AMSL is actually below the 500 ft AGL.

NZM312 Manawatu Coast

Refer Appendix A – Figure 2.

The requests made for M310 also apply to M312. A reduction would allow Wanganui RWY 29 IFR operations to be conducted outside military airspace.

NZM306 Raumai

A reduction in size would allow for safer options when transiting seaward of the coast.

Danger areas

There were no requests for changes to existing danger areas or for the establishment of new ones.

Mandatory broadcast zones

To assist with situational awareness, Air Nelson have also requested that the lower limit of transponder mandatory airspace in the MBZs is amended from 1500 ft AMSL to the surface.

RAANZ, SAANZ, SAA Wellington, Kapiti Districts Aero Club and Otaki Airstrip Ltd opposed lowering transponder mandatory requirements to the surface in areas outside controlled airspace.

Several users emphasised the necessity to retain a north-south route within Paraparaumu area, clear of MBZ and transponder mandatory airspace for NORDO and non-transponder equipped aircraft.

Otaki aerodrome should also remain clear of MBZ and transponder mandatory airspace for same reasons.

NZB374 Wanganui

Refer Appendix A – Figure 4.

This airspace was mentioned in most submissions and seen as an area requiring redesign. One of the main drivers is to ensure that uncontrolled portions of the IFR approaches and associated holding patterns are fully within B374.

Options include:

- raising the upper limit to the lower limit of the controlled airspace directly above.
- extend eastern boundary to align with the Ohakea CTR.
- boundaries amended so that transiting aircraft are able to be clear of instrument approaches and the Wanganui aerodrome circuit.

NZB680 Paraparaumu

Air Nelson requested that the boundaries are reviewed as glider operations will be ceasing at Paraparaumu after mid-2016.

Low flying zones

Kapiti Districts Aero Club are negotiating with property owners to expand the L369 area.

There were no other changes proposed for LFZ in this region.

VFR reporting points

There were no requests for changes to existing VFR reporting points or for the establishment of new ones.

Common frequency zones

The following proposals to amend the current CFZ to meet user needs and reduce frequency confusion have been made.

New CFZ

Refer Appendix A – Figures 3 and 4.

New CFZ, “River”, around the existing Wanganui MBZ to align with Fielding and Taranaki CFZs and reduce frequency confusion.

NZC376 Fielding

Refer Appendix A – Figures 1 and 4.

In addition to the CTR and CTA boundary changes requested in the vicinity of the Manawatu Gorge, several submitters have proposed changing the boundary of NZC376 eastwards to include Aokautere-Woodville-south of Whariti Peak.

North-western boundary of the Fielding CFZ be moved from the current point at Halcome to Marton and the boundary extended further north to the Marton Reservoir.

“The current radio frequencies when tracking northwest from Feilding along a well-used transit path, particularly in the GA area below 1,500’, is confusing. Travelling north position reports are transmitted on 124.1 and then a change to 129.8 is required whilst midway through a busy transit area. Extending the CFZ north and west will help ensure all transiting traffic is operating on the same frequency (whether travelling north or south) until well clear of busy and complex airspace.”

A further suggestion is to rename C376 (‘Rangitikei’) so that “Feilding Traffic” relates only to the traffic operating in the vicinity of Feilding aerodrome, and not the entire area.

Following actions

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

Submissions on the final airspace proposals will be invited from users between December 2015 and January 2016. Consultation meetings will be held late February/early March 2016.

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 21 April 2016.

Consultation

This document will be sent directly to the following organisations.

Aerodrome operators (chartered aerodromes only)

- Dannevirke aerodrome – Tararua District Council
- Feilding aerodrome – Feilding Aerodrome (Inc)
- Flat Hills aerodrome – Maurice Rowe
- Foxpine aerodrome – Foxpine Airpark Ltd
- Koputaroa aerodrome – Peter Kernohan
- Ohakea aerodrome – RNZAF Base Ohakea
- Otaki aerodrome – Otaki Airstrip Limited
- Palmerston North aerodrome – Palmerston North Airport Ltd
- Paraparaumu aerodrome – Kapiti Coast Airport Holdings Ltd
- Taihape aerodrome – JK and LM Holdings Ltd
- Wanganui aerodrome – Wanganui District Council
- Wanganui Hospital heliport – Wanganui Hospital

Operators, Organisations and User Groups

- Air New Zealand Group – includes Mount Cook, Air Nelson, Eagle Airways
- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand
- Aviation Federation New Zealand
- Balloon Aviation Association
- Flight Training Manawatu
- Gliding New Zealand
- Manawatu Airspace User Group
- Massey School of Aviation
- New Zealand Hang Gliding and Paragliding Association
- Recreational Aircraft Association of New Zealand
- Royal New Zealand Air Force
- Sport Aircraft Association New Zealand
- Sport Aviation Corp

Notification that this document has been posted online will be sent to CAA email notification subscribers to Airspace Notifications – all NZ FIR Briefing Areas.

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

http://www.caa.govt.nz/airspace/airspace_review.htm

Further information

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Appendix A Proposed airspace change diagrams

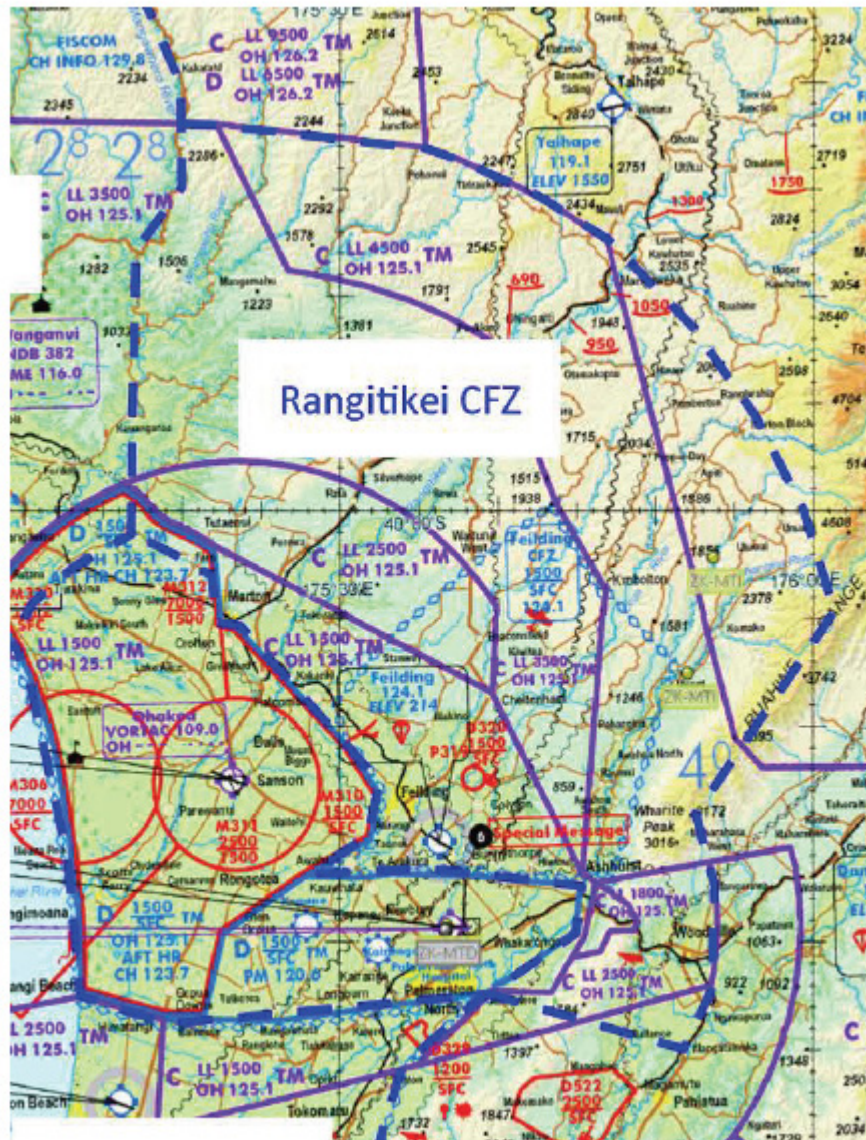


Figure 1 – Rangitikei CFZ



Figure 2 – Reduction of M310 / M312



Figure 3 – River CFZ (Wanganui area)

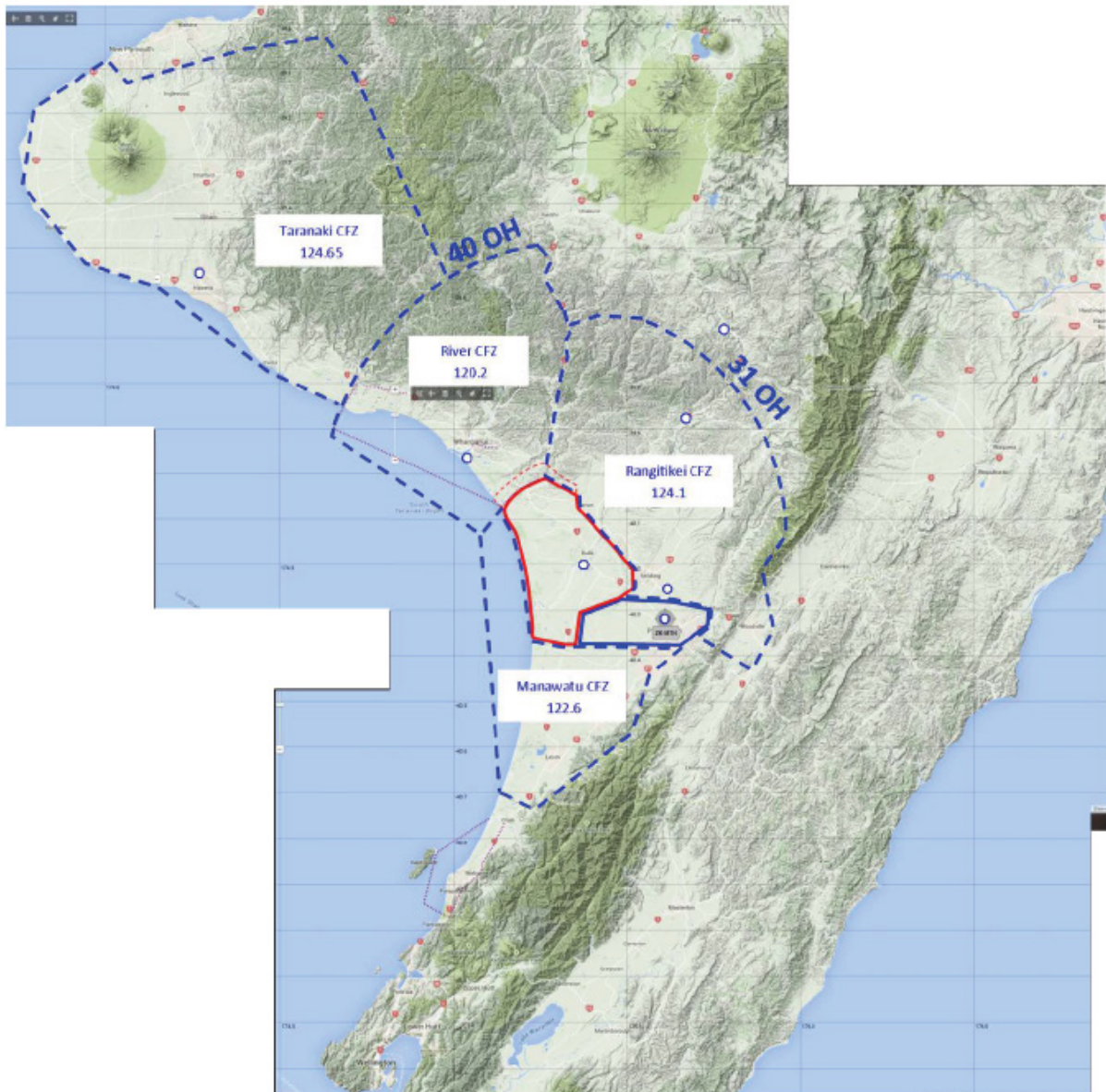


Figure 4 – Manawatu Area CFZ areas (geographical)