
Proposed amendment to Nelson CTA

User consultation

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Introduction

The Nelson VOR/DME will be relocated on 10 November 2016.

There are some current controlled airspace boundaries based on a 10 NM arc from the Nelson VOR/DME. These will remain the same and definitions will be changed to reference the coordinates of the existing location.

However, the move has necessitated that replacement instrument approach and departure procedures be developed based on the new coordinates of the relocated VOR/DME.

During this process, it was identified that existing control areas will not adequately contain the new procedures.

Controlled airspace is intended to be as small as practicable to safely protect IFR routes and procedures.

Initial planning for new performance based navigation (PBN) instrument procedures at Nelson is underway. At this stage the planned implementation date is November 2018.

It is likely that Airways will be submitting a further airspace petition in 2017 requesting further changes to the Nelson airspace in order to fully contain the new PBN procedures and any existing procedures that will be retained. Consultation for these airspace changes will occur once the draft PBN procedures are more mature and airspace needs are determined.

It would have been preferable that any changes to the current controlled airspace design necessitated by the implementation of PBN procedures would be done in conjunction with the effective date of these procedures. However, the extent that the instrument procedures would not be contained, and therefore not safely protected, has meant that this change to the airspace is necessary before a full redesign of the airspace is done.

Proposed changes

The request is to lower a portion of the NS CTA LL 5500 ft (NZA646) from the existing 5500 ft to 3500 ft lower limit between Mapua, Upper Moutere and Kina as depicted in red in Figure 1 below.

The proposed lowering of the Nelson CTA will provide for full containment of some of the instrument procedures and improve the containment of others.

The flight paths of the amended instrument procedures have also affected the instrument sector, which will require slight adjustments as shown by the black lines in Figure 1 below.

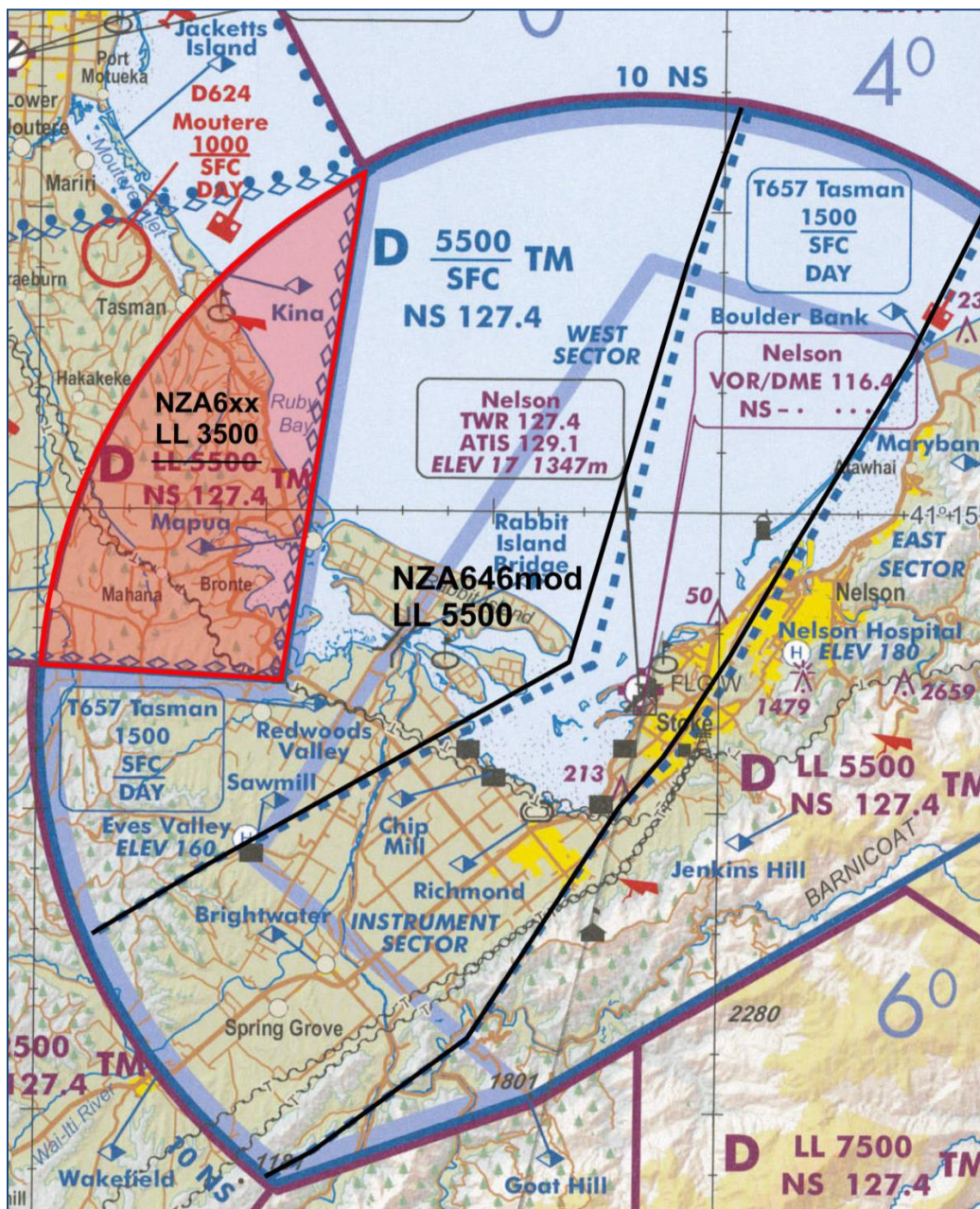


Figure 1
Amended CTA

Possible effects to VFR traffic

Some IFR aircraft using the new procedures will track through the area in question. Changing that airspace to CTA/D would require VFR flights to be in contact with Nelson Tower and therefore facilitate the provision of traffic information to the IFR aircraft about the VFR aircraft and to the VFR aircraft about the IFR aircraft in the area.

The proposed change to VFR aircraft should be minor.

Consultation undertaken by Airways

Airways consulted with various operators who regularly use, or may use, the requested Nelson CTA. There were three written responses – two from airline operators and one from a significant local training organisation. There was no opposition to the proposal to lower the portion of the NS CTA indicated in the feedback received.

Consultation List

This document will be sent directly to the following organisations:

- Air New Zealand Group – Mt Cook and Air Nelson
- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand Ltd
- Balloon Aviation Association
- Flying NZ
- Helicopters New Zealand
- Jetstar regional
- Kiwi Regional Airlines
- Nelson Aero Club
- Nelson Aviation College
- Nelson User Group
- Pacific Flight Training
- Recreational Aircraft Association of New Zealand
- Royal New Zealand Air Force
- Sport Aircraft Association New Zealand
- Sport Aviation Corp
- Tasman Hang Gliding and Paragliding Club

Electronic notification of the consultation will be sent to subscribers to the CAA email Notification Service for Airspace Notifications Briefing Area NZ6.

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

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

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 to provide further information relevant to this proposal.

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 – Proposed amendment to NS CTA.

Closing date for submissions is Thursday 25 February 2016.

Further information

For further information contact:

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