
**Proposed amendments to Waikato Common
Frequency Zones
- Airspace user consultation**

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1. Introduction

Common frequency zones (CFZs) are non-designated areas of airspace which were established to encourage pilots to use a single frequency within a particular area.

They signify areas of concentrated aviation activity, especially recreational aviation.

It should be remembered that CFZs are not mandatory and are only advisory in nature. There could still be aircraft who are NORDO, or on another frequency. The basic requirement to 'see and avoid' still applies.

Following the 2016 Waikato and Bay of Plenty Airspace Review, at the request of airspace users, there were three new common frequency zones (CFZ), established between Hamilton and Tauranga control zones – NZC271 Harbour, NZC272 Raglan and NZC273 Morrinsville.

2. Proposed change to Harbour, Morrinsville and Peninsula CFZs

Formerly, the Peninsula CFZ was adjacent to the western boundary of the Tauranga CTR, but when the Tauranga CTR was re-designed, the local users requested a new CFZ instead of modifying the Peninsula CFZ.

The nature of the local traffic operating at Tauranga meant that it was more appropriate for Waihi Beach aerodrome to be included in the new Harbour CFZ and the boundary was positioned between Tirohia and Mayor Island to allow adequate space for operations in the vicinity of Waihi Beach aerodrome. The south-eastern boundary of Peninsula CFZ was amended therefore amended to align with this.

The western boundaries of Harbour CFZ was aligned with the eastern boundary of Morrinsville CFZ.

The north-eastern boundary of Morrinsville CFZ was placed in a similar position as the former south-western boundary of the Peninsula CFZ.

However, the final location of the Peninsula/Harbour/Morrinsville CFZs' boundary occurred in a high VFR traffic area at the Waihi Gap, which is often used to transit between the Coromandel and Kaimai Ranges.

As a consequence of industry feedback, the boundaries of the CFZs have been reviewed and re-designed to avoid frequency confusion in the Waihi Gap area.

As stated earlier, consideration was given to the most appropriate frequency to be used in the vicinity of Waihi Beach aerodrome. Due to this, following discussion internally at CAA with pilots who operate within the area, the proposal is to move the northern boundary of Harbour CFZ to a line from Awaiti-Kamata-Mayor Island as shown by the broken red line in Figure 1.

This boundary will ensure that pilots transiting through the Waihi Gap area, and within 5-10 NM of Waihi Beach aerodrome are on the same frequency as the aerodrome traffic for improved situational awareness.

Feedback was received from the Piako Gliding Club that the Tirohia Bridge is used as a turning point, which was previously outside the Peninsula CFZ. It is proposed to adjust the north-eastern boundary of Morrinsville CFZ to the old Peninsula CFZ boundary north of Tirohia. The proposed boundary is shown by the broken black line in Figure 1.

As with any boundary between different airspaces, there is an area where pilots will be changing from one frequency to another. The proposed boundaries should mean that aircraft heading westwards through the Waihi Gap to track north will remain on Harbour CFZ until clear of the potential hot spot. Traffic heading south will be changing in a similar location to that prior to November 2016. The reverse will be true for traffic heading eastwards.

For traffic flying north and south along the Kaimai and Coromandel Ranges, there will still be a need to change to Harbour CFZ frequency for a period of time.

3. Proposed change to Raglan CFZ name

To provide better situational awareness and differentiate between traffic operating in the vicinity of Raglan aerodrome and other traffic operating elsewhere in the Raglan CFZ, it is proposed to change the name of the CFZ.

This would enable aircraft operating in the vicinity of Raglan aerodrome to reference their radio calls to "Raglan traffic" and those further away to use the name of the wider CFZ.

Unfortunately there are very few prominent and well-known location within the CFZ in addition to Raglan itself, and the region of Waikato also encompasses the Morrinsville CFZ.

Two possible names are:

- **Pirongia** – a prominent mountain feature.
- **West Waikato** – a two word name which could be a mouthful, or shortened to just 'Waikato' over time.

Suggestions from local airspace users of other appropriate names which would reflect the region would be appreciated for consideration.

4. Consultation

This document will be sent directly to the organisations listed below. It would be appreciated if you would kindly forward the document to your members for comment and consideration.

The following major operators, organisations and users have been identified:

- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand
- Balloon Aviation Association of New Zealand
- CTC Aviation
- Flying NZ
- Gliding New Zealand
- Matamata Aero Club
- Matamata User Group
- Middle Earth Flying School
- New Zealand Hang Gliding and Paragliding Association
- Recreational Aircraft Association of New Zealand
- Rotorua User Group
- Royal New Zealand Air Force

- Sport Aircraft Association New Zealand
- Sport Aviation Corp
- Taupo User Group
- Tauranga Aero Club
- Tauranga User Group
- The New Zealand Aviation Federation
- Tokoroa Aero Club
- Waikato Aero Club
- Waitomo Aero Club

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

<http://www.caa.govt.nz/airspace/airspace-review/>

Notifications will be sent to CAA email notification subscribers to Airspace Notifications – Briefing Areas 2, 3 and 4.

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

5. Submissions

Prior to making a designation or classification of airspace, Civil Aviation Rule 71.9 requires the Director to consult with all parties within the aviation industry that may be affected.

This document forms part of the consultation process. Submissions are sought from any interested person, organisation or representative group.

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

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Reference – Proposed amendment to Waikato CFZs

Closing date for submissions is **Monday 10 April 2017**.

6. Further information

For further information contact:

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