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**Proposed Ardmore CFZ extension and  
establishment of new Mercer CFZ  
– airspace user consultation**

## **Table of Contents**

<b>Introduction .....</b>	<b>1</b>
<b>Proposed airspace.....</b>	<b>2</b>
Extension to Ardmore CFZ.....	2
New Mercer CFZ.....	2
<b>Consultation list.....</b>	<b>3</b>
<b>Submissions.....</b>	<b>4</b>
<b>Further information.....</b>	<b>4</b>
<b>Appendix A – proposed Ardmore CFZ extension and new Mercer CFZ.....</b>	<b>6</b>

## **Introduction**

Common frequency zones (CFZs) are established to encourage pilots to use a single VHF frequency allocated for the zone. Pilots should transmit position, altitude and intentions relevant to prominent reporting points or features at entry, or at other times for traffic safety.

A CFZ is non-mandatory airspace and advisory in nature, i.e. airspace not designated under Part 71, used in New Zealand only and is described in AIPNZ ENR 5.3, Section 5.

The Ardmore Flight Operations Group (AFOG) has submitted an application to extend the boundaries of the Ardmore CFZ, and establish a new CFZ around the Mercer mandatory broadcast zone (MBZ).

In support of their application, AFOG provided the following reasons for requesting the amendment:

- 1. To publish charts showing the frequencies currently being used by the majority of local pilots*
- 2. To standardise frequency used in the areas designated in the attached draft chart*
- 3. To enhance safety and reduce confusion as to what frequency pilots should be using*
- 4. It is the belief of the AFOG group that few pilots use the frequencies designated in the FISCOM chart*
- 5. We often hear pilots vacating the Ardmore MBZ reporting that they are changing to 119.1 or to Mercer 133.05 as soon as they leave the Ardmore MBZ however most inbound aircraft north of Bombay would be listening out on Ardmore 118.1MHz as would pilots operating in G275 north of Bombay.*
- 6. It is also not uncommon for aircraft operating well outside the Mercer MBZ as far east as the Miranda NDB and to the west of the Mercer MBZ to be maintaining a listening watch on 133.05, however itinerant pilots tracking north/south but outside the Mercer MBZ are unlikely to be on the Mercer frequency and maybe on a FISCOM frequency or on 119.1*
- 7. Pilots operating out of an unpublished airstrip at Pukekohe East are generally using frequency 119.1, however transiting itinerants will be unaware of the airstrip operations*
- 8. Correct frequency use was raised at the RPAS conference in Auckland where RPAS operators in uncontrolled airspace complained they had attempted to contact aircraft via a hand-held radio unsuccessfully, they had been told to refer to the FISCOM chart, however for the reasons outlined above the aircraft concerned may have been monitoring an alternative frequency.*

9. *The success of CFZs such as Peninsula etc. demonstrates their effectiveness and enhancement to aviation safety.*

## **Proposed airspace**

Refer to Appendix A for a diagram of the proposed CFZs. The vertical limits for both CFZs would be from the surface to the lower level of controlled airspace.

### **Extension to Ardmore CFZ**

The southern boundary of the existing Ardmore CFZ would be extended southwards underneath the northern portion of general aviation area NZG275 Ardmore to the Bombay Hills, and westwards to the coast, then west of the Auckland control zone northwards to the northern coastline of the Manukau Heads.

**CAA comment:** *The proposed extension would result in the Ardmore CFZ increasing in size by approximately 250% - going from 120 NM<sup>2</sup> to covering an area of 411 NM<sup>2</sup>.*

*At the very least, to provide better situational awareness and to differentiate between traffic operating within the vicinity of Ardmore aerodrome and other traffic operating elsewhere within the extended CFZ, consideration should be given to a new station identifier if it is desired for traffic in the enlarged CFZ to be on the same frequency as the MBZ – 118.1 MHz.*

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

*This would also clarify the traffic Ardmore UNICOM is providing a service to. UNICOM is a ground radio communications service in the aeronautical mobile service providing local aerodrome information only to traffic in the vicinity of an aerodrome, and importantly, it is not air traffic service.*

*The vicinity of an aerodrome is the area around an aerodrome where aircraft carry out manoeuvres associated with entering, leaving, or operating with an aerodrome traffic circuit; and is usually within a 2-3 NM radius depending on the type of aircraft usually using the circuit.*

*One possible name could be "Manukau traffic". Suggestions from local airspace users of other appropriate names which would reflect the region would be appreciated for consideration. The name should be no more than three syllables.*

### **New Mercer CFZ**

The proposed new Mercer CFZ would be the portion of airspace eastwards of the Mercer MBZ to the Peninsula CFZ boundary, westwards to the coastline, and south of the extended Ardmore CFZ to the northern boundaries of Blacksands and Morrinsville CFZs.

**CAA comment:** *For the reasons stated above, the size of the proposed CFZ (512 NM<sup>2</sup>), and the amount of transiting aircraft not operating within the Mercer MBZ, a different station identifier to the Mercer aerodrome and MBZ traffic should be used to aid situational awareness.*

*One possibility is "Meremere traffic", but suggestions from local airspace users of other appropriate names which would reflect the region would be appreciated for consideration.*

## **Consultation list**

Prior to designating airspace, Civil Aviation Rule 71.9 requires the Director to consult with affected persons, organisations and representative groups within the aviation industry before making a designation or classification of airspace.

The Director invites feedback in regard to the proposed airspace change.

At this stage it is not intended that CAA will hold an airspace consultation meeting unless this is specifically requested by users.

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 consideration and comment.

Major operators, organisations and user groups have been identified as:

- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand Ltd
- Airwork New Zealand Ltd
- Ardmore aerodrome operator – Ardmore Airport Ltd
- Ardmore Flight Operations Group
- Auckland Airspace User Group
- Auckland Gliding Club
- Auckland International Airport Ltd
- Balloon Association of New Zealand
- Flying New Zealand
- Gliding New Zealand
- L3 CTS Airline Academy (NZ) Limited
- Mercer aerodrome operator – Palms on George Ltd
- Model Flying New Zealand
- North Shore Aero Club
- New Zealand Agricultural Aviation Association
- New Zealand Airline Pilots Association
- New Zealand Aviation Federation

- New Zealand Hang Gliding and Paragliding Association
- New Zealand Helicopter Association
- New Zealand Parachute Federation
- New Zealand Parachute Industry Association
- Recreational Aircraft Association of New Zealand
- Royal New Zealand Air Force
- Sport Aircraft Association New Zealand Inc
- Sport Aviation Corp
- Waikato 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 1 and 2.

If there are any further questions regarding the consultation process, please contact Paula Moore – contact details below.

## **Submissions**

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

Email: [dianne.parker@caa.govt.nz](mailto:dianne.parker@caa.govt.nz)

Reference – **Proposed Ardmore CFZ extension and new Mercer CFZ**

Closing date for submissions is **Tuesday 17 April 2018**.

## **Further information**

For further information contact:

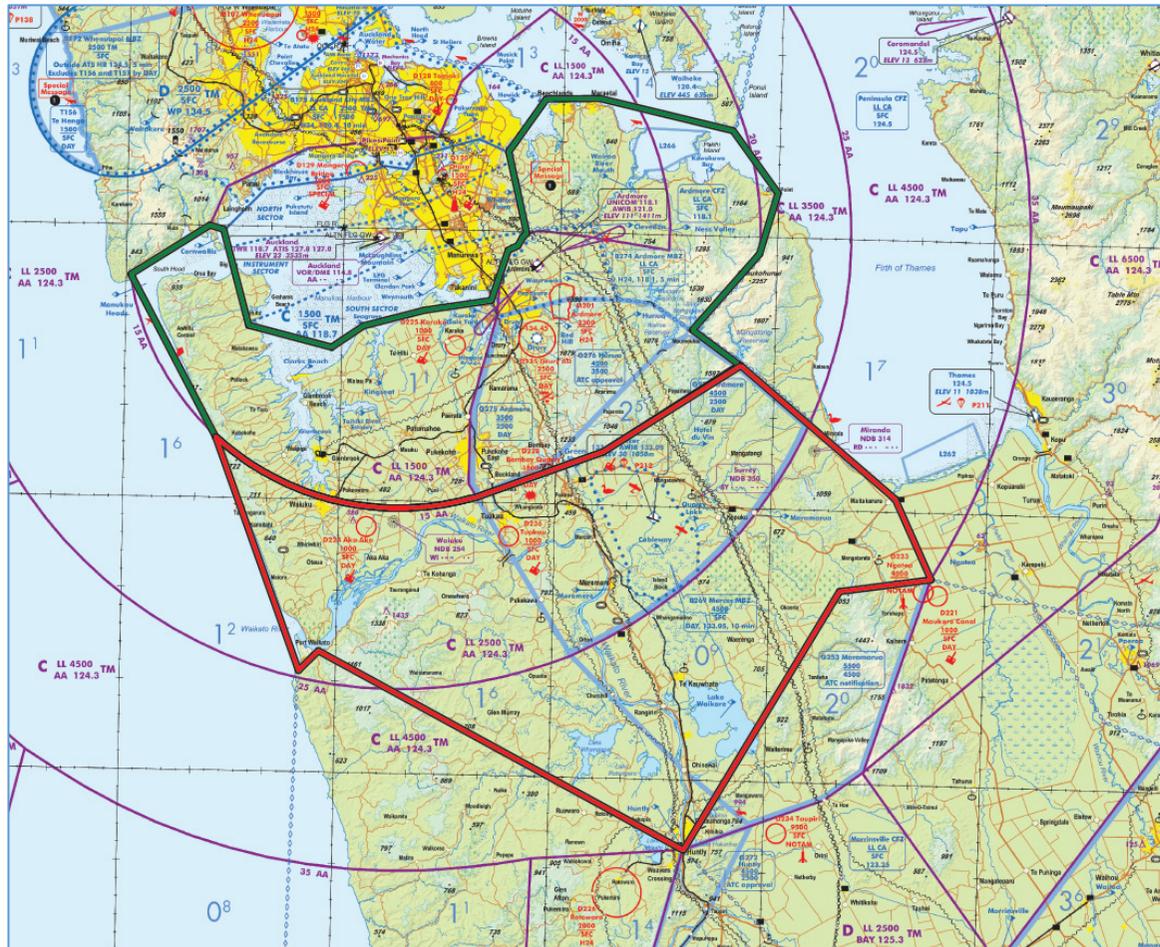
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18/ASD/15

### Appendix A – proposed Ardmore CFZ extension and new Mercer CFZ.



- NZC27x Ardmore  
 Region
- NZC2xx Mercer  
 Region