

# Special Use Airspace Application

October 2023

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## Document Control

### Document authorisation

Document	Name or person	Title
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Endorsers	Peter Spencer-Bower	Chief Executive Officer
Reviewers		

### Document history

Version	Authors	Date	Amendments or changes
V1.0	Hamish McGill	12/10/2023	Initial issue

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# 1 Special Use Airspace Designation

Pursuant to CAR Part 71 the following application for airspace designation is forwarded in support of flight training operations out of Wanaka airport

## 1.1 Organisation Details

<b>Person completing application</b>		Hamish McGill (CFI)	
<b>Legal name of organisation:</b>		Learn to Fly NZ Ltd	
<b>Trading or Division name:</b>		Learn to Fly NZ Ltd	
<b>CAA Client No: (if known)</b>			
<b>Tel:</b>	+64 3 443 4043	<b>Fax:</b>	
		<b>Email:</b>	Hamish@learntoflynz.com

## 1.2 Reason for Application

<b>Activity or event:</b>	Low Flying
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## 1.3 Designation details

<b>Type of designation requested:</b>	2 – Low Flying Zone	<b>X</b>
<b>Status:</b>	Permanent	<b>X</b>
<b>Activation: timing or means</b>	DAY	
<i>(Indicate whether active by UTC, NZDT or NZST time, or active by day, or active by NOTAM)</i>		
<b>Location: area or aerodrome</b>	Bendigo	
<b>Lateral dimensions:</b>	Detailed in section 1.4	
<i>(Indicate using a radius or significant features or geographical coordinates in WGS-84: GPS datum)</i>		
<b>Vertical dimensions:</b>	Lower: SFC (0' AGL) Upper: 500' AGL	
<i>(Give lower and upper limits in feet; state whether above mean sea level: AMSL or above ground level: AGL)</i>		

## 1.4 Requested Airspace

The following Low Flying Zones within the NZCC flight information region are requested. Coordinates are in Degrees and Decimal Minutes. Arc centre coordinates detailed for arc.

Identifier	Sequence	Remarks	Latitude	Longitude
NZL971	1	Lower Bendigo	44° 55.5360 S	169° 19.1900 E
NZL971	2	ARC – 0.3nm Radius (S Pivot)	44° 55.3830 S	169° 19.5400 E
NZL971	3		44° 55.6320 S	169° 19.7560 E
NZL971	4		44° 55.5840 S	169° 19.8700 E
NZL971	5		44° 55.3370 S	169° 20.1530 E
NZL971	6	ARC – 0.2nm Radius (E Pivot)	44° 55.1450 S	169° 20.0550 E
NZL971	7		44° 54.9410 S	169° 20.0570 E
NZL971	8		44° 54.9500 S	169° 19.9200 E
NZL971	9		44° 54.6480 S	169° 19.9160 E
NZL971	10	ARC – 0.27nm Radius (N Pivot)	44° 54.6430 S	169° 19.5420 E
NZL971	11		44° 54.4260 S	169° 19.3200 E
NZL971	12		44° 55.2870 S	169° 18.6900 E
NZL972	1	Rangitata Dairies Upper Terrace	44° 54.9140 S	169° 23.1590 E
NZL972	2		44° 53.8700 S	169° 23.0880 E
NZL972	3		44° 53.4660 S	169° 22.3430 E
NZL972	4		44° 53.1070 S	169° 21.2490 E
NZL972	5	ARC – 0.2nm Radius (N Pivot)	44° 53.2890 S	169° 21.1250 E
NZL972	6		44° 53.1530 S	169° 20.9000 E
NZL972	7		44° 54.2150 S	169° 20.9050 E
NZL972	8		44° 54.6860 S	169° 21.1190 E
NZL972	9		44° 55.4160 S	169° 21.3200 E
NZL972	10		44° 55.2440 S	169° 22.1240 E
NZL972	11		44° 54.9320 S	169° 22.4080 E

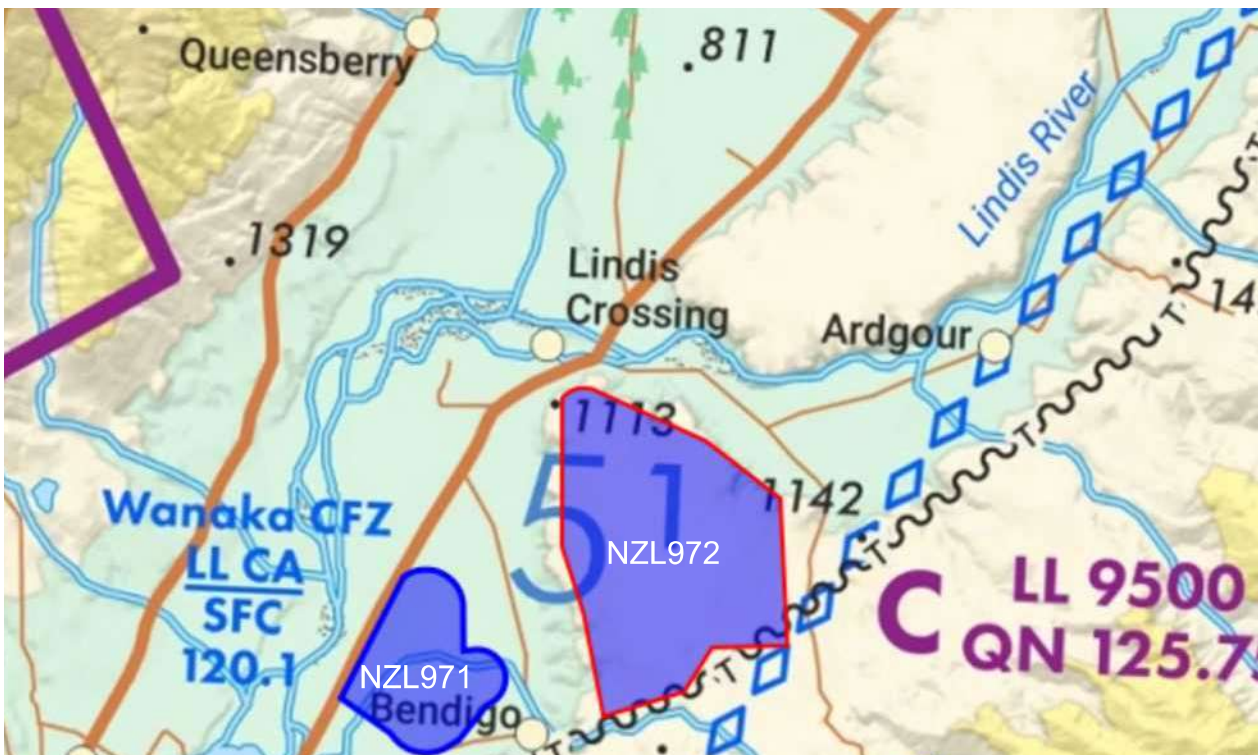
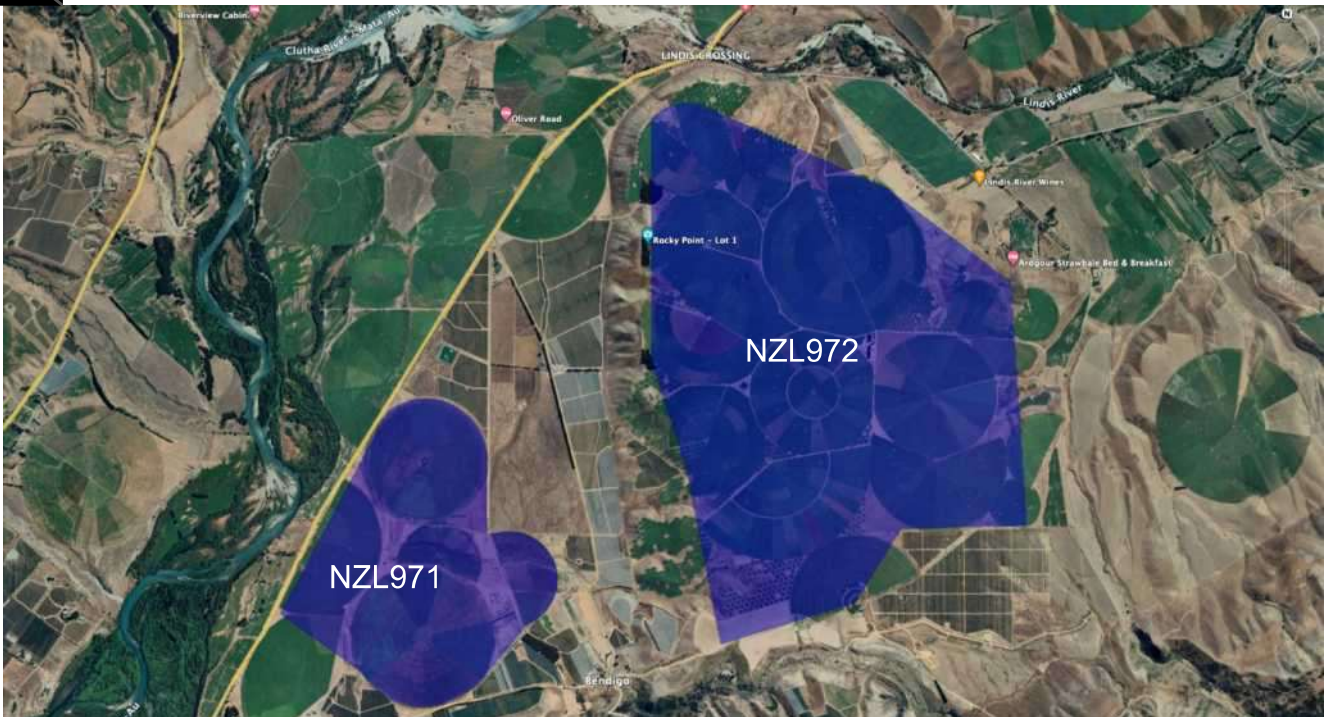
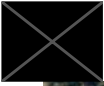


Figure 1. Proposed boundaries superimposed on overhead imagery (top) and 1:250 000 VNC (bottom).

## 1.5 Administrating Authority, Using Agency or ATC unit

<b>Agency</b>	Learn to Fly NZ & Wanaka Helicopters Limited
<i>(Indicate which agency will act as an administering authority for a restricted area or MOA, a using agency for a danger area or low flying zone, or an ATC unit if controlled airspace)</i>	
<b>Airspace contact:</b> person/position	CFI (Learn to Fly NZ) & CEO (Wanaka Helicopters Limited)
<b>Contact details</b> or frequency	Learn to Fly NZ - +64 3 443 4043 Wanaka Helicopters Limited - +64 3 443 1085

## 1.6 Consultation and other information

*Evidence of or agreements and discussion with other affected airspace users (on separate sheet if necessary)*

The consultation document attached (Appendix A) was sent out to the organisations detailed in Section 1.6 of that document on the 7<sup>th</sup> September 2023.

Additionally throughout the consultation period the following organisations also received consultation documents:

- Gliding NZ
- NZHGPA
- Heli Otago
- Otago Airspread

**IMPORTANT:** The most critical proposed adaptation arising from consultation is that the Bendigo Hills Low Flying Zone (Originally proposed as NZL971 in the consultation document) has been withdrawn due to the potential of future mining and blasting activities which will increase the risk to low flying aircraft to an unacceptable level. Feedback on this zone has been included in the interests of transparency, and awareness for other organisations in the event of future special use airspace delegation applications.

**For the purpose of the application under Part 71 Rule 71.163 NZL971 is now Lower Bendigo (Previously marked in consultation as NZL971) and NZL972 is now Rangitata Dairies Upper Terrace (Previously marked in consultation as NZL973) However in this consultation section they are referred as originally proposed in the consultation document.**

Feedback was received from the following individuals and organisations:

- **Jules Tapper** – The consultation document should be sent to Gliding NZ and the NZHGPA.  
**Actions:** Consultation document sent to Gliding NZ and the NZHGPA
- **Omarama Gliding Club (Member of Gliding NZ)** – In Westerly conditions gliders may be ridge soaring below 500' in the NE corner of NZL971 Bendigo Hills.  
**Actions:** Remark added detailing such. Using agency to include in briefings. **NB: NZL971 Bendigo Hills now withdrawn.**

- **NZHGPA** – Noted that in certain conditions hang gliders and paragliders may find themselves in the proposed Low Fly Zones trying to get enough lift or land away.

**Actions:** It was agreed that see and avoid principles apply as they would above the zone no further action deemed necessary.

- **Airways Corporation of New Zealand** – Mentioned that it may be appropriate to consider separation from the SID at Wanaka Aerodrome.

**Actions:** NZL971, NZL972, and NZL973 plotted on Wanaka AD 33.1 (Wanaka RNAV STAR RWY 29), AD 45.1 (RNAV (GNSS) RWY 29), Wanaka AD 66.2 (WANAKA RNAV (GNSS) SID RWY 11), and Wanaka AD 66.3 (Wanaka RNAV (GNSS) SID RWY 29). Other charts were omitted from this process due to a lack of tracking conflict.

The most critical procedure (excluding the Bendigo Hills Low Flying Zone) is the RNAV (GNSS) RWY 29 between PASMU (IAF) and KAKVA (IF) the lowest altitude an aircraft will be is 4900' (The missed approach will lead to a higher altitude at KAKVA enroute to PASMU so has not been considered).

**With the withdrawal of the originally proposed NZL971 (Bendigo Hills) the separation from the Low Flying Zones has increased further with the highest elevation now being 1160' AMSL and the separation from the upper level of the Low Flying Zones (1660' AMSL) being over 3000'. This separation is more than adequate and will not cause a conflict between IFR aircraft and VFR aircraft within the Low Flying Zones.**

- **Airways Corporation of New Zealand** – After the initial comments provided above, Airways sent through additional feedback on the application. Unfortunately the feedback provided was outside the scope of our application however in the interests of transparency a commentary has been provided on each point.

**Point 1:** *“The attached document references L769, a low flying zone that exists within the QN CTR/C. L769 was established many years ago and I believe ownership rests with the Whakatipu Aero club, which perhaps no longer exists. L769 is never used within the QN CTR/C and its location/use is problematic. I am aware however that L769 is used from time to time outside the QN CTR/C.*

*Airways may support the establishment of Low Flying Zones in the Tarras area provided L769 within the QN CTR/C is removed. This would enable low flying zones to the West and East of Queenstown, outside of controlled airspace, that would support ops from Queenstown, Wanaka, Cromwell etc.”*

**Commentary:** While outside the scope of this application, Learn to Fly NZ would like to comment. L769 is a regularly used Low Flying Zone by Learn to Fly NZ, Briefings are obtained from the using agency, Whakatipu Aero Club which does continue to exist. L769 is used within the QN CTR/C and potentially the most valuable and regularly used part of the Low Flying Zone lies within the CTR/C. The use of L769 while a distance away from Wanaka will still be regularly used by Learn to Fly NZ for CPL and Mountain Training. This training is arguably critical to ensuring the safety of pilots who operate regularly in the mountainous area around Wanaka, Queenstown and Milford. The entirety of L769 is a huge asset to training in aviation for Part 61, 91, 115 and 119 operators in the Queenstown/Wanaka area. Learn to Fly NZ and Wanaka Helicopters does not support the disestablishment or modification of L769 at any level.

**Point 2:** *“There are an increasing number of airspace requests coming in this region and it appears to be happening piecemeal. Rather than looking at one request after another with an individual perspective, Airways supports a holistic approach to airspace review and request that the CAA carry out a review of the Wanaka/Fiordland/Queenstown area as soon as possible. Such a review should include your proposal.”*

**Commentary:** This comment falls entirely outside the scope of our application, and may be more appropriate for the Airways Corporation of New Zealand to directly approach the CAA with these suggestions.

- **NZAAA** – Three low flying zones facilitates separation from top dressing activities. Also other ag operators should be consulted.

**Actions:** Heli Otago, and Otago Airspread sent the consultation document, Marc Manghan’s contact details where unable to be acquired. Low flying zones are now reduced to two, however this will still allow for separation should there ag activities within one. The landowners have also agreed to advise the using agency should they have any low level aviation activities (agricultural, drone, survey etc.) occurring within the Low Flying Zones

- **Santana Mining** – Requests the removal of part or all of NZL971 (Bendigo Hills) due to proposed mining activities including blasting.

**Actions:** While blasting operations are unlikely to be undertaken within the next 3 years in the interest of maintaining the other Low Flying Zones long term NZL 971 (Bendigo Hills) will be withdrawn from the application. The existence of L769 in Queenstown is an adequate alternative to the Bendigo Hills area for Commercial and Mountain Flying Training. NZL 972 and NZL 973 are suitable for initial PPL Low Flying Training.

- **Gliding NZ** – Has no objection to the proposed Bendigo Low Flying Zones. Noted they often fly in the general area of these zones but also note that now the Bendigo Hills area is no longer being considered they would only require the use of the remaining two areas only if a land out was being considered. The expect in this situation normal ‘see and avoid’ procedures, together with a common radio frequency will provide a satisfactory safety margin.

**Actions:** No action required.