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# **2014 Auckland Airspace Review**

## **Initial consultation**

**20 September 2013**

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## 1. 2014 Auckland airspace review

As indicated in the CAA 2014-2016 Airspace Review Plan document, the airspace in the Auckland region is one of the first priority regions for review.

This priority was based on the pressures on the airspace as per the assessment criteria detailed in the 2014-2016 Airspace Review Plan.

Additionally, there have been several Part 71 airspace proposals to CAA for this region made within the last twelve months which would have/may have had a major effect on Auckland air traffic, airspace use and management:

- reducing the lower level of controlled airspace over Ardmore for better runway utilisation at Auckland
- designation of mandatory broadcast zone around Parakai aerodrome
- additional military operating areas at Whenuapai to protect aircraft on an instrument approach outside Whenuapai Tower hours of service
- amendments/designation of several danger areas

The CAA objectives in this airspace review are to:

- De-clutter, simplify and clarify
- Take a regional approach to airspace review and change
- Reduce confusion in some airspace areas to improve safety
- Address identified “hotspots” of airspace incidents or occurrences
- Involve stakeholders to ensure all issues are assessed
- Take a long term strategic approach to airspace so changes are less frequent

## 2. Review Process

Civil aviation rule 71.11 requires the Director to review each current airspace designation and classification every 5 years to verify the continuing need for the airspace.

For the 2014-2016 airspace review period it is intended to take a regional approach to the review process which will allow more focussed consultation and a strategic overview of all airspace in that region. This will allow current and know future issues to be addressed at the same time to reduce on-going changes to airspace on an annual basis.

It is intended that the review should provide an assessment of airspace needs for the full five year period to ensure the stability of airspace design and associated aeronautical charting and to reduce the need for continuous amendments in the intervening 5 year.

The full list and timetable for airspace changes are in the CAA 2014-2016 Airspace Review Plan document.

## **Scope**

This review will comprise all the airspace detailed on the C3 visual navigation chart covering the area south of Wellsford, including the Coromandel peninsula but not including Bay of Plenty or Tauranga, Matamata or Hamilton aerodromes.

### **a) Airways Corporation of New Zealand**

Airways will focus on existing control zones and what current issues there are in air traffic management. As well, Airways are investigating what, if any, changes may be made to current boundaries and still protect the instrument flight paths and procedures.

This assessment covers:

1. Review and establish which instrument flight procedures will be retained at each controlled aerodrome.
2. Consider what airspace will be needed for pending/planned performance based navigation (PBN) procedures.
3. Consider what airspace is necessary for air traffic management requirements.
4. Review control zone boundaries to ensure that they are as small as practical to contain the retained and planned instrument flight procedures.
5. Assess any changes which may be necessary to lower level control areas.

### **b) Aerodrome operators**

Aerodrome operators are requested to consider any proposed changes to aerodrome operations that may affect airspace use i.e. expansion to include new activities, air transport operations, addition/removal of runways.

### **c) Airline operators**

While the impact of this review should have minimal impact on existing airline operations, feedback is sought from the airline operators as to how the current airspace is meeting the needs of the airlines, any changes would airline operators like to be made and information on proposed changes to operations at aerodromes that may impact airspace design.

### **d) Military users**

With large military bases in the Auckland region, the military are an important stakeholder. Feedback from the defence forces regarding their current and future airspace needs is sought.

### **e) User groups**

Airspace user groups are requested to consider how the current airspace is working, where any issues are and if it still meets the needs of users.

### **f) All airspace users**

Comments/suggestions and proposals for airspace changes. Especially in regard to reporting point locations.

### 3. Consultation

This document will be sent directly to the following organisations.

#### **Aerodrome operators (chartered aerodromes only)**

- Springhill aerodrome – Instra Aviation Ltd
- Kaipara Flats aerodrome – Rodney Aero Club Inc
- Parakai aerodrome – Parakai Airfield Ltd
- North Shore aerodrome – North Shore Aero Club Ltd
- Great Barrier Island aerodrome – Auckland Council
- Motu Kaikoua Island aerodrome – Motu Kaikoura Trust
- Okiwi Station aerodrome – Auckland Council
- Whenuapai aerodrome – RNZAF
- Matarangi aerodrome – Matarangi Airfield Ltd
- Coromandel aerodrome – Coromandel Flying Club Inc
- Whitianga aerodrome – Mercury Bay Aero Club
- Waiheke aerodrome – Waiheke Airfield Management Ltd
- Mechanics Bay heliport – Helilink Ltd
- ASB Bank Centre heliport – ASB Bank Properties Division
- Auckland Hospital heliport – Auckland Rescue Helicopter Trust
- Auckland – Auckland International Airport Ltd
- Ardmore aerodrome – Ardmore Airport Ltd
- Mercer aerodrome – Palms on George Ltd
- Thames aerodrome – Thames Coromandel District Council
- Hamilton aerodrome – Waikato Regional Airport Ltd

#### **User Groups**

- Auckland Airspace User Group
- Ardmore Flight Operations Group
- Hamilton Airspace User Group
- RNZAF – Squadron Leader Rob Stuart, O/C Ops Squadron
- Gliding New Zealand

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

[http://www.caa.govt.nz/airspace/airspace\\_review.htm](http://www.caa.govt.nz/airspace/airspace_review.htm)

Notifications will be sent to CAA email notification subscribers to Civil Aviation Rule Parts 61, 71 and 91.

When the request involves a specific airspace change please provide this on CAA Form 24071/01 available on the CAA website. <http://www.caa.govt.nz/Forms/24071-01.doc>

The CAA will conduct a meeting at each region following consultation to review proposals discuss and agree on finalised amendments.

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

#### **4. 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.

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 – Auckland Airspace Review

**Closing date for submissions is Friday 29 November 2013.**

#### **5. Further information**

For further information contact:

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