
Queenstown control zone amendments

User consultation

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1. Introduction

CAA has received applications for the following airspaces in the Queenstown control zone:

- to lower the upper limit of VFR transit lane NZT252, Ridge Peak, and
- minor extension to the western boundary of general aviation area NZG755 Coronet Peak.

These changes would be in addition to the amendment to the southern boundary of NZG753 Crown Terrace, which has already been consulted upon and agreed to by users of the airspace. This was done as part of the review of the classification of Queenstown controlled airspace.

2. Proposed changes

The two proposed changes are as follows.

NZT252 Ridge Peak

The classification of controlled airspace that Queenstown aerodrome and approach control unit has responsibility for will be changing from Class D to Class C on 10 November 2016. In Class C airspace, IFR aircraft are required to be separated from VFR aircraft.

Airways, the provider of air traffic control service within this airspace, has been developing procedures to separate IFR from VFR.

During this process, it has been identified that the current Queenstown VFR south arrival will need to be amended. This change will require the arriving VFR aircraft, primarily the Milford flights, to operate at a lower level than at present.

The lower level will mean that this traffic will need to track through NZT252, Ridge Peak. Within Class C airspace, VFR flights receive traffic information about other VFR flights. However, a VFR transit lane is Class G airspace by day and therefore aircraft within the transit lane do not have to advise ATC and may be NORDDO, so accurate traffic information is not available to be passed.

This situation may result in a reduction to the level of safety for commercial operators. To enable the Milford flights to remain with controlled airspace and receive traffic information about other VFR aircraft in the vicinity, Airways has submitted an application for amendments to the upper limit and eastern boundary as follows:

- Lower the upper limit from 5000 ft to 4000 ft AMSL.
- Amend the eastern boundary to the river west of Walter Peak (the Afton Burn East Branch).

The amended NZT252 is as shown in Figure 1 below

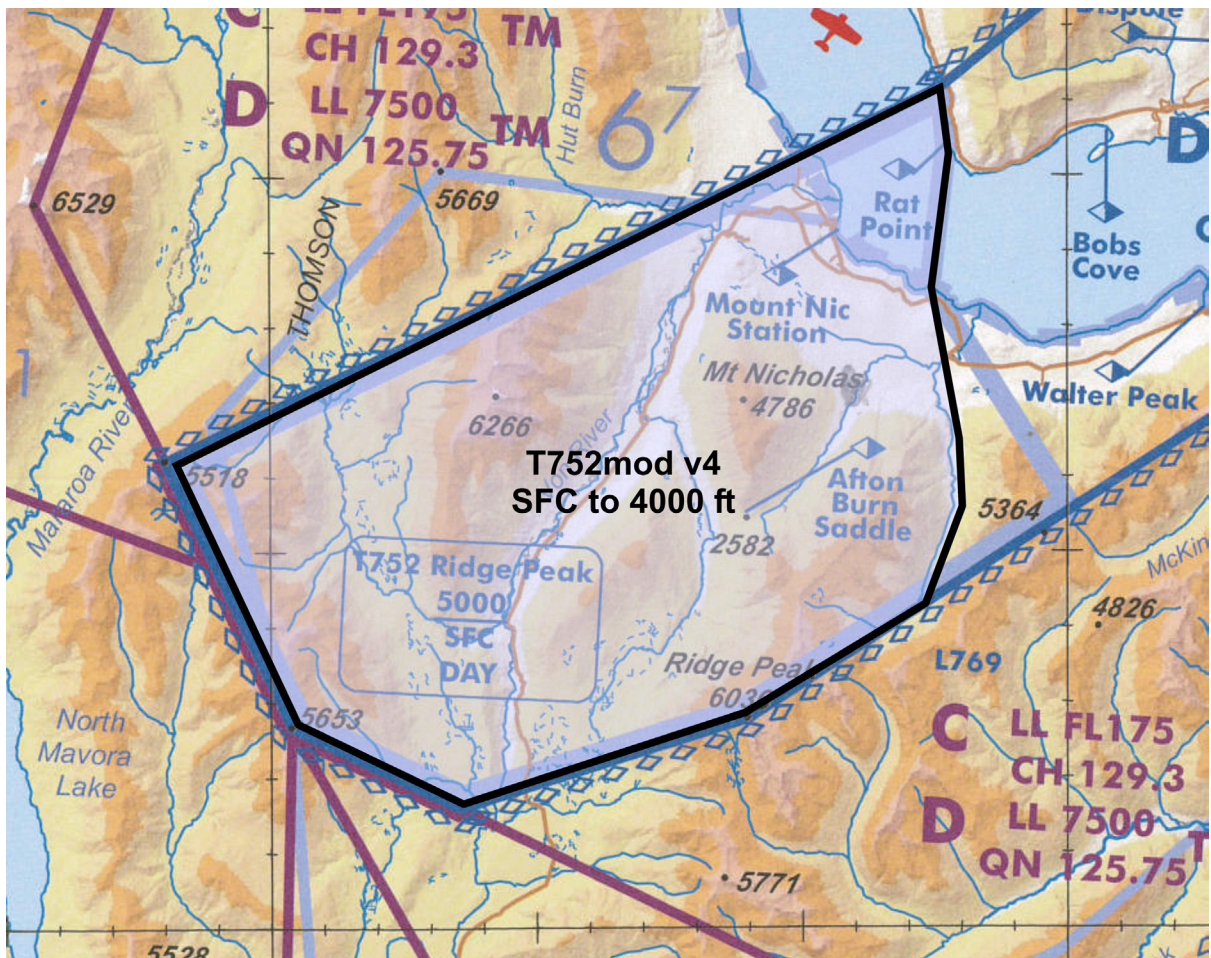


Figure 1 – proposed amendment to NZT252

Consultation undertaken by Airways with possible users of NZT252 has not indicated that there would be any adverse effect for operators.

NZG755 Coronet Peak

Skytrek Tandem Hang Gliding and Paragliding has requested a minor amendment to the western boundary of NZG755, Coronet Peak, to allow the use of larger and more suitable take-off locations just outside the present boundary.

Refer to Figure 2 below. Amendment is the addition of one boundary point on the Queenstown CTR boundary at position S 44 55 48.3, E 168 43 05.2.

There would be no change to the vertical limits or method of activation.

Airways has advised that there will be no impact to existing procedures within Queenstown control zone.

Skytrek has advised the Queenstown Milford User Group of the request and there has been no formal objection received.



Figure 2 – proposed amendment to NZG755 Coronet Peak

3. Consultation

This document will be sent directly to the following organisations which have been identified as having members who may possibly be directly affected by the proposed changes.

- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand
- Flying New Zealand
- New Zealand Hang Gliding and Paragliding Association
- Queenstown Milford User Group
- Recreational Aircraft Association of New Zealand

- Sport Aircraft Association New Zealand
- Sport Aviation Corp

Electronic notification of the consultation will be sent to subscribers to the CAA email Notification Service for Airspace Notifications Briefing Area NZ 7, 9 and 10.

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

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

4. Submissions

Prior to making a designation or classification of airspace, Civil Aviation Rule 71.9 requires that the Director consults 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
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Reference – Queenstown control zone amendments

Closing date for submissions is Thursday 14 April 2016.

5. Further information

For further information contact:

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S-D180-04 (DW1327811-1)