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# **2024-2028 Controlled Airspace Review Plan**

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## 1. Airspace review requirement and objective

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.

New Zealand has a diverse aviation system which covers all types of aircraft operations from para-gliding to international jet operations. The north-south aspect of the country coupled with a narrow land mass means that airspace use is varied and, in some places, very busy. The continuous change in New Zealand's aviation activities has seen airspace designations evolve considerably over the past few years including with the now completed implementation of Performance Based Navigation at controlled aerodromes.

In recent years some controlled aerodromes have also progressed significant technological and efficiency projects potentially driving the need for airspace reviews to appropriately incorporate modern aircraft operations. New Zealand's aviation sector is also undergoing some structural changes, particularly through the introduction of new and emerging technologies. These changes are resulting in an airspace users desire to review and change some airspace dimensions including enabling greater access to a broader range of aviation users.

Outside the review process, multiple controlled airspace requests over time, , have previously lead to a “bolt-on” solution approach which has - resulted in complex and cluttered areas of airspace The 2024-2028 controlled airspace review now seeks to address New Zealand airspace to ensure pilots have the charts and airspace information which are fit for purpose in the modern post COVID aviation environment.

The 2024-2028 Airspace review CAA objectives are to:

- Ensure current and future controlled airspace is fit for purpose
- Incorporate current and future air navigation projects where an ATS service is provided, to ensure controlled airspace meets the demands of the aviation system. Any projects will be supported by a separate airspace petition
- 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 safety and other issues are assessed
- Take a long-term strategic approach to airspace so changes are less frequent

## 2. Airspace review process

This review strategy focusses on controlled airspace in New Zealand, including those locations with an Aerodrome Flight Information Service (AFIS). CAA has also developed a separate airspace review strategy for particular types of airspace across the whole country outside of controlled airspace e.g., Special Use Airspace, which is published in a separate document.

For the 2024 -2028 airspace review period it is intended to take a regional approach to the review process to allow focussed consultation and a holistic overview of all controlled airspace in each region.

**Note: Any significant changes requested to controlled airspace will require further consideration by CAA and the submitter. This may influence the effective date of publication for any airspace changes. Any airspace changes requested by stakeholders during the review period must be supported by an airspace petition under CAR Part 71.**

CAA may amend or adjust these proposed review dates as safety priorities and resources allow.

Stakeholders may also submit airspace petitions outside the scope of the review timetable to be considered in coordination with the review. Such petitions will be assessed on a case by case basis, and may or may not be incorporated within the scope of the airspace review itself or otherwise under a separate request.

### 3. 2024-2028 Airspace review plan overview

The CAA undertook an assessment of current airspace to inform the airspace review plan, identifying the areas of concern and prioritising the review process.

This process included assessment of airspace based on an intelligence led, risk-based approach to incorporate into airspace review timeline including:

- The date of previous airspace review at each location.
- Airspace related incidents
- Volume of aircraft
- Complexity of airspace
- Type of air traffic mix

The timeline of each review area is dependent on the last date of review, known level of risk in each area, and future proposed major projects conducted by the Air Navigation Service Provider where appropriate. The following table was the outcome of that assessment:

#### North Island

Aerodrome	Date of last review	Next review date <i>Consultation start</i>	Priority/ Grouping	Comments
Auckland	2014	2024	1	In line with potential Airways proposal for Auckland airspace changes 2024.

Whenuapai	2019	2025	2	
Hamilton	2016	2025	2	
Tauranga	2016	2025	2	
Rotorua	2016	2025	2	Partially assessed airspace requirements 2020
Gisborne	2023	2028	6	Partially assessed airspace requirements 2020
Napier	2023	2028	6	Partially assessed airspace requirements 2020
New Plymouth	2017	2026	4	Partially assessed airspace requirements 2020
Ohakea	2016	2025	3	
Palmerston North	2016	2025	3	
Paraparaumu		2027	5	
Wellington	2022	2027	5	Wellington airspace changes in 2022 constitute a partial review.
Area North	N/A	TBA		Proposed Airways re- sectorisation project. TBA
Area South	N/A	TBA		Proposed Airways re- sectorisation project. TBA

## South Island

Aerodrome	Date of last review	Next review date	Priority/ Grouping	Comments
Woodbourne	2018	2026	4	
Nelson	2017	2026	4	
Christchurch	2017	2026	4	
Dunedin	2015	2024	1	
Queenstown	2016	2024	1	Potentially to coincide with Airways request for changes.
Invercargill	2014	2024	1	Partially assessed airspace requirements 2020
Milford	2016	2024	1	Previous interest in MBZ proposal  Partially assessed airspace requirements 2020

### Review scope and proposed effective dates.

Preliminary discussions have been held with Airways to coordinate planned airspace reviews as far as possible with Airways' future airspace projects and available resources. Given controlled airspace defines areas where Airways NZ are required to provide an Air Traffic Service, all future projects driven by Airways NZ and be supported by their airspace petitions.

The review process will commence with consultation with affected airspace users.

The publishing effective date for any reviews will generally be the VNC AIRAC cycle for the year of consultation, however for complex reviews or those requiring further petitions or consultation, the effective date may be outside of this timeframe where required.

## 4. Consultation process

When each region is reviewed a review document will be sent directly to all identified stakeholders in that region for feedback including aerodrome/airspace user groups.

The document will also be available on the CAA website and comments/suggestions from any interested party will be accepted; stakeholders are encouraged to sign up to the CAA email notification service:

[Email notification service | aviation.govt.nz](#) (Part 71)

The CAA may conduct a meeting at each region following consultation to review proposals, discuss and seek additional feedback on finalised amendments.

If you have any further questions regarding the review process, please contact the Aeronautical Services Unit – contact details below.

## **5. Contact details**

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