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**Application for amendment to Auckland  
control zone sectors and terminal control  
area boundaries  
– airspace user consultation**

## **Table of Contents**

<b>Introduction .....</b>	<b>1</b>
<b>Background .....</b>	<b>1</b>
<b>Airways' proposal .....</b>	<b>1</b>
<b>Consultation .....</b>	<b>2</b>
<b>Submissions.....</b>	<b>4</b>
<b>Further information.....</b>	<b>5</b>

## **Introduction**

Controlled airspace is designated in areas where there is a need for an air traffic control service to be provided for the safety and efficiency of aircraft operations and is intended to be as small as practicable to safely protect IFR routes and procedures.

The provider of air traffic services in New Zealand, Airways Corporation of New Zealand Ltd (Airways), is intending on deploying a Divergent Missed Approach Protection System (DMAPS) for Auckland – where standard instrument departures (SIDs) and Missed approaches diverge at 30 degrees to provide efficiency. This has previously been implemented at Christchurch and Wellington aerodromes.

## **Background**

Airways has reviewed all of the control zone dimensions to align with the Part 71 rule requirements for controlled airspace to be as small as practicable to protect the flight paths of IFR aircraft. Aeropath, the provider of Instrument Flight Procedures at Auckland have assessed instrument flight procedures against controlled airspace containment.

## **Airways' proposal**

To contain new procedures, and following review of existing procedures which will be retained, Airways initially submitted a petition in February 2024. An amended petition was then provided on 19 April 2024 detailing the proposed amendments to the Auckland control zone sectors and associated airspaces as follows:

1. Amend the Auckland control areas (AA CTA/C) NZA141 LL 1500 ft and NZA142\_S LL 2500ft; Add AA CTA/C LL 2000 ft.
2. Amend the Auckland CTR Instrument Sectors NZA154A (North Sector), NZA154B (Instrument Sector), and NZA154C (South Sector); Add 6 new CTR sectors.
3. Add Visual Reporting Points - Quarry, The Mall, Ambury Park, Little Creek and Whakatiwai.

Due to the size of the petition, it is not practical to summarise the information contained in this document. Instead, please refer to the copy of Airways' petition which accompanies this document available on the Airspace Review website page at the following link:

[2024 airspace reviews | aviation.govt.nz](https://www.aviation.govt.nz/2024-airspace-reviews)

Overall the Auckland control zone boundaries are not changed. Airways New Zealand advise the terminal control areas are extended to the north to cater for the divergent tracks from Auckland aerodrome.

CAA Notes:

1. Airways NZ have not yet provided to CAA the Auckland Instrument Flight Procedures changes planned to be implemented as part of the Airways NZ Auckland Airport Departure Missed Approach (DMAPS) project. Airspace changes routinely occur to coincide with changes to IFPs. However, in this application Airways NZ have advised that the airspace changes are in any case required in November 2024 due to Air New Zealand's plans to change the aircraft type on the northern regional routes; the changed aircraft type having a lower climb performance when using the existing routes.
2. Three of proposed VRPs (Quarry, Little Creek and The Mall) are positioned at approximately 1.5NM distance apart; VRPs are not routinely designated in close proximity to each other or close in to an aerodrome runway threshold .
  - a. No revised VFR arrival procedures have been provided.
  - b. The proposal for the Police Helicopter Sectors referenced on page 23 has not been provided to CAA at this stage.

## **Consultation**

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.

Airways are wishing to publish this airspace in November 2024. Given the nature of timing for this proposal consultation is taking place for 4 weeks. As there is no time for CAA to conduct further consultation or rework of this proposal if required, it will be deferred if required depending on consultation submissions and CAA's ongoing assessment for these changes.

The Director invites feedback in regard to the proposed controlled airspace changes.

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.

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

- Auckland Hospital heliport – Auckland Rescue Helicopter Trust
- Auckland – Auckland International Airport Ltd
- Ardmore aerodrome – Ardmore Airport Ltd

- Coromandel aerodrome – Coromandel Flying Club Inc
- Great Barrier Island aerodrome – Auckland Council
- Hamilton aerodrome – Waikato Regional Airport Ltd
- Kaipara Flats aerodrome – Rodney Aero Club Inc
- Matarangi aerodrome – Matarangi Airfield Ltd
- Mechanics Bay heliport – Eagleflight Ltd
- Mercer aerodrome – Palms on George Ltd
- Motu Kaikoura Island aerodrome – Motu Kaikoura Trust
- North Shore aerodrome – North Shore Aero Club Ltd
- Okiwi Station aerodrome – Auckland Council
- Parakai aerodrome – Parakai Airfield Ltd
- Pikes point heliport – Advanced Flight
- Springhill aerodrome
- Thames aerodrome – Thames Coromandel District Council
- Waiheke aerodrome – Waiheke Airfield Management Ltd
- Whenuapai aerodrome – RNZAF
- Whitianga aerodrome – Mercury Bay Aero Club

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

- Advanced Flight
- Air New Zealand Group
- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand
- Ardmore Flight Operations Group
- Auckland Airspace User Group
- Auckland rescue helicopter trust
- Balloon Association of New Zealand
- Gliding New Zealand
- Hamilton Airspace User Group
- Model Flying New Zealand

- 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
- Sport Aviation Corp

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, 2, 3.

If there are any further questions regarding the review process, please contact Aeronautical Services – contact details below.

## **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 to provide further information relevant to this proposal.

Submissions are accepted either electronically or via mail.

Please address submissions to:

Team Coordinator  
Aviation Security and Infrastructure  
Civil Aviation Authority of New Zealand  
PO Box 3555  
Wellington 6140

Fax: 04 569 2024

Email: [aeronautical.services@caa.govt.nz](mailto: aeronautical.services@caa.govt.nz)

Reference – 2024 Auckland controlled airspace amendment.

Closing date for submissions is **Friday 31<sup>st</sup> May 2024**.

## **Further information**

For further information contact:

Hamish McKoy  
Senior Technical Specialist – Aeronautical Services

Civil Aviation Authority of New Zealand

P O Box 3555  
Wellington 6140  
Phone: (DDI) 04 830 0520  
Email: [hamish.mckoy@caa.govt.nz](mailto: hamish.mckoy@caa.govt.nz)

24/ASD/56