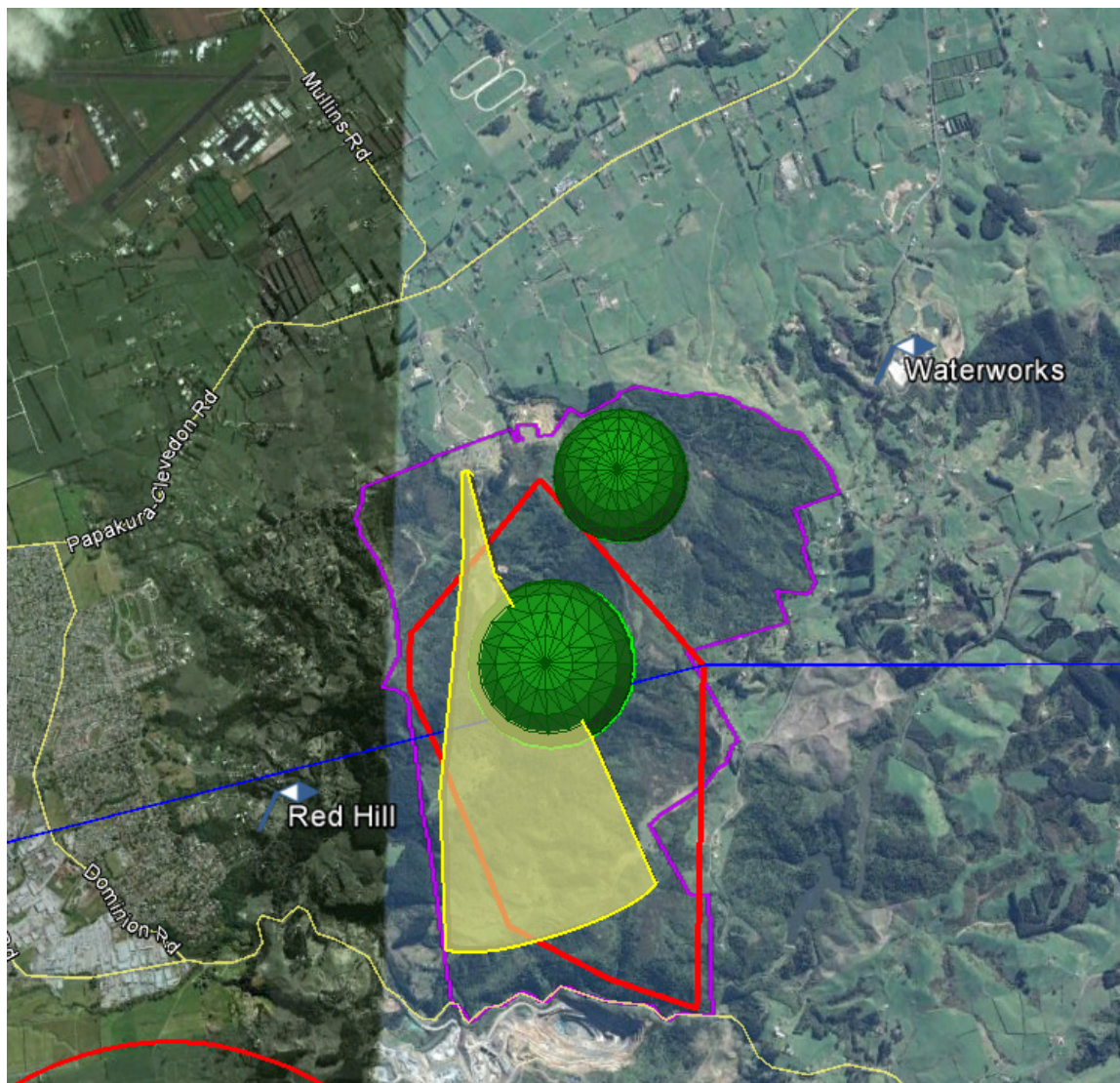



Auckland Airspace Review – NZM200 Papakura

The Ardmore Military Training area (AMTA) has recently undergone an extensive refurbishment programme and is one of the main training facilities for the New Zealand Defence Force (NZDF). As a result, in August 2013 the NZDF applied for an increase to the upper limit of NZM200, advisable by NOTAM, to 2300 ft AMSL, in addition to the permanently active upper limit of 1700 ft AMSL.

At the consultation meeting held at Ardmore on 19 March 2014, Captain Joel Bradley from the NZDF discussed the reasons for the requested change to NZM200. The primary reason is for the containment of demolitions training; however there are other activities which occur frequently within NZM200 – weapons training, unmanned aircraft system operations and helicopter operations.

Additionally, the existing military operating area (MOA) does not contain the weapons firing range within the AMTA.



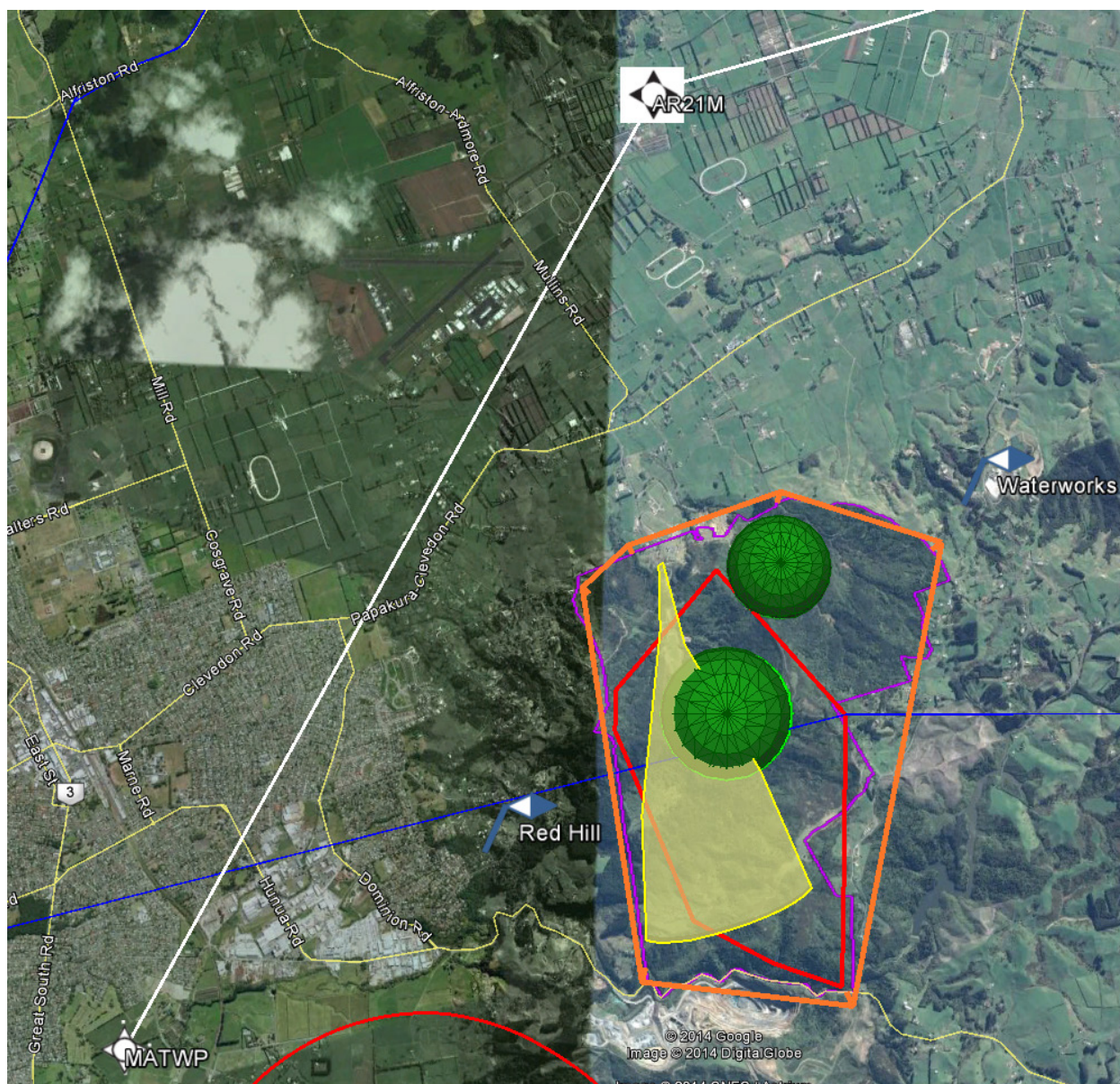
AMTA.....		
NZM200.....		
NZB272.....		
Weapons Firing Range...		

Demolition and ammunition domes

Auckland Airspace Review – NZM200 Papakura

Proposal:

For these reasons, the NZDF has amended its application and now requests that the lateral boundaries are increased to ensure that all military activity is fully contained within the MOA – as shown by the orange line in the diagram below. (The RNAV (GNSS) RWY 21 missed approach track is shown in white.)



The nature of military operations means that it is not practicable to issue a NOTAM in a timely manner for the temporary increase to the upper limit of NZM200. Therefore it is proposed that the upper limit is permanently raised to 2300 ft AMSL.

The Google Earth kmz files are available on request: please email Paula Moore (contact details in the Further Information section).

Likely effect on Ardmore traffic:

The local procedures most affected by the proposed changes are:

- IFR – AR SID 03/21 SURREY THREE GOLF – visual segment due to narrowing of the corridor between NZM200 and NZD235 Drury.
- VFR – Helicopter South sectors.
- Circuit operations – especially aircraft which use high and wide circuits.

The missed approach track of the RNAV (GNSS) RWY 21 approach is inside the circuit area.

To lessen the potential effects on Ardmore aerodrome traffic, the NZDF propose to enter into memorandums of understanding (MOUs) with designated local users to allow access to the MOA. It is proposed that the MOUs will:

- Be primarily for circuit operations.
- A nominal height not to descend below would be stipulated for operation within NZM200.
- There will be some restrictions on military operations during periods of civil aviation use.
- If all of the airspace is required for military use, the Ardmore aerodrome management will be advised who will then promulgate this to operators.
- Possible use of warning signs, lights or flags when firing exercises are taking place.

Consultation:

This document will be sent electronically to the following groups:

- Auckland Airspace User Group
- Ardmore Flight Operations Group
- Gliding New Zealand

Submissions:

Submissions are accepted either electronically or via mail.

Please address submissions to:

Auckland Airspace Review 2014 proposed changes
Group Executive Officer
Aviation Infrastructure and Personnel
Civil Aviation Authority of New Zealand
PO Box 3555
Wellington 6140

Fax: 04-569-2024

Auckland Airspace Review – NZM200 Papakura

Email: dianne.parker@caa.govt.nz

Reference – 2014 Auckland Airspace Review – Final Submissions

Closing date for submissions is **Tuesday 29 April 2014**.

Further information:

For further information contact:

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