
2016 Northland Airspace Review

Summary of Submissions

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Overview

As indicated in the CAA 2015-2018 Airspace Review Plan document, the airspace in the Northland region is under review with changes to be implemented in November 2016.

The review is aligned with the planned operations of new performance based navigation (PBN) procedures currently being designed by Airways Corporation of New Zealand.

The review comprises all the airspace detailed on the C1 visual navigation chart north of the North Shore common frequency zone..

Airspace reviewed includes:

- Controlled airspace
- VFR transit lanes
- General aviation areas
- Restricted areas
- Military operating areas
- Mandatory broadcast zones
- Danger areas
- Low flying zones
- VFR reporting points
- Common frequency zones

Initial consultation commenced with airspace users at the end of May 2015. Cut-off for submissions was 7 August 2015.

Submissions received

A total of 10 submission were received from the following airspace users:

- Air Nelson
- Auckland Hang Gliding and Paragliding Club
- Brian Taylor
- Graham Walker
- Mark Norgate
- New Zealand Hang Gliding and Paragliding Association (NZHGPA)
- Rusty Russell

- Sport Aircraft Association Northland Chapter
- Steve Gwilliam
- Whangarei District Airport

The submissions received are available on the CAA Airspace Review page and should be referred to for full details of the proposed and requested airspace amendments.

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

Summary of requested airspace changes

Controlled airspace

There were no requests for controlled airspace changes.

VFR transit lanes

There are no VFR transit lanes designated within the review area.

General aviation areas

There were no requests for changes to existing general aviation areas or for the establishment of new ones.

Restricted areas

There were no requests for changes to existing restricted areas or for the establishment of new ones.

Military operating areas

There were no requests for changes to existing military operating areas or for the establishment of new ones.

Mandatory broadcast areas

The following amendments to the existing MBZs were proposed:

NZB171 Whangarei

Air Nelson have requested that B171 is extended to the east, through to south-east, to encompass the RNAV D approach. Figure 1 shows the RNAV waypoints and the proposed change depicted in red.

To assist with situational awareness, Air Nelson have also requested that the lower limit of transponder mandatory airspace is amended from 1500 ft AMSL to the surface.

However, submissions received from local aircraft owners, pilots and NZHGPA requesting that the lower limit of transponder mandatory airspace within B171 remains at 1500 ft AMSL. The reasons stated were:

- A number of light aircraft operate at Whangarei aerodrome that are not fitted with transponders
- No provision within civil aviation rules to obtain approval for non-transponder operations within transponder mandatory Class G (uncontrolled) airspace

- Low number of scheduled passenger service per day in relation to number of other users
- Extension of B171 boundary to east, and the associated transponder mandatory airspace, would affect the east coast corridor (Waipu, Ruakaka, Whangarei Heads and Ngunguru) used by ‘significant amounts of traffic...’ as well as for flight training and general flying of Whangarei based aircraft.

There was also significant opposition to extending the existing boundary of B171 to the south-east. The main concern is the possible limitations on extensive aviation activity, including gyrocopters, which takes place in the vicinity.

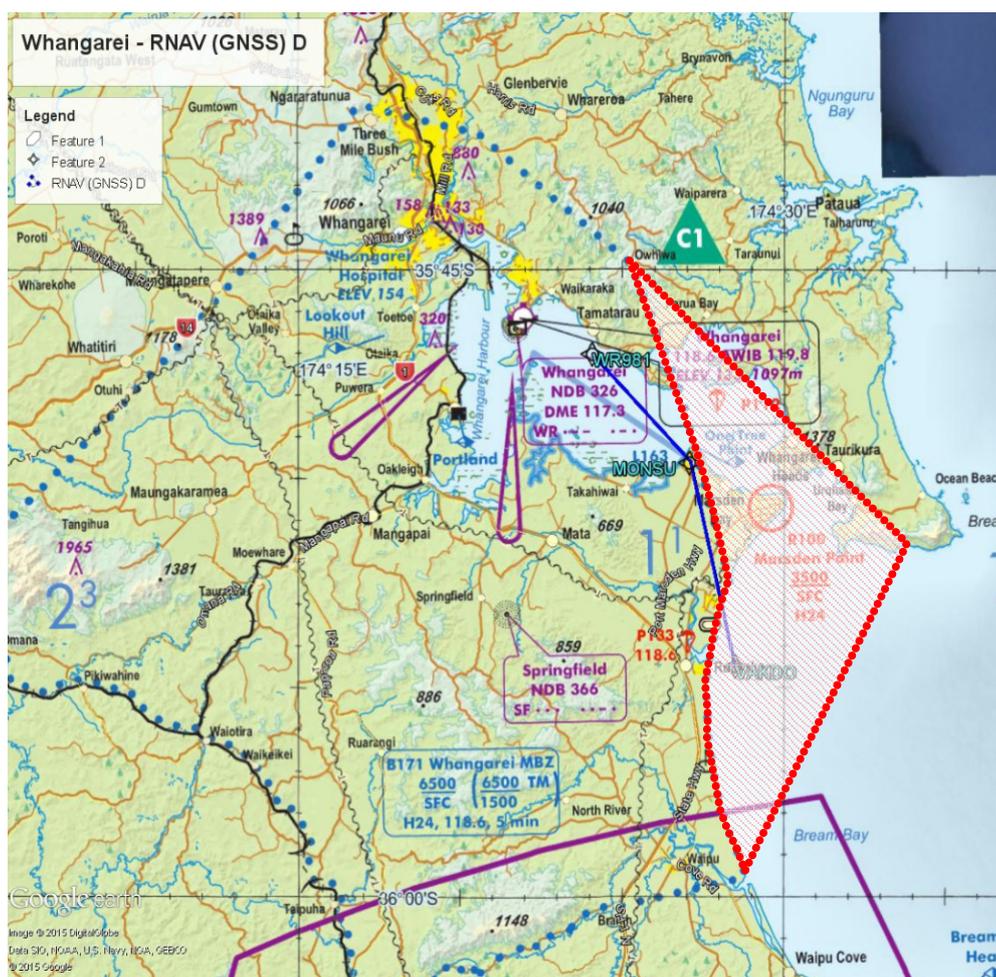


Figure 1
Air Nelson – requested extension to NZB171 Whangarei

Additionally, the Auckland Hang Gliding and Paragliding Club have applied for a reduction in the size of B171 to allow for access by non-radio and transponder equipped hang gliders to areas suitable for cross country flights.

Flights towards this area from North Auckland sites have been made by NZHGPA pilots for over 30 years. They are generally flown in south to south-west winds, particularly on light wind days where a sea breeze sets up on both east and west coast creating a

convergence line. These convergence areas tend to form lines along the centre of the land mass and often more towards the east coast.

The convergence line typically sets up over MBZ B171, hence our desire to access this area. Refer attached example of a typical convergence forecast for this area. [Refer to Figure 3]

Hang glider and paraglider pilots use this convergence line to carry out long distance cross country flights. The proposed new boundaries have been drawn using some of the existing MBZ and airspace boundaries and prominent landmarks or features.

Ideally we would like access to the entire area, but we understand this could create issues for flights into and out of Whangarei airport.

Taking this in to account we have mostly kept the proposed boundaries outside a 10NM radius from Whangarei airport. The proposed new boundaries will better enable our pilots to maximize their flights by being able to reach a safe altitude, and increase their chances of achieving cross country flight.

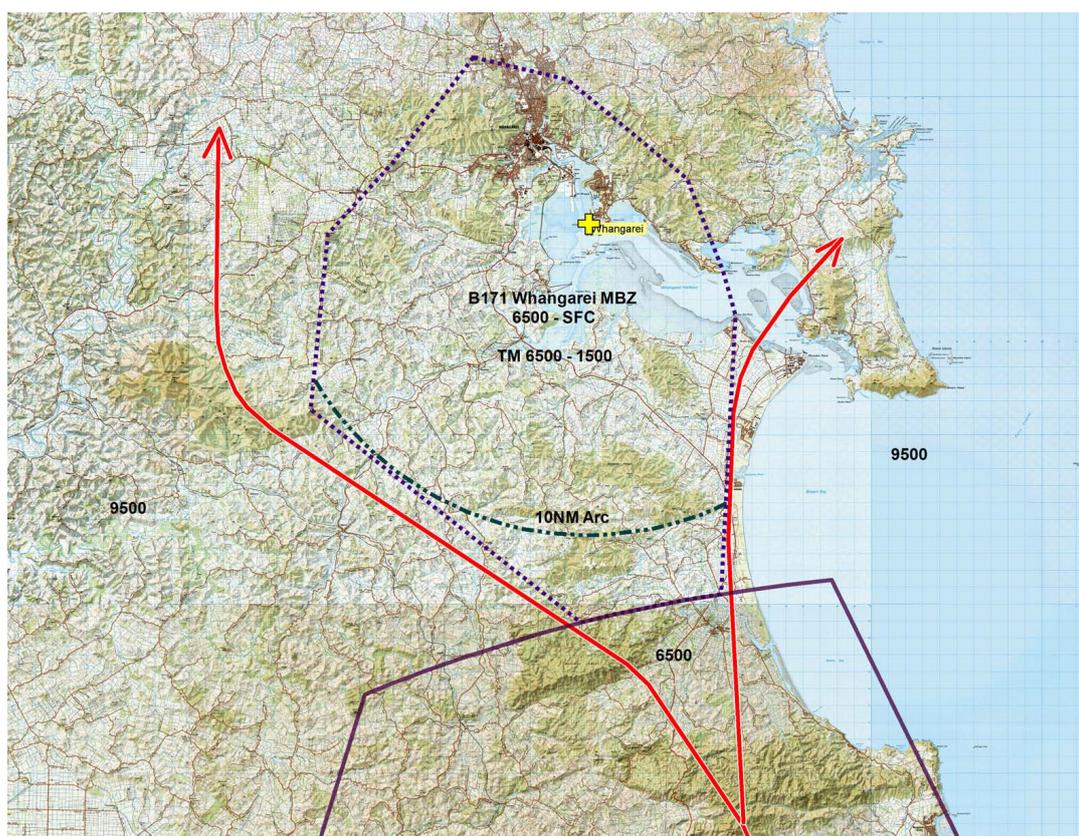


Figure 2

Auckland Hang Gliding and Paragliding Club – requested reduction to NZB171

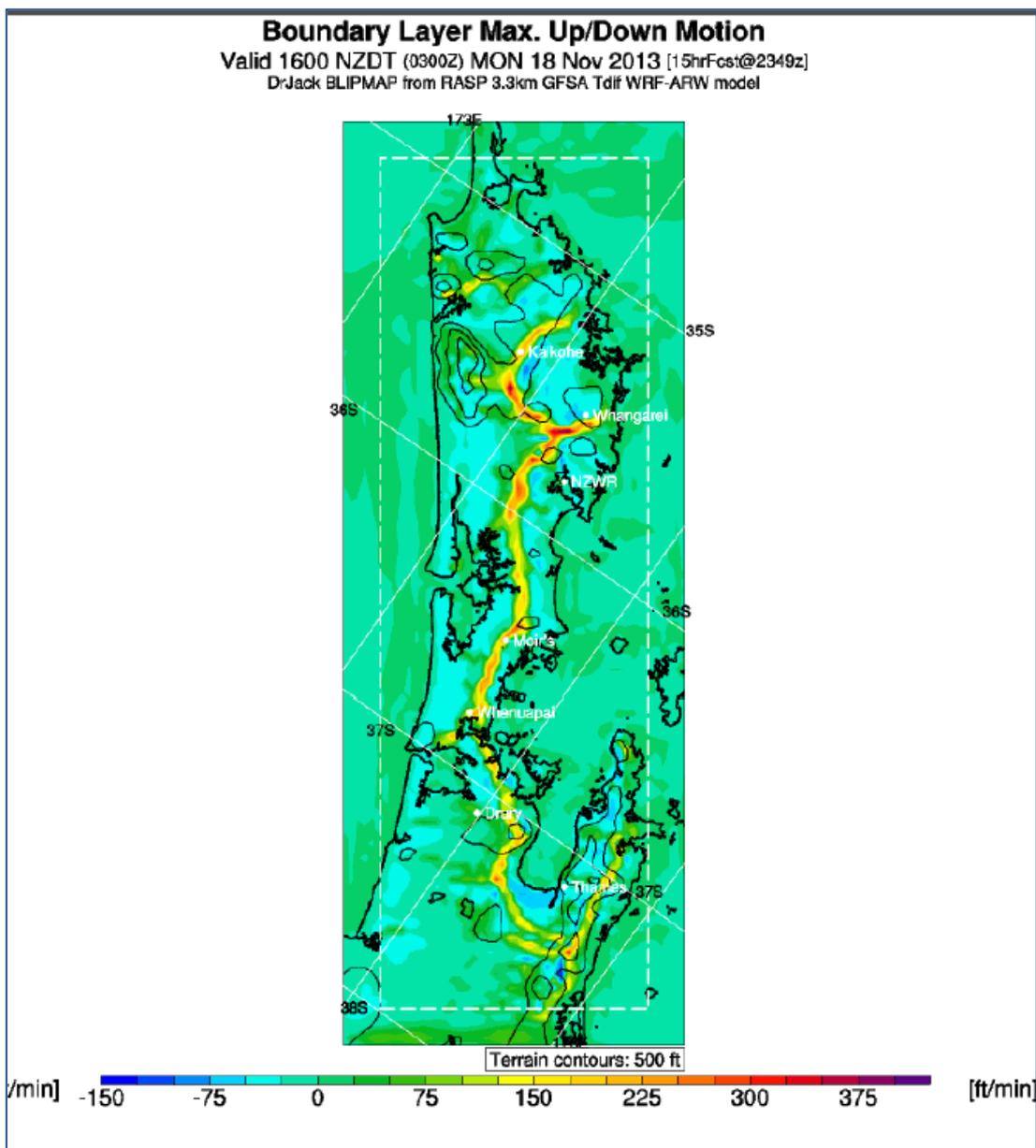


Figure 3

Example of typical forecast convergence over Northland

NZB173 Kerikeri

Air Nelson have requested that B173 boundaries are extended to the north and south to ‘to encompass the full extent [plus a suitable buffer] of the RNAV Runway 15 and 33 approaches and associated holds, to ensure any relevant traffic was broadcasting on the MBZ frequency’. They have suggested a distance of approximately 7 NM.

Additionally, due to the proximity of the Bay of Islands Hospital RNAV (GNSS) 050 approach to the Kerikeri RWY 33 approaches, Air Nelson request the boundary of B173 is extended eastwards to include this approach within the MBZ.

Figure 4 shows the RNAV waypoints for both approaches and the requested boundary changes depicted in red.

To assist with situational awareness, Air Nelson have also requested that the lower limit of transponder mandatory airspace is amended from 1500 ft AMSL to the surface.

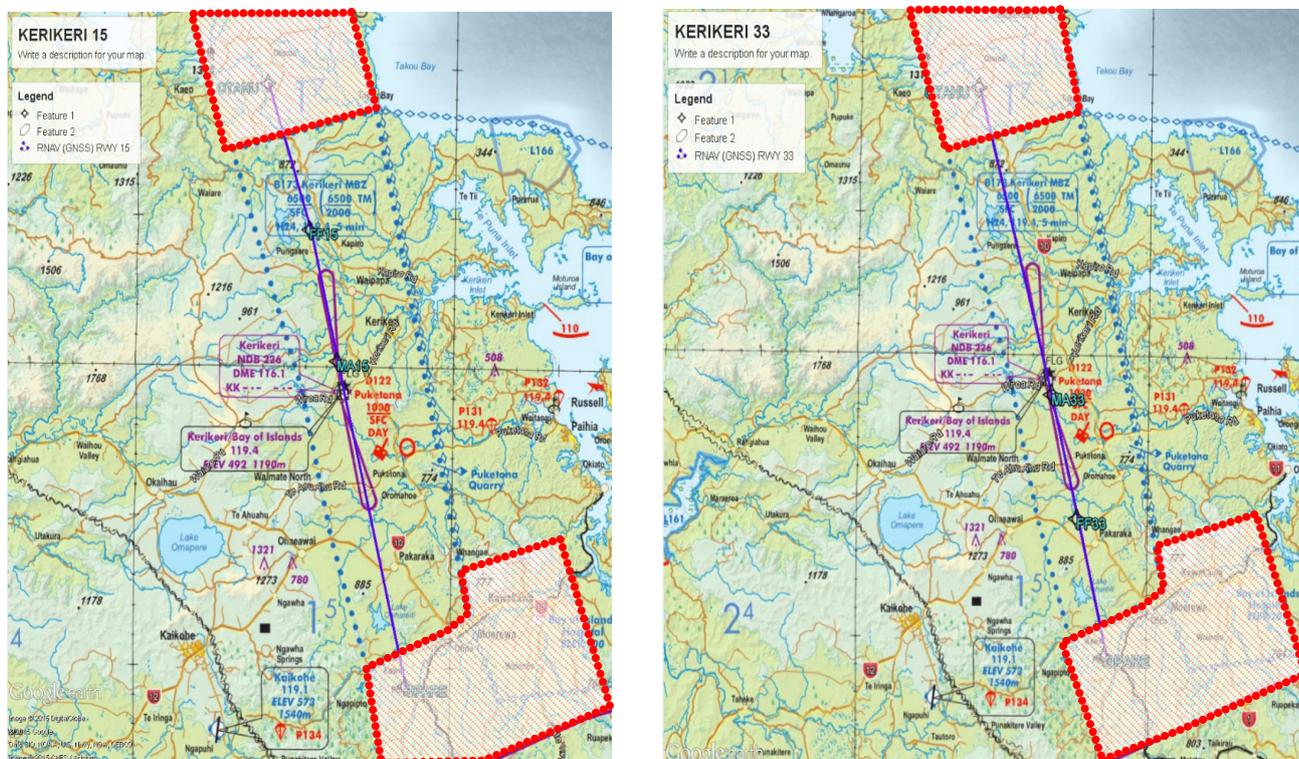


Figure 4

Proposed amendment to NZB173 Kerikeri

NZB170 Kaitaia

Air Nelson have requested the boundaries of B170 are extended to the south to fully encompass the Kaitaia RNAV (GNSS) RWY 30 approach. Figure 5 shows the RNAV waypoints and the proposed change depicted in red.

To assist with situational awareness, Air Nelson have also requested that the lower limit of transponder mandatory airspace is amended from 1500 ft AMSL to the surface.

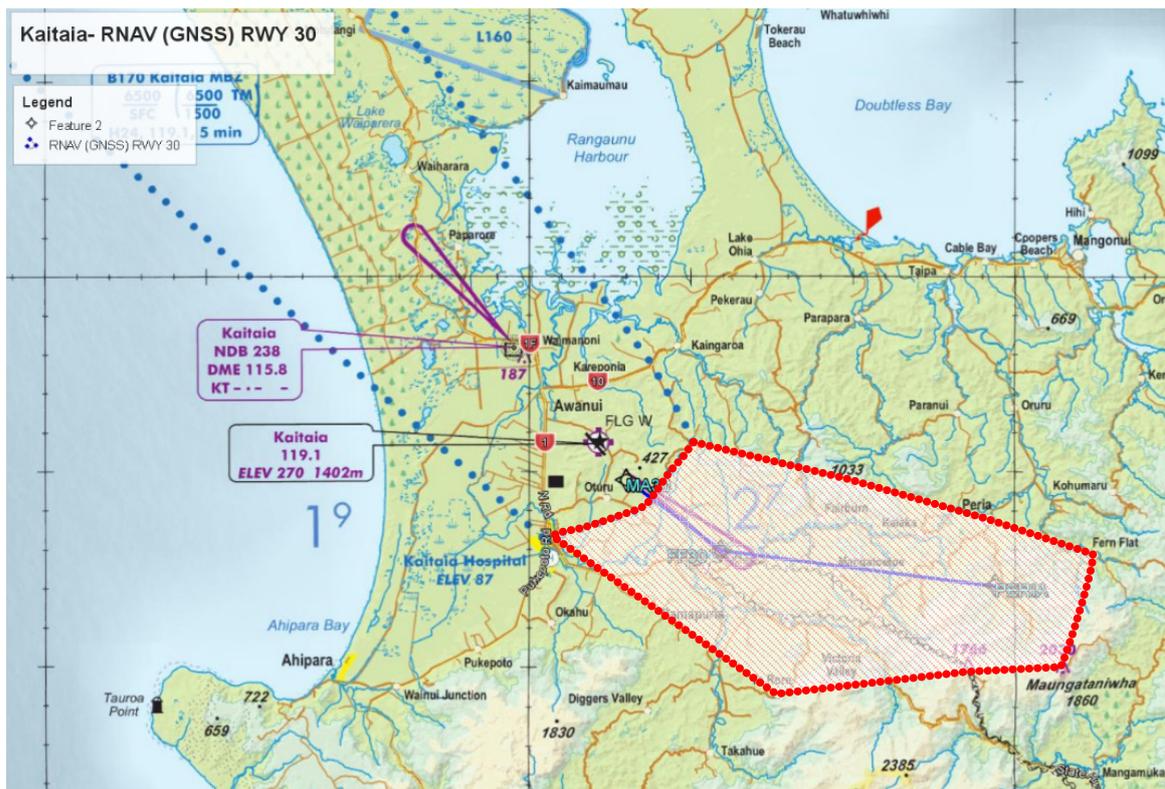


Figure 5

Proposed amendment to NZB170 Kaitiaki

Danger areas

There were no changes requested to the existing danger areas or for the establishment of new ones.

Low flying zones

There were no changes requested to the existing low flying zones or for the establishment of new ones.

VFR reporting points

There were no changes requested to the existing VFR reporting points or for the establishment of new ones.

Common frequency zones

One submission suggested that all of the Class G airspace north of 25 NM from Whenuapai VOR/DME is incorporated into one common frequency zone.

Following actions

Once the final petitions are received from Airways for controlled airspace changes, expected early December, CAA will begin final consultation on all proposed changes with users.

Submissions on the final airspace proposals will be invited from users between December 2015 and January 2016. Consultation meetings will be held late February/early March 2016.

Once the airspace user consultation meetings have taken place, there will be an opportunity to make further submissions prior to the visual navigation chart update cut-off date on 21 April 2016.

Consultation

This document will be sent directly to the following organisations.

Aerodrome operators (chartered aerodromes only)

- Dargaville aerodrome – Northern Wairoa Aero Club (Inc)
- Dargaville Hospital heliport – Northland District Health Board
- Kaikohe aerodrome – Far North Holdings Ltd
- Kaipara Flats aerodrome – Rodney Aero Club Inc
- Kaitaia aerodrome – Far North Holdings Ltd
- Kaitaia Hospital heliport – Northland District Health Board
- Kerikeri/Bay of Islands aerodrome – Far North Holdings Ltd
- Ruawai aerodrome – Otamatea Aero Club, Ruawai (Inc)
- Springhill aerodrome – Instra Aviation Ltd
- Whangarei aerodrome – Whangarei District Airport

Operators, Organisations and User Groups

The following major operators, organisations and users have been identified:

- Air New Zealand Group – includes Mount Cook, Air Nelson, Eagle Airways
- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand
- Gliding New Zealand
- New Zealand Hang Gliding and Paragliding Association
- Recreational Aircraft Association of New Zealand
- Royal New Zealand Air Force
- Sport Aircraft Association New Zealand
- Sport Aviation Corp
- The New Zealand Aviation Federation
- Whangarei User Group – Mike Chubb

Notification that this document has been posted online will be sent to CAA email notification subscribers to Airspace Notifications –all NZ FIR Briefing Areas.

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

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

Further information

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