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**2016 Waikato and Bay of Plenty airspace  
review  
Final airspace changes**

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## **Introduction**

This review has comprised all of the airspace detailed on the C3, C5 and C6 visual navigation charts covering the area south of Waihi Beach, westwards to Hamilton control zone-Te Kuiti-Taumarunui, eastwards to Opotiki-Lake Waikaremoana and as far south as Turangi.

This review also included follow up to previous reviews of the Hamilton control zone from 2014 and the proposed redesign of the Tauranga control zone intended for implementation in November 2015. These reviews had been deferred for further development work and assessment.

Initial notification of the commencement of the review was made on 12 June 2015 and users were invited to make submissions on desired airspace changes by 7 August 2015.

The Waikato and Bay of Plenty airspace review has been aligned with Airways' implementation of new performance based navigation (PBN) procedures at Hamilton, Rotorua and Tauranga aerodromes planned for November 2016.

A summary of the submissions received, and a copy of those submissions, was published on 30 October 2015. Airways had made an initial review of controlled airspace requirements, but the final designs were not available until early December.

Users were invited to make submissions on these designs, and other proposals, on 23 December 2015. Due to the Christmas holiday period, the cut-off date for submissions was set as Thursday 25 February 2016.

It was intended to hold airspace user meetings in early February, but due to many factors, CAA was finally able to host meetings at Hamilton and Tauranga on 24 and 25 February 2016 respectively and at Rotorua on 29 February 2016. Because of this delay, the submission period was extended to 4 March, which was subsequently extended to 9 March 2016 following a request from a potential submitter.

## **Overview of submissions**

There were submissions received from 18 operators/users/organisations about various aspects of the planned airspace changes.

The proposed changes have also been analysed by CAA technical specialists.

At the user consultation meetings there were several proposals made and discussed with regard to consequential airspace changes required if the proposed amendments to controlled airspace are made. These proposals are detailed later in this document for user comments and submissions.

## Controlled airspace changes

Controlled airspace is designated in portions of airspace where the Director has determined that an air traffic control service is required to be provided in accordance with the airspace classification – Classes A, B, C, D and E<sup>1</sup>.

- A control zone (CTR) is controlled airspace extending upwards from the surface to a specified upper limit.
- A control area (CTA) is controlled airspace extending upwards from a specified lower limit above the earth.

The boundaries of controlled airspace are designed solely to protect IFR routes and procedures.

Controlled aerodromes are established where the Director determines an aerodrome control service is required. Aerodrome control service is an air traffic control service for all aerodrome traffic.

*Note — the term ‘controlled aerodrome’ indicates that air traffic control service is provided to aerodrome traffic but does not necessarily imply that a control zone exists.*

- **aerodrome traffic** means—
  - (a) **all** traffic in the manoeuvring area of an aerodrome; and
  - (b) **all** aircraft flying in the *vicinity of an aerodrome*
- **aircraft flying in the vicinity of an aerodrome** means any aircraft that is in, entering, or leaving an *aerodrome traffic circuit*
- **aerodrome traffic circuit** means the pattern flown by aircraft operating in the *vicinity of an aerodrome*

Aircraft operating at a controlled aerodrome are issued instructions, clearances and traffic information to prevent collisions between aircraft flying in the vicinity of an aerodrome and between aircraft and vehicles, personnel and objects on the manoeuvring area.

Tauranga, Rotorua and Hamilton Tower units are certificated to provide aerodrome control services only, at respective aerodromes.

Rule 71.55 allows the Director to designate a control zone around an aerodrome if an aerodrome control service or an aerodrome and approach control service is required if the traffic density and pattern requires the controlled airspace. Primarily this is done where the number of regular passenger transport operations takes place over service level thresholds.

The Director has determined that approach control services are required for IFR aircraft arriving at and departing from Tauranga, Rotorua and Hamilton aerodromes. Approach control service – both surveillance and procedural (outside surveillance cover) – is provided by Bay Sector of Christchurch ATS Centre, based in Christchurch.

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<sup>1</sup> CAR 71.51(a), ICAO Annex 11, Doc 4444

71.55(b) requires the CTR to be as **small** as practicable to protect the flight paths of IFR flights arriving at and departing from **the** aerodrome.

Additionally, the lateral limits of a CTR must –

- Encompass the paths of IFR aircraft arriving and departing under IMC
- Extend at least 5 NM from the centre of the aerodrome, *in the direction* from which instrument approaches may be made
- Take into account the category of IFR aircraft using the aerodrome.

CTRs are not designed to protect VFR flight paths and procedures. IFR aircraft conducting a visual approach are not flying an instrument procedure and pilots are responsible for their own containment within controlled airspace.

The CTR and CTA in the Waikato and Bay of Plenty review area is Class D airspace below 9500 ft. Within Class D airspace, the air traffic service is provided to IFR and VFR aircraft is shown in Table 1 below:

*Table 1 – air traffic service provision in Class D airspace*

Type of flight	Separation provided	Service provided	ATC clearance required
IFR	IFR from IFR	Air traffic control service, traffic information about VFR flights (and traffic avoidance advice on request)	Yes
VFR	Nil	IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)	Yes

As shown in Table 1, VFR aircraft are **not** separated from either IFR or VFR aircraft within Class D airspace.

While a flight information service is an intrinsic component of ATC service, ATC functions have overall priority.

### 1. Hamilton control zone

There were some concerns raised about the proposed changes to the Hamilton CTR boundaries and upper limit.

The primary concerns raised were:

1. VFR congregation outside CTR boundary

VFR traffic congregating at locations easily identifiable as being outside controlled airspace such as Cambridge and Temple View, thereby increasing risk of collision.

CAA comment: *This risk already exists at any location where there is a boundary between controlled and uncontrolled airspace.*

*Circular flow procedures would provide a natural split between arriving and departing aircraft which would likely result in aircraft being north or south of Cambridge and Temple View.*

*At present only three training aircraft are accommodated in the circuit. Increased capacity of aerodrome control to control larger numbers of circuit traffic should logically follow by focussing attentions only on the vicinity of the aerodrome (3 NM radius) and the manoeuvring area as per service specification should result in reduced congregation outside the boundary.*

2. No prominent visual features used to define lateral boundaries

CAA comment: *This issue exists with the current CTR boundaries as no ground features are used to define the outer and sector boundaries. However, a 3 NM radius at the eastern and western boundaries should be able to be visually assessed by pilot in VMC under which they operate.*

3. Lower upper limit of Hamilton 2000 ft

Concern was raised that the reduction of the upper limit to 2000 ft would reduce the current vertical ‘segregation’ of 500 ft minimum applied between arriving and departing VFR aircraft.

CAA comment: *VFR aircraft are not separated within Class D airspace. The provision of a vertical separation standard of 500 ft between VFR aircraft is a Class B specification. In this instance there is no difference between segregation and separation.*

*As part of the air traffic management plan associated with the implementation of the proposed airspace, the current VFR arrival and departure procedures with opposite direction tracks using vertical separation standards should be replaced with new procedures using a runway-dependent circular flow system. This model is used at other aerodromes within New Zealand as well as overseas ones with high levels of VFR traffic e.g. Moorabbin, Jandakot, Bankstown.*

*Airways has advised that the new procedures are being designed to align VFR arrivals to join on base leg, or via a standard overhead join, while VFR departures can leave the CTR from crosswind leg.*

4. Reduction in lower limit of portion of Hamilton CTA to 2000 ft

One submitter mentioned a potential for an increase in aircraft noise over Cambridge due to the arrival and departure of aircraft below the new CTA lower limit of 2000 ft.

The main concern was that this limit reduction would exacerbate the proximity of aircraft at Cambridge/Temple View due to aircraft operating 2000 ft or below.

CAA comment: *Refer to circular flow comments above. It is likely that circular flow procedures would result in aircraft being north or south of Cambridge/Temple View.*

#### 5. Helicopter IFR operations to/from Waikato Hospital

The proposed airspace boundaries would place Waikato Hospital heliport outside the CTR.

CAA comment: *The heliport is within the NZT251 which is uncontrolled airspace below 1000 ft during daylight hours.*

*The existing CTR predates the establishment of the heliport and so was not designed to contain the heliport in the first instance. By day, aircraft operating within the VFR transit lane neither require an ATC clearance nor need to communicate with ATC.*

*It should be noted that:*

- *Hastings Hospital is just outside the Napier CTR next to Bridge Pa aerodrome with instrument approaches.*
- *Busy Auckland Hospital is served by instrument approaches from Mechanics Bay and located below controlled airspace between the Whenuapai and Auckland CTRs.*
- *Pikes Point Heliport (near Mount Smart stadium) with instrument approaches is situated just outside the Auckland CTR boundary.*

*It is not the function of aerodrome control service to perform ATS beyond the vicinity of a controlled aerodrome, except to CTR aircraft conditionally released by approach control with the delegated responsibility that goes with each release.*

#### 6. Future RNP-AR approaches to Hamilton

Mount Cook Airlines ATR-72-600 aircraft will be upgraded to fly RNP-AR procedures, primarily to allow operations at Queenstown to lower minima than the RNAV (GNSS) approaches allow for.

RNP-AR approaches also enable aircraft to utilise the radius to a fix (RF) turn capability to intercept final closer to the runway. There is a possibility that possible RNP-AR approaches may not be contained within the proposed changes to the Hamilton CTR.

CAA comment: *Airspace is designed to contain instrument flight procedures. Without the final procedure design being available, then it is not possible to design the controlled airspace. The rule requirement for airspace reviews is that one must be done at least every five years (71.11).*

*While it is desirable to keep airspace changes to a minimum, there will always be occasions where operational changes will require a review to ensure it remains fit-for-purpose.*

## 7. Containment of Cat C circling approaches

Mount Cook Airlines requested that full containment is provided for Cat C circling manoeuvring.

*CAA comment: It is rare, if ever, that Cat C aircraft will need to fly a circling approach in IMC when there are multiple straight-in approaches already available for each runway with much lower minima (300 ft).*

*Cloud break to conduct a visual approach is not the same thing a visual circling manoeuvre from an instrument approach.*

*When flying an instrument approach onto a runway not in use as a cloud break procedure to shorten track miles when traffic permits, entering the circuit via the downwind leg will still provide containment.*

*When the aerodrome traffic circuit is busy, conducting an instrument approach to a runway not in use might be unwise; when IMC exists, it is more likely that the safer, straight-in approach will be flown. Nevertheless, there would be no busy circuit traffic to potentially conflict with and visual circling manoeuvre to the landing runway might be undertaken.*

### **2. Rotorua control zone**

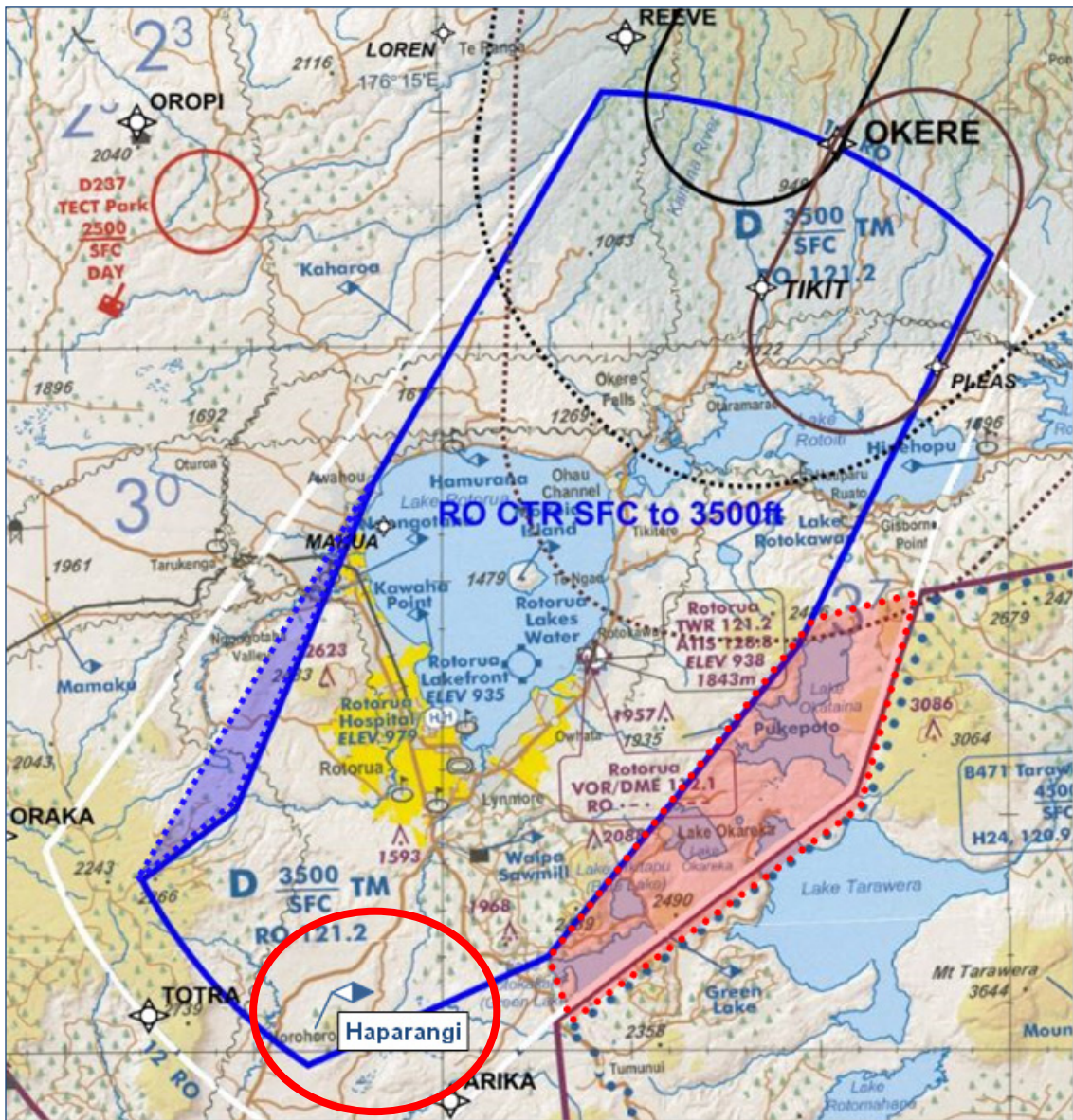
The Rotorua Airport Airspace and Users Group submission requested the following

- A new VFR reporting point at Mount Haparangi, to be called Haparangi.
- Alignment of NZB471 Tarawera western boundary with the proposed south-eastern boundary of the Rotorua CTR.
- Realign the south western corner of the proposed Rotorua CTR as a straight line from Awahou to the south-western corner.

Refer to Figure 1 below. The amendment to the proposed Rotorua CTR is depicted as a dashed blue line; alignment of NZB471 is a dotted red line, new VRP Haparangi within the red circle.



Figure 1 – Proposed changes to Rotorua CTR and NZB477



### 3. Tauranga control zone

In addition to the proposed boundary changes, two new visual reporting points (VRP) would be established outside the proposed CTR at Blue Gum Bay and Kaituna Bridge.

There were two concerns raised about the proposed Tauranga CTR boundary changes.

- Traffic density in the Matakana area. Request is for the lower level of CTA to be raised to 2000 ft in this area.

CAA comment: *this is currently being considered with regard to the impact on the runway 07 NDB/DME and NDB procedures. However, this will not be complete in time*

*for airspace change in 2016 and will be considered for amendment, if necessary, in 2017.*

*Additionally, the introduction of circular flow procedures should provide for a natural segregation between arriving and departing aircraft tracks.*

- Potentially increased distances to be flown to training areas.

*CAA comment: CAA understands that the current Airways proposal for the Tauranga CTR actually has the same areas used for training still able to be easily accessed by users wishing to train there. The only new difference would be that if they wanted to train to the over Matakana Island, it is uncontrolled airspace up to 1500ft. Currently it is controlled (Tauranga CTR/D) up to 2500ft so users would either need to request an ATC clearance for the same area between 1500-2500ft or extend beyond 10 NM of the airfield where it is uncontrolled up to 2500ft (as it currently is in that area). Access and flight times to the area to the south and south east will be unchanged by the Airways proposal.*

*There are currently no designated 'training areas' within the Tauranga CTR or in close proximity to the CTR. Airways encourage operators to use the area near G258 for training, and all upper air exercises.*

#### **4. Control areas**

##### **1. Lower level of controlled airspace south-west Tauranga CTR**

Concerns have been raised by two Hamilton-based operators of the proposed lowering of the control area to the south-west of Tauranga from 3500 ft to 2500 ft:

- Turbulence – the new lower limit would reduce the space available to avoid possible downdraughts and turbulence near the Kaimai ranges on the direct Hamilton to Tauranga track before having to descend to be under the CTA.
- Difficulty in identifying the southern boundary of the CTA as both Lower Kaimai township and the Ruahihi VFR are partially obscured by terrain and would be harder to sight from 2500 ft.

*CAA comment: Airways has advised that the new lower limit is required for containment of the runway 07 arrivals from, and the runway 25 departures to, the south. The climb/descent profiles would be too steep, even if the amended lower limit was only lowered by 500 ft to 3000 ft in this location.*

*Presently the Racecourse One VFR arrival into the Tauranga CTR requires a pilot to be 1500 ft or below before entering. The Racecourse One VFR departure has a hold down of 1500 ft until clear of the Tauranga CTR. These vertical limitations will remain the same with the proposed airspace changes.*

*An aircraft entering the Tauranga CTR on the Hamilton direct Tauranga track would need to descend 2000 ft in approximately 3 NM if cleared this arrival without ATC amendment to the upper limit of the procedure.*

*If conditions as such that turbulence requires extended flight at 3500 ft to remain above, then there are still alternative options available:*

- tracking towards the east for 1-2 NM before turning north*
- obtaining a clearance from ATC to enter that portion of the CTA*

## 2. Lower level of controlled airspace at Mt Pirongia

Several submissions from gliding and hang gliding/paragliding organisations were received opposing this change to the airspace.

CAA comment: *This airspace is required for the containment of the Hamilton PBN procedures.*

*Most, if not all, gliders are equipped with radios and transponders. If it is necessary to track east of Mt Pirongia into the CTA, a clearance may be sought from ATC.*

*It is recognised that this will have a negative on any hang gliding/paragliding operations east of Mt Pirongia requiring to operate above 2500 ft. Under the ongoing consideration of general aviation areas (see below) for gliding activity, there may be the possibility that the temporary general aviation areas west of Hamilton (NZG294 and NZG295) which have been designated for competitions could be considered for permanent promulgation for activation by ATC approval.*

## 3. Amendments to control areas NZA437, NZA244, NZA245 and NZA246

Matamata Soaring Centre and Piako Gliding Club have requested several changes to the control areas over the region including raising the lower levels to open up more uncontrolled airspace for gliding. The request also included establishment of new general aviation areas and redesign of the existing ones.

Airways has provided the following feedback in respect to the raising of the lower limit of NZA244 and activation of NZG254 and NZG255:

- ‘Hamilton VOR/DME arc approaches for both runways would need re-designing to be 7,000ft instead of 5,000ft, which may create descent gradient issues*
- Tauranga SIDs/STARs via TIMBO/LIMBO (southwest) would be impossible from 7,000ft due climb/descent gradients.*
- Limits available levels for unpressurised light aircraft to four levels, instead of six.*
- RWY18 SIDs to the east via SAPEG will require a high climb gradient (likely to be unfeasible), which require shifting the airspace boundary further east to allow containment.*
- Lifting the lower limit in NZA244 may be possible, but only if the lateral boundaries were reduced to permit reasonable climb/descent gradients on SIDs/STARs.’*

Due to the comprehensive nature of the request, it is not possible for the necessary evaluation of the impact on all of the new and existing PBN instrument routes and procedures to be completed in time to be implemented in November 2016.

This work is ongoing and will require substantial input and dialogue between Airways and the gliding organisations.

## Other airspace changes

### 1. General aviation areas (GAA)

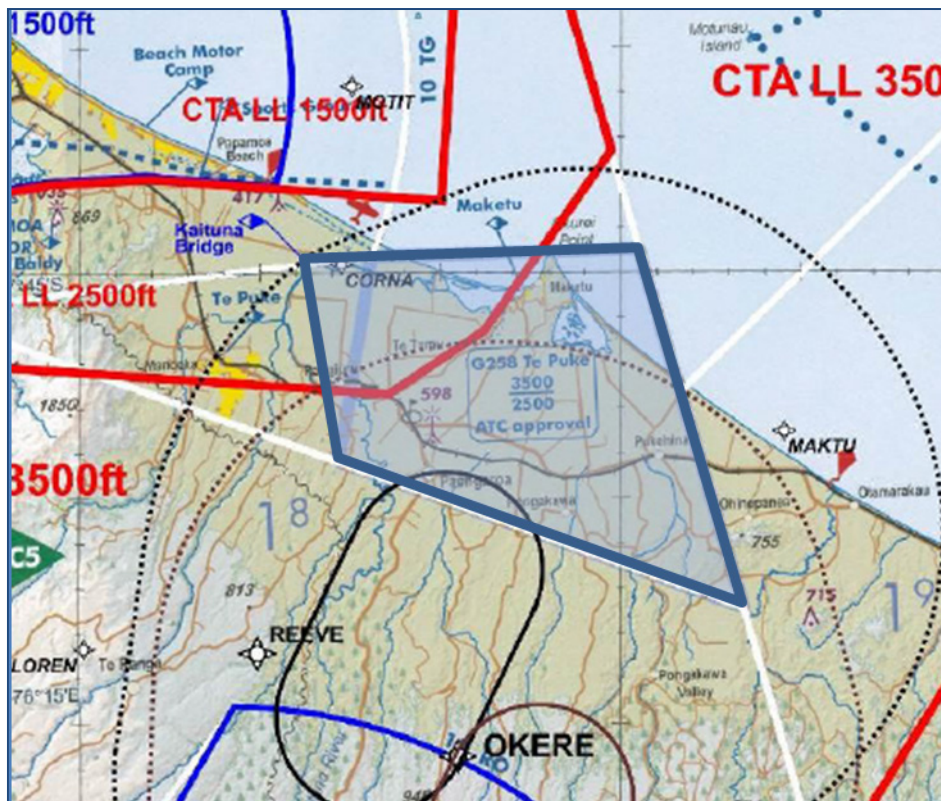
#### 1. NZG258 Te Puke

Amendments to the Tauranga CTA would place most of the existing NZG258 outside controlled airspace.

Tauranga users have requested that the upper limit of NZG258 is raised to 4500 ft, and the north-west boundary is moved to Kaituna Bridge (new visual reporting point).

The lower limit of NZG258 would be the lower limit of controlled airspace i.e. 2500 or 3500 ft as applicable. Figure 2 shows the proposed amended area depicted in dark blue.

*Figure 2 – proposed amendment to NZG258*



#### 2. NZG458 Paeroa Range

NZG458 will be extended to the boundaries as proposed by Auckland Hang Gliding and Paragliding Club. The amended GAA will still remain active when approved by ATC.

### 3. Amend existing GAAs

Due to time constraints the request for the amendment of existing GAA and new GAA from Matamata Soaring Club, supported by Gliding New Zealand and other gliding organisations, is not able to be actioned in time to meet the cut-off for implementation in November 2016.

As stated earlier, this work is ongoing and will require substantial input and dialogue between Airways and the gliding organisations.

## 2. **Mandatory broadcast zones (MBZ)**

### 1. Transponder mandatory airspace to the surface

The request for transponder mandatory airspace to the surface in the Taupo MBZ, and MBZs in other review areas where there is scheduled passenger transport services, was opposed by most general aviation organisations.

*CAA comment: In 2015 CAA considered a request from Air New Zealand for the designation of transponder mandatory to the surface in uncontrolled special use airspace where regular passenger transport operations at uncontrolled aerodrome occur.*

*Following this study, CAA policy was formalised and the proposal is not supported primarily due to the following reasons:*

- *limitations in airborne collision avoidance system (ACAS) design and parameters. ICAO and European documents highlight these limitations when operating within aerodrome circuits and below 900 ft AGL.*

*Eurocontrol's ACAS Bulletin No.6 describes the problem:*

*'The TCAS II traffic display can be misinterpreted, since it provides only partial information, it has limited accuracy, and it is based upon a moving reference. It has not been designed for the purposes of self-separation or sequencing, and using it for these purposes is inappropriate, and could also be hazardous.*

*Although the ACAS traffic display assists to detect the presence of intruders in the close vicinity, flight crews should not be over-reliant on this display. It supports visual acquisition; **it is not a replacement for the out-of-window scan.**' (Emphasis is original.)*

- *There is no provision in existing rules for aircraft with an inoperable transponder to obtain approval to operate within a transponder mandatory airspace to enable the aircraft to be flown to a maintenance base which may be located within the MBZ for repairs.*

### 2. NZB477 Taupo

The Taupo RNAV (GNSS) RWY 17 approach is being redesigned and the hold relocated within the existing boundaries of NZB477.

Air Nelson has withdrawn the request for the extension to the north.

### 3. NZB477 Tarawera

In addition to the re-alignment with the proposed Rotorua CTR boundary, Rotorua Airport and Airspace User Group requested that the northern boundary of NZB477 is extended to include the rest of the lakes north of Tarawera i.e. eastern end of Lake Rotoiti, Lake Rotoma and Lake Rotoehu.

CAA comment: *As was discussed at the user meeting in Rotorua on 29 February, there is insufficient time to consult with all potentially affected users before the VNC cut-off date in April.*

*This request is on record and will be considered for implementation in November 2017.*

### **3. Common frequency zones (CFZ)**

#### 1. NZC280 Peninsula CFZ

The Peninsula CFZ is currently aligned with the western boundary of the Tauranga CTR, and would need realigning with the amended boundaries.

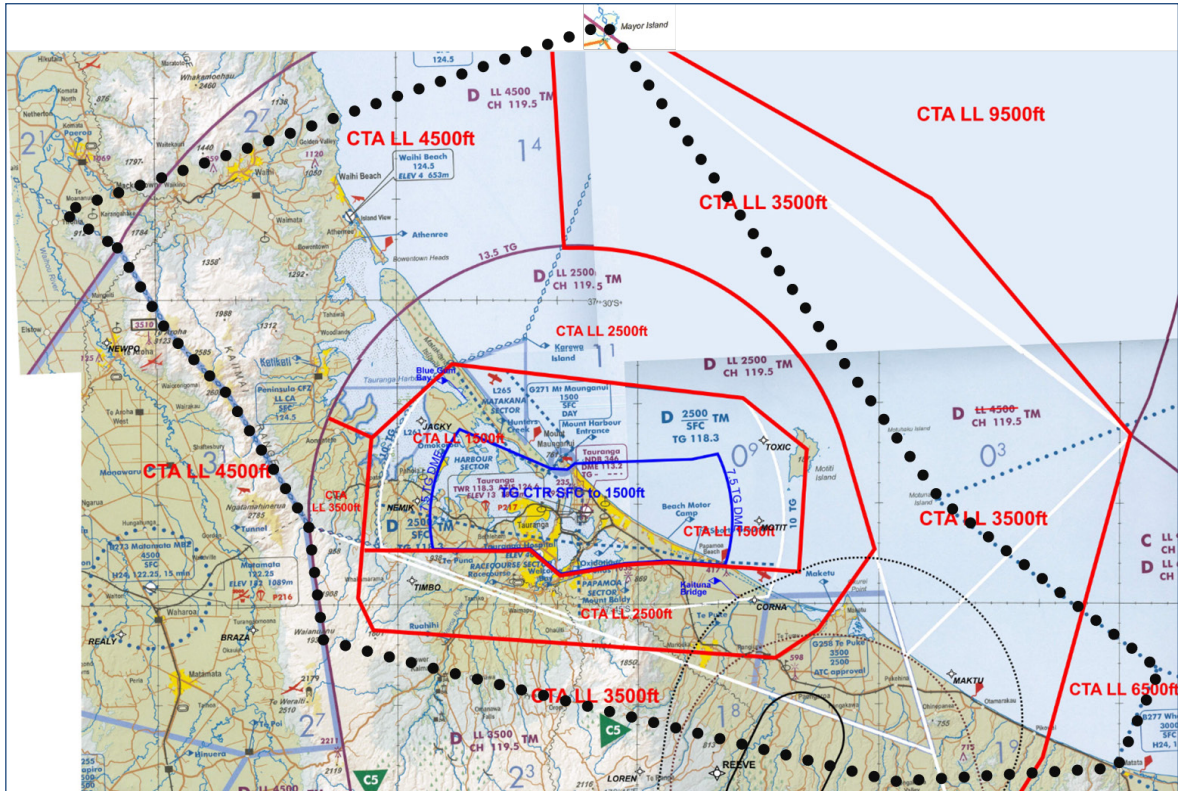
One proposal is to realign with the amended western and northern boundaries to the north-eastern point of the new CTR. This was discussed at the user meeting in Tauranga on 25 February. Also suggested at the meeting was the addition of a CFZ surrounding all of the Tauranga CTR.

Users at Tauranga have now submitted a request for a new CFZ surrounding the Tauranga CTR which includes the south eastern portion of the Peninsula CFZ south of a line Mackaytown to Mayor Island. Refer below.

#### 2. New CFZ to be established around Tauranga CTR

The following proposal for a CFZ surrounding the Tauranga CTR is depicted below by the black dotted line in Figure 3. Note that Waihi Beach aerodrome would be part of the new CFZ.

Figure 3 – proposed new CFZ



3. New CFZs to be established around Hamilton CTR

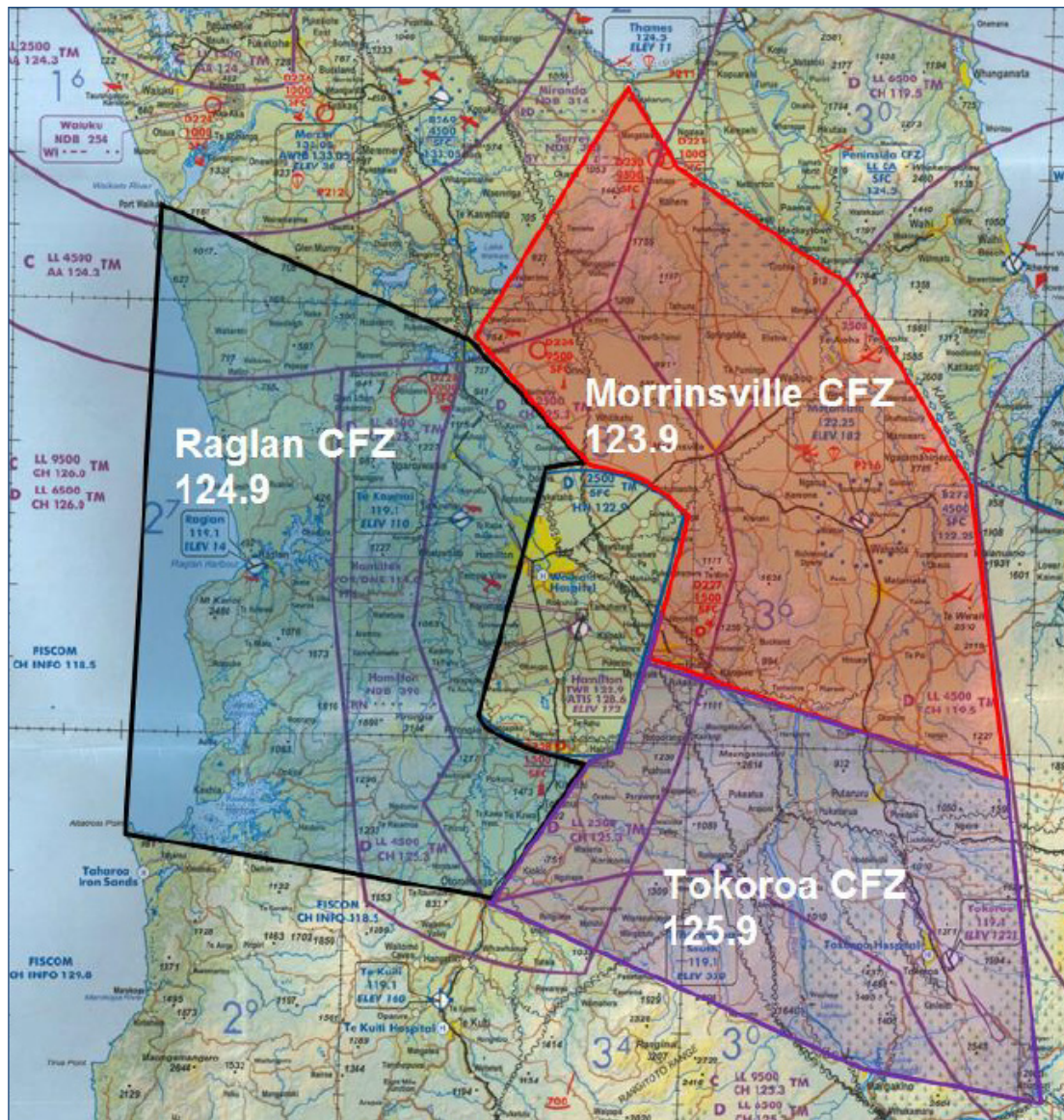
CTC Aviation and Waikato Aero Club have produced proposals for either 2 or 3 new CFZs in the Waikato area. Refer to Figures 4, 5 and 6. Note that the names and frequencies are yet to be confirmed.

Each of the proposals would include the Matamata MBZ within a CFZ. In this situation, the surrounding CFZ usually is on the same frequency as the MBZ. One submitter has requested that the Matamata MBZ is on a separate frequency.

Where a charted aerodrome is within a proposed CFZ, agreement would have to be reached with the aerodrome operator for the aerodrome frequency to change to the CFZ frequency.

(Please note that these diagrams have been drawn using the existing Hamilton CTR boundary).

Figure 4 – Three CFZ proposal



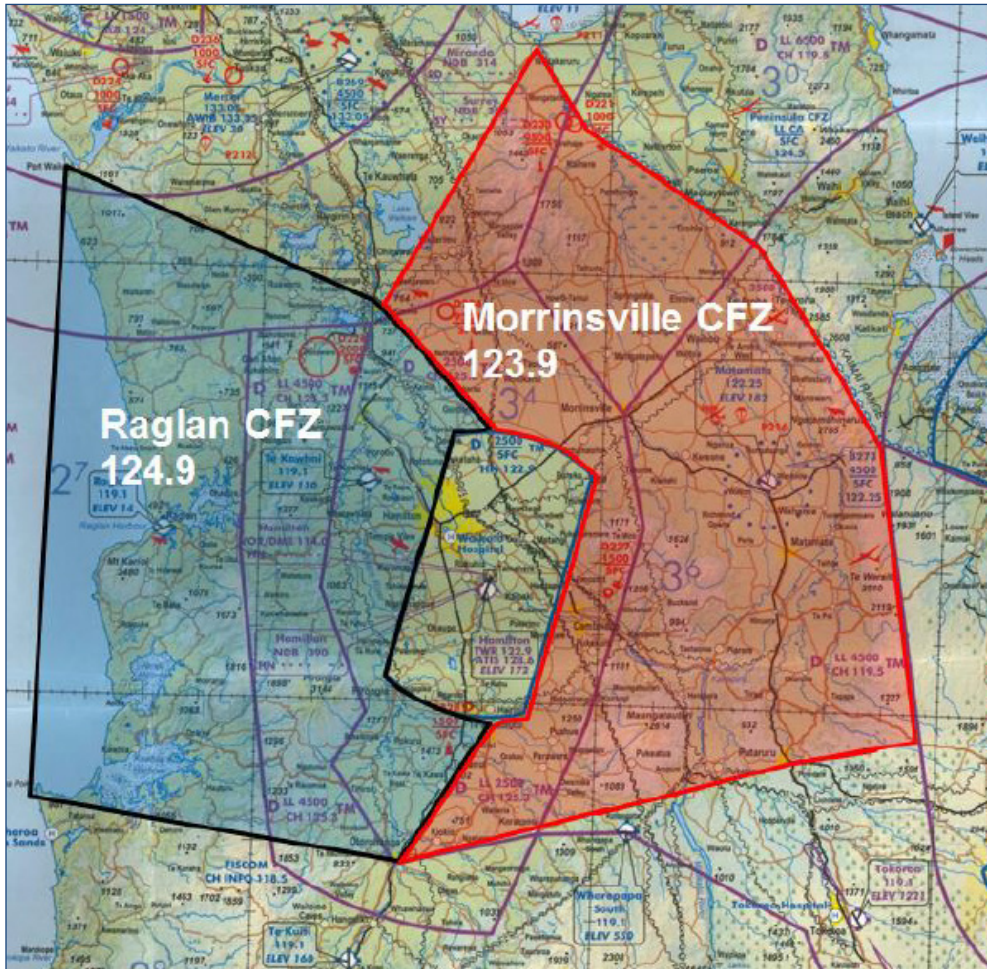
CTC note: Morrinsville and Tokoroa boundary is aligned with Cambridge-Tirau-SH5 to Rotorua

Chartered aerodromes within proposed CFZs:

- Raglan CFZ – Raglan, Te Kowhai aerodromes and Waikato Hospital heliport
- Morrinsville CFZ – Matamata aerodrome
- Tokoroa CFZ – Wharepapa South and Tokoroa aerodromes



Figure 5 – Two CFZ first proposal

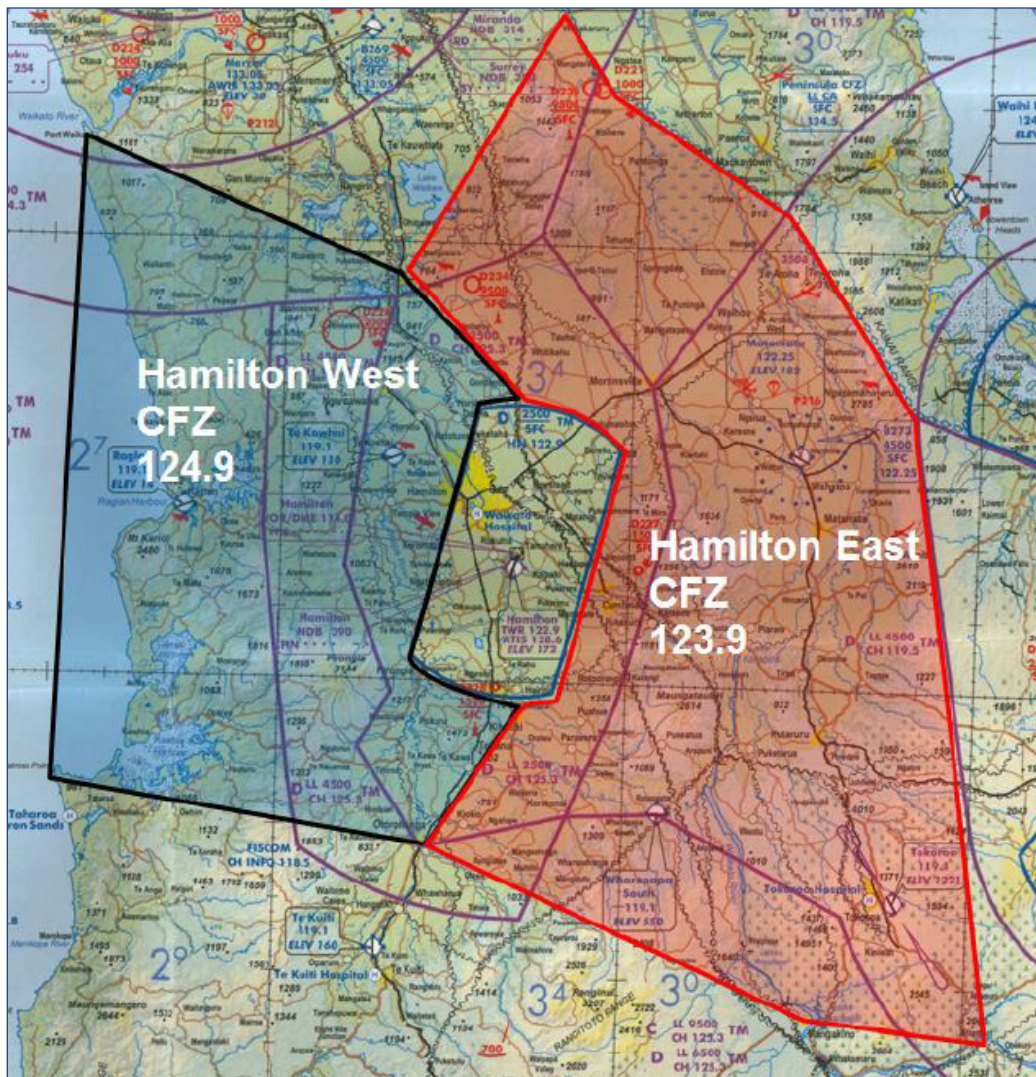


CTC note: southern boundary of Morrinsville aligned with Otorohanga-Arapuni-Putaruru-SH5 to Rotorua

Charted aerodromes within proposed CFZs:

- Raglan CFZ – Raglan, Te Kowhai aerodromes and Waikato Hospital heliport.
- Morrinsville CFZ – Matamata aerodrome

Figure 6 – Three CFZ second proposal



CTC note: large area of Hamilton East may generate substantial volume of radio traffic.

Charted aerodromes within proposed CFZs:

- Raglan CFZ – Raglan, Te Kowhai aerodromes and Waikato Hospital heliport.
- Morrinsville CFZ – Matamata aerodrome

#### 4. Restricted areas

##### 1. Amend temporary restricted area NZR299 Mangakino

NZR299 is designated as a temporary restricted area during gliding competitions to enable gliders to operate in instrument meteorological conditions as per 104.53 within controlled airspace.

Matamata Soaring Centre has requested that the lateral boundaries and upper limit are amended.

*CAA comment: This airspace is activated 2-3 times over the summer period and is not shown on the visual navigation charts. Therefore the requested changes can be reviewed outside the cut-off period of this review when the airspace is required.*

## Consultation

This document will be sent directly to the following organisations.

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

- Centennial Park aerodrome – Taupo Gliding Club
- Galatea aerodrome – Urewera Aero Club
- Hamilton aerodrome – Waikato Regional Airport Ltd
- Matamata aerodrome – Matamata Piako District Council
- Opotiki aerodrome – Opotiki District Council
- Rangitaiki aerodrome – W A Stevenson Holdings Limited
- Rotorua aerodrome – Rotorua Regional Airport Ltd
- Rotorua Hospital heliport – Lakeland Health Ltd
- Rotorua Lakefront heliport – Volcanic Air Safaris
- Rotorua Lakes – Volcanic Air Safaris
- Taumaranui aerodrome – Ruapehu District Council
- Taumaranui Hospital heliport – Health Waikato Ltd
- Taupo aerodrome – Taupo Airport Authority
- Taupo Hospital heliport – Lakes District Health Board
- Taupo Water aerodrome – Lake Taupo Harbour Master
- Tauranga aerodrome – Tauranga Airport Authority
- Tauranga Hospital heliport – Pacific Health Limited
- Te Kowhai aerodrome – Rob Clear
- Te Kuiti aerodrome – Waitomo District Council
- Te Kuiti Hospital heliport – Waikato District Health Board
- Tokoroa aerodrome – South Waikato District Council
- Tokoroa Hospital heliport – Tokoroa Hospital
- Turangi aerodrome – Taupo Airport Authority
- Waihi Beach – Double R Waihi
- Waikato Hospital heliport – Search and Rescue Service Ltd

- Whakatane aerodrome –Whakatane District Council
- Whakatane Hospital heliport – Bay of Plenty District Health Board
- Wharepapa South aerodrome – GC Saunders Family Trust

### **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
- Balloon Association of New Zealand
- CTC Aviation
- Flying NZ
- Gliding New Zealand
- Matamata Aero Club
- Matamata User Group
- New Zealand Hang Gliding and Paragliding Association
- Recreational Aircraft Association of New Zealand
- Rotorua User Group
- Royal New Zealand Air Force
- Sport Aircraft Association New Zealand
- Sport Aviation Corp
- Taupo User Group
- Tauranga Aero Club
- Tauranga User Group
- The New Zealand Aviation Federation
- Tokoroa Aero Club
- Waikato Aero Club
- Waitomo Aero Club

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

[http://www.caa.govt.nz/airspace/airspace\\_review.htm](http://www.caa.govt.nz/airspace/airspace_review.htm)

Notifications will be sent to CAA email notification subscribers to Airspace Notifications – Briefing Areas 2, 3 and 4.

If you have any further questions regarding the review process, please contact Paula Moore – contact details below.

## **Final 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. Final comment and submissions on new proposals included in this document 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  
PO Box 3555  
Wellington 6140  
Fax: 04-569-2024

Email: [dianne.parker@caa.govt.nz](mailto:dianne.parker@caa.govt.nz)

Reference – 2016 Waikato and Bay of Plenty Airspace Review

**Closing date for final comments is Thursday 14 April 2016.**

## **Further information**

For further information contact:

Paula Moore  
Aeronautical Services Officer – Air Traffic Services (Airspace)  
Civil Aviation Authority of New Zealand  
P O Box 3555  
Wellington 6140

Phone: (DDI) 04 560 9525

Email: [paula.moore@caa.govt.nz](mailto:paula.moore@caa.govt.nz)

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