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**Proposed Ardmore CFZ extension and  
establishment of new Mercer CFZ  
– airspace user consultation**

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## Introduction

The Ardmore Flight Operations Group (AFOG) have submitted an application to extend the boundaries of the Ardmore Common Frequency Zone (CFZ) and establish a new CFZ around the Mercer mandatory broadcast zone (MBZ). This application follows an earlier application made in 2017.

CFZ's are established to encourage pilots to use a single VHF frequency allocated for the zone. Pilots should transmit position, altitude, and intentions relevant to prominent reporting points or features at entry, or at other times for traffic safety.

A CFZ is non-mandatory airspace and advisory in nature, i.e. airspace not designated under Part 71, used in New Zealand only and is described in AIPNZ ENR 5.3, Section 5.

This application again proposes an extension of the current Ardmore CFZ to the east extending into the current Peninsula CFZ, and south of the current boundaries; also, the establishment of an additional CFZ south of the proposed Ardmore CFZ area to meet the boundaries of the Blacksands and Morrinsville CFZs.

In support of their application, AFOG provided the following reasons for requesting the amendment:

- 1. To create clear areas of common frequency use to avoid situations that are currently occurring where pilots in the areas defined by the proposed CFZ could at the present time be maintaining a listening watch on a number of different frequencies including Ardmore 118.1, CH INFO 118.5, Mercer 133.05, and 119.1 etc.*
- 2. To standardise frequency use and bring the VNC into line with common practise by the majority of local users, e.g. most local pilots remain on Ardmore 118.1 when tracking SE to the Ardmore training area and then change to Mercer 133.05 passing Bombay.*
- 3. The previous suggestion/merits for the new CFZ to have a dedicated "call sign" other than "Ardmore Traffic" is not supported; it was agreed that as the CFZ is reduced in size from the earlier proposal and it overlays the Ardmore training area, retaining the call sign "Ardmore Traffic" (on 118.1) is the preferred option for simplicity and this currently works well with the existing CFZ to the north of the Ardmore MBZ and is consistent with the current frequency use by local aircraft.*
- 4. A request to include the Hunua Ranges area within the proposed Ardmore CFZ is also important as this area is frequently used by aircraft conducting mountain flying training and aircraft wishing to operate within this area prefer to call on Ardmore 118.1, they also report their intentions to operate in the Hunua ranges to Ardmore UNICOM. Therefore, we request the section of the Peninsula CFZ that currently extends into the Hunua Ranges on the attached map/diagram be removed and replaced with the extended Ardmore CFZ.*

## **Proposed airspace**

Refer to Appendix A for a diagram of the proposed CFZs. The vertical limits for both CFZs would be from the surface to the lower level of controlled airspace.

### **Extension to Ardmore CFZ**

The southern boundary of the existing Ardmore CFZ would be extended southwest underneath the northern portion of general aviation area NZG275 Ardmore to the Pukekohe area, and then eastwards to the east coastline at Kaiaua, extending into the current Peninsula CFZ; from there, following the 25 NM Auckland arc northward to intercept an extended line following the Maraetai to Pakihi Island current CFZ boundary.

**CAA comment:** *The proposed extension would result in a significant increase in the current size of the Ardmore CFZ.*

*As previously noted in the 2018 consultation, to provide better situational awareness and to differentiate between traffic operating within the vicinity of Ardmore aerodrome and other traffic operating elsewhere within an extended CFZ, consideration should be given to a new station identifier and frequency to ensure there is no confusion around the Ardmore UNICOM area of communication responsibility.*

*This would ensure aircraft operating in the vicinity of Ardmore aerodrome to reference their radio calls to “Ardmore traffic” and those further away to use the name and frequency of the wider CFZ. This would clarify the traffic Ardmore UNICOM is providing a service to.*

*UNICOM is a ground radio communications service in the aeronautical mobile service providing local aerodrome information only to traffic in the locality of an aerodrome, and importantly, it is not air traffic service. The locality of an aerodrome is the area around an aerodrome where aircraft carry out manoeuvres associated with entering, leaving, or operating with an aerodrome traffic circuit. The Ardmore UNICOM service on 118.1 MHz is a Part 139 facility, provided under Ardmore Aerodrome’s Part 139 certification. A UNICOM service must not provide information across an extended area of responsibility, outside the locality of Ardmore aerodrome.*

*One possible name for an extended Ardmore CFZ could be the Franklin CFZ, “Franklin traffic” on a new frequency. Suggestions from local airspace users of other appropriate names which would reflect the region would be appreciated for consideration. The name should be no more than three syllables.*

### **New Mercer CFZ**

The proposed new Mercer CFZ would be the portion of airspace north eastwards from Port Waikato to the boundary of the proposed extended Ardmore CFZ position south of Pukekohe, following the proposed Ardmore boundary east into the Peninsula CFZ off the coast at Kaiaua, then SSE to Waitakaruru and the vicinity of D233 Ngatea; from there, the proposed area tracks SSW along the current boundaries of G253 and G272 (Morrinsville

CFZ) to Huntly, before following the boundary of the current Blacksands CFZ north west to Port Waikato

**CAA comment:** *For the reasons previously noted, including the size of the proposed CFZ and the number of transiting aircraft not operating within the Mercer MBZ, a different station identifier to the Mercer aerodrome and MBZ traffic should be used to aid situational awareness.*

*Suggestions from local airspace users of other appropriate names which would reflect the region would be appreciated for consideration.*

## **Consultation list**

Prior to designating airspace, 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.

The Director invites feedback regarding the proposed airspace change.

At this stage it is not intended that CAA will hold an airspace consultation meeting unless this is specifically requested by users.

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 (chartered aerodromes only)**

- Ardmore Aerodrome
- Auckland Harbour
- Auckland Hospital Heliport
- Drury Aerodrome
- Coromandel Aerodrome
- Hamilton Aerodrome
- Matamata Aerodrome
- Mechanics Bay Heliport
- Mercer Aerodrome
- North Shore Aerodrome
- Parakai Aerodrome
- Pikes Point Heliport
- Pukekohe Aerodrome
- Rotorua Aerodrome
- Rotorua Hospital Heliport
- Rotorua Lakefront Heliport
- Taumaranui Aerodrome
- Taumaranui Hospital Heliport
- Te Kowhai Aerodrome

- Te Kuiti Aerodrome
- Te Kuiti Hospital Heliport
- Thames Aerodrome
- Tokoroa Aerodrome
- Tokoroa Hospital Heliport
- Waiheke Aerodrome
- Waikato Hospital Heliport
- Whitianga Aerodrome

### **Operators, Organisations and User Groups**

The following major operators, organisations and user groups have been identified:

- Air New Zealand Group
- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand Ltd
- Ardmore Flight Operations Group
- Auckland Airspace User Group
- Auckland Gliding Club
- Auckland International Airport Ltd
- Balloon Association of New Zealand
- Flying New Zealand
- Gliding New Zealand
- Model Flying New Zealand
- North Shore Aero Club
- 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 Organisation
- New Zealand Parachute Industry Association
- Recreational Aircraft Association of New Zealand
- Rotorua User Group
- Royal New Zealand Air Force
- Sport Aircraft Association New Zealand Inc
- Sport Aviation Corp
- 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:

<https://www.aviation.govt.nz/airspace-and-aerodromes/airspace/airspace-review/2021-airspace-reviews/>

Notifications will be sent to CAA email notification subscribers to Airspace Notifications – Briefing Areas 1 and 2.

If there are any further questions regarding the consultation process, please contact Hamish McKoy or Julia Fitness – contact details below.

## **Submissions**

This document forms part of the consultation process. Submissions are sought from any interested person, organisation, or representative group.

Submissions are accepted either electronically or via mail.

Please address submissions to:

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

Email: [Gillian.Openstein@caa.govt.nz](mailto:Gillian.Openstein@caa.govt.nz)

Reference – **Proposed Ardmore CFZ extension and new Mercer CFZ**

Closing date for submissions is **Friday 7<sup>th</sup> May 2021**.

## **Further information**

For further information contact:

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### Appendix A – Proposed Ardmore CFZ extension and new Mercer CFZ.

