
**Proposed common frequency zone –
Wairarapa
airspace user consultation**

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Introduction

CFZs 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, and at other times for traffic safety.

A Common Frequency Zone (CFZ) is non-mandatory airspace and advisory in nature, i.e. airspace not designated under CAR Part 71, used in New Zealand only and described in AIPNZ ENR 5.3, Section 5. A CFZ is not a prescribed ICAO airspace standard.

This request has been made to CAA to facilitate local and itinerant traffic operating within uncontrolled airspace. The reasons stated in support of the application are:

- 1. We would like to see the Wairarapa CFZ contiguous with the adjoining CFZ and control zones. These are the Hutt, Tararua, Manawatu, Rangitikei CFZ and Wellington Control zone Alignment with current and proposed Common Frequency Zones and Mandatory Broadcast Zones along the coast to the north and south of the proposed Ashburton CFZ.*
- 2. Extend the Southern end of the Wairarapa CFZ to the southern coast of the Wairarapa and the Wellington Control zone and the CFZs to the west (the alternative would be to extend the Hutt CFZ into the southern Wairarapa)*

Proposed airspace

The application (see Appendix 1) was submitted for the establishment of a CFZ across the wider Wairarapa area and modify the current Manawatu CFZ boundary. This is depicted in Figure 1 below.

The proposed upper limit for the CFZ is the lower limit of the applicable controlled airspace areas; the lower limit of controlled airspace for the extents of the area are between 2500 ft and 9500 ft.

The western and northern boundaries of the proposed CFZ are aligned with the Hutt, Tararua, Manawatu and Rangitikei CFZs.

The proposed eastern boundary extends to the east coast, from south of Flat Point to Cape Turnagain.

In addition, a request has been made to extend the current Manawatu CFZ boundary to the east, to adjoin the CFZ boundaries.

An application to Radio Spectrum Management for a frequency, identifier 'Wairarapa Traffic', is required should the proposal be successful.

There has been no indication from the aerodrome operators in the area around using the proposed CFZ frequency as a discrete aerodrome frequency at these locations.

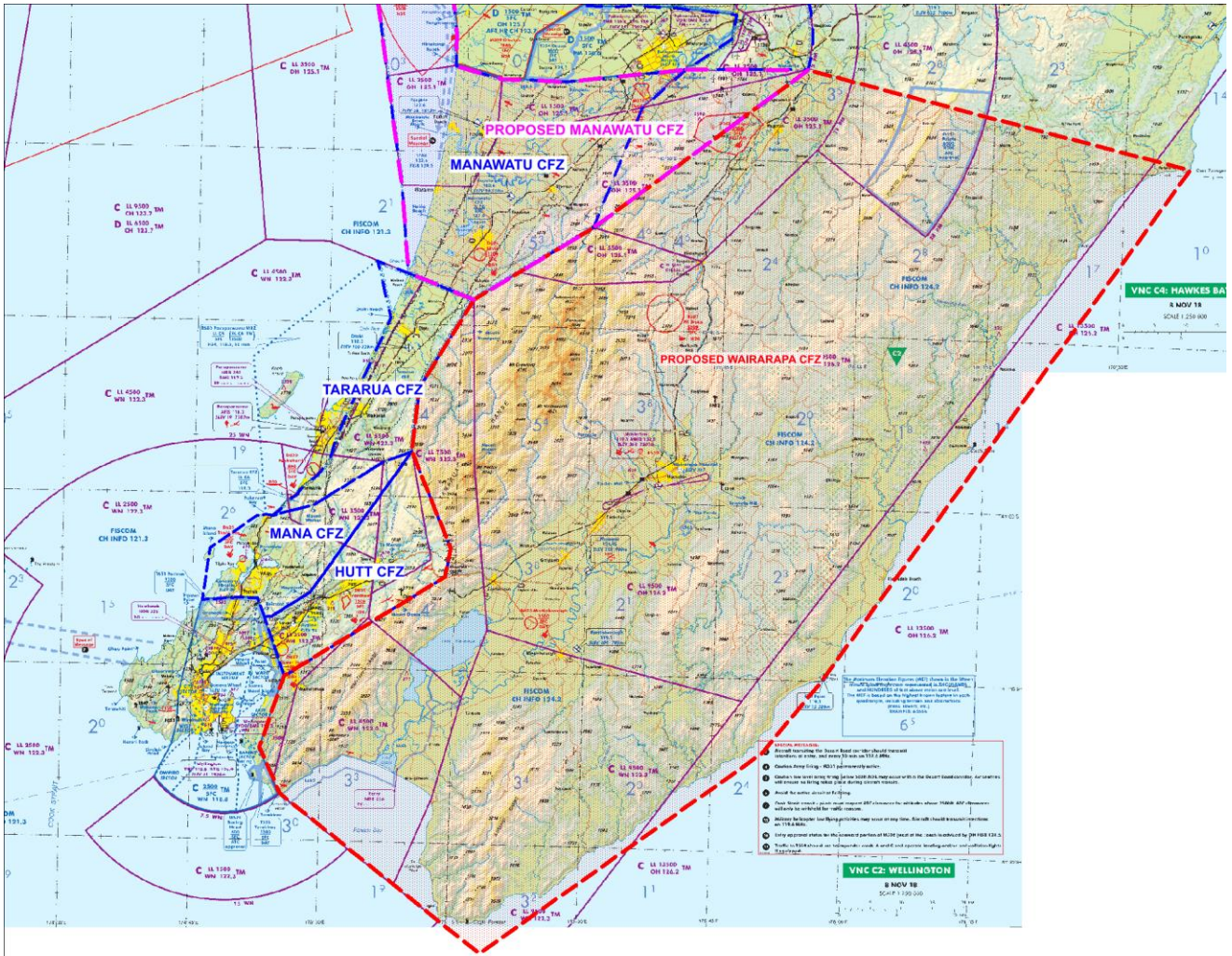


Figure 1: Proposed Wairarapa Common Frequency Zone (red), and proposed Manawatu CFZ extension (magenta)

Further comment

As stated, CFZ are advisory in nature and therefore pilots do not have to operate on a particular frequency; there may also be NORDO traffic operating within the proposed CFZ area. There is no existing provision in aviation law for CFZ. These are non-designated airspace and are only defined in the AIP.

Questions around the size and location of CFZ’s in New Zealand have been discussed extensively over time and strong opinions for and against these have been expressed. The questions of frequency use outside of controlled airspace have been widely discussed with technical expert input across all sections of CAA. The overlay of CFZ across the country would result in frequency separation. The extent of any published CFZ should be limited to as small as practicable for the activities of the area and there is no intention to publish a network of adjoining CFZs across the country.

The provision of FISCOM has been established in New Zealand to provide an area flight information service outside of the aerodrome vicinity within uncontrolled airspace; FISCOM also provides an alerting service and traffic information on request. CAA is now engaged with Airways New Zealand on an Airways initiative to improve the current

FISCOM service. This involves training Flight Service Officers to provide more traffic information and support an improved service level across all FISCOM areas. The CAA position remains, however, that CFZ proposals should be considered on a case by case basis where the merits of consolidating a non-mandatory VHF are justified.

Consultation list

The Director invites feedback regarding the proposed Wairarapa CFZ proposal.

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, and to any additional interested stakeholders you may be aware of.

Aerodrome operators:

- Masterton aerodrome
- Wellington aerodrome
- Paraparaumu aerodrome
- Papawai aerodrome
- Otaki aerodrome
- Palmeston North aerodrome
- Ohakea aerodrome
- Flat Point aerodrome
- Koputaroa aerodrome
- Foxpine aerodrome
- Feilding aerodrome

Operators, Organisations and User Groups

- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand
- Air New Zealand
- Balloon Aviation Association
- Flying New Zealand
- Gliding New Zealand
- Wellington Aeroclub
- Model Flying New Zealand
- New Zealand Aviation Federation
- New Zealand Agricultural Aviation Association
- New Zealand Helicopter Association
- New Zealand Hang Gliding and Paragliding Association
- Recreational Aircraft Association of New Zealand
- Royal New Zealand Air Force
- Skydiving Kiwis
- Sport Aircraft Association New Zealand
- Sport Aviation Corp

Electronic notification of the consultation will be sent to subscribers to the CAA email Notification Service for Airspace Notifications Areas NZ03, 04, and 05.

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

<https://www.aviation.govt.nz/airspace-and-aerodromes/airspace/airspace-review/2022-airspace-reviews/>

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, addressed to:

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

Email: aeronautical.services@caa.govt.nz

Reference – 20/ASD/37 Wairarapa CFZ

Closing date for submissions to this proposal is **3rd June 2022**

Further information

For further information contact:

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APPENDIX 1

APPLICATION FOR ESTABLISHMENT OF A WAIRARAPA COMMON FREQUENCY ZONE (CFZ)

Masterton District Council
Aerodrome Management
HoodAssist@mstn.govt.nz



Manager Aeronautical Services
Civil Aviation Authority
PO Box 3555
Wellington 6140
airspace@caa.govt.nz

RE: APPLICATION FOR ESTABLISHMENT OF A WAIRARAPA COMMON FREQUENCY ZONE (CFZ)

References:

- A. CAR Part 71
- B. AIP NZ ENR 5.3
- C. CAA Form 24071/01

Introduction

Application is made on behalf of the Aerodrome Operator for the establishment of a new CFZ encompassing the Wairarapa valley, inclusive of Masterton Aerodrome. The Operator acknowledges that a CFZ is non-mandatory in nature, and has no designation under Part 71 of Civil Aviation Regulations. The intent is to comply with the designation request process outlined in Ref C.

Background

Hood Aerodrome in Masterton is a hub of aviation activity experiencing significant growth. Situated on the lee side of the Tararua Ranges, the Wairarapa is popular for its favorable flying conditions and large expanse of uncontrolled airspace. In addition to established local operators, the volume of transit traffic is increasing. Masterton has become a prevalent cross-country destination for students departing Flight Schools in Wellington, Wanganui, Palmerston North and Hawkes Bay. This makes the region a natural 'intersection' for major centres in proximity. Notably, the RNZAF also favours the Wairarapa as a low-level navigation destination for the T-6 Texan trainer.

In addition to the intensification of local and transit traffic, The Wairarapa is becoming a high-profile destination for aviation events. Over the past year, Masterton Aerodrome has hosted the following events:

- The National Aerobatics Championships
- Central Districts Gliding Championships
- Wellington Aeroclub 'Club Champs' competition
- Flying New Zealand Regional competition

- Air Training Corps Flying Training Camps
- 'First In The World' Fly-In 2020
- *The Vintage Aviator Ltd* Flying Weekends
- *Wings Over Wairarapa* Airshow

The cumulative impact of these events is increased congestion on frequency 119.1 MHz. This is further exacerbated by the attenuation properties within Wairarapa Valley, whereby transmissions frequently 'skip' from destinations such as Waikato, Central Plateau, and Upper South Island. This can result in a high level of radio clutter; causing confusion and lowering situational awareness. In extreme cases, it prevents the transmission of positional information in and around the Masterton circuit.

Supporting Reasons

The Aerodrome community is still recovering from the loss of two pilots following a tragic accident in June of 2019. This incident sparked an internal safety review, whereby Aerodrome Users were consulted on ideas to advance safety in their local airspace. Users are in collective agreement that a unique CFZ would provide increased safety and situational awareness within the Wairarapa Region; and significantly reduce the potential for radio congestion. With the reduction in radio clutter, Wairarapa airspace users will have greater clarity and awareness of local traffic, particularly in the airspace surrounding the aerodrome.

Furthermore, creation of a Wairarapa CFZ would provide a logical frequency separation for aircraft using the Valley as a North/South corridor, and create a natural buffer between areas of concentrated activity. Currently, the 119.1 Mhz zone can be seen to extend uninterrupted from Waipawa to Kaikoura – leaving the Wairarapa exposed as a busy ‘crossroads’ for propagated radio transmissions.

Proposed Implementation

Please find attached a pictorial representation of the proposed CFZ boundary. Hood Users are happy to adjust the extremities of this proposed boundary to deconflict with other airspace or CAA requirements.

It is our recommendation that any Wairarapa CFZ would reach a natural termination at or near Woodville Township. This would allow for delineation of traffic travelling East/West between Hawkes Bay and Manawatu. This could share a boundary with the current Rangitikei CFZ, as depicted in Annex A. It is our recommendation that any Wairarapa CFZ would extend vertically to the Lower Limit of controlled airspace, where applicable.

It is our belief that implementation of a ‘*Wairarapa Traffic*’ CFZ identifier will standardise regional boundaries, and deconflict areas of high density traffic. In doing so, it will improve safety by reducing congestion on 119.1MHz and streamline frequencies for aircraft in transit. As further development continues at Hood Aerodrome, it will safeguard local commercial operations, and future proof the region for greater aerial activity.

It is our recommendation that the 134.45 Frequency at Papawai Airfield remain unchanged, to reflect the unique nature of concentrated gliding activity. This recommendation is supported by Papawai Airfield.

In proposing the adoption of a new CFZ, Hood Aerodrome Management have gained endorsement from the following common airspace users and organisations:

- Air Ambulance Services
- Wellington Aeroclub
- RNZAF Ohakea
- Papawai Gliding Club
- Hood Aerodrome commercial and recreational users.

Forwarded for your favourable consideration.

Regards,

Jacinda Johnston
Deputy Manager, Hood Aerodrome

Annexes:

- A. Proposed boundaries of Wairarapa CFZ
- B. Completed Form 24071/01