
2017 Airspace Proposals
– Final airspace changes effective 9
November 2017

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Introduction

This document provides a summary of airspace proposals for permanent change made over the period from 2016-17.

The values in the table following each proposal indicate the CAA assessed effect for IFR and VFR aircraft operations – positive (+), negative (-). This is a general assessment of effect as the actual effect will vary considerably; dependent on the aircraft type and operation.

All altitudes in this document are expressed in terms of above mean sea level (AMSL), unless otherwise stated.

Consultation was completed at the end of April 2017.

The airspace changes detailed in this document will be effective from 9 November 2017.

The following table illustrates the airspace letter codes and associated abbreviations used in this document:

Type of airspace and code	Abbreviation
Control area (NZA...)	CTA
Control zone (NZA...)	CTR
Restricted area (NZR...)	-
Danger area (NZD...)	-
General aviation area (NZG...)	GAA
Mandatory broadcast zone (NZB...)	MBZ
Military operating area (NZM...)	MOA
Parachute landing area (NZP...)	PLA
VFR transit lane (NZT...)	-
Low flying zone (NZL...)	LFZ
Common frequency zone (NZC...)	CFZ
Visual reporting point	VRP

2017 Taranaki airspace review

For earlier consultation, development and details of the final changes, refer to the documents published on the CAA web site – Airspace Reviews page, 2017 Taranaki section – <http://www.caa.govt.nz/airspace/airspace-review/>.

This section summarises the submissions received in relation to the '2017 Taranaki Airspace Review – Final airspace changes' document published 11 April 2017. Submissions closed 19 April 2017.

Taranaki Airspace Changes	
1. Taranaki controlled airspace re-design	
Proposal	<p>The introduction of new performance based navigation (PBN) procedures at New Plymouth aerodrome also required a review of the existing controlled airspace designation and classification.</p> <p>Following this review, Airways proposed the following controlled airspace changes for New Plymouth aerodrome and environs:</p> <ul style="list-style-type: none"> • Reduction in size of New Plymouth CTR to be as small as practicable to protect the instrument flight paths and reclassify as Class G the airspace that is not required. • New CTA/D above New Plymouth CTR, lower limit 1500 ft, to contain new PBN procedures. • Amendment to boundary of New Plymouth CTA/D, lower limit 2500 ft, southeast in the vicinity of Inglewood township and Norfolk aerodrome and westwards to 21.5 NM from New Plymouth, to contain new PBN procedures. • Three new CTA/D west of Mount Taranaki/Egmont, lower limits 3000 ft, 4500 ft and 6500 ft, to contain new PBN procedures. • Existing New Plymouth CTA/D, lower limit 4500 ft, east of Mount Taranaki/Egmont, western boundary amended and the

Taranaki Airspace Changes			
	CTA split in two with new lower limits 4500 ft and 5500 ft. <ul style="list-style-type: none"> • New CTA/D, lower limit 5500 ft, extends to the northeast of 21 NM from New Plymouth to approximately 28 NM. • Controlled airspace 21 NM west of New Plymouth lowered from 13,500 ft to 9500 ft. 		
Feedback	There were no submissions received in response to the New Plymouth CTR and CTA final airspace change proposals.		
Result	The New Plymouth CTR and CTAs are amended as proposed.	Proposal effect from current	
		IFR	VFR
		Minor +	Minor -
2. Maui and Taranaki CFZs			
Proposal	The reduction in size of the New Plymouth CTR/D required amendments to the boundaries of Maui and Taranaki CFZs to re-align as adjacent to the CTR.		
Feedback	There was no further feedback received.		
Result	The boundaries of Maui and Taranaki CFZs are amended to align with New Plymouth CTR/D.	Proposal effect from current	
		IFR	VFR
		Nil	Nil
3. New general aviation area			

Taranaki Airspace Changes			
Proposal	The Taranaki Gliding Club requested the establishment of a new GAA, east of Mount Taranaki/Egmont, to be used by gliders during strong south-westerly conditions and is expected to be used approximately 25 afternoons a year for wave-flying.		
Feedback	There were no further submissions received in regard to the proposed changes.		
Result	NZG351 Egmont is designated, LLCA to 9500 ft, active by ATC approval only.	Proposal effect from current	
		IFR	VFR
		Minor -	Minor +

2017 West Coast – South Island airspace review

For earlier consultation, development and details of the final changes, refer to the documents published on the CAA web site – Airspace Reviews page, 2017 West Coast – South Island section – <http://www.caa.govt.nz/airspace/airspace-review/>.

This section summarises the submissions received in relation to the '2017 West Coast – South Island airspace review– Final airspace changes' document published 12 April 2017. Submissions closed 19 April 2017.

West Coast – South Island Airspace Changes	
1. West Coast danger areas	
Proposal	Submissions were received requesting the following:

West Coast – South Island Airspace Changes			
	<ol style="list-style-type: none"> 1. Disestablishment of NZD723 Cape Foulwind as blasting no longer takes place as this location. 2. NZD715 Strongman – New Zealand Hang Gliding and Paragliding Association (NZHGPA) requested the western boundary along to ridgeline be moved eastwards for improved hang gliding and paragliding access . 		
Feedback	There were no further submissions received.		
Result	<ol style="list-style-type: none"> 1. NZD723 Cape Foulwind is disestablished. 2. NZD715 Strongman – as advised in the final airspace changes document, the new owners of the mine are not able to amend the boundary at this stage. The ongoing requirement for the danger area will be reviewed by April 2018. 	Proposal effect from current	
		IFR	VFR
		Nil	Minor +
2. Southern Alps MBZ amendment			
Proposal	<p>The Mount Cook and Westland National Parks User Group submitted a petition to amend the eastern and south-western boundaries of NZB978.</p> <ol style="list-style-type: none"> 1. Eastern boundary – extend the eastern boundary to along the ridge of the Two Thumb Range. 2. South-western boundary – extend the corner to encompass most of the Gladstone Valley, particularly the Gladstone Saddle 		
Feedback	<p>This proposal was opposed by gliding organisations, including hang glider and paraglider operators. Refer to '2017 West Coast – South Island airspace review' summary of submissions and final airspace changes documents.</p> <p>At the user consultation meeting in Twizel, the user group advised that the requested extension to the south-western boundary was not required.</p> <p>There was one submission received from Air Safaris supporting the eastern extension to the MBZ. However, Air Safaris would</p>		

West Coast – South Island Airspace Changes		
	accept the compromise of a CFZ.	
Result	Neither amendment to NZB978 will proceed. A new CFZ will be established to the east of NZB978 to enable gliding operations to continue without the need to broadcast on the MBZ frequency.	Proposal effect from current
		IFR
		VFR
		N/A
		Minor +
3. New Southern Alps CFZ		
Proposal	It was requested the proposed eastern boundary amendment to NZB978 be established as a CFZ instead. Refer previous section.	
Feedback	Refer previous section.	
Result	New CFZ, NZC973 Southern Alps, over the Two Thumbs Range as per the '2017 West Coast – South Island airspace review – Final airspace changes' document is established as follows: <ul style="list-style-type: none"> • Surface to 12,500 ft; and • Frequency 118.6 MHz, "Alps traffic" – same as NZB978. 	Proposal effect from current
		IFR
		VFR
		N/A
		Minor +
4. Amendment to NZB774 Hokitika		
Proposal	Air Nelson requested to extend NZB774 Hokitika to include Greymouth aerodrome., and to the east of the CTA/C lower limits 13,500 ft and 9500 ft boundary (approximately 30 NM east of Hokitika aerodrome). The MBZ would be split into three sectors: <ul style="list-style-type: none"> • SFC – 13,500 ft; and 	

West Coast – South Island Airspace Changes			
	<ul style="list-style-type: none"> • 4000 ft – 13,500 ft; and • 7000 ft – 13,500 ft. <p>Transponder mandatory from 1500 ft AGL.</p> <p>Prior to the airspace user consultation meeting held on 3 April 2017 at Hokitika airport, Air Nelson submitted a further design which further split the MBZ into four tiers.</p> <p>While the amended proposal was discussed at the user meeting, CAA did not support it due to the further complexity this proposal would add to uncontrolled airspace.</p>		
Feedback	There was no further feedback to the proposed amendment to NZB774.		
Result	<p>The existing MBZ was designed prior to the introduction of the RNAV approaches and a review of the dimensions is timely.</p> <p>It was decided to split the airspace into two separate MBZs. Refer to next section regarding establishment of a new MBZ east of Hokitika MBZ.</p> <p>Hokitika MBZ is amended as follows:</p> <ul style="list-style-type: none"> • New alphanumeric code NZB777; • Surface to new upper limit of 7500 ft; • Frequency is changed to 119.8 MHz; • extended to incorporate Greymouth aerodrome to just north of Greymouth township to allow for hang gliding and paragliding activity which takes place north of Greymouth at Point 	Proposal effect from current	
		IFR	VFR
		Major +	Minor -

West Coast – South Island Airspace Changes			
	Elizabeth;		
	<ul style="list-style-type: none"> reporting interval remains at every 5 minutes; transponder mandatory from 1500 ft. 		
5. New MBZ east of Hokitika			
Proposal	Refer to previous section.		
Feedback	There was only one submission received regarding the final airspace change. Air Nelson requested that the 4500 ft portion be transponder mandatory to the lower limit. Subsequent discussion with the West Coast Microlight Club revealed that the non-transponder equipped aircraft would be unlikely to operate above 4500 ft.		
Result	<p>New MBZ, NZB778 Hokitika East, is designated with two tiers with lower limits as follows:</p> <ul style="list-style-type: none"> NZB778A – 4500 ft between approximately 6 and 15 NM east of Hokitika aerodrome; NZB778B – 7500 ft from approximately 15 NM to 30 NM east of Hokitika aerodrome; Transponder mandatory from the lower limit the MBZ; upper limit of 13,500 (lower limit of controlled airspace); same frequency as B777 Hokitika – 119.8 MHz, Hokitika traffic; reporting interval every 10 minutes. 	Proposal effect from current	
		IFR	VFR
		Major +	Minor -
6. New visual reporting points – NZB978 Southern Alps			
Proposal	The Mount Cook and Westland National Parks User Group requested the designation of three new visual reporting points at		

West Coast – South Island Airspace Changes			
	Tekapo Saddle, Mount Joseph and Irishman Creek Saddle.		
Feedback	There were no further submissions received.		
Result	The three new visual reporting are designated as requested.	Proposal effect from current	
		IFR	VFR
		N/A	Minor +
7. Hang gliding symbols			
Result	For pilot awareness, hang gliding symbols will be added at these locations – Sherry River, Mount Murchison, Stockton, Denniston, 9 Mile Beach, Point Elizabeth, Sewell Peak, Mount Cheesman, Ohau Skifield.	Proposal effect from current	
		IFR	VFR
		Minor +	Minor +

Other airspace changes

For earlier consultation, development and details of the final changes, refer to the documents published on the CAA web site – 2016 Other Airspace Consultation page – <http://www.caa.govt.nz/airspace/airspace-review/>.

This section summarises the submissions received in relation to the user consultation documents:

2017 Other Airspace Consultation	Consultation closed
1. <i>Christchurch CTR amendments</i>	6 April 2017
2. <i>Proposed amendments to lower level of controlled airspace above Timaru and Ashburton</i>	10 April 2017
3. <i>Amendment to Waikato CFZs</i>	10 April 2017
4. <i>New GAA Roxburgh</i>	Held over from 2016 review
5. <i>New GAAs at Coleridge and Springfield</i>	Limited – Airways only as no effect to other users
6. <i>ATC sector relocation CTA changes and station call sign amendments</i>	N/A
7. <i>LFZ boundary amendments</i>	N/A
8. <i>New danger area – Bombay Quarry</i>	N/A

Further to the airspace changes consulted on with users by CAA, controlled airspace changes were made in associated with Airways relocation of ATC sectors.

2017 Other Airspace Changes	
1. Christchurch CTR amendments	
Proposal	To contain the new instrument approaches to runways 11/29 at Christchurch, Airways submitted a petition late December 2016 to amend the Christchurch control zone and associated airspace. Refer to the ' <i>Application for amendment to Christchurch control zone and terminal control area boundaries – airspace user</i>

2017 Other Airspace Changes			
	<p><i>consultation</i> document on the CAA Airspace Review webpage – http://www.caa.govt.nz/assets/legacy/airspace/2017-Christchurch-CTR.pdf.</p>		
Feedback	<p>There were eight submissions received.</p> <ul style="list-style-type: none"> • Three supported the changes (airline operators); • NZHGPA raised no objection provided that NZG853 was not amended, or any airspace over the Port Hills; • Feedback from flying training organisation which identified potential problem areas with proposed VRPs and boundary lines along with suggested solutions, as well as other recommendations; • Aerodrome operator at Forest Field raised safety issues with the lowering of controlled airspace to circuit height over the aerodrome, as well as there being no direct consultation by Airways on the major change to the controlled airspace; • Canterbury Airspace User Group submission, which contained no comments on the proposed airspace, but requested changes to the Rangiora and Banks CFZ boundaries in association with the proposed airspace changes. 		
Result	<p>CAA agreed with that further rationalisation of the proposed CTR boundaries were required to ensure that the airspace would be easily navigable by all pilots. It was also identified that there was a need for further consultation to possibly find a solution to the Forest Field issue.</p> <p>One proposed change is necessary to contain the RNAV (GNSS) RWY 11 approach during daylight hours. The south-eastern boundary of VFR transit lane NZT858, Eyrewell, infringes into the containment area of this approach. By moving this boundary to along the 4WD track on the north bank of the Waimakariri River, the procedure would be contained. There were no submissions received objecting to this change.</p> <p>Due to VNC cut-off deadline at the end of April, further consultation would not be completed in time by the Director to appropriately consider and resolve issues which have arisen. With the exception of</p>	Proposal effect from current	
		IFR	VFR
		Minor +	Minor -

2017 Other Airspace Changes			
	<p>one necessary airspace amendment to NZT858 Eyrewell, deferment of the changes would not prevent the implementation of new PBN procedures, but realisation of full benefits from the new procedures will not occur until the airspace is changed.</p> <p>To ensure that the safety issues raised are appropriately addressed, implementation of the proposed change is deferred until November 2018 (with the exception of amendment to NZT858) to enable this to occur with no increased risk to the existing situation.</p>		
2. Proposed amendments to lower level of controlled airspace above Timaru and Ashburton aerodromes			
Proposal	<p>Air Nelson submitted a petition to amend the boundaries of the Timaru MBZ to fully encompass the RNAV (GNSS) approaches below controlled airspace.</p> <p>Also included in the petition were the following controlled airspace requests:</p> <ol style="list-style-type: none"> 1. amend the lower level of controlled airspace to 9500 ft east of a line Peel Forest-Mount Studholme-intercept point of existing CTA LL 9500 ft and 13,500 ft boundary with SW 20 NM arc; and 2. establish a new control area south of Ashburton from 7500 ft to 9500 ft between 40 and 50 NM south of Christchurch. <p>For further details, refer to the '<i>Proposed changes to Timaru Mandatory Broadcast Zone – airspace user consultation</i>' document available on the CAA website, Airspace review page:</p> <p>http://www.caa.govt.nz/airspace/airspace-review/</p>		
Feedback	<p>Refer to the '<i>Proposed changes to Timaru mandatory broadcast zone – Summary of submissions</i>' document available on the CAA website, Airspace Review page (link above).</p> <p>There were no objections received to the proposed change to the lower limits of controlled airspace over Timaru and in the vicinity of Ashburton. Airways advised that it would be able to manage the controlled airspace with the amended</p>		

2017 Other Airspace Changes			
	lower limits.		
Result	<p>The proposed amendments to the Timaru MBZ and establishment of a new CFZ have been deferred to enable further consultation.</p> <p>The controlled airspace changes will become effective on 9 November 2017.</p>	Proposal effect from current	
		IFR	VFR
		Minor +	Minor -
3. Amendment to Waikato CFZs			
Proposal	<p>New CFZs, Harbour and Morrinsville, were established following the 2016 Waikato and Bay of Plenty airspace review, with a common boundary point with the existing CFZ Peninsula of the Waihi Gap.</p> <p>However, the Waihi Gap is a high VFR traffic area, which is often used to transit between the Coromandel and Kaimai Ranges.</p> <p>As a result of industry feedback, the boundaries of the CFZs have been reviewed and re-designed to avoid frequency confusion in the Waihi gap area.</p> <p>To provide better situational awareness and differentiate between traffic operating in the vicinity of Raglan aerodrome and other traffic operating elsewhere in the Raglan CFZ, it was proposed to change the name of the CFZ.</p> <p>Users were asked to state a preference for possible names Pirongia or West Waikato, or to suggest an alternative which would reflect the region.</p> <p>For further details, refer to the '<i>Proposed amendments to Waikato Common Frequency Zones – Airspace user consultation</i>'</p>		
Feedback	There were 11 submissions received.		

2017 Other Airspace Changes			
	<p><u>Harbour/Peninsula/Morrinsville boundary amendment:</u></p> <p>Of the seven submissions regarding the proposed boundary change, there were four in favour. Two requested that the boundary change place Waihi Gap into the Peninsula CFZ, with one of those suggesting that the Peninsula CFZ boundary be moved southwards to the Tauranga CTR boundary.</p> <p>There was one suggestion to split the existing Morrinsville CFZ into two, and to have the northern portion on the same frequency as the Matamata MBZ. The reasons why the Matamata MBZ remained on a separate frequency were explained on page 16 of the '2016 Airspace Proposals – Final airspace changes effective 10 November 2016' document (http://www.caa.govt.nz/assets/legacy/airspace/2016_Final_Airspace_Changes.pdf).</p> <p><u>Raglan CFZ name change:</u></p> <p>Eight submissions were received in regard to the Raglan CFZ name change. There was one submission in favour of Pirongia, and one submitter favoured West Waikato.</p> <p>Another submitter proposed changing both Morrinsville and Raglan CFZ names to 'Waikato East' and 'Waikato West' respectively.</p> <p>There were five submissions received proposing the name Blacksands.</p>		
Result	<p><u>Harbour/Peninsula/Morrinsville boundary amendment:</u></p> <p>The boundary is amended as per the proposal and has been re-designed to avoid frequency confusion in the Waihi Gap area.</p> <p><u>Raglan CFZ name change:</u></p> <p>The Raglan CFZ name will be amended to Blacksands CFZ.</p>	Proposal effect from current	
		IFR	VFR
		Nil	Major +

2017 Other Airspace Changes	
4. New GAA Roxburgh	
Proposal	<p>In 2016 Gliding NZ requested the establishment of a new GAA in the Alexandria area, which would share common boundaries with the existing lower South Island GAAs – NZG957 Omarama, NZG955 Waitaki and NZG954 Ranfurly.</p> <p>The proximity to Queenstown IFR arrival and departure procedures meant that full assessment had to be undertaken to ensure that separation would be maintained between controlled flights and the proposed GAA.</p> <p>This required a re-design of the proposed GAA to ensure that there was little or no negative effect on the affected instrument flight procedures and would have resulted in a substantially reduced area to that requested.</p> <p>Because the completed assessment was received at the beginning of April 2016, there was insufficient time to re-design the GAA to meet both Gliding New Zealand and operator needs before the cut-off for publication on the VNC in late April.</p> <p>This request is held over for further development and possible implementation in November 2017.</p> <p>Gliding NZ submitted an amended airspace request, which included airspace over Roxburgh, based on a sector used by ATC during glider competitions. This sector remained controlled airspace.</p> <p>The proposed GAA was assessed by the holder of a Part 173 certificate for the design of instrument procedures, Aeropath (previously GroupEAD). A further boundary change was necessary to ensure it is separated against nearly all of the Queenstown instrument procedures.</p> <p>With the southern boundary change, approximately 15 NM northwards, the GAA was no longer over Roxburgh which necessitating the change of name to Alexandra.</p>
Feedback	Because this work was a continuation of that consulted on in 2016, and based on the number of responses received then (one), no further formal consultation was undertaken.
Result	New GAA, NZG953 Alexandra, is designated between 13,500 ft and FL175. NZG953 is active during Proposal effect

2017 Other Airspace Changes			
	daylight hours by ATC approval. The ATC approval is required to enable ATC to manage the airspace as the EKVOX hold is not laterally separated from the GAA.	from current	
		IFR	VFR
		Minor -	Nil
5. New GAAs at Coleridge and Springfield			
Proposal	<p>The Canterbury Gliding Club requested the dis-establishment of NZG976 Hororata due to the relocation of the gliding club to Springfield aerodrome.</p> <p>To facilitate entry into controlled airspace closer to Springfield aerodrome, for early cross-country flight training involving wave-flying, Canterbury Gliding Club requested the establishment of two new GAAs west of NZG976 – both from the lower limit of controlled airspace to 9500 ft (Springfield) and 12,500 ft (Coleridge) respectively.</p>		
Feedback	<p>A formal assessment and response was requested from Airways to ensure that ATC would be able to manage the GAAs and if there would be any effect on IFR flight paths and procedures.</p> <p>The response was that the airspace would be manageable and the airspace would be clear of most tracks, except for the northern boundary of the proposed Coleridge GAA. This boundary would not be procedurally separated from the Hokitika-Christchurch track. Because flights departing Hokitika are outside surveillance cover initially, application of procedural separation is required until the flight is identified. A small adjustment to this boundary would provide the required separation.</p> <p>Based on this response, no further consultation was undertaken as there would be no effect on other controlled airspace users.</p>		
Result	With the amendment to the boundary, NZG976 Hororata is disestablished and two new GAAs are designated as follows:	Proposal effect from current	

2017 Other Airspace Changes			
	<ul style="list-style-type: none"> NZG951 Springfield, lower limit of controlled airspace to 9500 ft; and NZG952 Coleridge, lower limit of controlled airspace to 12,500 ft. <p>Both GAAs are active by ATC approval only during daylight hours.</p> <p>Refer to the diagram in Appendix A which shows the GAAs and NZG976.</p>	IFR	VFR
		Nil	Nil
6. ATC Sector relocation CTA changes and station call sign amendments			
Amendments	<p><u>Ground station ATC call signs:</u></p> <p>On 2 March 2017, ACs 91-9 and 172-1 were revised. To conform ICAO Annex 10 Vol II, ground station ATC call signs were standardised to indicate to pilots the respective ATC service being provided – in particular: CONTROL is an area control service suffix mainly used for enroute controlled flights; and APPROACH is an approach control suffix for arriving and departing controlled flights in terminal controlled airspaces.</p> <p>The call sign changes are currently advised by AIP Supplement. VNC will be updated on 9 November 2017 to show the new ATC call signs.</p> <p><u>ATC sector relocations:</u></p> <p>a) Raglan sector:</p> <p>In May 2017, Airways relocated the area control Raglan sector, previously part of Bay sector – which controls aircraft between New Plymouth and 40 NM south of Auckland, west of Hamilton on frequency 126.0 MHz – from Christchurch to Auckland. With the move to Auckland, the station identifier was changed to 'Auckland' for the location services are being provided from.</p> <p>As a consequential change to the relocation of Raglan sector, some minor controlled airspace boundary changes were</p>		

2017 Other Airspace Changes	
	<p>necessary. Included in this work was the change of ATC call signs as follows:</p> <ul style="list-style-type: none"> · Bay sector from Christchurch CONTROL to Bay APPROACH to specify the approach control services provided to Tauranga, Rotorua and Hamilton aerodromes. · Raglan sector from Christchurch CONTROL to Auckland CONTROL <p>b) Queenstown sector:</p> <p>In November 2017, surveillance services south of a line from Waimate township-Mount Studholme-Mount Nessing-Mount Mary-Mount Hooker, to just north of Haast, will be provided by a new ATC sector, Queenstown, located in Christchurch Air Traffic Services Centre. This will include area control surveillance service from FL175 above Queenstown controlled airspace. In 2018, Queenstown surveillance sector will also provide an approach control procedural and surveillance service in all Queenstown control areas.</p> <p>This change has also necessitated controlled airspace boundary changes to split the airspace between Area South and new Queenstown sectors.</p>
7. LFZ boundary amendments	
Amendments	<p>The following LFZ boundary amendments are made following requests from the using agencies.</p> <p>Rule 71.163 requires the using agency to obtain consent from the registered owner or administrator of the land or water below the LFZ. If the owner or administrator no longer consents to the portion of airspace over their land or water being used for low flying, then the boundaries of the LFZ must be amended.</p> <p>In these instances, consultation with other airspace users was not necessary.</p> <p><u>NZL261 Tauranga Harbour boundary:</u></p> <p>Following noise complaints from local residents, the using agency, Tauranga Aero Club, requested the amendment of the</p>

2017 Other Airspace Changes	
	<p>southern boundary of the LFZ.</p> <p><u>NZL767 boundary:</u></p> <p>Following the change of ownership of the land under the southern portion of the LFZ, the using agency requested the amendment of the southern boundary to exclude this land.</p>
8. New danger area – Bombay Quarry	
Amendment	<p>The Bombay quarry operator, Holcim New Zealand Ltd, requested a new danger area be designated to warn pilots of the potential hazard from blasting operations at the quarry.</p> <p>It is not CAA function to determine location of mining and associated blasting activity, but CAA is required to inform pilots of the potential hazard. The designation of a danger area activated by NOTAM is the appropriate means to do so.</p> <p>New danger area, NZD228 Bombay Quarry, 0.5 km radius, surface to 1800 ft, is designated approximately 2 NM northwest of Green Shed VRP.</p>

For further information contact:

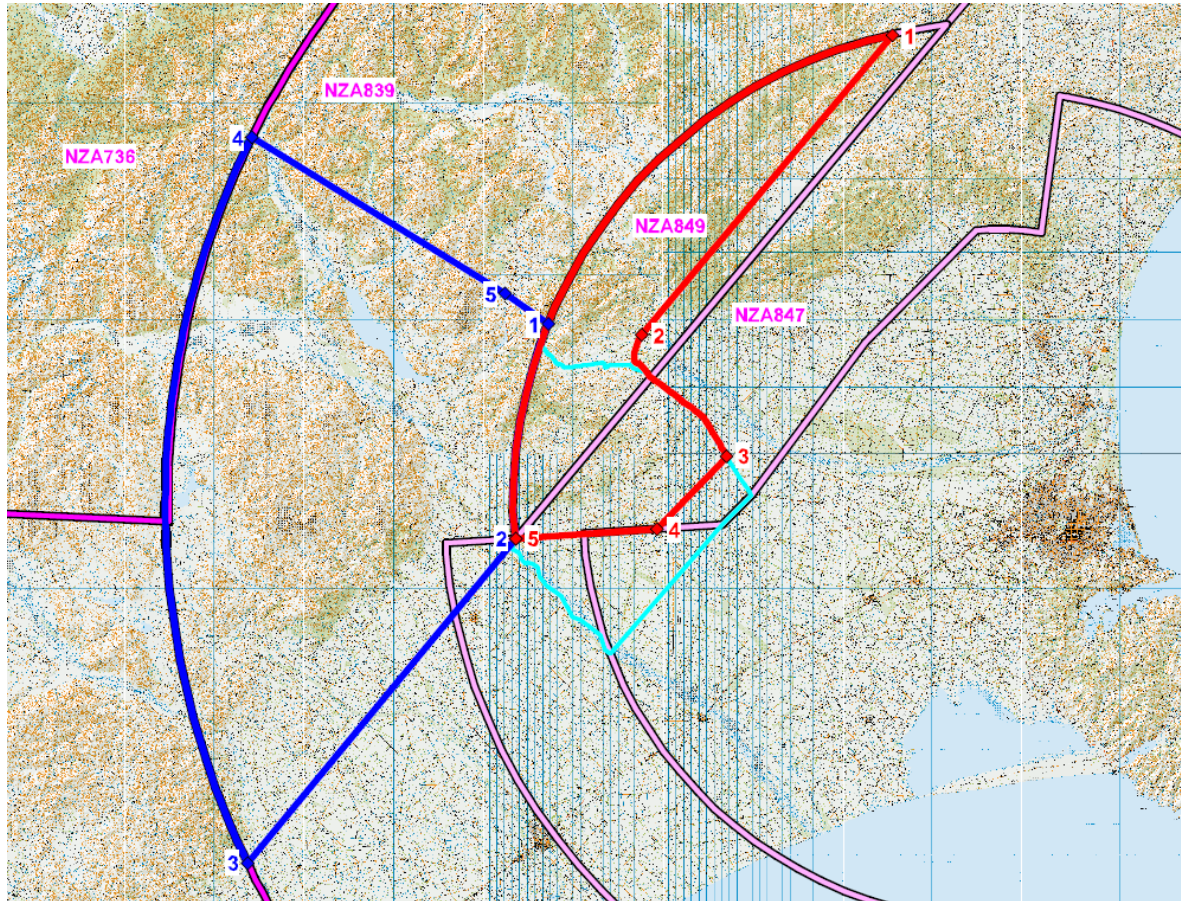
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Appendix A – new NZG951 Springfield and NZG952 Coleridge



NZG951 Springfield eff 9 Nov 2017	NZG951 Springfeild eff 9 Nov 2017	NZG952 Coleridge eff 9 Nov 2017	NZG952 Coleridge eff 9 Nov 2017	NZG976 Hororata eff until 9 Nov 2017	Christchurch CTA existing
◆ Point	□ Region	◆ Point	□ Region	□ Region	□ Region
				□ Region	□ Region