
**Proposed Central Otago General Aviation
Area
- airspace user consultation**

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Introduction

Gliding New Zealand has applied for the establishment of a new general aviation area (GAA) over Central Otago.

Civil aviation rule 71.59 allows the Director to designate a portion of controlled airspace as a general aviation area for the purpose of allowing VFR flights access to a portion of previously controlled airspace without the requirement for an ATC clearance.

The Director may specify that a GAA is active either:

- permanently during the day; or
- by approval of the ATC unit responsible for the airspace; or
- by prior notification from an airspace user to the ATC unit responsible for the airspace.

A GAA may only be active during the day and is class G airspace when active.

The proposed GAA would be to allow gliders to operate within the airspace: without obtaining a clearance; communicating on the area control frequency; or requirement to operate a transponder.

Proposed airspace

Gliding New Zealand consulted with Airways Corporation of New Zealand, the provider of air traffic control services in the controlled airspace, as to suitable boundaries of the GAA which would not significantly affect instrument flight paths and procedures.

The lateral boundaries of the proposed GAA have been located clear of the SUNGU holding pattern, and 4 NM north of the SUNGU-BASOS.

The proposed GAA vertical boundaries are from a lower limit of 13,500 ft to an upper limit of FL175.

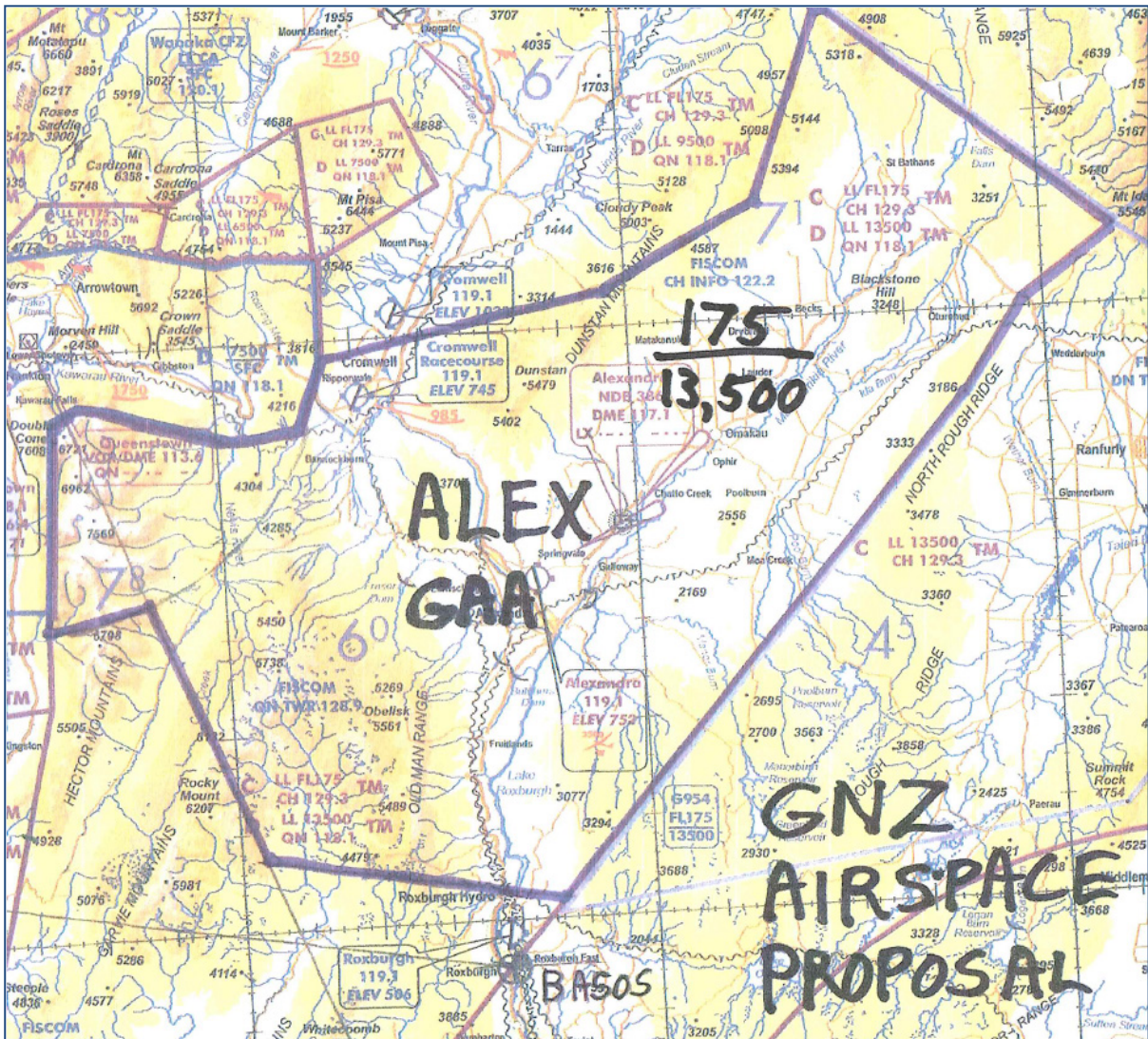
The proposed GAA is as shown in Figure 1 below.

Adjacent to the proposed GAA are three other GAAs –

- northern boundary – NZG957 Omarama, 13,500 ft to FL175, active by notification to ATC;
- north-eastern corner – NZG955 Waitaki, 13,500 ft to FL175, active by ATC approval;
- eastern boundary – NZG954 Ranfurly, 13,500 ft to FL175, active by ATC approval.

These GAAs are shown in Figure 2.

Figure 1 Proposed GAA



Possible effect on other airspace users

When a GAA is active, ATC issue a clearance which enables a pilot to remain clear of the area and continue to operate within controlled airspace.

This may involve re-routing, descending only once clear, or climbing to remain clear of the GAA.

Figure 2 Otago and Canterbury GAAs



Consultation

This document will be sent directly to the following organisations:

- Air New Zealand Group including Mt Cook and Air Nelson

- Airways Corporation of New Zealand
- Aircraft Owners and Pilots Association New Zealand Inc.
- Gliding New Zealand
- Jet Star
- Jet Connect/Qantas
- NZOne Skydive
- RNZAF
- Virgin Australia

Electronic notification of the consultation will be sent to subscribers to the CAA email Notification Service for Airspace Notifications Briefing Area NZ 7, 8, 9 and 10.

This document is also available on the CAA website at the following link:
http://www.caa.govt.nz/airspace/airspace_review.htm

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. Submissions are sought from any interested person, organisation or representative group.

Submissions are accepted either electronically or via mail.

Please address submissions to:

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Aviation Infrastructure and Personnel
Civil Aviation Authority of New Zealand
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Wellington 6140
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Reference – Proposed Central Otago GAA

Closing date for submissions is Thursday 25 February 2016.

Further information

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