

---

# **2023-2026 Uncontrolled Airspace Review Plan**

# Table of Contents

<b>1. Airspace review requirement and objective .....</b>	<b>1</b>
<b>2. Airspace review process.....</b>	<b>1</b>
<b>3. 2023-2026 Airspace review plan overview .....</b>	<b>1</b>
Uncontrolled and special use airspace.....	2
Proposed effective dates.....	3
<b>4. Consultation process .....</b>	<b>4</b>
<b>5. Contact details .....</b>	<b>5</b>

## 1. Airspace review requirement and objective

Civil Aviation Rule 71.11 requires the Director to review each current airspace designation and classification every 5 years to verify the continuing need for the airspace.

The 2023-2026 uncontrolled airspace reviews will seek to understand and when possible address the continued needs for airspace across New Zealand, and to ensure pilots and aviation participants have the charts and airspace information which are clear and unambiguous. The focus of the airspace reviews will be prioritised based on the need for review and recent previous airspace changes.

For the 2023-2026 Uncontrolled Airspace reviews the CAA objectives are to:

- De-clutter and simplify airspace where it is practical to do so.
- Ensure that airspace using agencies, administering authorities and airspace activities are up to date.
- Review current airspace requirements; in particular align airspace with actual and projected airspace use.
- Reduce confusion in some airspace areas to improve safety
- Involve stakeholders to ensure all issues are assessed and taken into consideration
- Take a long term strategic approach to airspace so changes become less frequent.

## 2. Airspace review process

This airspace review plan will concentrate initially on particular types of uncontrolled airspace across the whole country. This approach aims for airspace to be reviewed efficiently to ensure it remains fit for purpose in the aviation system.

The majority of Airspace in New Zealand has been reviewed significantly in the last few years in line with Performance Based Navigation implementation at controlled aerodromes. The latest controlled airspace review policy for the next 5 years is published in a separate policy.

## 3. 2023-2026 Airspace review plan overview

The CAA undertook an assessment of current airspace to inform the airspace review plan , - identifying the areas of concern and prioritising the review process.

This process included assessment of airspace based on:

- airspace related incidents
- last date of airspace review
- complexity of airspace
- type of air traffic mix
- changes to New Zealand and international best practice for airspace

### Uncontrolled and special use airspace

Airspace type #	Status/Priority †	Review type	Stakeholders
<b>Danger areas</b>	Outdated - 1	Full – Danger areas to be assessed for ongoing need and updated for current use.	CAA/Airways/airlines / military/all users
<b>Restricted areas</b>	Outdated - 1	Full – Some restricted areas designated within the last 5 years. Others are largely historic. To be assessed for ongoing need and updated for current use.	CAA/Airways/airlines / aerodrome operators/military/all users
<b>Military Operating areas (MOA)</b>	Somewhat outdated – 2	Partial – Some were assessed within the last 5 years. Others largely historic and need further clarification on use.	CAA/Airways/airlines /military/all users
<b>Mandatory Broadcast Zones (MBZ)</b>	Somewhat appropriate - 3	Partial – Some were assessed and reviewed as part of regional airspace review 2014 – 2018. Others are largely historic.	CAA/Airways/aerodrome operators/military/all users
<b>General Aviation Areas</b>	Somewhat outdated – 2	Partial – Some were assessed and reviewed as part of regional airspace reviews. Changes in approach to managing GAA, and changes in use of corresponding controlled airspace.	CAA/Airways/aerodrome operators/military/all users
<b>Volcanic Hazard Zones (VHZ)</b>	Outdated - 1	Full – Assessment of need and criteria of VHZ in New Zealand required, with recent changes to Volcanic activity reporting in New Zealand.	CAA/Airways/MetService/GNS/ aerodrome operators/military/all users
<b>Mountainous Zones</b>	Somewhat outdated – 2	Full – Current Mountainous zones designated are used primarily to inform Minimum obstacle clearance for Procedure Design	CAA/Airways/Part 173 organisations/all users

		organisations. Acknowledging these areas are outdated, there are alternative calculations that can be utilised in the interim.	
<b>Low Flying Zones</b>	Somewhat outdated – 2	Partial – Some were assessed within the last 5 years. Others largely historic and need further clarification on continued use.	CAA/Airways/aerodrome operators/Flight Training operators/all users
<b>Common Frequency Zones</b>	Somewhat outdated - 2	Partial – Not subject to CAR Part 71 review. Some assessed as part of regional airspace review 2014-2018. Significant requests for new CFZ. Note CFZ applications received will continue to be assessed on a case by case basis, alongside wider aerodrome frequency and FISCOM service improvement work.	CAA/Airways/aerodrome operators/military/all users
<b>Parachute Landing Areas (PLA)</b>	Appropriate – 3	None – Full review conducted in 2022.	

† 1 to 3 – 1 being the highest

# Note that Area QNH zones and Visual Reporting Points are excluded from this review.

### **Proposed effective dates**

This review period will prioritise airspace reviews based on the criteria above, and also in line with any other proposed wider changes submitted to CAA within the review period.

A proposed timeline for uncontrolled airspace reviews is below. Note that changes to airspace not requiring charting may be actioned earlier (eg administering authority or using agency changes, removal of airspace etc).

### **CAA may also respond to emerging risks within types of airspace or particular regions – necessitating changes to effective dates and reprioritisation.**

For the next three to four years the uncontrolled airspace reviews will be run in conjunction with separate controlled airspace reviews for specific regions, published separately on the CAA website.

Should these review dates change for any reason an updated schedule will be published.

<b>Airspace type</b>	<b>Status/Priority</b>	<b>Consultation start</b>	<b>Proposed effective date</b>
<b>Danger areas</b>	Outdated - 1	September 2023	November 2024
<b>Restricted areas</b>	Outdated - 1	September 2023	November 2024
<b>Military Operating areas (MOA)</b>	Somewhat outdated – 2	September 2023	November 2024
<b>Mandatory Broadcast Zones (MBZ)</b>	Somewhat appropriate - 3	May 2025	November 2026
<b>General Aviation Areas</b>	Somewhat outdated – 2	May 2024	November 2025
<b>Volcanic Hazard Zones (VHZ)</b>	Outdated - 1	September 2023	November 2024
<b>Low Flying Zones (LFZ)</b>	Somewhat outdated – 2	May 2024	November 2025
<b>Mountainous Zones</b>	Somewhat outdated – 2	May 2025	November 2026
<b>Common Frequency Zones (CFZ)</b> <i>Note: CFZ are not Part 71 designated airspace</i>	Somewhat outdated - 2	September 2024	November 2025

#### 4. Consultation process

When each airspace type is reviewed, a review document will be sent directly to all identified stakeholders in that region for feedback including aerodrome/airspace user groups.

For certain special use airspace, an airspace review letter will also be sent directly to the administering authority or using agency, to request feedback and confirmation that the airspace is appropriate and all details remain correct.

These documents will also be published on the CAA website and comments/suggestions from any interested party will be accepted.

The primary driver for this airspace review is to ensure current airspace is appropriate. Major changes requested for airspace outside of the review scope may need to be accompanied by a separate airspace petition under Part 71. The outcome of these requests will be assessed and determined by CAA on a case by case basis.

The CAA may conduct a meeting following consultation to review proposals discuss and seek additional feedback on finalised amendments.

If you have any further questions regarding the review process, please contact Aeronautical Services Unit – contact details below.

## **5. Contact details**

Aeronautical Services Unit  
Civil Aviation Authority of New Zealand  
P O Box 3555  
Wellington 6140  
Email: [aeronautical.services@caa.govt.nz](mailto:aeronautical.services@caa.govt.nz)