

Application for designated airspace or reporting point



CIVIL AVIATION AUTHORITY OF NEW ZEALAND

Note: The CAA Standard Rate hourly charge applies.

1. Organisation Details

Person completing application	FGOFF K.E.F CHAMBERS		
Legal name of organisation:	NEW ZEALAND DEFENCE FORCE		
Trading or Division name:	RNZAF		
CAA Client No: (if known)			
Tel: 063569109 x77985	Fax: -	Email:	kelly.chambers@nzdf.mil.nz

2. Reason for Application

Activity or event:	RNZAF FLIGHT TRAINING
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3. Designation details

Type of designation requested:			
03 - Control zone <input type="checkbox"/>	04- VFR Transit Lane <input type="checkbox"/>	05 - Control Area <input type="checkbox"/>	
07 - Mandatory Broadcast Zone <input type="checkbox"/>	08 - General Aviation Area <input type="checkbox"/>	09 - Restricted Area <input type="checkbox"/>	
10 - Military Operating Area <input checked="" type="checkbox"/>	11 - Danger Area <input type="checkbox"/>	12 - Low Flying Zone <input type="checkbox"/>	
13 - Volcanic Hazard Zone <input type="checkbox"/>	15 - Parachute Landing Area <input type="checkbox"/>	16 - Common Frequency Zone <input type="checkbox"/>	
Status:	<input checked="" type="checkbox"/> Permanent	<input type="checkbox"/> Temporary	
Activation: timing or means	DAY		
<i>(indicate whether active by UTC, NZDT or NZST time, or active by day, or active by NOTAM)</i>			
Location: area or aerodrome	OHAKEA CTA		
Lateral dimensions	As ATTACHED		
<i>(Indicate using a radius or significant features or geographical coordinates in WGS-84: GPS datum)</i>			
Vertical dimensions	As ATTACHED		
<i>(Give lower and upper limits in feet; state whether above mean sea level: AMSL or above ground level: AGL)</i>			

4. Administrating Authority, Using Agency or ATC unit

Agency	ACNZ (OHAKEA APPROACH)
<i>(Indicate which agency will act as an administering authority for a restricted area or MOA, a using agency for a danger area or low flying zone, or an ATC unit if controlled airspace)</i>	
Airspace contact: person/position	MR DARREN MEYERS.
Contact details or frequency	021 299 6131 daren.meyers@airways.co.nz

Consultation and other information

Consultation: evidence of or agreements and discussion with other affected airspace users <i>(on separate sheet if necessary)</i>	As ATTACHED.
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An application for a permanent airspace change must be submitted at least 90 days prior to the effective date to:

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

APPLICATION FOR M307 AND M308 TO BE PERMANENT

The RNZAF requests the designation of M307 and M308 be amended from temporary to permanent airspace. M307 and M308 were designed in conjunction with the ACNZ project team developing the PBN route structure. Both MOAs are contained within controlled airspace and are separated from the PBN route structure in the Ohakea area and are active by DAY, with Administering Authority delegated to ACNZ (Ohakea APPROACH). These two MOAs are in the vicinity of Ohakea and were primarily designed to facilitate Texan flight training operations. They have been evaluated for operational suitability since they were established and have been deemed suitable, meeting requirements for Texan flight training operations.

During the trial of M307 and M308 the RNZAF received and logged several complaints from landowners regarding the noise Texans produce whilst using these areas, M307 in particular. RNZAF Base Ohakea's Chief of Staff and Operations Officer recently met with a large community group from the Okoia area and discussed the history, needs, and importance of the MOAs to facilitate ongoing flying training. Since this forum the pool of complainants has decreased, with the majority of complaints originating from only two persons. In light of these complaints, originating primarily from landowners in the area to the East of Whanganui, training flights have been utilising other areas where possible.

Air Nelson, Mt Cook and Air New Zealand were approached to provide input into this application due to their reservations over the MOAs being first established. Their initial concern was the increased track miles required when the areas were active, however, none of these parties have responded to email correspondence outlining concerns or giving support at this time. The RNZAF is aware of these concerns, and M308 use is minimised as a result, when possible, to reduce restrictions on traffic in and out of Palmerston North. Basic data has been obtained from Airways showing additional track miles when M307 and M308 are active and is shown below. 70-80% of days there is a Westerly flow in the Manawatu and RWY25 Departures and Arrivals are utilised.

Departures and Arrivals to/from the South.

- No effect on traffic for either RWY when M307/M308 are active.

Departures and Arrivals to/from the North.

- **ARRIVALS 07 (STARS)**
 - BUVLI1B - Approx 26NM from IDLUR to approach commencement.
 - TUTSI1B - Approx 41NM from IDLUR to approach commencement (M307active)
- **ARRIVALS 25 (STARS)**
 - No change- the same STAR is flown whether M307 is active or not
- **DEPARTURES 07 (SID)**
 - TEROT3Q – Approx 85NM from departure to OMBUB
 - DADLI3T – Approx 102NM from departure to OMBUB (M307 active). This figure does not take into account any track shortening that would normally occur.
- **DEPARTURES 25 (SID)**
 - GUTNI3R – Approx 82NM from departure to OMBUB
 - GUTNI3T – Approx 95NM from departure to OMBUB (M307 active). This figure does not take into account any track shortening that would normally occur.

The RNZAF requires airspace where it can specify the VFR operating rules and traffic separation to meet training objectives for RNZAF pilots and aircrew. One such example is allowing Texan aircraft conducting Emergency Landing Patterns (ELP) to operate up to the ceiling whilst still maintaining VFR. The VFR Plane of Division for military VFR aircraft is specified as the upper limit of the MOA (i.e. military aircraft may operate VFR clear of cloud with ground or water in sight). Without these training areas the RNZAF would need to heavily utilise M507 on the East coast, adding an extra 30 minutes in transit time per sortie. Having M307 and M308 available significantly reduces this transit time, enabling a more efficient and cost effective ability to train and consolidate RNZAF pilots.

The two requested permanent MOAs are as follows:

1. M308 (refer attached diagram for co-ordinates). A130 to FL200
2. M307 (refer attached diagram for co-ordinates). The MOA also includes the airspace that acts as a buffer between M307 and M308, i.e. from Point 2 through Points 3,4,5,6,7,8 and through the OH VORTAC back to Point 2 again. A080 to FL200

