
**Proposed common frequency zones – North
Wellington**
Subsequent airspace user consultation

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Introduction

An application has been received for the establishment of two new common frequency zones (CFZ) in the area between Wellington aerodrome (NZWN) and Paraparaumu aerodrome (NZPP). This proposal was originally consulted on by CAA in early 2019. As a result of this consultation the proposal was revised and resubmitted to CAA.

A 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.

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.

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

1. Concern for transiting aircraft within the north Wellington corridor remaining on any number of available frequencies to make position reports. The establishment of Common Frequency Zones (CFZ) attempt to rationalise these frequencies to avoid confusion for operators.
2. Attempt to establish common Visual Reporting Points (VRP) to facilitate common position report locations.

Proposed airspace

Two new common frequency zones are proposed. These are depicted in Appendix A of this document:

1. Porirua CFZ. This will be in addition to the current Tararua CFZ excluding the Paraparaumu mandatory broadcast zone (MBZ) and the Wellington Control Zone (CTR) and transit lane NZT651. The northern boundary is proposed to align with the current Tararua CFZ, and the proposed Hutt CFZ. The western boundary has also been amended in this subsequent proposal to align the CFZ with the coastline.

It is proposed that the current frequency of 118.3MHz be retained, as per the current Tararua CFZ and Paraparaumu MBZ.

No upper limit for the CFZ has been proposed. The lower limit of controlled airspace for the extents of the area are between 2500 ft and 5500 ft.

2. Hutt CFZ. This area encompasses the Hutt Valley between the Wellington Control Zone, Remutaka Saddle and Turakirae Head. No frequency has been proposed for although the proponent indicated a discrete frequency is preferred.

No upper limit for the Hutt CFZ has been proposed. The lower limit of controlled airspace for the extents of the area are between 2500 ft and 7500 ft.

The boundaries of the Hutt CFZ have been altered to reduce the overall size along the southern and eastern boundaries.

3. New Visual Reporting Points (VRP) are proposed within the CFZ additional to those currently published within uncontrolled airspace. Two VRP are also proposed within the current Paraparaumu MBZ confines. Refer to the proposal document and figure 1 within.

Possible effect on local operations

A frequency will be allocated by Radio Spectrum Management for the proposed Hutt CFZ. This may require operators of base radios to change channel crystals of radios.

It is possible that the new frequency will be to two decimal places, e.g. 133.35, which is unable to be selected on older technology radios.

The unpublished aerodrome used for gliding operations at Kaitoke and the published Avalon Heliport would be within the proposed Hutt CFZ.

The proposed VRP will need to be considered with due regard to the effect on published VFR arrival and departure procedures at Paraparaumu and Wellington aerodrome.

Further comment

As stated, CFZ are advisory in nature and therefore pilots do not have to operate on a particular frequency.

Note that there is often NORDO traffic operating within the Northern Wellington area as it allows those aircraft to transit within a corridor outside radio required airspace to the north and south.

Consultation list

This document will be sent directly to the following organisations:

- Air Chathams Ltd
- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand
- Avalon heliport operator – Avalon Studios Ltd
- Balloon Aviation Association
- Flying New Zealand
- The Flying School – Paraparaumu
- Kapiti Aero Club
- Gliding Hutt Valley

- Gliding New Zealand
- Hood User Group
- Kapiti Heliworx
- Life Flight Trust – C/- Air Work NZ
- Massey University School of Aviation
- Masterton aerodrome – Masterton District Council
- Model Flying New Zealand
- New Zealand Aviation Federation
- New Zealand Agricultural Aviation Association
- New Zealand Helicopter Association
- New Zealand Hang Gliding and Paragliding Association
- Otaki aerodrome operator – Otaki airstrip Ltd
- Paraparaumu aerodrome – Kapiti Airport Holding Ltd
- Recreational Aircraft Association of New Zealand
- Royal New Zealand Air Force
- Sounds Air
- Sport Aircraft Association New Zealand
- Sport Aviation Corp
- Wairarapa Aero Club
- Wellington Aero Club
- Wellington aerodrome operator – Wellington International Airport Ltd
- Wellington gliding club
- Wellington model aeroplane club
- Wellington helicopters

Electronic notification of the consultation will be sent to subscribers to the CAA email Notification Service for Airspace Notifications Areas NZ3, NZ5 and NZ6.

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 to provide further information relevant to this proposal.

Submissions are accepted either electronically or via mail.

Please address submissions to:

Group Executive Officer
Aviation Infrastructure and Personnel
Civil Aviation Authority of New Zealand
PO Box 3555
Wellington 6140

Fax: 04 569 2024

Email: dianne.parker@caa.govt.nz

Reference – Proposed common frequency zones – North Wellington

Closing date for submissions is **Monday 2nd September 2019**

Further information

For further information contact:

Hamish McKoy
Aeronautical Services Officer – Flight Procedure Design and Airspace
Civil Aviation Authority of New Zealand
P O Box 3555
Wellington 6140

Phone: (DDI) 04 830 0520

Email: Hamish.McKoy@caa.govt.nz

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Appendix A – Proposed airspace area

