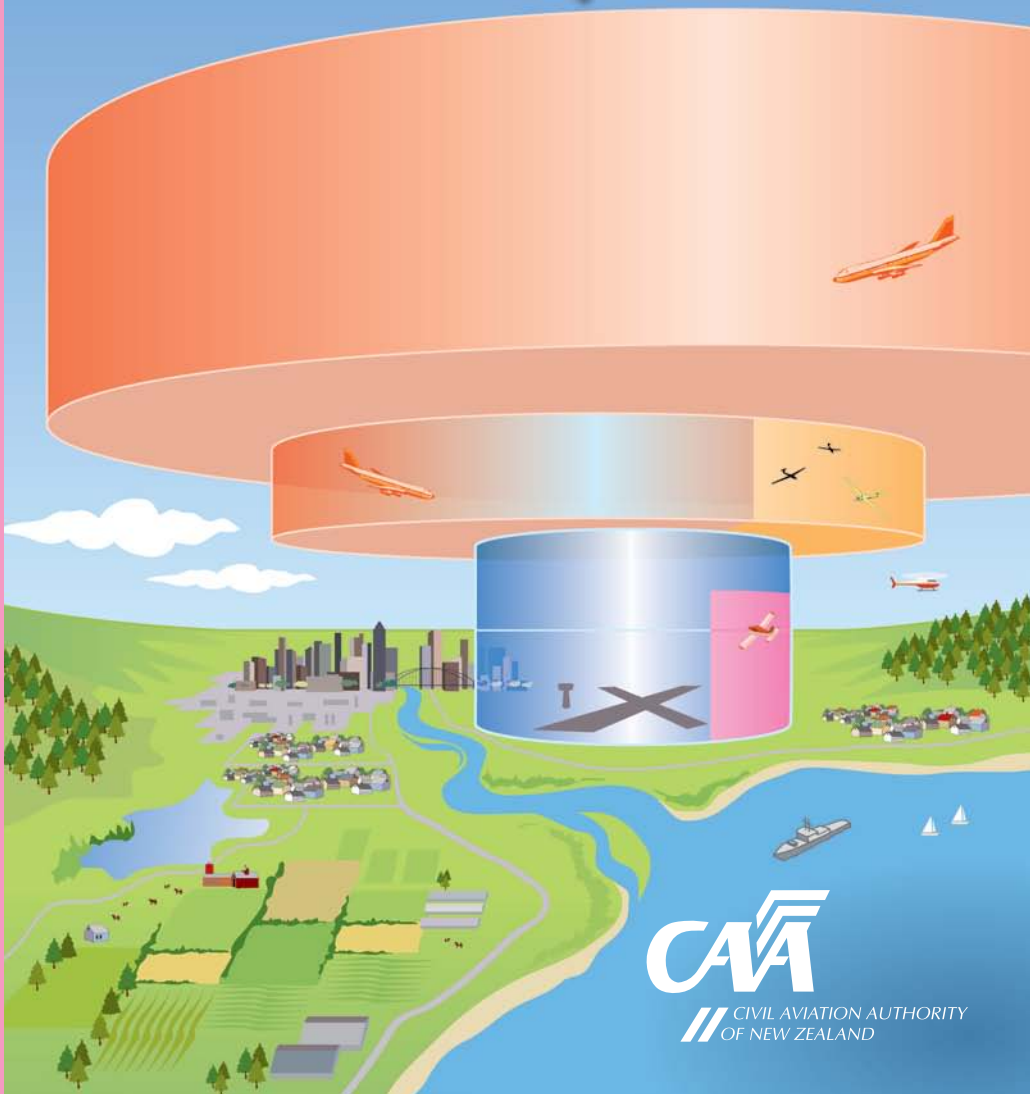


New Zealand Airspace





New Zealand Airspace

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Controlled airspace and special use airspace are prescribed by the Civil Aviation Authority (CAA) for a number of safety reasons. There are clear requirements to protect traffic in the vicinity of an aerodrome, and to protect IFR routes. Airspace designations can be used for facilitating police operations, search and rescue operations, military requirements, for environmental and conservation purposes, and for major public events.

Airspace design is a complex undertaking. It takes into account international standards and factors. These include safe approach and departure routes from major airports and quick point-to-point routes. It must cater for a variety of aircraft performance, and allow for New Zealand’s rugged terrain.

It is crucial to aviation safety that pilots have a sound knowledge of airspace, and that they are able to use aeronautical charts and airspace information effectively.

CAA Web Site

The CAA web site has a great deal of information you will find useful.

www.caa.govt.nz



Every effort is made to ensure that the information in this booklet is accurate and up-to-date at the time of printing, but numerous changes can occur with time, especially in regard to legislation. Readers are reminded to obtain appropriate up-to-date information. Current Civil Aviation Rules are on the CAA web site.

Designated Airspace

All airspace is designated by the CAA in the “NZ Air Navigation Register”. A list of what is in the Register is available on the CAA web site, www.caa.govt.nz, under “Airspace – Airspace index”. The Register contains the geographical coordinates of various airspace, and this information is also on the Airspace pages of the web site. Airspace is also described – and often pictured – in the aeronautical charts, *AIP New Zealand*, *AIP Supplements*, and NOTAMs.

All designated airspace has a unique alphanumeric designator as well as a name. All New Zealand airspace designators start with “NZ” followed by a letter indicating the type of airspace. Airspace used by

other Pacific States within New Zealand’s area of responsibility is designated with that State’s code, such as “NS” for Samoa. Following the letters are three numbers: the first signifies the briefing area the airspace is generally within, and the other two the airspace number. This should help locate the airspace geographically. For example: NZL663 is a *Low Flying Zone* (LFZ) in Briefing Area 6. (The airspace designator is restricted to three digits, so in briefing area 10 the first number used is 7.)

Controlled Airspace

Controlled airspace consists of two types: *Control Zones* (CTRs) and *Control Areas* (CTAs).

Control Zones

Control Zones (CTRs) are associated with aerodrome operations and are the only form of controlled airspace that touch the surface of the earth.

Within a CTR, *Sectors* may be established. These are portions of CTRs designed to facilitate air traffic management. Not all CTRs have Sectors. CTR Sectors are depicted on C Series Visual Navigation Charts. VFR aircraft may be given joining or departure instructions via one of these Sectors. IFR aircraft on a visual approach or departure may be instructed to use a Sector.

At some CTRs there are published arrival and departure routes for VFR and IFR aircraft. For the VFR pilot this information is found in *AIP New Zealand*, Vol 4 AD section, Aerodrome Charts.



Control Areas

Control Areas (CTAs) extend from a specified lower limit to a specified upper limit. Examples of CTAs include:

- CTAs that are established around one or more aerodromes and are designed to encompass the flight paths of controlled flights on instrument approaches or departures and also encompass IFR enroute operations.
- Oceanic Control Areas (OCAs), that are normally established over the ‘high seas’.

Pilots should be aware that not all instrument holding and arrival/departure tracks are contained within CTAs. Holding procedures and DME arcs normally provide a 1000-foot minimum terrain and obstacle clearance, but they do not always ensure that the flight is contained within controlled airspace.

Sectors may also be promulgated within CTAs.

Classified Airspace

In New Zealand, airspace is classified under the International Civil Aviation Organization (ICAO) airspace classification system. This system determines the level of Air Traffic Service (ATS) that will be provided, and whether entry to that airspace requires an ATC clearance.

This level of service cannot be varied by ATC for any given class of airspace.

The following table shows the ICAO classes of airspace that are used in New Zealand, with their operating restrictions.

ICAO Classes of Airspace (that are used in New Zealand)

Class A

IFR flights only are permitted, all flights are provided with air traffic control service and are separated from each other.

Class C

IFR and VFR flights are permitted, all flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Class D

IFR and VFR flights are permitted and all flights are provided with air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

Class G

IFR and VFR flights are permitted and receive flight information service if requested.

For an illustration of New Zealand Airspace, see our poster on page 19.



There are seven ICAO classes of airspace, ranging from class A through to class G. Classes B, E, and F are not currently used in New Zealand.

Class A Airspace

Class A airspace is used to accommodate high-level international air routes in the Auckland Oceanic Flight Information Region (FIR). IFR aircraft are separated from other IFR aircraft. VFR aircraft are not permitted in this airspace.

Class C Airspace

Class C airspace is applied to: CTRs at large international aerodromes, associated CTAs and enroute airspace covering principal domestic air routes. In this airspace, IFR and VFR traffic are separated from each other at all times. Special VFR aircraft (operating below visual meteorological conditions) are separated from each other only when visibility is less than 5 km.

Where separation is not being provided, air traffic controllers are required to pass appropriate traffic information to VFR aircraft about other VFR aircraft. VFR aircraft, however, must maintain their own separation from each other.

All aircraft require an ATC clearance to be in Class C airspace.

Class D Airspace

Class D airspace normally applies to CTRs at smaller international aerodromes, such as Hamilton and Queenstown, and to regional aerodromes such as Rotorua and Nelson.

IFR aircraft are separated from other IFR aircraft, but VFR aircraft are not separated from any other aircraft, except in the following circumstances:

- during Special VFR conditions (IFR separated from SVFR, and SVFR separated from SVFR when visibility is less than 5 km); or
- when runway or wake turbulence separations apply.

Pilots of VFR and IFR aircraft operating within Class D airspace must use a good lookout to separate themselves from each other if ATC separation is not provided. Air traffic controllers are required to pass appropriate traffic information where separation is not provided. Air traffic controllers will issue instructions to both VFR and IFR aircraft to maintain an orderly flow of air traffic, particularly in the aerodrome traffic pattern.

Classes C and D – General

An entry clearance is required to operate within Class C or D airspace. This is used as a gate to ensure that all aircraft operating within such airspace are known to the controller and also for traffic management reasons (see *AIP New Zealand* ENR 1.4 for details).

Examples of circumstances where controllers may reasonably refuse an entry clearance may be:

- a lack of accurate position information from the aircraft;
- inability of the controller and aircraft to establish reliable two-way communication;

- the number of aircraft already in the airspace has reached the capacity that ATC can handle; or
- during an emergency.

Entry delay or refusal for VFR aircraft should be reasonable and justifiable. VFR pilots, however, will not always be aware of the air traffic causing a delay or refusal.

Class G Airspace

Any airspace within the New Zealand FIR (Flight Information Region), not otherwise classified, is class G airspace. Class G airspace does not require an entry clearance. You must, however, observe Class G airspace rules (check *AIP New Zealand* ENR 1.4). Enroute IFR and VFR aircraft should maintain a listening watch on the appropriate FISCOP frequency (see *AIP New Zealand* GEN 3.4) unless within a MBZ or CFZ. Class G airspace is not shown on the aeronautical charts, but in New Zealand it is essentially that airspace not labelled as A, C or D.

Safe operation in Class G airspace depends on the 'see, detect and avoid' principle. The Part 91 rules regarding visibility, height above terrain, and distance from cloud apply.

IFR aircraft are required to obtain traffic information before entering instrument meteorological conditions in Class G airspace. ATS will provide IFR aircraft with traffic information on other IFR aircraft in the area. IFR aircraft are required to use this traffic information to maintain sufficient separation.

Note: Controlled airspace classes C or D revert to uncontrolled Class G airspace when there is no ATC service being provided within that airspace. This happens to some airspace at night when an aerodrome ATC unit is 'off-watch'. ATC unit hours of service are promulgated in the *AIP Supplement*.

Transponder Mandatory Airspace

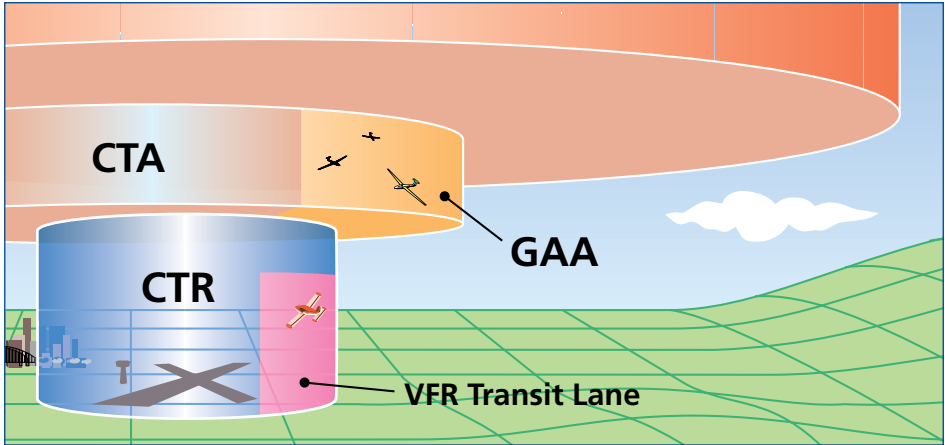
Transponder mandatory airspace (TM) is designated to assist ATC surveillance systems, such as radar, and airborne surveillance systems, such as ACAS (Airborne Collision Avoidance System). Within transponder mandatory airspace, aircraft are required to have an operating transponder Mode A (identification and position) and Mode C (altitude). All controlled airspace in New Zealand is TM. Some portions of some MBZs (see page 11) are also TM. When required, ATC may give approval to enter controlled airspace without a transponder, or with a transponder where mode C is deselected.

Transponder mandatory airspace is indicated on Visual Navigation Charts (VNCs) by the abbreviation TM.

VFR Transit Lanes

VFR Transit Lanes are part of a CTR that is released as Class G airspace **during daylight hours only**. This is to allow VFR aircraft to transit within airspace not normally used by IFR aircraft.

These are significantly different from CTR Sectors, as no clearance is required to



operate within VFR Transit Lanes when active. Although VFR Transit Lanes are separated from IFR procedures, pilots should use their transponders if fitted, and use the lanes for transiting purposes only.

VFR Transit Lanes are depicted on Visual Navigation Charts with the designation **Txxx**.

General Aviation Areas

General Aviation Areas (GAAs) are portions of controlled airspace that change classification to Class G (uncontrolled) airspace. GAAs are available for use **during daylight hours only**. Be aware that GAAs may contain powered or glider traffic, including training activity.

There are three types of GAA, distinguished by their manner of activation as follows:

- **Always active during daylight hours**
You can use this type of GAA without requesting the use of this airspace from ATC or notifying them. These are indicated on the VNCs using the term “DAY”.
- **By notification**
These GAAs are where the appropriate ATC is notified by an airspace user in reasonable time prior to the area being activated. ATC must activate this form of GAA, but it may take up to 10 minutes to do so if there are IFR aircraft affected. These GAAs are indicated on the VNCs using the term “ATC notification”.
- **Activation by approval**
These GAAs are where prior approval from the appropriate ATC unit is required before the area can be activated. It is recommended that pilots make their request well before the actual time needed to use the airspace, so that ATC have reasonable time to plan their air traffic management. These are indicated on the VNCs using the term “ATC approval”.

For GAAs that are active by ATC approval, ATC may require entry and exit reports, or a report at a specified time. They may require pilots to maintain a listening watch on the ATC frequency. If in doubt, confirm the requirements with ATC. Other pilots wishing to use the GAA must seek approval from the ATC unit that activated the GAA.

When operating within a GAA, it is recommended that transponders be used in order to provide ATC units and ACAS-equipped aircraft with accurate position information. Powered aircraft should set an SSR code of 1400 and gliders 1300 on their transponders – unless the aircraft has a pre-assigned code from ATC.

ATC will not clear an IFR aircraft through an active GAA unless the pilot requests, or if it is known the pilot is aware of the GAA.

The ATC unit that activates a GAA may be able to provide some traffic information and advisories if time and other workloads permit. It is important to note, however, that the unit does not provide separation in an active GAA.

General Aviation Areas are depicted on VNCs with the designation **Gxxx**. High-level GAAs are also shown on the Visual Planning Charts.

QNH Zones

There are 11 QNH zones within New Zealand domestic airspace. A diagram of the QNH zone boundaries can be found in *AIP New Zealand ENR 1.7*.

New Zealand QNH zones extend from the surface of the earth to 13,000 feet amsl. They incorporate geographical areas that normally have similar barometric pressures. This enables enroute aircraft to use a single pressure setting, and thus all aircraft in a QNH zone should be using the same datum.



AIP New Zealand
Figure ENR 1.7 - 2

When approaching an aerodrome traffic circuit, pilots should change to the aerodrome QNH if this is known.

General aviation pilots transiting Area QNH zones are advised to request the appropriate area QNH information from the appropriate ATS unit.

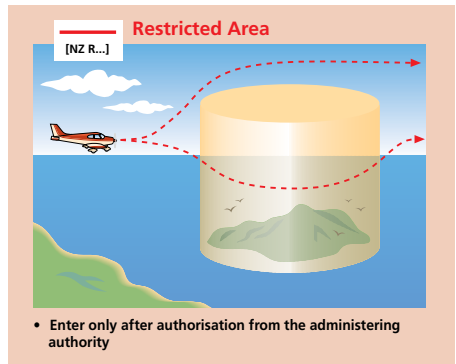
Special Use Airspace

Special use airspace is made up of the following types of airspace:

- Restricted Area
- Military Operating Area (MOA)
- Danger Area
- Volcanic Hazard Zone (VHZ)
- Mandatory Broadcast Zone (MBZ)
- Low Flying Zone (LFZ)

Special use airspace does not change the underlying classification of the airspace. For instance, an LFZ remains Class D airspace when it is contained within a Class D CTR, and an LFZ outside a CTR is Class G airspace. Special use airspace requirements, however, take **precedence** over the class of airspace where they coincide. Where a MOA overlaps controlled airspace or a GAA for example, the requirements of the MOA must be met first.

Restricted Area



Most permanent Restricted Areas are conservation sites of importance to New Zealand's wildlife.

Temporary Restricted Areas can be designated when the Director considers it necessary in the interests of aviation safety, or security, or in the public interest. For example, this can often follow a request by Police in an emergency.



The only mainland colony of albatrosses in the world lives at Taiaroa Head, at the tip of the Otago Peninsula. The Royal Albatross colony at Taiaroa is protected by a permanently active Restricted Area. Neville Peat photograph, Crown Copyright: Department of Conservation, 2004.

Entry to a Restricted Area can be authorised only by the ‘administering authority’. Restricted Areas may have conditions of operations imposed on pilots, and even on the administering authority. Their details can be found in *AIP New Zealand* ENR 5.1 or on the CAA web site.

Restricted Areas are depicted on Visual Navigation Charts as **Rxxx**.

Military Operating Area (MOA)



As the name suggests, a Military Operating Area is an area within which military operations, including live firing and the use of explosives, may take place. MOAs have the same entry and operational requirements as Restricted Areas:

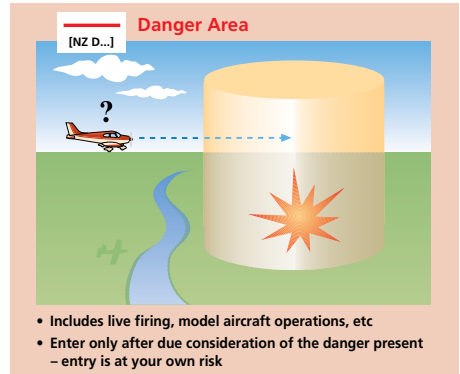
- within New Zealand sovereign territory (12 nautical miles from the coastline), and
- within international airspace (for New Zealand Registered aircraft).

Note that some MOAs are designated H24. This means ‘permanently active’, and

unauthorised aircraft must remain clear at all times.

Military Operating Areas are depicted on Visual Navigation Charts as **Mxxx**.

Danger Area



A Danger Area can be entered by aircraft only after due consideration of the danger present, such as live firing, model aircraft operations, etc. Danger Areas do not have an administering authority, as there is no requirement to control access.



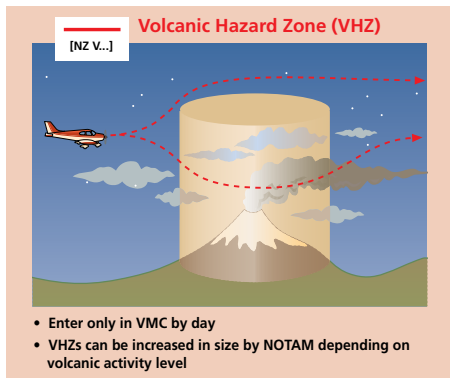
Be aware of hazards in a Danger Area. The New Zealand Army, for example, fire their artillery and light armoured vehicle cannon in Danger Areas. New Zealand Army photograph.

There is a 'using agency' responsible for the activity within the Danger Area, and their contact details are available in *AIP New Zealand* ENR 5.1. Our advice is to avoid Danger Areas, or alternatively ascertain the likely danger by contacting the appropriate agency. If you do enter a Danger Area, it will be **at your own risk**.

Temporary Danger Areas may be designated, and their details would be either in the *AIP Supplement* or NOTAM.

Danger Areas are depicted on Visual Navigation Charts as **Dxxx**.

Volcanic Hazard Zone (VHZ)



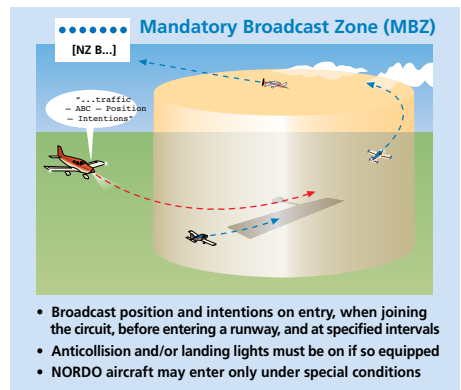
A Volcanic Hazard Zone is designated where volcanic activity may be present. Aircraft are required to operate in **VMC by day only** while in a VHZ in order to be able to observe any volcanic ejecta or ash plume. New Zealand's most active volcanoes (Mt Ruapehu, Mt Ngauruhoe, White Island, and Raoul Island) have permanent VHZs.

VHZs are nominally set at Level 1 with a 3 nautical mile radius. When volcanologists change the alert to Level 2, the VHZ automatically increases to a radius of 8 nautical miles and an upper limit of FL150. This continues until Level 5 is reached with a full volcanic eruption, with a radius of 50 nautical miles and a height of FL660. This status is advised by NOTAM, and the full extent of any ash cloud is advised by SIGMET. Pilots must check this information before considering entering a VHZ.

Volcanic activity from normally dormant volcanoes may require temporary VHZ designation.

Volcanic Hazard Zones are depicted on Visual Navigation Charts as **Vxxx**.

Mandatory Broadcast Zone (MBZ)



A Mandatory Broadcast Zone is an area normally established at a busy uncontrolled aerodrome, or including airspace that has intensive tourist operations. An MBZ requires a pilot to

broadcast position and intention reports on a specified frequency on entry, when joining an aerodrome traffic circuit, prior to entering a runway, and at specified regular intervals when operating within the MBZ. As an extra safety measure, landing or anticollision lights must be switched on, if fitted. Radio frequencies are on the appropriate charts.

Aircraft without an operable radio must not enter an MBZ unless another accompanying aircraft in formation can broadcast the required reports on their behalf. If the aircraft is entering an MBZ for the purpose of radio repairs, then another party such as a UNICOM unit may make the 'broadcasts on behalf'. Parachute dropping aircraft must broadcast on the MBZ frequency regarding parachuting when the landing area is within an MBZ.

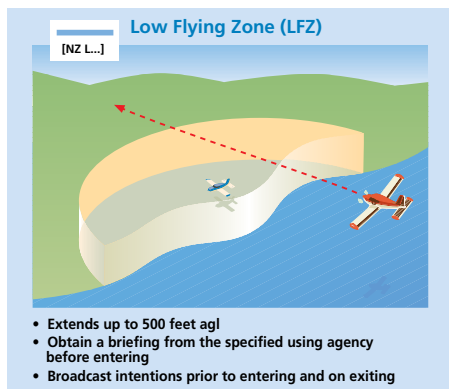
A direct transmission to the AFIS operator is acceptable if the pilot wants information, and the AFIS operator will respond directly.

The AFIS operator will initiate direct transmission if necessary.

Mandatory Broadcast Zones are depicted on Visual Navigation Charts as **Bxxx**.

Low Flying Zone (LFZ)

Low Flying Zones normally exist over flat areas and extend from the surface of the earth to 500 feet agl. They are prescribed to allow low-level flight training by a specified using agency. Normally, these are flight training organisations or aero clubs. The using agency is responsible for the LFZ



and will have agreements in place with affected landowners.

If you wish to use an LFZ, you must obtain a briefing on the appropriate procedures from the using agency. An LFZ is not a restricted area, so the using agency cannot refuse access. However, if others do not respect the operating conditions for the LFZ, it may be disestablished, especially if the landowner within the LFZ complains about improper operations. For this reason, and to be aware of all safety requirements, pilots must obtain a prior briefing from an instructor of the specified using agency, particularly for solo flight within an LFZ.

Low Flying Zones are depicted on Visual Navigation Charts as **Lxxx**.

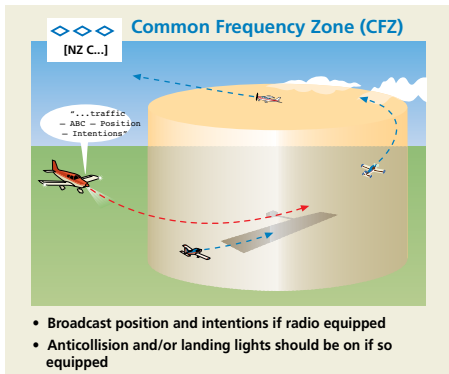
Military Low-level flying

Military low-level flying down to 250 feet agl may be conducted throughout the New Zealand FIR outside controlled airspace, clear of built-up areas, aerodromes, restricted areas, LFZs, and other such locations as identified in RNZAF

low flying orders. At specific locations, military low flying may be conducted down to 50 feet agl.

Non-mandatory Airspace

Common Frequency Zone (CFZ)



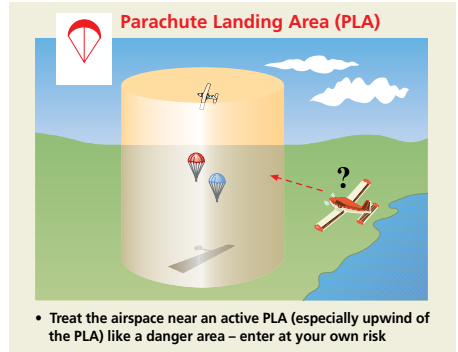
In certain areas of New Zealand, VFR Common Frequency Zones have been established. These areas are not designated airspace, but they are where voluntary common frequencies have been established in order to enhance safety. CFZs signify areas of concentrated aviation activity, generally recreational aviation.

It is not mandatory to use a radio on the specified frequency within a CFZ, but it would be very poor airmanship not to use the advised frequency and not to comply with expected local radio procedures when radio equipped. As a minimum, pilots should broadcast their position and intentions on entry and exit from a CFZ.

Use of landing and/or anti-collision lights is also a recommended practice within a CFZ.

CFZs are depicted on Visual Navigation Charts by use of the abbreviation CFZ and a diamond-shaped boundary marking.

Parachute Landing Area (PLA)



Parachute Landing Areas indicate the main (but not the only) landing area for major parachuting operations. Any portion of airspace near an active PLA should be treated as a Danger Area – **enter at your own risk** – and pilots should always be on the lookout for parachutists, particularly on the upwind side of the PLA. The area of danger will vary with the prevailing wind and parachuting task, but it can be as much as three nautical miles from the PLA. Busy PLA sites often have special procedures that other aircraft must be aware of. Examples are: Mercer, where a danger area has been established, and Taupo, where pilots should not conduct overhead joins because of the incompatibility of this manoeuvre with parachuting.

Aircraft flying near PLAs should take care to ascertain whether the PLA is active, by listening on the appropriate frequency – as listed in *AIP New Zealand* ENR 5.3, or indicated on the visual charts. This frequency will usually be the aerodrome frequency, unless the parachute dropping is in controlled airspace.

ATC approval for parachuting in controlled airspace is required, and therefore other aircraft on the ATC frequency will be advised of this operation.

Parachute Landing Areas are depicted on Visual Navigation Charts by a parachute symbol and the code **Pxxx**.

Visual Aeronautical Charts

Charts for aircraft navigation by visual reference have been developed that cover New Zealand. Details of the current visual chart series are in the *AIP New Zealand*. There is a web site for *AIP New Zealand*: www.aip.net.nz. The table (above right) shows the range of charts available, and their colour coding.

Pilots must carry and use the most up-to-date visual charts if they are operating VFR, or are IFR and conducting visual manoeuvres.

To purchase visual charts, contact Airways New Zealand, www.airways.co.nz, Tel: 0800 500 045.

Visual Aeronautical Charts		
Series	Scale	
A	1:1 000 000	A1 and A2 – VPCs to be used for planning purposes and for flight above 10,000 ft
B	1:500 000	B1 to B6 – VNCs covering the whole country, and most suited for cross-country navigation (less airspace information than the 1:250 000 scale).
C	1:250 000	C1 to C14 – VNCs covering the whole country, and most suited to low level and local navigation.
D	1:125 000	D1 and D2 – D1 Auckland Terminal, and D2 Christchurch Terminal, VNCs depicting a larger scale of the Auckland and Christchurch airspace.



Air Traffic Services

There are three main types of air traffic service (ATS) units in New Zealand:

- Air Traffic Control (ATC) – which includes Control Towers, Approach Control and Area Control,
- Aerodrome Flight Information Service (AFIS), and
- Area Flight Information Service (FIS).

All of these services provide an alerting service and a flight information service to aircraft known to the unit.

You may request emergency assistance at any time (even if you have had no previous contact with an ATS unit) – do not hesitate to call if you experience any type of inflight problem.

Air traffic services in New Zealand are currently provided by Airways New Zealand, www.airways.co.nz.

Air Traffic Control Units

Control towers are the most visible ATC facility, and they are located on, or overlooking, aerodromes. They provide an ATC service within the vicinity of the aerodrome, primarily using visual observation of the aerodrome and circuit.

Only ATC units provide an air traffic control service for the purpose of preventing collisions. Controllers will often provide both ATC and flight information service simultaneously. An example would be a VFR aircraft joining a controlled aerodrome where other VFR aircraft

are operating in the circuit. The joining aircraft would normally be given:

- circuit joining instructions (as part of an ATC service); and
- information on the other VFR traffic (as part of a flight information service).

In this case, the pilot is responsible for avoiding collision with other VFR traffic, having been provided with appropriate traffic information. The controller, however, still has some responsibility for preventing collisions, by issuing appropriate instructions, which achieve a safe and orderly flow of air traffic to form an aerodrome traffic circuit.

It is particularly important to understand that traffic information will be passed by an ATS unit to known aircraft on their frequency – even when ATC separation is not required. Such traffic information is issued in order to help the pilot avoid a collision.

Approach Control and Area Control may be separate, but they are more often combined within what is usually called a Radar Centre. Approach and Area Control services may use radar to provide surveillance of traffic. In New Zealand, radar is either primary, using radar echoes to detect position, or secondary, using aircraft transponders to respond to ground equipment interrogation. This equipment is able to use transmitted information to ascertain the aircraft altitude if the aircraft transponder is selected to 'Altitude Mode/Mode C'.

Radar coverage in New Zealand is not complete. Primary surveillance radars (PSRs) located at Auckland, Wellington (Hawkins Hill), and Christchurch give limited coverage depending on terrain and altitude. The secondary surveillance radar (SSR) network covers much of the North Island and the north and east of the South Island. For up-to-date coverage maps, see *AIP New Zealand ENR 1.6*.

Milford Sound is an example of a region where such information is important.

Pilots should not confuse AFIS units with a UNICOM station or a base radio. Of these three, only an AFIS can provide traffic information determined by the observations of the AFIS operators themselves. UNICOM are not able to interpret aircraft information and therefore may only relay from pilot or aircraft operator reports. Like other ATS units, AFIS operators are required to maintain a watch during their hours of service to ensure a high integrity of data.



Control towers are the most visible ATC facility, and they are located on, or overlooking, aerodromes. They provide an ATC service within the vicinity of the aerodrome, primarily using visual observation of the aerodrome and circuit.

The Area Flight Information Service centre is located in Christchurch. The primary task of this centre is to provide an alerting and flight information service (eg, weather updates, aerodrome and traffic information) to pilots around the country as required. Note that not all of these services are automatically provided to aircraft on a flight plan, but they are available on request.

The VNCs show the various frequencies used throughout the country to contact the Area Flight Information Service as **FISCOM CH INFO**.

Aerodrome and Area Flight Information Services

An Aerodrome Flight Information Service (AFIS) provides information to aerodrome traffic, such as the preferred runway, weather conditions, and traffic information. Information passed to the pilot by an AFIS is not an instruction or a clearance – it is issued to enhance safety.

Assistance

Remember, if you ever get into difficulties in the air, air traffic controllers and flight information officers are always there to help. SSR enables fast identification of an aircraft if it is within secondary radar coverage.

Air traffic services can provide assistance in locating aircraft that may be overdue or missing. If the aircraft had its transponder operating and was within secondary radar coverage, it may be possible to trace the aircraft track, reducing time to find the missing aircraft.



ATC is occasionally accused of ‘policing’ airspace, but this is far from the truth. Air traffic services are there for the safe and orderly flow of all air traffic. In New Zealand, there is a very good standard of ATC as a result of the combined efforts of ATC staff and aircrew. We recommend that all pilots take the time to visit their local control tower and take a look at what it’s like from the ‘other side’.

From time to time mistakes and errors will happen that involve airspace matters. If an investigation takes place, or you are asked to “contact the Tower or supervisor”, remember that the first priorities will be safety and education. That way we all learn and help to keep the skies safe.

Conclusion

Take some time to familiarise yourself with the charts and have a good look through the ENR section about airspace in *AIP New Zealand, Vol 1*. Remember that you need to have the **current charts** with you when flying. Make a habit of checking your new charts for airspace changes when you receive them, and always thoroughly read the *AIP Supplement* and NOTAMs that might be applicable to your flight.

Remaining familiar with the structure and operation of airspace will help ensure that your next flight will be a safe, relaxed and expeditious one.

Useful Web Sites

CAA	Rules, ACs, etc	www.caa.govt.nz
AIP New Zealand	Aeronautical Information	www.aip.net.nz
Airways NZ IFIS	Flight Planning, NOTAMs, etc	www.ifis.airways.co.nz
MetFlight GA	General Aviation Weather	www

Abbreviations

ACAS	Airborne Collision Avoidance System	IFR	Instrument Flight Rules
AFIS	Aerodrome Flight Information Service	LFZ	Low Flying Zone
agl	above ground level	MBZ	Mandatory Broadcast Zone
AIP	Aeronautical Information Publication (of New Zealand)	MOA	Military Operating Area
amsl	above mean sea level	NOTAM	Notice to Airmen
ATC	Air Traffic Control	OCA	Oceanic Control Area
ATS	Air Traffic Services	PLA	Parachute Landing Area
CAA	Civil Aviation Authority (of New Zealand)	PSR	Primary Surveillance Radar
CFZ	Common Frequency Zone	QNH	Altimeter sub-scale setting
CTA	Control Area	RNZAF	Royal New Zealand Air Force
CTR	Control Zone	SIGMET	Information concerning the occurrence or expected occurrence of hazardous weather conditions in a given airspace
DME	Distance measuring equipment	SSR	Secondary Surveillance Radar
FIR	Flight Information Region	SVFR	Special Visual Flight Rules
FIS	Flight Information Service	TM	Transponder Mandatory Airspace
FL	Flight level (hundreds of feet)	UNICOM	Universal Communication service
GAA	General Aviation Area	VFR	Visual Flight Rules
GAP	Good Aviation Practice (booklet)	VHZ	Volcanic Hazard Zone
GPS	Global Positioning System	VMC	Visual meteorological conditions
H24	Hours: 24 (ie, permanent)	VNC	Visual Navigation Chart
ICAO	International Civil Aviation Organisation	VPC	Visual Planning Chart



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