



TWELFTH AIR NAVIGATION CONFERENCE

Montréal, 19 to 30 November 2012

Agenda Item 6: Future direction

6.1: Implementation plans and methodologies

NEW ZEALAND'S NATIONAL AIRSPACE POLICY AND NATIONAL AIRSPACE AND AIR NAVIGATION PLAN

(Presented by New Zealand)

SUMMARY

This paper presents an overview of New Zealand's development of a National Airspace Policy ('the Policy') and National Airspace and Air Navigation Plan ('the Plan'). The Policy and Plan will provide the pathway for integrated planning of changes to the country's air navigation systems. The New Zealand government issued the Policy on 26 April 2012; the Policy sets out the basis on which the Civil Aviation Authority of New Zealand (CAANZ) will lead development of the Plan. Work on the Plan is under way, and the planning approach draws on relevant ICAO guidance

1. INTRODUCTION

1.1 The development of a National Airspace Policy ('the Policy') and a National Airspace and Air Navigation Plan ('the Plan') has been identified as one of the New Zealand government's key actions for civil aviation.

1.2 The New Zealand government issued the Policy on 26 April 2012.¹ It provides guidance to the aviation sector on the future direction of airspace design and designation, and the principles that will be followed in decision-making on airspace matters. The Policy also sets out the basis on which the Civil Aviation Authority of New Zealand (CAANZ) will lead the development of the Plan.

1.3 The Plan will set out a framework for greater levels of coordination and certainty regarding future airspace use and design, the introduction of new and emerging technologies to be employed in communications, navigation and surveillance/air traffic management (CNS/ATM), and any necessary regulatory changes.

1.4 As outlined in the Policy, New Zealand's airspace system should be *efficient, environmentally responsible, integrated, and interoperable*. With reference to the latter, the Policy notes that it is essential to enable interoperability between New Zealand's airspace, air navigation system and supporting technologies and those employed in New Zealand's aviation partner economies. The principles of *safety, compatibility, protection of national interests* and *accessibility* will guide determinations on airspace matters.

¹ The National Airspace Policy can be downloaded from: <http://www.transport.govt.nz/ourwork/air/airspace/>

1.5 The Plan is currently under development, and will provide a framework for greater levels of coordination and certainty for both government and airspace users regarding future airspace use and design, the introduction of new and emerging technologies to be employed to support air navigation, and any necessary regulatory changes.

1.6 The Policy and Plan will be designed to ensure that New Zealand's future airspace and air navigation system supports the aviation sector in a way that helps to achieve the government's goals for economic growth, whilst ensuring that safety remains the principal objective in managing New Zealand's airspace.

2. DISCUSSION

2.1 New Zealand is taking an integrated, performance-based planning approach to developing the National Airspace and Air Navigation Plan. The planning approach draws on guidance in the ICAO Manual on Global Performance of the Air Navigation System (Doc 9883), as well as the ICAO Global Air Navigation Operational Concept, Global Air Navigation Plan, the Asia Pacific Regional Air Navigation Plan and the Aviation System Block Upgrades (where applicable).

2.2 The Plan recognises that there is a set of critical enablers for implementing a given operational solution in a volume of airspace. These include communications, navigation, surveillance and air traffic management (CNS/ATM), but also include aeronautical information management, meteorological services, and aerodromes. All of these enablers are required in order to fully implement the changes envisaged for the future of air navigation.

2.3 The first phase of the planning process defined the scope, context, and expected outcomes of the Plan, as well as the general principles to be followed. CAANZ and industry representatives have since collaborated to develop draft papers on each of the enabling areas. These draft papers identify issues and challenges with the current system, and expectations for the future system. They identify necessary changes, and propose solutions to achieve these changes.

2.4 The next phase will involve collating and coordinating these individual papers and developing an implementation plan. The initiatives identified under the elements of the Plan will also be mapped to the Aviation System Block Upgrades to facilitate reporting and alignment with the wider Asia Pacific region.

2.5 Performance-based navigation (PBN) is an integral element of the Plan. As an early outcome of the planning process, it was identified that the New Zealand PBN Implementation Plan, which was submitted to ICAO in December 2009, should be updated to reflect developments in the past three years. The updated PBN Implementation Plan will be developed over the coming months.

2.6 Aeronautical information is one of the key enablers of the air navigation system of the future. The CAANZ recently invited proposals for the provision of the aeronautical information service for New Zealand, once the current contract expires in 2013. This proposal references the New Zealand Plan for Transition from an Aeronautical Information Service (AIS) to Aeronautical Information Management (AIM), which in turn is consistent with the ICAO Roadmap for the Transition from AIS to AIM. The New Zealand AIS to AIM Plan will subsequently form a part of the National Airspace and Air Navigation Plan.

2.7 The Policy and Plan both specifically recognise the role of aerodrome operators in providing infrastructure and facilities for safe and efficient aircraft operations. Likewise, the role of meteorological services is confirmed as essential to the implementation of PBN and other future air navigation and ATM concepts.

2.8 Alignment with Asia/Pacific regional planning will continue to be a priority. To that end, New Zealand is contributing actively to the work of the Asia and Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) and its subgroups, including the Asia Pacific Seamless ATM Planning Group (APSAPG).

3. CONCLUSION

3.1 The New Zealand National Airspace Policy and National Airspace and Air Navigation Plan will provide the pathway for integrated planning of changes to the country's air navigation systems. The Plan includes the elements of CNS/ATM, as well as Aeronautical Information, Meteorological Services and Aerodromes.

3.2 Alignment with plans in neighbouring States, the Asia/Pacific Region and with the Aviation System Block Upgrades is a priority consideration in the development of the New Zealand Plan.

3.3 The Conference is invited to note the contents of this paper.

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