



## LETTER OF AGREEMENT

### New Zealand's Airspace

#### PURPOSE:

- To provide the standardized procedures that ATC must follow when handing-over traffic to adjacent Air Traffic Controller (ATC) positions within the IVAO Oceanic Region's Airspace within New Zealand.

#### POSITIONS AFFECTED:

- All ATC positions within New Zealand's Airspace

#### GENERAL PROCEDURES:

- ATC cannot control traffic above their position. e.g. Tower cannot contact incoming aircraft and issue STAR clearances etc.
- ATC may control below their position to the next active controller position if no active controller is online. e.g. Approach may act as Tower and Ground if Clearance Delivery is the next online ATC.
- Control of air traffic is to be handed over in accordance with the following:
  1. **Clearance Delivery:** IFR/VFR clearance only and then immediately transferred to the Ground Controller.
  2. **Ground:** Surface movement only. Transfer to Tower Controller at runway holding points. Release arriving traffic to Unicom once at designated gates. Traffic that identifies that they are flying another sector may be immediately transferred to Clearance Delivery.
  3. **Tower:** Runway movement only. Departing traffic to be transferred to Approach Controller once positive rate of climb is achieved and before 2000ft AGL. If an emergency is declared prior to transfer, the tower controller is to maintain control of the aircraft.
  4. **Approach/Departures:** Area of responsibility is between 2000ft and FL180 and within 60nm of the airport. This area is a cone shape from the surface up and is designated Class C airspace. The majority of sector files utilized indicate Class C and D airspace altitudes and are to be adhered to.

Approach controllers are not to clear aircraft to ascend above FL180 without authorization of the Centre Controller. Arriving aircraft are to be transferred to the Tower controller once fully established on the runway ILS or they have confirmed visual sighting of the runway. All aircraft outside of the controllers area of responsibility are to be transferred immediately to the appropriate controller. In situations where there is no Centre Controller, the approach controller may authorize a climb above FL180 and then immediately release the aircraft to Unicom.

- 5. Domestic Centre:** Area of responsibility is from surface to FL360 and within the designated domestic FIR if and when NZZO\_CTR is online.  
 If the Oceanic Center is not online, then SFC to FL600 is defined.  
 Traffic that is at or below FL180 and within 60nm of an international airport must be handed over to the Approach/Departures Controller as applicable.  
 Centre Controllers cannot give Oceanic Clearance if Oceanic Center is on line.  
 Traffic must within 15nm before reaching the Sector border, be transferred to the Oceanic Controller.  
 In situations where there is no Oceanic Centre Controller the service is to be terminated.
- 6. Oceanic Centre:** As Oceanic Center is FRA rated to C2 or higher, the Oceanic Region is not to be open unless the Domestic Center already open.  
 Once open, the area of responsibility is from FL360 to FL600 within the designated Oceanic FIR.

## SPECIAL CENTRE PROCEDURE

If the Australia's Upper Sector YMME\_CTR or YBBE\_CTR are online and the Controller on New Zealand Center knows the Oceanic Procedure he can extend his Service to give continuous ATC service to the Pilot. If neither Sectors are online, the pilot should be handed off to Unicom upon crossing the applicable border.

## VISUAL REPRESENTATION:

New Zealand Airspace					
		Controlled Airspace			Uncontrolled Airspace
		Class A	Class C	Class D	Class G
IFR Instrument Flight Rules	Entry clearance required	Yes	Yes	Yes	Yes
	ATC separation	IFR to IFR	IFR to IFR IFR to VFR & SVFR	IFR to IFR IFR to SVFR	
	Traffic information			IFR to VFR	IFR to IFR IFR to VFR
Below 10,000ft Max Speed 250 kts					
VFR Visual Flight Rules	Entry clearance required	<b>NO VFR allowed</b>	Yes	Yes	
	ATC separation		VFR to IFR SVFR to SVFR*	SVFR to IFR SVFR to SVFR*	
	Traffic information		VFR to VFR	VFR to IFR VFR to VFR	VFR to IFR ** VFR to VFR
	VFR minima		at or above 10.000ft AMSL 8km Below 10.000ft AMSL 5km	at or above 10.000ft AMSL 8km Below 10.000ft AMSL 5km	at or above 10.000ft AMSL 8km Below 10.000ft AMSL 5km
	VFR Distance from clouds		Horizontally 2km Vertically 1000ft***	Horizontally 2km Vertically 1000ft***	Above 3000ft AMSL or 1000ft AGL whichever is higher Horizontally 2km Vertically 1000ft
* if visibility below 5km ** if requested *** 500ft within CTR					At or below 3000ft AMSL or 1000ft AGL whichever is higher Clear of clouds

**Contact:** For any information regarding the implementation of this LOA please contact the AU Division ATC Operations Department via email at [au-aoc@ivao.aero](mailto:au-aoc@ivao.aero)

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