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**Application to Amend the Lateral Extent of  
Danger Area NZD522 - Mangahao, Wairarapa**

**NZ Army**

**Airspace user consultation**

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## Introduction

Following discussions with the Aurecon NZ who are project managing the planned construction of a wind farm in the Pahiatua area, NZ Army have submitted an airspace application to reduce the lateral area of NZD522 Mangahao, Wairarapa.

### Civil Aviation Rules context

Civil Aviation Rule part 71 provides the regulatory context to designate Danger areas, as special use airspace. Specifically, 71.151 prescribes the criteria that the Director must consider in designating special use airspace below:

#### 71.151 General

*(a) The Director may designate special use airspace under this Subpart if the Director considers such airspace is necessary—*

*(1) in the interests of safety or security within the civil aviation system; or*

*(2) in the interests of national security; or*

*(3) for any other reason in the public interest.*

*(b) The Director must ensure that each portion of airspace designated under this Subpart is as small as practicable consistent with the activities for which the area is required.*

Further, 71.161 prescribes the criteria for designating danger areas and the using agency responsibilities:

#### 71.161 Danger areas

*(a) The Director may designate a portion of airspace as a danger area to notify operators that there is a potential danger to aircraft flying in the area.*

*(b) The Director must—*

*(1) specify the nature of the danger for which each danger area is designated; and*

*(2) if the Director considers it necessary, nominate a using agency as the contact point for a danger area; and*

*(3) identify the area by the ICAO nationality letters of the applicable State followed by the letter “D” followed by a number.*

*(c) The using agency for a danger area must—*

(1) be a person or organisation that is responsible for the activity that necessitated the danger area being so designated; and

(2) ensure that the activities that necessitated the designation of the danger area are contained within that danger area; and

(3) if the danger area is designated as being made active by NOTAM, at least 24 hours before the danger area is to become active, give to the New Zealand NOTAM Office notice of that danger area becoming active, except that in the case of emergencies less than 24 hours notice may be given.

### Proposed area

The proposed amendment to NZD522 is shown at figure 1 below:

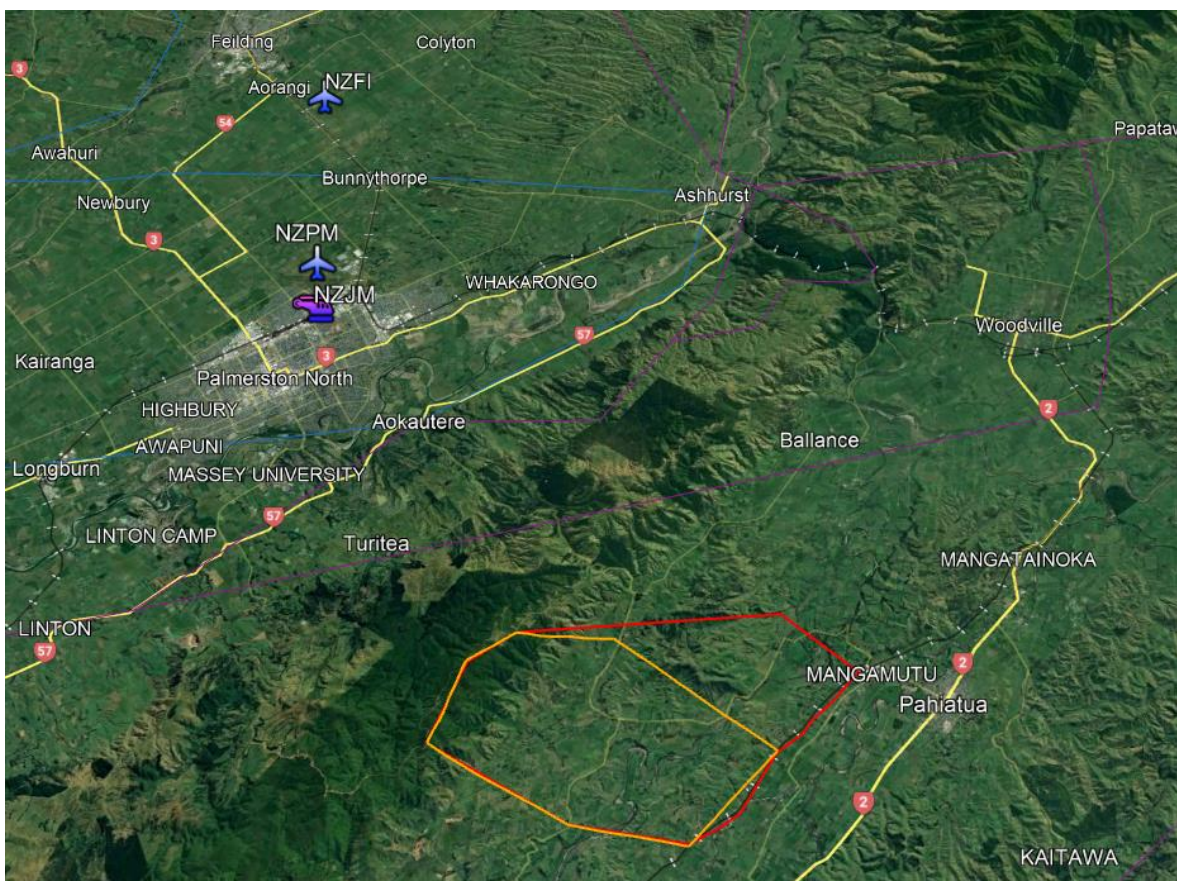


Figure 1: NZD522 Proposed Extension.

- Current NZD522
- Proposed NZD522

**Possible effect to IFR aircraft**

The proposed reduction to NZD522 remains within uncontrolled (class G) airspace, therefore, the effect on IFR aircraft is expected to be minimal.

**Possible effect to VFR aircraft**

CAR 91.129 states that a pilot must not operate an aircraft within a danger area designated under Part 71 unless that pilot has determined that the activity associated with the danger area will not affect the safety of the aircraft.

The proposed area is located approximately 8 NM south southeast of Palmerston North aerodrome and the reduced Danger Area dimensions are expected to have minimum effect on VFR aircraft in this area.

**Consultation**

Prior to designating or amending airspace, Civil Aviation Rule 71.9 requires the Director to consult with affected persons, organisations, and representative groups within the aviation industry before making a designation or classification of airspace.

The Director invites feedback regarding the proposed airspace change.

This document will be sent directly to the organisations listed below. It would be appreciated if you would kindly forward the document to your members for consideration and comment as appropriate.

**Operators, Organisations and User Groups**

- New Zealand Helicopter Association
- Palmerston North Airport
- Palmerston North Hospital Heliport
- Fielding Aerodrome
- Dannevirke Aerodrome
- Ohakea Aerodrome
- CAA Aviation Safety Advisor – North Island
- Model Flying New Zealand
- New Zealand Hang Gliding and Paragliding Association
- Aeropath – Airways NZ

Notification that this document has been posted online will be sent to CAA email notification subscribers to Airspace Notifications – Briefing Area 3 and 5

This document is also available on the CAA website at the following link:

[2024 airspace reviews | aviation.govt.nz](https://www.caa.govt.nz/2024-airspace-reviews)

## Submissions

This document forms part of the consultation process. Submissions are sought from any interested person, organisation, or representative group.

Submissions are accepted either electronically or via mail, addressed to:

Team Coordinator  
Aviation Security and Infrastructure  
Civil Aviation Authority of New Zealand  
PO Box 3555  
Wellington 6140

Email: [aeronautical.services@caa.govt.nz](mailto:aeronautical.services@caa.govt.nz)

### Reference – 25/ASD/25 Amend Danger Area proposal – NZD522 Mangahao, Wairarapa

Closing date for submissions to this proposal is **27 September 2024**

For further information contact:

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