
**Request for Permanent Danger Area
New Zealand Model Aeronautical Association
Takapau – Hawkes Bay
Airspace user consultation**

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Introduction

The New Zealand Model Aeronautical Association have submitted an airspace application for a permanent Danger area for model aircraft flying in the vicinity of Takapau, in rural southern Hawkes Bay.

The site is located approximately 14 NM north east of Dannevirke aerodrome, 14 NM west of Waipukarau aerodrome and 13 NM southwest of Kowhai aerodrome.

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 on the Director, 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.

Model aircraft flying above 400 ft AGL may be a hazard to aircraft, so the request for this danger area proposal is in the interests of safety within the aviation system to notify other operators that there is a potential danger to aircraft flying in the area (71.151 and 71.161 refer). Model aircraft are also subject to the airspace requirements in CAR Part 101.

Proposed area

The proposed Danger area location is 40 01 23.88S 176 14 27.07E; the lateral dimension is 1km radius from this position.

The applicant has applied for this Danger area to permit model aircraft to fly from a local model aircraft runway, from the surface up to 1500 ft AGL. The ground is approximately 1200 ft AMSL, so the upper limit requested is approximately 2700 ft AMSL.

The application has provided an activation schedule as permanently active (H24). This is to permit model aircraft operations within the proposed Danger area at all times of day, including outside of CAR Part 101, which only permits daylight operations. MFNZ have advised that they hold a CAR Part 102 certificate with provisions for operations outside of daylight hours as appropriate.

The proposed area is shown in figure 1 and 2 below.

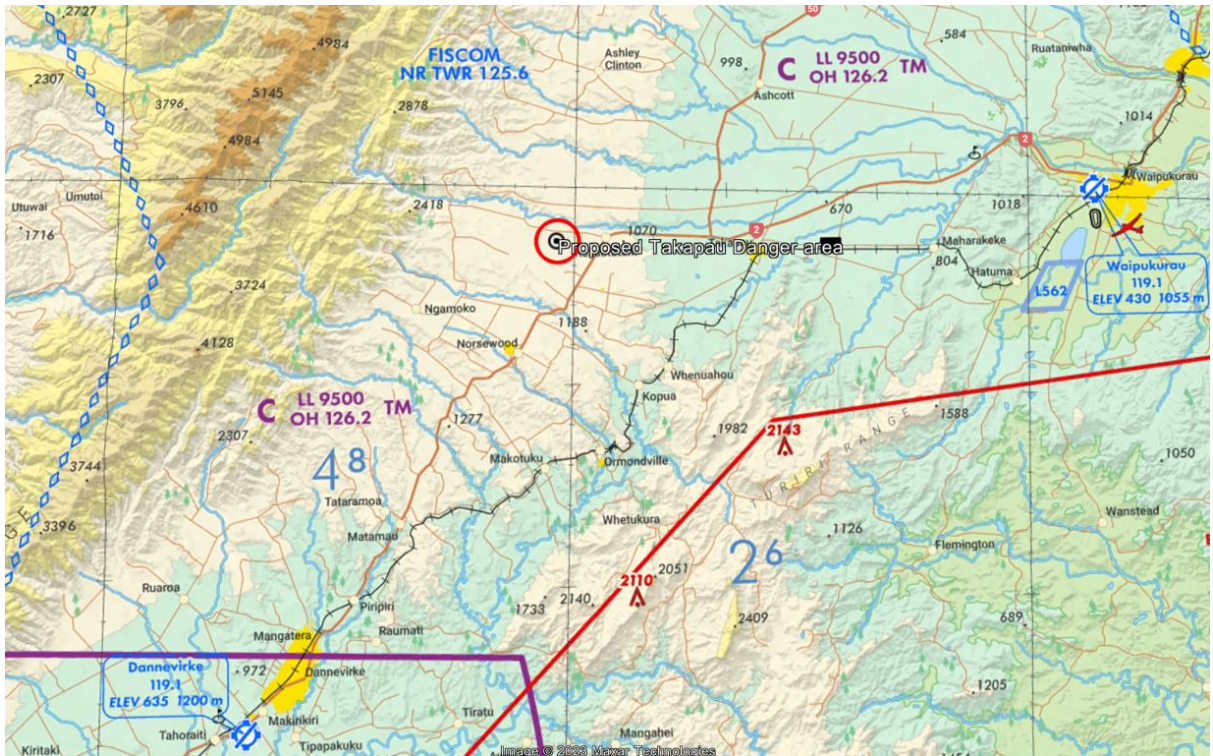


Figure 1: General location of proposed Takapau Danger area



Figure 2: Location and radius of proposed Takapau Danger area, showing nearby surrounds.

Possible effect to IFR aircraft

This site is within uncontrolled (class G) airspace, and low level (1500 ft AGL), therefore the effect on IFR aircraft will likely be very minimal. The lower level of controlled airspace in the surrounding area is 9500 ft AMSL.

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 may have a slight impact on VFR aircraft with small deviations required to avoid the area, particularly as VFR aircraft commonly transit in land between the Wairarapa and Hawkes Bay. The area may impact some agricultural operators' procedures flying low level around the farm land in the surrounding area.

Consultation

Prior to designating 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.

Aerodrome operators (charted aerodromes only)

- Masterton aerodrome
- Dannevirke aerodrome
- Kowhai aerodrome
- Waipukarau aerodrome

Operators, Organisations and User Groups

- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand
- Air New Zealand
- Balloon Association of New Zealand
- New Zealand Aviation Federation
- New Zealand Helicopter Association
- New Zealand Agricultural Aviation Association
- New Zealand Hang Gliding and Paragliding Association
- Recreational Aircraft Association of New Zealand

- Sport Aircraft Association New Zealand
- Sport Aviation Corp
- UAV New Zealand
- Model Flying New Zealand

Notification that this document has been posted online will be sent to CAA email notification subscribers to Airspace Notifications – Briefing Area 3,4, 5 and 6.

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

[2023 airspace reviews | aviation.govt.nz](https://www.caa.govt.nz/2023-airspace-reviews-aviation.govt.nz)

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

Reference – 20/ASD/32 Takapau Danger area proposal

Closing date for submissions to this proposal is **5th May 2023**

For further information contact:

Hamish McKoy
Senior Technical Specialist - Aeronautical Services Unit
Civil Aviation Authority of New Zealand
P O Box 3555
Wellington 6140

Email: Hamish.McKoy@caa.govt.nz