
**Proposed change NZD926, NZD927 and
NZD928 to be designated as
Military Operating Areas.
Airspace User Consultation**

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Introduction

The New Zealand Defence Force (NZDF) has submitted an application to change the existing Danger Areas NZD926 Pukaki, NZD927 Braemar, and NZD928 Tekapo to be designated as Military Operating Areas. The areas' lateral and vertical limits would remain the same as the existing Danger Area dimensions and would be activated by NOTAM for specific NZDF exercises and to facilitate Unmanned Aircraft Systems (UAS) operating beyond visual line of site (BVLOS) in the areas.

Civil Aviation Rules context

Civil Aviation Rule Part 71 provides the regulatory context to designate Military Operating 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, 71.153 prescribes the criteria for designating military operating areas, detailing the Director and administering agency responsibilities:

71.155 Military operating areas

(a) The Director may—

- (1) designate a portion of airspace as a military operating area to segregate military activities from other traffic; and*
- (2) impose conditions under which—*
 - (i) aircraft may be permitted to fly within that military operating area; and*
 - (ii) an administering authority specified under paragraph (b)(2) must operate.*

(b) The Director must—

- (1) specify the type of activity for which each military operating area is designated; and*
- (2) specify the administering authority responsible for each military operating area; and*

(3) identify each military operating area by the ICAO nationality letters of the applicable State followed by the letter "M" followed by a number.

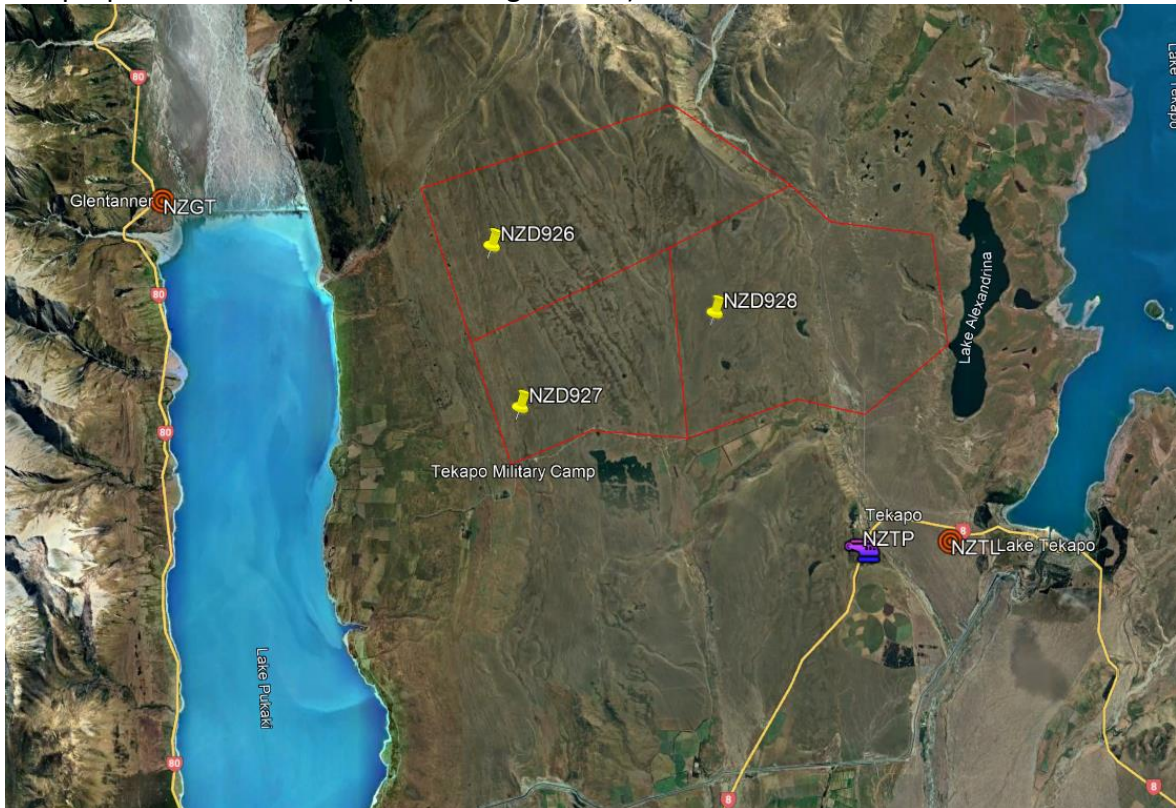
- (c) *The administering authority responsible for a military operating area—*
- (1) must manage—*
 - (i) the entry of aircraft into the military operating area; and*
 - (ii) the operation of aircraft within the military operating area; and*
 - (iii) the exit of aircraft from the military operating area; and*
 - (2) if the military operating area is designated as being made active by NOTAM, must at least 24 hours before the military operating area is to become active, give to the New Zealand NOTAM Office notice of that military operating area becoming active, except that in the case of emergencies less than 24 hour’s notice may be given; and*
 - (3) may, within any conditions imposed by the Director under paragraph (a)(2)(ii), impose conditions under which an aircraft may be operated within the military operating area*

Proposed area

The proponent has provided information to petition for the change from Danger Areas to Military Operating Areas as below:

1. The primary reason for the proposed change is to enable UAS BVLOS operations in these areas.
2. Civil Aviation Rules and NZDF Aviation Orders require UAS operations out of direct line of sight from the operator to be carried out in protected or segregated airspace;
3. No changes to the lateral or vertical dimensions of the current Danger Areas required.
4. The MOA areas to be activated by NOTAM for specific exercises.

The proposed MOA areas (current danger areas) are shown below:



Possible effect to IFR aircraft

The areas remain within uncontrolled (class G) airspace, therefore, the effect on IFR aircraft is expected to be minimal.

Possible effect to VFR aircraft

The proposed MOA areas are located approximately 4.5 NM east of Glentanner Aerodrome and 2.3NM north of Tekapo/Mackenzie Heliport and Tekapo Aerodrome. NZDF stated it was not the intention to cause any significant restriction to civil aircraft operations and requests to enter these areas could be made to the NZDF Administering Authority.

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 as appropriate.

Operators, Organisations and User Groups

- Airways New Zealand
- New Zealand Helicopter Association
- CAA Aviation Safety Advisor – South Island
- Model Flying New Zealand
- New Zealand Hang Gliding and Paragliding Association
- New Zealand Army
- Tekapo /Mackenzie Heliport
- Tekapo Aerodrome
- Twizel Medical Centre
- Pukaki Aerodrome
- Glentanner Aerodrome
- Mount Cook Aerodrome
- Omarama Aerodrome
- South Canterbury Aeroclub
- Southern Alps MBZ User Group
- McKenzie Helicopters
- Southern Lakes Helicopters

Notification that this document has been posted online will be sent to CAA email notification subscribers to Airspace Notifications – Briefing Area 7,8, and 9.

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

[2024 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 – 25/ASD/32 NZD926, NZD927, NZD928 - Proposal to designate these area as Military Operating Areas

Closing date for submissions to this proposal is **1 November 2024**

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