

---

**Application to amend NZD522 lateral  
dimensions  
HQ 1(NZ) Brigade – NZ Army**

**Summary of Submissions Received, and Airspace  
Designation Decision.**

# Table of Contents

<b>Introduction.....</b>	<b>2</b>
<b>NZ Army Proposed Amendment.....</b>	<b>2</b>
<b>Civil Aviation Rule Part 71 Context.....</b>	<b>2</b>
<b>CAA Consultation.....</b>	<b>3</b>
<b>Submissions .....</b>	<b>3</b>
<b>CAA Considerations and Comment on Submissions.....</b>	<b>3</b>
<b>CAA Decision.....</b>	<b>4</b>
<b>Appendix A – CAA Consultation - Distribution List .....</b>	<b>6</b>
<b>Appendix B - CAA Consultation - Summary of Submissions.....</b>	<b>7</b>
<b>Appendix C - Designated Danger Area, NZD 523, effective 7 Aug 25.....</b>	<b>8</b>

## Introduction and Background

In September 2024 NZ Army staff submitted an application to amend the lateral extent of the NZD522 Mangahao area; this change application was in relation to a request to NZ Army from a wind farm company planning to construct a windfarm adjacent to and partially within the existing area.

The NZD522 area is active by NOTAM. In October 2024 the NOTAM office staff confirmed this area had only been activated twice in the previous 3 years; in October 2021, December 2022. In April 2025, The NOTAM office staff advised there had been a further activation in November 2024. NZ Army confirmed this area was still required for training purposes, advising they anticipated the area would be used more frequently in future.

## NZ Army Proposed Amendment

The application requested lateral dimensions of NZD522 be amended and the vertical limit remain the same (2500 ft AMSL), active by NOTAM.

For the full application information and rationale, see the *Airspace User Consultation* document at link [2024 airspace reviews | aviation.govt.nz](https://aviation.govt.nz/2024-airspace-reviews)

## Civil Aviation Rule Part 71 Context

Aviation Rule (CAR) Part 71 provides the regulatory context to designate Danger Areas, as special use airspace. Specifically, 71.161 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.*

CAR Part 71, 71.161 prescribes the criteria for designating danger areas, describing the Director, and 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.*

## **CAA Consultation**

The CAA consultation document notifying the NZ Army proposal was sent directly to the organisations listed at Appendix B (Consultation Distribution List) and was also published on the CAA website from 6<sup>th</sup> September to 27<sup>th</sup> September 2024 at the following link: [2024 airspace reviews | aviation.govt.nz](https://www.caa.govt.nz/aviation/2024-airspace-reviews/)

Notifications were also sent to CAA email notification subscribers to Airspace Notifications – Briefing Areas 3 and 5.

## **Submissions**

There were 3 submissions received, these are summarised in Appendix B.

The submission content from Skycam UAV NZ Ltd was provided to NZ Army on 3 October 2024 for their consideration. At that time the application was put on hold to allow the submitter to discuss plans with Skycam.

On 20 March 2025 NZ Army provided a further option, prepared by Aurecon/Pahiatua Wind Ltd, which offered an option to retain a small portion of the existing area at the northeast corner.

## **CAA Considerations and Comment on Submissions**

The submission from Aeropath Procedure Design staff confirmed no changes would be required to existing instrument flight procedures. Some updates to the Aeronautical Instrument Publication information and Visual Navigation Charts would be required.

The submission from Skycam UAV NZ Ltd opposed the proposed airspace amendment; see submission feedback at Appendix B. Model Flying NZ (MFNZ) also opposed the airspace amendment and noted it was used by the Bush Flyers Model Aircraft Club.

There appeared to be a disconnect between organisations given the Bush Flyer Model Aircraft Club and Skycam UAV NZ were unknown to the NZD522 Using Agency before the original proposal was submitted and considering NZD522 had in any case been largely inactive during the last 4-year period; the NZD522 Using Agency having activated the area, by NOTAM, on 3 occasions in total.

CAA Rule Part 101.207 allows for operations above 400ft AGL outside of 4km from an aerodrome boundary, where operations remain in Class G airspace and a NOTAM is issued at least 24 hours prior to the operation; refer also Section 8.8 of the MFNZ CAR102 Unmanned Aircraft Operations Manual - [Model Flying New Zealand Rev 4.42 Aug 2024](#) . The CAA Rule Part 102 Unmanned Aircraft Operations Specifications for New Zealand Model Aeronautical Association (NZMAA) notes the permitted operations as *Recreational model aircraft flying*.

Further advice was sought from the CAA Unmanned Aircraft Certification and Monitoring Team regarding the Model Flying NZ and Skycam feedback. The CAA Unmanned Aircraft Team advised any impact the original proposed change may have for the Bush Flyer Model Aircraft Club and Skycam UAV NZ appeared minimal. The CAA Unmanned Aircraft Certification and Monitoring team remain available to provide advice to NZMAA, MFNZ, Skycam and the Bush Flyers Model Aircraft Club regarding their flying operations and conditions.

The CAA Unmanned Aircraft Certification team advised Skycam UAV NZ does not currently hold a Part 102 certificate. NZ Army confirmed on 11 April 2025 that there was no Memorandum of Understanding or agreements in place with Skycam as to utilising the NZD522 area.

If Skycam are members of MFNZ then the MFNZ Ops Manual Section 8, Standard Operating Procedures indicate Skycam may continue to operate from the location, regardless of a Danger Area being in place at the Skycam and/or Bush Flyers Model Aircraft Club launch site.

## **CAA Decision**

The airspace proposal submitted by NZ Army on 3 September 2024 is accepted.

NZD 522 is withdrawn, effective from 7 August 2025.

NZD 523 is established, surface to 2500 ft AMSL, effective from 7 August 2025:

See Annex C for full designation information.

*Prescribed pursuant to Civil Aviation Rules, Part 71 Designation and Classification of Airspace, under a delegated authority issued by the Director of Civil Aviation*



**Julia Fitness | Technical Specialist**

**Civil Aviation Authority of New Zealand**

*Te Mana Rererangi Tūmatanui o Aotearoa*

**Aviation Safety Oversight Group | Aeronautical Services**

\* Level 15, Asteron Centre, 55 Featherston Street, PO Box 3555, Wellington, 6011 New Zealand

Please consider the environment before printing this e-mail



Appendix A - CAA Consultation - Distribution List

Appendix B - CAA Consultation - Summary of Submissions

Appendix C - Designated Restricted Area, effective 7 August 2025

## Appendix A

### CAA Consultation - Distribution List.

#### 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 the document was posted online sent to CAA email notification subscribers to Airspace Notifications – Briefing Areas 3 and 5.

This document was also published on the CAA website at the following link:

[2024 airspace reviews | aviation.govt.nz](#)

## Appendix B

### CAA Consultation - Summary of Submissions

Name of Submitter	Key Points in the submission
<b>Airways New Zealand - Aeropath Procedure Design</b>	<p><i>12 September 2024</i></p> <p><i>Regarding the change to the lateral dimensions of NZD522, there will be no impact on instrument flight procedures.</i></p> <p><i>AIM will require to rechart the amended area on the relevant AIP pages and other aeronautical charts where it is displayed.</i></p>
<b>Model Flying New Zealand</b>	<p><i>MFNZ opposes the proposed reduction, as it directly impacts our member club, the Bush Flyers Model Aircraft Club, which operates within the current D522 zone. The club is located at 206-114 Ridge Road Central (LAT: -40.449476, LON: 175.802546), an area that would fall outside the revised Danger Zone under the proposed changes. This exclusion would severely affect the club's ability to safely and legally conduct its model flying activities.</i></p> <p><i>Given the long-standing presence of the Bush Flyers Model Aircraft Club in this area and the reliance on the current zone's boundaries for operational safety, we request that the proposed reduction be reconsidered to maintain the existing zone coverage.</i></p>
<b>Skycam UAV NZ Ltd</b>	<p><i>Skycam opposes the proposed reduction, as it directly impacts the development of RPA systems, the core reason this Danger Area was set up to support and foster within the current D522 zone.</i></p> <p><i>Skycam UAV operates multiple sites along Ridge Road Central but primarily from an airstrip at 86 Ridge Road Central (LAT: -40.264415, LON: 175.482503), an area that would fall outside the revised Danger Zone under the proposed changes. This exclusion would severely affect Skycam's ability to safely and legally conduct its RPAS activities which occur to the WSW of the site.</i></p> <p><i>Given Skycam UAV NZ Ltd created this Danger Area in conjunction with NZDF 16th Field Regiment and the reliance on the current zone's boundaries for operational safety, we request that the proposed reduction be reconsidered to maintain the existing zone coverage.</i></p> <p><i>The significance of D522 as the first test area designated for the development of RPA systems in New Zealand should not be overlooked.</i></p> <p><i>NZD522 in its present form helped pioneer an industry stretching from Afghanistan to Antarctica that future generations must retain access to.</i></p>



## Appendix C

### Designated Danger Area NZD523, Mangahao, Wairarapa effective 7 August 2025.

***NZD 522 Mangahao is Withdrawn.***

***NZD 523 Mangahao Established.***

***Effective: 7 August 2025***

NZD 523                      Mangahao

All that airspace bounded by a line joining:

S 40 28 01.85, E 175 47 22.11; following the railway to

S 40 29 28.00, E 175 45 52.00;

S 40 29 10.20, E 175 43 41.70;

S 40 28 00.30, E 175 40 59.20;

S 40 26 40.80, E 175 41 30.50;

S 40 26 10.10, E 175 42 21.10;

S 40 26 12.50, E 175 44 10.16;

S 40 28 01.85, E 175 47 22.11.

Upper limit:                      2500 ft AMSL

Lower limit:                      Surface.

Activity:                              RPAS activity  
Active by NOTAM

Using Agency:                      S7 Branch  
HQ 1 (NZ) BDE  
NZ Army (Linton Military Camp)  
Tel (06) 351 9071  
Email  
AGSW&RS@nzdf.mil.nz  
Tel (06) 353 4131

*Prescribed pursuant to Civil Aviation Rules, Part 71 Designation and Classification of Airspace, under a delegated authority issued by the Director of Civil Aviation.*

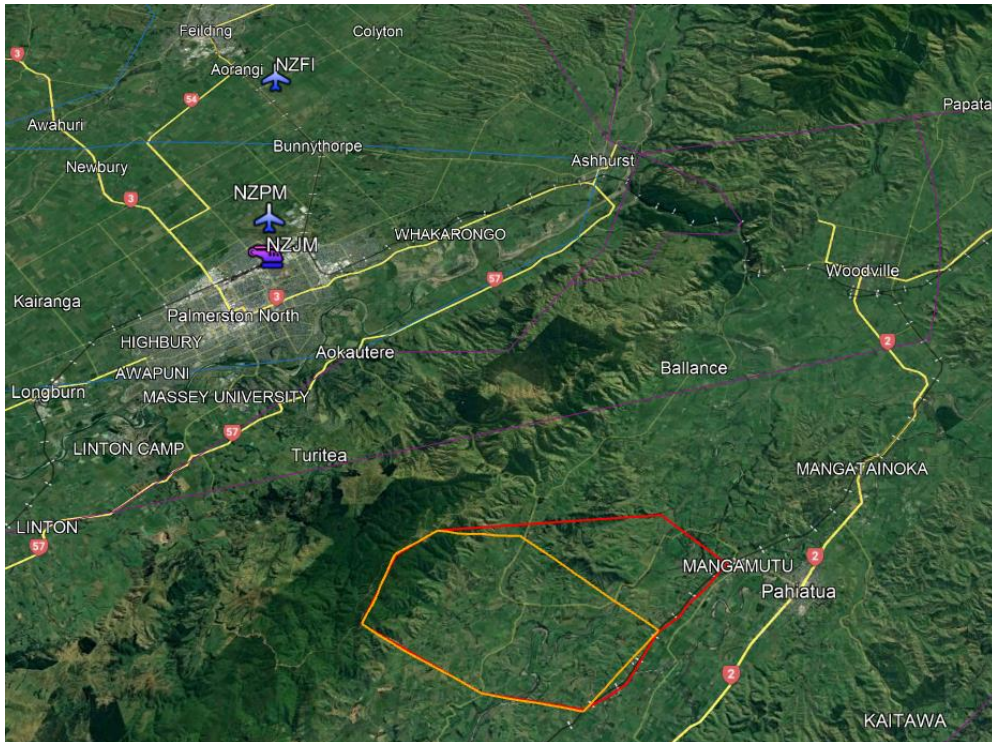


Figure 1: NZD522 Withdrawn, NZD523 Established

- NZD522 (to 7 August 2025)** ———
- NZD523 (Established 7 August 2025)** ———

For complete designation information refer to the Aeronautical Information Publication (AIP) information; see AIP Supplement 25/8 when published on the AIP web site [Home | AIP New Zealand](#)