

BVLOS IS HERE

Read your NOTAMs and Supplements!

Beyond visual line of sight uncrewed flights are happening right now. Here are some tips to share the sky.

Always be prepared

Right-of-way rules give piloted aircraft precedence over UA (uncrewed aircraft) and UA have to remain clear of crewed aircraft. But good airmanship, and the see and avoid principle, means always being prepared to take action to ensure separation.

Keep ADS-B OUT on

For UA to give way to piloted aircraft, they'll need to detect and avoid you. One of the ways they'll do this is by detecting your ADS-B OUT signal. Keep it switched on, whichever airspace you're in.

Some UA may themselves be equipped with ADS-B OUT. Take advantage of this by using ADS-B IN to help your own situational awareness.

NOTAMS

Uncrewed aircraft may be large. They may be faster than your aircraft (or much slower). And they may be authorised to operate above 400 ft. Knowing where UA are operating should be part of a thorough preflight, and it's critical to check NOTAMs and AIP Supplements before your flight.

New aeronautical tools to help

PreFlight (gopreflight.co.nz) combines aeronautical and MET information into one online tool.

Flight Advisor (flightadvisornz.io) allows you to access low-level flight routes, lower-level NOTAMS, and user-identified ground hazards and other flight advisories, from AirShare.

Some things don't change

BVLOS operators who interact with traditional airspace users often use flight radio, and the UA operators conducting complex operations are required to be competent in radiotelephony – so communicate as you would with a piloted aircraft.

You might be surprised how normal it is! ✈️

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