



## Civil Aviation Rules

### Part 101, Amendment 1

#### **Gyrogliders and Parasails, Unmanned Aircraft (including Balloons), Kites, and Rockets - Operating Rules**

These rules are made by the Associate Minister of Transport under Section 52 of the Civil Aviation Act 2023, after -

- (a) being satisfied of the matters specified in section 61(2)(a) and (b) of that Act; and
- (b) having regard to the criteria specified in section 72 in accordance with section 61(2)(c) of that Act; and
- (c) being satisfied of the matter specified in section 430(1)(b) of that Act.

**Made at** Wellington on

This **13** day of **November** 2025

by Hon

**James Meager**

Associate Minister of Transport

*Docket 25/CAR/02*

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## **Rule objective**

The objective of amendment 1 to Part 101 is to transfer the technical details in Part 101 related to the operation of unmanned aircraft into the new Civil Aviation Transport Instrument 101-1. This updates technical details and thresholds in response to technology developments, sector changes, and risk profiles, ensuring that the rules applicable to unmanned aircraft remain agile while allowing some lower-risk operations to be conducted under Part 101 and not Part 102.

## **Extent of consultation**

A Notice of Proposed Rulemaking, NPRM25-02 containing the proposal **Advanced Aviation Reform: Shifting low-risk operations** was issued for public consultation under Docket 25/CAR/02 on 23<sup>rd</sup> June 2025 to 27 July 2025.

The NPRM was published on the CAA web site and mailed to identified stakeholders including representative organisations who were considered likely to have an interest in the proposal.

A period of 35 days was allowed for comment on the proposed rule.

## **Summary of submissions**

75 written submissions were received on the NPRM. A summary of submissions for this NPRM is available on the CAA website. These submissions and comments have been considered, and as a result no change is made to the proposed rules.

Although not raised in the submissions, it is proposed that rule 101.11 is amended to clarify that the conditions and requirements specified in a transport instrument only applies to a person who operates an unmanned aircraft.

## **Examination of submissions**

Submissions may be examined by application to the Docket Clerk at the Civil Aviation Authority between 8:30 am and 4:30 pm on weekdays, except statutory holidays.

## **Insertion of Amendments**

The amendments to the rules in this Part are reflected by -

- revoking and replacing rules 101.7, 101.11, 101.15, 101.203, 101.205, 101.207, 101.209, 101.211, 101.213, 101.215
- inserting rule 101.17.

## **Effective date of rule**

Amendment 1 to Part 101 comes into force on 22 December 2025.

## **Administering Agency**

The administering agency responsible for administering these rules is the Civil Aviation Authority of New Zealand.

## **Availability of rules**

Civil Aviation Rules are available from -

CAA web site: <http://www.aviation.govt.nz/>  
Freephone: 0800 GET RULES (0800 438 785)

## Subpart A — General

*Rule 101.7 is revoked and replaced by the following rule:*

### **101.7 Restricted, military operating, and danger areas**

(a) A person must not operate an unmanned aircraft, kite, rocket, gyroglider, or parasail within a restricted area designated under Part 71 unless the person has approval to do so from the administering authority responsible for the restricted area.

(b) A person must not operate an unmanned aircraft, kite, rocket, gyroglider, or parasail within a military operating area designated under Part 71 unless the person has approval to do so from the administering authority responsible for the military operating area.

(c) A person must not operate an unmanned aircraft, a gyroglider or parasail within a danger area designated under Part 71 unless the person has established that the activity associated with the danger area will not affect the safety of any person or the unmanned aircraft, gyroglider or parasail.

*Rule 101.11 is revoked and replaced by the following rule:*

### **101.11 Controlled airspace**

(a) A person must not operate any of the following in controlled airspace without prior authorisation from the ATC unit responsible for that airspace unless the operation is a shielded operation:

- (1) an unmanned aircraft;
- (2) a kite;
- (3) a rocket;
- (4) a gyroglider;
- (5) a parasail.

(b) In addition to paragraph (a), a person must comply with the conditions and requirements specified in a transport instrument if using an unmanned aircraft.

***Rule 101.15 is revoked and replaced by the following rule:***

**101.15 Dropping of articles**

- (a) This rule applies to any person while they are operating:
  - (1) an unmanned aircraft:
  - (2) a kite:
  - (3) a rocket:
  - (4) a gyroglider: or
  - (5) a parasail.
- (b) The person must not allow any object to be dropped in flight if this creates a hazard to other persons or property.
- (c) The person who operates an unmanned aircraft must not carry out aerial spraying, aerial topdressing or application of aerial vertebrate toxic agent.

***New rule 101.17 is inserted after rule 101.15:***

**101.17 Transport Instruments made for the purposes of this Part**

- (a) A transport instrument made for the purposes of this Part may:
  - (1) impose conditions and obligations on a person who operates
    - (i) a remotely piloted aircraft:
    - (ii) a control line model aircraft; or
    - (iii) a free model aircraft; and
  - (2) specify the circumstances under which a person operates an aircraft.
- (b) In accordance with section 431 of the Act a transport instrument made for the purpose of this part may be made by the Director.

- (c) Before making a transport instrument the Director must have regard to relevant international standards, guidance and practice.
- (d) The transport instrument must specify dates for compliance.
- (e) The Director may amend or replace a transport instrument when necessary.
- (f) A transport instrument is secondary legislation (see Part 3 of the Legislation Act 2019 for publication requirements).

## **Subpart E — Remotely Piloted Aircraft, Control Line Model Aircraft and Free Flight Model Aircraft**

*Rules 101.203 to 101.215 are revoked and replaced by the following rules:*

### **101.203 Control line model aircraft**

A person must not operate a control line model aircraft with a single or multiple wire system except as specified in a transport instrument.

### **101.205 Aerodromes**

A person must not operate a remotely piloted aircraft or a free flight model aircraft within specified boundaries of an aerodrome except as specified in a transport instrument.

### **101.207 Airspace**

- (a) A person must not operate a remotely piloted aircraft in airspace above persons or above property unless the person complies with the conditions and requirements specified in a transport instrument.
- (b) A person must not operate a remotely piloted aircraft above 400 feet above ground level unless the person complies with the conditions and requirements specified in a transport instrument.

### **101.209 Visual line of sight operation**

- (a) This rule applies to the following types of aircraft:

- (1) a remotely piloted aircraft:
- (2) a free flight model aircraft.
- (b) *reserved*
- (c) *reserved*
- (d) *reserved*
- (e) A person must not operate an aircraft in such a way as to obstruct the person's visual line of sight as specified in a transport instrument, unless the person meets the conditions specified in a transport instrument.

#### **101.211 Night operations**

A person must not operate a remotely piloted aircraft or free flight model aircraft at night unless under the circumstances specified in a transport instrument and the person meets the conditions specified in a transport instrument.

#### **101.213 Right of way**

A person who operates a remotely piloted aircraft, a control line model aircraft or a free flight model aircraft must comply with the requirements regarding right of way as specified in a transport instrument.

#### **101.215 Aircraft mass limits**

- (a) A person must not operate a remotely piloted aircraft, a control line model aircraft or a free flight model aircraft with a gross mass that exceeds the weight specified in a transport instrument.
- (b) A person must not operate a remotely piloted aircraft with a gross mass between the weights specified in a transport instrument unless the person meets the relevant conditions also specified in a transport instrument.