

CAA MATTERS

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1.0 CAA MATTERS

2.0 Notices to Airmen, NOTAMS

The NOTAM is to be used to advise CAA if you wish to operate above 400ft AGL, for a specific event over a short period of time thus complying with CAA Rule 101.207 (c) (2). It is not to be used to apply for an authority for your club to be granted a permanent increase in height above 400 feet, this is to be done by applying for a DANGER AREA and a different form and procedure is to be used for this.

NOTAMs are lodged with Airways in Christchurch. It is most effective to lodge it a few days before your event so that it is topical when pilots are doing their flight planning. The required details should be emailed to the MFNZ Secretary who will lodge it on your behalf.

Normally the time frame would be for the length of an event. An altitude up to 2000ft is reasonable, but if only say, 800ft, is required request, say, 1200ft to allow a safety margin.

You can only have a NOTAM issued and so operate above 400ft if you are in uncontrolled airspace, i.e. clear of class C, D, or E airspace and at least 4km from an aerodrome in the Visual Flight Guide. You may not request an height increase if this altitude would take you into controlled airspace. If you are in doubt about whether you are in controlled airspace contact the MFNZ Secretary or your local control tower if one is available.

It is wise to advise any other local airspace users like local aero clubs of the NOTAM. Preferably contact them before having the NOTAM issued. After all, you may wish to get a danger zone set up and the airspace users must be consulted then anyway. This process can be done by phone if a fax is not available to you.

The issuing of the NOTAM does not stop full size aircraft entering the area. When flying above 400ft always use an observer and always descend away from full size aircraft. If you see an aircraft apparently ignoring the NOTAM, take the description and a registration if possible as well as the time of the occurrence and the course and height. If it has disrupted your event, inform the MFNZ Secretary. If you feel that it is a safety matter such as landing on a closed runway, file an incident report with CAA. The on-line process is easy to follow.

3.0 Information Required to Submit a NOTAM.

Contact person	
Contact phone number	
Location of the event, aerodrome code or Lat Long.	
Start Time Finish Time	
Upper height limit	
Short description of event	

4.0 APPLICATION FOR DANGER AREAS.

In the CAA rules Part 101.207, provision is made for Clubs to apply to CAA for Danger Areas so that radio controlled model aircraft may be flown above the present maximum altitude of 400ft.

Note: The provision applies only to models flown in Class G airspace (uncontrolled airspace) and to airspace more than 4km from an aerodrome boundary as published in the Visual Flight Guide of the NZAIP. This means that even if no Control Zone exists at ground level where your strip is, you will not be able fly up to such an altitude that you enter a control zone above you.

5.0 What is a Control Zone

A Control Zone is a piece of airspace where aircraft are positively controlled by Air Traffic Control (at present Airways Corporation). Control zones are like an inverted wedding cake with the centre over a controlled aerodrome. The first layer of the cake may go out at ground level to 20km from the aerodrome. The next layer starting anywhere between 1500ft and 2500ft from the surface may go out to 50km from the aerodrome. As each aerodrome is different it is necessary to check your own area.

6.0 How do I know where the Control Zones are

Most clubs within 10 to 20km of a controlled airport need to check where the control zones are in relation to their flying strip. You should either approach your local Control Tower Manager or contact the MFNZ Secretary.

Before deciding what maximum altitude you wish CAA to allow you to fly models to, you will need to ensure you know where the closest Control Zones are.

7.0 Is it possible for a Model Club to get a Danger Area Established

The answer is definitely yes. In the Auckland area, models are being flown within 8km of Auckland International airport and up to 1500ft in a danger area established by CAA. Similarly, the Palmerston North Aeronauts have a danger area established.

Note: CAA does not wish to issue danger areas unless the site is used regularly. For sites that are not used regularly, have a NOTAM issued.

8.0 What does a Danger Area Mean

The Danger Area is marked on air navigation charts and crewed aircraft should take note of it. Pilots can choose to fly through a Danger Area if they have made a decision that there is no risk in doing so. If this happens, model aircraft should still make every attempt to avoid a collision with the crewed aircraft. If you feel that there has been a safety occurrence by a crewed aircraft flying through the Danger Area, you should file an incident report with CAA.

9.0 What Does a Club do to get a Danger Area

Ensure you know where Control Zones are. Consult with your local air space users.

This is the critical stage and if done badly will lead to increased CAA charges or a rejected application. You must discuss with all local users or local potential users of the airspace; these are the local aero club, glider club, hang glider club, microlight club, top dresser Companies. Get agreement if possible to the location and altitude you wish to operate to. This agreement preferably should be in writing.

- Fill in an attached form. "Application for designated routes, points or airspace under CAR Part 71 or special use airspace under Part 73". (Details attached): and
- Send form to the Secretary, "New Zealand Model Aeronautical Association (Inc). He will also keep an eye on the charges incurred by the club and advise you. CAA will raise a charge for the work. You should anticipate a bill for 3 hours work at the CAA rate which is currently (2018) (\$327) per hour. The club must be prepared to pay this cost.

10.0 Can we deal with CAA Direct

Yes you can. However, you will not benefit from the experience of MFNZ and the other MFNZ clubs by dealing with CAA direct and you may well end up paying more due to that inexperience. CAA has advised that it would be easier for them to deal with one

point of contact and they are keen for all aeromodelling applications to go through one person to ensure consistency.

11.0 INSTRUCTIONS FOR COMPLETING THE CAA DANGER AREA APPLICATION FORM

12.0 Application for Designated Routes, Points or Airspace under CAR Part 71 or Special use Airspace under CAR Part 73

13.0 Organisation Detail

- Your name and position in club;
- Your club name; and
- Club address.

14.0 Reason for Application

Model Aeroplane Flying

15.0 Controlling Authority, Using Agency or ATC Unit.

- Club Name;
- Club Contact name; and
- Telephone and/or cell phone number.

16.0 Requested Designation, Dimensions and Timing

- Danger Area;
- Permanent;
- Daylight hours or between hours (state whether NZST, NZDT or UTC);
- Name of location, nearest town or distance from a feature or town;
- Include a map with the site marked on it, preferably on a 1:50,000 map; and
- Surface to xxxft. (Where xxxft is the maximum altitude you have negotiated with airspace users.).

17.0 Consultation and Other Information.

“Copies of letters from airspace users consulted are attached”. (Also list those spoken to but who have not responded with a letter.)

18.0 SUMMARY

It is possible for Clubs to apply to Director CAA through MFNZ to have a Danger Area designated. If approved, it will be published in Air navigation charts which are updated in November each year. There is a cost to the Club but it does increase the fly ability of a site and warns crewed aircraft that model aircraft flying is taking place