
**Proposed Temporary Danger Areas –
Kaitorete Spit / Canterbury Bight Area
– airspace user consultation**

Table of Contents

Introduction.....	2
Proposal to designate three temporary danger areas.....	2
Requirements of Rule Part 71	4
Consultation	4
Submissions	5
Further information	5
Annex A Proposal for Temporary Danger Areas in the Canterbury Bight - Kea Aerospace and Tāwhaki	

Introduction

Proposal to Designate Two Temporary Danger Areas

Kea Aerospace (Kea) and Tāwhaki Joint Venture (Tāwhaki) have submitted an application for three Temporary Danger Areas (TDA) to support their research and development activities for advanced aviation systems, including remotely piloted aircraft systems (RPAS), from the Tāwhaki Aerospace Research Centre (Centre) at Kaitorete; these TDA s are proposed for activation from 22 Feb 2024 to 30 Jun 2024.

A copy of the full Kea / Tāwhaki application proposal is at Annex A.

The Kea RPAS is a remotely piloted solar-electric aircraft with a 12-metre wingspan and a cruise IAS of approximately 20 knots. The aircraft will operate navigation and strobe lights and a Mode-S + ADS-B transponder. Kea anticipates operating these test flights for between 3 and 6 days per month and will establish a MOU with Airways NZ to manage their flights. Kea further advises they will proactively email identified airspace users to highlight pending flights. Further information on the proposed concept of operations for both Kea and Tāwhaki is provided at Annex A, pages 10-11.

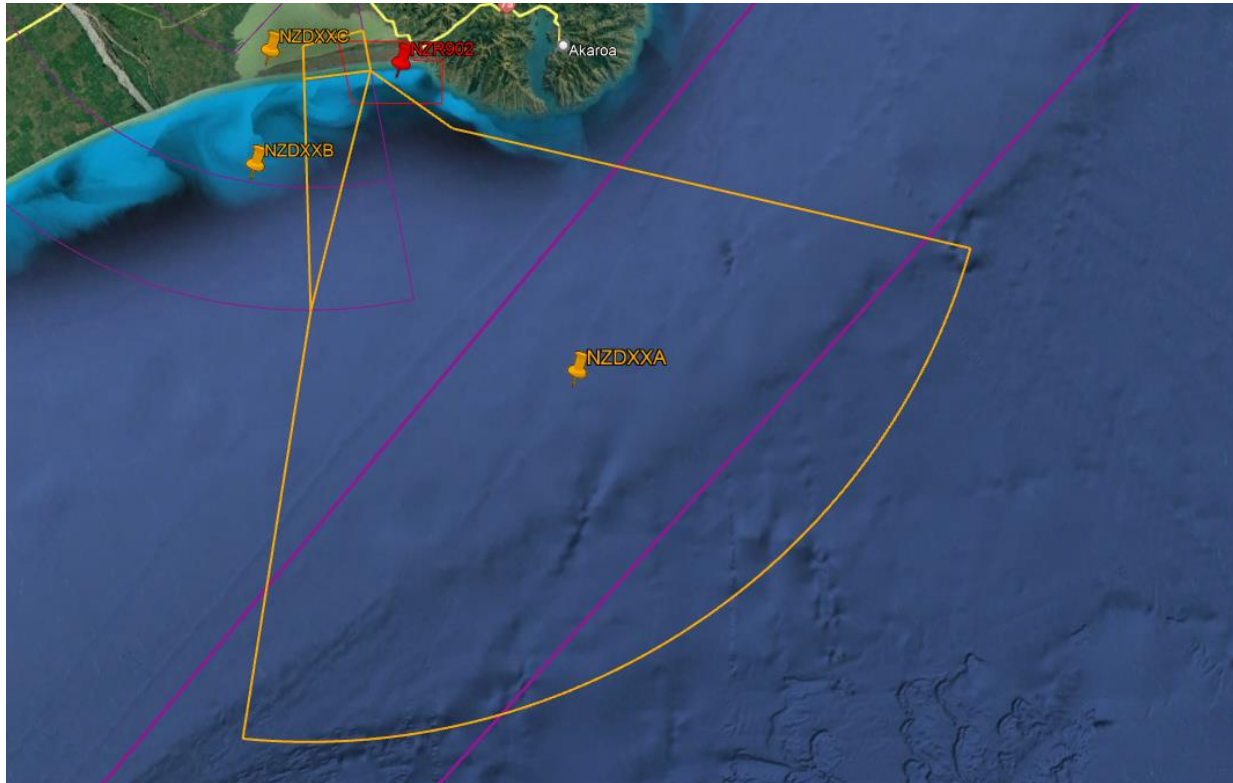
The proposed Temporary Danger Areas are:

<u>NZD##A</u>	SFC – FL600 or below, as per NOTAM
Using Agency	Kea
Active	By NOTAM
Times	up to 3 times per month Daylight hours plus hours either side of sunrise and sunset.
<u>NZD##B</u>	SFC – 8500ft AMSL or below, as per NOTAM
Using Agency	Tāwhaki
Active	By NOTAM
Times	up to 6 times per month Approved RPAS operators – Daylight hours only When Kea operating - Daylight hours plus hours either side of sunrise and sunset.
<u>NZD##C</u>	SFC – 5000ft AMSL or below, as per NOTAM
Using Agency	Tāwhaki
Active	By NOTAM
Times	up to 6 times per month Approved RPAS operators – Daylight hours only When Kea operating - Daylight hours plus hours either side of sunrise and sunset.

Since Kea and Tāwhaki's last consultation with stakeholders the 2 proposed areas are now 3 areas; the original small area having been divided, see indicative diagram below and Annex A (Page 6, Figure 1) for the final lateral dimensions of the 2 areas.

The TDAs would be activated at least 24 hrs in advance by NOTAM (applicant confirmed earliest launch is expected February 2024, date tbc). The proposed TDAs will not be activated at the same times as NZR902.

Indicative areas are:



For additional information or queries about this application, in the first instance please contact:

- Phillip Stott | Chief Operations Officer
E: Phillip.stott@keaaerospace.com
or
- Stan Topping | Head of Aerospace Strategy & Global Partnerships
E: stan@tawhaki.co.nz

Requirements of Civil Aviation Rule Part 71 (71.161)

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.

Consultation

Prior to designating airspace, Civil Aviation Rule 71.9 requires the Director to consult independently 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 temporary danger areas.

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

[2023 airspace reviews | aviation.govt.nz](#)

Notifications will be sent to CAA email notification subscribers to Airspace Notifications – Briefing Areas 8 and 9.

If there are any further questions regarding the consultation process, please contact Julia Fitness – contact details below.

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.

Please address submissions to:

Team Coordinator
Aviation Infrastructure and Personnel
Civil Aviation Authority of New Zealand
PO Box 3555
Wellington 6140

Email: [aeronautical.services@caa.govt.nz](mailto: aeronautical.services@caa.govt.nz)

Reference – **Proposed Temporary Danger Kaitorete Spit / Canterbury Bight 24/ASD/07**

Closing date for submissions is **Monday 27th November 2023**.

Further information

For further information contact:

Julia Fitness [Julia.Fitness@caa.govt.nz](mailto: Julia.Fitness@caa.govt.nz)

Aeronautical Services (Airspace)
Aviation Security and Infrastructure
Civil Aviation Authority of New Zealand
P O Box 3555
Wellington 6011

Annex A – Proposal for Temporary Danger Areas in the Canterbury Bight – Kea Aerospace and Tāwhaki, dated November 2023