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**Request for Permanent Danger Area**  
**OMV New Zealand Limited**  
**South Taranaki Bight**  
**Airspace user consultation**

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## Introduction

OMV Energy has recently reviewed their current Danger Areas to verify the continuing need for each designation and through this review identified that the Maari platform does not have a Danger Area designation.

OMV Energy have therefore submitted an application seeking a permanent Danger Area for their activity at the site located approximately 19 NM south of the Maui B Platform.

## Civil Aviation Rules context

Civil Aviation rule part 71 provides the regulatory context to designate Danger areas, as special use airspace. Specifically, 71.151 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.*

Further, 71.161 prescribes the criteria for designating danger areas and the 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.

This site presents similar hazards to aircraft as other permanent hydrocarbon producing assets located offshore Taranaki; therefore the request for this danger area proposal is in the interests of safety within the aviation system to notify other operators that there is a potential danger to aircraft flying in the area (71.151 and 71.161 refer).

## Proposed area

The proposed Danger Area is 1.5NM radius from position 39 58 23.33S 173 17 44.90E; surface to 1500FT AMSL.

Due to continuous activity at the platform the application requests the Danger Area is permanently active (H24).

The proposed area is shown at figure 1 below.



Figure 1: Location of proposed Maari Danger Area

**Possible effect to IFR aircraft**

Helicopter routes KQ 653 are in place from NZD332 (MAUI A) and KQ 743 from waypoint COAST to the RAROA Heliport at the Maari platform location; see Figure 2 below. This proposed Danger Area site is within uncontrolled (class G) airspace, and low level (1500 ft AMSL), therefore the effect on IFR aircraft will likely be minimal.

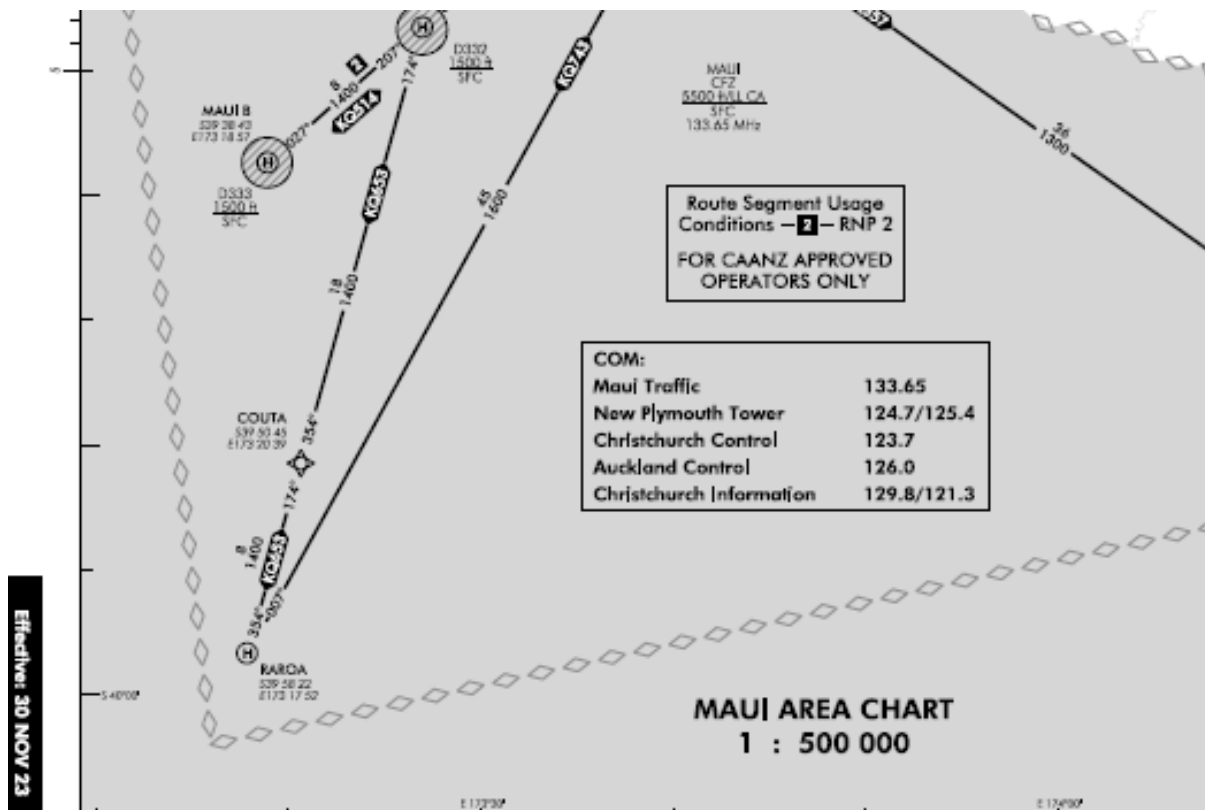


Figure 2: AIP -MAUI AREA CHART

**Possible effect to VFR aircraft**

CAR 91.129 states that a pilot must not operate an aircraft within a danger area designated under Part 71 unless that pilot has determined that the activity associated with the danger area will not affect the safety of the aircraft.

The proposed area is located approximately 50 NM offshore from Hawera, in the southwest corner of the Maui Common Frequency Zone and is expected to have minimum impact on VFR aircraft in the offshore location.

## Consultation

Prior to designating airspace, Civil Aviation Rule 71.9 requires the Director to consult 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 airspace change.

This document will be sent directly to the organisations listed below. It would be appreciated if you would kindly forward the document to your members for consideration and comment as appropriate.

### Operators, Organisations and User Groups

- Airways New Zealand
- Air New Zealand
- New Zealand Helicopter Association

Notification that this document has been posted online will be sent to CAA email notification subscribers to Airspace Notifications – Briefing Area 3 and 6.

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

<https://aviation.govt.nz/airspace-and-aerodromes/airspace/airspace-review/2024-airspace-reviews>

## 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, addressed to:

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

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

### Reference – 24/ASD/47 Maari Danger Area proposal

Closing date for submissions to this proposal is **16 Feb 2024**

For further information contact:

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