

24 May 2024

N. S Hudson

By email: fyi-request-26542-7699d7ba@requests.fyi.org.nz

Tēnā koe Mr Hudson,

Re: Official Information Act request for information (24/OIR/314)

I refer to your Official Information Act request dated 26 April 2024 for the following information:

I would like to request any and all information, including civilian and military reports, reports to any and all government ministers, and any and all information shared between other government agencies and the CAA, including correspondence, relating to any and all unidentified "flying craft" in New Zealand airspace since 1st Sept, 2021.

I would like to get similar information, but for all of NZ, from the above date, and include anything and everything flying, incase there were other craft that weren't provided in that request.

1. We made inquiries within the CAA, and we advise that we do not hold the information that you have requested. CAA does not hold information on civilian and military reports, reports to any government ministers or information shared between other government agencies and the CAA, including correspondence, relating to unidentified "flying craft" in New Zealand airspace.
2. I am therefore refusing the first part of your request under section 18(g) of the OIA because the information is not held.
3. With regard to the second part of your request, please find enclosed the information requested with this letter. The data set includes occurrences where there is no registration and flight number on record.
4. Please note that there may be duplicates of incidents or occurrences which may not fall squarely under the current OIA request due to the way occurrences relating to unidentified aircrafts are recorded in the CAA system.
5. You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.
6. If you want to discuss this decision with us, please feel free to contact me at oia@caa.govt.nz.

Ngā mihi

Talia Rachel Zachariah (she/her)*

Official Information Advisor | Kaitohutohu

Legal Services Unit | LSU

Civil Aviation Authority of New Zealand | Aviation Security Service

Te Mana Rererangi Tūmatanui o Aotearoa | Kaiwhakamaru Rererangi



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*If you're wondering about the use of the pronouns she/her on this signature, [read this article](#) about how sharing pronouns in this way can help create an inclusive and safe environment for transgender and nonbinary colleagues

Occurrence_No	Severity_Factor	Occurrence_Date_Time	Brief_Description	Location
21/5688	MI	22-Oct-21	Safety - Other. ANZ829M had no comms with OH AREA for approximately 50-60nm. The aircraft was number one of a sequence of three. The controller attempted to give the aircraft a short cut to assist with the sequence but was unable to establish comms.	Ohakea
21/6246	MI	20-Oct-21	Helicopter landed on soft ground and threatened to tip back. Prevented by pax standing on front of skids.	Waiouru Military Zon
21/6483	MI	06-Dec-21	Operational Deviation- Procedure. IAS 126kt observed at 6nm final Rwy16 / IAS 117kt at 5nm. Speed reduction had started around 8nm 6nm minimum required is IAS 150kt.	Wellington
21/6665	MI	19-Dec-21	Operational deviation - Lateral. Was observed turning at 1000 feet, the SID requires a turn at 500 feet.	Auckland
21/6667	MI	16-Dec-21	Operational deviation. Departing on STEAL1P SID which has a 500ft MANDATORY turn. Non-compliance as aircraft did not initiate a turn until 1100ft.	Auckland
22/1249	MI	02-Mar-22	Unidentified a/c unable to be contacted. PP AFIS contacted to advise presence of a/c. Passed northwards with no conflict with other traffic.	Paraparaumu
22/1260	MI	03-Mar-22	An unknown low-wing aircraft was spotted about 3 miles north of NZPP, seaward of the coast tracking south. An attempt was made to establish comms with the aircraft, with no response. No other aircraft were flying at the time when it flew through the down	Paraparaumu

22/166	MI	15-Jan-22	Airspace Infringement. Two paragliders were observed high in controlled airspace. From the tower perspective they were between the Events Centre and the Lone Pine, at a guess approximately 3300ft AMSL. A third paraglider then popped into view as well. Th	Queenstown
22/3271	MI	08-Jun-22	Airspace Infringement. Entered PM CTR/D without a clearance.	Palmerston North
22/3288	MI	04-Jun-22	Aircraft call signs confusing crew and ATC. On arrival into Wellington with Wellington approach, three flights with similar call signs causing missed/incorrect radio call read backs. NZ883M, Napier to Wellington. NZ338, Christchurch to Wellington and NZ81	Christchurch
22/3393	MI	13-Jun-22	Operational Deviation - Procedure. Unauthorised transponder testing observed at Queenstown at FL150. Operator contacted to locate source of transmission. Transponder deactivated and advised to contact the duty manager for further tests.	Queenstown
22/36	MI	10-Jan-22	Operational deviation. Aircraft was instructed to turn at 500ft on Steal1P departure but didn't initiate turn until above 900ft	Auckland
22/383	MI	08-Jan-22	Unknown glider observed over parachute drop zone. Glider made no radio calls entering or exiting MBZ and flew straight over a active PLA.	Mercer
22/641	MI	31-Jan-22	A/c called at the boundary between Raglan and NAK with datablock showing long star - DAVEE 6B yet pilot believed he was on DAVEE 6D	

22/6883	MI	16-Nov-22	Operational Deviation - Instruction. TEX05 commenced the missed approach on the RNAV 15 approach despite being cleared to circle for RWY 27 and having been sequenced accordingly on their approach. They commenced it at the circling point, while there were	Ohakea
22/7033	MI	22-Nov-22	A/c showed the short DAVEE7D STAR on Skyline in the Data block and route readout along with AMAN for its arrival into AA. When the pilot turned off this STAR the AA TMA controller detected the tracking and challenged the pilot who advised they had been is	En route
22/7202	MI	28-Nov-22	2 x go around Wellington. 1st fr 600 ft due tailwind and appr unstable. 2nd due missed touchdown zone	Wellington
22/7834	MA	28-Dec-22	Several occasions of Apron tower not coordinating as per the agreement between Airways and Auckland Airport. - Two aircraft requiring taxi for engine runs given start approval on C5 by apron without advising Auckland tower - Outbound and Inbound in po	Auckland
23/1402	MI	01-Mar-23	Unidentified VFR aircraft observed at 1900ft in CH CTA/C with a lower level of 1500ft. Aircraft vacated CTA to south. No contact with CH TMA at any stage.	
23/1758	MI	11-Mar-23	Approach into Auckland. VMC passing 2500ft, small balloon observed ahead, gave object a wide berth, and observed it pass behind aircraft, reported to AKL TWR	Auckland

23/2653	MI	18-Apr-23	An unidentified target with a Mode S ident of MSY955 was observed to enter CTA tracking SE towards NZPM without a clearance at 3000ft where LL of CTA is 2500ft. After transiting for approx 3 miles the aircraft descended and vacated CTA.	
23/4281	MA	15-Jun-23	Malfunction with reserve activation - deployed with line twisted. Landed safely at PLA.	Queenstown
23/4281	MA	15-Jun-23	Malfunction with reserve activation - deployed with line twisted. Landed safely at PLA.	Queenstown
23/4409	MI	20-Jun-23	ANZ142L reported at ELT Activation on 121.5Mhz on taxi. RCC also called TG TWR to advise ELT activation to unregistered a/c. Source of ELT not able to be identified - ceased at 23.46.	Tauranga
23/568	MI	28-Jan-23	Airspace infringement - Kitesurfer. A kite surfer was spotted operating just to the west of runway 11 threshold, underneath where aircraft would have been flying when landing. Not sure of the exact height of the kite but it appeared to be high enough to p	Milford Sound
23/6093	MI	25-Aug-23	Pax a/c seen to fly through airspace that had been NOTAM-ed for RPAS operations up to 1200 ft. A/c at approx 500 ft. RPAS operator was monitoring radio - no calls made. RPAS operator unable to land in time after hearing a/c approaching, but could see t	Bay of Islands
23/6898	MI	24-Sep-23	ANZ616 received an RA but did not include any course of action in their transmission. They appeared to stay on the SID and continue with their climb profile. The QN APP ATCO acknowledged the RA and passed essential traffic to ANZ616, at which stage th	Queenstown

23/7962	MI	07-Oct-23	Airborne Collision Alert. Being radar vectored for ILS 23L. Level at 3000 feet just west of EMRAG. Localiser captured below glideslope, awaiting capture. Got proximate amber TA. No vertical tag on TA. Queried Controller. Reply was "showing no traffic".	Auckland
23/8313	MI	10-Nov-23	Fixed wing aircraft operating in the circuit was cutting our aircraft off during an introduction to circuits lesson. The aircraft operated inside of us and cut in front twice with no acknowledgement to us by radio, resulting in us making a wider and longer	Feilding
24/177	MI	10-Jan-24	ANZ336M slowed to 135 knots at 5nm. The minimum approach speed there is 150 knots.	Wellington
24/1803	MI	22-Feb-24	Whilst flying XAG P100 Pro in an autonomous operation the drone has perched itself on top of a Totara tree. It appears that the front mounted radar system has failed to see a significant color change in the particular tree itself.	Robinson Rd, Whangarua