

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, April 06, 2021 4:24:29 PM
Last Modified: Tuesday, April 06, 2021 5:35:18 PM
Time Spent: 01:10:48
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Graeme Bell

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I use drones for fishing

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I would like to see the Airshare app supplied with all sales of drones and areas around all city's and towns made available to drone owners to fly their drones and to just give their drones a test flight. I have to travel 45 minutes just to have a test flight

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

I don't know,

Please comment::

To many don't care about the rules and not interested in learning them

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No,

Please comment:

To many sales outlets just want to sell their toys etc and don't care who buys them. All people need to have Airshare app and know where they can and can't fly drones

Q10

Are there any other problems and opportunities you can think of?

Need to make more easy to get any rules regarding heights and distance etc for the like of fishermen when using drones

Q11

Do you agree with the proposed order of implementation of the measures?

Yes,

Please comment:

To many not interested in following the rules. In saying that it is sad it has to come to this level just to use for fishing

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes,

Please comment:

And need to be included in every drone sold

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

I don't know,

Please comment:

Have to allow for low flying aircraft like helicopter but need to make parks available in each town or city where drones can be used even at restricted heights

Q14

Should we change the requirement to gain consent to fly above property?

I don't know,

Please comment:

It is their private property and to many would abuse it for personal reasons . Everyone is entitled to privacy

Q15 **Yes – relax the requirement in another way,**

Should we change the requirement to gain consent to fly above people?

Please comment:

I don't see a problem if the drone dose not have a camera and they are aware and told when a drone is coming in to land if fishing with it

Q16 **30 metres**

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Are there any other major Rules changes we should consider?

Any parks made available for flying drones should be sign posted as such and warning signs around the outer boundry

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

I don't know,

Please comment:

Not really mostly max flying height and where they can and can't fly them .Airshare to be made rule on every uses phone

Q19

What do you think of the proposed minor Rules changes?

Will see what they change

Q20

Are there any other changes we should consider?

Maybe a age limit for owners

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

I don't know,

Please comment:

Drone should remain in line of sight so you are always in control

Q22

What impact would a basic pilot qualification likely have on you?

None really I just use mine for fishing but would like some where close just to give it a run even at restricted heights but just to be able to give it a fly and not have to travel 45 minutes plus

Q23

What format should this test take?

Other (please specify):

I don't mint writing test just not good at putting things on paper lol plus practical test would be good and have assessment on registration if required

Q24

Should there be a minimum age for basic pilot qualification?

Yes, other age (please specify):

20. To many young idiots these days

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

I don't know,

Please comment:

Not sure what they are

Q26

Is there any other special authorisations you would like to see?

Just to see some parks made available for owners to be able to fly drones even at restricted height just so we can use and test them

Page 6

Q27

Should we introduce the proposed drone registration system?

I don't know,

Please comment:

Should be no cost to owner and if introduced should be done when first buying drone

Q28

What impact would drone registration likely have on you?

Just slight inconvenience but none really and should be no cost to owner

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

How would that work as already have my ID on the drone

Q30

Should there be a minimum weight threshold for registering a drone?

No,

Please comment:

A drone is a drone . Even a toy one can cause damage and if got camera can be used for fowl play

Q31

Should certain drones not need to be registered (select all that apply)

No,

Please comment:

Any drone can be flown outside or anywhere

Page 7

Q32

Should we introduce remote ID?

No,

Please comment:

Wi Fi etc can and probably interfere with the flight of the drone causing accidents and the owner losing control of their drone

Q33

What impact would remote ID likely have on you?

Could lose control and connection with the drone over water and cause loss of drone

Page 8

Q34

Should we consider introducing geo-awareness?

I don't know,

Please comment:

Could be good for the people who don't care where they use them but also need to be leinant if flying close and just cross the border line

Q35

What impact would geo-awareness likely have on you?

Not alot but if given warnings that need approvals from airport etc would be good if close to boundry

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

More people need to be aware of no fly zones . More places like parks need to be made available where people can legally fly their drones to save flying over homes and getting people on the defensive over drones. Harder penalty for people breaking the rules and depending on offence drone to be distorted etc

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, April 06, 2021 5:51:00 PM
Last Modified: Tuesday, April 06, 2021 5:56:46 PM
Time Spent: 00:05:45
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Megan Gilmour

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Pilot looking to not get killed because of unregulated drones

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7 Respondent skipped this question

What is your view on the proposed series of measures?
Are there any other alternatives you suggest we consider?

Q8 Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9 Yes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10 Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11 Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12 Yes

Should drones have their own standalone Rule Part?

Q13 No

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14 No – keep the existing consent provision

Should we change the requirement to gain consent to fly above property?

Q15 No – keep the existing requirement

Should we change the requirement to gain consent to fly above people?

Q16 Respondent skipped this question

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

Respondent skipped this question

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

I'd feel safer knowing anyone piloting a drone should have a basic level of knowledge not just any joe blogs

Q23

A practical examination of skill and a paper based written theory test (at a provider)

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

Respondent skipped this question

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

Respondent skipped this question

What impact would drone registration likely have on you?

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, drones flown solely indoors,

Should certain drones not need to be registered (select all that apply)

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, April 06, 2021 6:22:16 PM
Last Modified: Tuesday, April 06, 2021 6:27:57 PM
Time Spent: 00:05:41
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Jason O'Donnell

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Paid Hobbist.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q7 Respondent skipped this question

What is your view on the proposed series of measures?
Are there any other alternatives you suggest we consider?

Q8 No

Do you think the proposed series of measures would help achieve the desired objectives?

Q9 No

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10
Are there any other problems and opportunities you can think of?

Just you.

Q11 No

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12 No

Should drones have their own standalone Rule Part?

Q13 No

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14 No – keep the existing consent provision

Should we change the requirement to gain consent to fly above property?

Q15 Yes – relax the requirement in another way

Should we change the requirement to gain consent to fly above people?

Q16 30 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

No

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

Respondent skipped this question

What impact would a basic pilot qualification likely have on you?

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

No

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

No

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

It does not work...grow up.

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

No

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, others (please specify below)

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

No

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

No

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, April 06, 2021 6:05:52 PM
Last Modified: Tuesday, April 06, 2021 6:43:05 PM
Time Spent: 00:37:13
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

jayben Tohill

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

i am a hobbyist drone pilot i fly a quad copter ive had it for a few months but have been flying drones for a year or two now

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

i think drone registration can be a good thing but needs to only be on drones above a weight limit like 500g-1kg
remote id is useless and should not be implemented in nz or only on comercial drone not hobbyist ones
basic pilot qualifcation could be good but again for drones over a weight limit like 500g-1kg
geo awarenes all people i know who fly drones know whwere they are and know where the no fly zones are so i think this is a null point

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

No,

Please comment::

i think alot of the steps would be over stepping and causing the hobbyist groups alot of annoyance due to stupid rules that dont need done

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No,

Please comment:

as it stands i dont think there are many problems with the drone communitie in nz i have rarely seen drones cause damage to other peoples poperty and the breaches into controlled airspace should be addressed but again i havent seen it happen before and i dont think its as big of a problem you guys seem to make it

Q10

Are there any other problems and opportunities you can think of?

i think that there is alot of misinformation out there about drones being a problem when they are not i think the mot should address alot of the misinformation instead of spreading it like what happend at gatwick

Q11

Do you agree with the proposed order of implementation of the measures?

No,

Please comment:

i think these aare over stepping and trying to kill a very fun and safe hobby

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes,

Please comment:

i think drones should have differnt rules to more normal aircraft but should still be similar

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

atleast in my city dunedin i think the 4km distance is overkill iver never seen the heli fly over my part of south dunedin i think the restricted zone should make to look like the normal fligh, or have a no fly zone within 1-2 km of the aerodromes and between 2-4 km have the max height of the drones like 30-50m

Q14

Should we change the requirement to gain consent to fly above property?

Yes – remove the consent provision completely,

Please comment:

i think it should be the choice of the pilot to fly over property as they are the one liable, we already have rules that we must perform preflight checks to make sure the drone is safe for flight, i think we should only be able to fly above roads if there is no traffic or pedestrians and to fly over houses should be the risk of the drone pilot, also if drones arent allowed why are other aircraft

Q15

Should we change the requirement to gain consent to fly above people?

Yes – use ‘safe distances’ as an alternative,

Please comment:

in dunedin im only allowed to fly near parks with trees or other features but i stay away from people unless they come over to me, if there are sports being played i will go to a differnt field incase of a run away(which has never happend to me)

Q16

If we use ‘safe distances’ as an alternative to the consent provision, what distance(s) would you consider appropriate?

10 metres

Q17

Are there any other major Rules changes we should consider?

Respondent skipped this question

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

No

Q19

What do you think of the proposed minor Rules changes?

i tihnk if we can clarify rules we should the better we understand the rules the safer we can fly

Q20

Are there any other changes we should consider?

Respondent skipped this question

Page 5

Q21
Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

No,
Please comment:
i think if are trying to fly under part 102 there definitely should be some sort of qualifications but for part 101 i think it is unnecessary

Q22
What impact would a basic pilot qualification likely have on you?

it depends if i need to go to a quailified pilot to take a test it would be very annoying and a waste of money and time but if its a onlin test i think it would be pointless

Q23
What format should this test take?

Electronic/online theory test

Q24
Should there be a minimum age for basic pilot qualification?

Yes, other age (please specify):
i think 14 is a good age but if there is a parent or caregiver there should not be a age limit within reason(e.g. not like 5)

Q25
Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

I don't know

Q26
Is there any other special authorisations you would like to see?

Respondent skipped this question

Page 6

Q27
Should we introduce the proposed drone registration system?

Yes, with changes,
Please comment:
i think the weight should be taken upto 500g

Q28
What impact would drone registration likely have on you?

little as i follow the rules as best as i can and as long as its fast and easy to do online should be fine

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Yes, but with a different weight as the threshold ,

Should there be a minimum weight threshold for registering a drone?

Please comment:
500g

Q31

Yes, drones flown solely indoors,

Should certain drones not need to be registered (select all that apply)

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Yes, others (please specify below),

Please comment:
drones such as fpv drones

Page 7

Q32

No,

Should we introduce remote ID?

Please comment:
i think it is pointless and serves to cut of the hobbyiest community and causes alot of problems with certain drones such as fpv drones wher weight matters and drones that would be under the 250g limit if it wasnt for the chip and which will be heavy to it needing alot componets like a gps chip antenna cpu and others

Q33

What impact would remote ID likely have on you?

on me personally to alot i just think it would be pointless espically if the drone is registered

Page 8

Q34

Yes,

Should we consider introducing geo-awareness?

Please comment:
i think having a map of nz with all the differnt zones may that be no fly or restricted zones to flyable zone i think that would be nice but all the pilots i know who where they can and cannot fly

Q35

What impact would geo-awareness likely have on you?

not alot because i know where i can fly in my city but if i left havign a map of all the zones on 1 site would be handy

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

dont do drone id its dumb thats the main thing im 100% against

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, April 06, 2021 7:08:35 PM
Last Modified: Tuesday, April 06, 2021 7:22:17 PM
Time Spent: 00:13:42
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Lachie

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I use a drone on my farm for mustering and looking around stock.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

It's a good start in the right direction, registration and pilot training is a must

Q8

Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Are there any other problems and opportunities you can think of?

Fixed wing and heli pilots operating under 500ft to provide a NOTAM to a drone operator site, especially defence force being more specific with their NOTAMS, South Island wide is too broad.

Q11

No,

Do you agree with the proposed order of implementation of the measures?

Please comment:
Register I would put first.

Page 4

Q12

Yes

Should drones have their own standalone Rule Part?

Q13

Yes,

Should we review the four kilometre minimum flight distance from aerodromes?

Please comment:
More specifically, review definition of an aerodrome, example, Oamaru hospital.

Q14

No – keep the existing consent provision

Should we change the requirement to gain consent to fly above property?

Q15

No – keep the existing requirement

Should we change the requirement to gain consent to fly above people?

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Other (please specify):

As above

Q17

Are there any other major Rules changes we should consider?

Respondent skipped this question

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

No

Q19

What do you think of the proposed minor Rules changes?

Respondent skipped this question

Q20

Are there any other changes we should consider?

Respondent skipped this question

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes

Q22

What impact would a basic pilot qualification likely have on you?

None

Q23

What format should this test take?

A practical examination of skill and a paper based written theory test (at a provider)

Q24

Should there be a minimum age for basic pilot qualification?

Yes, 16 years

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Yes

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

None

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Good idea

Q30

Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31

No

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

What impact would remote ID likely have on you?

None

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

None

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

This should have been done 5 years ago

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, April 06, 2021 7:15:36 PM
Last Modified: Tuesday, April 06, 2021 7:26:29 PM
Time Spent: 00:10:53
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Wynand

Q3

Email address

[REDACTED]

Q4

Who are you submitting on behalf of?

Myself,

If you are not submitting as an individual, please specify who you represent.:

Hawera Aero Club

Q5

Briefly tell us your interest in drones

Great photographic tools

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Agreed

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment::

Pilots must have a radio operator certification and broadcast their drone location. ADSB would also be advantageous.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes

Q10

Are there any other problems and opportunities you can think of?

Respondent skipped this question

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

Drones should be height restricted on a proximity scale to aerodromes.

Q14

Should we change the requirement to gain consent to fly above property?

No – keep the existing consent provision

Q15

Should we change the requirement to gain consent to fly above people?

No – keep the existing requirement

Q16

50 meters

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes, with changes ,

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Please comment:
Minimum age of 18.

Q22

Respondent skipped this question

What impact would a basic pilot qualification likely have on you?

Q23

A practical examination of skill and a paper based written theory test (at a provider)

What format should this test take?

Q24

**Yes, other age (please specify):
18**

Should there be a minimum age for basic pilot qualification?

Q25

Yes,

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Please comment:
But not exclusively to them. Must be able to study and sit exams independently.



Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

Respondent skipped this question

What impact would drone registration likely have on you?

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Yes, but with a different weight as the threshold ,
Please comment:

Should there be a minimum weight threshold for registering a drone?

All drones capable of reaching heights of 500ft amsl and fly for longer than 10mins must be registered.

Q31

Yes, drones flown solely indoors

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, April 06, 2021 7:32:19 PM
Last Modified: Tuesday, April 06, 2021 8:41:29 PM
Time Spent: 01:09:10
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Daniel Breakspeare

Q3

Email address

[REDACTED]

Q4 **Myself**

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Aviation participant and have experienced safety issues with drones in the past.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

The proposed series of measures are fair and encompass all the current issues that I am aware of.

Q8

Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes,

Do you think the proposed series of measures would address the problems and opportunities identified?

Please comment:

Increasing safety is the most important factor to me - these measures, in my opinion, would significantly increase drone safety.

Q10

Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11

Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Yes

Should drones have their own standalone Rule Part?

Q13

No ,

Should we review the four-kilometre minimum flight distance from aerodromes?

Please comment:

The proposed change sounds reasonable, however I believe it would make it too complicated, drone users may get confused and fly too close to an active aerodrome.

Q14

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above property?

Q15

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above people?

Q16

30 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

I don't know

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

None

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 14 years

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

None.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Reasonable and simple enough.

Q30

Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31

No

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#8

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, April 06, 2021 7:38:23 PM
Last Modified: Tuesday, April 06, 2021 8:46:16 PM
Time Spent: 01:07:53
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Damien

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

For videography purposes

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Requiring knowledge by study and obtaining a certificate is a good way to ensure a better understanding of the use and structure of airspace. This however cannot come at a high cost which would deter many leisure users from obtaining their certificate which will increase the likelihood of illegal flights.

Remote identification or geo-awareness should be open to third party developers to implement on their existing platform, as many reputable drone manufacturers have already got a foundation on the technology, with the additional features being added, there will be less confusion to needing additional software/app to communicate such information. The use of geo-blocking should be used to deter and prevent inadvertent flight into restricted airspace, this should also allow private owners to opt for their property to be added into the geo-block to avoid confusion on flight operation within private property, or mandatory signage regulated with specific requirement to display the signage to ensure that the message is conveyed consistently.

Q8

Yes, with changes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes, with changes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Are there any other problems and opportunities you can think of?

Seller of drones should be made mandatory to ensure that they communicate the requirement of flight clearly, either through the need of a registration (pilot license) or providing brochures that allow users to find the information quickly and with ease.

There should be a centralised website that provides all the necessary information on the drone law that is currently in effect. Including a link to obtaining a license, registration, and any other necessary information for flight.

All pilot licenses obtained in New Zealand should be qualified for the operation similarly to Part 102, as PPL holders (and above) would have the necessary knowledge in regards to the use of airspace, safety concerns and safe operation of aircraft/drone.

Q11

Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Yes

Should drones have their own standalone Rule Part?

Enabling Drone Integration

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

As aircraft generally are well above 400ft by 1km, the distance could be expanded or reshaped to runway directions, opening the surrounding airspace with the use of real time flight tracking geo-tracking application.

Q14

Should we change the requirement to gain consent to fly above property?

Yes – use 'safe distances' as an alternative,

Please comment:

Drone may be able to operate above the property at or above a certain height to ensure minimal noise and increased privacy protection.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – relax the requirement in another way,

Please comment:

certain classes of drone that has proven reliability, safe operation, has a reserve on battery power requirement, and the necessary qualification (such as a PPL or other equivalent) should be able to operate above people providing they have taken steps to minimise danger and prevent any breach in privacy by imposing certain height limit.

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

30 metres

Q17

Are there any other major Rules changes we should consider?

Respondent skipped this question

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

I don't know

Q19

What do you think of the proposed minor Rules changes?

Using easier language or providing definitions to some of the languages may assist people who may not be familiar with aviation related language.

Q20

Are there any other changes we should consider?

Expanding to other foreign languages may allow other users who may not be proficient in English to better understand and seek the information they may need, this could also be building a website that is capable of accessing inbuilt translation tools.

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes, with changes ,

Please comment:

All NZ obtained pilot licenses (PPL and above) should be allowed to operate in equivalent to the current Part 102.

Q22

What impact would a basic pilot qualification likely have on you?

I would have gotten all the necessary knowledge in regards to aviation as a qualified pilot. This is going to be a duplication of knowledge and costs.

Q23

What format should this test take?

Paper based written theory test (at a provider)

Q24

Should there be a minimum age for basic pilot qualification?

Yes, 16 years

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

I don't know

Q26

Is there any other special authorisations you would like to see?

Respondent skipped this question

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes

Q28

What impact would drone registration likely have on you?

If there is a cost on registration, it would be a big factor in the need to operate a drone. The use of stick-able printed label that cannot be removed by the force of the operation should be sufficient to render it as an appropriate display instead of using permanent engraving which may be a costly option.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

The use of online testing may be flawed as it could be easily manipulated which could defeat the purpose of such licensing regulations.

Q30 **Yes, with 250 grams as the weight threshold**

Should there be a minimum weight threshold for registering a drone?

Q31 **Yes, drones flown solely indoors.**
Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Should certain drones not need to be registered (select all that apply)

Page 7

Q32 **Yes,**
Please comment:
If this can be integrated with existing applications being used by drone manufacturers, then it will remove the need to have multiple applications and adding more complexity to the operation. However should the need of an independent application to be used, it should be light and capable of running on less powerful system to allow the continuous use of the primary application.

Should we introduce remote ID?

Q33 **Respondent skipped this question**

What impact would remote ID likely have on you?

Page 8

Q34 **Yes,**
Please comment:
geo awareness and geofencing should both be used and allowing private property to impose their own restrictions around their property to allow clear communication of restricted flight.

Should we consider introducing geo-awareness?

Q35
What impact would geo-awareness likely have on you?

Safer and better awareness of flight, while the proposed BVLOS would allow continuous safe operation in conjunction with the use of geofencing/awareness and (remote ID/transponder).

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, April 06, 2021 8:45:50 PM
Last Modified: Tuesday, April 06, 2021 9:08:40 PM
Time Spent: 00:22:49
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Louis Jerard

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Former drone operator

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I think we should allow responsible and appropriately qualified drone operators more freedom - these new measures will hopefully address that.

Q8

Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11

Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

No

Should drones have their own standalone Rule Part?

Q13

No

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14

Yes – remove the consent provision completely,

Should we change the requirement to gain consent to fly above property?

Please comment:

If a drone is deemed an aircraft it should be subject to the same freedoms as an aircraft. I can fly a Cessna 172 over my neighbours house and take pictures all day long with no permission required, a drone should be no different.

Q15

Yes – remove the requirement completely,

Should we change the requirement to gain consent to fly above people?

Please comment:

Other aircraft do not need consent to fly over people. Nor should a drone. They have proven themselves to be reliable and of negligible risk to persons underneath them when operated by competent persons.

Q16

10 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

Nil. I'd be pleased to hold a qualification if it allowed me to have more freedom when operating a drone.

Q23

A practical examination of skill and a paper based written theory test (at a provider)

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

Nil

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, drones flown solely indoors,

Should certain drones not need to be registered (select all that apply)

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

,

Yes, others (please specify below)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 7:32:02 AM
Last Modified: Wednesday, April 07, 2021 8:09:25 AM
Time Spent: 00:37:22
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Edward Rice

Q3

Email address

[REDACTED]

Q4 **Myself**

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I fly DJI and FPV drones for my business of photography as well as recreationally.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I strongly believe that implementing systems such as remote ID will not achieve the desired outcomes but rather make things more unsafe as our data will be publicly shared with anyone which encroaches on our privacy. Furthermore, it won't make our situational awareness any better as remote ID only broadcasts our location over a short distance and does not receive any data. A possible option would be the government funding the purchase of ADSB alarms. These are actually useful as they can alert the Uav pilot of manned vehicles approaching. These should not be mandatory but instead easily accessible.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

No,

Please comment::

The only benefit remote ID provides is to people that want to snoop on others private info.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No,

Please comment:

I do not believe that the problems identified are problems at all. I think that it is a way to cover up total rubbish rules that are being implemented.

Q10

Are there any other problems and opportunities you can think of?

The problem of the government trying to over regulate the use of drones in NZ.

Q11

Do you agree with the proposed order of implementation of the measures?

No,

Please comment:

Rushed and ineffective. There is a reason why there is so much backlash to remote ID in the United States.

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes,

Please comment:

They are all very different aircraft. Also small drones less than 250g should not be treated the same as larger ones as they clearly don't pose the same level of threat. Most people are flying phantoms or Mavics which have many smart safety features built in to protect from damaging people or property.

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

It should depend on the size of airport and whether there are manned aircraft currently taking off or landing.

Q14

Should we change the requirement to gain consent to fly above property?

Yes – remove the consent provision completely,

Please comment:

Many times it is a major inconvenience to request permission to fly over land. Flying over empty fields or agricultural land poses no threat. The argument often used to justify the consent provision is privacy. This is ridiculous as consumer drone's cameras do not have the telephoto capability for spying. I have tried look through my own window before and it is nearly impossible. People have never and should never own the airspace above their property. Planes and helicopters do not require these permissions and the safety threat they pose is much higher.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – use 'safe distances' as an alternative,

Please comment:

It is not always practical to request permission of everyone present in a public space. It is better for the pilot to judge the situation to identify the risks and mitigate them.

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

10 metres

Q17

Are there any other major Rules changes we should consider?

The need to fly line of sight at all times without a spotter. It is much safer in many circumstances to fly FPV as you have much better situational awareness of the aircraft as you can view what is around it. With line of sight you can often only see a speck in the sky which makes it incredibly difficult to carry out tight manoeuvres.

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

No

Q19

What do you think of the proposed minor Rules changes?

Not sure what these are. If they include the introduction of remote ID then I am heavily opposed.

Q20

Are there any other changes we should consider?

Nothing aside from what I wrote above.

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

No,

Please comment:

With the amount of drones and users in NZ it is not appropriate. If it was implemented it should only be to relax more rules and pilots should still be able to operate to at least the current rules without registration.

Q22

What impact would a basic pilot qualification likely have on you?

As long as there is no age barrier it shouldn't affect me majorly.

Q23

What format should this test take?

Electronic/online theory test

Q24

Should there be a minimum age for basic pilot qualification?

No

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

I don't know

Q26

Is there any other special authorisations you would like to see?

Respondent skipped this question

Page 6

Q27

Should we introduce the proposed drone registration system?

No

Q28

What impact would drone registration likely have on you?

Major pain in the backside.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Privacy invasive

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, with 250 grams as the weight threshold,

Please comment:

Yes if registration has to be implemented then 250g

Q31

Should certain drones not need to be registered (select all that apply)

Yes, others (please specify below),

Please comment:

Custom built FPV drones as it is not as straight forward. These are almost exclusively piloted by skilled professionals.

Page 7

Q32

Should we introduce remote ID?

No,

Please comment:

As stated many times in this document it does not improve safety at all it only allows nosy Parker's to view my private info. Drone user's already get large amounts of hassle from the public. It is giving people ammunition.

Q33

What impact would remote ID likely have on you?

I feel that I would have lost my right to privacy.

Page 8

Q34

Should we consider introducing geo-awareness?

No,

Please comment:

I love the suggestion of an updated map. Isn't AirShare this? Mandating the use of it is not right though.

Q35

What impact would geo-awareness likely have on you?

Not very much.

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Please seek consultation from drone pilots. Not through online surveys where anyone can say anything but instead in public debate. I would love the chance to speak on this matter to create informed decisions.

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 8:35:16 AM
Last Modified: Wednesday, April 07, 2021 8:41:28 AM
Time Spent: 00:06:12
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Ian

Q3

Email address

[REDACTED]

Q4 Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Used for fishing, private use

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Excellent idea

Q8

Yes, with changes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes, with changes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Are there any other problems and opportunities you can think of?

Idiots that don't care where it how they fly drones

Q11

Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Yes

Should drones have their own standalone Rule Part?

Q13

No

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above property?

Q15

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above people?

Q16

50 meters

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

I don't know

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes, with changes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

Confidence in knowing I'm doing it right

Q23

A practical examination of skill and a paper based written theory test (at a provider)

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes, with changes

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

Nil

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Excellent

Q30

Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

What impact would remote ID likely have on you?

Nil

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

Nil

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 10:01:09 AM
Last Modified: Wednesday, April 07, 2021 11:56:02 AM
Time Spent: 01:54:53
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Shane Jeffcoat

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I am a CPL(H) holder and looking at operating a drone in the future

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7 Respondent skipped this question

What is your view on the proposed series of measures?
Are there any other alternatives you suggest we consider?

Q8 **Yes, with changes ,**
Please comment:
All drones need to be identifiable by other aircraft. All aircraft are now required to have ADS-B by December 2022. As a pilot I am already seeing the benefits of this system with enhanced traffic information being broadcast. Drones need to have the same safety systems in operating in the same environment.

Q9 **Yes, with changes ,**
Please comment:
Drones need to have the same safety systems in operating in the same environment.

Q10
Are there any other problems and opportunities you can think of?
I am still finding a lot of current drone operators ignore the rules.

Q11 **Yes**
Do you agree with the proposed order of implementation of the measures?

Page 4

Q12 **Yes**
Should drones have their own standalone Rule Part?

Q13 **No ,**
Please comment:
Most drone operators would not be able to determine 4 kilometres by line of sight. Reducing this distance would lead to the potential to have a reduced safety margin for other aircraft.

Q14 **No – keep the existing consent provision,**
Please comment:
This could create large scale privacy breaches which would require more CAA/police complaints and waste more of their time.

Q15

Should we change the requirement to gain consent to fly above people?

No – keep the existing requirement,

Please comment:

This would create large scale issues at beaches, public parks etc with Councils then having to create more by laws to deal with Drone operations.

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Other (please specify):

How ridiculous to suggest that drone operators should be able to operate below 500 feet AGL above people. if there is a technical issue with a drone which will have no control and simply fall from the sky from 10 metres it has the potential to kill that person.

Q17

Are there any other major Rules changes we should consider?

Licencing and ADS-B required to operate drones

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

No

Q19

What do you think of the proposed minor Rules changes?

Respondent skipped this question

Q20

Are there any other changes we should consider?

Respondent skipped this question

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes, with changes ,

Please comment:

The age minimum need to be 18 as there will be no supervision once they have the licence unlike a motor vehicle licence where they go through a provisional and restricted before obtaining the full licence. To obtain a PPL licence a pilot must be trained by an instructor and have 15 hours dual instruction.

Q22

What impact would a basic pilot qualification likely have on you?

Improved safety and the pilot would then have an understanding of rule. They would also understand that the licence can be removed which should make them more compliant with the rules.

Q23 A practical examination of skill and a paper based written theory test (at a provider)
What format should this test take?

Q24 Yes, other age (please specify):
18
Should there be a minimum age for basic pilot qualification?

Q25 Yes
Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26 Respondent skipped this question
Is there any other special authorisations you would like to see?

Page 6

Q27 Yes
Should we introduce the proposed drone registration system?

Q28
What impact would drone registration likely have on you?
Nil, it could be done the same way as watercraft are done. Once the registration is done for the drone it does not need to be repeated. An online change of ownership could be set up as with the LTSA registration system.

Q29
What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?
Digital platform.

Q30 No
Should there be a minimum weight threshold for registering a drone?

Q31 No
Should certain drones not need to be registered (select all that apply)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

What impact would remote ID likely have on you?

The operator would then know that they can be identified if operating illegally and would therefore be more likely to follow the rules

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

More compliance by drone operators.

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 11:51:55 AM
Last Modified: Wednesday, April 07, 2021 12:28:04 PM
Time Spent: 00:36:09
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

derek scott

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I use My drone for fishing

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Like using a sledge hammer to knock in a nail

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

No,

Please comment::

By far the largest users of drone's are recreation fishermen, on the whole they don't fly far or high, I see no point in forcing further regulations on them just because You,

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No,

Please comment:

If draconian rules are put in place most will be ignored, if it ain't broke don't fix it, I have yet to see a drone fisherman that needs rules and regulation's further complicating what a great pastime.

Q10

Are there any other problems and opportunities you can think of?

where rule makers are concerned there are always problems, usually caused by them.

Q11

Do you agree with the proposed order of implementation of the measures?

No,

Please comment:

as above

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes

Q14

Should we change the requirement to gain consent to fly above property?

Yes – use 'safe distances' as an alternative

Q15

Should we change the requirement to gain consent to fly above people?

Yes – use 'safe distances' as an alternative

Q16

30 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Are there any other major Rules changes we should consider?

probable

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

Yes,

Please comment:

Keep it short and concise so rules can be understood.

Q19

What do you think of the proposed minor Rules changes?

not a lot

Q20

Are there any other changes we should consider?

probable

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

No,

Please comment:

I can use a power boat capable of great speed without registration or power boat license, why should I have to go through all this drone registration and licensing just to fish from the shore.

Q22

What impact would a basic pilot qualification likely have on you?

Very little

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

No,

Please comment:

I don't believe in the one size fits all idea

Q26

Is there any other special authorisations you would like to see?

no

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

very little

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

not a lot

Q30

Yes, but with a different weight as the threshold

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, drones flown solely indoors

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

Should we introduce remote ID?

No,

Please comment:

Back to the one size fits all again, large commercial drone (yes) small recreation drone (no) let common sense be used for a change.

Q33

What impact would remote ID likely have on you?

very little

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

very little

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Just use the KISS solution and it may work.

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#14

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 12:16:37 PM
Last Modified: Wednesday, April 07, 2021 12:28:45 PM
Time Spent: 00:12:07
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Russell Rankin

Q3

Email address

Flyntg81@xtra.co.nz

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Drone fishing ...

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7 Respondent skipped this question

What is your view on the proposed series of measures?
Are there any other alternatives you suggest we consider?

Q8 Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9 Yes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10 Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11 Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12 I don't know

Should drones have their own standalone Rule Part?

Q13 Yes

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14 Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above property?

Q15 Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above people?

Q16 10 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

I don't know

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

What do you think of the proposed minor Rules changes?

Great start in right direction

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

Nothing, but wld show I'm a genuine operator

Q23

What format should this test take?

Other (please specify):

Online & practical , to show that person is comfortable with flying a drone

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

Nothing, happy as to register

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Great idea

Q30

Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31

No

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

I don't know

Should we introduce remote ID?

Q33

What impact would remote ID likely have on you?

Not alot

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#15

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 12:20:34 PM
Last Modified: Wednesday, April 07, 2021 12:45:48 PM
Time Spent: 00:25:13
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Graeme

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Fishing

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Rule 101 covers what I do

Registration and an online tutorial will ensure people know the rules

Not everyone will do this and how will it be policed I suggest not at all

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment::

Registration will give some accountability to those flouting 101

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No,

Please comment:

Majority of complaints are flying over land without permission How does this stop this

Q10

Are there any other problems and opportunities you can think of?

Cost and policing

Q11

Do you agree with the proposed order of implementation of the measures?

No,

Please comment:

First 3 yes the rest is not needed under 101

Page 4

Q12

Should drones have their own standalone Rule Part?

No ,

Please comment:

They are covered in 101

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

I don't know,

Please comment:

I don't fly in these areas

Q14

Should we change the requirement to gain consent to fly above property?

No – keep the existing consent provision,

Please comment:

There is privacy issues

Q15

Should we change the requirement to gain consent to fly above people?

Yes – use 'safe distances' as an alternative

Q16

10 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

Yes,

Are there any minor changes to the Rules that would make them easier for you to understand?

Please comment:

Accessible, I didn't know about 101 or 102 till I saw this

Q19

What do you think of the proposed minor Rules changes?

A simple questionnaire on 101 as prerequisite to register a drone should be sufficient

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

No,

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Please comment:

An ownership requirement Have an understanding of the rules, like H&S induction

Q22

What impact would a basic pilot qualification likely have on you?

I would know 101 before operating a drone

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

I don't know,
Please comment:
not clear in document

Q26

Is there any other special authorisations you would like to see?

no

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes,
Please comment:
Registration after doing a online test on rule 101

Q28

What impact would drone registration likely have on you?

none

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

digital is good like getting insurance these days

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, with 250 grams as the weight threshold

Q31

Should certain drones not need to be registered (select all that apply)

No

Page 7

Q32

Should we introduce remote ID?

No,
Please comment:
not under 101

Q33

What impact would remote ID likely have on you?

cost and maintenance

Page 8

Q34

Should we consider introducing geo-awareness?

Yes,

Please comment:

this needs to be part of registration

Q35

What impact would geo-awareness likely have on you?

none if it was part of registration

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

101 looks pretty good to me

Rego with a questionnaire should solve the majority of the issues with out persecuting the responsible operators

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#16

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 1:02:38 PM
Last Modified: Wednesday, April 07, 2021 1:28:54 PM
Time Spent: 00:26:16
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Rob Mabbett

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Have a drone that is solely for fishing

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I would support anything that will stop the unscrupulous operator, however I believe too many Operators won't follow any rules that are set up. How do you get an operator to attend a class, online or physical to complete study. If you had to have a licence prior to purchase maybe, but it will still be easy to obtain one and fly illegally.

Q8

I don't know

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

No

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11

Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Yes

Should drones have their own standalone Rule Part?

Q13

No

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14

No – keep the existing consent provision

Should we change the requirement to gain consent to fly above property?

Q15

No – keep the existing requirement

Should we change the requirement to gain consent to fly above people?

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Other (please specify):
500m

Q17

Are there any other major Rules changes we should consider?

Respondent skipped this question

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

No

Q19

What do you think of the proposed minor Rules changes?

Respondent skipped this question

Q20

Are there any other changes we should consider?

Respondent skipped this question

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes

Q22

What impact would a basic pilot qualification likely have on you?

Respondent skipped this question

Q23

What format should this test take?

Electronic/online theory test

Q24

Should there be a minimum age for basic pilot qualification?

Yes, 16 years

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

No

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

No

Should we introduce the proposed drone registration system?

Q28

Respondent skipped this question

What impact would drone registration likely have on you?

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Yes, but with a different weight as the threshold

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, drones flown solely indoors

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

No

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 10:31:55 AM
Last Modified: Wednesday, April 07, 2021 1:33:24 PM
Time Spent: 03:01:29
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

wayne gillard

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

i do demos for shops and fish with them also photography

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

drone reg i dont mind a number painted on it is ok, auto drone id on new models, no probs, old ones exempt.
geo awareness fencing caging is a good thing, if all areas are preprogrammed in to it that takes care of flying in no fly zones. a one off fee per, drone for the life of that drone with that owner is ok, but NOT YEARLY,,

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment::

sum things have to happen as always the few fuck it for the rest of us as usual, commercial drones yes but for the recreational person, if fly zones are built in then that should be enough, built in height rescitions combined with geo, should be enough

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes, with changes ,

Please comment:

as above

Q10

Are there any other problems and opportunities you can think of?

cost of setting up agencies to monitor flights, staffing, whos going to travel around playing drone police, a reg should be cheap, not a obsicale or a yearly expense other wise i just see it as a money grabbing thing

Q11

Do you agree with the proposed order of implementation of the measures?

Yes,

Please comment:

sum are good others sound like \$\$\$\$ grabbing

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes,

Please comment:

fair enough common sense, its the lack of that , is why im here writing

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

No

Q14

Should we change the requirement to gain consent to fly above property?

Yes – use 'safe distances' as an alternative,

Please comment:

if at a min height should not need permission

Q15 **Yes – use 'safe distances' as an alternative,**
Should we change the requirement to gain consent to fly
above people?
Please comment:
as above if set at 50 meters fly where you want to

Q16 **50 meters**
If we use 'safe distances' as an alternative to the
consent provision, what distance(s) would you consider
appropriate?

Q17
Are there any other major Rules changes we should consider?
just keep it common sense, simple then people will conform with rules and regulations,

Q18 **Yes,**
Are there any minor changes to the Rules that would
make them easier for you to understand?
Please comment:
one site to find everything you need, to much
conferdiction, one site says this another site says that,

Q19
What do you think of the proposed minor Rules changes?
sum are good others not

Q20
Are there any other changes we should consider?
if you are a cereal law breaker you get listed and cant buy or fly one

Page 5

Q21 **No,**
Should we introduce the proposed basic pilot qualification
for Part 101 drone pilots?
Please comment:
if you build in with geo grade software that should take
care of it i believe

Q22
What impact would a basic pilot qualification likely have on you?
none i use common sense

Q23 **Electronic/online theory test**
What format should this test take?

Q24

No

Should there be a minimum age for basic pilot qualification?

Q25

I don't know

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Is there any other special authorisations you would like to see?

no i got mine due to illness and ability to get around fishing, bad knees, so i shouldnt need a long license or special conditions just to go for a fish

Page 6

Q27

Yes, with changes,

Should we introduce the proposed drone registration system?

Please comment:
painted number im ok with, electronic sender im not

Q28

What impact would drone registration likely have on you?

cheap \$20 ok with anything more is money grabbing its a drone for fishing , not reg a car for christs sake

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

NO HAS POTENTIAL TO INTERFER WITH IT, COMMERCIAL DRONES YES

Q30

Yes, but with a different weight as the threshold ,

Should there be a minimum weight threshold for registering a drone?

Please comment:
7kg

Q31

Should certain drones not need to be registered (select all that apply)

Please comment:

personally if its recreational i feel shouldnt have to be registered, but in todays world bad people find uses for these things its a toughy

Page 7

Q32

Should we introduce remote ID?

I don't know,

Please comment:

as i replied in last ?? if it can be made and gaurented not to interfer with the rest of the electronics, maybe

Q33

What impact would remote ID likely have on you?

like my privacy, who will have access to this??.

Page 8

Q34

Should we consider introducing geo-awareness?

Yes,

Please comment:

good thing if a chip can be put into the drone so it wont work or warn you before, thats a great thing, covers all of nz

Q35

What impact would geo-awareness likely have on you?

saves time, dont have to waist time trying to find out the true info great

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

not that i can think of

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

#18

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 1:15:06 PM
Last Modified: Wednesday, April 07, 2021 1:47:23 PM
Time Spent: 00:32:16
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Andrew Gray

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I own a drone used for fishing only.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

The idea sound okay but the concern would be implementation and cost.if to involved and expensive then the public buy in will not happen and you will get a situation like NZ gun laws currently when no one actually knows how many guns are out there and people will use drones anyway.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

I don't know,

Please comment::

Possibly in some areas but not entirely.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No

Q10

Are there any other problems and opportunities you can think of?

The vast range of drones, capabilities and abilities of both drones and users.

Q11

Do you agree with the proposed order of implementation of the measures?

No,

Please comment:

The vast range of drones, capabilities and abilities of both drones and users make registration and enforcement a huge issue.

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

Possibly reduce but with height and range from user rules.

Q14

Should we change the requirement to gain consent to fly above property?

Yes – use 'safe distances' as an alternative

Q15

Should we change the requirement to gain consent to fly above people?

Yes – relax the requirement in another way

Q16

50 meters

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Are there any other major Rules changes we should consider?

Cannot think of any.

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Are there any other changes we should consider?

I think it is an education issue and efforts in this arena should be increased.

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

I don't know,

Please comment:

Depends on the finer rules that will be applied with this.

Q22

What impact would a basic pilot qualification likely have on you?

Depends on what it allows me to do or restrictions it places on me.

Q23

Electronic/online theory test

What format should this test take?

Q24

Should there be a minimum age for basic pilot qualification?

Yes, other age (please specify):

But with vast amount of drone types and abilities then this could cause compliance issues.

Q25

No

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

Is there a cost because this will impact public buy in.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Might be workable.

Q30

Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, drones flown solely indoors,

Should certain drones not need to be registered (select all that apply)

Please comment:

And maybe other abilities excluding them.

Page 7

Q32

I don't know

Should we introduce remote ID?

Q33

What impact would remote ID likely have on you?

Owner buy in and compliance.

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

None as long as the areas don't get tightened.

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#19

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 1:03:28 PM
Last Modified: Wednesday, April 07, 2021 2:22:52 PM
Time Spent: 01:19:23
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Pete Johnstone

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Photography and Drone Fishing

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Allow night flying for drones that used for drone fishing as they are only flying at a low altitude of less than 50m and over the sea.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

I don't know,

Please comment::

The proposed rules are their to hamper the hobbieist and is only in the best interests of the Comercial sector.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No,

Please comment:

Education is the key factor to better understand the rules as they stand. The proposed changes are only following overseas and hurting the public who have a right to fly models. This country is so determined to allow commercial enterprise and corporate money to precident over peoples right even tho there no proof of accidents or drones causing death.

Q10

Are there any other problems and opportunities you can think of?

Respondent skipped this question

Q11

Do you agree with the proposed order of implementation of the measures?

No,

Please comment:

Again like the firearms buyback and many other decisions it's all a knee jerk reaction and a way to collect income and wipe out the hobbieist just so the corporate sector can monopolise on outcome. It's not right.

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes,

Please comment:

To be able to fly at night if drone fishing but only to a make height of 30 meters and over the sea.

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

2km is ample and any maned aircraft 2km or more from airport should not be below 500 feet unless on approach or taking off in which case drone operators know this. Its the sides of the airport that are taken out in the 4k zone which is too far and restrictive.

Q14

Should we change the requirement to gain consent to fly above property?

Yes – use 'safe distances' as an alternative,

Please comment:

Modern drones today are super safe and very reliable. Being able to fly above property without consent within reason ie 20 meters above property should be aloud.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – remove the requirement completely,

Please comment:

Modern drones today are super safe and very reliable. Being able to fly above people without consent within reason ie 20 meters above people should be aloud.

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

30 metres

Q17

Are there any other major Rules changes we should consider?

Being able to fly at night for drone fishing only but only to a max height of 30 meters and only over the sea.

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

No

Q19

What do you think of the proposed minor Rules changes?

Respondent skipped this question

Q20

Are there any other changes we should consider?

Specific paragraph for drone fishing. Drone fishing is popular and the drone is only used to fly a bait with sinker 300 to 800m out to sea at a height between 5 and 15 meters. At the moment the present rules don't fully cater for the drone fisherman and the simple way the drone is used as a fishing tool.

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes,

Please comment:

But for those that already have NZFA or 101/102 certification should not have to do it and their certification should still stand and be accounted.

Q22

What impact would a basic pilot qualification likely have on you?

Nothing as I am a NZFA examiner/instructor for basic plane and multirotors. So already qualified.

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 14 years

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

No,

Should we introduce the proposed drone registration system?

Please comment:

This is just money gathering and following overseas which has proved not to work.

Q28

What impact would drone registration likely have on you?

Some of my drones are strickly used for drone fishing only and if one is lost at sea or gets wet and has to be rebuilt then that's another or registration. More cost for a fishing tool. I have drones just used for training purposes and racing drones. Can't and won't register them all.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Disagree with it, not all drones are used for Comercial work. There are farmers that use drones on farms, fishermen that use them without cameras just for fishing. The cost to upgrade these just to have identity authentication is far too great for what they are used for.

Q30

Should there be a minimum weight threshold for registering a drone?

No,

Please comment:
No registration.

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

,

Yes, others (please specify below),

Please comment:

Drones used specifically for drone fishing only.

Page 7

Q32

Should we introduce remote ID?

No,

Please comment:

For 102 and bigger companies, yes but the home hobbyist and farmers and drone fishermen NO NO NO

Q33

What impact would remote ID likely have on you?

Increased cost to upgrade a fishing tool that could go down into sea at anytime.

Page 8

Q34

Should we consider introducing geo-awareness?

No,

Please comment:

Each pilot is in charge of their craft and should assume responsibility, by enabling GPS awareness you are restricting where one can or cannot fly and forcing more restrictions on pilots that have approval to fly in those places. Its hard enough now wit DJI doing just this and trying to get their clearance even when one has ATC clearance to fly. We want to make thing easier not harder snd more restrictions.

Q35

What impact would geo-awareness likely have on you?

More than DJI already has on us now. I already know as many who have been certified and many who sit 101/102 certification will know where we can and can not fly, we don't need more clutter and extra stuff to deal with when planning and authorising flights.

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Why does NZ have to follow the rest of the world. Why can't we stand on our two feet and be innovative and initiate our own drone laws and interigation. Stand out from the crowd and do what's right for the citizens of this country and not the corporations paying big bucks to have their own way..

We always had model clubs and model planes and kids in this country where brought up with some freedom of flight. Now that right is been taken away. Time New Zealand got back to what it does best and stop adopting other countries testing.

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#20

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 2:29:50 PM
Last Modified: Wednesday, April 07, 2021 2:42:39 PM
Time Spent: 00:12:48
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Dave Dickinson

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Private owner used for fishing only

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Agree in principle

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

I don't know,

Please comment::

Other than some previous issues around airports perhaps only some basic education is required

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

I don't know

Q10

Are there any other problems and opportunities you can think of?

Where they are used in no fly zones penalties should be enforced

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Page 4

Q12

Should drones have their own standalone Rule Part?

I don't know

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

No

Q14

Should we change the requirement to gain consent to fly above property?

Yes – use 'safe distances' as an alternative

Q15

Should we change the requirement to gain consent to fly above people?

Yes – use 'safe distances' as an alternative

Q16

50 meters

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

I don't know

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

Respondent skipped this question

What impact would a basic pilot qualification likely have on you?

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

I don't know

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Should we introduce the proposed drone registration system?

I don't know,

Please comment:

No problem with registration depends on additional costs if required for tracking

Q28

What impact would drone registration likely have on you?

None unless there are any fees involved

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31

No

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

What impact would remote ID likely have on you?

Again happy so long as the administration costs don't apply to private owners

Page 8

Q34

I don't know

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#21

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 1:34:13 PM
Last Modified: Wednesday, April 07, 2021 2:52:45 PM
Time Spent: 01:18:31
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Wayne

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Fishing

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7 Respondent skipped this question
 What is your view on the proposed series of measures?
 Are there any other alternatives you suggest we consider?

Q8 **No,**
Please comment::
 Do you think the proposed series of measures would help achieve the desired objectives?
What you are proposing is a good series of measures, but you will only get the people who are already following part 101 rules to comply with the first 2 steps to start with. In my opinion, those currently flying outside the rules are going to continue to do so and these objectives will not help you identify them until you complete all of the measures, and enforce the drone manufacturer / sellers to put the hardware and software in place to enable it (and that is a global issue).

Q9 **No,**
Please comment:
 Do you think the proposed series of measures would address the problems and opportunities identified?
as above

Q10
 Are there any other problems and opportunities you can think of?
 current apps (airshare for example) are a good start, but not intuitive and the data in them is not complete and accurate.

Q11 **No,**
Please comment:
 Do you agree with the proposed order of implementation of the measures?
all should come at once

Page 4

Q12 **Yes**
 Should drones have their own standalone Rule Part?

Q13 **Yes,**
Please comment:
 Should we review the four-kilometre minimum flight distance from aerodromes?
define the different Aerodromes and have rules appropriate for each one. i.e commercial, controlled, uncontrolledly, etc. If an aerodrome is just a grass strip with a flag that a small aircraft uses once a blue moon or so, then don't restrict drone use just because it is there. make the airspace useable to everyone.

Q14 Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above property?

Q15 Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above people?

Q16 30 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17 Are there any other major Rules changes we should consider?

take into account approach and departure angles and directions from airfields for the restrictions, rather than a radius i.e. within 1km radius of aerodrome max drone flight allowed to a height of 100m, within 2km max 200m etc (i don't know actual angles, but an expert will). I think this is what paragraph 110 is referring to, but not sure

Q18 I don't know

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19 Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20 Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21 I don't know,
Please comment:
Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?
only law abiding people will do the qualification. In society you still get people driving without a drivers license, operation firearms without a firearms license, etc. Is getting a license going to solve the problems you are trying to solve?

Q22

What impact would a basic pilot qualification likely have on you?

nil impact

Q23

What format should this test take?

Other (please specify):

an online theory test followed by a practical exam

Q24

Should there be a minimum age for basic pilot qualification?

Yes, other age (please specify):

what is the minimum age you can get a maned aircraft license?

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Respondent skipped this question

Q26

Is there any other special authorisations you would like to see?

Respondent skipped this question

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes

Q28

What impact would drone registration likely have on you?

nil

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Respondent skipped this question

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, with 250 grams as the weight threshold

Enabling Drone Integration

Q31

Should certain drones not need to be registered (select all that apply)

No,

Please comment:

if a drone has the "capability" of flying outside the areas mentioned, then we must assume that it may be whether intentionally or not

Page 7

Q32

Should we introduce remote ID?

I don't know,

Please comment:

as long as it is not used to prosecute, only investigate inappropriate use and educate (same as a member of the public reporting inappropriate use)

Q33

What impact would remote ID likely have on you?

nil

Page 8

Q34

Should we consider introducing geo-awareness?

I don't know,

Please comment:

it would need accurate geo-fencing to be in place

Q35

What impact would geo-awareness likely have on you?

when fishing I don't exceed 30m height, but only fly over the ocean. I'd hate for a geo-fence to force my drone into the water

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Respondent skipped this question

Q37

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

Respondent skipped this question

#22

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 5:03:51 PM
Last Modified: Wednesday, April 07, 2021 5:17:40 PM
Time Spent: 00:13:48
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Aaron nant

Q3

Email address

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I solely use a drone for fishing purposes

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7 Respondent skipped this question

What is your view on the proposed series of measures?
Are there any other alternatives you suggest we consider?

Q8 I don't know

Do you think the proposed series of measures would help achieve the desired objectives?

Q9 I don't know

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10 Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11 Respondent skipped this question

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12 Yes

Should drones have their own standalone Rule Part?

Q13 Yes

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14 No – keep the existing consent provision

Should we change the requirement to gain consent to fly above property?

Q15 Yes – relax the requirement in another way

Should we change the requirement to gain consent to fly above people?

Q16 30 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

I don't know

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

Respondent skipped this question

What impact would a basic pilot qualification likely have on you?

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 14 years

Should there be a minimum age for basic pilot qualification?

Q25

I don't know

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

Respondent skipped this question

What impact would drone registration likely have on you?

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

I don't know

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#23

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 5:52:21 PM
Last Modified: Wednesday, April 07, 2021 6:17:05 PM
Time Spent: 00:24:43
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Sonny

Q3

Email address

[REDACTED]

Q4 Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

As an aeroplane pilot, I have an interest in drones due to their shared use of the same airspace as manned aircraft.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7 Respondent skipped this question

What is your view on the proposed series of measures?
Are there any other alternatives you suggest we consider?

Q8 Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9 Yes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10 Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11 Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12 Yes

Should drones have their own standalone Rule Part?

Q13 I don't know,

Should we review the four-kilometre minimum flight distance from aerodromes?

Please comment:

There are still an alarming number of near misses that occur within the vicinity of aerodromes between manned aircraft and drones. The proposed required qualifications, stronger enforcement of rules, and registration of drones may lead to an increase in compliance with the minimum flight distance.

Q14 I don't know

Should we change the requirement to gain consent to fly above property?

Q15 Respondent skipped this question

Should we change the requirement to gain consent to fly above people?

Q16

Respondent skipped this question

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

Respondent skipped this question

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

Respondent skipped this question

What impact would a basic pilot qualification likely have on you?

Q23

A practical examination of skill and a paper based written theory test (at a provider)

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

Respondent skipped this question

What impact would drone registration likely have on you?

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

No

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, drones flown solely indoors,

Should certain drones not need to be registered (select all that apply)

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#24

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 7:45:41 PM
Last Modified: Wednesday, April 07, 2021 7:59:54 PM
Time Spent: 00:14:12
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Mike

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

For drone fishing, East coast North Island

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q7 Respondent skipped this question

What is your view on the proposed series of measures?
Are there any other alternatives you suggest we consider?

Q8 Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9 Yes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10 Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11 Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12 Yes

Should drones have their own standalone Rule Part?

Q13 Yes

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14 Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above property?

Q15 No – keep the existing requirement

Should we change the requirement to gain consent to fly above people?

Q16 30 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

Respondent skipped this question

What impact would a basic pilot qualification likely have on you?

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

Respondent skipped this question

What impact would drone registration likely have on you?

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31

No

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#25

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 9:33:23 PM
Last Modified: Wednesday, April 07, 2021 9:46:07 PM
Time Spent: 00:12:44
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Andrew Rossaak

Q3

Email address

[REDACTED]

Q4 Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Use drone data for work. Am also a private pilot.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

All measures to promote safety of aircraft are welcome as are measures to be able to trace errant drone operators.

Q8

Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11

Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

I don't know

Should drones have their own standalone Rule Part?

Q13

No

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14

No – keep the existing consent provision

Should we change the requirement to gain consent to fly above property?

Q15

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above people?

Q16

50 meters

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

I don't know

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

None, apart from likely improved safety of aircraft

Q23

Other (please specify):

What format should this test take?

Online with a practical test and review every 2 years, like conventional pilots.

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

I don't know

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Page 6

Q27 **Yes**

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

None

Q29 Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30 Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31 Yes, drones flown solely indoors

Should certain drones not need to be registered (select all that apply)

Page 7

Q32 Yes

Should we introduce remote ID?

Q33 Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34 Yes

Should we consider introducing geo-awareness?

Q35 Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#26

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 07, 2021 10:54:21 PM
Last Modified: Wednesday, April 07, 2021 11:07:49 PM
Time Spent: 00:13:27
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Kevin Wing

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Private fishing

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q7 Respondent skipped this question

What is your view on the proposed series of measures?
Are there any other alternatives you suggest we consider?

Q8 Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9 Yes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10 Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11 Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12 Yes

Should drones have their own standalone Rule Part?

Q13 Yes

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14 Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above property?

Q15 Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above people?

Q16 50 meters

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?



Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

I don't know

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

Respondent skipped this question

What impact would a basic pilot qualification likely have on you?

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

I don't know

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

Respondent skipped this question

What impact would drone registration likely have on you?

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, drones flown solely indoors,

Should certain drones not need to be registered (select all that apply)

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#27

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 08, 2021 9:28:32 AM
Last Modified: Thursday, April 08, 2021 10:08:17 AM
Time Spent: 00:39:45
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Chris

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Hobby flying/photography

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Agree with more clear and concise rules, basic qualification/competency. But it's important that there aren't extra, large costs involved beyond the purchase of the Drone. Registration/remote ID would only work if they were minimal one off costs.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment:

Defined above.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes, with changes ,

Please comment:

Defined above.

Q10

Are there any other problems and opportunities you can think of?

Respondent skipped this question

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

I don't know,

Please comment:

This is a good general rule to apply to keep people aware of the dangers.

Q14

Should we change the requirement to gain consent to fly above property?

Yes – use 'safe distances' as an alternative,

Please comment:

Agree and understand that home owners deserve some privacy, but it's sometimes difficult to get appropriate image/video composition within the boundaries of ones own property... A 'safe distance' regulation would be a nice alternative to couple with consent, but also as a fallback if none can be obtained.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – use 'safe distances' as an alternative,

Please comment:

As above.

Q16

50 meters

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Are there any other major Rules changes we should consider?

Rules and regs around Regional parks needs to be relaxed. The country offers so many picturesque opportunities and so many of these exist in DOC land. The permit process is clunky and unnecessarily expensive. Need to find better ways to allow flights in these places.

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

Yes,

Please comment:

Some areas have extreme zone restrictions. Whenuapai airbase in Auckland for example blanket covers most of the North Shore, if it's possible to more granularly define a flight path that would be great. as it stands, technically ANY Drone operation on most parts of the North Shore, requires clearance from Whenuapai Air Control.

Q19

What do you think of the proposed minor Rules changes?

More clarity in rules would be a great thing.

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

Re-enforcement of the rules, a sense that you have done some due diligence around your responsibilities.

Q23

Electronic/online theory test

What format should this test take?

Enabling Drone Integration

Q24 Should there be a minimum age for basic pilot qualification?

Yes, other age (please specify):
16 is good, or align this with the current age for motor vehicle use?

Q25 Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Yes

Q26 Is there any other special authorisations you would like to see?

Respondent skipped this question

Page 6

Q27 Should we introduce the proposed drone registration system?

Yes

Q28 What impact would drone registration likely have on you?

Just simply the need to register.

Q29 What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Sounds ok. Identification of aircraft against a person can help to ensure rules etc are obeyed and there is accountability.

Q30 Should there be a minimum weight threshold for registering a drone?

Yes, with 250 grams as the weight threshold

Q31 Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors

Page 7

Q32

Should we introduce remote ID?

I don't know,

Please comment:

Concerns here about the costs involved to do such a thing
- could have negative impacts with generally disgruntled
people lodging complaints.

Q33

What impact would remote ID likely have on you?

Respondent skipped this question

Page 8

Q34

Should we consider introducing geo-awareness?

Yes

Q35

What impact would geo-awareness likely have on you?

Assistance in knowing of restrictions to given areas etc

Page 9

Q36

Do you have any other feedback on anything else in the
Enabling Drone Integration discussion document?

Respondent skipped this question

Q37

If you do not want your name or identifying information to
be included, please note the reasons why below. This will
be taken into account when we respond to any Official
Information Act requests that cover your submission.

Respondent skipped this question

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#28

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 08, 2021 10:31:18 AM
Last Modified: Thursday, April 08, 2021 10:54:03 AM
Time Spent: 00:22:44
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

allan

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

interest is fishing with a drone

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q7 Respondent skipped this question

What is your view on the proposed series of measures?
Are there any other alternatives you suggest we consider?

Q8 No

Do you think the proposed series of measures would help achieve the desired objectives?

Q9 No

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10 Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11 No

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12 No

Should drones have their own standalone Rule Part?

Q13 No

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14 No – keep the existing consent provision

Should we change the requirement to gain consent to fly above property?

Q15 No – keep the existing requirement

Should we change the requirement to gain consent to fly above people?

Q16 10 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

What do you think of the proposed minor Rules changes?

not necessary

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

none

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, other age (please specify):

Should there be a minimum age for basic pilot qualification?

18

Q25

I don't know

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

No

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

none

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

No

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, others (please specify below),

Should certain drones not need to be registered (select all that apply)

Please comment:
drones used for sport and recreation

Page 7

Q32

No,

Should we introduce remote ID?

Please comment:
WiFi ,cell phone or bluetooth causes interference with my drone

Q33

What impact would remote ID likely have on you?

as above

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

dont know

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#29

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 08, 2021 9:42:02 AM
Last Modified: Thursday, April 08, 2021 10:57:52 AM
Time Spent: 01:15:49
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Rens Molenaar

Q3

Email address

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Interested member of the public with an aviation maintenance background, not currently owning a drone but dabbled with COTS recreational drones in the past.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I am concerned about the basic pilot qualification, as drones are different in operation than other aircraft. I suppose the intent is the knowledge of the airspace rules. If this is the case this qualification should be able to be obtained through a low threshold minimal cost theoretical online course/exam. As anything more is required the effort to obtain may exceed the consequence of non-compliance.

Drone registration in some form using similar things like IMEI / MAC addresses is a crucial requirement to be able to enforce rule compliance but also hold owners accountable for any potential damage/injury

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment::

See comment about pilot qualification

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes

Q10

Are there any other problems and opportunities you can think of?

Respondent skipped this question

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Page 4

Q12

Should drones have their own standalone Rule Part?

No

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

The barrier in many cases is excessive for the requirements. A aircraft GPS approach has a 0.3Mile containment on final approach. Aircraft are quickly above 400 FT. The blanket 4KM radius approach unfairly disadvantages many potential operators based on potential poor airmanship of the pilot not being able to operate their aircraft in preferred boundaries

Q14

Should we change the requirement to gain consent to fly above property?

No – keep the existing consent provision,

Please comment:

The consent has to be tightened. Currently Part 102 operators can be relieved from the permission clause by a notification clause. This should be removed. If you are allowed to operate above someone's property permission is required. Under law there is a reasonable expectation of privacy, it's why we have fences and gates and one can't just enter these areas without permission. Yes privacy is not an aviation rule, but it should not ignore potential abuse of their rules in this regard and wash their hands clean. Unless you also allow people to employ anti drone measures over their property for anything under 400 ft this rules should not be removed.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – use 'safe distances' as an alternative,

Please comment:

Provided it is in public space and there is no reasonable expectation of privacy

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

10 metres

Q17

Are there any other major Rules changes we should consider?

Seeing as Kites are covered under the same rules, there should be accommodation for "kids" kites to be used in 4Km from an airport provided it does not reach above 400 ft and is not in the direct approach path.

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

No

Q19

What do you think of the proposed minor Rules changes?

Respondent skipped this question

Q20

Are there any other changes we should consider?

Respondent skipped this question

Enabling Drone Integration

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes,

Please comment:
as worded above is what i would expect

Q22

What impact would a basic pilot qualification likely have on you?

None

Q23

What format should this test take?

Electronic/online theory test

Q24

Should there be a minimum age for basic pilot qualification?

No

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Yes,

Please comment:
Aslong as this does not increase the overall entry cost to obtain qualification (competition driving) as the cost of obtaining should not make non-compliance appealing

Q26

Is there any other special authorisations you would like to see?

Respondent skipped this question

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes, with changes,

Please comment:
numbers printed on drones can be altered, used of an electronic ID (like imei on phones) would be more suitable

Q28

What impact would drone registration likely have on you?

Provided, the data is reasonably accessible I could hold the person accountable when they damage or injure items and people I hold dear.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

In addition to access to Police, insurance companies should have access to the information

Q30 Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31 Yes, drones flown solely indoors

Should certain drones not need to be registered (select all that apply)

Page 7

Q32 Yes

Should we introduce remote ID?

Q33

What impact would remote ID likely have on you?

none

Page 8

Q34 Yes

Should we consider introducing geo-awareness?

Q35 Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

New Zealand's ADS-B system uses solely 1090Mhz, ADS-B IN systems on aircraft are capable of receiving 1090Mhz and 978 UAT information.

NZ Should use the 978 capability for drones (although compatibility with ICAO 24 bit addresses must be considered) and then use the additional capability to provide aircraft with FIS-B information. This would benefit overall SA and provide a welcome service to the aviation industry who are now skeptical to drones.

Q37 Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

#30

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 08, 2021 12:22:46 PM
Last Modified: Thursday, April 08, 2021 12:41:05 PM
Time Spent: 00:18:19
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Josh Joe

Q3

Email address

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Ex-commercial photographer and videographer, now hobbyist. Flying for 5 years.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

The current ruleset is difficult for the average user to fully understand to a high degree due to the number of ACs and separate documents, advice and rules I have accumulated over the years. It would pay to have the rules converted into plain English and distilled down specifically into an easy document for UAV operators. Lots of operators I have come across try to fly to the rules but can't understand them fully because it is so hard to understand from the legal language.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment::

I agree having accountability to drone pilots is a good idea.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes, with changes ,

Please comment:

Part 102 certification should not be as expensive as it is. The FAA equivalent is far cheaper and more accessible, which means that operators are more likely to fork for it and operate safely.

Q10

Are there any other problems and opportunities you can think of?

Respondent skipped this question

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes,

Please comment:

Definitely, with a separate document to other 101 operations

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

Wellington is a good example. It's almost impossible to fly when the aerodrome distances blankets most suburbs and city limits.

Q14

Should we change the requirement to gain consent to fly above property?

Yes – relax the consent provision in another way,

Please comment:

Yes, this is an absolute pain in the ass. I have to ask 10 different owners at times, and I've only ever had one owner say no in my five years.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – remove the requirement completely,

Please comment:

Yes. 101 already provisions for operating safely around people. It is impractical to ask parkgoers, as an example, as they walk around the park when a drone is being used.

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

10 metres

Q17

Are there any other major Rules changes we should consider?

Respondent skipped this question

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

I don't know

Q19

What do you think of the proposed minor Rules changes?

Respondent skipped this question

Q20

Are there any other changes we should consider?

Just make the rules easier and more accessible. The full ruleset is in legal language which is confusing for the average user. I had to write a guide explaining everything on Reddit because of the difficulties I came across, and I still get questions today from people!

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes,

Please comment:

Definitely agree. Just make it accessible and accountable, cost wise and practically.

Q22

What impact would a basic pilot qualification likely have on you?

Huge, means that clients are more likely to have trust in UAV pilots with proven safety provisions.

Q23

What format should this test take?

A practical examination of skill and a paper based written theory test (at a provider)

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes,

Should we introduce the proposed drone registration system?

Please comment:
Totally agree. UAV owners should be held accountable and easily traced.

Q28

What impact would drone registration likely have on you?

None, I operate legally and safely. I don't like the idea of having my drone taken off me already!

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

I think that makes sense. DJI has digital identification systems already, and through ADB-S.

Q30

Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, drones flown solely indoors,

Should certain drones not need to be registered (select all that apply)

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Yes, others (please specify below),

Please comment:

Toy drones, like the small ones sold in toyshops

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

It would make things very easy

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#31

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 08, 2021 5:28:06 PM
Last Modified: Thursday, April 08, 2021 5:37:38 PM
Time Spent: 00:09:32
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Vaughan

Q3

Email address

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I back on to farm land and have the owners permission to fly, its a stress release for me and i love the freedom that it gives you, cruzing in and out of trees, flying with goggles theres nothing like it

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I think its all gone a bit far if im honest, i do understand that there are some dickheads out there but most of us obey the 400ft limit etc

Q8

I don't know

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

No

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11

No

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

No

Should drones have their own standalone Rule Part?

Q13

No

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above property?

Q15

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above people?

Q16

50 meters

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

No

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

Respondent skipped this question

What impact would a basic pilot qualification likely have on you?

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

No

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

No

Should we introduce the proposed drone registration system?

Q28

Respondent skipped this question

What impact would drone registration likely have on you?

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

No

Should there be a minimum weight threshold for registering a drone?

Q31

No

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

No

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#32

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 08, 2021 5:41:03 PM
Last Modified: Thursday, April 08, 2021 5:50:24 PM
Time Spent: 00:09:21
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Seth Moore

Q3

Email address

[REDACTED]

Q4 **Myself**

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Use drone for film making purposes and for racing

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I think it is a step in the right direction

Q8

Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Are there any other problems and opportunities you can think of?

I would for there do be different levels of qualifications/licences that are easy to find information about

Q11

Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Yes,

Should drones have their own standalone Rule Part?

Please comment:
they are not planes or helicopters and they are a massive growing community so yes for sure

Q13

No ,

Should we review the four-kilometre minimum flight distance from aerodromes?

Please comment:
this should remain the same. for some extremely rural airports with no atc I think it could be minimized

Q14

Yes – use 'safe distances' as an alternative,

Should we change the requirement to gain consent to fly above property?

Please comment:
planes and helicopters are allowed to fly above your house so why not drones. you don't own the air above you house

Q15

No – keep the existing requirement,

Should we change the requirement to gain consent to fly above people?

Please comment:
it works right now

Q16

30 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Are there any other major Rules changes we should consider?

licences and qualifications need to be improved and more tailored towards drones

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

would be useful for people joining our club

Q23

A practical examination of skill and a paper based written theory test (at a provider)

What format should this test take?

Q24

No

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Is there any other special authorisations you would like to see?

multiple levels

Page 6

Q27

No

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

unsure

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

not good for fpv

Q30

No

Should there be a minimum weight threshold for registering a drone?

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors,

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Page 7

Q32

No

Should we introduce remote ID?

Q33

What impact would remote ID likely have on you?

unsure

Page 8



Q34

No

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

not useful for fpv

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#33

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 08, 2021 6:02:36 PM
Last Modified: Thursday, April 08, 2021 6:44:29 PM
Time Spent: 00:41:52
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Brian Jones

Q3

Email address

[REDACTED]

Q4 Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Have been spied on by them

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Its got away on you. Registration won't work, how do you register and licence children? and drones can be bought in toy shops, online, and made at home. They are toys, they have uses around the home, they are used commercially, they are a hobby, like model aircraft, and they are raced as a hobby. They are also capable of being flown with 3D goggles for a "pilot" experience. They will also be used increasingly for criminal activity. About all you can do is develop anti drone technology to protect sensitive sites.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

No,
Please comment:
See above

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No,
Please comment:
See above

Q10

Are there any other problems and opportunities you can think of?

No. The problem is tracking the origin of the signal, and thus the "driver" - not the drone. There is a legal problem proving the owner and that the person with the controller was piloting "that" drone and not another.

Q11

Do you agree with the proposed order of implementation of the measures?

No,
Please comment:
I've been a warranted inspector in another area, The problem comes down to compliance, not the regulations per se. None of what you propose is enforceable for that proportion of the population who are likely to make a pest of themselves, or commit crimes.

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes,
Please comment:
Separate them from fixed wing and helicopter model aircraft

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,
Please comment:
But you need electronic measures to enforce this

Q14

Should we change the requirement to gain consent to fly above property?

Yes – use 'safe distances' as an alternative,
Please comment:
I've been pestered by drones over my spa pool. the current ban is unenforceable.

Q15 **Yes – use 'safe distances' as an alternative,**
Should we change the requirement to gain consent to fly above people?
Please comment:
See above

Q16 **50 meters**
If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17
Are there any other major Rules changes we should consider?
You need ability to enter property without a warrant (hot pursuit). You need limited liability for downing a drone and damaging it, you need the right to impound a drone and interrogate its memory and that of a controller, and you need the right to confiscate equipment used in an offence, and recover costs. You need the right to demand passwords and pin numbers and any computer and hard drive being used to control the drone.

Q18 **I don't know**
Are there any minor changes to the Rules that would make them easier for you to understand?

Q19
What do you think of the proposed minor Rules changes?
not much!

Q20
Are there any other changes we should consider?
See above

Page 5

Q21 **Please comment:**
Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?
How do you enforce it?

Q22
What impact would a basic pilot qualification likely have on you?
None. If I was of a mind to make a drone, why would I seek a licence to fly it?

Q23 **Respondent skipped this question**
What format should this test take?

Q24

Respondent skipped this question

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Is there any other special authorisations you would like to see?

Commercial operators, those who ply for reward or as part of their employment should be licenced. Thats an Occupational health and safety thing.

Page 6

Q27

Should we introduce the proposed drone registration system?

No,
Please comment:
Its unenforceable.

Q28

What impact would drone registration likely have on you?

none

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

not much!

Q30

Should there be a minimum weight threshold for registering a drone?

Please comment:
If you must, use the purpose, not the weight. If its for commercial use, then register it. Weight is of little use.

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors,
Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

,
Please comment:
See above

Page 7

Enabling Drone Integration

Q32

Should we introduce remote ID?

Yes,

Please comment:

But don't expect that all drone owners will comply. Again, how will you enforce it? If you cannot enforce it the regulation is useless.

Q33

What impact would remote ID likely have on you?

none

Page 8

Q34

Should we consider introducing geo-awareness?

Yes,

Please comment:

Again, don't assume that all drones will comply, and how will you enforce it.

Q35

What impact would geo-awareness likely have on you?

none, but it would be useful to know where drones were banned.

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Drones are here to stay, but it is really simple technology and very cheaply available to everyone, irrespective of age or social responsibility. They can be made easily. They are also going to be increasingly used commercially, and those are the drones that are "enforceable" in terms of writing regulations that your inspectors can enforce. If you cannot enforce it, don't bother. The drone built to fly phones over the fence of a prison, spy on spa pools or out of a gang pad, will not have all your geomonitors and id numbers. You have to have smarter ways to stop them (as you do).

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

#34

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 08, 2021 7:34:07 PM
Last Modified: Thursday, April 08, 2021 7:41:40 PM
Time Spent: 00:07:33
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Jack

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Photography and Videography

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I think

It's good just needs to be clear as at the moment they aren't clear at all.

Q8

Yes, with changes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

I don't know

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11

No

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Yes

Should drones have their own standalone Rule Part?

Q13

Yes,
Please comment:
4km is a lot

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14

Yes – relax the consent provision in another way

Should we change the requirement to gain consent to fly above property?

Q15

Yes – relax the requirement in another way

Should we change the requirement to gain consent to fly above people?

Q16

50 meters

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

No,

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Please comment:

I don't think people would do this. I think people will rather risk it than do it.

Q22

What impact would a basic pilot qualification likely have on you?

Not any as I would do it,

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

No

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Page 6

Q27

Respondent skipped this question

Should we introduce the proposed drone registration system?

Q28

Respondent skipped this question

What impact would drone registration likely have on you?

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Respondent skipped this question

Should there be a minimum weight threshold for registering a drone?

Q31

Please comment:

Should certain drones not need to be registered (select all that apply)

I would like for you and Councils to work together, as you have one set of rules and then so do they..

Page 7

Q32

No

Should we introduce remote ID?

Q33

What impact would remote ID likely have on you?

Wouldn't do it

Page 8

Q34

Yes,

Should we consider introducing geo-awareness?

Please comment:

I would like for you and Councils to work together, as you have one set of rules and then so do they..

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

I would like for you and Councils to work together, as you have one set of rules and then so do they.. I think everything needs to just be in one place..

Q37

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#35

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 08, 2021 7:45:53 PM
Last Modified: Thursday, April 08, 2021 7:58:54 PM
Time Spent: 00:13:00
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Jayden Jackson

Q3

Email address

Q4

Who are you submitting on behalf of?

Other,

If you are not submitting as an individual, please specify who you represent.:

All drone pilots who will be too lazy to take this survey, but it really does matter!! Drones are revolutionary

Q5

Briefly tell us your interest in drones

I fly FPV race drones, I think they can revolutionise the filming industry

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

You can't take away my future career.

Q8

No

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

No

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Are there any other problems and opportunities you can think of?

Please don't take away my future career.

Q11

No

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Yes

Should drones have their own standalone Rule Part?

Q13

No

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14

No – keep the existing consent provision

Should we change the requirement to gain consent to fly above property?

Q15

No – keep the existing requirement

Should we change the requirement to gain consent to fly above people?

Q16

30 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q17

Are there any other major Rules changes we should consider?

Put the information out there! Maybe give the local shops a rules and regulations booklet with every drone they sell?

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

No ,
Please comment:
Weight

Q19

What do you think of the proposed minor Rules changes?

Strange

Q20

Are there any other changes we should consider?

Booklets that explain rules,harsh penalties for people who break them .

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes, with changes

Q22

What impact would a basic pilot qualification likely have on you?

I'm doing a 102 course currently

Q23

What format should this test take?

A practical examination of skill and a paper based written theory test (at a provider)

Q24

Should there be a minimum age for basic pilot qualification?

Yes, 14 years

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

No

Q26

Is there any other special authorisations you would like to see?

No

Page 6

Q27

Should we introduce the proposed drone registration system?

No,
Please comment:
Not worth it.

Q28

What impact would drone registration likely have on you?

Nothings it's just not worth the money.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Sounds good, won't work..

Q30

Should there be a minimum weight threshold for registering a drone?

No

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors,
Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)
,
Yes, others (please specify below),
Please comment:
Children.

Page 7

Q32

Should we introduce remote ID?

No

Q33

What impact would remote ID likely have on you?

Nothing

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Page 8

Q34

No

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

Nothing

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

I think the laws are fine as they are ,maybe tighten up on what is sold with the drones,that can be up to you guys or the tax payer to pay for Those rule books to be sold with drones ,make the rules more available.

Q37

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#36

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 08, 2021 9:33:35 PM
Last Modified: Thursday, April 08, 2021 9:52:40 PM
Time Spent: 00:19:05
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Trent

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Cinematographer. Recreational Drone user.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Incidents ive seen or heard of all come from un-educated operators. Tougher regulation on who can sell consumer based drone products will assist this main problem.

I believe that drone remote identification would be key to enforcing the current rules.
However. Will the current larger Drone producers; (DJI) come with this feature built in?
Or will this involve aftermarket products to be used?

Q8

Yes, with changes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes, with changes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11

Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Yes

Should drones have their own standalone Rule Part?

Q13

Yes,

Should we review the four-kilometre minimum flight distance from aerodromes?

Please comment:
Uncontrolled aerodromes distance reduced.

Q14

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above property?

Q15

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above people?

Q16

10 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

Yes,

Are there any minor changes to the Rules that would make them easier for you to understand?

Please comment:
Clarification around shielded operations.

Q19

What do you think of the proposed minor Rules changes?

Ok

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes, with changes ,

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Please comment:
Subsidised classroom lead. Face to face learning required. Online learning will not express the importance of certain parts. Or a face to face practical element.

Q22

What impact would a basic pilot qualification likely have on you?

None as i already hold a 101 Cert

Q23

A practical examination of skill and a paper based written theory test (at a provider)

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?



Q25

I don't know

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

I don't know

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

Only if a drone found breaking the law/rules crashes and can be recovered by authorities, will this rule have any effect.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Not worth it

Q30

Yes, but with a different weight as the threshold

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, drones flown solely indoors,

Should certain drones not need to be registered (select all that apply)

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

No

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#37

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 08, 2021 11:20:53 PM
Last Modified: Thursday, April 08, 2021 11:39:39 PM
Time Spent: 00:18:45
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Murray Bruce

Q3

Email address

[REDACTED]

Q4 **Myself**

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Drones are an increasing part of modern life. I want to be sure that sensible regulation exists

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Enforcement of rules (If necessary) seems important. Possibly drones could be "Chipped" and/or a License would be needed.

Q8

Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

I don't know

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11

Respondent skipped this question

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Respondent skipped this question

Should drones have their own standalone Rule Part?

Q13

No

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14

No – keep the existing consent provision

Should we change the requirement to gain consent to fly above property?

Q15

No – keep the existing requirement

Should we change the requirement to gain consent to fly above people?

Q16

50 meters

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

I don't know

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

None I do not own a drone

Q23

A practical examination of skill and a paper based written theory test (at a provider)

What format should this test take?

Q24

Yes, other age (please specify):
18

Should there be a minimum age for basic pilot qualification?

Q25

I don't know

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Respondent skipped this question

Should we introduce the proposed drone registration system?

Q28

Respondent skipped this question

What impact would drone registration likely have on you?

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Respondent skipped this question

Should there be a minimum weight threshold for registering a drone?

Q31

No

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

What impact would remote ID likely have on you?

None

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

None

Page 9

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#38

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 08, 2021 11:03:19 PM
Last Modified: Friday, April 09, 2021 1:02:52 AM
Time Spent: 01:59:32
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

noe graffeuille

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I am using drones for both recreational and professional reasons.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Sounds like a good start, would be interested to see how it works with older drones that might not have the hardware to remote identification. It also brings problems with the DIY drone community that might not be able to get parts easily to remote ID or GPS track.

I like the idea of having a the equivalence of the learners license where you take a part 101 test online to get to the rules.

Geo-awareness is a double edged sword, as if it is too restrictive people will find away around it, and make it so there is no restrictions at all. It really depends what it restricts and in what ways. (maybe link it with airshare and make sure that the pilots have registered their flight and then unlock the flight area according to the flight path, this must be done in advance and not require internet connection while out in the field).

I like that there would be a cone like system around aerodromes, instead of a blanket zone.

Making sure people get used to drones and trusting them is very important.

I don't believe there is a real need for the line of sight rule in general, but getting rid of it in shielded operations might be an easier step.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment:

If there are too many restrictions around flying people will "jail break" their drones and make that there are no restrictions at all. Also depends on legacy drones that don't have the hardware needed for the new rules.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes, with changes ,

Please comment:

Lack of compliance would be solved with what you have listed. Drones registration would solve who is flying the drone, assuming it isn't rented or borrowed. I like the cone shaped airspace idea for the aerodromes, maybe do something like that for the airport airspaces?

Q10

Are there any other problems and opportunities you can think of?

DOC, it is very difficult finding where you can and can't fly, where you need a permit and where you don't.

I have tried for the south island and there are some places where it says you can but once you get there, there are no drone signs everywhere. Airshare is good because all the information is in one place, it would be nice if we could have something like this with DOC and maybe city councils (i know this is a massive task, but would be drone flying life A LOT easier) .

Q11

Do you agree with the proposed order of implementation of the measures?

No,

Please comment:

It really depends how Geo-fencing will be done and how the it will impact older drones and DIY drones. Apart from that I'm ok with the changes.

Enabling Drone Integration

Q12 **Yes,**
Should drones have their own standalone Rule Part?
Please comment:
This would make it easier to find the rules and make it easier to tweak rules specifically for drones.

Q13 **Yes**
Should we review the four-kilometre minimum flight distance from aerodromes?

Q14 **Yes – use 'safe distances' as an alternative**
Should we change the requirement to gain consent to fly above property?

Q15 **Yes – remove the requirement completely,**
Should we change the requirement to gain consent to fly above people?
Please comment:
The safe distance here shouldn't be more than a couple meters.

Q16 **10 metres**
If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17
Are there any other major Rules changes we should consider?
Flying around DOC areas should be less restrictive.

Q18 **No**
Are there any minor changes to the Rules that would make them easier for you to understand?

Q19
What do you think of the proposed minor Rules changes?
I think VLOS should be irrelevant since you can see what you're doing through the camera on the drone. and some of the higher end drones have sensors on every direction making it harder to crash and hit things as the drone will warn you and stop automatically.

Q20 **Respondent skipped this question**
Are there any other changes we should consider?

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

I would have to get it

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 14 years

Should there be a minimum age for basic pilot qualification?

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

I don't know,
Please comment:
i don't know what those parts do.

Q26

Is there any other special authorisations you would like to see?

Respondent skipped this question

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes,
Please comment:
It is done globally surprised it isn't already the case here

Q28

What impact would drone registration likely have on you?

I would have to register my drone.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

I think having the number physically on the drone would be completely useless, as no one could see it or read it once it is in the air.

Q30

Should there be a minimum weight threshold for registering a drone?

No,

Please comment:

I don't think the line on what is a drone should be based on weight.

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors,

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Page 7

Q32

Should we introduce remote ID?

I don't know,

Please comment:

It would help with identifying who is flying the drone, however there should be exceptions for older drones.

Q33

What impact would remote ID likely have on you?

Not sure if my drone has this feature and make it illegal to run.

Page 8

Q34

Should we consider introducing geo-awareness?

I don't know,

Please comment:

I think a map of where drones can and can't fly is a must, this has to include more than just airspace, since planes can fly over national parks and drones can't. So DOC would have to be involved with this process. Geo-awareness however should be able to take into account things like shielded operations and overrides if you for example logged your flight path into Air-share. Having warnings about airspaces is a good idea. But all of this comes at the cost of the DIY drone community, as it would be extra bloat to put on your small drone.

Q35

What impact would geo-awareness likely have on you?

could drastically change where i can and can't fly my drone but the map would make it easier to know where i can and can't fly the drone.

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

The big thing is making sure that the new restrictions aren't over restrictive and to keep in mind the DIY drone community, the geo-awareness and remoteID are extra things they would need to try and source.

Q37

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#39

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 09, 2021 10:33:00 AM
Last Modified: Friday, April 09, 2021 10:53:15 AM
Time Spent: 00:20:14
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Md Abdullah Al Asif Bhuiyan

Q3

Email address

[REDACTED]

Q4 Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I use drone as hobby and I know the rules(101). I fly drones for photography and always apply for permission from Airshare App and inform them when I am done.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I would like to propose drone and it's pilot's registration system along with mandatory part 101. Next step could be a theory examination of 101 where Ministry will have pilot's information about exams in the database along with their drone(s). Next step can be a Digital Licence Certificate.

I would also like to suggest making the part 2 exam free who pass the part 1 exam.

Q8

Yes, with changes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes, with changes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11

Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Yes

Should drones have their own standalone Rule Part?

Q13

No ,

Should we review the four kilometre minimum flight distance from aerodromes?

Please comment:

If people know about part 101 then it shouldn't be an issue.

Q14

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above property?

Q15

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above people?

Q16

30 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Are there any other major Rules changes we should consider?

Maybe you can introduce a completely separate website for drones. Where will be information about rules, exams, registration(if you introduce), how to gain permission from each local council and it's parks.

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Are there any other changes we should consider?

I would like to propose drone and it's pilot's registration system along with mandatory part 101. Next step could be a theory examination of 101 where Ministry will have pilot's information about exams in the database along with their drone(s). Next step can be a Digital Licence Certificate.

I would also like to suggest making the part 2 exam free who pass the part 1 exam.

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

Everyone will know the rules but I know people will ignore rules. So, you need to introduce an expiry date of the 101 certificate(6 months).

Q23

Electronic/online theory test

What format should this test take?

Enabling Drone Integration

Q24

Should there be a minimum age for basic pilot qualification?

Yes, other age (please specify):

18

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Yes

Q26

Is there any other special authorisations you would like to see?

Respondent skipped this question

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes,

Please comment:

This will be great!

Q28

What impact would drone registration likely have on you?

You can build a database of drone pilots and drones in NZ which will be helpful in the future.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Great!

Q30

Should there be a minimum weight threshold for registering a drone?

No,

Please comment:

Every Drone must be registered. DJI Mini will get away if you introduce a minimum weight threshold.

Q31

Should certain drones not need to be registered (select all that apply)

No

Page 7

Q32

Should we introduce remote ID?

Yes

Q33

What impact would remote ID likely have on you?

Make it safer in database.

Page 8

Q34

Should we consider introducing geo-awareness?

Yes,

Please comment:

Make the map easier to understand. Maybe just add labels in the map that - you can't fly drones here at all, you can fly drones here with permission, you can fly drones here within this height.

Q35

What impact would geo-awareness likely have on you?

This will be very helpful for new drone operators.

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

#40

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 09, 2021 10:35:03 AM
Last Modified: Friday, April 09, 2021 11:11:36 AM
Time Spent: 00:36:33
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Niels Peyre

Q3

Email address

[REDACTED]

Q4

Who are you submitting on behalf of?

Myself,

If you are not submitting as an individual, please specify who you represent.:

Also a drone pilot for Meridian Energy. Additional submission as such may come.

Q5

Briefly tell us your interest in drones

Licensed pilot for commercial operations in France. Both commercial and recreational user here. Pretty things and 3D modelling (photogrammetry).

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

NZ rules are pretty relaxed around the use of drones at the moment. But it does not necessarily feel like changing that is absolutely urgent. Most reckless users are probably recreational so setting a bar (even low) could preempt issues rather than having to restore the confidence in drone users after a potential issue, that to the best of my understanding, is yet to come.

Q8

Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11

No,

Do you agree with the proposed order of implementation of the measures?

Please comment:
Where is the order?

Page 4

Q12

Yes,

Should drones have their own standalone Rule Part?

Please comment:
Avoid blanket rules. This is too specific an industry.

Q13

I don't know,

Should we review the four-kilometre minimum flight distance from aerodromes?

Please comment:
I avoid aerodromes as a rule. Differentiating international airports and local aerodromes could help taking the former more seriously.

Q14

Yes – relax the consent provision in another way,

Should we change the requirement to gain consent to fly above property?

Please comment:
Consent makes sense in suburban areas and small properties, private quarters etc. Less so when we are talking huger areas, stations etc.

Q15

No – keep the existing requirement,

Should we change the requirement to gain consent to fly above people?

Please comment:
Keep consent. Waiving that could will lead to reckless behaviour, which in turn will backfire.

Q16

30 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

Respondent skipped this question

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes,

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Please comment:

Will limit reckless activities, give a sense of responsibility. It does not have to be hard.

Q22

What impact would a basic pilot qualification likely have on you?

Review the rules.

Q23

What format should this test take?

Other (please specify):

any of the above should be good. The former is probably the easiest to ensure compliance.

Q24

No

Should there be a minimum age for basic pilot qualification?

Q25

No,

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Please comment:

Not sure what those entails. But the plane pilots can actually be the most reckless drone pilots.

Q26

Is there any other special authorisations you would like to see?

Streamline the process to fly on DOC land?

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes, with changes,

Please comment:

250 rules is already high. The DJI Mavic mini has been designed to be just below that. There is not reason why those owners should be exempted.

Q28

What impact would drone registration likely have on you?

Limited. Just a bit of a pain to have to go through the paperwork.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Sounds good.

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, but with a different weight as the threshold

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors,

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Yes, others (please specify below),

Please comment:

Any specific use should be investigated (research models?.)

Page 7

Q32

Should we introduce remote ID?

I don't know,

Please comment:

Isn't that a potential privacy breach? Couldn't 3rd party be malicious? This is likely to generate a lot of push back within the community.

Q33

What impact would remote ID likely have on you?

Grunts.

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

Anything that helps flying safely would be welcome.

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

I would not recommend using what is happening in the US as an example. This is both a warfare between administrations (FAA and local councils are constantly putting out contradictory orders) and the far west in terms of what you can do re privacy etc.

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#41

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 09, 2021 10:08:12 AM
Last Modified: Friday, April 09, 2021 11:37:57 AM
Time Spent: 01:29:44
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

[REDACTED]

Q3

Email address

gradyconnell@newshub.co.nz

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Personal User, Occasional work use

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I agree changes need to be made, I have seen many videos posted on social media that show illegal drone usage or breach of the drone rules that are currently in place.

Q8

Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

No,

Please comment:

Do you think the proposed series of measures would address the problems and opportunities identified?

There are always people who will break the rules to get the cool shot and it then further effects those who do follow the rules and wish to use drones responsibly

Q10

Are there any other problems and opportunities you can think of?

There are too many airdromes that have very low flight usage that make drone flights illegal, A useful circumvent for this would be if the airdrome operator agrees that the drone user is safe to fly within the 4km zone they should be able too

Q11

Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Yes

Should drones have their own standalone Rule Part?

Q13

Yes

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above property?

Q15

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above people?

Enabling Drone Integration

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Other (please specify):

2-5 Meters

Q17

Are there any other major Rules changes we should consider?

The rules over who controls flying over roads and what restrictions councils can place on where people can fly as if they are flying within the rules set out under P 101 there shouldn't be any issue,

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

Yes,

Please comment:

Clearer maps and better ways of showing flights, better ways of showing a safe shielded operation

Q19

What do you think of the proposed minor Rules changes?

They are a step in the right direction

Q20

Are there any other changes we should consider?

There should be no fees for trying to organise a flight over DOC land and maps should show where DOC land is on the AIRSHARE website & App, All airdomes and airports should have a contact number or lose their rights on airsare

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes

Q22

What impact would a basic pilot qualification likely have on you?

Needing to do a test

Q23

What format should this test take?

Other (please specify):

Electronic online test and then practical test showing you understand the concepts

Q24

Should there be a minimum age for basic pilot qualification?

Yes, 16 years

Enabling Drone Integration

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Yes,

Please comment:

It should be easier/cheaper to get Part 102 Qualified as there are many companies offering it but it is not very clear on what can be modified of part 101 to part 102 and the associated costs and times it takes

Q26

Is there any other special authorisations you would like to see?

Flying over roads safely

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes

Q28

What impact would drone registration likely have on you?

None at this stage as I fly a sub 250gm drone

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Respondent skipped this question

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, but with a different weight as the threshold ,

Please comment:

500GM

Q31

Should certain drones not need to be registered (select all that apply)

No

Page 7

Q32

Should we introduce remote ID?

Yes,

Please comment:

The Cost needs to be affordable to all drone operators

Q33

What impact would remote ID likely have on you?

Happy to abide by the rule but remote ID needs to be affordable and be able to be retrofitted into older drones as many users still use older drones like the phantom 1 and 2

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

Easier access to zones previously restricted and reduced risk of flying in zones that are restricted that aren't listed on Airshare

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Drones aren't going anywhere and people will continue to break rules to get the shots required, but rules shouldn't harm those that are flying right and safe. NZ should continue to not have separate rules for commercial and non commercial as it would only further complicate the rules.

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#42

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 09, 2021 8:34:11 PM
Last Modified: Friday, April 09, 2021 8:56:02 PM
Time Spent: 00:21:50
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Bernard Satherley

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Personal use plus photography and fishing

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

The previous rules were more than enough to ensure safety.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

No,

Please comment::

If you make it too difficult people will flout the rules.

Landowner permission is the wort rule that highlights this issue

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No

Q10

Are there any other problems and opportunities you can think of?

Respondent skipped this question

Q11

Do you agree with the proposed order of implementation of the measures?

No

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

No ,

Please comment:

The rule is fine as long as permission from the aerodrone is given and other rules adhered to

Q14

Should we change the requirement to gain consent to fly above property?

Yes – use 'safe distances' as an alternative,

Please comment:

The current rule of land owners permission is what makes people flout the rules.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – use 'safe distances' as an alternative

Enabling Drone Integration

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Other (please specify):

Same as Australia

Q17

Are there any other major Rules changes we should consider?

No

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

No

Q19

What do you think of the proposed minor Rules changes?

Respondent skipped this question

Q20

Are there any other changes we should consider?

Respondent skipped this question

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes

Q22

What impact would a basic pilot qualification likely have on you?

None, as I all ready have one

Q23

What format should this test take?

Electronic/online theory test

Q24

Should there be a minimum age for basic pilot qualification?

Yes, 14 years

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Yes

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

I'll have to register my drones that are over 250g and put a number on them

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, drones flown solely indoors,

Should certain drones not need to be registered (select all that apply)

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

,

Yes, others (please specify below),

Please comment:

Under 250gms

Page 7

Q32

No,

Should we introduce remote ID?

Please comment:

Third parties being able to see your details. Imagine the nightmare of CAA trying to enforce the level of suspected complaints coming in. Whether true or not.

Q33

What impact would remote ID likely have on you?

Handling calls all day long from CAA because "concerned citizens" thought my drone was flying illegally

Page 8

Q34

Should we consider introducing geo-awareness?

No,

Please comment:

DJI all ready have a system. It's called Geofencing. I don't think if NZ CAA developed their own system that people would opt in.

Q35

What impact would geo-awareness likely have on you?

It will only ever be an option unless built into the technology

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Reduce the ruling on land owners permission to safe distances please.

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#43

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 09, 2021 10:29:55 PM
Last Modified: Friday, April 09, 2021 11:42:08 PM
Time Spent: 01:12:12
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Jeremy Brizzell

Q3

Email address

[REDACTED]

Q4 Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I build, fly and live FPV drones.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Education is the only thing that will truly make a difference. Being a hobby level FPV pilot I have made myself as aware as I can be about local and national laws regarding restricted airspace and permissions required to fly in the areas I fly. Hobby level pilots who build their own quads are the most educated regarding laws but we are being lumped in with all the consumer level DJI pilots that buy a toy off the shelf and know nothing about its capabilities and potential dangers when things go wrong. There NEEDS to be two separate classes of drone pilot. Basic qualifications is a good idea with incentives for those who hold them.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment::

Get rid of remote ID at the very least. In reality it will be pointless and unattainable for the majority of homebuilt freestyle quads.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No

Q10

Are there any other problems and opportunities you can think of?

Consumer and hobby level pilots being lumped with the same restrictions. There have been no recorded instances of hobby level pilots having interfered in any way with actual aircraft. ALL instances have been consumer level photography drones.

Q11

Do you agree with the proposed order of implementation of the measures?

No

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

No ,

Please comment:

It should definitely NOT be lowered but should probably not be raised either. Shielded operations in ATC control zones should be allowed but with VERY strict enforcement by the drone pilot.

Q14

Should we change the requirement to gain consent to fly above property?

No – keep the existing consent provision,

Please comment:

If you are flying over private property it is only decent that you ask permission to do so. Completely understandable. Public property e.g. Parks, reserves etc. should be free to use.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – relax the requirement in another way,

Please comment:

For flying DIRECTLY above people it is only fair that they be at LEAST warned that there may be a potential hazard above them. Drones falling from a height can do serious damage to people and property in the right/wrong circumstances.

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Other (please specify):

Not DIRECTLY above or in the fall trajectory without consent

Q17

Are there any other major Rules changes we should consider?

Respondent skipped this question

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

No

Q19

What do you think of the proposed minor Rules changes?

Respondent skipped this question

Q20

Are there any other changes we should consider?

Respondent skipped this question

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes, with changes ,

Please comment:

Seperate sub categories for hobby/fpv and consumer/photography levels

Q22

What impact would a basic pilot qualification likely have on you?

None. I will fly regardless of the law to the safest possible level I am able. But I will attain the basic qualification for the purpose of furthering my knowledge about the laws I may or may not be breaking.

Q23

What format should this test take?

A practical examination of skill and a paper based written theory test (at a provider)

Q24

Should there be a minimum age for basic pilot qualification?

Yes, other age (please specify):
13

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Yes

Q26

Is there any other special authorisations you would like to see?

Permission for BVLOS for hobby level pilots for the purposes of FPV

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes, with changes,

Please comment:

For custom built, such as all mine are, perhaps just a written frame model (such as TBS Source One V4) as opposed to a photo as my builds change so often you would be getting a photo every two weeks of what appears to be the same drone but with swapped out motors or camera, but frames rarely change and images can easily be found of naked frames for reference.

Q28

What impact would drone registration likely have on you?

None. I would register my drones. At the very least if I lose one it would make it possible for someone to find me and return it.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

A one off, per pilot, payment would be the only way to ensure highest participation. Per drone would become tedious for people with a large stable and disincentivise people to register.

Q30 Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31 Yes, drones flown solely indoors,
Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)
,
Yes, others (please specify below),
Please comment:
Under 250g

Page 7

Q32 No,
Should we introduce remote ID? Please comment:
Not feasible for hobby level where we are trying to shave every gram we can get off as it is.

Q33 What impact would remote ID likely have on you?
None. I would not use it. Period. If it was introduced alongside registration I would then also not register my drones which would make the whole system redundant.

Page 8

Q34 No,
Should we consider introducing geo-awareness? Please comment:
Extra hardware that is almost never installed on a hobby level quad. For consumer level photography drones, it's a great idea. Keep those idiots from doing dumb stuff.

Q35 What impact would geo-awareness likely have on you?
None. I would not use it ever.

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

PLEASE! Make a distinction between hobby level enthusiasts that build and breathe quads, and the consumer level drones that people just buy off a shelf with no REAL interest or knowledge about anything surrounding the laws. PLEASE! We are absolutely two different breeds.

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#44

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 09, 2021 11:57:25 PM
Last Modified: Saturday, April 10, 2021 12:07:04 AM
Time Spent: 00:09:38
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Nash G Krishnamoorthy

Q3

Email address

[REDACTED]

Q4 Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Hobby flights

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

The current measures are good.

Q8

Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11

Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Yes

Should drones have their own standalone Rule Part?

Q13

No

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14

Yes – remove the consent provision completely

Should we change the requirement to gain consent to fly above property?

Q15

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above people?

Q16

10 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

Respondent skipped this question

What impact would a basic pilot qualification likely have on you?

Q23

Electronic/online theory test

What format should this test take?

Q24

No

Should there be a minimum age for basic pilot qualification?

Q25

No

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

No

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

I don't see why drone registration needs to be done. Some of us have multiple drones and it's only used within the law

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

No

Should there be a minimum weight threshold for registering a drone?

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors,

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

,

Yes, others (please specify below),

Please comment:

Fields and parks that is permitted to fly

Page 7

Q32

No

Should we introduce remote ID?

Q33

What impact would remote ID likely have on you?

I have multiple drones that I use at the park and I don't see a reason for it to have IDs on them. From my personal opinion, as long as the individual completed the 101 course of flying a drone that should be sufficient enough

Page 8

Q34

No

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

At the moment the information provided online is the guideline for me and I use them all the time. I follow the rules set and flew only in parks

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#45

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, April 10, 2021 7:20:16 AM
Last Modified: Saturday, April 10, 2021 7:35:58 AM
Time Spent: 00:15:41
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Jack Johnson

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I fly fpv racing drones

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I think that they would make fpv racing drone hobbyists suffer for no good reason. Drones are not actually dangerous, and to fly fpv racing drones, you must have a lot of skill and knowledge. Fpv pilots fly responsibly and away from other people. We also generally don't fly above tree level, so there is no risk of manned aircraft collision.

Q8

Yes, with changes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes, with changes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11

No

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Yes

Should drones have their own standalone Rule Part?

Q13

No

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14

No – keep the existing consent provision

Should we change the requirement to gain consent to fly above property?

Q15

No – keep the existing requirement

Should we change the requirement to gain consent to fly above people?

Q16

30 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

Respondent skipped this question

What impact would a basic pilot qualification likely have on you?

Q23

Electronic/online theory test

What format should this test take?

Q24

No

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Should we introduce the proposed drone registration system?

No,

Please comment:

Maybe for 400 grams and over would be more reasonable. These drones would not pose any threat to property, people or aircraft as they are light and slower.

Q28

What impact would drone registration likely have on you?

None. My drones are very small "toys" all under 100 grams.

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, but with a different weight as the threshold ,

Please comment:

400 grams.

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors,

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

,

Please comment:

Drones without a camera, hobbieists fpv drones that are smaller than 400 grams.

Page 7

Q32

Should we introduce remote ID?

No,

Please comment:

It will make it bad for privacy and it will not benefit aircrafts' safety. There is no good reason for it.

Q33

What impact would remote ID likely have on you?

My drones are harmless toys. They do not need remote ID as they pose no threat to anything and they are just flown for fun away from other people and do not fly high.

Page 8

Q34

No

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#46

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, April 10, 2021 7:20:40 AM
Last Modified: Saturday, April 10, 2021 7:48:05 AM
Time Spent: 00:27:25
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Helena

Q3

Email address

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Fishing drones

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I agree with most of the measures. The suggested weight of 250gms is too light currently, although I understand this gives wiggle room as drone tech advances. I think that you'll find a huge number of drone users in NZ are fishing drones. Used over water at low height and have very low risk. I think that if you are using a drone under 30mtrs, not over people or property, outside the aerospace zone and within line of sight current 101 is fine. This proposal is over complicated for users of this nature .

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment:
As above

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No,

Please comment:
I don't believe that there is sufficient enforcement for this to work.

Q10

Are there any other problems and opportunities you can think of?

Respondent skipped this question

Q11

Do you agree with the proposed order of implementation of the measures?

No

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

No ,

Please comment:
I think this is a reasonable distance.

Q14

Should we change the requirement to gain consent to fly above property?

No – keep the existing consent provision

Q15

Should we change the requirement to gain consent to fly above people?

Yes – use 'safe distances' as an alternative

Q16

30 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

Yes,

Are there any minor changes to the Rules that would make them easier for you to understand?

Please comment:

If you are flying less than 30 mtrs, in line of sight, not above people or property, not carrying a camera and outside the areo space then your good to go. Simple.

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Are there any other changes we should consider?

As above. Fishing drones not included in this over complicating of recreational use

Page 5

Q21

Yes, with changes ,

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Please comment:

Only if you are flying a drone over people or property not your own

Q22

What impact would a basic pilot qualification likely have on you?

It's an over complication. It is not even a legal requirement to hold a skippers license in NZ. This is a far riskier vessel than flying a drone to fish. This seems like a 'catch all' policy (no pun intended)

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, other age (please specify):

Should there be a minimum age for basic pilot qualification?

But only required if flying over people or private property not your own.

Q25

I don't know

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes, with changes,

Should we introduce the proposed drone registration system?

Please comment:
The weight is too light.

Q28

What impact would drone registration likely have on you?

It's just a pain and seems like overkill. Powered boats in NZ under 4mtrs don't have to be registered.

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Yes, but with a different weight as the threshold

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, others (please specify below),

Should certain drones not need to be registered (select all that apply)

Please comment:
Fishing drones. Taking lines out less than 1km, under 30mtrs high, not over people or private property. These drones are heavier than 250grms to go the distance and to support line weight.

Page 7

Q32

No

Should we introduce remote ID?

Q33

What impact would remote ID likely have on you?

I don't want everyone knowing my fishing spots. :) If flying over people or property I think it's a good idea.

Page 8

Q34

I don't know

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#47

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, April 10, 2021 8:21:20 AM
Last Modified: Saturday, April 10, 2021 9:08:18 AM
Time Spent: 00:46:58
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

David Ritchie

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I fly a small fpv drone for recreational use with the intent of filming the flight.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I feel that majority of these rules and regulations are very useful when flying a cine or camera drone.

However, some of these rulings would limit the ability to fly fpv such as the 9th point in the introduction this point of needing certification to fly BVLOS means many people would have to begin a learning session to be able to fly in many cases that are BVLOS. this ruling also calls for experience to be shown showing flying an fpv drone has lots of skill and often learning is done in big space where the drone will become out the visual range and so this would make getting the certification very difficult as you couldn't learn to get it and you'd need to get it to learn.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment::

I feel that this would need to be tweaked to encompass more types of drones. With only 3 weight classes listed, I find that you will encounter an issue with limiting these smaller drones especially. I'd opt for a <500g a 1000g a 2500g and then a 5kg than to 15kg, and the part limitation will be ineffective as many drones can merge parts to avoid these regulations. I'd also subdivide into classes of FPV, Photography, and commercial this would enable far greater control and acceptance in the community.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes,

Please comment:

I feel that there need to be regulations on this and the way it's being done is ok.

Q10

Are there any other problems and opportunities you can think of?

only that you may be shutting down a thriving industry of the FPV community by enforcing some of the flight restrictions.

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Page 4

Q12

Should drones have their own standalone Rule Part?

I don't know,

Please comment:

I'm not aware of any reason why they should but I know that someone will have some and I believe they should be heard.

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

I feel that with modern drones the drone that is flying within that distance will be heavily regulated in say commercial use or are skilled personal pilots and I feel that a 2.5 or 3-kilometre rule would be more fitting.

Q14

Should we change the requirement to gain consent to fly above property?

No – keep the existing consent provision,

Please comment:

this would prevent any land or privacy disputes.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – use ‘safe distances’ as an alternative,

Please comment:

this method allows for a much more streamlined opportunity to flight.

Q16

If we use ‘safe distances’ as an alternative to the consent provision, what distance(s) would you consider appropriate?

30 metres

Q17

Are there any other major Rules changes we should consider?

none

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

No

Q19

What do you think of the proposed minor Rules changes?

i feel that they should be more focused on large or commercial drones

Q20

Are there any other changes we should consider?

none

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes, with changes ,

Please comment:

the change is it needs to look at BVLOS and flying from an fpv perspective. and the storage of batteries

Q22

What impact would a basic pilot qualification likely have on you?

I would need to begin to apply for a qualification

Q23

What format should this test take?

Electronic/online theory test

Q24

Should there be a minimum age for basic pilot qualification?

No

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Yes

Q26

Is there any other special authorisations you would like to see?

a licence or licence stamp for the flight of sub 10kg fpv drones

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes, with changes,

Please comment:

the change is could the number be a series of existing serial numbers as many small drone lack space for a visible tag or NFC could also be used.

Q28

What impact would drone registration likely have on you?

id have to work a tag into an already tightly packed frame

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

I think if that's what is going to be done that's the right way to do it.

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, but with a different weight as the threshold ,

Please comment:
id put the weight at 500g

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors,

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Please comment:

these drones are like to never cause an issue and so the regulation is unnecessary as well as they are likely to never be a problem to other people.

Page 7

Q32

Should we introduce remote ID?

Yes,

Please comment:

but only on drones of commercial use and of a mass greater then 7.5kg as and smaller and they would lake the power to do so.

Q33

What impact would remote ID likely have on you?

id likely have to buy a new frame and motors to accommodate the system while also amping up the electronics to run the susystem

Page 8

Q34

Should we consider introducing geo-awareness?

Yes,

Please comment:

this seems to be a very good idea as it is necessary however id like to see it implemented with classes of what can fly where and using a well-designed mobile and pc app would be most effective.

Q35

What impact would geo-awareness likely have on you?

no impact as i mainly fly on a large private land block

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

No, I feel that I have expressed all the changes id like to see

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#48

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, April 10, 2021 2:33:05 PM
Last Modified: Saturday, April 10, 2021 2:57:21 PM
Time Spent: 00:24:15
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Ben

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Recreational mostly fpv

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

They are too restrictive, also they don't distinguish between someone who buys an off the shelf drone with no education and someone like myself that builds there own from scratch, knows how it works and of course how to fly it safely

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

No,

Please comment::

More focus on education is needed, it also seems the people making the rules don't fully understand the sector

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No

Q10

Are there any other problems and opportunities you can think of?

Respondent skipped this question

Q11

Do you agree with the proposed order of implementation of the measures?

No

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes

Q14

Should we change the requirement to gain consent to fly above property?

I don't know

Q15

Should we change the requirement to gain consent to fly above people?

Yes – relax the requirement in another way

Q16

10 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Are there any other major Rules changes we should consider?

Allow drones in auckland regional parks (with rules around proximity to people, livestock and wildlife)

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

Yes,
Please comment:
As above

Q19

What do you think of the proposed minor Rules changes?

Not much

Q20

Are there any other changes we should consider?

Allow bvlos for fpv in shielded operation and in private property

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes, with changes ,
Please comment:
Should be required for people buying drones off the shelf... But just training and not some ridiculous fee

Q22

What impact would a basic pilot qualification likely have on you?

I would pass... Financially has to be cheap

Q23

Electronic/online theory test

What format should this test take?

Q24

No

Should there be a minimum age for basic pilot qualification?

Q25

No

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Is there any other special authorisations you would like to see?

Alow bvlos

Page 6

Q27

No

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

No wont register my drone unless it is free

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Not alot

Q30

No

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

No

Should we introduce remote ID?

Q33

What impact would remote ID likely have on you?

Better be cheap

Page 8

Q34

No

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

Unsure

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#49

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, April 12, 2021 12:24:08 PM
Last Modified: Monday, April 12, 2021 12:34:20 PM
Time Spent: 00:10:12
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Cory Tito

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Recreational drone owner

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I think the proposed measures are good. I think removing the need to gain permission to fly over property and persons would be beneficial.

I also think drone operators should easily be able to get insurance to cover costs in the event of an accident. Currently this is extremely hard to do.

Q8

Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Are there any other problems and opportunities you can think of?

There is currently a lack of training facilities within the regions.

Q11

Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Yes

Should drones have their own standalone Rule Part?

Q13

Yes

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above property?

Q15

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above people?

Q16

50 meters

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

What do you think of the proposed minor Rules changes?

I am in favour

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes,

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Please comment:
Online

Q22

What impact would a basic pilot qualification likely have on you?

It would give me the confidence to fly with the knowledge and backing that i'm doing everything within the law

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

No

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes,

Please comment:

Absolutely, this would weed out those who use their drones for purposes they shouldnt be.

Q28

What impact would drone registration likely have on you?

Cost, if any.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Real Me

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, with 250 grams as the weight threshold

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors,

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Page 7

Q32

Should we introduce remote ID?

Yes,

Please comment:

As long as the information is kept private unless requested for legitimate purposes via an agency.

Q33

What impact would remote ID likely have on you?

Very little

Page 8

Q34

I don't know

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

I'm pleased to see we are getting somewhere on this topic. I hope some, if not all new measures are adopted.

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#50

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, April 12, 2021 12:20:40 PM
Last Modified: Monday, April 12, 2021 12:57:37 PM
Time Spent: 00:36:56
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Brady Dyer

Q3

Email address

[REDACTED]

Q4 **Myself**

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Have been flying drones for 15 years for photography/videography purposes.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

They seem like good measures to take. Particularly the amount of time that must be wasted when complaints are made and trying to find who is flying what. The extra work as an operator to get landowner and people permission means in some cases (real estate photography) its not worth the hassle or cost to get the photos, or operators just break the rules anyway - which makes it unfair for operators who are following the rules.

Q8

Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Are there any other problems and opportunities you can think of?

Big opportunity for using the existing network of roads, and a layer of airspace for exclusive drone use. Thinking of autonomous drones doing delivers or goods and eventually people. Above the road network provides a wide corridor where most people below are protected from vehicles (if an accident were to occur) there aren't various heights of buildings above the road network, and provides a logical path for longer distance deliveries. Over time this road network would be expanded to have purely air corridors (thinking along rivers or parks, where direct routes are better)

Q11

Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Yes,

Should drones have their own standalone Rule Part?

Please comment:

Makes it easier for new people to follow

Q13

Yes,

Should we review the four-kilometre minimum flight distance from aerodromes?

Please comment:

In most cases it is the controlled airspace that is an issue. However 4km around aerodromes (Particularly helipads) to cause a lot of time to be wasted trying to even talk to the right person. Wellington airport has been easy to deal with, Wellington Helipad very good, but the wellington hospital has been very hard to get 'permission from' as they don't know if and when the rescue helicopter is arriving, so have been reluctant to give permission when its been nearby.

Q14

Should we change the requirement to gain consent to fly above property?

Yes – remove the consent provision completely,

Please comment:

The provision doesn't protect privacy, so it should be removed, and if privacy is an issue then existing privacy rules should be updated. Too prohibitive for flying, especially with aerial photography & videography. If someone wants a photo of their building, they don't often want a birds eye view, but want a view from the side. This also has been prohibitive for getting photos where there isn't access to a water body. I recently was hired to take photos of Sky Stadium, but couldn't get physical access to the water around Centre Port, and obviously couldn't fly over Aotea Quay, Centreport, or SH1 to get out over the water. In the end a plan was hatched to take a boat out and launch from there, which adds more cost, risk and ended up being too much of a deterrent for the client that it didn't go ahead.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – remove the requirement completely,

Please comment:

I'm less supportive of this one, there are times where I think this makes sense (large concerts etc, I have flown around the perimeter of a crowd to capture it, you don't usually need to get above a crowd to take a photo of them. Having said that though, it has proved difficult in some jobs, and has forced me to take off in riskier spots to mitigate this rule. i.e. flying around Wellington Harbour, rather than taking off on the path around the harbour, having to go down and take off from my hand directly above the water instead.

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

10 metres

Q17

Are there any other major Rules changes we should consider?

Visual line of sight. Drone technology is increasing fast, and a cheap prosumer drone can easily fly 7km+ but the visual line of sight rule prohibits this.

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

Yes,

Please comment:

How each of the rules changes when flying shielded operations. i.e. you still needed land and people consent, but could fly at night. Does the 'shielded' object have to be line of sight between the drone & the aerodrome? if the aerodrome isn't operation (thinking of wellington helipad at night) does the rule still apply?

Q19

What do you think of the proposed minor Rules changes?

Introducing a license for all people is a great idea. Having something visual that people can inspect when flying would speed up a lot of interactions with worried people.

Q20

Are there any other changes we should consider?

Public able to search airshare flights to see if someone has permission or approval to fly there. If flying in a very public spot its very dangerous having a number of people coming up saying "you cant fly here" when you've gone through the proper processes to ensure you can.

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

Something physical to show people who asking if you have something.
Visual proof to clients that you are qualified.

Q23

Electronic/online theory test

What format should this test take?

Q24

No

Should there be a minimum age for basic pilot qualification?

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

I don't know,

Please comment:

If this is with regards to people who have already gained approval, not having to sit the test again. then it wouldn't hurt to get them to do the approval again. Most people who have done this approval, did it in 2015 when the rules changed, so wouldn't hurt having a refresh. Also if some rules are changing (flying over people etc) then it would be good to have the test done with the current rules.

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

None - great idea.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Good idea.

Q30

Should there be a minimum weight threshold for registering a drone?

No,

Please comment:

If the cost is low, and its a matter of writing a unique number on a drone - then have it apply to everyone.

Q31

Should certain drones not need to be registered (select all that apply)

No,

Please comment:

If the cost is low, and its a matter of writing a unique number on a drone - then have it apply to everyone.

Page 7

Q32

Should we introduce remote ID?

Yes,

Please comment:

Would need to be integrated with current and future drone platforms so that 'older' drones can no longer be flown because they don't have this system integration.

Q33

What impact would remote ID likely have on you?

May require upgrade of equipment (cost?)

Page 8

Enabling Drone Integration

Q34

Should we consider introducing geo-awareness?

Yes,

Please comment:

Good idea to have one hub for all map information.

Current airshare map is pretty good, so building on this and making it open to integrate into other platforms in the future)

Q35

What impact would geo-awareness likely have on you?

Respondent skipped this question

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Great steps forward, fixes some issues with current operations, but provides more flexibility as technology evolves.

Q37

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

Respondent skipped this question

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#51

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, April 12, 2021 12:25:33 PM
Last Modified: Monday, April 12, 2021 1:09:08 PM
Time Spent: 00:43:34
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Franz Strydom

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

My interest is purely in drone photography

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Good to control concern re restrictive use limiting individual/ private use

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment::

Legislation should protect aircraft and find a balance it not limit recreational use to a point where it can not practically survive

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes, with changes ,

Please comment:

Restrictions and level of Pilot training is not clear

Q10

Are there any other problems and opportunities you can think of?

Restrictions and level of Pilot training is not clear these need to be clear and agreed on

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

No

Q14

Should we change the requirement to gain consent to fly above property?

Yes – relax the consent provision in another way

Q15

Should we change the requirement to gain consent to fly above people?

Yes – relax the requirement in another way

Q16

50 meters

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Are there any other major Rules changes we should consider?

Cost of pilot training is a concern

Q18

I don't know

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes, with changes ,

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Please comment:

Should be drone specific and not expensive

Q22

What impact would a basic pilot qualification likely have on you?

Depends on cost

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

Cost
Red tape

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Good idea

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, but with a different weight as the threshold ,
Please comment:
depends on type of use

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

What impact would remote ID likely have on you?

Cost
red tape

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

Already part of my drone

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

I am concerned that the propose changes will prevent responsible and safe use by being overly restrictive and costly
In principle I think this is a good idea.

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#52

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, April 12, 2021 4:35:39 PM
Last Modified: Monday, April 12, 2021 5:26:50 PM
Time Spent: 00:51:11
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Rodney Pilbrow

Q3

Email address

[REDACTED]

Q4

Who are you submitting on behalf of?

Other,

If you are not submitting as an individual, please specify who you represent.:

Pilbrow Surveying Limited

Q5

Briefly tell us your interest in drones

We use drones for construction surveying

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Generally sensible if not taken to extremes

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

No,

Please comment::

There will always be people who will ignore whatever rules are put in place.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes,

Please comment:

The proposed measures will reduce the number of people who don't know about the current rules

Q10

Are there any other problems and opportunities you can think of?

The biggest issue will be getting the information out to all drone users.

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes

Q14

Should we change the requirement to gain consent to fly above property?

Yes – use 'safe distances' as an alternative

Q15

Should we change the requirement to gain consent to fly above people?

Q16

10 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Are there any other major Rules changes we should consider?

No

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

Yes,

Please comment:

Permission from hospital helipads is often difficult to find the appropriate person to deal with. The requirement for these should be altered.

Q19

What do you think of the proposed minor Rules changes?

Generally fine

Q20

Are there any other changes we should consider?

As above for helipads on hospitals

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

Minimal

Q23

Electronic/online theory test

What format should this test take?

Q24

No

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Is there any other special authorisations you would like to see?

No

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes, with changes,

Please comment:

Drones are often worked on and altered so trying to register a machine which might be changing or had parts swapped onto another machine could be an issue.

Q28

What impact would drone registration likely have on you?

Cost of complying

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Fine but needs to have ability for a company representative to do the registration rather than individual person

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, with 250 grams as the weight threshold

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors,

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Page 7

Q32

Should we introduce remote ID?

No,

Please comment:

Having to fit such a system will compromise flying times and add additional cost. Your thought that drones only have a life span of one or two years is not valid for our operation.

Q33

What impact would remote ID likely have on you?

Reduced flying times, increased cost for compliance

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

Improved awareness for changes such as newly promulgated aerodromes.

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

There is no mention of around the use of NOTAMS for operating drones above 400 ft in general airspace. Will that be addressed by new rules?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#53

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, April 12, 2021 7:51:04 PM
Last Modified: Monday, April 12, 2021 8:51:38 PM
Time Spent: 01:00:34
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Jonathan Shorer

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Life long model aircraft enthusiast.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

The rules need to be kept in alignment with current technology and usage. The statement above "rules have been in place since 2015" is not true. This is just the date of the last major amendment. Many of the rules have been in place since at least 1997 and the categories of aircraft covered have been in use since the Second World War and before. The paper cites the need to update several of the rules without giving any kind of explanation of what the problem is and without offering and proposed solution. This "rule is not working" or that "rule needs to be tightened", is not an adequate base for consultation.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment::

The rules do need updating. This paper does not advance the process as it contains no detail to consider

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes, with changes ,

Please comment:

Too much of the paper is addressing historical problems which are reducing as the education campaign is having an effect. The novelty value of easily available drones is also waning. The paper makes no attempt to address the higher level issues of integrating UA into airspace.

Q10

Are there any other problems and opportunities you can think of?

If UA operations are to become more normalized, much more thought needs to be devoted to how this will happen. Trying to facilitate UA cargo delivery by fitting recreational drones with lots of unnecessary hardware is not seeing the problem clearly.

Q11

Do you agree with the proposed order of implementation of the measures?

No,

Please comment:

The rules changes are needed urgently, and should be in the first phase. The introduction of pilot qualification and ownership notification need to be proven to be safety enhancing and economically viable before implementation. The justification that "other countries are doing it" or "we might get left behind" is insufficient. You cannot introduce risk based rules without doing a risk assessment.

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes,

Please comment:

There are currently three user groups in Part 101. i, Commercial drones,ii, manned aircraft (gyrogliders and parasails) and iii, model aircraft, rockets, kites and balloons. Each should have a standalone rule set.

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

No ,

Please comment:

The 4km rule is easy to understand and easy to measure on a map. The proposed system of tiers and isolated exceptions is a recipe for confusion. Where is the evidence that the current system is not working. It may be regarded as inconvenient by some who would like to operate a drone in the area which can be legitimately entered by a landing aircraft but that is scarcely a safety argument.

Q14

Should we change the requirement to gain consent to fly above property?

Yes – remove the consent provision completely,

Please comment:

There is no evidence presented that this rule has ever enhanced safety. It has been used as a revenue generating opportunity by some and a petty vendetta justification by others. It has never been risk assessed and should be removed.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – use 'safe distances' as an alternative,

Please comment:

Rule 101.13 already requires the minimization of risks to people. Introducing a 30metre distance would make this clearer.

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

30 metres

Q17

Are there any other major Rules changes we should consider?

Danger areas are an important part of the aviation landscape. Current rules permit manned aircraft to fly through Danger areas if they have ascertained that it is safe to do so and place the burden of safety on UA to keep clear. This is a weak rule and not fit for a future in which UA are to become more numerous. The topic of "See and avoid" needs consideration by the whole aviation community not just UA operators.

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

Yes,

Please comment:

Model Flying new Zealand has submitted a number of proposed rule changes which have been held back to await this process. They should be enacted or reasons given why they are rejected.

Q19

What do you think of the proposed minor Rules changes?

There are no actual proposals. Yes they need to happen but cannot be considered without some draft wording.

Q20

Are there any other changes we should consider?

There are many definitions missing and the effect on the remainder of the aviation rule set needs to be considered. Topics like accident reporting and airframe inspections are among those.

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

No,

Please comment:

There is no evidence produced to show that this will have any positive outcome. A simple on-line tick test is far too easy to circumvent. Who will manage the process, who will ensure compliance? Is it anything other than a data and revenue gathering opportunity?

Q22

What impact would a basic pilot qualification likely have on you?

None. I already have a higher level of knowledge. It might make me poorer and more annoyed.

Q23

What format should this test take?

Other (please specify):

See above

Q24

Should there be a minimum age for basic pilot qualification?

No

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Yes

Q26

Is there any other special authorisations you would like to see?

Respondent skipped this question

Page 6

Q27

Should we introduce the proposed drone registration system?

No,

Please comment:

This is simply a data gathering exercise. There is no known case of a rogue drone being recovered where an identification number would have helped enforcement. All of the other supposed benefits cited are unsubstantiated and unquantified.

Q28

What impact would drone registration likely have on you?

None. The paper indicates that they would not apply to the type of UA that I use.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Respondent skipped this question

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, with 250 grams as the weight threshold,

Please comment:

250 gms should be stated as the minimum weight for rules applicability. A minimum weight threshold was deleted in the 2015 changes which was a mistake.

Q31

Should certain drones not need to be registered (select all that apply)

Yes, others (please specify below),

Please comment:

See the response to Q1.

Page 7

Q32

Should we introduce remote ID?

No,

Please comment:

This is a case of wanting to embody a technology into the rules simply because it exists. There is no safety case or risk assessment. The benefits are a perceived ability to identify wrong doers without any consideration of how it would actually work.

Q33

What impact would remote ID likely have on you?

None because it has no utility with the type of aircraft that I fly.

Page 8

Q34 Should we consider introducing geo-awareness?

No,
Please comment:
Awareness, fencing and caging are all considered together. They have different benefits and costs.

Q35 What impact would geo-awareness likely have on you?

None, because it would not be required on the type of aircraft that I fly.

Page 9

Q36 Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

The process is taking far too long. It cannot be right to take 7-8 years to get rules amendments considered and processed. Covid notwithstanding, there has not been enough interaction between MOT and the stakeholders. It is almost 18 months since the consultation visits.

Why does this questionnaire not give the author the opportunity to save the responses?

Q37 Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#54

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 15, 2021 11:50:05 AM
Last Modified: Thursday, April 15, 2021 6:33:40 PM
Time Spent: 06:43:35
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Wendy Cain

Q3

Email address

[REDACTED]

Q4 Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I own a drone, for Real Estate photography and private photography and videography

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I think its great and well overdue. I have carefully read the pdf and agree with your assessments adn proposals

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes,

Please comment::

If drones were registered and trackable it enforces accountability and transparency, improves safety. I like the age requirements and fairness around that.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes

Q10

Are there any other problems and opportunities you can think of?

Respondent skipped this question

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Page 4

Q12

Should drones have their own standalone Rule Part?

I don't know,

Please comment:

I think if we are under the Aviation umbrella there may be more synergy between us all but I am not sure

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

When doing drone work for Real Estate there is often, ie 3 x this week, the need to get permission to fly as we are within the 4k radius, this can be time consuming for the airport manager, ie Kerikeri, however in saying that it is good for safety. If drones had transponders on though, that would increase safety 10 times plus and maybe the rule could be relaxed a bit. My partner and I are extremely safety and rule conscious and take all necessary safety measures and would continue to do so. I know that there are major problems with this in Auckland and Mission Bay refuses to give permission at all.

Q14

Should we change the requirement to gain consent to fly above property?

Yes – use 'safe distances' as an alternative,

Please comment:

Definitely, there needs to be positive promotion of drones to the public, they need to be reassured that we have no intention of spying on them, I couldn't be less interested actually. With rural properties its a huge issue as there is often no way to track down who the land belongs too.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – use 'safe distances' as an alternative,

Please comment:

Again, people need to be less suspicious about drones and more tolerant, provided drone owners are safety conscious and respectful of them.

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

50 meters

Q17

Are there any other major Rules changes we should consider?

Respondent skipped this question

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

Please comment:

Not really, but one point to know, I did my research but didn't realise you couldn't fly in a 4km zone around an airport with airport managers permission unless you had a formal 101 qualification which I am currently doing. I only recently found out, thought it was fine as long as you had permission.

Q19

What do you think of the proposed minor Rules changes?

I like them, its positive and encouraging for UAV operators like myself who just want to do what we need to do as safely as possible and within the rules. Often it feels like everyone is against us and these changes are progressive and its good that if the rules are outdated or not working, that changes can be made, I do hope this happens

Q20

Are there any other changes we should consider?

1. Flying over roads.

2. Doc drone rules is huge as their land is usually in the most beautiful places in NZ. Of course it would mean safety and consideration of wild life but for example, Dotterels and Oystercatcher birds nesting areas and I LOVE these birds, are at more danger from dogs and 4 wheel drives (and I saw this at Easter weekend, heaps of them right near the cordoned off nesting areas, dogs off leads) than they are from drones. We can be 500 meters from them on a large beach, we were at Rarawa, and send the drone up and the birds wouldn't even know. They are also quite accepting of people and dont fly high at all.

I strongly believe that DOC can be more lenient. As it is we will fly in those areas if we can, but no over DOC land, and take off in the space between the sea water and the mean high tide mark. Obviously we are acutely aware of the wildlife and culturally sensitive areas, eg wouldn't feel comfortable flying at Cape Reinga at all, and we didn't.

I also understand the need for people to have some peace and quiet, however we are extremely considerate when at the coast up north here and never disturb the peace. Once our drones, DJI Mavic 2 Pro are up, they are very quiet and you can hardly hear them, they have quiet props on and they dont disturb the peace apart from some paranoid people. Nothing will please them though.

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes,

Please comment:

Flying a UAV is a potential accident waiting to happen for many inexperienced flyers especially. Forcing the study of the rules ensures that all flyers are informed, safety conscious and responsible. Hopefully it will cut out the idiots that fool around. I am not sure how you will manage visitors to the country though, they are the least responsible and fly all over the place and then leave. I know this as they often post videos to You Tube but are clearly not New Zealanders.

Q22

What impact would a basic pilot qualification likely have on you?

I am currently doing my 101 with DroneTrust and may even get my 102 although my partner said its very difficult to keep up with all the necessary paperwork and other requirements which puts me off. I have no desire to fly at night or for long distances so it wont matter to me unless I get more into agricultural flying.

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Is there any other special authorisations you would like to see?

As above

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

none

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Its great, could work well

Q30

Should there be a minimum weight threshold for registering a drone?

No,

Please comment:

Apart from the 250 grams is it really important?

Q31

Should certain drones not need to be registered (select all that apply)

No

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

What impact would remote ID likely have on you?

None apart from having to update my DJI

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#55

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 15, 2021 7:56:29 PM
Last Modified: Thursday, April 15, 2021 8:25:12 PM
Time Spent: 00:28:42
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Tony Krzyzewski

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I provide part 101 classroom based training services and I am a part 101 and part 102 examiner operating under authority of a Part 141 organisation.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

The measures are, in general good. One challenge to consider is foreign visitors bringing drones into the country. How are these visitors going to have their devices registered and the pilots tested for competency prior to them being permitted to fly?

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment::

From reading the proposed requirements it appears that the ministry is trying to introduce more control around those persons who would not normally be bothered to attend a training course. I believe that it should be mandatory to have completed the basic training as proposed before being able to purchase a drone of greater than 250g otherwise you will still have people walking into major retailers and then flying their craft without any compliance with the regulations.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes

Q10

Are there any other problems and opportunities you can think of?

Respondent skipped this question

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

The current rule is badly defined and states 'boundary'. There is no boundary information available on charts or within the AIP and even Airways has interpreted this as 4km from a runway. Many drones have geofencing and these do not match NZ's 4km from boundary requirement. Considering 4km is well outside the circuit distance for most aerodrome a better approach would be to consider risk on an aerodrome by aerodrome basis, adjust the flight restricted area by distance and height agl and then publish this information in a consistent manner.

Q14 Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above property?

Q15 Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above people?

Q16 10 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17 Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18 No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19 Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20 Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21 Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

I would probably lose some training business but it is the best move for the country.

Q23 Electronic/online theory test

What format should this test take?

Q24

Yes, 14 years

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

None. My craft are already identified uniquely and this just means adding another ID.

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31

No,

Should certain drones not need to be registered (select all that apply)

Please comment:

This needs to apply to all craft in order to be consistent

Page 7

Enabling Drone Integration

Q32

Should we introduce remote ID?

No,

Please comment:

This assumes effective communications coverage across New Zealand and that is not the case. It also assumes that drone manufacturers have this capability and that this is retrofittable to existing craft.

Q33

What impact would remote ID likely have on you?

Respondent skipped this question

Page 8

Q34

Should we consider introducing geo-awareness?

Yes,

Please comment:

The requirement for geo-awareness technology would need to be introduced on a "where supported" basis otherwise you may end up grounding a sizeable portion of New Zealand's commercial drone fleet

Q35

What impact would geo-awareness likely have on you?

Respondent skipped this question

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

The current part 101 regulation needs this overhaul. Please ensure that the new version is not open to interpretation and takes into consideration currently deployed drone technology within New Zealand.

Q37

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

Respondent skipped this question

#56

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 15, 2021 10:14:01 PM
Last Modified: Thursday, April 15, 2021 10:40:34 PM
Time Spent: 00:26:33
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Mark Skelly

Q3

Email address

[REDACTED]

Q4 Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I fly drones (both rc fixed wing aircraft and FPV multi rotor craft) for recreation

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

As a private pilot licence holder and recreational RC flyer I do not think the currently proposed measures accurately take into account small recreational RC aircraft. Not all drones are multi rotors. There is an existing altitude separation between manned aircraft and RC aircraft. This has been perfectly adequate despite growing numbers of multi rotor owners.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

No,

Please comment::

The proposed Measures simply add more cost and complexity to the very people who are already following the existing rules and operating safely. It will bit affect the uninformed or reckless quad copter users you seem to be trying to target. Those people only operate 'ready to fly' hands off drones like DJI products. If you want menaingful change enforce the hardware changes in those type of craft/brands only. Don't make the RC glider pilot (for example) be unable to fly because of one rule for all

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No

Q10

Are there any other problems and opportunities you can think of?

Respondent skipped this question

Q11

Do you agree with the proposed order of implementation of the measures?

No

Page 4

Q12

Should drones have their own standalone Rule Part?

No

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Please comment:

If anything this should be updated and reflect the reality of the different TYPES of aerodromes in NZ. Restricting use within 4km of a hospital helipad, when RC aircraft are already limited to an altitude of 400 feet is illogical. If a manned aircraft is below 400 feet whilst more than say 1km from an airfield or hospital the risk is not being created by the drone operator!

Q14

Should we change the requirement to gain consent to fly above property?

Yes – remove the consent provision completely,

Please comment:

Remove it. We have other privacy legislation to cover this.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – relax the requirement in another way

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

10 metres

Q17

Are there any other major Rules changes we should consider?

Respondent skipped this question

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

Respondent skipped this question

Q19

What do you think of the proposed minor Rules changes?

Respondent skipped this question

Q20

Are there any other changes we should consider?

Respondent skipped this question

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

No,

Please comment:

Only the people who are already following the rules and are operating safely will bother to take the test. Those who don't care won't bother.

Q22

What impact would a basic pilot qualification likely have on you?

It would be pointless. I am licensed pilot already. And have been safely flying drones for more than 10 years. It would just be a cost and time waste for me and NZ.

Q23

Respondent skipped this question

What format should this test take?

Q24

No

Should there be a minimum age for basic pilot qualification?

Q25

I don't know

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

No,

Should we introduce the proposed drone registration system?

Please comment:

No. The real risk are the DJI type drones that 'fly themselves' and require no skill, or learning curve. If you must insist on registration just register those autonomous drones. Do not lump every single type of RC aircraft in one single group.

Q28

What impact would drone registration likely have on you?

Given I own more than 30 'drones' including mostly fixed wing RCaircraft the cost and time would be huge.

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Yes, but with a different weight as the threshold ,

Should there be a minimum weight threshold for registering a drone?

Please comment:

If you must proceed with this 250g is too low. I'd suggest 4-500g - or limit it to any autonomous drone regardless of minimum weight.

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors,

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

,

Yes, others (please specify below),

Please comment:

Any other fixed wing RC aircraft that is not autonomous or over an agreed weight (eg 1kg) Anybody multirotor that is not autonomous

Page 7

Q32

Should we introduce remote ID?

No,

Please comment:

I would suggest restricting this to only autonomous drones such as DJI products.

Q33

What impact would remote ID likely have on you?

Significant given the number of model aircraft i own.

Page 8

Q34

Should we consider introducing geo-awareness?

No,

Please comment:

Cost is significant. Again I would suggest only applying this to autonomous drones like DJI that can and do have this tech already integrated.

Q35

What impact would geo-awareness likely have on you?

Massive cost implication and would make many of my model aircraft illegal as they couldn't support the additional weight

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Respondent skipped this question

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#57

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 16, 2021 4:13:06 PM
Last Modified: Friday, April 16, 2021 4:38:49 PM
Time Spent: 00:25:42
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Wicus

Q3

Email address

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I have a few drones myself and use them to check on stock and aerial photography and uses it for work to stay on the ground and inspect silos and roofs

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Most of the DJI equipment enforces the rules by not allowing us to fly in restricted areas, I know that not all UAV pilots log their flights on Airshare

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

I don't know,

Please comment::

We need to somehow regulate the cheaper drones in the market that doesn't have GPS and satellite assistance as the once with GPS and satellites just won't fly if you are not allowed

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes, with changes

Q10

Are there any other problems and opportunities you can think of?

Education in regards to CAA rules as I found a lot of information on Airshare and found it difficult to find information elsewhere other than the App and our NZ DJI Facebook page

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

No ,

Please comment:

We can still fly within that space with the right authorization and shielding

Q14

Should we change the requirement to gain consent to fly above property?

Yes – relax the consent provision in another way

Q15

Should we change the requirement to gain consent to fly above people?

Yes – relax the requirement in another way

Q16

30 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Are there any other major Rules changes we should consider?

Yes, again the importation of drones without GPS and satellite guidance

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

What do you think of the proposed minor Rules changes?

Will have to check with our Facebook users what their thoughts are

Q20

Are there any other changes we should consider?

Making part 101 easier accessible for everyone to help learning to understand the rules and regulations

Page 5

Q21

Yes, with changes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

Hopefully make me understand the rules better and make me a better pilot. Have considered it already but due to cost haven't proceed

Q23

A practical examination of skill and a paper based written theory test (at a provider)

What format should this test take?

Q24

No

Should there be a minimum age for basic pilot qualification?

Q25

I don't know

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Is there any other special authorisations you would like to see?

Flight time based qualifications

Page 6

Q27

Yes, with changes

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

Likely will cost me money to register

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Should be good

Q30

Yes, but with a different weight as the threshold

Should there be a minimum weight threshold for registering a drone?

Q31

No

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

What impact would remote ID likely have on you?

None, as my drones already has an id to be identified

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

Hopefully train us to be better and more informed pilots

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

We certainly don't want an overregulated system to deal with as the biggest culprits are the ones that are not stopped by their manufacturers' software to break the rules

Q37

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#58

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, April 17, 2021 8:42:45 AM
Last Modified: Saturday, April 17, 2021 8:52:28 AM
Time Spent: 00:09:42
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Nate Brown

Q3

Email address

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I fly for fun and photograpghy

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Don't do a 250g limit like USA.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment::

I think you should create a single separate license for pilots to access DoC Reserves so you don't have to apply everytime you want to fly in DoC operated area

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes

Q10

Are there any other problems and opportunities you can think of?

Respondent skipped this question

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

4km is too big and confusing.

Q14

Should we change the requirement to gain consent to fly above property?

Yes – use 'safe distances' as an alternative,

Please comment:

Make it so you can fly over others property but can't have your camera past a certain degree angle and must be at a certain height.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – use 'safe distances' as an alternative,

Please comment:

Yes. It's pretty hard to miss if a drone is flying over you and then people will move.

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Other (please specify):

5m

Q17

Are there any other major Rules changes we should consider?

Creating your own AirShare and making the rules easier to understand

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

Yes,

Please comment:

Outline the rules more clearly

Q19

What do you think of the proposed minor Rules changes?

Respondent skipped this question

Q20

Are there any other changes we should consider?

Respondent skipped this question

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

No,

Please comment:

The drone part101 cost over 700\$ for a course.

Q22

What impact would a basic pilot qualification likely have on you?

Respondent skipped this question

Q23

What format should this test take?

Electronic/online theory test

Q24

Should there be a minimum age for basic pilot qualification?

Yes, other age (please specify):

No because if they past the test than they can fly

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

No

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

Respondent skipped this question

What impact would drone registration likely have on you?

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Yes, but with a different weight as the threshold ,

Should there be a minimum weight threshold for registering a drone?

Please comment:

Make it a much higher weight like 600g

Q31

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

Yes,

Should we consider introducing geo-awareness?

Please comment:

Yes please!

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#59

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, April 17, 2021 4:02:14 PM
Last Modified: Saturday, April 17, 2021 4:42:06 PM
Time Spent: 00:39:52
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Anton nikoloff

Q3

Email address

[REDACTED]

Q4 Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I fly radio controlled model aircraft but not drones

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Make up a set of regulations that only relate to drones not all unmanned aircraft.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment::

What a drone is, needs to be defined, then regulations need to be drawn that will effectively regulate their use but not have a draconian affect on others who are abiding by the current rules.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No,

Please comment:

Because there is no discussion about how the regulation of drones will take place. How the regulation of age limits will be achieved, how the sale and purchase of drones and components will be regulated.

Q10

Are there any other problems and opportunities you can think of?

Respondent skipped this question

Q11

Do you agree with the proposed order of implementation of the measures?

Respondent skipped this question

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes,

Please comment:

Drones have been identified as the problem they are the ones that should be regulated.

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

No ,

Please comment:

Current rules are fit for purpose.

Q14

Should we change the requirement to gain consent to fly above property?

Yes – relax the consent provision in another way

Q15

Should we change the requirement to gain consent to fly above people?

Respondent skipped this question

Q16

Respondent skipped this question

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Are there any other major Rules changes we should consider?

The discussion document seems to have invented the concept of regulated areas for model flying and confuses them with Danger areas. My understanding is that no other airspace user is confined to operating in a specific area. Why? Removal of CAR101.202 For training and approving 15 -25kg aircraft is introducing risk into something that has been designed to reduce risk.

Q18

Respondent skipped this question

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Are there any other changes we should consider?

Consider designating and regulating operators of drones, as well as regulating their use. After all its the operator who is the biggest risk factor in flying drones.

Page 5

Q21

Yes, with changes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

Nil. I already have a basic pilot qualification, from a scheme operated by Model Flying NZ.

Q23

A practical examination of skill and a paper based written theory test (at a provider)

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

Respondent skipped this question

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes, with changes,

Should we introduce the proposed drone registration system?

Please comment:

This should affect drones only not model aircraft.

Q28

What impact would drone registration likely have on you?

Nil. I don't fly drones.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Many drones would be too small to carry the equipment to do that. Who is going to be able to use the identity authorisation?

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, but with a different weight as the threshold ,

Please comment:

Suggest 100 gms. Many small drones able to be purchased over the counter in NZ or overseas, would weigh less than 250gms, surely the regulations should cover all Drones? Small drones can be just as hazardous as larger, and carry cameras more than able to break a person's privacy.

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

,

Please comment:

Model Aircraft are not drones.

Page 7

Q32

Respondent skipped this question

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

I already have geo awareness from training and experience of operating model aircraft in different environments. I'm very aware of the need for separation of models and full size aircraft. I suggest that applicants proposing to operate drones should have a practical component in their training and regulation to ensure they gain reasonable experience.

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#60

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, April 17, 2021 7:52:32 PM
Last Modified: Saturday, April 17, 2021 8:30:07 PM
Time Spent: 00:37:35
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Ross Trafford

Q3

Email address

[REDACTED]

Q4 **Myself**

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I own and operate 2 DJI drones.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Drone registration would be a complete waste of time because it does not help in identifying a rogue operator. I totally agree with UAVNZ's response and plans.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

No,

Please comment::

I am admin for a facebook group of 3,000 NZ Drone Operators and I believe with the current rules that most operators fly safely. Within the group, safe flying rules are promoted.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No,

Please comment:

I agree with UAVNZ's statements and plans.

Q10

Are there any other problems and opportunities you can think of?

Respondent skipped this question

Q11

Do you agree with the proposed order of implementation of the measures?

No,

Please comment:

I agree with UAVNZ's statements and plans.

Page 4

Q12

Should drones have their own standalone Rule Part?

No

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

No

Q14

Should we change the requirement to gain consent to fly above property?

No – keep the existing consent provision

Q15

Should we change the requirement to gain consent to fly above people?

No – keep the existing requirement

Q16

Respondent skipped this question

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes,

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Please comment:

If it is free and not just a revenue gathering exercise.

Q22

What impact would a basic pilot qualification likely have on you?

Not much. I know and follow the existing rules.

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, other age (please specify):

Should there be a minimum age for basic pilot qualification?

MI

Q25

I don't know

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?



Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

No

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

It would cost me and be wasting my time. This would give me a negative opinion of the authorities putting the rules in place.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Nope.

Q30

Should there be a minimum weight threshold for registering a drone?

Please comment:
Not for it.

Q31

Should certain drones not need to be registered (select all that apply)

Please comment:
Not supporting registration.

Page 7

Q32

Should we introduce remote ID?

No

Q33

What impact would remote ID likely have on you?

Just more unnecessary red tape.

Page 8

Q34

Should we consider introducing geo-awareness?

No,
Please comment:
My drone already has this.

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

It is false to state that there are issues with drones in NZ. Under the current rules, most operators fly safely. The Gatwick statement is simply fearmongering and downright dishonest. It has not been proven that a drone was involved. Let's just be honest. A fake issue with drones in NZ is what is trying to be created and once that is swallowed, then it's that there is a dire need to regulate more. Step three: in come the 'necessary' draconian measures to protect the public. It's the how to implement more rules grade 1 technique. I agree with UAVNZ's statements and plans.

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#61

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, April 18, 2021 6:01:06 PM
Last Modified: Sunday, April 18, 2021 6:46:55 PM
Time Spent: 00:45:48
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Dion Currie

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I don't own a drone. I own radio control aeroplanes which operate completely differently to drones.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Do not include radio control aircraft in the new proposed regulations. Model Flying NZ have been around for along time and it's members do not cause issues. Do not restrict our activities because of other unregulated operators. I.e hobby drones.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

No,

Please comment::

While drone are readily available to unskilled general public drones will continue to be a problem.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No

Q10

Are there any other problems and opportunities you can think of?

Respondent skipped this question

Q11

Do you agree with the proposed order of implementation of the measures?

No,

Please comment:

Seperate drones from radio control aircraft. Radio control aircraft will crash with out expert skills. Any person can purchase a drone and then successfully operate it anywhere.

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes,

Please comment:

Treat drones differently to radio control aircraft. RC aircraft don't need anymore regulations because they aren't the problem.

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

I don't know

Q14

Should we change the requirement to gain consent to fly above property?

No – keep the existing consent provision

Q15

Should we change the requirement to gain consent to fly above people?

No – keep the existing requirement

Q16

50 meters

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Are there any other major Rules changes we should consider?

Don't include radio control aircraft (aeroplanes,gliders and helicopters) in any new regulations.

Q18

I don't know

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Are there any other changes we should consider?

Treat drones and model radio control aircraft separately.

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes, with changes ,

Please comment:

Drone pilots need regulating, Model Flying NZ members don't.

Q22

What impact would a basic pilot qualification likely have on you?

None because I already have a Model Flying NZ qualification which has a high standard to pass.

Q23

What format should this test take?

A practical examination of skill and a paper based written theory test (at a provider)

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

I don't know

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes,

Please comment:

Drones need registration. The drones that cause problems, for example at airports, are all unregistered and unregulated operators that cause the problem.

Q28

What impact would drone registration likely have on you?

I don't need/want to register my model aircraft because I am a member of Model Flying NZ which promotes and enforces safe operations of radio control aircraft.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Fine for drones but there is no need to have this for radio control aircraft. Treat radio control aircraft differently.

Q30

I don't know

Should there be a minimum weight threshold for registering a drone?

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Page 7

Q32

Should we introduce remote ID?

Yes,

Please comment:

Yes for drones because seem to cause the problem!

Q33

What impact would remote ID likely have on you?

Costs will increase, bureaucracy will increase and this will be stressful. Radio control aircraft don't need remote ID.

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

None because I'm already a responsible operator I.e MFNZ member.

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Don't confuse drones with radio control aircraft!

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#62

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, April 20, 2021 3:04:35 PM
Last Modified: Tuesday, April 20, 2021 3:15:02 PM
Time Spent: 00:10:27
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Dave

Q3

Email address

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I'm a victim of drone legislation - I'm a rural airfield operator

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

I don't know,

Please comment:

I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

I don't know,

Please comment:

I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Q10

Are there any other problems and opportunities you can think of?

I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Q11

Do you agree with the proposed order of implementation of the measures?

Respondent skipped this question

Page 4

Q12

Should drones have their own standalone Rule Part?

I don't know,

Please comment:

I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

The type of airfield should be considered - one size does not, and can never, fit all. I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Q14

Should we change the requirement to gain consent to fly above property?

Respondent skipped this question

Q15

Should we change the requirement to gain consent to fly above people?

Respondent skipped this question

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Respondent skipped this question

Q17

Are there any other major Rules changes we should consider?

I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

Please comment:

I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Q19

What do you think of the proposed minor Rules changes?

Respondent skipped this question

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q20

Are there any other changes we should consider?

I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Page 5

Q21

Respondent skipped this question

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

Kids with toys, especially big kids with big toys, will still fly wherever they choose.

Q23

Respondent skipped this question

What format should this test take?

Q24

Respondent skipped this question

Should there be a minimum age for basic pilot qualification?

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

I don't know,

Please comment:

I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Should we introduce the proposed drone registration system?

I don't know,

Please comment:

Drones are seen as toys - how on earth do you propose to impose registration on toys sold from toy shops to kids?

Q28

What impact would drone registration likely have on you?

I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Q30

Should there be a minimum weight threshold for registering a drone?

I don't know,

Please comment:

I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors,

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Please comment:

I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Page 7

Q32

Should we introduce remote ID?

I don't know,

Please comment:

I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

Should we consider introducing geo-awareness?

Yes,

Please comment:

One size of airfield exclusion cannot fit all. I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Q35

What impact would geo-awareness likely have on you?

Hopefully people like me who don't want to have to do anything because a drone operator fancies a flight near my airfield will not plague me any more. I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

I haven't got the time or the inclination to read a massive document. I want to tell you that dumping enforcement on to airfield operators, without any support whatsoever, is an imposition and opens up cracks through which all sorts of incidents and occurrences will fall.

Q37

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#63

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 21, 2021 1:20:58 PM
Last Modified: Wednesday, April 21, 2021 1:48:20 PM
Time Spent: 00:27:21
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Warrick Funnell

Q3

Email address

[REDACTED]

Q4 Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I am a chief pilot of a 102 organisation Agdrone Ltd

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Encouraging the safe use of drones is laudable only to the people who want to control them safely. If those they do not want to that are and will continue to be the problem. If you enact rules that are not policed all you will do is drive the errant operators further underground. CAA is totally underresourced in this whole area. There is little or infact negative points to enact any compliance legislation unless you have the man power to enforce it.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment::

Compliance for the sake of Beareucracy wont work

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes, with changes ,

Please comment:

Same as all comments above. The current 101.202 rule is a sick joke. There are just 2 approved people in New Zealand. One in the North island and one in the South. How can we operate a commercial activity that relays on such a limited resource. It is hard to have confidence in something that is so poorly structured and resourced.

Q10

Are there any other problems and opportunities you can think of?

There are now several people operating as 102 operators that are not 102 trained or compliant. Just changing the rules will not fix this. The government needs to put more resource in to the whole drone CAA ,manage,emt or it will not work

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes,

Please comment:

Self explanatory

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

No ,

Please comment:

It is quite adequate as it is.

Q14

Should we change the requirement to gain consent to fly above property?

No – keep the existing consent provision,

Please comment:

The rule now is extremely easy to interpret and police. The fact that it so poorly policed wont be fixed by changing the rule

Enabling Drone Integration

Q15

Should we change the requirement to gain consent to fly above people?

No – keep the existing requirement,

Please comment:

Same logic as above

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Other (please specify):

Is this vertical or lateral. If you intend to be taken seriously proper questions would help

Q17

Are there any other major Rules changes we should consider?

All aircraft over 250 Grams need a licensed pilot and all drones over 250Grams need to carry a radio location device

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

I don't know

Q19

What do you think of the proposed minor Rules changes?

Respondent skipped this question

Q20

Are there any other changes we should consider?

Respondent skipped this question

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes

Q22

What impact would a basic pilot qualification likely have on you?

Maybe would keep some idiot out of the air and give the industry more safety and a better public profile

Q23

What format should this test take?

A practical examination of skill and a paper based written theory test (at a provider)

Q24

Should there be a minimum age for basic pilot qualification?

Yes, 14 years

Enabling Drone Integration

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

No,

Please comment:

The fact that there is only 2 in the whole country is real penalty on those who are compliant.

Q26

Is there any other special authorisations you would like to see?

Yes those who seek qualification to sign off normal maintenance of drones greater than 25KG must have a proper and recognised and fluid path in the present to do so.

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes,

Please comment:

All drones over 250 Grams. With penalties for non compliance

Q28

What impact would drone registration likely have on you?

It would be good. I hear on a regular basis of cowboy operators doing 102 activities illegally. Registration may make them visible.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Respondent skipped this question

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, with 250 grams as the weight threshold

Q31

Should certain drones not need to be registered (select all that apply)

No

Page 7

Q32

Should we introduce remote ID?

Yes,

Please comment:

all drones over 250 Grams

Q33

What impact would remote ID likely have on you?

Compliance would become universal. That would then assist those operators who are compliant and identify those who are not.

Page 8

Q34

Should we consider introducing geo-awareness?

No,

Please comment:

As a 102 operator we fly in all sort of geo areas. It is our responsibility to ensure they are authorised. The framework for that exist now. Its just that it is not policed. Volantary compliance will not have any positive efect for thos who are not compliant.

Q35

What impact would geo-awareness likely have on you?

See above

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

On the road e have registration and WOF's. Its is only through policing that illegal vehicles are kept off the road. None of the rule changes will work with errant pilots if there is not adequate policing. In fact it will drive the law breakers furth underground.

Q37

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

Respondent skipped this question

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

#64

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, April 21, 2021 2:09:00 PM
Last Modified: Thursday, April 22, 2021 12:18:27 PM
Time Spent: 22:09:27
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Steve Wright

Q3

Email address

[REDACTED]

Q4 **Myself**

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

PPL, Paragliding, Drones

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7 Respondent skipped this question

What is your view on the proposed series of measures?
Are there any other alternatives you suggest we consider?

Q8 Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9 Yes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10
Are there any other problems and opportunities you can think of?

Give new pilots a very nice "CAA Licensed Drone Pilot" certificate, card or printed pocket license with vinyl cover, and maybe a clothing pin or badge. Kids will love it.

Q11 Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12 Yes

Should drones have their own standalone Rule Part?

Q13 Yes,
Please comment:
Use FLARM

Should we review the four kilometre minimum flight distance from aerodromes?

Q14 Yes – remove the consent provision completely

Should we change the requirement to gain consent to fly above property?

Q15 Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above people?



Q16

10 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Are there any other major Rules changes we should consider?

Integrate larger FPV and BVLOS into the GA industry for Part 141 and Part 61 document holders

Q18

I don't know

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

What do you think of the proposed minor Rules changes?

You are growing with a new industry. Remember that you are there to learn from them, not the other way around.

Q20

Are there any other changes we should consider?

too much to type

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes, with changes ,

Please comment:

Give license holders a proper CAA document.

Q22

What impact would a basic pilot qualification likely have on you?

Nil. I'm a PPL and NZHOPA member, and I dont fly drones yet.

Q23

Electronic/online theory test

What format should this test take?

Q24

No

Should there be a minimum age for basic pilot qualification?

Enabling Drone Integration

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Yes,

Please comment:

Yes, grant PPLs and CPLs extra privileges and let them join clubs and voluntarily share their expertise. This will be the fastest road to growth.

Q26

Is there any other special authorisations you would like to see?

BVLOS and FPV integration into the CAA ATC.

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes

Q28

What impact would drone registration likely have on you?

nil

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Use FLARM

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, with 250 grams as the weight threshold

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors,

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Page 7

Q32

Should we introduce remote ID?

No,

Please comment:

If its compliant, its none of anyone elses business

Q33

What impact would remote ID likely have on you?

Invasion of my security

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

What impact would geo-awareness likely have on you?

nil

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Please expedite the larger drone cross-country industry

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#65

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 22, 2021 10:25:18 PM
Last Modified: Thursday, April 22, 2021 11:03:23 PM
Time Spent: 00:38:04
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Hayden

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Recreational - both photography and Drone Fishing

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Valid issues with the current system have been raised. The main concern I have is that the ignorant users who cause most of the issues are also the kinds of people who will not spend a few minutes on certification. It would need to be very very accessible. Geo-Awareness is simply impractical. Anyone can google DIY drone and make one. The cost of implementing 'geo-awareness' is madness. Better education is what is needed. We don't have geo-location for firearms, but people generally understand the rules. My suggestion would be to invest in something similar to Airshare - without bugs, and with easy links to any aerodrome/controlled airspace operator - instead of having missing phone numbers, and just lousy information. A lot of people want to do the right thing but find it hard to get answers. [REDACTED] There is constant confusion about who people should be contacting to get permission to fly. A lot of people genuinely want to do the right thing, but what is the 'right thing'?

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

No,

Please comment::

Agree with basic certification. Provided this is free and easily accessed. I know plenty of pilots over the age of 80 - especially in drone fishing. Don't really agree with the others. Concise messaging, accessible education, and a clear comms path to those needing to be informed of flights in controlled areas are the solution to current problems. Not adding more rules (and therefore complexity). Personally I would read them, but 2400 out of the 2500 members in the forum would not.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No,

Please comment:

As above. Please do your research. Talk to these recreational users. Adding more regulation might make sense when it comes to being able to prosecute foul play but it certainly doesn't preemptively deal with non-compliance and high risk flights.

Q10

Are there any other problems and opportunities you can think of?

Yes. This is to do particularly with Drone Fishing. This will always be done on a coastal beach. People want to fish at night, they want to go beyond line of sight, but they will never need to fly above 10 metres in height. I struggle to justify why people should follow generic rules that clearly don't apply to their situation.

Q11

Do you agree with the proposed order of implementation of the measures?

No,

Please comment:

As above

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

These are recreational aerodromes - drone pilots lose out for the sake of a few recreational pilots. Keep it fair.

Q14

Should we change the requirement to gain consent to fly above property?

No – keep the existing consent provision

Q15

Should we change the requirement to gain consent to fly above people?

No – keep the existing requirement,

Please comment:

Its a sensible rule

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

50 meters

Q17

Are there any other major Rules changes we should consider?

As per previous comments - this is a long survey

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

Yes,

Please comment:

As per previous comments

Q19

What do you think of the proposed minor Rules changes?

Need more thought

Q20

Are there any other changes we should consider?

As per previous comments - this is a long survey

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q22

What impact would a basic pilot qualification likely have on you?

Very little provided it cost nothing and was easy to access.

Q23

Electronic/online theory test

What format should this test take?

Q24

No

Should there be a minimum age for basic pilot qualification?

Q25

I don't know

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Is there any other special authorisations you would like to see?

Consider fishing specific. There are more than 2500 drone fishers in our forum alone. It is rapidly gaining traction.

Page 6

Q27

No

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

Inconvenience - and frustration in that the people who cause problems wouldn't be registered.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

It is going to end up being a voluntary system which is self regulated within the drone community. Peer pressure is a great thing here. Don't over complicate it. Accessibility and simplicity is key.

Q30

No,

Should there be a minimum weight threshold for registering a drone?

Please comment:
Disagree with registration.

Q31

Should certain drones not need to be registered (select all that apply)

Yes, others (please specify below),

Please comment:

Anything under 5kg or whatever the current limit is.

Page 7

Q32

Should we introduce remote ID?

No,

Please comment:

DJI already have this. Wait until we have a reliable 4G network country wide. Too many trips have been canned due to lack of signal. Also - fishing drones don't speak to mobile devices usually. You are adding complexity and cost to drone manufacturers. Who will ignore NZ regulations - we are a small market.

Q33

What impact would remote ID likely have on you?

Stupid idea. Get the low hanging fruit sorted first.

Page 8

Q34

Should we consider introducing geo-awareness?

No,

Please comment:

As per previous comments - this is a long survey

Q35

What impact would geo-awareness likely have on you?

As per previous comments - this is a long survey

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

It is 63 pages. You are asking recreational drone pilots to read 63 pages of ambiguous, repetitive wording to give you some sort of feedback. Come on. If you wanted a decent number of responses it would have been no more than 6 pages. Over and over again. Keep it simple!

Q37

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

#66

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 23, 2021 9:00:07 AM
Last Modified: Friday, April 23, 2021 9:33:02 AM
Time Spent: 00:32:54
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Hamish McKoy

Q3

Email address

[REDACTED]

Q4 Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Participant and regulator within the aviation sector

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

The current rules are not designed around drones, but more around remote controlled aircraft. I support all the updates in principle, however the proposed changes (ie removal of consent to fly over people and property) is not justified correctly as lack of compliance with the current rule will not be improved with removal of this and introducing things such as minimum distances.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment::

As above, the proposed rules changes require more thought based on drone integration that is effective but also addresses current concerns on drones by the public. Removing some restrictions for drones based on current 'lack of compliance' is not, in my opinion, a reason to amend the rule but should be addressed through other means.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes, with changes ,

Please comment:

Generally yes, although as above the proposed rules changes are not yet fit for purpose.

Q10

Are there any other problems and opportunities you can think of?

Part 101 drones are exempt for complying with airworthiness standards, and as such a safety case should be developed that informs the level of drone integration with other aircraft and with third party people and property. The discussion document is presumptive on the level of safety at this stage. Furthermore, any proposed legislation needs to be future proofed based on emerging technologies, otherwise any rule making will be outdated quickly like the current Part 101 rule.

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Page 4

Q12

Should drones have their own standalone Rule Part?

I don't know,

Please comment:

Drones are separate from radio controlled aircraft, in which the current Part 101 rule part is designed around. There are similarities so would be a lot of duplication in rules if they were separate. The other option is to include an overall rule part for unmanned vehicles, and appropriate advisory circulars specific to drones to provide an acceptable means of compliance.

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

The current 4km is rather arbitrary, and only relates loosely to the obstacle limitation surfaces of an aerodrome where manned aircraft may be operating under 500 ft during take off or landing. It also only applies to published aerodromes in Part 101, whereas the risk can be high at non-published aerodromes as well. I agree that some form of aerodrome operator approval be retained for flights close to an aerodrome, however this needs to be easy to understand and align with the level of risk based off distance from aerodromes and heliports. Further work needs to be done to establish this, and align it with international best practice.

Q14

Should we change the requirement to gain consent to fly above property?

No – keep the existing consent provision,

Please comment:

The reason for change as 'lack of compliance' is not supported, as this is not a valid safety reason to relax a rule requirement and introduced risk into the system for unmanned aircraft that have no airworthiness requirements under part 101. Manned aircraft do not require this consent as are generally above 500 ft (1000 ft in built up areas), and have a well established airworthiness and operational risk profile that suggests low risk to the public property.

Q15

Should we change the requirement to gain consent to fly above people?

No – keep the existing requirement,

Please comment:

Removing this requirement removes another mechanism for drones being a nuisance, reducing privacy, and affecting third party people and property. Understanding the current privacy act provisions, some extra provisions in the current rule is beneficial in this regard. Other comments around safety are similar to the answer above about property.

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Respondent skipped this question

Q17

Are there any other major Rules changes we should consider?

The requirements on NOTAMing flights as appropriate. This system does not work well in NZ as most 101 operators are not NOTAM originators, and there is no central UAV agency that takes on this responsibility.

The requirements for rockets in Part 101 also need updating, as they are designed for model rockets only and not appropriate for the current operating environment for rocket lab. Ie no more than 4 oktas of cloud, not operating at night etc.

Q18

I don't know

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

Respondent skipped this question

What impact would a basic pilot qualification likely have on you?

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

Yes,

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Please comment:

There is a risk on delegating this responsibility to third party providers, however this is partially mitigated through the certification process with CAA.

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

Respondent skipped this question

What impact would drone registration likely have on you?

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, but with a different weight as the threshold ,

Please comment:

As far as I am aware, this is accepted overseas. Under 250 grams limits potential range and risk, however this needs to be future proofed as drones get smaller and their performance increases.

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors,

Please comment:

Drones only flown at designated model flying NZ sites is not supported. This would be difficult to administer in my opinion, and the majority of drones also do not fly at these sites other than radio controlled aircraft.

Page 7

Q32

Should we introduce remote ID?

Yes

Q33

What impact would remote ID likely have on you?

Respondent skipped this question

Page 8

Q34

Should we consider introducing geo-awareness?

Yes,

Please comment:

Note this already exists with Airshare, but is not regulated and just an airways product with no regulatory standing. I would support the development of this further however a lot of the issues could also be solved with appropriate drone pilot training, awareness of airspace and also aeronautical publications.

Q35

What impact would geo-awareness likely have on you?

Respondent skipped this question

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#67

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, April 27, 2021 11:39:54 AM
Last Modified: Tuesday, April 27, 2021 3:08:00 PM
Time Spent: 03:28:06
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Peter King

Q3

Email address

[REDACTED]

Q4

Who are you submitting on behalf of?

Non-government organisation/advocacy group,

If you are not submitting as an individual, please specify who you represent.:

NZ AA

Q5

Briefly tell us your interest in drones

The contiguous nature of the road and the problems with overflight permission has created a perverse incentive for using road corridors as flight corridors.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

The proposals seem sensible within a civil aviation context. However I would invite you to widen your view. Management of very large numbers of users and vehicles is not something the CAA has any experience with. By contrast there are more motorcycles than there are drones.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes,

Please comment::

The timeframe and general principles in the short term are very sensible. However as more automated vehicles become involved we can foresee these regulations failing within a five year timeframe. More specifics on UTM would be helpful.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes, with changes ,

Please comment:

They will help with the immediate problems, but need work. The model in mind is very much based on model and remote control aircraft.

Q10

Are there any other problems and opportunities you can think of?

Autonomous aerial vehicles colliding. Improvised drone counter-measures. Aerial warrants of fitness compliance for vehicles over 250 grams. Need for New Zealand electronic identification standards, which fit the NZ Radio Frequency environment.

Q11

Do you agree with the proposed order of implementation of the measures?

Yes,

Please comment:

In general yes

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

I don't know

Q14

Should we change the requirement to gain consent to fly above property?

No – keep the existing consent provision,

Please comment:

The fundamental problem is liability in the event of failure. Until a drone operator can be held to account for the damage caused by crashes nobody will accept overflight of anything. The first problem is identifying who is responsible for operating the drone - ideally in real time. The history of the automobile is instructive here. The number plate was a key requirement of operating a vehicle. The difference here is drones are very cheap by comparison. Without Remote ID every drone is a potential weapon.

Q15

Should we change the requirement to gain consent to fly above people?

No – keep the existing requirement,

Please comment:

As with property but more so. Here the risk is privacy.

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Other (please specify):

70 metres minimum altitude (200ft)

Q17

Are there any other major Rules changes we should consider?

Respondent skipped this question

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

I don't know

Q19

What do you think of the proposed minor Rules changes?

Respondent skipped this question

Q20

Are there any other changes we should consider?

Respondent skipped this question

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes,

Please comment:

Consider a drone endorsement to a standard NZTA issued licence.

Q22

Respondent skipped this question

What impact would a basic pilot qualification likely have on you?

Q23

Other (please specify):
Electronic theory and simulator test

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Is there any other special authorisations you would like to see?

Speed drones are capable of flying should vary by user skill. F=MA

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

Respondent skipped this question

What impact would drone registration likely have on you?

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Good

Q30

No,
Please comment:
The DJI Mini can broadcast 4K to 10km and resist strength 5 winds. So if you want to spy on people do you buy this 249g device because its anonymous?

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, drones flown solely indoors

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

Should we introduce remote ID?

Yes,

Please comment:

All outdoors drones must have Remote ID, just like all cars must have a number plate.

Q33

What impact would remote ID likely have on you?

Respondent skipped this question

Page 8

Q34

Should we consider introducing geo-awareness?

Yes,

Please comment:

Without it electronic regulation is impossible

Q35

What impact would geo-awareness likely have on you?

Respondent skipped this question

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Respondent skipped this question

Q37

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

Respondent skipped this question

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#68

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, April 29, 2021 5:29:19 PM
Last Modified: Thursday, April 29, 2021 8:01:51 PM
Time Spent: 02:32:31
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Glen

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I use drones both recreationally and commercially for mapping.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

The use of the Gatwick Airport example (P61) as a cost of a drone incursion is a very poor example. To date there has not been any physical evidence that there was in fact a drone seen (beyond the one the police used to look for the object that sparked the incident).

While its not ruled out there was something there, it seems more and more unlikely. This is better suited as an example of the costs of overreaction, and claims of false authority.

There are better examples that were verified as an actual drone that should be used rather than one that is at best debatable.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

I don't know,

Please comment::

There is conflicting working in the overview about both the remotelD and Geoawareness sections of whats being proposed. They are described as both "mandatory" and "on certain drones"

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

I don't know

Q10

Are there any other problems and opportunities you can think of?

Some of these rules may overreach on the lower end of the definition of what is a drone. Its important not to make things that people expect to be able to use retroactively requiring licensing, or registration.

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes,

Please comment:

Drones do operate in such a way that they are have their own risks and issue that should have their own rule part. The risk in this is making the same activity against the rules when performed by one technology. For a non aviation example of what I am concerned about. If about cellphones rules are implemented poorly you could end up with a situation where taking a photo with a camera may be within rules, but taking the same photo with a phone may not.

Enabling Drone Integration

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

While default-safe is good, its clear from my experience that the overhead of negotiating an OK for each drone flight within that 4km ring is more than most aerodrome operators want to do. Frequently the smaller aerodrome operators I have contacted have seemed confused about their role permissions for a drone flight. The 4km ring around aerodromes are also frequently covering significant portions of urban areas, so as a proportion of flights impacted they are much higher than the area covered suggests.

Q14

Should we change the requirement to gain consent to fly above property?

Yes – use 'safe distances' as an alternative,

Please comment:

The existing consent provision has lead to some absolutely crazy bureaucracy. For example, I have been asked to submit a traffic management plan, to obtain permission to fly at 100 AGL above a paper road. It doesn't at all add to safety and is (at least from the majority of drone photos I see in the media) frequently ignored.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – use 'safe distances' as an alternative,

Please comment:

The existing "above people" is incredibly hard to judge, or prove. Having a minimum safe distance (in 3 dimensions) would be much easier to both judge and enforce.

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

30 metres

Q17

Are there any other major Rules changes we should consider?

Respondent skipped this question

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

Respondent skipped this question

Q19

What do you think of the proposed minor Rules changes?

Respondent skipped this question

Q20

Are there any other changes we should consider?

The details of changing the 4km ring around uncontrolled aerodromes are still speculative. My preferred solution would be to have a default published contact mechanism for uncontrolled aerodromes, (email/sms/webpage/fax/whatever) and a standard submission of intent to operate a drone to be sent to it, along with contact details of the qualified drone operator. This information is then relayed to the aerodrome operator with the assumption that it is accepted UNLESS they act and contact the operator.

Clearly this would require additional SOPs for close operations to be defined, but would let the aerodrome operator know the details in a consistent way, and not require action from them unless there was a potential conflict.

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

Personally, none. I have part 141 certification, so would just roll over into the new proposed qualification. However it would give me much better certainty that other operators are at least familiar with the rules.

Q23

Electronic/online theory test

What format should this test take?

Q24

No

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes, with changes,

Please comment:

This all seems good for new drones being sold as working items. However compliance with already owned devices would likely be poor. Hobby builds of anything that could fly and weighs more than 250 grams requiring registration is pretty harsh too.

Q28

What impact would drone registration likely have on you?

I will have to register several drones,

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Realme may be cumbersome, as it was not working well when we had to use with the initial CV19 response.

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, with 250 grams as the weight threshold,

Please comment:

While other jurisdictions seem to have gone with 250g keeping to that standard is probably more important than some of the other justifications presented. Eg the "limited capabilities" described in P174 is just betting against technology development. Traditionally not a great bet in the past 100 years. If the intent is to only allow short range/capability devices it would be much better to state these, rather than hope to hit them with a weight restriction.

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors,

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Please comment:

I have no association with MFNZ but I wouldn't like to specify a specific organization with special treatment in a rule set. I would prefer to see the same exemptions applied to specific zones and ways for additional parties to create and administer those zones. (even if the zones in question are currently only controlled by MFNZ). This would future proof the rules against issues that may arise in MFNZ and allow a competing organization to allow similar services to members.

Q32

Should we introduce remote ID?

Yes,

Please comment:

It should be added as required for some uses, (eg operation within some categories of airspace, BVLOS operations or operations above 400ft AGL) and encouraged for all other users. However existing operations, and hobby self builds etc should be not be required to have it. Some thoughts on the document: P213 and 214 directly contradict each other, and P214 contradicts itself. (213 claims that remoteID is still being developed, and 214 claims most drones are already equipped.. it cant be both) 214 also claims most drones are remote ID equipped and it becoming more common in new models.. both of these cant be true either. P215 While drones may have had a lifespan of 2 years on average, they are getting much longer. As the tech becomes "good enough" the devices are kept running for longer. My recreational drones that I use are currently at 4 years and 1 year old. In our commercial commercial drones we operate is at 5 years with no plans to retire it. We have had two retire due to failures, (and one of them would have been likely obsoleted). I think that like the early development of computers or phones this tech is getting to "good enough" and as such the lifespan of individual devices is being pushed out.

Q33

What impact would remote ID likely have on you?

I would love to be able to see additional devices operating in the area, and it would increase safety.

Page 8

Q34

Should we consider introducing geo-awareness?

Yes,

Please comment:

The geoawareness sections feels like a lot of buzzwords mashed together. A standardized airspace map is absolutely a great idea. however I don't think that a geo-awareness proposals should at all be restricted to drone pilots. If implemented it should be pushed into all aviation at the same time regardless of the tech being used to fly it. Be that geofences, geocages, or just airspace mapping. If its important enough that a 0.251kg quad copter has to implement it, then a it absolutely needs to be in a 500kg helicopter.

Q35

What impact would geo-awareness likely have on you?

Standardization of maps is excellent, the other paragraphs are too vague to tell.

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

I generally like the direction that this document is pointing. Its looking at fixing a lot of issues, and for the most part deals with common problems well.

My concerns are in potential overreach on smaller hobby and edge cases that get caught in rules.

I have and an unaddressed concern: that is probably beyond the scope of what can be done with changes to CAA rules.

It relates to 3rd parties using CAA rules inappropriately. I assume they do this by not understanding what they are for or what they mean. I've heard that several organizations (often gvt ones) are requiring part 102 certification into contracts that require drone flights. Even though these flights don't in any way require anything part 102 is intended for. A less than charitable view would be that they have seen "drone flight" and "certification" together, and just thrown it in as a requirement. Possibly renaming part 102 certification as a "certified exemption" or something similar would lower the issue of nonsensical requirements from 3rd parties.

Q37

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#69

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, May 01, 2021 4:22:19 PM
Last Modified: Saturday, May 01, 2021 4:39:02 PM
Time Spent: 00:16:42
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Daryl Gillett

Q3

Email address

[REDACTED]

Q4

Who are you submitting on behalf of?

Non-government organisation/advocacy group,

If you are not submitting as an individual, please specify who you represent.:

North Shore Aero Club

Q5

Briefly tell us your interest in drones

Airport operator.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7 Respondent skipped this question

What is your view on the proposed series of measures?
Are there any other alternatives you suggest we consider?

Q8 Yes, with changes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9 Yes, with changes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10
Are there any other problems and opportunities you can think of?

Yes, primarily issues around how drone operations are conducted near unattended aerodromes, by both 101 and 102 operators.

Q11 Yes
Do you agree with the proposed order of implementation of the measures?

Page 4

Q12 Yes
Should drones have their own standalone Rule Part?

Q13 No ,
Please comment:
Drones pose significant safety issues to manned aircraft operations at unattended aerodromes. The current rule provides a satisfactory safety buffer.

Q14 Respondent skipped this question
Should we change the requirement to gain consent to fly above property?

Q15 Respondent skipped this question
Should we change the requirement to gain consent to fly above people?

Q16

Respondent skipped this question

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

I don't know

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes, with changes ,

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Please comment:

CAR Part 61 pilot licence holders should not require a basic pilot qualification.

Q22

Respondent skipped this question

What impact would a basic pilot qualification likely have on you?

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Is there any other special authorisations you would like to see?

Yes, as above - P61 pilot licence holders should not required the basic pilot qual.

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

Respondent skipped this question

What impact would drone registration likely have on you?

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Respondent skipped this question

Should there be a minimum weight threshold for registering a drone?

Q31

Respondent skipped this question

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#70

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, May 03, 2021 12:41:51 PM
Last Modified: Monday, May 03, 2021 1:01:45 PM
Time Spent: 00:19:54
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Bary Smith

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I have a CPL-H, own a drone, am part way through a Part 102 and work in the film and TV industry (as a location scout).

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

It is my experience that local councils etc around the country are largely anti-drone and have a variety of random forms etc that are difficult for professional operators to navigate. They lump operators in with random tourists who think they can fly a drone anywhere. Any measures should accompany an education programme for local authorities and not just equal "more red tape" for legitimate operators.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment::

Points ask questions but it's not clear on how they will be answered or addressed.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes, with changes

Q10

Are there any other problems and opportunities you can think of?

Introduction of ADS-B drone transponders.

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Page 4

Q12

Should drones have their own standalone Rule Part?

I don't know

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

Handy excuse for smaller aerodromes / operators who are anti-drone to just say "no". Means more operators who wouldn't necessarily need a Part 102 have to get one to carry out normal work.

Q14

Should we change the requirement to gain consent to fly above property?

Yes – relax the consent provision in another way,

Please comment:

Could be at a certain height or Part 102 operators only. Understand the need for privacy from real estate cowboys and the like. Joe Public still thinks drones are for "spying".

Q15 Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above people?

Q16 30 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17 Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18 No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19 Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20 Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21 Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22 Respondent skipped this question

What impact would a basic pilot qualification likely have on you?

Q23 A practical examination of skill and a paper based written theory test (at a provider)

What format should this test take?

Q24 Yes, 14 years

Should there be a minimum age for basic pilot qualification?



Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

Respondent skipped this question

What impact would drone registration likely have on you?

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, drones flown solely indoors,

Should certain drones not need to be registered (select all that apply)

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#71

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, May 03, 2021 2:48:52 PM
Last Modified: Monday, May 03, 2021 3:12:18 PM
Time Spent: 00:23:26
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Letty Smith

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I am concerned about the use of drones and why the normal person needs to be able to access them. I would like more regulation of them, especially as the technology is constantly moving and drones are becoming more powerful and smaller. We need to get ahead of technology and regulate for it before it is here rather than waiting until its here and then going, oh, there is a problem.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I support the registration of all drones and pilot qualifications, from point of sale or import. We register planes, cars etc but not drones yet as we saw in Heathrow a few years ago, drones can cause significant issues to air traffic, let alone the issues caused by drones around people's homes.

Q8

Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

I don't know,

Please comment:

People will still pretend they don't know that there are rules or will import without registering. There will need to be import controls as at the moment anyone can import what they want without question.

Q10

Are there any other problems and opportunities you can think of?

How will you manage the manufacture side of drones? For instance, people creating home-made drones? How will you back capture all existing drones in New Zealand, many of which are easily (and cheaply) available in almost any electronics store?

Q11

Do you agree with the proposed order of implementation of the measures?

No,

Please comment:

Implement quicker please. And back capture existing drones including home made drones.

Page 4

Q12

I don't know

Should drones have their own standalone Rule Part?

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

I don't know,

Please comment:

It worries me that even this may cause issues to pilots but I do not consider I am qualified enough to be able to state whether or not this flight distance is long enough. Please do not reduce the minimum flight distance.

Enabling Drone Integration

Q14

Should we change the requirement to gain consent to fly above property?

No – keep the existing consent provision,

Please comment:

No one has the right to fly a drone over my property. It is my airspace - they want to use it, they get my permission or even pay me for it. Secondly, with the way that technology is advancing, how 'safe' is the 'safe distances'? Not very. No, consent to fly over people, close to people and above their property. No more stalking people with drones.

Q15

Should we change the requirement to gain consent to fly above people?

No – keep the existing requirement,

Please comment:

Consent to fly over people absolutely unless the distance is such that individuals cannot be identified - which, lets face it, with technology now means that this will never happen. I remember reading the story of the poor young lady - teenager - who got followed home by a drone being flown by some jerk. Poor girl. He claimed he was still learning how to operate the drone. Really? What was his intent? How many other perverts have thought, oh, this is a good way of finding out where that girl I like lives so I can stalk her? Or track down that abused partner who managed to escape? No no no

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Other (please specify):

No to using safe distances as an alternative. You need both safe distances and consent.

Q17

Are there any other major Rules changes we should consider?

I'd like to ban the things altogether unless people are a) registered and b) have a good reason for needing to use one. I mean there are legitimate uses for them including in our rural space - and while I am not sure real estate agents do need to use them, at least they are using reputable pilots.

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

I don't know

Q19

What do you think of the proposed minor Rules changes?

N/A

Q20

Are there any other changes we should consider?

I'd like to ban the things altogether unless people are a) registered and b) have a good reason for needing to use one. I mean there are legitimate uses for them including in our rural space - and while I am not sure real estate agents do need to use them, at least they are using reputable pilots.

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes, with changes ,

Please comment:

Minimum age needed - for instance, 16 or something - unless supervised.

Q22

What impact would a basic pilot qualification likely have on you?

None except hopefully reduce the cowboys flying their drones around like idiots

Q23

What format should this test take?

Other (please specify):

Not sure but do not believe it should just be an online theory test without any possibility of proving that the taker of the test was indeed Joe Blogs

Q24

Should there be a minimum age for basic pilot qualification?

Yes, 16 years

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

I don't know

Q26

Is there any other special authorisations you would like to see?

N/A

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes, with changes,

Please comment:

All drones, no matter what weight. As soon as you bring a weight class, the maners will manage to start making them lighter and lighter and lighter.

Q28

What impact would drone registration likely have on you?

Hopefully reduce the number of cowboys with drones.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

May need dual system although most people with drones will be able to access technology so may not need a postal or paper system. Definitely need some form of identity authentication. And you will need to ensure that there are appropriate security in place so that no one can access things they are not meant to see.

Q30

Should there be a minimum weight threshold for registering a drone?

No,
Please comment:
All drones should be registered

Q31

Should certain drones not need to be registered (select all that apply)

No,
Please comment:
All drones should be registered.

Page 7

Q32

Should we introduce remote ID?

Yes

Q33

What impact would remote ID likely have on you?

None except if idiots are flying drones, hopefully they would be able to be tracked. For instance, at the moment if you ring police, they don't do a thing - not their issue and usually the drone is long gone before they get anywhere near - assuming they were even coming. So having some means where drone use can be monitored is a good idea.

Page 8

Q34

Should we consider introducing geo-awareness?

I don't know,
Please comment:
It makes sense in concept but would it allow people to know good places if they have nefarious purposes?

Q35

What impact would geo-awareness likely have on you?

None

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

I fully support the registration of all drones, and the need for pilots to be licenced or trained or similar. I also think there should be more controls over the purchase, manufacture and importing of drones as it is all too easy for people to purchase drones - many relatively cheaply. Currently, there is no way of monitoring drone use.

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#72

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, May 04, 2021 8:40:02 AM
Last Modified: Tuesday, May 04, 2021 8:54:27 AM
Time Spent: 00:14:25
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Bruno lees

Q3

Email address

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

General interest more specific in radio control model aircraft

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7 Respondent skipped this question

What is your view on the proposed series of measures?
Are there any other alternatives you suggest we consider?

Q8 No

Do you think the proposed series of measures would help achieve the desired objectives?

Q9 No

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10 Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11 No

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12 Yes

Should drones have their own standalone Rule Part?

Q13 No

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14 Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above property?

Q15 Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above people?

Q16 30 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?



Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

None

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 14 years

Should there be a minimum age for basic pilot qualification?

Q25

I don't know

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes, with changes

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

None

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Yes, but with a different weight as the threshold

Should there be a minimum weight threshold for registering a drone?

Q31

Yes, drones flown solely indoors,

Should certain drones not need to be registered (select all that apply)

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Page 7

Q32

No

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

I don't know

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Split out the DRONES from REAL R/C MODEL AIRCRAFT in the rules proposed.

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#73

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, May 04, 2021 6:02:21 PM
Last Modified: Tuesday, May 04, 2021 7:18:45 PM
Time Spent: 01:16:23
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

adam grice

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I have no interest in Drone, but i have a serious interest in Remote control model aircraft which have fallen under your definition of drones

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

These measures are a fools errand designed to gain funds and not really affect the safety level they propose. people who at the moment either do not understand the rules or don't care about them are not suddenly going to comply.

What is needed is better education and holding retailers to account for making sure the education and rules are understood before purchase and control of importation of drone from overseas.

The model aircraft community has had many many years of operation which there have been no major incidents, yet we are lumped in with drone users because simply it is expedient and easy for legislators rather than taking a measured and thought out approach.

The remote control aircraft which have been managed under the New Zealand Model Aircraft Association should not be included within this legislation as no official with either the CAA or MoT can give a single incident where a NZMAA aircraft or member causing anything of the made up horror stories used to push through this legislation.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

No,

Please comment::

the people the rules are aimed at wont care about them anyway, the only people who will be affected are those hope will be punished for following the rules

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No

Q10

Are there any other problems and opportunities you can think of?

The vast cost it will take to implement and manage this, will not be out weighed by the supposed gains in safety

Q11

Do you agree with the proposed order of implementation of the measures?

No

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes,

Please comment:

drones should be a separate entity from model rc aircraft.

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

I don't know,

Please comment:

Currently there are at least 4 major clubs which belong to the New Zealand Model Aircraft Association which operate at Airfield, and have done for many years without incident. The proposed changes will undertake to remove these clubs which have not caused issues simply because it is easier to include RC aircraft as drones rather than think out the legislation properly.

Q14

Should we change the requirement to gain consent to fly above property?

No – keep the existing consent provision,

Please comment:

Asking permission should never be an issue.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – remove the requirement completely,

Please comment:

Flying above people is dangerous and should only be undertaken by suitably trained people.

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

50 meters

Q17

Are there any other major Rules changes we should consider?

Separating RC model aircraft from drones

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

No

Q19

What do you think of the proposed minor Rules changes?

FPV rules need to be relaxed, pilots kill pilots every year, and there has been no requirement for them to have observers in the aircraft with them.

Q20

Are there any other changes we should consider?

Separating RC model aircraft from drones

Q21

No

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

Waste of money i already have a qualification from Model flying new zealand, just another charge for something that we have been doing for years without incident

Q23

Other (please specify):
Not required

What format should this test take?

Q24

No

Should there be a minimum age for basic pilot qualification?

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

No,
Please comment:
You're are making the Model Aircraft hobby only for a few, by making it so only these approved organisation can issue licences then if will incur massive costs to these people who are in the hobby and making it prohibitive for any new members, which is a end goal by the legislation

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Should we introduce the proposed drone registration system?

No,
Please comment:
unmanageable costly and offers no real value to safety as those who are going to break the rules are not going to register them in the first place not only the massive administration costs that will be involved

Q28

What impact would drone registration likely have on you?

I won't and will fight it in court if required

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

there is no technology which is suitable for all rc aircraft or drones available, which means you will either need multiple systems or band certain type of remote control aircraft

Q30

Should there be a minimum weight threshold for registering a drone?

No,

Please comment:
drone registration is a waste of money and resources

Q31

Should certain drones not need to be registered (select all that apply)

Yes, others (please specify below),

Please comment:
all rc aircraft, and models flown over your own property or others property with permission

Page 7

Q32

Should we introduce remote ID?

No,

Please comment:
will not have any real value except for identifying those who are already flying carefully and not endangering others. Pilots die every year and not one life would of been saved with remote id. if drones require this why not every airspace user, aircraft/glider/parasailer/paramotor/parachutists if drones have to it would only make sense that EVERY air user must.

Q33

What impact would remote ID likely have on you?

wont do it

Page 8

Q34

Should we consider introducing geo-awareness?

No,

Please comment:
no yet another waste of time and resources

Q35

What impact would geo-awareness likely have on you?

it will not impact my rc planes has i will not be installing any sort of third party monitoring or devices in them

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

This legislation we know will be pushed through, this consultation process is merely a rubber stamp for it.

If the legislative change were remotely thought out, model rc aircraft would be still under the same rules and parameters they have been for many years without any incident and taken out of inclusion with drones. but why do what's right when bureaucracy can make it impossible, and eventually drive out all hobbyists and make that airspace solely for commercial use, the real end goal.

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#74

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, May 05, 2021 10:48:08 AM
Last Modified: Wednesday, May 05, 2021 2:25:17 PM
Time Spent: 03:37:08
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Robert Roodnat

Q3

Email address

[REDACTED]

Q4 Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Recreational flying and some commercial. Currently limited by non-controlled aeordrome in the middle of town (hospital heliport)

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

The series of changes as a whole seems reasonable. Just don't make the pilot qualification too hard.

Also the prospect of the draconian level of drone measures like in Canada scares me. We should encourage drone flight as long as it's safe.

Q8

Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Are there any other problems and opportunities you can think of?

-

Q11

Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes,

Please comment:

Easier to find and reference.

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

A four km minimum inside a small NZ town means it's impossible to fly, even in your own backyard unless it's shielded. Where's the fun in that. Also this removes the qualification of having supervision when flying around your own property when it's inside an aerodrome (like mine). I don't know any pilots and many other drone controllers don't know pilots either.

Q14

Should we change the requirement to gain consent to fly above property?

Yes – use 'safe distances' as an alternative,

Please comment:

This has the potential to cause an outrage in the view of the public. Sometimes you read online that people threaten to shoot down a drone if it's above their property. This of course is silly but it does show how weary people are. Remove the consent, but still have a safe distance baked in. That way people can't feel spied upon as the drone is +7 meters above the property.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – use 'safe distances' as an alternative,

Please comment:

Yes. This is a very impractical rule. Again, replace with safe distances.

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Other (please specify):

7 meters

Q17

Are there any other major Rules changes we should consider?

I don't think the CAA can do this, but the many different by-laws per district makes management difficult.

Can't we make the drone flying rules universal across NZ? There's no difference when flying a plane between towns, so why are drones treated differently?

Q18

Yes

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

What do you think of the proposed minor Rules changes?

Good. No comment.

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

A simple online course to verify my knowledge.

Also would make it more easy to know when I should apply for part 102 certification.

Q23

Electronic/online theory test

What format should this test take?

Q24

No

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

Currently none as my mini weighs 249 grams. As my interest might grow I may need to register.

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Enabling Drone Integration

Q31

Should certain drones not need to be registered (select all that apply)

No,

Please comment:

That would defeat the whole exercise.

Page 7

Q32

Should we introduce remote ID?

Yes

Q33

What impact would remote ID likely have on you?

None, it would increase safety I think.

Page 8

Q34

Should we consider introducing geo-awareness?

Yes

Q35

What impact would geo-awareness likely have on you?

Respondent skipped this question

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

I'm glad with the proposed changes. Especially the relaxing of certain rules, like aerodrome and property/people consent and the ability to fly BLOS.

Q37

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

#75

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, May 08, 2021 7:41:09 PM
Last Modified: Saturday, May 08, 2021 7:54:38 PM
Time Spent: 00:13:29
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Kyla MacDonald

Q3

Email address

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I have a small drone, and also I fly a paraglider so am interested in my safety around drone operators.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I support the measures

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes,

Please comment::

The measures will achieve the objectives if they are followed. I guess it's enforcement that might be a challenge.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

I don't know,

Please comment:

The measures will achieve the objectives if they are followed. I guess it's enforcement that might be a challenge.

Q10

Are there any other problems and opportunities you can think of?

Respondent skipped this question

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Page 4

Q12

Should drones have their own standalone Rule Part?

I don't know

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

I don't know

Q14

Should we change the requirement to gain consent to fly above property?

No – keep the existing consent provision

Q15

Should we change the requirement to gain consent to fly above people?

Yes – use 'safe distances' as an alternative

Q16 **10 metres**

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17 **Respondent skipped this question**

Are there any other major Rules changes we should consider?

Q18 **No**

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19 **Respondent skipped this question**

What do you think of the proposed minor Rules changes?

Q20 **Respondent skipped this question**

Are there any other changes we should consider?

Page 5

Q21 **Yes**

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22
What impact would a basic pilot qualification likely have on you?

1. Remind me that there are rules I need to understand and follow.
2. Help me feel safer when I see drones around me, knowing that the operators (should) understand the rules.

Q23 **Electronic/online theory test**

What format should this test take?

Q24 **Yes, 14 years**

Should there be a minimum age for basic pilot qualification?

Q25 **I don't know**

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes,
Please comment:
Great idea

Should we introduce the proposed drone registration system?

Q28

Respondent skipped this question

What impact would drone registration likely have on you?

Q29

Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30

I don't know,
Please comment:
250grams seems reasonable but I don't have a strong opinion about it

Should there be a minimum weight threshold for registering a drone?

Q31

Respondent skipped this question

Should certain drones not need to be registered (select all that apply)

Page 7

Q32

Yes

Should we introduce remote ID?

Q33

Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34

Yes

Should we consider introducing geo-awareness?

Q35

Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#76

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, May 08, 2021 3:24:28 PM
Last Modified: Saturday, May 08, 2021 11:24:57 PM
Time Spent: 08:00:28
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Chris Stevenson

Q3

Email address

[REDACTED]

Q4 Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Chief Pilot/Prime Person for both the University of Auckland and Maui63

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

I'm broadly supportive of the proposed measures. I'm in agreement that the mid to long-term future of RPAS flights will operate within a UTM system with transponders onboard all RPAS.

The table of complaints listed in the discussion document show that the vast majority of RPAS reports relate to RPAS flying over or close to people without permission, which could be surmised as causing a nuisance. Whilst I agree there is a need for mandatory drone registration and pilot qualification, I think the proposed measures are easily circumventable, simply by ignoring them and relying on the difficulty in locating operators. Therefore this wouldn't enable enforcement against those most likely to operate in a dangerous or irresponsible way and public confidence in RPAS will continue to suffer.

One option would be to make registration and/or provide proof of pilot qualification mandatory at the point of sale. This would be difficult for web-based purchases or for hobbyists and commercial operators who purchase and build from components.

Ultimately, until all commercially available RPAS are manufactured with integrated transponders that operate within a national UTM, enforcement agencies will have to invest in technology that can locate the ground controller for any rogue RPAS. I'm fully supportive of pilot qualifications and an RPAS registry, but the requirement to complete extra "paperwork" for those who are ignoring the existing rules is probably not going to increase compliance.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes

Please comment::

See answer one with regards to strengthening RPAS registration and part 101 training.

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

Yes

Q10

Are there any other problems and opportunities you can think of?

Any rule changes should take into account RPAS that are constructed and/or modified for research and development purposes.

For example, with regards to aircraft registration, some RPAS are constructed from components, rather than purchased in a finished state. At what point would an RPAS be considered a new aircraft in need of registration? When a new flight controller is installed, which could significantly alter flight performance and capability? Or when all the electronics were transferred to a new frame, which may only alter the cosmetic appearance of the RPAS?

It's a niche subject, but it would be a shame for experimentation and research to be inadvertently hamstrung if there weren't sufficient flexibility or exemptions for such scenarios.

Q11

Do you agree with the proposed order of implementation of the measures?

Yes

Q12

Yes

Should drones have their own standalone Rule Part?

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

Yes,

Please comment:

Yes, consideration should be given to take off and approach vectors, plus circuit patterns for aerodromes with Part 101 RPAS traffic being kept away from these higher-risk areas. The airshare map could easily display these changes for individual aerodromes. From personal experience of operating RPAS in Auckland CBD, the previous owners of Mechanic's Bay aerodrome resented being turned into a defacto ATC for the area and would refuse to grant anyone permission to operate under part 101, which was the main reason that the University obtained a Part 102 certificate.

Q14

Should we change the requirement to gain consent to fly above property?

Yes – relax the consent provision in another way,

Please comment:

I would prefer some sort of system that took into account the type of RPAS, the type of property being overflown and the risk of damage likely to be caused by a collision, although I appreciate this may be too difficult to put into legislation. Safe distances for a 1kg fixed-wing foam RPAS or for a 15kg multi-rotor performing the same flight would be very different, especially when taking into account altitude and velocity. Likewise, the scale of damage property is likely to suffer in the event of a collision (greenhouse vs steel garage roof) would ideally be a factor taken into account during a risk assessment which would determine how close a flight should take place without consent. Again, I appreciate this may be too complicated to implement in part 101, but I think that the safe distances by themselves would be too restrictive given the range of RPAS masses and velocities permitted under part 101.

Q15

Should we change the requirement to gain consent to fly above people?

Yes – use 'safe distances' as an alternative,

Please comment:

Perhaps a slight contradiction to my previous answer, but the risk of bodily injury is far greater, so safe distances should be employed, primarily for safety but also for the public's comfort around RPAS. Perhaps the legislation could take into account an RPAS' height and velocity to calculate a safe distance.

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Other (please specify):

A distance appropriate to the mass, height and velocity of the RPAS

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

What do you think of the proposed minor Rules changes?

I agree that tethered RPAS should have their own section. I note that the discussion document only seems to note the dangers that tethered RPAS present. However, I believe that tethered RPAS would result in a reduced workload for the pilot due to the limited scope of their operation. Therefore I believe consideration should be given to the removal of the need for an observer in circumstances where one would otherwise be needed (within 4km of an aerodrome, controlled airspace, etc). This could open up more resource-effective use-cases for RPAS for monitoring missions such as emergency communications and static overwatch of beaches or disaster situations.

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

My understanding is that, as a holder of a pilot qualification for Part 102, it would have no effect on me.

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 14 years

Should there be a minimum age for basic pilot qualification?

Q25

Respondent skipped this question

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

Minimal as our small number of RPAS are already registered on our Part 102 certificate.

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

I'd welcome a near-instant way of registering owned RPAS. I appreciate Part 102 is outside the scope of the discussion document, but I would prefer if a Part 102 certificate only listed models or types of RPAS that an organisation was permitted to operated and then the actual registrations took place on an online database. Under the current system, to add or replace a registered RPAS with an identical model involves emailing forms and paying quite a lot of money just for the CAA to rubber stamp the change of a serial number.

I'd also refer you to my answer to question one. If the point of the database and pilot test is to increase compliance, they are both measures that can be easily ignored with a high degree of confidence that you won't be caught.

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, with 250 grams as the weight threshold,

Please comment:

250 grams is a sensible limit to exempt genuine toys, however, the DJI Mavic mini 2 is rated at 249 grams and has a transmission range of 2KM, which is more than enough to cause a nuisance and be untraceable. I'm not sure any neat solutions exist at this point, other than enforcement via electronic countermeasures or enforcing registration and proof of training at the point of sale.

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors,

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

,

Yes, others (please specify below),

Please comment:

As previously mentioned, RPAS used for R&D should be exempt. Perhaps certain organisations could have "trade plates" for their experimental RPAS.

Page 7

Q32

Should we introduce remote ID?

Yes,

Please comment:

An inevitable part of the eventual model of having automated RPAS navigating BVLOS. Remote ID standards will probably have to be defined by international organisations and implemented by major manufacturers.

Q33

What impact would remote ID likely have on you?

Maui63's plan is to eventually operate RPAS over the ocean at BVLOS distances. Remote ID and the UTM system to relay that information to all stakeholders is something that will eventually be required for routine BVLOS operations.

Page 8

Q34

Should we consider introducing geo-awareness?

Yes,

Please comment:

I am somewhat in agreement with UAVNZ's joint statement on this issue. VNC's already exist and provide all the information needed for flight planning. The only reason I refer to the airshare map is for the convenient 4km boundaries around registered aerodromes. Perhaps work should focus on turning the existing Airshare map into an interactive VNC-lite map that incorporates all the features of the VNC up to 500 feet, to remove all the IFR class airspace boundaries.

Q35

What impact would geo-awareness likely have on you?

As a part 102 operator which conducts operations in controlled airspace, I anticipate that geo-awareness technology would have little relevance to us as we already thoroughly plan our operations to operate safely within these areas. In the case of DJI's geo-fencing, for example, we already have this turned off as we work in cooperation with ATCs or controlling authorities when operating in these areas.

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Respondent skipped this question

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#77

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, May 09, 2021 11:38:39 AM
Last Modified: Sunday, May 09, 2021 1:14:34 PM
Time Spent: 01:35:55
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Dennis Brown

Q3

Email address

[REDACTED]

Q4 Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Recreational Pilot with emphasis on photography.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Basic rule education and testing is imperative as this leads to responsible use of drones.

Q8

Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes,

Do you think the proposed series of measures would address the problems and opportunities identified?

Please comment:

Implementation may present challenges since there are already thousands of drones in use and reaching each of those owners/pilots with details of rules changes may require extensive publicity using all media sources.

Q10

Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11

Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

I don't know,

Should drones have their own standalone Rule Part?

Please comment:

As I understand the current situation Rule 101 and Rule 102 are already standalone Rules.

Q13

Yes,

Should we review the four-kilometre minimum flight distance from aerodromes?

Please comment:

Living within 4km of an unmanned aerodrome on the fringe of a small town has certain limitations. DJI Drones already have Geofencing which is very effective in limiting operations in the town. This is somewhat restrictive and some changes would be welcome however, safety of manned aircraft must still take preference.

Q14

Yes – remove the consent provision completely

Should we change the requirement to gain consent to fly above property?

Q15

Should we change the requirement to gain consent to fly above people?

Yes – relax the requirement in another way,

Please comment:

Overflying a single person walking along a beach is very different to overflying a stadium filled with people.

Q16

10 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Are there any other major Rules changes we should consider?

Night flying needs to be clearly defined. Twilight after the sun has set may in some instances still be considered daytime but in another nighttime. Complete darkness is not possible

Q18

I don't know

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

What do you think of the proposed minor Rules changes?

I think it is way past the time to look at bringing the rules into line with generally accepted rules internationally.

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes,

Please comment:

Knowledge of the rules must be demonstrated through a short and inexpensive online test

Q22

What impact would a basic pilot qualification likely have on you?

None

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 14 years

Should there be a minimum age for basic pilot qualification?

Q25

I don't know

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Yes

Should we introduce the proposed drone registration system?

Q28

What impact would drone registration likely have on you?

None

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Seems to cover all aspects of drone identification

Q30

Should there be a minimum weight threshold for registering a drone?

No,

Please comment:

Even a small drone weighing less than 250 grams is capable of nearly all the functionality of a larger drone and can also inflict injury if improperly handled and flown

Q31

Should certain drones not need to be registered (select all that apply)

No,

Please comment:

Even drones that are supposed to be flown solely indoors can and will be used outdoors.

Page 7

Enabling Drone Integration

Q32 Should we introduce remote ID?

I don't know,
Please comment:
linking a drone to an owner will make law enforcement more efficient however the technology should not be available to the general public.

Q33 What impact would remote ID likely have on you?

None

Page 8

Q34 Should we consider introducing geo-awareness?

Yes

Q35 What impact would geo-awareness likely have on you?

None, as I am already geo-aware through the DJI software for my drone

Page 9

Q36 Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Removing the need to get permission to overfly private property or people will be welcomed. Overflying DOC property also needs to be addressed. Much of DOC land is nothing more than indigenous bush and where trampers frequent any wildlife is already disturbed. A minimum flying height can be introduced while crossing DOC land. Where I live is a spit managed by DOC. To photograph the beach on the far side of the spit requires overflying about 30m of DOC property which at present is prohibited. However people with dogs walk on this spit daily. No permanent birdlife can exist in these circumstances and drones will make no difference at all.

Q37 Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

#78

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, May 10, 2021 10:12:17 PM
Last Modified: Monday, May 10, 2021 10:48:40 PM
Time Spent: 00:36:22
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Bary Lennox

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I am not interested much in Drones, but rather traditional model aircraft

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

The title is "drone integration" and fails to give little recognition of the 70 odd years of safe flying by aeromodellers in NZ. Senior officials within CAA have repeatably stated that aeromodellers are the most compliant of the entire aviation sector. This document accidentally, or deliberately ignores this.

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

Yes, with changes ,

Please comment::

The problems are not clearly defined and appear deliberately inaccurate/. By the quoting of the "non-problem" at Gatwick and the cherry picked data for drone "incursions" in 2018 and 2019

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No,

Please comment:

Not in it's present form. There is no risk assessment or rigorous rules development process that can be cited.

Q10

Are there any other problems and opportunities you can think of?

There are many forms of "Drones" and legislation based on one side fits all will fail. These forms include .. large unmanned freighters and "air taxis" Amazon and Pizza hut delivery drones, small hobby drones, large industrial drones and model aircraft.

Q11

Do you agree with the proposed order of implementation of the measures?

Yes,

Please comment:

Yes with careful reason and logic. We know for instant the "flying over properties without consent" was introduced as an ad hoc "good idea" It has proven unenforceable and and without effect. "Must try harder"

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes,

Please comment:

But they should not apply to model aircraft operated under the rules and auspices of MFNZ, in a similar manner to Canada.

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

No ,

Please comment:

It seems reasonable, appropriate and easy to understand

Q14

Should we change the requirement to gain consent to fly above property?

Yes – use 'safe distances' as an alternative,

Please comment:

Discussed above, It was introduced as a silly "feel-good" token

Q15

Should we change the requirement to gain consent to fly above people?

Yes – relax the requirement in another way,

Please comment:

I suggest that "drones" should not be flown in a manner likely to cause injury, and maintain, in any event a minimum distance of 30 to 50 metres (TBD)

Q16

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Other (please specify):

As above

Q17

Are there any other major Rules changes we should consider?

Respondent skipped this question.

Q18

Are there any minor changes to the Rules that would make them easier for you to understand?

Respondent skipped this question

Q19

What do you think of the proposed minor Rules changes?

As far as I know, it has not been discussed with MFNZ, this government is about transparency, and it appears to be missing here.

Q20

Are there any other changes we should consider?

Many

Page 5

Q21

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Yes, with changes ,

Please comment:

The MFNZ "Wings Badge" is already a superior licence to that proposed, and the proposed system is a retrograde and not sensible solution for MFNZ members



Q22

What impact would a basic pilot qualification likely have on you?

None, I already have a superior qualification, the MFNZ "Wings badge"

Q23

What format should this test take?

Other (please specify):

The MFNZ test is a flying exam and a written multi-choice test

Q24

Should there be a minimum age for basic pilot qualification?

No

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Respondent skipped this question

Q26

Is there any other special authorisations you would like to see?

Respondent skipped this question

Page 6

Q27

Should we introduce the proposed drone registration system?

No,

Please comment:

This would be a substantial regulatory burden for MFNZ members who own an average of 23 models each. For what purpose? Each MFNZ member has a unique no and is often afixed to the model

Q28

What impact would drone registration likely have on you?

I would be likely to pay for and register one, then transfer from model to model. It is an absurd and worthless imposition

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Absurd. the technology proposed is all hand-waving and not yet mature. It will likely not fit in terms of mass cost, size and effective range for many models. A number of MFNZ sites do not have cellphone coverage.

Q30

I don't know

Should there be a minimum weight threshold for registering a drone?

Q31

No,

Should certain drones not need to be registered (select all that apply)

Please comment:

Nearly all of NZ is open to flying objects, be they balloons, models, drones, B777s, subject to DA's and airspace rules. Models must continue in this manner

Page 7

Q32

No,

Should we introduce remote ID?

Please comment:

The author is dreaming. Bluetooth, and Wi-fi have quite inadequate range, and cellphone coverage is not available in some MFNZ flying areas. The sketch in the document shows a clear problem. If there are 10 drones at a park, and the "inspector" sees only 7 on his yet-to-be-invented gadget, what then. It will be akin to herding cats

Q33

What impact would remote ID likely have on you?

It's an excessive and impracticable burden in terms of cost, mass, size and range for many models, for what. Airways already know where models fly !

Page 8

Q34

No,

Should we consider introducing geo-awareness?

Please comment:

Not for model aircraft flying at MFNZ sites.

Q35

What impact would geo-awareness likely have on you?

Irrelevant

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

There are two groups here, in general terms.

One is MFNZ, They are characterized by the following...

- They have demonstrated around 70+ years of safe model aircraft operations
- Aeromodellers are aviation enthusiasts, with a working knowledge of the principles of flight, aerodynamics and thermal activity.
- They have proven to be the most compliant of the entire aviation sector. This is been repeatedly cited by previous Part 101 managers and other CAA staff.
- A sound and mature organisation and national structure
- Well developed and efficacious rules governing all classes of aeromodelling.
- A mature and easily understood qualification (The Wings Badge)
- Insurance coverage for all members.
- All members are registered on a membership database, and each member has a unique MFNZ registration number. There are sometimes affixed to models.
- Normally only fly from a fixed location, and there are around 300 of these registered by MFNZ.
- The MFNZ systems and processes in terms of safety, airspace knowledge and knowing where such models will operate exceed that proposed by CAA.

The second is the new "drone" unorganized and loose community, that displays very few if any of the above. Exaggerating for effect, it will soon be offered at MacDonalds "A drone with a Happy meal sir?"

These may be bought by any person, require little skill to fly with the current automation and autonomy built into even cheap devices, may be flown anywhere, and often is. In many cases, these devices are little more than a "flying cellphone" and it is this last (widely perceived) label that has generated such enmity from the general public.

It is most unfortunate, unrealistic and unfair that MFNZ members are swept into the same legislation as the second group. It appears the authors are quite unaware, but model aircraft have been flown since around 1804. Sir George Cayley, Alphonse Penaud, Lawrence Hargrave (Immortalized on the Australian \$20 banknote) A.V. Roe, Tesla, Sidney Camm and Thomas Sopwith were all early aeromodellers. A radio controlled model was first flown at the London Palladium in 1912.

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

#79

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, May 12, 2021 12:45:33 PM
Last Modified: Wednesday, May 12, 2021 1:00:42 PM
Time Spent: 00:15:08
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Ben van Bussel

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Commercial drone operator carrying out aerial surveying and construction monitoring. also interest in capturing social events

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

the proposed views are very much in line with where the drone regulations should be heading

Q8

Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11

Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Yes,

Should drones have their own standalone Rule Part?

Please comment:
for clarity

Q13

No ,

Should we review the four-kilometre minimum flight distance from aerodromes?

Please comment:
I think this is fair. it would not be of benefit for us to fly any closer

Q14

Yes – use 'safe distances' as an alternative,

Should we change the requirement to gain consent to fly above property?

Please comment:
relaxing the consent is necessary, however it is understandable a rule like this exists.

Q15

Yes – use 'safe distances' as an alternative,

Should we change the requirement to gain consent to fly above people?

Please comment:
this should also include options to place signs up in the area to notify persons of drone operations. I see this as being a sign at the entrance to an event for instance to notify persons entering into the area.

Q16

10 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Are there any other major Rules changes we should consider?

none.

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Q22

What impact would a basic pilot qualification likely have on you?

none. i am part 102 pilot trained. and provide very basic drone training for staff flying under part 101

Q23

Electronic/online theory test

What format should this test take?

Q24

No

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27

Should we introduce the proposed drone registration system?

Yes,

Please comment:

yes.. this is very beneficial to keeping track of the size of the drone industry

Q28

What impact would drone registration likely have on you?

none this is a great idea

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

the system sounds robust

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, with 250 grams as the weight threshold

Q31

Should certain drones not need to be registered (select all that apply)

Yes, drones flown solely indoors,

Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Page 7

Q32

Should we introduce remote ID?

Yes,

Please comment:

this is inline with Airshare and MBIE current developments

Q33

What impact would remote ID likely have on you?

this would be beneficial change

Page 8

Enabling Drone Integration

Q34

Should we consider introducing geo-awareness?

Yes,

Please comment:

this is an excellent idea, and DJI already have the technology available to provide this. it would prevent a standard drone to be able to fly into any restricted airspace

Q35

What impact would geo-awareness likely have on you?

none.

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

the explanations provided are very clear and concise and make sense

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#80

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, May 13, 2021 11:40:06 AM
Last Modified: Thursday, May 13, 2021 11:52:50 AM
Time Spent: 00:12:43
IP Address: [REDACTED]

Page 1

Q1 **Yes**

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

howie walsh

Q3

Email address

[REDACTED]

Q4

Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

Have several drones with cameras. Mainly a fixed wing wing flyer.

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

Rules seem sensible and practical

Q8

Yes

Do you think the proposed series of measures would help achieve the desired objectives?

Q9

Yes

Do you think the proposed series of measures would address the problems and opportunities identified?

Q10

Respondent skipped this question

Are there any other problems and opportunities you can think of?

Q11

Yes

Do you agree with the proposed order of implementation of the measures?

Page 4

Q12

Yes

Should drones have their own standalone Rule Part?

Q13

No

Should we review the four-kilometre minimum flight distance from aerodromes?

Q14

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above property?

Q15

Yes – use 'safe distances' as an alternative

Should we change the requirement to gain consent to fly above people?

Q16

30 metres

If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17

Respondent skipped this question

Are there any other major Rules changes we should consider?

Q18

No

Are there any minor changes to the Rules that would make them easier for you to understand?

Q19

Respondent skipped this question

What do you think of the proposed minor Rules changes?

Q20

Respondent skipped this question

Are there any other changes we should consider?

Page 5

Q21

Yes, with changes ,

Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?

Please comment:

Basic license need to be done through a club so there is consistency in qualification

Q22

What impact would a basic pilot qualification likely have on you?

It would bring it in line with the basic wings badge that fixed wing pilots need to fly independently and safely.

Q23

A practical examination of skill and a paper based written theory test (at a provider)

What format should this test take?

Q24

No

Should there be a minimum age for basic pilot qualification?

Q25

Yes

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

Q26

Respondent skipped this question

Is there any other special authorisations you would like to see?

Page 6

Q27 Yes

Should we introduce the proposed drone registration system?

Q28 Respondent skipped this question

What impact would drone registration likely have on you?

Q29 Respondent skipped this question

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Q30 Yes, with 250 grams as the weight threshold

Should there be a minimum weight threshold for registering a drone?

Q31 Yes, drones flown in specific designated areas (e.g. Model Flying New Zealand sites)

Should certain drones not need to be registered (select all that apply)

Page 7

Q32 Yes

Should we introduce remote ID?

Q33 Respondent skipped this question

What impact would remote ID likely have on you?

Page 8

Q34 Yes

Should we consider introducing geo-awareness?

Q35 Respondent skipped this question

What impact would geo-awareness likely have on you?

Page 9

Q36

Respondent skipped this question

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Q37

Respondent skipped this question

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT

#81

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, May 14, 2021 11:55:01 AM
Last Modified: Friday, May 14, 2021 12:42:14 PM
Time Spent: 00:47:13
IP Address: [REDACTED]

Page 1

Q1 Yes

By ticking 'Yes' you acknowledge and agree to the terms outlined above.

Page 2

Q2

Name

Mark newburn

Q3

Email address

[REDACTED]

Q4 Myself

Who are you submitting on behalf of?

Q5

Briefly tell us your interest in drones

I fly remote control planes and gliders

Q6

What is the postcode of where you live (or the organisation you represent is primarily based)? Find your postcode using the NZ Post Postcode finder.

[REDACTED]

Page 3

PROACTIVELY RELEASED BY THE MINISTRY OF TRANSPORT

Q7

What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?

First off there are already rules in place to be able to prosecute an individual who is flying carelessly. Registration is not going to stop idiots All that does is penalize The true enthusiast.from experience of flying for over 5years at a local park we have had no property damage or accidents where a person has been injured.The main problem is with The likes of noel lemming etc selling drones to the public..where as a model shop can and do give customer the important information of safety and responsibility for handling a remote control plane drone and provide options like flying club or put them in touch with a trainer to help them

Q8

Do you think the proposed series of measures would help achieve the desired objectives?

No,
Please comment::
As above

Q9

Do you think the proposed series of measures would address the problems and opportunities identified?

No,
Please comment:
First off problems? Its easy to see why we are even talking now like I said models should be sold by model shop. Then all necessary information is given and follow up

Q10

Are there any other problems and opportunities you can think of?

Not really

Q11

Do you agree with the proposed order of implementation of the measures?

No,
Please comment:
As above

Page 4

Q12

Should drones have their own standalone Rule Part?

Yes,
Please comment:
We already have them in place now

Q13

Should we review the four-kilometre minimum flight distance from aerodromes?

No ,
Please comment:
It's fine I know about that so do my mate's that I fly with

Q14

Should we change the requirement to gain consent to fly above property?

Yes – relax the consent provision in another way,
Please comment:
Easy minimum height of 100metres no hover or circle flight directly from above

Q15 **Yes – relax the requirement in another way,**
Should we change the requirement to gain consent to fly above people?
Please comment:
As above

Q16 Other (please specify):
100
If we use 'safe distances' as an alternative to the consent provision, what distance(s) would you consider appropriate?

Q17
Are there any other major Rules changes we should consider?
Yes if our planes get shot at or damaged by dogs as mine has or anything else we should be able to file a claim against the individual responsible

Q18 **No**
Are there any minor changes to the Rules that would make them easier for you to understand?

Q19
What do you think of the proposed minor Rules changes?
No

Q20
Are there any other changes we should consider?
No

Page 5

Q21 **No,**
Should we introduce the proposed basic pilot qualification for Part 101 drone pilots?
Please comment:
This is a hard One as DJI drone is really self flying..plane glider most can't fly so 101 is pointless no kid buying DJI drone from Noel lemming etc will care about that..as I have said I've been flying 5 years taught by other pilots at The feild for me that's the best way

Q22
What impact would a basic pilot qualification likely have on you?
None I'd pass no worries I already checked it out on line passed.my point is it's not The drone or most pilots its the accountability from seller's of drones to provide safety and teach to create a good safe pilot

Q23

Electronic/online theory test

What format should this test take?

Q24

Yes, 16 years

Should there be a minimum age for basic pilot qualification?

Q25

Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?

No,

Please comment:

Why are you guys trying to get money us we work hard All week just so we can fly our planes at a local park safely.why punish The Good because some young self absorbed person shits on the rules when you have already in place a means to prosecute

Q26

Is there any other special authorisations you would like to see?

No

Page 6

Q27

Should we introduce the proposed drone registration system?

No,

Please comment:

This is the American crap why are we bringing it here as I have said no incidents flying over 5 years this is all geared to get money why

Q28

What impact would drone registration likely have on you?

Shit loads weight for a start could make a model dangerous as cg out and why bicycles are not registered and heaps of accidents have happened there answer me why

Q29

What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?

Crap money spinner

Q30

Should there be a minimum weight threshold for registering a drone?

Yes, but with a different weight as the threshold ,

Please comment:

5kg

Enabling Drone Integration

Q31

Should certain drones not need to be registered (select all that apply)

Yes, others (please specify below),

Please comment:

Local parks not in flight zones

Page 7

Q32

Should we introduce remote ID?

No,

Please comment:

Why? Push bikes aren't are they any safer

Q33

What impact would remote ID likely have on you?

I would sell my gear

Page 8

Q34

Should we consider introducing geo-awareness?

No,

Please comment:

Why? Rules are already in place

Q35

What impact would geo-awareness likely have on you?

It's an freedom taken away from me at the moment I just enjoy a flight a my park in the weekend and catch up with my mate's flying too and go home I don't need bulshit rules trying to cypher cash out of my hard earned money to give it to lazy b@#\$tards who doesn't even fly a model themselves

Page 9

Q36

Do you have any other feedback on anything else in the Enabling Drone Integration discussion document?

Not happy about this crap get a life and leave us alone you already have rules in place to prosecute.we are a tiny country not America 14 million in One city.

Q37

If you do not want your name or identifying information to be included, please note the reasons why below. This will be taken into account when we respond to any Official Information Act requests that cover your submission.

Happy to have My name
