A graphic on the left side of the page consisting of several white, curved, overlapping bands that converge towards a point on the right, resembling a stylized wing or a fan. The background is a solid blue color.

AIRWAYS

Memorandum of Understanding

BETWEEN

**Airways Corporation of
New Zealand Limited**

AND

**Southern Hang Gliding and
Paragliding Club Inc**

MEMORANDUM OF UNDERSTANDING dated 19 June 2025

PARTIES

1. Airways Corporation of New Zealand Limited, Queenstown Tower (“QN TWR”), Level 2, 6 Leonard Isitt Drive, Auckland, 2022, New Zealand with company number 331446 (“**Airways**”)
2. Southern Hang Gliding and Paragliding Club Inc, 829 Coronet Peak Rd, RD1, Skippers (“**Southern Club**”)

OBJECTIVES

- A. Airways provides air traffic management services in New Zealand, including control services to the Queenstown Control Zone (“QN CTR/C”).
- B. The Southern Club supports local and visiting pilots in the Queenstown/Wanaka (Southern Lakes) region, including securing access to airspace for flying paragliders and hang gliders at the Skyline Gondola, Coronet Peak, and the Crown Terrace, under Parts 91 and 106 of the Civil Aviation Rules (“CAR”).
- C. The purpose of this Memorandum of Understanding (“MOU”) is to:
Establish procedures for the activation of General Aviation Area NZG756 (“G756”) and operation of hang gliders and paragliders within G756 by accredited pilots.

TERMS OF THE AGREEMENT

1. STATUS OF MOU

- 1.1 The parties acknowledge that this MOU:
- (a) shall be legally binding on the parties in all respects; and
 - (b) replaces any previous agreement or understanding between the parties with regard to its subject matter, including the MOU dated 23 May 2023.
- 1.2 The parties agree to act in good faith in implementing and complying with the agreed procedures under this MOU.

2. TERM, REVIEW, AND TERMINATION

- 2.1 This MOU shall commence on the date that it is executed by the parties until terminated by either party under paragraph 2.3 or 2.4.
- 2.2 The terms of this MOU shall be reviewed at least once every two (2) years while it remains in force.
- 2.3 Airways reserves the right to suspend this MOU at any time and without notice, as a result of safety concerns arising from these procedures. Following suspension, the parties may mutually agree the management of safety concerns allowing for a reinstatement of this MOU. Should the parties be unable to agree on the management of the safety concerns, Airways reserves the right to terminate this MOU at any time and without notice.
- 2.4 Either party may terminate this MOU at any time by giving the other party one (1) months' written notice.

3. REVISIONS

- 3.1 This MOU may be revised by written agreement between the parties at any time.

4. AIRWAYS STANDARD TERMS AND CONDITIONS

- 4.1 Airways Standard Terms and Conditions for the Provision of Airways' Services apply (as applicable, including but not limited to limitation and exclusion of liability) to the services provided by Airways to Southern Club under this MOU. The Airways current Standard Terms and Conditions are available on the Airways [website](#).

5. REGULATORY PROCEDURES

- 5.1 This MOU does not absolve Southern Club from carrying out their responsibilities under the Civil Aviation Rules ("CAR") or from obtaining any approvals or exemptions from the Director of Civil Aviation. Where there is a conflict between this MOU and the CAR or directions from the Director of Civil Aviation, the directions from the Director or the CAR will take priority.

6. GENERAL AVIATION AREA G756 – SKYLINE

- 6.1 The Southern Club wishes to undertake paragliding operations along the ranges to the west of Queenstown within G756.
- 6.2 G756 is active by ATC approval. It can only be activated during daylight hours.
- (a) For the purposes of ongoing daily activation, QN TWR considers G756 active every day from MCT to ECT. Therefore, the Southern Club is not required to make a specific activation request.
- 6.3 Due to the close proximity of G756 to IFR procedures into and out of Queenstown aerodrome (NZQN), the Southern Club and all accredited pilots must understand and comply with the conditions and responsibilities specified in this MOU.
- 6.4 G756 is designated airspace defined in the NZ Air Navigation Register (available on the CAA website). The southeastern boundary of G756 is defined as following the Lake Wakatipu shoreline, as diagrammed in Appendix 1.
- 6.5 Other VFR operations may take place within G756 when active. Information to the Southern Club or paraglider pilots about any such VFR operations will not be provided by QN TWR (G756 is Class G airspace when active).
- 6.6 The Southern Club acknowledges the close proximity of G756 to the IFR approaches into and departures out of NZQN. The Southern Club will ensure that accredited pilots are aware of this and the need to strictly comply with G756 boundaries and operating procedures as detailed in this MOU.

7. SOUTHERN CLUB RESPONSIBILITIES

- 7.1 The Southern Club shall be responsible for:
- (a) Ensuring that all accredited pilots are fully aware of, and comply with, the contents and requirements of this MOU.
- (b) Ensuring that all Southern Club operations remain within G756 and will normally operate no closer to the shoreline than Shotover Street (as depicted in Appendix A) to allow an extra buffer.
- (c) Maintaining a website information and communication system that:
- i. Shows a list of pilots flying within G756 at any particular point in time; and
 - ii. Can be used by QN TWR to notify pilots of the closure of G756; and
 - iii. Have the facility, on the website, for accredited pilots to change their status to “Air” prior to launching and “Ground” upon completion of their day’s flying.
 - iv. QN TWR shall be issued with access to the website.
- (d) Erecting and maintaining signage at the bottom of the hill and at the launch site advising that only accredited pilots are allowed to use NZG756 airspace. Erection of signage will be carried out in collaboration with GForce Paragliding.

- (e) Maintaining a process whereby New Zealand Hang Gliding and Paragliding Association (“NZHGPA”) members can become G756 accredited pilots. This process comprises:
 - i. The Southern Club shall maintain and publish a list of its registered members who are NZHGPA PG3 qualified pilots with a G756 accreditation. Only those pilots listed are able to assist with NZHGPA member G756 certification.
 - ii. A non-accredited G756 pilot, but current NZHGPA member, can operate under the direct supervision of a qualified and G756 accredited NZHGPA instructor who is signed in and maintains a direct line of communication with the pilot via UHF radio.
 - iii. The NZHGPA member must hold an appropriate pilot certificate and attend a briefing provided by a pilot identified as per clause 7.1(e).i. The briefing shall cover the accredited pilot responsibilities described in section 8.
 - iv. The NZHGPA member must sign a form to confirm their understanding of and intention to comply with all conditions contained in this MOU.

8. ACCREDITED PILOT RESPONSIBILITIES

8.1 All accredited pilots shall be responsible for:

- (a) Ensuring that they will not operate in conditions where wind strength and direction are such that groundspeed is reduced to a negative value at a sufficient altitude so as to be in danger of exceeding the G756 boundary.
- (b) Ensuring that any flight within G756 remains within the boundaries and will normally operate no closer to the shoreline than Shotover Street (as depicted in Appendix A) to allow an extra buffer.
- (c) Ensuring that whilst flying within G756, they are equipped at all times with a form of communication as nominated by the Southern Club, to ensure any message – including notification of the closure of G756 – transmitted by the information and communication system required by section 7.1(c) is promptly received either directly or indirectly. Direct and reliable radio contact with another pilot possessing an approved communication device is considered acceptable.
- (d) Ensuring, after receiving notification of the closure of G756, they land as soon as practical and within 15 minutes. All Southern Club operations within G756 must have ceased within 15 minutes.
- (e) Changing their status on the nominated website to “Air” prior to launching.
- (f) Changing their status to “Ground” upon completion of their day’s flying. When a message is received closing G756, pilots must update their status to “Ground” once they have landed, but as soon as possible within 15 minutes.
- (g) Where it appears to an accredited pilot that a non-accredited person is conducting paragliding or hang gliding operations within G756, where possible, the accredited pilot will try to advise the person(s) of the need to obtain prior approval as per Section 7.

9. QUEENSTOWN TOWER RESPONSIBILITIES

9.1 Queenstown Tower (“QN TWR”) shall be responsible for:

- (a) Considering G756 activated in accordance with the provisions of this MOU.
- (b) Deactivating (closing) G756 when an abnormal situation (such as emergencies or air shows) requires G756 to be closed. The website information and communication system required in section 7.1(c) will be used to notify pilots of the closure of G756. A reason for the closure should be given. An abnormal situation is defined as:
 - i. Queenstown Tower contingency procedures are activated, or
 - ii. When requested by the party who has activated it, or
 - iii. In the case of an aircraft experiencing an emergency, during which the aircraft may require use of that airspace, or
 - iv. Should the airspace be required for use due to an airshow or suchlike, for which a significant amount of advance warning should be provided.

10. ASSIGNMENT, CHANGE IN CONTROL

10.1 Southern Club will not assign or transfer its rights or obligations under this MOU except:

- (a) With the prior consent of QN TWR; and
- (b) Then only on the terms, and subject to any requirements, imposed by QN TWR as conditions of giving such consent.

11. NOTICES

11.1 All notices and other communications relating to this MOU must be made to:

Airways

Queenstown Tower

Jon Brooks – Tower Operations Manager – Queenstown

Airways Corporation of New Zealand Ltd

26 Sir William Pickering Drive

Russley, Christchurch 8053

PO Box 14131, Christchurch 8544

jon.brooks@airways.co.nz

Southern Hang Gliding and Paragliding Club

Jesse Dhue – President, Southern Hang Gliding and Paragliding Club

022 310 2931

president@southernclub.co.nz

Bradley Franks – Southern Club Safety Officer

021 091 33972

SIGNATURES

SIGNED for and on behalf of

**Airways Corporation of New Zealand
Limited**

by:
(Refer to DFA Policy)



Justine Whitfield (May 22, 2025 11:18 GMT+12)

Signature

Justine Whitfield

Print Name

A/ Head of Aerodrome Services

Position

SIGNED for and on behalf of

**Southern Hang Gliding and
Paragliding Club**

by:



Jesse Dhue (May 22, 2025 12:09 GMT+12)

Signature

Jesse Dhue

Print Name

President

Position

APPENDIX A: G756 Boundaries



APPENDIX B: G756 website documentation

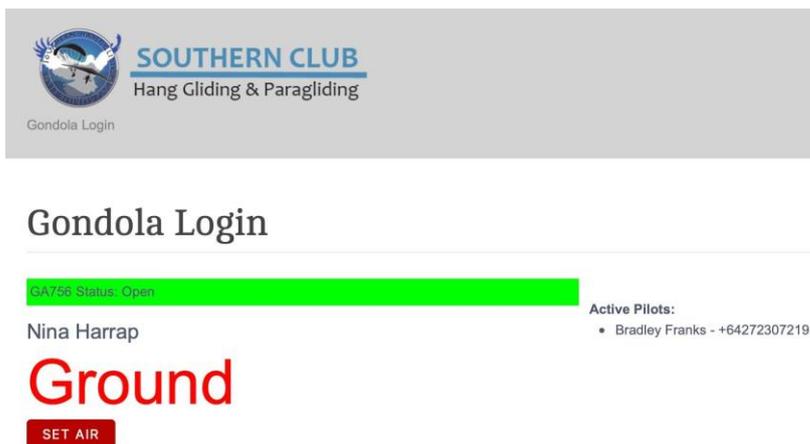
Pilots

To activate or deactivate their flying status, pilots must visit <http://gondola.southernclub.co.nz> They will be presented with a login screen:



The screenshot shows the top header with the Southern Club logo and text: "SOUTHERN CLUB Hang Gliding & Paragliding Gondola Login". Below this is the title "Gondola Login" and a warning: "Current Landing Hazards Exist, [click here to find out more.](#)". A green bar indicates "GA756 Status: Open". There are two input fields: "PIN" and "Password".

Once logged in, pilots can change their status from **Air** to **Ground**, and vice versa.



The screenshot shows the user's profile: "Nina Harrap" and "Ground" in large red text. A red button labeled "SET AIR" is visible. A green bar at the top indicates "GA756 Status: Open". On the right, it says "Active Pilots:" followed by a list: "Bradley Franks - +64272307219".

The above image shows **Nina Harrap** as logged in, and **Bradley Franks** also logged in and showing in the air. When Nina clicks the Set Air button, the word **Ground** will change to **Air**. The system does not allow a pilot to change their status from **Ground** to **Air** if QN TWR has closed the airspace.

QN TWR

In the event of an emergency when G756 needs to be cleared of paragliding and hang gliding pilots, the first and most reliable, effective course of action is to do the following:

1. Go to <http://tower.southernclub.co.nz>. Enter the password and click **Log In**.



SOUTHERN CLUB
Hang Gliding & Paragliding

Gondola Login

Current Landing Hazards Exist, [click here to find out more](#).

GA756 Status: Open

Password

LOG IN

[I've lost my password](#)

2. Any active pilots, their status (**Air** or **Ground**), and phone number (minus the first '0') will be displayed.
3. To close the airspace, click the **CLOSE** button:



Gondola Login

Current Landing Hazards Exist, [click here to find out more](#).

GA756 Status: Open

CLOSE **OPEN**

This will close the airspace and prevent pilots from activating their flying status to **Air** until it is switched to **OPEN**. The pilot and Airways web pages will show **G756 Status Closed**.

4. After 15 minutes, return to the website to verify that all pilots have changed their status to **Ground**.