

# Parachute Landing Areas

## New Zealand Civil Aviation Rules:

### **CAR 105.15 Parachute Landing Area**

- a) Each person making a parachute descent shall land within a PLA that is designated by a parachute organization.
- b) Simultaneous parachute and aircraft movements may only be conducted at aerodromes when the PLA is located clear of –
  - 1) Any part of the movement area that is in use; and
  - 2) Any runway that is in use; and
  - 3) Any taxiway that is in use; and
  - 4) The approach and departure areas of any runway and heliport in use.
- c) A person making a parachute descent into a water PLA shall ensure—
  - 1) The PLA has a clearly defined perimeter; and
  - 2) Adequate arrangements have been made to retrieve all parachutists.

## New Zealand Parachute Industry Association Rules:

### **3.05.1**

#### **PARACHUTE LANDING AREAS**

- a) PLAs (including those required for display purposes) may be designated by the CSO of an operator by filling out the NZPIA PLA Approval form.
- b) This approval shall then be copied and a copy sent or faxed and received by the NZPIA before the PLA can be used.
- c) PLAs may not be used for student operations without prior approval from the Safety Director.

### **3.05.3**

#### **APPROVAL OF PARACHUTE LANDING AREAS FOR STUDENTS.**

Before a PLA can become operational for students, CSO's must obtain the following:

- a) Approval in writing from the Safety Director.
- b) Land owners permission.
- c) Detailed diagram or aerial photograph showing the PLA and surrounding terrain and features.
- d) Location relative to the nearest airfield or recognisable location. ( eg City, Town, Street etc.)

This poster is put out by the NZPIA for assistance to CSOs and Operators



**New Zealand Parachute Industry Association**

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