
**Proposed Tauranga Mandatory Broadcast
Zones
- airspace user consultation**

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1. Introduction

Civil aviation rule 71.157 enables the Director to designate a portion of uncontrolled airspace as a mandatory broadcast zone (MBZ) if, due to traffic density or special circumstances, the pilots within that zone are required to make radio broadcasts of their position and intentions.

Further, Civil aviation rule 71.203 enables the Director to designate any portion of special use airspace (including Mandatory Broadcast Zones) as transponder mandatory airspace, if the Director determines that the traffic density in the airspace requires transponders to reduce the risk of an airborne collision with those aircraft that are required to be fitted with an airborne collision avoidance system.

Mandatory Broadcast Zones do not require the fitting and use of ADS-B transponders, as introduced into all controlled airspace in New Zealand at the end of 2022.

2. Tauranga aeroclub proposal

Tauranga aeroclub are proposing airspace changes to provide two Mandatory Broadcast Zones to the east of Tauranga airport within those portions of uncontrolled airspace. This is proposed to *enhance the safety of training flights from Tauranga by improving pilot situational awareness of other aircraft transiting through that airspace.*

The two proposed areas extend to the east of Tauranga both over land and a coastal corridor. The airspace proposal document is attached and provides more information on the dimensions and justification for these areas from Tauranga aero club.

Refer to Figure 1 and the attached proposal, which shows the proposed MBZ boundaries.

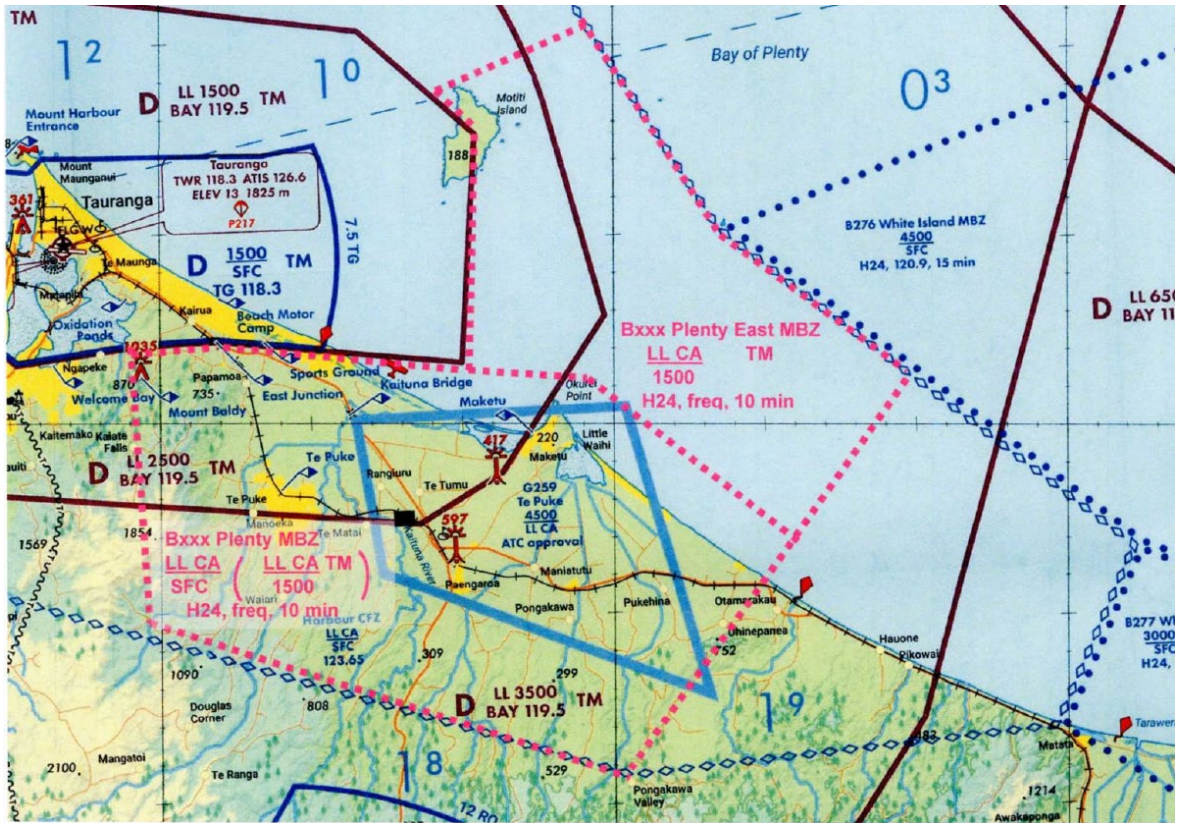


Figure 1 – Proposed Tauranga MBZs

CAA comment:

The proponent has requested two MBZs with the same airborne frequency, thus attempting to utilise the name of the MBZs alone to provide pilots with awareness of the general location of other aircraft. This outcome could be achieved using standard position reports from aircraft using prominent geographical features and Visual Reporting Points, and two areas using the same frequency potentially introduces unnecessary complexity to the airspace design that can be resolved with accurate position reports alone.

Transponder mandatory MBZ are designated in New Zealand around uncontrolled aerodromes that contain operations requiring an airborne collision avoidance system (ACAS) as per 71.203 requirements. The proponent has not provided information on any operations occurring within this area requiring ACAS, with the potential to remove traffic operating without a transponder currently if the airspace is designated.

3. Surrounding airspace

Of note, the proposed MBZs are within the currently published wider 'Harbour' CFZ (123.65 MHz). This will need to be redesigned as a consequential airspace change, with the eastern portion of this CFZ being non-contiguous with the remaining portions if the MBZ proposal is designated.

General Aviation Area G259 extends from LL CA – 4500 ft over the proposed Plenty MBZ. This is activated with ATC approval and provides Class G airspace for operations above and outside of the proposed MBZ when activated.

4. Consultation

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

Aerodrome operators (charted aerodromes only)

- Hamilton aerodrome – Waikato Regional Airport Ltd
- Matamata aerodrome – Matamata Piako District Council
- Opotiki aerodrome – Opotiki District Council
- Rotorua aerodrome – Rotorua Regional Airport Ltd
- Rotorua Lakefront heliport – Volcanic Air Safaris
- Rotorua Lakes – Volcanic Air Safaris
- Taupo aerodrome – Taupo Airport Authority
- Taupo Hospital heliport – Lakes District Health Board
- Taupo Water aerodrome – Lake Taupo Harbour Master

- Tauranga aerodrome – Tauranga Airport Authority
- Tauranga Hospital heliport – Pacific Health Limited
- Waihi Beach – Double R Waihi
- Waikato Hospital heliport – Search and Rescue Service Ltd
- Whakatane aerodrome –Whakatane District Council
- Whakatane Hospital heliport – Bay of Plenty District Health Board

Operators, Organisations and User Groups

- Air New Zealand Group – includes Mount Cook Airlines, Air Nelson
- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand
- Gliding New Zealand
- Matamata Aero Club
- Matamata User Group
- New Zealand Hang Gliding and Paragliding Association
- Recreational Aircraft Association of New Zealand
- Rotorua User Group
- Royal New Zealand Air Force
- Sport Aircraft Association New Zealand
- Sport Aviation Corp
- Taupo User Group
- Tauranga Aero Club
- Tauranga User Group
- The New Zealand Aviation Federation
- Tokoroa Aero Club
- Waikato Aero Club
- Waitomo Aero Club

This document and the proposal are also available on the CAA website at the following link:

<https://www.aviation.govt.nz/airspace-and-aerodromes/airspace/airspace-review/2022-airspace-reviews/>

Notifications will be sent to CAA email notification subscribers to Airspace Notifications – Briefing Areas 1, 2, 3 and 4.

5. Submissions

Prior to making a designation or classification of airspace, Civil Aviation Rule 71.9 requires the Director to consult with all parties within the aviation industry that may be affected.

This document forms part of the consultation process. Submissions are sought from any interested person, organisation or representative group.

Submissions are accepted either electronically or via mail.

Please address submissions to:

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

Email: aeronautical.services@caa.govt.nz

Reference – Proposed Tauranga MBZs 22/ASD/8

Closing date for submissions is **Tuesday 25th October 2022**

6. Further information

For further information contact:

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