

PROPOSED TRAINING MBZs EAST of TAURANGA

Outline: Tauranga Aero Club proposes airspace changes to provide for two Mandatory Broadcast Zones (MBZs) East of Tauranga airport. These will enhance the safety of training flights from Tauranga by improving pilot situational awareness of other aircraft transiting through that airspace. One MBZ would be mainly over land covering the Te Puke/Maketu/Pongakawa training areas, with a proposed name of "*Plenty MBZ*". The other MBZ would be mainly a coastal corridor on the north-east side of "*Plenty MBZ*", extending to the north end of Motiti Island, an area also used for training. Its proposed name would be "*Plenty East MBZ*".

Airspace History: In recent years, the Tauranga Control Zone (CTR) was reduced in size and some VFR Preferred Routes were changed so that they now run over and along Matakana Island. Previously, most training from Tauranga was done over Matakana Island and thus had to be moved to the Te Puke/Maketu area, in the Harbour Common Frequency Zone (CFZ). Radio calls from transiting aircraft are optional in a CFZ and it is quite common for transiting pilots to not give calls. Many aircraft cross the Bay of Plenty in transit from and to other regions and they also often track east of the Tauranga CTR to avoid Airways charges. Those aircraft regularly appear unannounced through areas being used for training by Tauranga pilots. There have been a number of close encounters and earlier this year a Tauranga Aero Club instructor experienced a serious airmiss near Maketu. The other pilot was in transit from Gisborne via Whakatane and had not used the radio in the Harbour CFZ.

Flight Training by Local Users: Tauranga Aero Club currently operates seven aircraft on local training flights. Over thirty club members also own their own aircraft and use the same areas when on training or currency flights. There are at least three other operators at Tauranga airport that do training in those same areas.

Description of Proposed "*Plenty MBZ*": Vertically, this area would be from below the Control Area (CTA) and down to the surface; transponder mandatory down to 1500ft (TM); H24 with a 10 min reporting interval. The overland main portion of "*Plenty MBZ*" uses easily identifiable boundary features. Starting the boundary on the TG CTR border beside VRP *Mount Baldy*, it runs south past Te Puke to the *No.3 Road* bridge on the Raparapahoe Stream beside the current Harbour CFZ boundary; then south-east to *Pongakawa Valley* rural locality; north-east over a point where rail reaches the coast near *Otamarakau* out to a point 1.5 nm seaward; then goes left paralleling the coast clear of Maketu's Okurei Point to reach a point approximately 1 nm north-east of Okurei Point and returns to the start point following alignment with the CTA/CTR southern borders. VRPs within the defined area would remain unchanged. *G259 Te Puke* could continue to sit above this new MBZ

Reasoning: Practice forced landing exercises down to 500 ft agl are a frequent training activity and are the reason for the MBZ lower level to be on the surface. With the MBZ reaching beyond the coast, it allows for the practising of coastal reversal turns at 500 ft agl. Having TM from 1500 ft and above, allows identification of transits not using VHF in the MBZ. Lesser equipped aircraft would still be able to transit below 1500 ft.

Description of Proposed “Plenty East MBZ”: Levels would be from below the CTA down to 1500 ft; transponder mandatory (TM); H24 with a 10 min reporting interval. It should be on the same frequency as “*Plenty MBZ*”. Its border would begin from the eastern corner of “*Plenty MBZ*” and then align with the seaward sides of “*Plenty MBZ*” to the south-east corner of **CTA D LL1500** and then north along the **CTA D LL1500** eastern border to a point in line with the northern tip of *Motiti Island*; then follow the east side of the current *Harbour CFZ* until abeam the start point and then return towards the coast so that it is aligned with the south-east border of “*Plenty MBZ*”.

Reasoning: When wind turbulence hampers smooth-air exercises such as instrument training, around Te Puke/Maketu/Pongakawa, aero club instructors move their training to over the north-east half of Motiti Island and the sea beyond. The levels specified here, are satisfactory for that training. Our local pilots still need to have awareness of offshore transits closing in on their training exercises. Having a 1500 ft floor for this MBZ, allows fish spotting pilots room to operate and the area could also be transited by NORDO aircraft flying below this offshore corridor.

Common Frequency Zone (CFZ): With the creation of these two new training MBZs east of Tauranga Airport, we assume that CAA will need to change the CFZ airspace as it currently exists. We would like to see that redrawn CFZ airspace with the two new embedded MBZs, to be on the same shared frequency as those two MBZs. It would help reduce VHF clutter if that frequency was separate from the current *Harbour CFZ* frequency. Hopefully, the redrawn CFZ airspace on the shared frequency would continue to cover aircraft flying NZTG VFR Preferred Arrival tracks from the south and east.

Bruce Johnston
Safety Manager
Tauranga Aero Club
safety@flytac.co.nz



Chart of proposal >

Proposed MBZ Boundaries

“Plenty” MBZ Note: position approximate symbol is: ±

Sequence	Remarks	Latitude	Longitude
1		374810.0S±	1763620.0E±
2		374345.0S±	1762915.0E±
3		374322.9S	1762459.2E
4		374305.2S	1762025.6E
5	East Junction VRP	374251.0S	1761651.5E
6		374258.4S	1761414.7E
7	No3 Road Bridge/Raparapahoe Strm.	375030.0S±	1761435.0E±
8	Pongakawa Valley	375425.0S±	1763040.0E±

“Plenty East” MBZ Note: position approximate symbol is: ±

Sequence	Remarks	Latitude	Longitude
1		374810.0S±	1763620.0E±
2		374345.0S±	1762915.0E±
3		374322.9S	1762459.2E
4		373720.6S	1762524.9E
5		373635.0S±	1762422.0E±
6		373412.0S±	1762900.0E±
7	Motunau Island	373945.1S	1763335.8E
8		374330.0S±	1763940.0E±

End of Proposal Document

Refer to separate document for Consultation Process

