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**Proposed Milford Sound Mandatory  
Broadcast Zone  
- airspace user consultation**

## **Table of Contents**

|  |          |
|--|----------|
| <b>1. Introduction .....</b>                   | <b>2</b> |
| <b>2. Milford Sound Airport proposal .....</b> | <b>2</b> |
| <b>3. Surrounding airspace.....</b>            | <b>3</b> |
| <b>4. Consultation .....</b>                   | <b>3</b> |
| <b>5. Submissions.....</b>                     | <b>5</b> |
| <b>6. Further information.....</b>             | <b>5</b> |

## 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. Milford Sound Airport proposal

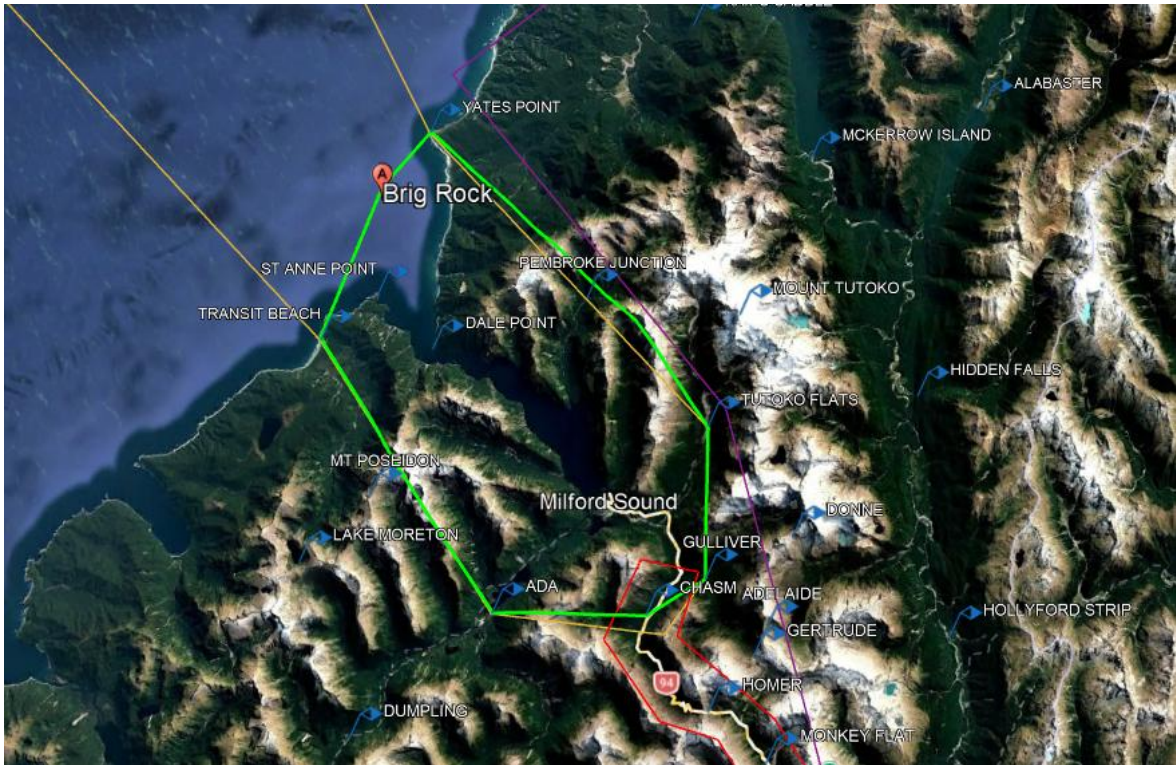
Milford Sound Airport are proposing the introduction of a Mandatory Broadcast Zone, surface to 6000ft AMSL, in the Milford Sound Airport and Milford Sound area. This proposal notes:

*The request is based on improving the safety of aircraft and ultimately our people who operate into, around and out of the Milford Sound area. The area within the vicinity of Milford Sound Airport is naturally confined due to the mountainous terrain which runs the length of the Sound, from the coast to the head of Milford Sound (Airport) The terrain coupled with a high volume of traffic (At given times of the year/Peak summer season) presents risk we believe can be further mitigated through implementing this layer of threat protection (MBZ). The application is being made following consultation with our aviation based stakeholders, the majority of whom fully support the introduction of an MBZ at Milford Sound Airport.*

Accompanying the application was feedback from the Queenstown Milford User Group (QMUG) proposing the MBZ be further designated as Transponder Mandatory.

**CAA Comment** – 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. If an MBZ is designated the aerodrome operator might consider an alternative mitigation to promulgate a recommendation on the Milford Sound aerodrome page; for example, *‘Pilots are strongly recommended to use their transponder (ADS-B) when operating within the Milford MBZ.’* A further option might be to request a special note on the VNC is depicted requesting the same.

Refer to Figure 1 which shows the proposed MBZ boundary, surface to 6000ft AMSL.



***Figure 1 – Proposed Milford MBZ***

### **3. Surrounding airspace**

This proposed MBZs is situated in Class G airspace, largely coincident within the Milford Sound portion of the currently published Common Frequency Zone (CFZ) - Milford Sound C773, 118.2 MHz; refer AIP ENR 5.3 – 14, CFZ are not designated airspace as such and are not mandatory, being advisory in nature only. C773 Milford Sound and the adjoining C776 Fiordland CFZ boundaries will require boundary adjustments to coincide with the MBZ if designated.

### **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)**

- Milford Sound aerodrome – Ministry of Transport Operations Manager
- Queenstown Aerodrome – Queenstown Airport Corporation Limited.
- Martins Bay Aerodrome
- Glenorchy Aerodrome
- Wanaka Aerodrome
- Cromwell Aerodrome
- Te Anau / Manapouri Aerodrome
- Makarora Aerodrome
- Makarora Heliport
- Dunstan Hospital Heliport
- Wanaka Lakes Health Centre Heliport
- Te Anau Medical Centre Heliport

**Operators, Organisations and User Groups**

- Aircraft Owners and Pilots Association
- Airways Corporation of New Zealand
- Gliding New Zealand
- New Zealand Hang Gliding and Paragliding Association
- Recreational Aircraft Association of New Zealand
- Royal New Zealand Air Force
- Sport Aircraft Association New Zealand
- Sport Aviation Corp
- The New Zealand Aviation Federation
- Queenstown Milford User Group
- Te Anau helicopter Services
- Southland helicopters
- Southern Wings
- South East Air
- Fiordland Helicopters
- Southern Aviation
- High Country Helicopters
- Mckenzie Helicopters
- Cruickshank Helicopters

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

[2026 airspace reviews](#)

Notifications will be sent to CAA email notification subscribers to Airspace Notifications – Briefing Areas 7, 9, and 10.

## **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 Safety Oversight Group  
Civil Aviation Authority of New Zealand  
PO Box 3555  
Wellington 6140

Email: [aeronautical.services@caa.govt.nz](mailto:aeronautical.services@caa.govt.nz)  
Reference – 2025-01293 Proposed Milford MBZ

Closing date for submissions is **Wednesday 29<sup>th</sup> April 2026**

## **6. Further information**

For further information please send enquiries to:

Aeronautical Services Unit  
Aviation Safety Oversight Group  
Civil Aviation Authority of New Zealand  
P O Box 3555  
Wellington 6140

Email: [aeronautical.services@caa.govt.nz](mailto:aeronautical.services@caa.govt.nz)