Auckland International Airport Limited

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Telephone (09) 275 0789. Facsimile (09) 275 5835.

6 April 1992

The Minister
Ministry of the Environment
PO Box 10-362
WELLINGTON

Dear Sir

Enclosed please find our application to become a Requiring Authority under Section 167 of the Resource Management Act 1991 with respect to the Auckland International Airport Obstacle Limitation Surfaces.

Yours faithfully

RECEIVED
07 APR 1992

J G Smith
PLANNING SERVICES MANAGER

Enclosure:

FORM 10

APPLICATION TO BECOME A REQUIRING AUTHORITY

UNDER SECTION 167 OF THE RESOURCE MANAGEMENT ACT 1991

To: The Minister for the Environment:

1. Auckland International Airport Limited applies for approval to become a requiring authority. The Company is an airport authority as defined by the Airport Authorities Act 1966 for the purposes of operating an airport.

2. The description of the work to which this application relates is as follows:

AUCKLAND INTERNATIONAL AIRPORT

OBSTACLE LIMITATION SURFACES

The designation "Auckland International Airport Obstacle Limitation Surfaces" is to protect the airspace around Auckland International Airport.

3. The reason for this application is to meet Auckland International Airport Limited's obligations in respect of aviation safety.

4. The designation is in the public interest because of the need to impose airspace restrictions for the safe and efficient functioning and operation of the airport and aircraft utilising that facility and the surrounding navigable airspace.

5. The controls cannot be imposed other than in accordance with the powers of designation contained in the Resource Management Act 1991.

6. (a) The Company will carry out all the responsibilities of a requiring authority and give proper regard to the interests of those affected and to the environment.

(b) There have been restrictions on heights and other hazards to aircraft in the area surrounding Auckland International Airport since 1965. The Obstacle Limitation Surfaces are being amended to comply with the Aerodrome Standards Manual 1989. These changes are less restrictive than the present operative height restrictions and reduce the area of the restrictions. The heights are such that generally they will have little or no impact on residential properties. The relevant District Plans would not generally allow construction to these heights. The designation provides for structures to protrude through these surfaces if the Director of Civil Aviation is satisfied they do not present a hazard to aircraft.

Bearing in mind the importance of aircraft safety and New Zealand's obligation to the International Civil Aviation Organisation the limitations are necessary.

The Obstacle Limitation Surfaces are non-physical surfaces.

D T Hansen
Engineering Manager
AUCKLAND INTERNATIONAL AIRPORT LIMITED

Date: 6 April 1992

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AUCKLAND INTERNATIONAL AIRPORT LIMITED

SPECIFICATION FOR OBSTACLE LIMITATION SURFACES

1. AIAL D693-2 together with this specification comprise the Auckland International Airport Specification for Obstacle Limitation Surfaces.

The Civil Aviation Act 1990 requires that hazards to aviation safety be controlled.

Obstacle Limitation Surfaces of an aerodrome are defined surfaces in the airspace above and adjacent to the aerodrome. These Obstacle Limitation Surfaces are necessary to enable aircraft to maintain a satisfactory level of safety while manoeuvring at low altitude in the vicinity of the aerodrome. These surfaces shall be free of obstacles and subject to control. Where obstacles infringe these surfaces they may, at the discretion of the Director, be required to be reduced in height, removed, or to display daylight visual obstacle markings or obstacle lighting or both, in accordance with prescribed standards.

2. **Point A**

The Airport's "Reference Point" Point "A" is located at the eastern end of the centreline of the existing runway and is shown on the Plan.

Its Geodetic (datum circuit origin Mt Eden) co-ordinates are:

685729 metres north
303667 metres east

Runway Strip

Each runway will have a runway strip. The runway strip is 300m wide symmetrical to runway centreline and extends to 60m from the two runway ends.

Approach Slopes

The approach slope surfaces meet the combined provisions of approach and take off requirements. They commence from the end of the runway clearways and rise at a gradient of 1.60% to a level of 155m above mean sea level where they meet a flat plane also 155m above mean sea level. The width of the approach fan at the end of the clearway is 300m and expands at 15% ie: 8^{o} 31' 51".

Inner Horizontal Surface

The "Inner Horizontal Surface" is a flat surface at an altitude of 50m above mean sea level. The sides are located 4,000m from the edge or end of the runway strip to form a rectangle 10,250m by 11,720m and corners of 1,500m radius.

Transition Surfaces

The "Transition Surfaces" are planes commencing at the edge of the runway strips and rising at a gradient of 1 to 7 to where they meet the "Inner Horizontal Surface" and the approach slopes.

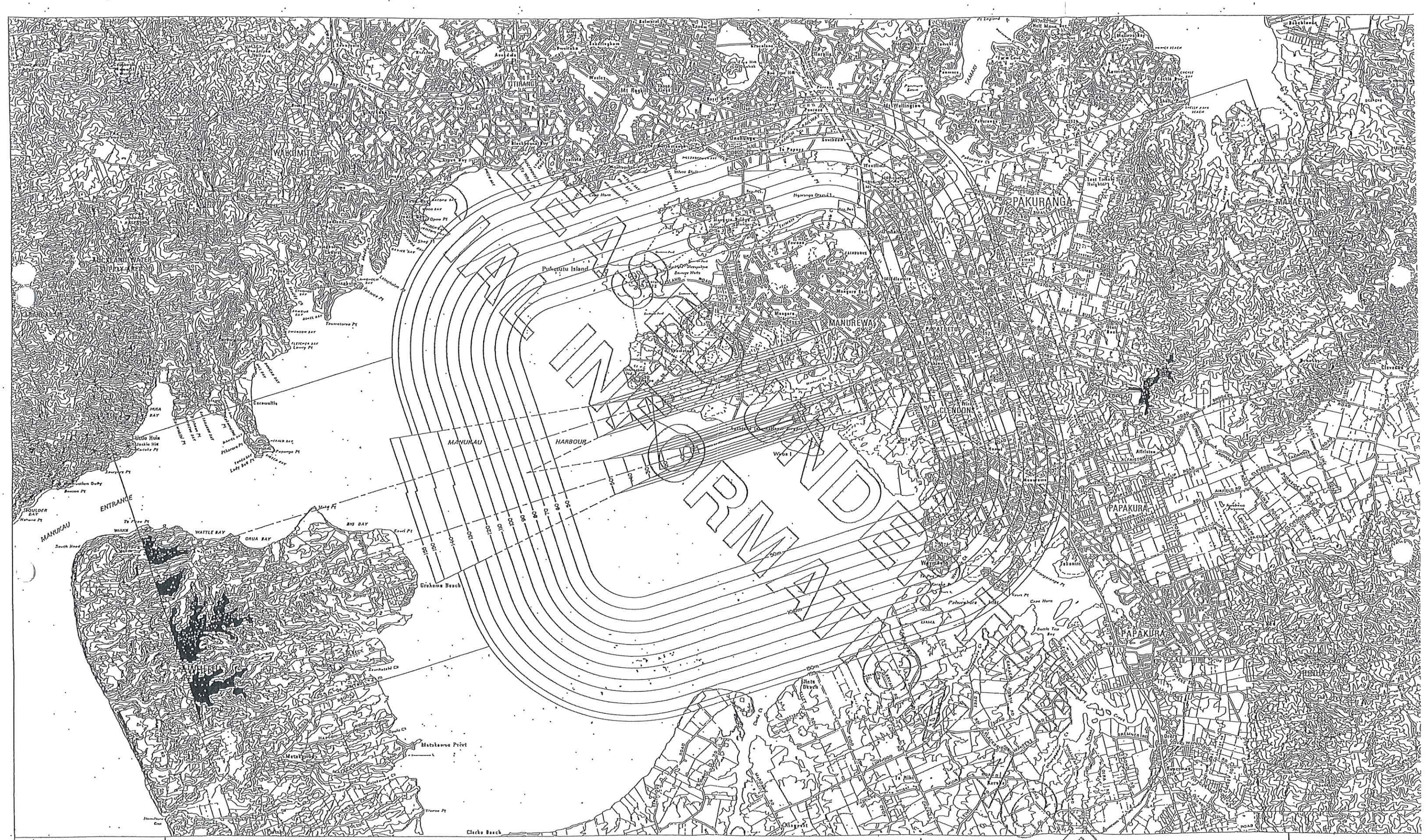
Conical Surface

The conical surface slope upward from the outer edge of the inner horizontal surface at a slope of 1:40 to a height of 155m above mean sea level.

Controlling Surface

Where any two surfaces are not at the same level the lower surface shall govern. The plan shows diagrammatically the various surfaces described above.

David Hansen
ENGINEERING MANAGER



AUCKLAND INTERNATIONAL AIRPORT — OBSTACLE LIMITATION SURFACE

Prepared by the Department of Survey and Land Information July 1981

D693–2

SCALE 1:50 000