

FORM 18

**NOTICE OF REQUIREMENT FOR DESIGNATION
TO BE INCLUDED IN PROPOSED PLAN
WITH MODIFICATION**

TO: Queenstown Lakes District Council

FROM: Queenstown Lakes District Council (as a requiring authority for Wanaka Airport)
C/- Wanaka Airport Management Committee
Private Bag 50072
QUEENSTOWN

NOTICE: In accordance with Clause 4 of the First Schedule of the Resource Management Act 1991 (the Act), the Queenstown Lakes District Council (QLDC) gives notice that it seeks to have Designation 65 – Airport Approach and Land Use Controls (**Designation 65** or the **Designation**) included in the proposed Queenstown Lakes District Plan (the **Proposed Plan**). The QLDC wishes to modify Designation 65 in accordance with subsections (1) ad (3) of Clause 4 of the Frist Schedule of the Act.

1. INTRODUCTION

- 1.1 Designation 65 is in place in the operative District Plan to enable the safe and efficient operation of Wanaka Airport by defining airport protection measures, transitional slopes and surfaces, aircraft take off climb and approach slopes and airport height and obstacle clearances (together the **surfaces**). These surfaces impose height and obstacle clearance restrictions around the Airport which are important for the safe and efficient functioning of the Airport, and, in particular the safety of aircraft operations.
- 1.2 The QLDC seeks that the existing surfaces and restrictions are retained in the Proposed Plan, but that modifications be made to the Designation 65 text to ensure it is clear in its intent and application.

2. THE NATURE OF THE MODIFCATIONS AND REASONS:

- 2.1 The modifications that are necessary to Designation 65 text are described below and shown in **Appendix A** to this notice.
- 2.2 The QLDC proposes to remove the detailed description of the location of the runway strip and RESA from the designation. The reason for this is because the runway strip and RESA are provided for via the Aerodrome Purposes Designation for Wanaka Airport.

3. THE EFFECTS THAT THE MODIFICATION WILL HAVE ON THE ENVIRONMENT AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED ARE:

- 3.1 The modification proposed to the Designation is minor in nature and extent.
- 3.2 Removing the specificity with respect to the runway and taxiway detail is not considered to have any adverse effects in terms of protecting the safe operation of aircraft in the airspace around Wanaka Airport. This is because through Civil Aviation Authority regulations, the requiring authority is obliged to ensure that the OLS provide for an appropriate runway configuration – that is, the OLS are based on a fixed formula so if there are changes to the runway specifications then the OLS will change accordingly. Furthermore, the runway and taxiway detail is approved under Designation 64.

4. THE PROPOSED ALTERATION TO THE DESIGNATION IS REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY BECAUSE:

- 4.1 The primary objective of the requiring authority with respect to this notice is to ensure that the District Plan requirements relating to the airspace in the vicinity of Wanaka Airport are adequate and appropriate to provide for the safe and efficient operation of aircraft to and from Wanaka Airport. The minor text alterations that are promulgated by this modification have no bearing on the physical extent of the OLS or the type of controls imposed for Wanaka Airport.

5. CONSULTATION:

Consultation has not been undertaken in the preparation of this notice. The designation, as modified, will be available for public submissions when the District Plan is publically notified.

6. ALTERNATIVE METHODS:

As there are no significant adverse effects arising from these modifications, alternative methods have not been considered.

Signed for the Queenstown Lakes District Council by S Paterson (on behalf of the Wanaka Airport Management Committee)

Signature:

Date:

S Paterson
30 March 2015

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APPENDIX A

Modifications to Designation 65

Changes shown as underline or ~~strikethrough~~.

E.2 Airport Approach and Land Use Controls

This designation applies in respect of the airspace in the vicinity of the Wanaka Airport. It defines essential airport protection measures, transitional slopes and surfaces, aircraft take off climb and approach slopes and airport height and obstacle clearances as defined below and as shown on District Plan Maps.

~~The objective of these restrictions is to limit any activity and the construction of any structure which may inhibit the safe and efficient operation of the Wanaka Airport. These restrictions directly relate to the main runway and runway extension specified in Designation 64 – Aerodrome Purposes and the future alternative parallel runway. The strip and RESA end locations of the existing, extended and replacement runway are contained in Table 1 below:~~

Table 1: Location of strip and RESA ends

Location	Co-ordinates	
	X	Y
Existing runway south east strip end	5602307.23	2213157.60
Extended runway south east RESA end	5602171.51	2213290.70
Existing runway north west strip end	5603250.88	2212232.91
Extended runway north west RESA end	5603815.00	2211670.90
Replacement runway south east RESA end	5602236.60	2213357.12
Replacement runway north west RESA end	5603880.18	2211746.41

Airport Protection

The Airport protection surfaces are described as:

(a) Take-off Climb and Approach Surfaces

General

In order to provide the maximum flexibility for the existing and future development of the runway layout, the protection surfaces and associated height controls extend laterally to include the existing sealed runway as well as the proposed replacement sealed runway.

This requires the length of the origin points of the OLS (referred to as the "inner edges") to be 243.0m being 121.5m either side of the inner edge centreline position defined in table 1.2 below.

~~For this reason the area that is covered by height controls is larger than would be the case with a single runway that was not planned to be extended or replaced.~~

The nominal centreline of this enlarged inner edge arrangement is 46.50m north east of the existing runway centreline and the ends of the inner edges are 121.50m either side of the centreline.

Table 1_2: Location of inner edge centre points

Inner Edge	Co-ordinates (NZMG)	
	X	Y
south east end	5602375.47	2213155.92
north west end	5603676.22	2211881.18

The runway strip edges are 75m south west of and parallel to the existing runway centreline and 75m north east of and parallel to the future replacement runway centreline. For height control purposes the strip edges end where they intersect the inner edges of the approach surfaces.

The runway strip edges are 75m south west of and parallel to the existing runway centreline and 75m north east of and parallel to the future replacement runway centreline. For height control purposes the strip edges end where they intersect the inner edges of the approach surfaces.

South East End of Existing and Future Main Runways

- (i) Inner edge location
The south east takeoff and approach surfaces are combined into a single takeoff/approach surface. The takeoff and approach surfaces have the same inner edge location (as defined in table 2) and length of 243.0m. The inner edge commences at a height of 339.4m AMSL at the south east end.
- (ii) Takeoff/Approach Surface
The take-off/approach surface at the south eastern end commences at the inner edge and rises at a gradient of 2.0% with its centreline on a bearing of 135.6° grid. The surface continues on a bearing of 135.6° until a distance of 15,000m from the inner edge.

The edges of the approach surface commence at the inner edge end point locations and expand outward at 15% of the distance along the centreline until the end of the surface.

The final total width of the approach surface is 4743.0m at 15,000m from its inner edge.

North West End of Future Main Runway

- (iii) Inner edge location
The north west takeoff and approach surfaces are combined into a single takeoff/approach surface. The takeoff/approach surface inner edge location is defined in table 2 and its length is 243.0m. The inner edge commences at a height of 347.84m ASML at the north west end.
- (iv) Takeoff/approach Surface

The combined takeoff/approach surface at the north west end commences at the inner edge and rises at a gradient of 2.0% with its centreline on a bearing of 315.6° grid. The surface continues on a bearing of 315.6° until a distance of 4,780m from the inner edge. At that point the surface turns 195° north with a radius of 2400m and continues on a bearing of 150.6°.

The edges of the surface commence at the inner edge end point location and expand outward at 15% of the distance along the centreline until the end of the surface 15,000m from the inner edge.

The final total width of the surface is 4743.0m at 15,000m from its inner edge.

(b) Transitional, Inner Horizontal and Conical Surfaces

The transitional, inner horizontal and conical surfaces described below are based on the extremities of the runway strip edges for the combined existing and future parallel runways. The strip edge on the north east is 75m to the north east of and parallel to the proposed alternative runway centreline. The strip edge on the south west side is 75m to the south west of and parallel to the existing runway centreline.

For height control purposes the strip edges end where they meet the inner edges of the approach surfaces.

(i) Transitional Side Surfaces

The transitional side surfaces extend from the sides of the strip and the approach surfaces, upwards and outwards at a gradient of 1v:7h (14.3%) extending until they reach the inner horizontal surface.

(ii) Inner Horizontal Surface

The inner horizontal plane is located at a height of 393m AMSL (45m above the runway reference height) and extends out to a distance of 4000m measured from the periphery of the runway strip.

(iii) Conical Surface

The conical surface slopes upward and outward from the periphery of the inner horizontal surface rising at a gradient of 5% to a height of 498m AMSL (150m above the aerodrome reference height).

Penetration of airport protection surfaces

No object, including any building, structure, mast, pole or tree, but excluding a control tower, shall penetrate the takeoff/approach or transitional, surfaces without prior approval of the requiring authority.

No object, including any building, structure, mast, pole or tree shall penetrate the horizontal and conical surfaces except with prior approval of the requiring authority, or where the object is determined to be shielded by an existing immovable object in accordance with recognised aeronautical practice.

If requested by a landowner with a site specific development proposal affected by the obstacle limitation surfaces, the requiring authority shall provide them with a terrain shielding drawing for that portion their site.

Note:

any person proposing to construct or alter a structure that penetrates the airspace protection surfaces described in this designation is subject to the requirements of Part 77 of the Civil Aviation Rules and must notify the director of Civil Aviation 90 days before the proposed date of commencement of construction or alteration. Notification must be in the form specified in Rule 77-13 and be submitted at least 90 days before the proposed date of commencement of construction or alteration.