

## 16.11 AIRPORT PROTECTION

*Refer to Rule sections 16.3, 17.1, 17.2, 17.5, 17.6, 17.8.*

### 16.11.1 Scope of Section

This section provides specific rules relating to height of objects in the vicinity of the District's two airports. Resource consent applications must be accompanied by information stated in Chapter 19, as relevant, particularly 19.2.4.

### 16.11.2 All Zones

#### 16.11.2.1 Permitted Activities (All Zones)

Any structure or vegetation which is within an area shown on Schedule 16.11A or 16.11B as subject to Airport Height Control, is a permitted activity that may be undertaken without a resource consent, if it complies with the following conditions:

- (a) The activity does not exceed the height limits shown on Schedule 16.11A or 16.11B.

**Note:** The height limits are referenced to zero metres at each end of the runway. The topography of the site will thus affect the interpretation of the height limits shown.

#### 16.11.2.2 Restricted Discretionary Activities (All Zones)

Any structure or vegetation which is within an area shown on Schedule 16.11A or 16.11B as subject to Airport Height Control and which does not comply with the conditions of rule 16.11.2.1, is a restricted discretionary activity.

**A resource consent is required.** Consent may be refused, or conditions imposed, only in respect of the following matters to which the Council has restricted its discretion:

- (1) The effects on the safe and efficient operation of the airport and airport users.
- (2) Any physical and visual impact of the structure or vegetation on the matters stated in (1).
- (3) The duration of the consent.
- (4) The timing of reviews of conditions and purpose of reviews (Section 128 of the Act).
- (5) Financial contributions, bonds and covenants in respect of the performance of conditions, and administrative charges (Section 108).

**Note:** The height limits are referenced to zero metres at each end of the runway. The topography of the site will thus affect the interpretation of the height limits shown. An applicant will be required to demonstrate the extent to which the proposal exceeds the height provisions, as noted in 16.11.2.1.

### 16.11.20 Principal Reasons for Rules

#### Control of Height in Vicinity of Airports

The rule provides for the long-term protection of the existing physical resources of the two airports in the District. The rules are based on Civil Aviation Authority Circulars.

## SCHEDULES

### Schedule 16.11A: Areas to which Height Control Provisions Apply – Motueka Airport



CL20A  
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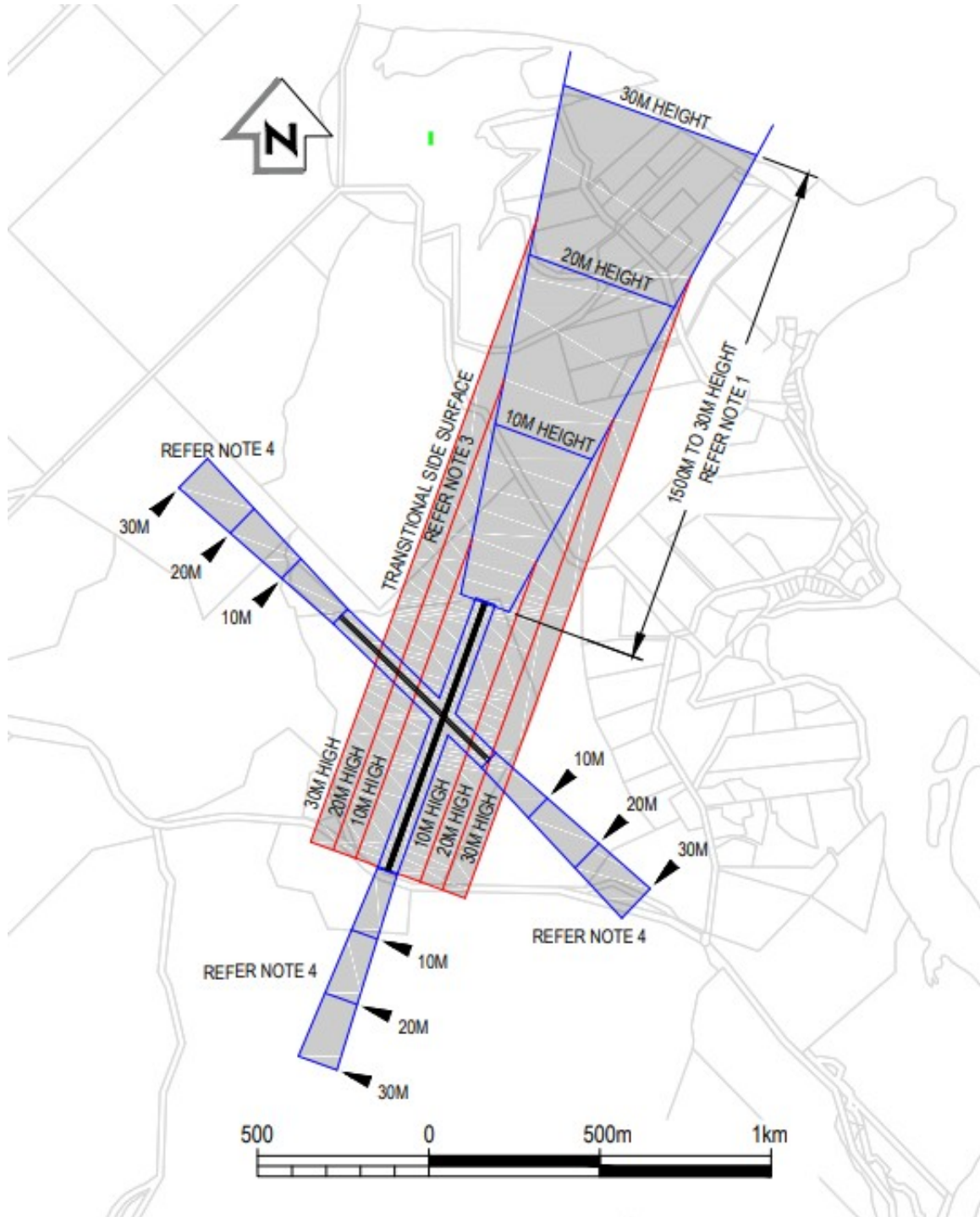
#### Notes:

1. Obstacle limitation surface continues out to 15 km horizontally from the end of the runways. Illustrated is the first 1.5 km. Inclination 1:50. Sides splay out at 1:6.6.
2. The limitation on height is based on each end of the runway being at reference level 0. Topographic variations above and below this reference level must be taken into account in applying the relevant rules.
3. Transitional side surface continues out to 315 metres from the outside edges of the runway strip. Illustrated is the first 210 metres. Inclination 1:7.
4. The runways and runway strips shown in the diagram above are as they existed in January 1999, before extensions were made at both ends of the paved runway. The length of the shown runways is 724 metres. The northern end of the runways is 82 metres from the road boundary angle to the northeast. The combined runway strips are 50m wide with the middle line located 10 metres on the southeast side from the centreline of the paved runway. (Include annotation CL20A 7.22).

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## Schedule 16.11B: Areas to which Height Control Provisions Apply – Takaka Airport

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### Notes:

1. Obstacle limitation surface continues out to 15 km horizontally from the end of the runway. Illustrated is the first 1.5 km. Inclination 1:50. Sides splay out at 1:6.6.
2. The limitation on height is based on each end of the runway being at reference level 0. Topographic variations above and below this reference level must be taken into account in applying the relevant rules.
3. Transitional side surface continues out to 315 metres from the edge of the runway strip. Illustrated is the first 210 metres. Inclination 1:7.
4. Obstacle limitation surface continues out to 1200 metres horizontally from the end of the runway. Illustrated is the first 600 metres. Inclination 1:20. Sides splay out at 1:20.

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