

APPENDIX 2	NOTICE OF REQUIREMENT BY MINISTER OF TRANSPORT IN RESPECT OF ARDMORE AERODROME
-------------------	---

Notice Of Requirement Under Section 183 of
The Resource Management Act 1991 for
A Designation Which Has Not Lapsed

The Minister of Transport requires that the following designation, being a designation which has not lapsed, be included as a rule in the proposed District Plan with modification as contained in this Notice.

The attached “Ardmore Aerodrome” : Specification for Approach and Land Use Controls” forms part of the requirement. This Specification which has been updated, comprises restriction on the use of the land and air space which are intended to provide for the safe and efficient continued operation of the Aerodrome.

Designation Notation : “Aerodrome” and “Aerodrome Purposes”

Address : Ardmore Aerodrome, Papakura

Legal Description : (1) Lots 1 and 2, DP 62155 CT 26D/819
(2) Lots 1 and 2, DP 107840, CT 60A/721-722 (Lot 1 DP 107840 Leasehold CT 60D/677)
(3) Pt Lot 6, DP 20982
Pt Lot 3, DP 13330
Pt Closed Road
Pt land on DP 10659
Pt Allotments 55, Papakura Parish
Pt Allotment 47, Papakura Parish
Pt Lots 1 and 2, DP 18228

All the above described land were taken for
“Aerodrome Purposes” on Gazette 1978
Page 3281, GN B596388.1.

(4) Pt Allotment 55, Papakura Parish on
Gazette 1986 Page 4024 GN
B596388.1.

Owner : Crown

Public Work : Yes

In Effect : Yes

The land and air space affected by the designation are shown on plans WP, 47, 48, 49 and 50.

(Note that WP 47, 48 and 49 are bound in this document whole. WP50 is bound separately.)

This designation corresponds the existing designation which has not lapsed. The existing aerodrome standards have been rolled-over with modification where appropriate.

- Existing Designation Notation : “Aerodrome” and “Aerodrome Purposes”
- District Plan : Papakura Transitional District Plan which comprises:
- (a) City of Papakura Operative Third Reviewed District Scheme 1992;
- and
- (b) Sections of the City of Manukau Operative First Reviewed District Scheme 1984 adopted by the Papakura District Council.
- District Plan Reference : (a) Rule 9.7 “Height Control Ardmore Aerodrome and Height Restrictions Plan, Appendix E, page 260 of the City of Papakura Operative Third Reviewed District Scheme 1992.
- (b) Planning Map 37, Map Reference 37/11 and 37/13, City of Manukau First Reviewed District Scheme 1984.

Reason for the Requirement

The reasons for the requirement are:

The public work has been implemented and retaining the designation will provide for the safe and efficient continued aircraft operation in Ardmore Aerodrome.

Modifications

This requirement notice incorporates the following modifications to the existing designation described in the Papakura Transitional District Plan. The reasons for modification are explained in the accompanying text.

Modifications to the Designation

- (a) Change the gradient of the approach surfaces for the sealed runways from 1 in 62.5 to 1 in 40.

Reasons for Modification

This modification reflects the current status of Ardmore Aerodrome as a General Aviation Aerodrome. Whilst it is desirable to maintain a gradient of 1 in 62.5 for the approach surfaces, from an operational viewpoint, a gradient of 1 in 40 is adequate. This change is consistent with the Civil Aviation Authority's Rule 139.

- (b) Change the horizontal surface from 75 metres AMSL to 80 metres AMSL.

Reasons for Modification

This modification is in accordance with the Civil Aviation Authority's Rule 139. A horizontal surface at 80 metres AMSL should help to lessen the impact on the property owners in the vicinity of the aerodrome insofar as building and structure heights are concerned.

- (c) Amend the gradient of the conical surface from 1 in 40 to 1 in 20.

Reasons for Modification

This modification is consistent with the Civil Aviation Authority's Rule 139. The increased gradient should help to reduce possible impact on property owners further insofar as height restriction on buildings, structures and landuses are concerned.

- (d) Incorporate land use restrictions for "Rural Aerodrome Protection Areas".

Reasons for Modification

The proposed land use restrictions apply to specific areas. The "Rural Aerodrome Protection Areas" are located directly under the existing flight paths. Aircraft pass over these areas on landing and take-off at low altitudes. The areas are subject to a high level of aircraft noise and there is a relatively greater risk of aircraft accident in these areas than elsewhere.

The Ministry of Transport wishes to ensure that development and landuse under the flight paths will not interfere with the safe and efficient functioning of the aerodrome particularly with respect to possible height intrusion into the approach surface. In addition, in recognition of the aircraft noise factor and in the interests of safety, there is a need to avoid landuse proposals which are sensitive to noise or which attract birds or promote the gathering of people from establishing within the defined "Rural Aerodrome Protection Areas". Similar controls currently apply to Whenuapai and Hobsonville Airfields. Landuse directly under the flight paths is subject to Ministry of Defence approval.

- (e) Incorporate the helicopter approach and departure paths into the designation.

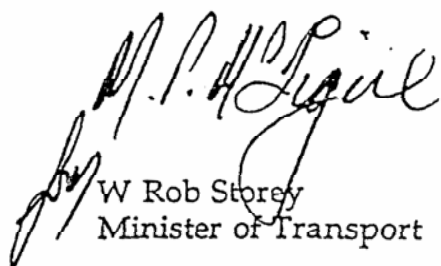
Reasons for Modification

Helicopter operations form an integral part of the aerodrome activities. The incorporation of the approach and departure paths into the designation will assist in ensuring the safe and efficient functioning of the aerodrome. It will also help to minimise potential conflicts with other aerodrome activities and landuse in the vicinity of the aerodrome.

- (f) Change the designation notation for the area to be occupied by the new FATO from “Aerodrome Purposes” to “Aerodrome”.

Reasons for Modification

The change in designation notation is to reflect the changed nature of the activity within this part of the aerodrome.



W Rob Storey
Minister of Transport

April 1993

ARDMORE AERODROME: SPECIFICATION FOR APPROACH AND LAND USE CONTROLS

1. Introduction

The purpose of this specification is to define the approach and land use controls over part of Papakura District in the vicinity of the Ardmore Aerodrome.

This specification is designed to ensure the continued safety and efficiency of aircraft operations at the Ardmore Aerodrome. The existing aerodrome standards have been rolled-over with modification, where appropriate.

The specification described below should be recognised in the Papakura District Plan, by adding where appropriate to any zone, any part of which lies within the areas affected by the approach slopes, transitional slopes, horizontal surface and conical surface.

2. Location of Runway Centrelines

At the outer ends of the approach surfaces, the extended centrelines for the two sealed runways pass through the following co-ordinates:

Runway 03/21	Northeast End (A)	685622.19N 321337.19E
	Southwest End (C)	680398.65N 315993.55E
Runway 07/25	East End (B)	683323.04N 322309.31E
	West End (D)	683322.82N 314843.93E

The above co-ordinates are in terms of the Mt Eden Meridional Circuit Grid, Geodetic 1949.

The centreline for the grass runway 03/21 is parallel to and 150 metres from the centreline of the sealed runway 03/21.

3. Location of Bases

For Ardmore Aerodrome, the bases for the approach surfaces for the sealed runways are each 90 metres long, i.e., extending for 45 metres at each side of the runway centreline. The bases are perpendicular to the runway centrelines, are horizontal, and the elevation of each base is the level of the ground above its centre point reduced by 1.5 metres.

The centres of the bases are located at the following co-ordinates:

Runway 03/21	Northeast End (R)	683 525.31 N 319 192.10 E
	Southwest End (S)	682 495.53 N 318 138.64 E
Runway 07/25	East End (P)	683 322.95 N 319 309.59 E
	West End (Q)	683 322.91 N 317 843.65 E

The above co-ordinates are in terms of the Mount Eden Meridional Circuit Grid Geodetic 1949.

Bases P, Q and R coincide with the physical ends of the sealed runways. Base S is 60 metres beyond the southwest end of the runway.

The bases for the grass 03/21 runway lie 30 metres beyond the ends of the runway and are 80 metres long, extending for 40 metres at each side of the runway centreline.

4. Approach Surfaces

The Approach surfaces defined in this specification include take-off/climb requirements. Each approach surface rises from a base.

Approach surfaces for the sealed runways rise from P, Q, R and S respectively. These widening surfaces rise at a gradient of 2.5 percent (1:40) and continue upwards and outwards for a horizontal distance of 4000 metres from the strip edge. The length of the approach surface is 3000 metres. Each approach surface is symmetrically disposed about the extended centreline and its sides diverge uniformly outwards at a rate of 15 percent.

Approach surfaces for the grass runway rise from the bases defined for the runway at a gradient of 2.5 percent (1:40) for horizontal distance of 2600 metres. These approach surfaces are symmetrically disposed about the extended centreline of the runway strip and their sides each diverge uniformly outwards at a rate of 10 percent.

5. Side Clearances (Transitional Slopes)

Side clearances rise upwards and outwards from the sides of the flight paths, and also from the lines joining the ends of each pair of bases (i.e. P to Q and from R to S) for the sealed runways at a gradient of 1 in 7 to intercept the horizontal surface at 80 metres AMSL.

For the grass runway, side clearances rise upwards and outwards from the sides of the flight path and from the lines joining the ends of the pair of bases at a gradient of 1:5 to intercept the horizontal surface at 80 metres AMSL.

6. Horizontal Surface

The horizontal surface overlays the aerodrome and extends from above the aerodrome for a radius of 4000m from bases P and Q. This flat horizontal surface is at 80 metres AMSL. The aerodrome level is 35 metres AMSL. This corresponds to a level 1.5 metres above reference mark “J” on S.O. 49594.

7. Conical Surface

The sloping conical surface rises upwards and outwards from the periphery of the horizontal surface at a gradient of 5 percent (1 in 20) for a further 2100 metres until it reaches a height of 185 metres AMSL.

8. Height Restriction

No building, structure, mast, pole, tree or other object shall penetrate any of the approach surfaces, transitional surfaces, horizontal surface or conical surface as defined in this specification.

Provided that where there is any conflict between these height control limits and the Auckland International Airport height controls, the lower height restriction shall apply.

If developments and land uses within the area below the horizontal surface or conical surface are proposed to penetrate either of these two surfaces, and will also be higher than 9 metres above the terrain, then under Section 176 of the Resource Management Act 1991, the proposal shall be referred for consent to the Ministry of Transport, Air Services Branch.

9. Land Use Restriction: Rural Aerodrome Protection Areas (Fixed Wing Aircraft Operations).

The Rural Aerodrome Protection Areas are located under each of the flight paths. The areas are shown stippled on plan WP49.

The Rural Aerodrome Protection Area extends from the runway bases P, Q, R and S for a distance of 900 metres.

The land use restriction is essential as aircraft pass over the Rural Aerodrome Protection Areas on landing and take-off at low altitudes. These areas are subject to a high level of aircraft noise and there is also a relatively greater risk of aircraft accident in these areas than elsewhere.

Land uses within the Rural Aerodrome Protection Areas which may be adversely affected by aircraft noise or which may detrimentally affect the safe operation of aircraft should be avoided.

Within the Rural Aerodrome Protection Areas, any new proposals for buildings or solid structures exceeding 4 metres in height above ground level shall be referred for consent to Ministry of Transport, Air Services Branch. This specific height restriction overrides the general height restriction in (8) above.

In assessing buildings and structures the Ministry of Transport will consider the need for the proposal, siting, height and construction materials.

In considering other land uses, the Ministry will take into account possible height intrusion, the likelihood of dust, glare, electrical interference and the possibility of the proposal attracting birds to the area or promoting the gathering of people in the area.

In all other respects, the complementary provisions of the District Plan for the area shall apply but subject to the restrictions contained in this specification.

10. Helicopter Operations

Helicopter operation forms an important part of the aerodrome activities.

In order to ensure the continued safety and efficiency of helicopter operations at Ardmore Aerodrome and to minimise potential conflicts with other aerodrome activities and land use in the vicinity of the Aerodrome, helicopters are required to operate within the defined approach and departure paths.

For the purpose of this Specification, there are four helicopter approach and departure paths. These are shown on Plan WP48. (*Attached to this requirement*)

Within the aerodrome, there are two FATO (Final Approach and Take-Off) areas – the northern and southern aiming points. A FATO is the aiming point (with triangular marking) to which a helicopter pilot is required to make the final approach or from which the pilot is required to take off.

The northern aiming point is located approximately mid-way of and alongside Runway 07/25. The co-ordinates of this FATO are 683384N, 318631E.

The existing southern aiming point is located within the south-east apron. The co-ordinates for this FATO are 682896N, 319020E. In terms of the current review of the designation, it is proposed to remove this FATO and replace it with a new one to be located on the adjacent vacant land. The co-ordinates for the new non-instrument FATO are 682774N, 319027E. The new FATO is within an existing designated area shown on the District Plan as “Aerodrome Purposes”. This notation is to be changed to “Aerodrome”. The change in the notation of designation is intended to reflect more accurately the nature of the activity within this part of the aerodrome.

11. Helicopter Approach and Departure Paths

The existing two approach/departure paths on the north side of the Aerodrome are commonly known as “Kopter 3” and “Brookby”.

On the south side of the Aerodrome, the existing eastern approach/departure path is commonly referred to as the “Water Works”. The other approach/departure path is referred to as “Drury”. The centrelines of the two paths are 135°, 39’ 10” apart and they are parallel to the two sealed runways.

Helicopter flights to and from Ardmore Aerodrome are already using and will continue to use these defined approach and departure paths.

12. Path obstacle Free Surface

Approach and Departure Surface

The approach and departure path serving the FATO has an obstacle free gradient of 1 in 8. The sides of the path splay outwards at 10 percent until the path width is 7 times the rotor diameter of the helicopter. The sides then become parallel.

The approach and departure path terminates when it reaches a height of 150 metres above the elevation of the inner edge of the FATO. This equates to a horizontal distance of 1200 metres.

13. Land Use Restriction: Rural Aerodrome Protection Area (Helicopter Operations)

The Rural Aerodrome Protection Area associated with the helicopter operations extends from the edge of the FATO for a distance of 180 metres. The area concerned is shown stippled on plan WP48. The bulk of the land is owned by the Crown and is within areas currently designated for “Aerodrome” and “Aerodrome Purposes”.

The land use restrictions outlined in Section 9 of this Specification apply to this area.

This page intentionally blank