



NAVIGABLE AIRSPACE DETERMINATION: Marlborough Precinct Holdings Limited- 15 Story Building Hobsonville Point AKL

PURSUANT TO Rule Part 77 of the Civil Aviation Rules I, Sean Turanagarau Kere Rogers, Manager Aeronautical Services, having received from Marlborough Precinct Holdings Limited, notification of intention to construct a 15 storey apartment building at Hobsonville Point, Auckland, conducted an aeronautical study in consultation with such persons, representatives and organisations as I considered appropriate.

After completing the aeronautical study, I am satisfied that the proposed action, if executed, would not constitute a hazard in navigable airspace.

THEREFORE I HEREBY ISSUE a

DETERMINATION OF NO HAZARD IN NAVIGABLE AIRSPACE

in respect of the above notification.

Whilst this proposal does not meet the standards to be considered a hazard under CAR Part 77 this building and others that are likely to follow, represent a significant change to the aviation environment surrounding an asset of national significance, especially military flight operations at Whenuapai.

The following conditions are specific to this Determination and are designed to minimise any airspace risk:

1. The building must be equipped with medium obstacle lighting on top of the building in accordance with Civil Aviation Rule Part 77, Appendix B, with the exception that intermediate lighting at 45 metres AGL is not required. The obstacle lighting is to operate continuously;
2. The maximum height of the building, including antenna, building services plant equipment and any other equipment must not to exceed 52 metres AGL without approval from RNZAF;
3. The façade of the building is likely to reflect sunlight and/or cause glare that could distract or cause a hazard to pilots operating at Whenuapai. Consultation with RNZAF Whenuapai should be conducted to ensure that any distraction or reflectivity hazard is reduced to the lowest practicable level commensurate with aviation requirements and community amenity;

4. Due to the proximity of the building to the runway any discharge efflux from air-conditioning or ancillary plant equipment must not exceed 4.3 metres per second at the level of the OLS above the building. (Rule 77.7(a) (1) refers) Evidence of the velocity of the efflux at 2 metres above the building are to be provided to RNZAF and the CAA;
5. Cranes used during the construction of the building that extend higher than the building must be subject to separate notification and assessment to both the CAA and RNZAF Base Whenuapai.

This Determination of No Hazard shall become final on 15th day of September 2017 unless a petition for review is received by the Director prior to that date.

This Determination of No Hazard shall expire on 15th day of February 2019.

Dated at Wellington this 18th day of August 2017.

Sean Turangarau Kere Rogers
Manager Aeronautical Services
(DW1345739-0)