
TO Hearing Commissioners
C/- Robyn Harrison, One Plan Hearings Administrator

COPY Lucy Kebbell, Airways Corporation of New Zealand

FROM Lisa Hooker

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SUBJECT Memo to the Commissioners of the Proposed One Plan
Land Hearing



I am writing in reply to the matters raised by the Commissioners during the Land Hearing evidence on behalf of Airways. There were a few matters that I said I would follow-up on with my client after the Hearing, as follows:

1. Rule 12-5 of the Proposed One Plan changes the set-back distance for land disturbance near waterways from 5 metres (as it currently stands in LM Rule 2 of the Land and Water Regional Plan) to 10 metres. The Commissioners asked how many airports and navigational aids managed by Airways in the Region would be directly affected by this change in set-back distance, and whether any desktop studies had been conducted to confirm this number.
2. Cr Jill White asked the question as to how many airports would be included if Policy 3-1 was changed to refer to airports as defined in the Airport Authorities Act 1966.

Airways' Response:

1. Lucy Kebbell of the Airways Corporation of New Zealand has advised me that while no desk-top studies have been completed, the Airways technician that manages these facilities has only identified one facility that is located close to a small dam on a creek - the Palmerston North DVOR/DME. The DVOR/DME is a navigational Aid, with DVOR standing for Doppler VHF (Very High Frequency) Omrange Radio Range, and DME standing for Distance Measuring Equipment. It is estimated that this facility is 10 metres from this creek.

Airways remains opposed to this change in set-back distance under Rule 12-5, as this proposed change would affect the placement of any future Airways facilities such as navigational aids.

2. The definition of "Airport" in Section 2(b) of the Airport Authorities Act 1966 (No 51, as at 03 September 2007) defines Airport as follows:

"Airport means any defined area of land or water intended or designed to be used either wholly or partly for the landing, departure, movement, or servicing of aircraft; and includes any other area declared by the Minister to be part of the airport; and also includes any buildings, installations, and equipment on or adjacent to any such area used in connection with the airport or its administration."

We have concluded that this reference to the Civil Aviation Act (should it be included in Policy 3-1) would likely capture all Airports, including small privately-operated ones.

The reason Airways have requested reference to this Act is that it would mean that Air Navigational Aids associated with their Airports would also be included. As Airways are primarily concerned with the Palmerston North Airport, inclusion of other small airports in this Policy is more of a by-product of this requested change, rather than the primary focus.

As it currently stands Policy 3-1 only includes the Palmerston North Airport and the RNZAF airfield in Ohakea. Airways considers that this is too narrow a scope, and inclusion of air navigational aids as physical resources of regional and national importance is crucial for public safety. Airways requests that Policy 3-1 be amended to include all airports, as defined in section 2 of the Airport Authorities Act 1966; and navigation installations, as defined in section 2 of the Civil Aviation Act 1990.

I am happy to discuss any of the matters raised in this memo further. Please feel free to contact me on (06) 350 3271, or at my email address: Lisa.Hooker@opus.co.nz

Yours sincerely



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On behalf of the Airways Corporation of New Zealand