UNITARY PLAN UPDATE REQUEST MEMORANDUM

TO Celia Davison

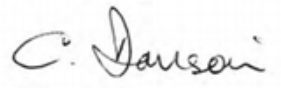
FROM Nicholas Lau

DATE 25 November 2019

SUBJECT

This memorandum requests an update to Auckland Unitary Plan Operative in part

Reason for update – A decision has been made to confirm requirements for alterations to designations under section 172(1) and 181(2) of the RMA. Pursuant to section 175 of the RMA, Council as the territorial authority must, as soon as practicable and without using Schedule 1, include the alterations to designations in its district plan, which have been confirmed by the Environment Court with modifications	
Chapter	Chapter K Designations
Section	Schedules and Designations – Auckland International Airport Limited
Designation only	
Designations 1100 and 1102	**Auckland Internation Airport Limited**
Locations:	George Bolt Memorial Drive, Mangere
Lapse Date	Given effect to (i.e. no lapse date)
Purpose	1100 - Activities for the operation of Auckland International Airport 1102- Auckland International Airport, specification for obstacle limitation surfaces, runway end protection areas and restrictions non-aeronautical ground lights
Changes to text (shown in underline and strikethrough)	*Amend designation text for 1110 and 1102 as outlined in **Attachment 2** to this memo.*
Changes to diagrams	*Amend designation diagrams for 1100 and 1102 as outlined in the **Attachment 2** to this memo.*
Changes to spatial data	*Amend designation spatial data for 1102 as outlined in **Attachment 4** to this memo.*
Attachments	**Attachment 1: Environment Decision to Designation 1100 and 1102** **Attachment 2: Amended text and diagrams (with track changes)** **Attachment 3: Updated text and diagrams** **Attachment 4: Update GIS viewer**

Prepared by: Nicholas Lau Principal Planner, Plans and Places	**Text Entered by:** Sophia Coulter Planning Technician
Signature: 	**Signature:** 
Maps prepared by: Dean Thompson Geospatial Analyst	**Reviewed by:** Nicholas Lau Principal Planner, Plans and Places
Signature: 	**Signature:** 
Signed off by: Celia Davision Manager Planning – Central and South	
Signature: 	

Attachment 1: Environment Decision to Designation 1100 and 1102

BEFORE THE ENVIRONMENT COURT

I MUA I TE KOOTI TAIAO O AOTEAROA

IN THE MATTER	of the Resource Management Act 1991 (the RMA)
AND	of appeals under s174 of the RMA
BETWEEN	HOUSING NEW ZEALAND CORPORATION
	(ENV-2019-AKL-39)
	TE KAWERAU IWI TRIBAL AUTHORITY INCORPORATED & MAKAURAU MARAE MAORI TRUST
	(ENV-2019-AKL-37)
	NEW ZEALAND TRANSPORT AGENCY
	(ENV-2019-AKL-36)
	AUCKLAND TRANSPORT
	(ENV-2019-AKL-38)
	INTERNATIONAL CLIMATE-SAFE TRAVEL INSTITUTE
	(ENV-2019-AKL-35)
	Appellants
AND	AUCKLAND INTERNATIONAL AIRPORT LIMITED
	Respondent

Environment Judge J A Smith sitting alone pursuant to s279 of the Act

In Chambers at Auckland

CONSENT ORDER

Under s 279(1)(b) of the Resource Management Act 1991, the Environment Court, by consent, makes the following orders:

THE SEAL OF THE ENVIRONMENT COURT NEW ZEALAND

That subject to the resolution of the appeal of International Climate-Safe Travel Institute (ENV-2019-AKL-35) which seeks refusal of consent, the following appeals are resolved on the following terms. It is acknowledged by International Climate-Safe Travel Institute in the event that consent is granted, the conditions the subject of these appeals will not require further amendment.

A: The appeal of Housing New Zealand Corporation (ENV-2019-AKL-39) is resolved on the terms annexed hereto and marked **A** by amendment to condition 5 by the addition of the words in new 5A as set out in appendix **A**.

B: The appeal of the Te Kawerau Iwi Tribal Authority Incorporated and Makaurau Marae Maori Trust (ENV-2019-AKL-37) appeal is resolved by the withdrawal of the said appeal on the basis of a Heads of Agreement being reached by separate deed between the parties.

C: New Zealand Transport Agency (ENV-2019-AKL-36) and Auckland Transport (ENV-2019-AKL-38) appeals are resolved in accordance with appendix **B** attached hereto being a change to conditions 28, 28A, 29, 29A-29G, 30 and 31.

D: That there is no order to costs in respect of these proceedings.

That the proceedings of International Climate-Safe Travel Institute appeal (ENV-2019-AKL-35) are still to be resolved by the Court and the conditions of consent do not take operation until such time as the substantive consent is confirmed by the Court (if it all). Furthermore, the conditions will be subject to further change in the event that the Court modifies the conditions of consent in accordance with the International Climate-Safe Travel Institute consent without the further consent of all parties and/or a hearing.

REASONS

Introduction

[1] These appeals relate to an extension to Runway B at Auckland International Airport. The extension is from some 2,150m to approximately 3km. It requires extension into the harbour area and impacts upon roading and cultural interests.

Progress of the appeals

[2] The appeals of Housing New Zealand Corporation, Te Kawerau Iwi Tribal Authority Incorporated and Makaurau Marae Maori Trust, New Zealand Transport Agency and Auckland Transport were the subject of a direction to mediation including the s274 parties associated with the appeals.

[3] These included s274 parties such as Board of Airline Representatives New Zealand Inc, Minister of Education and Te Akitai Waiohua. These matters were referred to mediation and parties have reached resolution in principle. In respect of Te Kawerau Iwi Tribal Authority Incorporated and Makaurau Marae Maori Trust appeal, this takes the form of Heads of Agreement with a withdrawal of the appeal before this Court.

[4] In respect of the other matters, the Housing New Zealand Corporation has been resolved by amendment to condition 5 with the inclusion of a new 5A.

[5] The transportation concerns raised by New Zealand Transport Agency and Auckland Transport have also been addressed by the parties agreeing to amend the conditions of consent. The s274 parties to those appeals have agreed to the arrangements reached and accordingly these appellants have resolved the nature of their concerns in relation to the grant of consent.

[6] All parties acknowledge that International Climate-Safe Travel Institute appeal seeks a refusal of consent. Beyond that there was power for the imposition of further conditions if the Court felt that a consent could be granted but required modification of the designation and consent to address the concerns of the group.

[7] At a callover of International Climate-Safe Travel Institute appeal, on 3 April 2019, the representative for the group, Mr T. Bennion, agreed that these appeals could be resolved on this basis. This is of course subject to them not becoming operative until the substantive consent becomes operative. Mr T. Bennion for International Climate-Safe Travel Institute was prepared to allow the appeals to be finalised on this basis.

[8] Clearly, International Climate-Safe Travel Institute cannot be said to be resolved to any substantive extent. However, if a consent is confirmed and the designation upheld, the particular conditions the subject of these agreements however will not be subject to alteration. The granted consent itself and the terms otherwise are still unsettled.

[9] On this basis, for the sake of clarity, I determine under s116(1) that these particular provisions do not take effect until International Climate-Safe Travel Institute appeal (ENV-2019-AKL-35) is resolved or until further orders of this Court. The intention is that a consent, if any, will take effect as a whole subsequent to the determination of that appeal.

[10] In the circumstances no party seeks costs and this appears to be a proper method of regularising these issues while leaving the issues raised by International Climate-Safe Travel Institute. Accordingly, I confirm the amendments as noted therein and the withdrawal of proceedings by Te Kawerau Iwi Tribal Authority Incorporated and Makaurau Marae Maori Trust. That withdrawal is not subject to any costs orders.

[11] I note that International Climate-Safe Travel Institute is already subject to directions of this Court and it will be resolved in due course in accordance with those instructions.

DATED at Auckland this 11th day of October 2019

J A Smith
Environment Judge

Appendix A

5. Subject to Conditions 6 and 7 below, noise from Aircraft Operations shall not exceed a noise limit of:

[...]

5A. Six years after the commencement of Aircraft Operations on the Northern Runway, AIAL shall review the spatial extent of the HANA, MANA and ANNA in this designation for the ongoing operation of the Airport. This review shall be undertaken by a suitably qualified and experienced person and include (but not be limited to) consideration of the actual level of aircraft noise generated, updated forecast of future aircraft activity, updated methods of air navigation and the selected runway mode of operation. The review, including its findings and reasons for any recommended amendments (or reasons why amendments are not recommended) must be completed within 6 months, then submitted to the Council for written certification and published on AIAL's website.

If, as a result of this review an amendment is necessary to the spatial extent of the HANA, MANA and / or ANNA in this designation, AIAL shall:

a. give notice to the Council pursuant to section 181(1) of the RMA of its requirement to alter the extent of the HANA, MANA and / or ANNA; and

b. request a corresponding change to the Auckland Unitary Plan to alter the extent of the Aircraft Noise Overlay pursuant to clause 21 of Schedule 1 of the RMA.

This condition is offered by AIAL on an *Augier* basis and forms part of the designation.

Appendix B

Amendments proposed to the Decision version of Designation 1100 shown in black underline and ~~strikethrough~~.

Construction Traffic

28. Within three months of AIAL appointing a civil works (earthworks) contractor for ~~Prior to commencing~~ the construction of the Northern Runway, AIAL shall prepare and submit a Construction Traffic Management Plan (CTMP) for approval by Auckland Council. The CTMP is to be implemented as approved and shall ensure heavy construction vehicles operating in connection with the construction of the Northern Runway are prohibited from using Westney Road ~~and~~ or passing through Oruarangi Village. The CTMP shall consider the safety and efficiency of all travel modes in relation to that construction. AIAL shall consult with Auckland Transport and the ~~New Zealand~~ Transport Agency in relation to the CTMP and include evidence of that consultation in the CTMP.

Explanatory note:

A heavy construction vehicle is a motor vehicle having a gross laden weight exceeding 3,500 kilograms.

28A. Within three months of AIAL appointing a civil works (earthworks) contractor for ~~Prior to the commencement of~~ construction of the Northern Runway, AIAL shall provide Auckland Council for approval a document setting out a process (in consultation with Auckland Transport and the NZ Transport Agency) for identifying, monitoring and rectifying damage caused by heavy construction vehicles to Ihumatao Road and at construction access points from public roads. AIAL shall identify, monitor and rectify damage in accordance with the approved process throughout construction of the Northern Runway.

Transport Plan

29. At least six months before the commencement of construction of the Northern Runway, AIAL shall submit a Transport Plan to Auckland Council for written certification.

29A. AIAL shall implement the transport measures described in Condition 29D(f) of the certified Transport Plan in accordance with the programme in Condition 29D(h).

29B. The purpose of the Transport Plan is to ensure that the Auckland Airport Precinct transport network is appropriately managed and integrated with the adjacent transport networks.

29C. The Transport Plan shall demonstrate compliance with the following objectives:

a. The connections between the Auckland Airport Precinct transport network and the adjacent transport networks (to the north and east) are:

- integrated; and
- provide for the same level (as a minimum) of capacity and functionality (as at July 2018); and

Explanatory note: for the purposes of Condition 29C(a):

- *"capacity" means the number of people and vehicles (all modes) per direction per day (considering peak periods) that can be accommodated on the transport network existing at July 2018.*
- *"functionality" means the infrastructure that accommodates all modes and operates as per the existing transport network as at July 2018.*

b. At least the same level of connectivity between Puhinui Road (SH20B) and George Bolt Memorial Drive (SH20A) (as at July 2018) is retained, such that the connection does not divert traffic away from the Auckland Airport Precinct onto SH20; and

c. Mass rapid transit corridors are provided and protected, in accordance with Condition 30; and

d. A walking and cycling network is enabled within the Auckland Airport Precinct and integrated with the existing and proposed external walking and cycling network at the north and east boundaries of the Precinct.

29D. To achieve the objectives in Condition 29C, the Transport Plan shall include:

a. A **design philosophy statement** for the transport network within the Auckland Airport Precinct and its connections with adjacent transport networks (all modes) that will exist following the construction of the Northern Runway, including targeted levels of service, design standards, mode split, and performance criteria for the network.

b. A **description of the current** (July 2018) **land use and transport network** (all modes) in the Auckland Airport Precinct and its connections with adjacent transport networks, including:

- key transport routes;
- public transport services and facilities (including connectivity and capacity);
- vehicle volumes (including heavy goods vehicles, light goods vehicles, private cars, buses);
- walking and cycling facilities; and
- constraints relating to the provision of transport routes and services over Pūkaki Creek.

c. A **description of the future land use and transport network** (all modes) in the Auckland Airport Precinct and its connections with adjacent transport networks (including the matters in Condition 29D(b) above) for the years 2028 and 2044 and any relevant interim years.

d. A description of the **current and future factors that affect transport demand** to and from the Auckland Airport Precinct (all modes), including:

- passenger numbers;
- commercial and industrial activities in the Auckland Airport Precinct (including anticipated trip generation);
- demand management tools (including parking management);
- through traffic; and
- public transport services.

e. A **modelling report** of the performance of the future transport network (all modes) in the area defined in (ii) below for the years 2028 and 2044 and any relevant interim years.

(i) The modelling shall consider (against the objectives in Condition 29C):

- land uses;
- the transport infrastructure;
- a range of operational scenarios (including mode share splits); and
- the timing of (and triggers for) the staged implementation of the infrastructure and operational measures.

(ii) The modelling shall be undertaken using an appropriate network transport model, which shall consider:

- the transport network within the Auckland Airport Precinct;
- the commercial/industrial areas located to the north of the Auckland Airport Precinct; and
- the state highway system of SH20A, SH20B and SH20.

(iii) The modelling shall be supported by a network transport model scoping report and an independent peer review of the network transport model.

f. A description and drawings of the transport infrastructure (specifically including mass rapid transit corridors), and a description of the operational measures, that AIAL shall implement to meet the objectives in Condition 29C;

g. A description of the transport infrastructure and operational measures that the NZ Transport Agency and Auckland Transport are anticipated to provide outside and / or within the Auckland Airport Precinct;

h. **A programme for the implementation of the measures in (f)** above, including triggers, implementation dates and the inter-relationship between the transport measures identified in (f) and (g).

29E. The Transport Plan shall be prepared by a suitably qualified and experienced traffic engineer/transport planner.

29F. AIAL shall consult, collaborate and share information with the NZ Transport Agency and Auckland Transport during the preparation of the draft Transport Plan. AIAL shall provide the NZ Transport Agency and Auckland Transport with a copy of the final draft Transport Plan for comment. AIAL shall provide a report which outlines the feedback received from the NZ Transport Agency and Auckland Transport to Auckland Council when the Transport Plan is submitted for certification. If feedback from the NZ Transport Agency and/or Auckland Transport has not been incorporated into the Transport Plan, the report shall explain the reasons why.

29G. At 3 yearly intervals following the first certification of the Transport Plan under Condition 29, AIAL shall submit a report to Auckland Council for written certification demonstrating the achievement of the purpose and objectives in Conditions 29B and 29C. A copy of such report shall be provided to Auckland Transport and the NZ Transport Agency. If the Council does not certify that the purpose and objectives are achieved, AIAL shall update the Transport Plan (to demonstrate new or revised measures to achieve the purpose and objectives) following the process in Conditions 29 through 29F.

Mass rapid transit corridors

30. AIAL shall provide and protect mass rapid transit corridors (meaning dedicated land corridors within which mass rapid transit will be located) within the Auckland Airport Precinct. The corridors shall connect:

a. A point in the vicinity of SH20A on the northern boundary of the Auckland Airport Precinct (to connect to the future City Centre to Māngere mass rapid transit route); and

b. A point in the vicinity of Puhinui Road / SH20B on the eastern boundary of the Auckland Airport Precinct (to connect to the future Airport to Botany mass rapid transit route)

with the integrated Airport terminal and the Auckland Airport business precinct (at a minimum).

The mass rapid transit corridors shall be set back a minimum of 20 metres from Mean High Water Springs except for the approaches to the Pūkaki Creek.

Note: 'Mass rapid transit' means public transport capable of moving a large number of people, for example light rail and dedicated bus routes. Common

characteristics of rapid transit include frequent services, fast loading and unloading capability, and largely dedicated or exclusive right-of-way routes.

31. AIAL shall design, construct and have operational an alternate access to the Auckland Airport Precinct from the North prior to the severance of George Bolt Memorial Drive as a result of the construction of the Northern Runway. AIAL must ensure that the alternate access retains two general traffic lanes in both directions (as a minimum) and is sufficient to accommodate mass rapid transit from the North and an integrated walking and cycling network. AIAL shall design and construct the alternate Northern access in collaboration with the NZ Transport Agency and Auckland Transport.

~~29. In the event that a mass rapid transit corridor is operational prior to the commencement of construction of the Northern Runway, that corridor shall be retained during the works for the Northern Runway.~~

~~29A. AIAL shall realign George Bolt Memorial Drive to ensure that road access continues to be provided to the Airport from the North once the Northern Runway is operational. AIAL must ensure that the realigned access:~~

~~(a) is integrated with the adjacent transport network in the vicinity of SH20A;~~

~~(b) retains two general traffic lanes in both directions (as a minimum);~~

~~(c) is sufficient to accommodate a mass rapid transit corridor (meaning a dedicated land transport corridor within which mass rapid transit may be located); and~~

~~(d) provides for a combined walking and cycling path.~~

~~AIAL shall design and construct the realigned access in consultation with the New Zealand Transport Agency and Auckland Transport.~~

~~***Explanatory note:***~~

~~*Mass rapid transit means integrated public transport capable of moving a large number of people, for example light rail and/or dedicated bus routes.*~~

Attachment 2: Amended text and diagrams (with track changes)

Alterations to the operative Designation 1100 in the Auckland Unitary Plan – Operative in Part (as confirmed by the Environment Court on 18 November 2019) shown in black underline and ~~strikethrough~~.

1100 Auckland International Airport

Designation Number	1100
Requiring Authority	Auckland International Airport Limited
Location	George Bolt Memorial Drive, Mangere
Rollover Designation	Yes
Legacy Reference	Designation 231, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

The land to which this designation applies ("**the designated area**") may be used for activities for the operation of Auckland International Airport ("**the Airport**") subject to the conditions set out below, including but not limited to:

- aircraft operations,
- runways,
- taxiways and other aircraft movement areas,
- aprons,
- terminals,
- rescue facilities,
- navigation and safety aids,
- maintenance and servicing facilities including the testing of aircraft engines (in situ or otherwise),
- catering facilities,
- freight facilities,
- quarantine and incineration facilities,
- fuelling facilities including Joint User Hydrant Installations,
- stormwater facilities,
- roads,
- monitoring activities,
- site investigation activities,
- vehicle parking and storage,
- rental vehicle activities,
- vehicle valet activities,
- public transport facilities,

- landscaping,
- flags,
- signs,
- the relocation of heritage buildings from elsewhere within this Designation and the subsequent restoration and use of those buildings for purposes compatible with their heritage values;
- offices associated with any of the foregoing activities; and
- all related construction and earthwork activities.

Conditions

1. For the purposes of this designation, unless the context otherwise requires:

"**Activitiesy~~**~~ Sensitive to Aircraft Noise**" or "**ASAN**" means any dwellings, boarding houses, tertiary education facilities, marae, integrated residential development, papakainga, retirement village, supported residential care, educational facilities, care centres, hospitals and healthcare facilities with an overnight stay facility.

"**Aircraft Operations**" means:

- the landing and take-off of any aircraft at the Airport;
- the taxiing of aircraft associated with landing and take-off and other surface movements of aircraft for the purpose of taking an aircraft from one part of the Airport to another;
- aircraft flying along any Flight Path (refer definition below).

"**Aircraft Noise Notification Area**" or "**ANNA**" is ~~an area that is outside the HANA and MANA and that will have future noise levels between 55 dB L_{dn} and 60 dB L_{dn}; and is shown in green on Figure 3 (Aircraft Noise Areas) of this designation~~ the area generally between the 55 dB L_{dn} and 60 dB L_{dn} future aircraft noise contours as shown on the Aircraft Noise Overlay map for Auckland International Airport.

"**Aircraft Noise Community Consultative Group**" or "**ANCCG**" is that group referred to in Condition 9(a).

"**Airport**" means Auckland International Airport.

"**Air Shows**" for the purpose of Condition 8 means a sequence of unscheduled Aircraft Operations of a maximum of three days duration, occurring at a frequency not exceeding one per year, which is organised to provide a spectacle for members of the public.

"**Annual Aircraft Noise Contour**" or "**AANC**" means an L_{dn} contour published by AIAL annually as a prediction of noise from Aircraft Operations for the following 12 months (excluding noise excepted from the limit in Conditions 5 and 6, by virtue of Condition 8 of this designation). The prediction is based on monitoring undertaken in accordance with Condition 5(d).

"**Annual Noise Management Report**" means the noise management report described in Condition 9.

"**Auckland International Airport Limited**" or "**AIAL**" is the requiring authority under this designation.

"**Council**" means the Auckland Council or any committee, sub-committee, or person to whom the relevant powers, duties and discretions of the Council have been delegated lawfully.

"**Designated area**" is the area shown as the designated area ~~on Figure 1 of this designationshown~~ in the Council's Auckland Unitary Plan GIS viewer.

"**Existing Building**" means any building:

- that existed at 10 December 2001 and was being used for an ASAN at that time; or
- that existed at 18 November 2019 and was being used for an ASAN at that time and is within the area shown on the plans in Attachment C to this designation; or
- for which a resource consent for an ASAN was granted by 10 December 2001; or
- which was shown on an outline plan that was lodged with the Council under section 176A of the Resource Management Act 1991 ("**RMA**") and was beyond challenge as at 10 December 2001.

"**Existing Runway**" means the runway located to the south of the Airport's terminal facilities with an Operational Length of 3,635 metres.

"**Flight Path**" means the actual path of an aircraft in flight, following take-off from or prior to landing at the Airport, for so long as that aircraft is within the area of the Control Zone shown in Figure 2 of this designation.

"**Future Aircraft Noise Contour**" or "**FANC**" means each of the long term predicted noise contours shown on the Future Aircraft Noise Contour map for Auckland International Airport in Appendix 19 of the ~~Council's~~ Auckland Unitary Plan ~~GIS viewerFigure 4 (Future Aircraft Noise Contours) of this designation~~.

"**High Aircraft Noise Area**" or "**HANA**" is the area ~~outside the designated area that will have future noise levels greater than 65 dB L_{dn} and is shown in purple on Figure 3 (Aircraft Noise Areas) of this designation.~~ generally within the 65dB L_{dn} future aircraft noise contours as shown on the Aircraft Noise Overlay map for Auckland International Airport.

~~"**INM**" means United States of America Federal Aviation Authority.~~

"**L_{dn} Contour**" means a line connecting points of equal day/night sound level (dB L_{dn}).

"**Moderate Aircraft Noise Area**" or "**MANA**" is ~~comprises two areas (one being around the HANA) that will have future noise levels between 60 dB L_{dn} and 65 dB L_{dn}. The two areas are shown in orange on Figure 3 (Aircraft Noise Areas) of this designation.~~ the area generally between the 60dB L_{dn} and 65dB L_{dn} future aircraft noise contours as shown on the Aircraft Noise Overlay map for Auckland International Airport.

~~"**Noise Management Plan**" or "**NMP**" means the noise management plan described in Condition 9.~~

"**Noise Minimisation Procedures**" includes:

- procedures and measures adopted to ensure compliance with noise limits for:
  - Aircraft Operations in Condition 5; and
  - Engine Testing on Aircraft in Condition 13;
- Civil Aviation Authority ("CAA") noise rules applicable to the Airport from time to time;
- voluntary or self imposed procedures or measures for the reduction of aircraft noise.

"**Non-Jet Aircraft**" means any aircraft that is not a turbo-jet or a turbo-fan powered aircraft. For the avoidance of doubt turbo-prop aircraft are non-jet aircraft.

"**Northern Runway**" means the runway that is located to the north of the Airport's terminal facilities with an Operational Length of 2,983 metres once constructed.

"**Operational Length**" is the length of Runway available and suitable for the ground run of an aircraft taking off, in accordance with the Civil Aviation Advisory Circular 139-6 Revision 54 dated ~~4 July 20119~~ August 2016 called the "Take-Off Run Available" or "TORA".

"**Principal Living Room**" means the room which the owner identifies as the principal living room.

"**Runway**" means a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

"**Working Days**" are those days defined by the RMA.

Runway System

2. The following limitations in this Condition apply to all runways:

   a. Subject to clause (b~~c~~) of this Condition, the number of runways shall not exceed two.

   ~~b. In addition to the existing runway ("Existing Runway"), a second runway ("Northern Runway") may be developed within the area marked "Northern Runway" shown on Figure 1 of this designation.~~

   b~~c~~. Nothing in this Condition shall preclude the use of the taxiway of the Existing Runway for the take-off and landing of aircraft (i.e. as a runway) in substitution for the Existing Runway:

   - where the Existing Runway is under repair; or
   - in an emergency.

Note:
Use of the taxiway as a runway will be subject to approval under the Civil Aviation Act 1990.

3. a. The ~~provisions in this Condition apply to the Northern Runway:the~~ Operational Length of the Northern R~~r~~unway shall not exceed 2,983~~150~~ metres;~~the runway shall be entirely located to the west of the alignment of George Bolt Memorial Drive (taking that alignment as it existed at 1 June 2000);~~

   b. The provisions of section 176A of the RMA shall apply to the construction, reconstruction~~, extension~~ or replacement of the Northern Runway.

4. Non-Jet Aircraft using the Northern Runway between the hours of 10~~1~~.00pm and 7~~6~~.00am, and jet aircraft using the Northern Runway between the hours of 10.00pm and 7~~6~~.00am, shall not depart to or arrive from the east except in cases of:

   a. aircraft landing or taking off in an emergency;

   b. emergency flights required to rescue persons from life-threatening situations or to transport patients, human vital organs or medical personnel in a medical emergency;

   c. the operation of unscheduled flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 2002;

d. Aircraft Operations resulting from an emergency which necessitates the closure of the Existing Runway;

e. Aircraft Operations resulting from the temporary closure of the Existing Runway for essential maintenance which necessitates the unrestricted use of the Northern Runway.

Explanatory Note for Condition 4 — Northern Runway: Night-Time Restriction

i. Throughout the life of this Unitary Plan it is AIAL's clear intention to maximise the use of the Existing Runway at night and as a result, during the lifetime of this Unitary Plan, Non-Jet Aircraft using the Northern Runway between the hours of 10~~1~~.00pm and 7~~6~~.00am, and jet aircraft using the Northern Runway between the hours of 10.00pm and 7~~6~~.00am, are not permitted to depart to or arrive from the east except within the limited exceptions provided for in this Condition.

ii. For the avoidance of doubt, the need or otherwise for a similar night time restriction on use of the Northern Runway in any subsequent ~~district or~~ unitary plan will be assessed at the relevant time, and the presence of this Condition on this designation is not intended as an indication that such a condition will or will not be appropriate in any future designation for the Airport.

Noise from Aircraft Operations

5. Subject to Conditions 6 and 7 below, noise from Aircraft Operations shall not exceed a noise limit of:

a. A Day/Night Level of 65 dB L_{dn} anywhere outside the HANA. For the purpose of this control, aircraft noise shall be measured in accordance with NZS 6805:1992 and calculated as a 12 month rolling logarithmic average; and

b. A Day/Night Level of 60 dB L_{dn} anywhere outside the HANA and the MANA. For the purpose of this control, aircraft noise shall be calculated as a 12 month rolling logarithmic average using ~~the INM~~recognised aircraft noise modelling software and records of actual Aircraft Operations.

c. Clauses (a) and (b) of this Condition do not apply within the designated area or within the Coastal Marine Area.

d. In addition, AIAL shall:

i. monitor noise from Aircraft Operations at a minimum of three locations associated with the Existing Runway which are as near as practicable to the boundary of the HANA to obtain an accurate reading so as to demonstrate compliance with (a) above;

ii. monitor noise from Aircraft Operations at a minimum of two locations associated with the Northern Runway so as to demonstrate compliance with (b) above. The required monitoring may be undertaken at points in the MANA and then by calculating the corresponding noise level at the MANA boundary;

iii. use ~~the INM~~ recognised aircraft noise modelling software and noise monitoring data to calculate whether noise from Aircraft Operations complies with (b) above;

iv. calculate noise levels at every other location necessary to ensure compliance with this Condition and with Condition 10.

The results of this monitoring ~~and~~ shall be included in the ~~provide a detailed written report to the Council every 12 months describing and interpreting the results of the monitoring and describing and explaining the calculations and findings~~ Annual Noise Management Report.

5A. Six years after the commencement of Aircraft Operations on the Northern Runway, AIAL shall review the spatial extent of the HANA, MANA and ANNA in this designation for the ongoing operation of the Airport. This review shall be undertaken by a suitably qualified and experienced person and include (but not be limited to) consideration of the actual level of aircraft noise generated, updated forecast of future aircraft activity, updated methods of air navigation and the selected runway mode of operation. The review, including its findings and reasons for any recommended amendments (or reasons why amendments are not recommended) must be completed within 6 months, then submitted to the Council for written certification and published on AIAL's website.

If, as a result of this review an amendment is necessary to the spatial extent of the HANA, MANA and / or ANNA in this designation, AIAL shall:

a. give notice to the Council pursuant to section 181(1) of the RMA of its requirement to alter the extent of the HANA, MANA and / or ANNA; and

b. request a corresponding change to the Auckland Unitary Plan to alter the extent of the Aircraft Noise Overlay pursuant to clause 21 of Schedule 1 of the RMA.

This condition is offered by AIAL on an *Augier* basis and forms part of the designation.

Interim Noise Control on Northern Runway

6. a. For the first five years following the commencement of aircraft operations on the Northern Runway:~~,~~

i. noise from Aircraft O~~o~~perations associated with the Northern Runway shall not exceed 58.5~~55~~ dB L_{dn} at the intersection of the Northern Runway centreline and State Highway 20, and at the southernmost part of Naylors Drive. For the purpose of this control, compliance may be assessed by measuring aircraft noise at an alternative location (closer to the Airport) and calculating the corresponding noise level at the intersection of the Northern Runway centreline and State Highway 20, and at the southernmost part of Naylors Drive. In addition, for the purpose of this control, aircraft noise shall be measured in accordance with NZS 6805:1992 and calculated as a 12 month rolling logarithmic average. The measurements and calculations for any such assessment shall be produced by AIAL if requested by the ANCCG and, if required by the ANCCG, shall be subject to independent review and verification.

ii. wide body (Code D, E and F) jet aircraft shall not depart from the Northern Runway to the west between the hours of 10pm and 7am.

b. Clause (a)(i) of this Condition shall not apply from the date of receipt by the Council of a certificate from a suitably qualified independent person proposed by AIAL and approved by the Council, certifying that, either of the following circumstances apply:

i. There is a need to establish new operations, or relocate existing operations, because there are insufficient apron areas or taxiway capacity alongside the Existing Runway, or a new or existing operation requires facilities or services not available at the Existing Runway but which are or can be provided at the Northern Runway.

ii. Rehabilitation works on the Existing Runway require use of the Northern Runway to a level which would exceed the 58.5~~55~~ dB L_{dn} at State Highway~~H~~ 20, and at Naylors Drive control~~s~~ location~~s~~ to maintain current and projected demand.

c. The suitably qualified independent person referred to in Condition 6(b~~a~~) above shall include, when supplying any certificate to the Council, a report which contains:

- A summary of the information provided to the suitably qualified independent person by AIAL; and
- The suitably qualified independent person's reasons for supplying the certificate.

d. The costs of the suitably qualified independent person shall be met by AIAL.

7. Exceedance by up to 1 dB L_{dn} of the noise limits in Conditions 5 and 6 is permitted, provided AIAL demonstrates at the request of, and to the satisfaction of, the Council that any such exceedance is due to atypical weather patterns (including wind speed and direction) during the measurement period, such as produced by the El Nino/La Nina climatic oscillation.

8. Aircraft Ooperations described in clauses (a) to (g) of this Condition, below, are excluded from the calculation of the rolling logarithmic average in Conditions 5, 6 and 7 above:

   a. Aircraft landing or taking off in an emergency;

   b. Emergency flights required to rescue persons from life-threatening situations or to transport patients, human vital organs or medical personnel in a medical emergency;

   c. The operation of unscheduled flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Emergency Management Act 2002;

   d. Aircraft Operations resulting from an emergency which necessitates the closure of the Existing Runway;

   e. Aircraft Operations resulting from the temporary closure of the Existing Runway for essential maintenance which necessitates the unrestricted use of the Northern Runway;

   f. Aircraft using the Airport as a planned alternative to landing at a scheduled airport elsewhere;

   g. Air Sshows.

Noise Management ~~Plan~~

ANCCG ~~Consultative Group~~

9. a. AIAL shall maintain at its cost, the existing ~~Aircraft Noise Community Consultative Group ("~~ANCCG~~")~~ within the Terms of Reference which are contained in Attachment A (~~Aircraft Noise Community Consultative Group~~ANCCG Terms of Reference) of this designation, or such other terms or amended terms of reference that are approved by the Council pursuant to Part 8 of the RMA.

Annual Noise Management Report ~~Plan~~

   b. Without in any way limiting its obligations to fully comply with the conditions attaching to this designation, AIAL shall publish every 12 months, an Annual Noise Management Report which details:

      - calculations and findings of monitoring required by Condition 5(d);
      - calculations and findings of monitoring required by Condition 6(a);
      - results of any surveys undertaken with owner(s) as to satisfaction with the installation of acoustic treatment measures in accordance with Condition 10;
      - any recommendations for initiatives, methods and procedures that could be implemented to reduce noise levels from all aspects of Aircraft Operations and engine testing for the following 12 months; and
      - any investigations, methods, procedures (including noise abatement procedures) and resources put in place in the year prior, either exclusively or in combination with other parties, to reduce noise levels from all aspects

of Aircraft Operations and engine testing and the outcomes of those methods, procedures and resources as they relate to the reduction of aircraft noise.

The report shall be published on AIAL's website and a copy shall be made available to both the Council and the ANCCG.

~~AIAL has completed and will maintain and where necessary update a Noise Management Plan ("NMP") which describes in detail how AIAL proposes to manage the Airport in order to comply with those conditions. The NMP describes, in detail, the following matters:~~

~~i. procedures for the ongoing maintenance and operation of the ANCCG;~~

~~ii. the mechanisms for giving effect to a Noise Monitoring Programme to assess compliance with Conditions 5, 6 and 13. In particular, the following issues shall be addressed:~~

~~Location of any noise monitors;~~

~~Monitoring, recording and calculation of engine testing noise levels under Condition 13;~~

~~Management of the programme by a suitably qualified person; and~~

~~Presentation of information.~~

~~iii. The relationship between the Trust which is to be established under Condition 11 and the ANCCG, including reporting procedures.~~

~~iv. The ongoing investigations, methods, processes and resources that AIAL has put in place to provide for:~~

~~The reduction of noise levels from all aspects of Aircraft Operations and engine testing; and~~

~~Alternative methods of noise management to achieve the reduction of these noise levels.~~

~~v. The Noise Minimisation Procedures.~~

~~vi. The procedures for modifying and enhancing the Noise Minimisation Procedures to take into account:~~

~~Any findings made pursuant to any investigation undertaken in accord with (iv) above:~~

~~The need to ensure compliance with all of the requirements of this designation.~~

~~vii. The procedures for reporting to the ANCCG any Aircraft Operations and engine testing activities which:~~

~~Contravene a condition of this designation:~~

~~Are at variance with AIAL's intentions recorded in the Explanatory Note to Condition 4 relating to the use of the Northern Runway.~~

~~viii. The procedure for the annual preparation and publication of the 60 dB L_{dn} AANC and the 65 dB L_{dn} AANC by AIAL, as required by Condition 10B;~~

~~ix. The procedure for the recording, responding and reporting of complaints received in respect of noise from Aircraft Operations, engine testing activities and any other activities generating noise at the Airport; and~~

~~x. The dispute resolution procedures, to resolve disputes between AIAL and ANCCG about the contents and implementation of the NMP.~~

~~***Specific Matters in NMP Subject to Council Approval***~~

~~c. The dispute resolution procedures referred to in Condition 9(b)(x) shall be to the Council's satisfaction and any subsequent alteration to these procedures shall be subject to the Council's written approval.~~

~~***Changes to NMP***~~

~~d. If AIAL makes any changes to the procedures or other matters recorded in the NMP, it shall forthwith forward an amended copy of the NMP to the Council and the ANCCG.~~

Reporting of Noise Complaints

c. The procedure for the recording, responding and reporting of complaints received in respect of noise from Aircraft Operations, engine testing activities and any other activities generating noise at the Airport shall be published on AIAL's website.

Reporting of Exceptions

d. ~~9A~~. AIAL shall maintain a register (electronic and hard copy) which is available for public inspection of all exceptions to the Noise Minimisation Procedures. The register shall list:

- The date and time of the exception;
- An explanation for the exception;
- Any actions undertaken to prevent a recurrence of the exception.

For the avoidance of doubt an exception includes:

- A breach of noise limits in Conditions 5, 6 and 13;
- A breach of the CAA noise rules applicable to the Airport which has been the subject of an investigation by AIAL into a related complaint;
- Any lapse in AIAL's voluntary or self-imposed procedures for the reduction of aircraft noise.

Noise Mitigation Programme

10. The development or use of any runway is subject to compliance with clauses (a) to (m~~r~~) of this Condition (called in this designation, the "Noise Mitigation Programme"):

a. For the purpose of determining compliance with clauses (b) to (m~~r~~) of this condition, AIAL has supplied to the Council:

i. A list identifying all sites wholly or partly within the HANA and the MANA ("affected sites");

ii. A list of the legal descriptions and street addresses of all the affected sites; and

iii. Details of any Existing Building located on the affected sites.

Proviso:

Where a site lies within a mixture of HANA and MANA, or is partly located within one of those noise areas, then for the purposes of clauses (b) to (mr) of this Condition:

- If any Existing Building is located wholly or partly within the HANA, that Existing Building shall be deemed to be in the HANA;

- If any Existing Building is located wholly outside the HANA, but wholly or partly within the MANA, that Existing Building shall be deemed to be in the MANA.

Further provisos:

- For the avoidance of doubt, nothing in clauses (b) to (mr) of this Condition shall be treated as requiring AIAL to fund acoustic treatment and ventilation measures in Existing Buildings that are located wholly outside the HANA and the MANA.

- Clauses (b) to (m) of this Condition do not apply to those properties that have previously accepted Auckland Airport's offer to install acoustic treatment and related ventilation measures under this Condition prior to 18 November 2019.

Existing Buildings Located within the HANA ~~Being subject to 65dB L_{dn}~~

b. Before any part of an affected site falls within the 65dB L_{dn} AANC, AIAL shall, in respect of any Existing Building in the HANA on that site (other than any building used as educational facilities or as a registered pre-school) make an offer to the owner(s) to install, at AIAL's sole cost (and if the offer is accepted, install), acoustic treatment, ~~and~~ related ventilation measures and cooling measures to achieve, in the manner provided for in clauses (lp) ~~and (q)~~ of this Condition, an internal acoustic environment in the existing habitable rooms of the building(s) (with all external doors of the building and all windows of the habitable rooms closed), of 405 dB L_{dn}~~, together with related ventilation requirements~~. These measures shall include but not be limited to:

i. A ventilation system that ~~mechanical ventilation system or mechanical ventilation systems capable of~~:

- Provides~~ing~~ at least 15 air change~~s~~ of outdoor air per hour in the principal living room of each building and 35 air changes of outdoor air per hour in the other habitable rooms of each building, in each case with all external doors and windows of the building closed with the exception of such windows in non habitable rooms that need to be ajar to provide air relief paths;

- Enables~~ing~~ the rate of airflow to be controlled across the range, from the maximum airflow capacity down to 0.5 air changes (plus or minus 0.1) of outdoor air per hour in all habitable rooms and is capable of being individually switched on and off by the building occupants;

- Limits~~ing~~ internal air pressure to not more than 30 pascals above the ambient air pressure; and

- ~~Being individually switched on and off by the building occupants, in the case of each system; and~~

- Creati<u>es</u>~~ng~~ no more than 40 dB L_{Aeq} in the principal living room, no more than 30 dB L_{Aeq} in the other habitable rooms, and no more than 40 dB L_{Aeq} in any hallway, in each building. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

<u>ii.</u> <u>A hi-wall heat pump in the principal living room providing a minimum of 3KW of heating and cooling and not exceeding an internal noise level of 40 dB L_{Aeq};</u>

iii. Thermal grade (minimum R1.8) ceiling insulation to all habitable rooms where equivalent ceiling insulation is not already in place; and

iv~~ii~~. A mechanical kitchen extractor fan <u>and kitchen range hood</u> ducted directly to the outside to serve any cooking hob, if such extractor fan <u>and kitchen range hood</u> is not already installed and in sound working order.

The above mentioned offer shall be made on the following basis:

i. any structural or other changes required under the Building Act 2004 ("Building Act") or otherwise to enable the installation of the acoustic treatment<u>,</u> ~~and~~ related ventilation measures <u>and cooling measures</u> shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to<u>:</u>

- bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part thereof was constructed; <u>or</u>

- <u>remove any asbestos that is likely to be disturbed by the installation of the acoustic treatment, related ventilation measures and cooling measures in any building (having regard to AIAL's obligations under the Health and Safety at Work (Asbestos) Regulations 2016);</u> and

ii. the owner(s) accepting an obligation to enter into a covenant in the terms set out in clause (m~~f~~) of this Condition.

Provisos:

- If requested by the owner, AIAL may, at its discretion, install or contribute to the cost of the installation of alternative ventilation measures to those described in clauses (b) and (c) of this Condition (which may result in a different acoustic internal environment), subject to the owner being granted any necessary building or resource consents, the Council waiving AIAL's obligations in respect of the required ventilation measures listed above and the provisions of clauses (b), (c), and (jn) to (lr) applying with the necessary modifications.

- AIAL shall not be in breach of clause (b) of this Condition where it is not reasonably practicable to achieve an internal acoustic environment of 40dB L_{dn} applying the measures in clause (b) of this Condition in existing habitable rooms of Existing Buildings having regard to:

    - the type, structural nature, age or state of repair of the Existing Building; and / or

    - the desirability to maintain heritage features of the Existing Building; and

    provided that in each of those cases the internal acoustic environment does not exceed 45 dB L_{dn}.

c. At the same time, AIAL shall offer to install, (and if the offer is accepted, install), enhancements in addition to the above acoustic treatment and related ventilation measures to achieve, in the manner provided for in clauses (p) and (q) of this Condition, an internal acoustic environment in the existing habitable rooms of the building(s) (with all external doors of the building and all windows of the habitable rooms closed), of 40 dB L_{dn} together with related ventilation requirements. This offer shall be made on the following basis:

    i. AIAL shall contribute 75% of the cost;

    ii. The owner agreeing to contribute the balance of the cost; and

    iii. The enhancements are to be installed at the same time as the acoustic treatment and related ventilation measures referred to in clause (b) of this Condition, above.

d. Where an owner or previous owner has earlier accepted the offer set out in clause (c) of this Condition below, AIAL need only offer to install works or enhancements not already installed pursuant to clause (e) of this Condition.

Existing Buildings Located Within the HANA or the MANA Being Subject to 60 dB L_{dn}

c. e. Before any part of an affected site falls within the 60 dB L_{dn} AANC AIAL shall, in respect of any Existing Building in the HANA or MANA on that site (other than any building used as educational facilities or as a registered pre-school) make an offer to the owner(s) to install (and if the offer is accepted, install):

i. A ventilation system that mechanical ventilation system or mechanical ventilation systems capable of:

- Provides ing at least 15 air changes of outdoor air per hour in the principal living room of each building and 35 air changes of outdoor air per hour in the other

habitable rooms of each building, in each case with all external doors and windows of the building closed with the exception of such windows in non-habitable rooms that need to be ajar to provide air relief paths;

- Enables~~ing~~ the rate of airflow to be controlled across the range, from the maximum airflow capacity down to 0.5 air changes (plus or minus 0.1) of outdoor air per hour in all habitable rooms and is capable of being individually switched on and off by the building occupants;

- Limits~~ing~~ internal air pressure to not more than 30 pascals above the ambient air pressure; and

- ~~Being individually switched on and off by the building occupants, in the case of each system; and~~

- Creates~~ing~~ no more than 40 dB L_{Aeq} in the principal living room, no more than 30 dB L_{Aeq} in the other habitable rooms, and no more than 40 dB L_{Aeq} in any hallway, in each building. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

ii. A hi-wall heat pump in the principal living room providing a minimum of 3KW of heating and cooling and not exceeding an internal noise level of 40 dB L_{Aeq}; and

~~ii.~~ ~~Thermal grade (minimum R1.8) ceiling insulation to all habitable rooms where equivalent ceiling insulation is not already in place; and~~

iii. A mechanical kitchen extractor fan and kitchen range hood ducted directly to the outside to serve any cooking hob, if such extractor fan and kitchen range hood is not already installed and in sound working order.

The abovementioned offer shall be made on the following basis:

i. Any structural or other changes required under the Building Act or otherwise, to enable the installation of the acoustic treatment, ~~and~~ related ventilation measures and cooling measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to:

- bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part was constructed; or

- remove any asbestos that is likely to be disturbed by the installation of the acoustic treatment, related ventilation measures and cooling measures in any building (having regard to AIAL's obligations under the Health and Safety at Work (Asbestos) Regulations 2016).

ii. The owner(s) accepting an obligation to enter into a covenant in the terms set out in clause (m~~r~~) of this Condition;

iii. AIAL shall contribute 75% of the cost of the above works; and

iv. The owner agrees to contribute the balance of the cost which may be funded by contribution received from the Aircraft Noise Mitigation fund as set out in Condition 12(c).

v. Clauses (iii) and (iv) shall not apply to Pūkaki Marae. AIAL shall contribute 100% of the cost of the above works for Pūkaki Marae.

Proviso:

If requested by the owner, AIAL may, at its discretion, install or contribute to the cost of the installation of alternative ventilation measures to those described in this clause, subject to the owner being granted any necessary building or resource consents, the Council waiving AIAL's obligations in respect of the required ventilation measures in this clause, and the provisions of this clause and clauses (jn) to (lr) applying with the necessary modifications.

Existing Registered Pre-schools Located Within the HANA ~~Being Subject to 65 dB L_{dn}~~

df. Before any part of an affected site falls within the 60 dB L_{dn} AANC, AIAL shall, in respect of any Existing Building in the HANA on that site used as a registered pre-school, make an offer to the owner(s) to install at AIAL's sole cost (and if the offer is accepted, install), in all learning areas:

i. Acoustic treatment measures to achieve, in the manner provided for in clauses (lp) ~~and (q)~~ of this Condition, an internal acoustic environment in each learning area (with all external doors and windows of the learning area closed) of 40 dB L_{dn}; and

- Mechanical ventilation system or mechanical ventilation systems for each learning area:

  - Designed to achieve indoor air temperatures not less than 16 degrees celsius in winter at 5% ambient design conditions as published by the National Institute of Water & Atmospheric Research ("NIWA") (NIWA, Design Temperatures for Air Conditioning (degrees Celsius), Data Period 1991-2000);

  - Capable of providing (when all external doors and windows of the learning area are closed) outdoor air ventilation at the rate of 15 litres of air per second per square metre for the first 50 square metres and 7.5 litres of air per second per square metre of remaining area;

  - Capable of enabling the rate of air flow to be controlled across the range, from the maximum air flow capacity down to 8 litres of air per second per person for the maximum number of people able to be accommodated in the learning area at one time;

  - Otherwise complying with the New Zealand Standard NZS 4303:1990 *Ventilation for Acceptable Indoor Air Quality;*

  - Each ventilation system shall be capable of being individually switched on and off by the building occupants; and

  - Capable of creating no more than 35 dB L_{Aeq} in each learning area, and no more than 40 dB L_{Aeq} in any hallway or corridor. Noise levels from the

mechanical system(s) shall be measured at least 1 metre away from any diffuser.

The abovementioned offer shall be made on the following basis:

i. any structural or other changes required under the Building Act or otherwise required to enable the installation of the acoustic treatment and related ventilation measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to:

- bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part thereof was constructed; or

- remove any asbestos that is likely to be disturbed by the installation of the acoustic treatment and related ventilation measures in any building (having regard to AIAL's obligations under the Health and Safety at Work (Asbestos) Regulations 2016); and

ii. the owner accepting an obligation to enter into a covenant in the terms set out in clause (mf) of this Condition.

~~g. Where an owner or previous owner has earlier accepted the offer set out in clause (h) of this Condition below, AIAL need only offer the works not already installed pursuant to clause (h) of this Condition.~~

Existing Registered Pre-schools Located Within the HANA or the MANA ~~being Subject to 60 dB L_{dn}~~

eh. Before any part of an affected site falls within the 60 dB L_{dn} AANC, AIAL shall in respect of any Existing Building in the HANA or the MANA on that site used as a registered pre-school, make an offer to the owner(s) to install (and if the offer is accepted, install) at AIAL's sole cost:

i. A mechanical ventilation system or mechanical ventilation systems for each learning area:

- Designed to achieve indoor air temperatures not less than 16 degrees Celsius in winter at 5% ambient design conditions as published by NIWA (NIWA, Design Temperatures for Air Conditioning (degrees Celsius), Data Period 1991-2000);

- Capable of providing (when all external doors and windows of the learning area are closed) outdoor air ventilation at the rate of 15 litres of air per second per square metre for the first 50 square metres and 7.5 litres of air per second per square metre of remaining area;

- Capable of enabling the rate of air flow to be controlled across the range, from the maximum air flow capacity down to 8 litres of air per second per person for the maximum number of people able to be accommodated in the learning area at one time;

- Otherwise complying with the New Zealand Standard NZS 4303:1990 *Ventilation for Acceptable Indoor Air Quality*;

- Each ventilation system shall be capable of being individually switched on and off by the building occupants; and

- Capable of creating no more than 35 dB L_{Aeq} in each learning area, and no more than 40 dB L_{Aeq} in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

ii Thermal grade (minimum R1.8) ceiling insulation in all learning areas where equivalent ceiling insulation is not already in place.

Proviso:

If the owner wishes to install a ventilation system at greater cost, (e.g. an air conditioning system), then AIAL shall contribute the equivalent cost of the ventilation system(s) prescribed in clause (c ~~e~~) of this Condition.

The abovementioned offer shall be made on the following basis:

i. any structural or other changes required under the Building Act or otherwise required to enable the installation of the acoustic treatment and ventilation measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to:

    - bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part thereof was constructed; or

    - remove any asbestos that is likely to be disturbed by the installation of the acoustic treatment and related ventilation measures in any building (having regard to AIAL's obligations under the Health and Safety at Work (Asbestos) Regulations 2016); and

ii. the owner(s) accepting an obligation to enter into a covenant in the terms set out in clause (m ~~r~~) of this Condition.

Existing Educational Facilities Within the HANA or the MANA ~~Being Subject to 60 dB L_{dn}~~

f ~~l~~. Before any part of an affected site falls within the 60 dB L_{dn} AANC, AIAL shall, in respect of any Existing Building in the HANA or MANA on that site used as an educational facility or facilities, make an offer to the owner(s) to install (and if the offer is accepted, install) acoustic treatment and related ventilation measures to achieve, in the manner provided for in clause~~s~~ (l ~~p~~) ~~and (q)~~ of this Condition, an internal acoustic environment in all existing classrooms, libraries and halls (with all external doors and windows of the classrooms, libraries and halls closed) of 40 dB L_{dn}, together with related ventilation requirements. These measures shall include but not be limited to:

i. In the case of classrooms and libraries, air conditioning and/or a mechanical ventilation system or mechanical ventilation systems for each classroom and library, that are:

    - Designed to achieve indoor air temperatures not less than 16 degrees Celsius in winter and not greater than 27 degrees Celsius in summer at 5% ambient design

conditions as published by NIWA (NIWA, Design Temperatures for Air Conditioning (degrees Celsius), Data Period 1991-2000);

- Capable of providing outdoor air ventilation at the rate of 8 litres of air per second per person for the maximum number of people able to be accommodated in any such room at one time ("**the required airflow**");

- Capable of enabling, (in the case of classrooms or libraries in which only mechanical ventilation systems are used to satisfy the above temperature and outdoor air requirements), the outdoor airflow to be controlled across the range, from the maximum airflow capacity down to the required airflow when all external doors and windows of the classroom or library are closed;

- Otherwise complying with the New Zealand Standard NZS 4303:1990 Ventilation for Acceptable Indoor Air Quality; and

- Capable of creating no more than 35 dB L_{Aeq} in each classroom, no more than 40 dB L_{Aeq} in each library, and no more than 40 dB L_{Aeq} in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

ii. in the case of halls, a mechanical ventilation system or mechanical ventilation systems for each hall capable of:

- Providing at least 12 litres of outdoor air per second per square metre with all external doors and windows of the hall closed;

- Enabling the outdoor airflow to be controlled across the range, from the maximum airflow down to the rate of 8 litres of outdoor air per second per person for the maximum number of occupants able to be accommodated in the hall at one time;

- Otherwise complying with the New Zealand Standard NZS 4303:1990 Ventilation for Acceptable Indoor Air Quality; and

- Creating no more than 35 dB L_{Aeq} in each hall, and no more than 40 dB L_{Aeq} in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

iii. Thermal grade (minimum R1.8) ceiling insulation shall be provided in the case of school halls where equivalent ceiling insulation is not already in place.

The abovementioned offer shall be made on the basis that any structural or other changes required under the Building Act or otherwise to enable the installation of the acoustic treatment and related ventilation measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to:

- bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part thereof was constructed; or

- remove any asbestos that is likely to be disturbed by the installation of the acoustic treatment, related ventilation measures and cooling

measures in any building (having regard to AIAL's obligations under the Health and Safety at Work (Asbestos) Regulations 2016). ~~and~~

~~j. AIAL's obligations under clause (i) of this Condition for acoustic treatment and related ventilation measures shall be "capped" at the maximum costs set out in Attachment B of this designation. For the avoidance of doubt, the costs in Attachment B are expressed as the maximum costs for which AIAL shall be responsible, and, in addition, AIAL shall not be required to expend the maximum costs where the acoustic treatment and related ventilation measures can be installed by AIAL more cost effectively to achieve the internal acoustic environment and related ventilation standards specified in this Condition (Condition 10). Any new windows installed as part of the acoustic treatment and related ventilation measures shall be made able to be opened or shall be fixed at the discretion of the owner(s) of the educational facilities at the time the work is undertaken.~~

~~For existing educational facilities, the maximum figures referred to in Attachment B are exclusive of GST and are in year 2012 dollars and they will therefore be adjusted to compensate for inflation and increased annually from the date of the inclusion of this designation in the Unitary Plan by the percentage increase in the Consumer Price Index (All Groups) or any substitute national measure of inflation adopted in lieu of the Consumer Price Index (All Groups).~~

New Buildings at Existing Educational Facilities Within the MANA

g ~~k~~. Where, in the case of educational facilities established within the MANA before 10 December 2001:

i. A new classroom, library, or hall is to be established; or

ii. An addition or alteration is to be made to any existing classroom, library or hall, and the new classroom, library or hall, or the addition or alteration, is not by definition, an Existing Building, then AIAL upon receiving advice of the proposed works, shall make an offer to the owner(s) of the relevant educational facilities to provide funding (and if the offer is accepted, provide funding) for acoustic treatment and related ventilation measures to achieve an internal acoustic environment (with all external doors and windows of the classrooms, libraries or halls closed) of 40 dB L_{dn} for all such new facilities along with ventilation to a standard consistent with clause (f~~i~~) of this Condition, above, provided that this offer shall be conditional on:

- The owner agreeing to contribute 25% of the costs of the acoustic treatment and ventilation measures;

- Construction of the new or additional facilities otherwise complying with the relevant requirements of the Building Act and any relevant legislation, and further provided that AIAL's obligations under clause (g ~~k~~) of this Condition shall only extend, in the case of additional classrooms, libraries or halls, to those which the Regional Network Manager — Auckland of the Ministry of Education or successor of that office certifies are required as a result of roll growth caused by underlying increases in population in the catchment in the immediate vicinity of the educational facility.

h ~~l~~. The offer referred to in clause (g ~~k~~) of this Condition may be made on the basis that if the new or additional facilities are removed from the affected site before the 60 dB L_{dn} AANC reaches

the affected site, any cost incurred by AIAL in respect of that building shall be returned to AIAL.

New Public Schools or Pre-schools Within the MANA

i ~~m.~~ AIAL shall offer the owner(s) of any new public (i.e. non-private or integrated) school or preschool to be established on affected sites located within the MANA, funding (and if the offer is accepted, provide funding) for acoustic treatment and related ventilation measures to meet the requirements in, and to a standard consistent with, clause (g ~~h k~~) of this Condition, above, provided that this offer shall be conditional on:

- The owner agreeing to contribute 50% of the costs of the acoustic treatment and ventilation measures;

- The Regional Network Manager — Auckland of the Ministry of Education or successor of that office certifying, following consultation on the issue of location with AIAL, that the proposed new school or preschool could not reasonably be located outside the MANA, such consultation having been undertaken as soon as reasonably practicable before selecting a potential new school or pre-school site.

Building Act 2004

j ~~n~~. All work undertaken pursuant to the terms of this Condition (Condition 10) shall be in accordance with the Building Act and any other relevant legislation.

k ~~o~~. Nothing in this Condition (Condition 10) shall require AIAL to fund any measures required to bring a building up to the standard of the building regulations that applied when the building was constructed or the relevant part thereof was last modified.

Certified Standard Packages and Individual Packages

l ~~p~~. Where this Condition (Condition 10) requires AIAL to offer to provide acoustic treatment and ventilation measures, AIAL:

i. Has developed standard acoustic and ventilation treatment packages for as many types of building for each FANC, ~~shown on Figure 4 (Future Aircraft Noise Contours) of this designation,~~ as is practicable ("**standard packages**"). These standard packages may be updated or further developed at any time. Each standard package shall be:

   - Sufficient to achieve the internal acoustic environment and ventilation requirements specified in this Condition (Condition 10) for the type of building within the FANC for which the package has been developed;

   - Certified to that effect by a suitably qualified independent person (or persons) nominated by AIAL and approved by the Council ("**an approved person**") ("**certified standard package**"); and

   - Developed in consultation with the Building Research Association of New Zealand.

For the avoidance of doubt the standard packages are intended to mitigate against aircraft noise, not against other sources which may have different characteristics and hence require different attenuation in respect to the treatment measures on offer;

ii. Shall offer to install (and if the offer is accepted, install) the relevant certified standard package, which has been certified by an approved person as being suitable to fulfil the requirements of this Condition (Condition 10) for the building and FANC within which the building is located; and in all other cases, shall offer a package certified by an approved person as suitable, at the time of the offer, to achieve the internal acoustic environment and ventilation requirements specified in this Condition (Condition 10) for the FANC within which the building is located ("**certified individual package**") and if that offer is accepted, shall install the certified individual package.

~~q. Where AIAL installs any acoustic treatment and or ventilation or air conditioning measures, AIAL:~~

~~i. Shall provide the Council with a certificate from a suitably qualified independent person (or persons) nominated by AIAL and approved by the Council, that the installation of any relevant certified standard package, or relevant certified individual package, has been properly undertaken in accordance with sound practice; and~~

~~ii. Shall not be in breach of this condition where the internal noise standards and related ventilation requirements are not met in each instance provided the relevant certificate required in sub-clause (pq)(i) of this Condition, above, has been provided to the Council.~~

Covenants

mr. AIAL shall not be obliged to undertake any work pursuant to clauses (b) to (eh) of this Condition (Condition 10) unless the owner of the particular affected site agrees to enter into a covenant with AIAL (which shall be registered on the site's title) in the terms set out in Attachment C of this designation with such necessary changes, approved by the Council. The cost of preparingation and registeringation of the covenant on the site's title shall be met by AIAL. AIAL shall meet the reasonable legal costs incurred by the owner for the perusal and approval of the covenant.

Monitoring of Noise Mitigation Programme

10A. AIAL is to monitor the implementation of the Noise Mitigation Programme as set out in Condition 10 and provide a written report setting out its findings in detail to the Council on an ongoing basis at six monthly intervals each year.

Preparation and Publication of the AANC's

10B. AIAL shall:

a. Publish the procedure for the preparation of the 60 dB L_{dn} and 65 dB L_{dn} AANCs on its website.

b. Prepare annually the 60 dB L_{dn} ~~AANC~~ and 65 dB L_{dn} AANCs.

cb. Publish a public notice in:

i. One or more daily newspapers circulating in the areas contained in the HANA, MANA and ANNA; or

ii. One or more other newspapers that have at least an equivalent circulation, advising the public that:

- The AANCs have been prepared for the following twelve months;
- Explaining what the AANCs are and who is potentially affected; and
- That the AANCs are available for public inspection at such Council offices as determined by a designated Council officer approved by the Chief Executive of the Council.

~~**Temporary Noise Mitigation Programme**~~

~~10C.~~

~~a. This condition shall only apply:~~

~~i. until this designation is altered to reflect the extent of AIAL's aircraft noise contours in the Unitary Plan D24 Aircraft Noise Overlay, after which it will no longer apply; and~~

~~ii. to landowners within the areas shown on the Auckland International Airport Transitional Mitigation Plans set out in Attachment D; and~~

~~iii. to landowners who are required to comply with the acoustic insulation and ventilation standards set out in D24.6.3 of the D24 Aircraft Noise Overlay when establishing a new ASAN or undertaking additions or alterations to an existing ASAN within those areas, and who have acquired building consent.~~

~~b. If the requirements set out in subsection (a) are met, AIAL shall meet the relevant part of the cost of installing acoustic treatment in buildings where this is required by D24.6.3 of the Unitary Plan on the same basis as set out in condition 10 as if the building in question was an "existing building", or the addition or alteration was part of an "existing building", on an "affected site", with all other modifications required to condition 10 to allow it to be applied in this context.~~

~~*Provisos:*~~

- ~~Condition 10C is only required during the transitional period between the Unitary Plan being made operative and this designation being altered to reflect the extent of AIAL's aircraft noise contours in the Unitary Plan Aircraft Noise Overlay. At this time, this Condition will be deleted from this designation.~~
- ~~When Condition 10C applies to additions or alterations, the costs are to be met or partially met only in relation to the additions or alteration itself not the whole building.~~

Aircraft Noise Mitigation Fund

11. AIAL shall (at its cost and to the Council's satisfaction) maintain a Trust with two Trustees appointed by AIAL, two Trustees appointed from the community by the Council, and one Trustee appointed by the ANCCG.

12. AIAL shall contribute $~~325,000~~ 340,670 (in ~~2012~~ 2017 New Zealand dollar terms) per annum plus GST if any (adjusted thereafter to compensate for inflation and increased annually from ~~December 2012~~ October 2017 by the percentage increase in the Consumer Price Index (All Groups) as provided for in Condition 12B~~A~~, below), to a Noise Mitigation Fund, to be administered by the Trustees for the benefit of the local community affected by aircraft noise and located or residing within the HANA, MANA and ANNA, for the purpose of:

a. The mitigation of adverse effects associated with noise from Aircraft Operations which are not provided for under Condition 10 ("**other adverse effects**"); or

b. Ensuring positive effects on the external environment to offset those other adverse effects; or

c. ~~In cases of significant financial hardship, a~~Assisting an owner or owners to meet their share of the costs of acoustic treatment measures or enhancements as set out in Condition~~s 10(c)(ii) and~~ 10(c ~~e~~)(iv)~~. or.~~.

12A. On each anniversary of the Trust, AIAL will make a payment to the Trust of an amount sufficient to compensate for inflation over the immediately preceding annual period calculated in accordance with the following formula:

~~$325,000~~A x ~~A~~B%, where A is the previous year's contribution, and B is the percentage increase in the Consumer Price Index (All Groups) (or any substitute national measure of inflation) for that preceding 12 month period measured from June to June.

Explanatory Note, Aircraft Noise Mitigation Fund:

While there are various physical measures proposed by way of acoustic insulation and ventilation of buildings containing ~~Activities Sensitive to Aircraft Noise~~ASAN, the Aircraft Noise Mitigation Fund is designed to ensure that adverse effects of aircraft noise on the external environment which cannot be mitigated by physical means can at least be partially offset by providing positive effects in the form of enhanced cultural, recreational, educational, vocational, and other opportunities and facilities to affected residents. Those opportunities and facilities may be provided outside the affected area but should be readily available to affected residents.

Engine Testing on Aircraft

13. a. Any use of the designated area for the testing of engines which are in situ on an aircraft ("**in situ aircraft engines**") shall not exceed the following noise limits within the Identified Area shown on Figure ~~5~~1 attached to this designation:

7 day rolling average	55 dB L_{dn}
10pm to 7am	75 dB L_{Amax}

For the purpose of this control, testing of in situ aircraft engines shall be measured in accordance with NZS 6801:2008 Acoustics Measurement of Environmental Sound.

b. AIAL shall monitor and record all testing of in situ aircraft engines and provide a summary report of the tests undertaken and the calculated noise levels whenever requested in writing by the ANCCG.

c. The testing of in situ aircraft engines is excluded from the calculation of the 7 day rolling average in clause (a) above where such testing is associated with work necessary to satisfy an airworthiness directive or other like safety requirement issued by the Minister of Transport, the Director of Civil Aviation or the Civil Aviation

Authority, which requires within 7 days of the directive or requirement being issued, the ground running of the engines on:

i. All aircraft with a specific engine type; or

ii. aircraft of a specific make or model.

Prior to any testing excluded by this clause commencing, AIAL shall give written notice to the ANCCG and the Council explaining:

- The nature of and the reason for the testing;
- Its expected duration and noise effects; and
- Details of the directive or requirement received.

Other Noise

13A. Any use of the land for any purpose other than:

a. Aircraft Operations (Conditions 5 and 6);

b. testing of in situ aircraft engines (Condition 13); ~~and~~

c. the use of audible bird scaring devices for the discouragement of birds; and

d. construction works (condition 13B)

shall not exceed the following noise limits within the Identified Area shown on Figure ~~5~~1 attached to this designation:

Average ~~Maximum~~ Levels			Maximum
d~~D~~B L_{Aeq}			d~~D~~B L_{Amax}
Monday to Saturday 7am-6pm (0700-1800)	Monday to Saturday 6pm-10pm (1800-2200) AND Sunday & Public Holidays, 7am-10pm (0700-2200)	At all other times	10pm-7am (2200-0700)
55	50	45	70

For the purpose of this control, Other Noise shall be measured in accordance with NZS 6801:2008 Acoustics Measurement of Environmental Sound and assessed in accordance with NZS 6802:2008 Acoustics — Environmental Noise.

Construction Noise

13B. All construction work shall be designed, managed and controlled to ensure that construction noise does not exceed the noise limits in the following tables. Sound levels shall be measured and assessed in accordance with NZS 6803:1999 Acoustics Construction Noise.

Recommended upper limits for construction noise received in residential zones, dwellings in rural zones, and the Special Purpose – Māori Purpose zone.

Time of week	**Time period**	**Duration of work**					
		Typical duration (dB)		**Short-term duration (dB)**		**Long-term duration (dB)**	
		L_{Aeq}	L_{AFmax}	L_{Aeq}	L_{AFmax}	L_{Aeq}	L_{AFmax}
Weekdays	0630-0730	60	75	65	75	55	75
	0730-1800	75	90	80	95	70	85
	1800-2000	70	85	75	90	65	80
	2000-0630	45	75	45	75	45	75
Saturdays	0630-0730	45	75	45	75	45	75
	0730-1800	75	90	80	95	70	85
	1800-2000	45	75	45	75	45	75
	2000-0630	45	75	45	75	45	75
Sundays and public holidays	0630-0730	45	75	45	75	45	75
	0730-1800	55	85	55	85	55	85
	1800-2000	45	75	45	75	45	75
	2000-0630	45	75	45	75	45	75

Recommended upper limits for construction noise received in business zones for all days of the year.

Time Period	Duration of work		
	Typical duration (dB)	Short-term duration (dB)	Long-term duration (dB)
	L_{Aeq}	L_{Aeq}	L_{Aeq}
0730-1800	75	80	70
1800-0730	80	85	75

Construction Vibration

13C. Except where certified by the Council, construction vibration received by any building shall be measured and assessed in accordance with the German Standard DIN 4150-3:1999 "Structural vibration – Part 3: Effects of vibration on structures", and shall comply with the criteria set out as follows:

Type of structure	Short-term vibration				Long term vibration
	PPV at the foundation at a frequency of			PPV at horizontal plane of highest floor (mm/s)	PPV at horizontal plane of highest floor (mm/s)
	1 – 10 Hz (mm/s)	1 – 50 Hz (mm/s)	50 -100 Hz (mm/s)		
Commercial/Industrial	20	20-40	40-50	40	10

Residential/School	5	5-15	15-20	15	5
Historic or sensitive structures	3	3-8	8-10	8	2.5

N.B. PPV means Peak Particle Velocity

Explanatory note:

For the avoidance of doubt, conditions 13B and 13C do not apply to construction noise and vibration received in buildings on land to which this Designation applies.

Coastal Protection Yard

14. A coastal protection yard having a minimum depth of 20 metres shall be maintained where any part of the designated area abuts the Mean High Water Spring Tide Mark. No structure shall be erected in the coastal protection yard except essential Airport operational facilities (for example, security fences, navigational aids, rescue facilities and stormwater facilities) which require a location in the area of the coastal protection yard. Prior to any land modification works within the coastal protection yard, the requiring authority shall submit an outline plan to the Council for approval.

15. Subject to any waiver of this Condition, or any part of this Condition, prior to any land modification or development on any land within 200 metres of the northern boundary of the designated area east of Pūkaki Creek ("**northern boundary**"), the requiring authority shall submit an outline plan to the Council for approval which, without limiting the requirements of Section 176A of the RMA, shall show:

    a. Provision for the landscaping in native vegetation of a five metre wide strip along the northern boundary and a limitation on building height in relation to the northern boundary so that no part of any building shall project beyond a building envelope contained by a 55 degree recession plane from points 2.5 metres above the northern boundary (i.e. maximum height = 2.5 metres plus 1.428 x distance from boundary).

    b. Details of any land modification within:

        i. 200 metres of the northern boundary which involves more than 500m^3 of earthworks; or

        ii. 30 metres of the northern boundary which involves more than 200m^3.

    c. The timetable for completion of the abovementioned landscaping, earthworks and remedial work.

    d. The height, shape and bulk of any proposed structures.

16. For the purpose of conditions 14 and 15(b) details shall be given of the following:

    Alteration to Natural Landscape

    a. Whether any earthcut or fill will remove existing vegetation, alter the existing topography of the site, or affect existing natural features including landforms, and the impacts on the area's amenity values.

Alteration to cultural heritage sites or cultural landscape

baa. Whether any earthcut, fill, structures or buildings will adversely affect values associated with cultural heritage sites or identified cultural landscapes.

Site Stability and Erosion

cb. Whether the effects from natural hazards will be avoided, remedied or mitigated, and the extent to which earthworks affect the stability and erosion potential of the site and surrounding site.

Topography in Relation to Adjacent Land

dc. Whether the site contours and final contours coordinate with the final levels of adjoining land.

Flooding

ed. Whether the earthworks and final levels will adversely affect overland flowpaths or increase the potential for flooding within the site or surrounding area.

Utility Services

fe. Whether the earthworks and final levels will adversely affect existing utility services.

Public Access to the Coastal Marine Area and Fossil Forest

17. AIAL shall provide road access for the public to the coastal marine area, through the designated area, to a point near the fossil forest (located in the coastal banks of Lot 2 DP 62092 and Allotment 164 Manurewa Parish) and shall provide pedestrian access from the end of that road down to Mean High Water Springs, so as to provide public access to the coastal marine area and the fossil forest.

Public Consultation

17A. a. Construction of the Northern Runway ~~to its maximum length~~, shall not take place until AIAL has completed a process of public notification and consultation. The process of public notification and consultation shall include the following:

i. Written notice to the ANCCG (or its successor from time to time); and

ii. A public notice published in a daily newspaper circulating in the Auckland Council area, and in each of the local newspapers circulating in those parts of the Auckland Council area subject to the ANNA, MANA and HANA. Such notice to be published in each case twice at an interval of approximately a fortnight.

b. Each of the abovementioned notices shall include a brief description of the proposal and shall advise:

i. Where full details of the proposal can be inspected and copies of those details obtained;

ii. Of the opportunity to forward comments to AIAL about the proposal;

iii. The date by which comments about the proposal should be sent to AIAL, which date shall not be less than 20 working days from the date of the last of the public notices;

iv. Details of any additional consultation proposed by AIAL.

c. The information available for inspection under this Condition shall include the following:

i. Diagram(s) and description of the proposal including all associated work;

ii. A description of the proposed operating scenario for the Northern Runway;

iii. The reasons for the proposed operating scenario;

iv. The reasons for the proposal including an explanation of the need for the Northern Runway to have the proposed Operational Length;

v. Reference to any relevant reports; and

vi. Any other information AIAL wishes to make available for the purpose of explaining the proposal or in respect of which it would like to invite comments.

d. AIAL shall consider any comments made to it pursuant to the notification and consultation process described above before deciding whether or not to proceed with the proposal. If AIAL decides to proceed, it shall provide as soon as possible to the Council copies of all comments received, together with written advice of:

i. Details of the notification and consultation undertaken;

ii. A summary of comments received;

iii. A statement describing the actions planned, if any, in respect to the comments received; and

iv. A s~~S~~tatement explaining the reasons for the actions to be taken or the decision not to take any action.

e. AIAL shall regularly consult the ANCCG and seek its input and comment on community consultation that the latter may recommend to inform the public from time to time on any matter relating to the Northern Runway.

Outline Plan

18. Where AIAL seeks to rely on the provisions of the designation for any works within its land, an outline plan of any work to be constructed on the designated area must be submitted to the Council pursuant to section 176A of the RMA unless the works have been otherwise approved under the RMA or the details of the work are incorporated in the designation or Council waives the requirement for an outline plan. For any proposed work to be constructed for taxiing of aircraft on the designated area north of the ~~area shown as~~ Northern Runway ~~on Figure 1 of this designation~~, the outline plan shall include, in addition to the matters required under section 176A of the RMA, an analysis and prediction of the noise associated with the Aircraft Operations component of the proposal so as to demonstrate compliance with Condition 5.

~~Heritage Resources~~ Mana whenua

19. AIAL shall engage with Te Ākitai Waiohua, Te Kawerau Iwi Tribal Authority and Makaurau Marae Māori Trust (individually if so requested) when preparing any relevant plans, including

Reptile Management, Wildlife Hazard Management, Erosion and Sediment Control and Stormwater Management plans, as part of any Outline Plan for the Northern Runway, and also provide these groups with the opportunity to review and comment on these plans.

20. Within six months **of 18 November 2019,** AIAL shall collaborate with Te Ākitai Waiohua, Te Kawerau Iwi Tribal Authority and Makaurau Marae Māori Trust (individually if so requested) to prepare agreed Koiwi Protocol and Interment Plan(s) and an agreed iwi/cultural monitoring programme prior to any works recommencing for the Northern Runway.

Explanatory Note:

AIAL, Te Ākitai Waiohua, Te Kawerau Iwi Tribal Authority and Makaurau Marae Māori Trust shall use their best endeavours to reach agreement on Koiwi Protocol and Interment Plan(s) and an iwi/cultural monitoring programme. In the event of any differences between any of the parties arising out of the development of the Koiwi Protocol and Interment Plan(s) and / or an iwi/cultural monitoring programme, the parties shall use their best endeavours to resolve any such differences in good faith and in accordance with tikanga Māori principles and protocols.

21. Within six months of 18 November 2019, AIAL shall invite mana whenua to participate in a Kaitiaki Forum, which shall be established and maintained by AIAL (at its cost) until such time as the Northern Runway has been constructed. The purpose of the Kaitiaki Forum is to facilitate engagement between AIAL and mana whenua, and to provide Forum members with updates, and opportunities for feedback, on the development of the Northern Runway.

21A Within six months of 18 November 2019 AIAL shall establish a fund and provide a contribution of $50,000 (in 2017 New Zealand dollar terms) per annum plus GST if any (adjusted thereafter to compensate for inflation as provided for in Condition 12A) to be made available specifically and exclusively for the purpose of education scholarships and vocational training relating to travel, trade, tourism, sporting, aviation, engineering, construction and environmental planning, for the mandated entities for Te Ākitai Waiohua ($25,000) and Te Kawerau ā Maki and / or Te Ahiwaru ($25,000).

Heritage Resources and Archaeology

22. ~~19.~~ Each of the following heritage resources shall be relocated by the requiring authority in a manner and to a site that will ensure the continued protection of the resource before any construction or work is commenced on the designated area that would damage or destroy the resource:

~~a. the Norfolk Island Pine identified as notable tree 1783 on the planning maps provided however that this tree need not be relocated and may be removed, if AIAL provides the Council with a report from a qualified arborist, approved by the Council, who certifies that it is not reasonably practical to relocate the tree;~~

ab. Abbeville Farm House and Barn, Part Lot 2, DP 12194 (refer Schedule of Significant Heritage Places, Item 1414);

bc. Westney Road Methodist Church, Part Lot 2, DP 12194 (refer Schedule of Significant Heritage Places, Item 1414); and

cd. Rennie Jones Homestead, Pt Allot 163, Manurewa Parish (refer Schedule of Significant Heritage Places, Item 1424).

23. AIAL shall apply for all necessary archaeological authorities under Section 44(a) of the Heritage New Zealand Pouhere Taonga Act 2014 prior to the start of any earthworks on the Northern Runway with the potential to affect archaeological remains.

24 AIAL shall undertake a full archaeological investigation to identify, investigate and record subsurface archaeological remains, including Taonga Tuturu, across the full extent of the Northern Runway project area.

25. AIAL shall provide the following to the Team Leader – Southern Monitoring (for the attention of the Council's Manager-Heritage Unit):

(a) copies of any documents approved under the Heritage New Zealand Pouhere Taonga Act 2014, including archaeological management plans and archaeological authorities;

(b) copies of any reports on the results of any archaeological investigations; and

(c) details of any unrecorded historic heritage or archaeological sites that are exposed as a result of the earthworks undertaken for the Northern Runway for inclusion in the Council's Cultural Heritage Inventory.

25A. Within six months of 18 November 2019, AIAL shall carry out a non-invasive archaeological investigation to record any material that is exposed at the western end of the Northern Runway as a result of coastal erosion and prepare a report on the results of the investigation.

Ecology

26. AIAL shall submit a Wildlife Hazard Management Plan (WHMP) prepared by a suitably experienced and qualified ecologist with the Outline Plan for the Northern Runway. The objective of the WHMP is to provide a framework for the avoidance, remediation, mitigation or offset of adverse effects on protected coastal birds roosting in the vicinity of the Northern Runway as far as is reasonably practicable.

In addition to engaging with Te Ākitai Waiohua, Te Kawerau Iwi Tribal Authority and Makaurau Marae Māori Trust (individually if so requested), AIAL shall consult with the Department of Conservation, the Council's Biodiversity Group and the Project Manukau Bird Roost Advisory Group when preparing the WHMP.

The WHMP shall include (but not be limited to):

a. Details and locations of any new high tide roosts to be provided;

b. Details of any modification and enhancement works to existing roosts; and

c. Measures to mitigate the risk of bird strike from aircraft.

27. AIAL shall submit a Reptile Management Plan (RMP) prepared by a suitably experienced and qualified ecologist with the Outline Plan for the Northern Runway. The objective of the RMP is to avoid, remedy or mitigate adverse effects on protected native reptiles in the vicinity of the Northern Runway as far as is reasonably practicable.

In addition to engaging with Te Ākitai Waiohua, Te Kawerau Iwi Tribal Authority and Makaurau Marae Māori Trust (individually if so requested), AIAL shall consult with the Department of Conservation and the Council's Biodiversity Group when preparing the RMP.

The RMP shall include (but not be limited to):

a. Details of search methods to be implemented for capturing arboreal and ground-dwelling lizards prior to any construction works commencing for the Northern Runway;

b. Mechanisms for re-establishing affected lizard habitat;

c. Locations for the potential release of lizards, including whether a pest control programme before and after the release of lizards is necessary and, if so, the details of such a control programme;

d. The methodology for any post-capture release of lizards; and

e. The methodology for captive management of lizards if they are required to be held in captivity.

Explanatory note:

A Wildlife Act Authority (i.e. permit) under the Wildlife Act 1953 will be required from the Department of Conservation before any reptile capture or translocations can occur.

Construction Traffic

28. Within three months of AIAL appointing a civil works (earthworks) contractor for the construction of the Northern Runway, AIAL shall prepare and submit a Construction Traffic Management Plan (CTMP) for approval by Auckland Council. The CTMP is to be implemented as approved and shall ensure heavy construction vehicles operating in connection with the construction of the Northern Runway are prohibited from using Westney Road or passing through Oruarangi Village. The CTMP shall consider the safety and efficiency of all travel modes in relation to that construction. AIAL shall consult with Auckland Transport and the NZ Transport Agency in relation to the CTMP and include evidence of that consultation in the CTMP.

Explanatory note:

A heavy construction vehicle is a motor vehicle having a gross laden weight exceeding 3,500 kilograms.

28A. Within three months of AIAL appointing a civil works (earthworks) contractor for construction of the Northern Runway, AIAL shall provide Auckland Council for approval a document setting out a process (in consultation with Auckland Transport and the NZ Transport Agency) for identifying, monitoring and rectifying damage caused by heavy construction vehicles to Ihumatao Road and at construction access points from public roads. AIAL shall identify, monitor and rectify damage in accordance with the approved process throughout construction of the Northern Runway.

Transport Plan

29. At least six months before the commencement of construction of the Northern Runway, AIAL shall submit a Transport Plan to Auckland Council for written certification.

29A. AIAL shall implement the transport measures described in Condition 29D(f) of the certified Transport Plan in accordance with the programme in Condition 29D(h).

29B. The purpose of the Transport Plan is to ensure that the Auckland Airport Precinct transport network is appropriately managed and integrated with the adjacent transport networks.

29C. The Transport Plan shall demonstrate compliance with the following objectives:

a. The connections between the Auckland Airport Precinct transport network and the adjacent transport networks (to the north and east) are:

- integrated; and
- provide for the same level (as a minimum) of capacity and functionality (as at July 2018); and

Explanatory note: for the purposes of Condition 29C(a):

- *"capacity" means the number of people and vehicles (all modes) per direction per day (considering peak periods) that can be accommodated on the transport network existing at July 2018.*
- *"functionality" means the infrastructure that accommodates all modes and operates as per the existing transport network as at July 2018.*

b. At least the same level of connectivity between Puhinui Road (SH20B) and George Bolt Memorial Drive (SH20A) (as at July 2018) is retained, such that the connection does not divert traffic away from the Auckland Airport Precinct onto SH20; and

c. Mass rapid transit corridors are provided and protected, in accordance with Condition 30; and

d. A walking and cycling network is enabled within the Auckland Airport Precinct and integrated with the existing and proposed external walking and cycling network at the north and east boundaries of the Precinct.

29D. To achieve the objectives in Condition 29C, the Transport Plan shall include:

a. A **design philosophy statement** for the transport network within the Auckland Airport Precinct and its connections with adjacent transport networks (all modes) that will exist following the construction of the Northern Runway, including targeted levels of service, design standards, mode split, and performance criteria for the network.

b. A **description of the current** (July 2018) **land use and transport network** (all modes) in the Auckland Airport Precinct and its connections with adjacent transport networks, including:

- key transport routes;
- public transport services and facilities (including connectivity and capacity);
- vehicle volumes (including heavy goods vehicles, light goods vehicles, private cars, buses);
- walking and cycling facilities; and
- constraints relating to the provision of transport routes and services over Pūkaki Creek.

c. A **description of the future land use and transport network** (all modes) in the Auckland Airport Precinct and its connections with adjacent transport networks (including the matters in Condition 29D(b) above) for the years 2028 and 2044 and any relevant interim years.

d. A description of the **current and future factors that affect transport demand** to and from the Auckland Airport Precinct (all modes), including:

- passenger numbers;
- commercial and industrial activities in the Auckland Airport Precinct (including anticipated trip generation);
- demand management tools (including parking management);
- through traffic; and
- public transport services.

e. A **modelling report** of the performance of the future transport network (all modes) in the area defined in (ii) below for the years 2028 and 2044 and any relevant interim years.

(i) The modelling shall consider (against the objectives in Condition 29C):

- land uses;
- the transport infrastructure;
- a range of operational scenarios (including mode share splits); and
- the timing of (and triggers for) the staged implementation of the infrastructure and operational measures.

(ii) The modelling shall be undertaken using an appropriate network transport model, which shall consider:

- the transport network within the Auckland Airport Precinct;
- the commercial/industrial areas located to the north of the Auckland Airport Precinct; and
- the state highway system of SH20A, SH20B and SH20.

(iii) The modelling shall be supported by a network transport model scoping report and an independent peer review of the network transport model.

f. A description and drawings of the transport infrastructure (specifically including mass rapid transit corridors), and a description of the operational measures, that AIAL shall implement to meet the objectives in Condition 29C;

g. A description of the transport infrastructure and operational measures that the NZ Transport Agency and Auckland Transport are anticipated to provide outside and / or within the Auckland Airport Precinct;

h. A programme of the triggers for the staged timing of implementation of the measures in (f) and (g) above.

29E. The Transport Plan shall be prepared by a suitably qualified and experienced traffic engineer/transport planner.

29F. AIAL shall consult, collaborate and share information with the NZ Transport Agency and Auckland Transport during the preparation of the draft Transport Plan. AIAL shall provide the

NZ Transport Agency and Auckland Transport with a copy of the final draft Transport Plan for comment. AIAL shall provide a report which outlines the feedback received from the NZ Transport Agency and Auckland Transport to Auckland Council when the Transport Plan is submitted for certification. If feedback from the NZ Transport Agency and/or Auckland Transport has not been incorporated into the Transport Plan, the report shall explain the reasons why.

29G. At 3 yearly intervals following the first certification of the Transport Plan under Condition 29, AIAL shall submit a report to Auckland Council for written certification demonstrating the achievement of the purpose and objectives in Conditions 29B and 29C. A copy of such report shall be provided to Auckland Transport and the NZ Transport Agency. If the Council does not certify that the purpose and objectives are achieved, AIAL shall update the Transport Plan (to demonstrate new or revised measures to achieve the purpose and objectives) following the process in Conditions 29 through 29F.

Mass rapid transit corridors

30. AIAL shall provide and protect mass rapid transit corridors (meaning dedicated land corridors within which mass rapid transit will be located) within the Auckland Airport Precinct. The corridors shall connect:

a. A point in the vicinity of SH20A on the northern boundary of the Auckland Airport Precinct (to connect to the future City Centre to Māngere mass rapid transit route); and

b. A point in the vicinity of Puhinui Road / SH20B on the eastern boundary of the Auckland Airport Precinct (to connect to the future Airport to Botany mass rapid transit route)

with the integrated Airport terminal and the Auckland Airport business precinct (at a minimum).

The mass rapid transit corridors shall be set back a minimum of 20 metres from Mean High Water Springs except for the approaches to the Pūkaki Creek.

Note: 'Mass rapid transit' means public transport capable of moving a large number of people, for example light rail and dedicated bus routes. Common characteristics of rapid transit include frequent services, fast loading and unloading capability, and largely dedicated or exclusive right-of-way routes.

31. AIAL shall design, construct and have operational an alternate access to the Auckland Airport Precinct from the North prior to the severance of George Bolt Memorial Drive as a result of the construction of the Northern Runway. AIAL must ensure that the alternate access retains two general traffic lanes in both directions (as a minimum) and is sufficient to accommodate mass rapid transit from the North and an integrated walking and cycling network. AIAL shall design and construct the alternate Northern access in collaboration with the NZ Transport Agency and Auckland Transport.

Lapsing Date

~~20~~32. As this designation has been given effect to, the designation cannot lapse pursuant to section 184(1) of the RMA.

Attachments

Attachment A: Aircraft Noise Community Consultative Group Terms of Reference

DESIGNATION AIAL 1100 — ATTACHMENT A

AIRCRAFT NOISE COMMUNITY CONSULTATIVE GROUP ("Group")

TERMS OF REFERENCE

Purpose

To consider, and where appropriate make recommendations to Auckland International Airport Limited ("**AIAL**"), on aircraft noise issues and concerns that arise from the operation and activities at Auckland International Airport ("**Airport**").

Activities

1. To identify community concerns regarding aircraft noise.

2. To co-operatively formulate and propose rules and procedures to minimise the impact of aircraft noise on the community and to consider how AIAL should respond to community concerns regarding aircraft noise.

3. To assist and advise AIAL and Council in the dissemination of relevant information to the community.

4. To regularly review the current procedure for handling noise complaints, modify that procedure where necessary and make it publicly available as soon as practicable.

5. To assist AIAL in the review of and, where necessary, to recommend modifications to, the Annual Noise Management Report's recommended initiatives, methods and procedures for reducing noise levels from Aircraft Operations and engine testing ~~Plan which (in summary) addresses~~.

   ~~(i) procedures for handling noise complaint;~~
   ~~(ii) noise abatement procedures; and~~
   ~~(iii) timely provision of aircraft noise and flight path monitoring information.~~

   AIAL is to consider any recommended modifications in good faith and provide the Group with a written response to the recommendations, including the reasons for rejecting any recommendations, should such a response be requested by the Group.

6. To monitor noise levels and compliance with the noise abatement procedures and Annual Noise Management ~~Plan~~ Report.

7. To access appropriate technical expertise and guidance as required, including to, where appropriate, independently peer review noise monitoring and other technical data provided to the Group by AIAL.

Chairperson

Meetings will be chaired by an independent chairperson appointed by Council and AIAL jointly. The chairperson may invite other persons on an ad hoc basis to address the Group on particular agenda

items. Where a matter is to be considered by the Group which would be likely to directly affect residents of a local board that is not otherwise represented on the Group, then the chairperson should notify the chair of that local board and invite them to the relevant meeting.

Membership

Local Board Representatives	(x 12)	• Mangere-Ōtāhuhu • Otara-Papatoetoe • Manurewa • Howick • Franklin • Maungakiekie-Tamaki • Albert-Eden • Puketepapa • Whau • Orakei • Waitakere Ranges • Papakura
Auckland Council Representative	(x1)	
Industry Representative (freight forwarder or manufacturer, etc)	(x1)	
Airways Corporation Representative	(x1)	
Board of Airline Representatives of New Zealand	(x2)	
AIAL Representatives	(x2)	
Mana Whenua Representatives	(x2)	
Community Representatives (one of whom must live within the Aircraft Noise Areas)	(x2)	

General

1. The Group will meet at least every three months.

2. Meetings of the Group will be held at a place decided by the chairperson anytime between 2:00 pm and 9:00 pm.

3. AIAL will provide secretarial and support services at AIAL's cost and expense.

4. The selection of the Local Board and Community Representatives will be on the basis of:

   (a) one Representative on behalf of each of the Local Boards namely, Mangere-Ōtāhuhu, Otara-Papatoetoe, Manurewa, Howick, Franklin, Maungakiekie - Tamaki, Albert-Eden, Puketepapa, Whau, Orakei, Waitakere Ranges and Papakura; and

   (b) two Community Representatives, one of whom must live within the Aircraft Noise Areas. The appointment will be made by the majority of the chairperson, the Council Representative

and one AIAL Representative. Applications are to be made in writing and will be called for by way of a notice on the internet and an advertisement in both the New Zealand Herald and the Manukau Courier.

5. The term of office for Local Board appointed Representatives and Community Representatives will be the same as the local body electoral term, that is three years. Council will be responsible for any payments to be made to the Local Board appointed Representatives.

6. AIAL will be responsible for any payments that are to be made to the Mana Whenua and Community Representatives in return for their services to the Group.

7. AIAL and Council will share equally the reasonable costs of the independent chairperson.

8. AIAL will provide data and technical information on aircraft movements and a noise complaint summary. The Group will monitor AIAL's process for responding to noise complaints and queries. Noise complaints will not be dealt with on an individual basis.

The Group has an objective to reach consensus, however, dissenting views will be recorded.

Meeting procedure

1. **Chairperson:** AIAL and Council will be jointly responsible for appointing and removing the chairperson. The terms of appointment will set out the conditions of appointment and removal, and will include that the term of appointment for the chairperson is limited to 5 years, unless the Group otherwise agrees. The chairperson will chair the meeting. If the chairperson is not present within 15 minutes of the time appointed for the meeting then the Group will appoint another person to chair the meeting.

2. **Notice of meeting**: AIAL will arrange for:

    - public notice of the meeting to be published on the internet, including the contact details of all members of the Group; and

    - a reminder of meeting, together with any other relevant information to be sent to all members of the Group at least 5 working days before the meeting. The notice of meeting will set out the time and place of the meeting, and the nature of the business to be discussed. Members of the Group may advise AIAL of items to be included in the notice of meeting.

3. **Method of holding meeting**: Meetings will be held by a number of members, who constitute a quorum, being assembled together at the place, date and time appointed for the meeting.

4. **Quorum**: No business may be transacted at a meeting of the Group if a quorum is not present. A quorum is present if there are at least 6 people including three Local Board representatives, one Board of Airline Representatives of New Zealand representative, the Airways Corporation representative and one AIAL representative. If a quorum is not present within 15 minutes of the time appointed for the meeting then the meeting is to be adjourned to the same day in the following week at the same time and place or to such other date, time and place as the Group may appoint.

5. **Members may act by representative**: A member of the Group may appoint a representative to attend one or more meetings of the Group. A Representative appointed on behalf of the

Community Representative who lives within the Aircraft Noise Areas, must also live within the Aircraft Noise Areas.

6. **Minutes**: The Group will ensure that minutes are kept of all proceedings and that the minutes are made available as soon as possible after the meeting on the internet. Minutes of the previous meeting will be sent to members with the notice of meeting for the next meeting.

7. **Public Forum**: A brief public forum may be held at the start of each meeting for one or more members of the public to speak in front of the Group. The allocation of time for the public forum and speaking rights are to be pre-arranged with, and managed by, the chairperson.

Attachment B: Maximum Costs of Acoustic Treatment and Related Ventilation Measures

* For details of each classroom type for the specified schools refer to Marshall Day Acoustics report "Sound Insulation and Ventilation — Schools", dated 1 May 2001.

TYPE OF SPACE*	NUMBER OF CLASSROOMS, LIBRARIES AND HALLS	MAXIMUM COSTS OF ACOUSTIC TREATMENT AND RELATED VENTILATION MEASURES PER CLASSROOM, LIBRARY OR HALL	MAXIMUM COST FOR CLASSROOMS (= TOTAL PER CLASSROOM X NUMBER OF CLASSROOMS) AND FOR EACH LIBRARY AND HALL
Redoubt North School			
E1	20	$68,000	$1,360,000
Library	1	$68,000	$68,000
Hall	1	$23,000	$23,000

All Preschools and Schools	
Type of space	**Maximum cost per Classroom, Library or Hall**
Classroom	$188,000
Library	$149,000
Hall	$78,000

Attachment B~~C~~: Example of Deed of Covenant

Easement instrument to ~~grant easement or *profit à prendre*, or~~ create land covenant

(Sections 90A and 90F Land Transfer Act 1952)

Grantor

[ ]

Grantee

Auckland International Airport Limited

~~Grant of Easement or *Profit à prendre* or~~ Creation of Covenant

The Grantor being the registered proprietor of the servient tenement(s) set out in Schedule A **~~grants to the Grantee~~** ~~(and, if so stated, in gross) the easement(s) or *profit(s) à prendre* set out in Schedule A,~~ **~~or~~ creates** the covenant(s) **set out** in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s)

Schedule A *Continue in additional Annexure Schedule, if required*

Purpose (Nature and extent) of easement; *profit* or covenant	Shown (plan reference)	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) or in gross
Covenant to maintain aircraft noise mitigation work	N/A	The land described in Schedule 1	The land described in Schedule 2

Easements or *profits à prendre* rights and powers (including terms, covenants and conditions)

Delete phrases in { } and insert Memorandum number as required; continue in additional Annexure Schedule, if required

~~Unless otherwise provided below, the rights and powers implied in specified classes of easements are those prescribed by the Land Transfer Regulations 2002 and/or Schedule Five of the Property Law Act 2007~~

~~The implied rights and powers are hereby {varied}{negatived}{added to} or {substituted} by:~~

~~{Memorandum number {Insert}, registered under section 155A of the Land Transfer Act 1952}{the provisions set out in Annexure Schedule}~~

Covenant provisions

Delete phrases in { }and insert Memorandum number as required; continue in additional Annexure Schedule, if required

The provisions applying to the specified covenants are those set out in:

~~{Memorandum number {Insert}, registered under section 155A of the Land Transfer Act 1952}~~

Annexure Schedule

SCHEDULE 1

(Servient Tenement)

[ ]

SCHEDULE 2

(Dominant Tenement)

The following parcels of land:

Legal Description	***Area (ha)***	***Title Reference***
Part allotment 163 Parish of Manurewa	19.6196	NA47C/137
Allotment 164 Parish of Manurewa	21.8530	NA47C/82
Lot 3 Deposited Plan 38518	0.9105	NA1675/15
Lot 1 Deposited Plan 28940	38.5463	NA985/62
Lot 15 Deposited Plan 13141	2.0513	NA305/113
Part Allotment 163 Parish of Manurewa	0.6533	NA1691/38
Lot 1 Deposited Plan 144042 and Section 1 Survey Office Plan 67433	20.3965	NA105D/359
Lot 2 Deposited Plan 62092	37.8887	NA24A/830
Part Allotment 179 Parish of Manurewa	2.6133	NA78D/185
Part Allotment 163 Parish of Manurewa	0.3581	NA55A/937
Lot 1 Deposited Plan 111094	0.5094	NA62C/558
Lot 1 Deposited Plan 94420	10.0219	NA58D/290
Lot 1 Deposited Plan 125742	0.5566	NA73B/518
Allotment 497 Parish of Manurewa	0.4047	NA78D/204
Part Allotment 179 Parish of Manurewa	0.2024	NA78D/183
Lot 1 Deposited Plan 46409	36.6342	NA78D/191
Lot 2 Deposited Plan 46409	36.6089	NA78D/192
Lot 1 Deposited Plan 103178	3.7408	NA56D/993
Part Lot 2 Deposited Plan 12194	24.7847	NA56B/945
Part Lot 1 Deposited Plan 13104	19.6273	NA78D/205
Lot 2 Deposited Plan 421357 and Allotment 561 Parish of Manurewa	20.9102	482062
Part Lot 2 Deposited Plan 32275 and Lot 3 Deposited Plan 421357	12.6388	482063
Lot 1 Deposited Plan 51077	6.0703	NA1B/711
Part Allotment 89 Parish of Manurewa and Lot 2 Deposited Plan 125742	44.9201	NA586/220
Lot 3 Deposited Plan 353776	28.7665	219885
Lot 2 Deposited Plan 417367	1.4246	474467
Lot 1 Deposited Plan 461285	17.7472	606579
Lot 29 Deposited Plan 423042	2.9703	607684
Lot 1 Deposited Plan 173452	37.5882	NA106B/643
Lot 1 Deposited Plan 178161	8.1360	NA109D/595
Lot 2 Deposited Plan 178161	2.4980	NA109D/596
Lot 2 Deposited Plan 41238	0.0969	NA1120/171
Lot 4 Deposited Plan 41238	0.1563	NA1121/14
Lot 3 Deposited Plan 41238	0.0943	NA1138/48
Lot 1 Deposited Plan 41238	0.0878	NA1189/51
Lot 1 Deposited Plan 57642	25.8999	NA11C/663
Lot 1 Deposited Plan 196235	0.3233	NA125B/39
Part Allotment 89 Parish of Manurewa and	31.6464	NA366/26

Legal Description	*Area (ha)*	*Title Reference*
Defined On Deposited Plan 13716		
Part Allotment 89 Parish of Manurewa	40.4686	NA586/221
Lot 1 Deposited Plan 36039	0.2982	NA78D/182
Allotment 474 and Allotment 476 Parish of Manurewa	170.0600	NA78D/186
Allotment 484 Parish of Manurewa	13.9400	NA78D/187
Allotment 482-483 Parish of Manurewa	15.4300	NA78D/188
Allotment 477-481 Parish of Manurewa	53.5270	NA78D/189
Allotment 504 Parish of Manurewa	70.4026	NA78D/193
Allotment 492 Parish of Manurewa	0.6085	NA78D/194
Allotment 508 Parish of Manurewa	36.4260	NA78D/195
Allotment 506 Parish of Manurewa	54.6326	NA78D/196
Allotment 328 Parish of Manurewa	0.4426	NA78D/197
Allotment 470 Parish of Manurewa and Defined on Survey Office Plan 49515	313.9000	NA78D/198
Allotment 505 Parish of Manurewa and Defined on Survey Office Plan 52973	0.5975	NA78D/199
Allotment 469 Parish of Manurewa and Defined On Survey Office Plan 49514	40.3600	NA78D/200
Allotment 494 Parish of Manurewa	2.7290	NA78D/201
Allotment 493 Parish of Manurewa and Defined On Survey Office Plan 49184	1.3673	NA78D/202
Allotment 182-185 Parish of Manurewa	60.2981	NA78D/203
Allotment 543 Parish of Manurewa and Defined On Survey Office Plan 53644	0.3792	NA78D/206
Allotment 565 Parish of Manurewa and Defined On Survey Office Plan 60283	54.2300	NA78D/207
Lot 1 Deposited Plan 31279	1.4460	NA798/163
Part Lot 2 Deposited Plan 111094	37.6418	NA82C/672
Lot 7 Deposited Plan 24346	22.3083	NA867/2
Lot 8 Deposited Plan 24346	43.7060	NA902/21
Lot 1 Deposited Plan 162130	0.6984	NA97D/261
Part Allotment 163 Parish of Manurewa	0.8094	NA994/274
Lot 1 Deposited Plan 421357	4.1077	482061

SCHEDULE 3

INTRODUCTION

A. The Covenantor is registered as proprietor of the land more particularly described in Schedule 1 ("**Servient Tenement**").

B. Auckland Airport is registered as proprietor of, or is entitled to use, and owns, the land more particularly described in Schedule 2 ("**Dominant Tenement**").

C. Auckland Airport is the owner and operator of Auckland International Airport ("**Airport**") which is situated on the Dominant Tenement. The Dominant Tenement is authorised by current zoning and designations for airport activity and airport development.

D. The Airport has noise contours around its site which directly correspond to levels of aircraft noise. These are respectively referred to as the high aircraft noise area ("**HANA**"), moderate aircraft noise area ("**MANA**") and aircraft noise notification area ("**ANNA**") in the Auckland Unitary Plan.

E. The operation of the Airport results and is likely to result in environmental effects such as noise disturbance associated with aircraft and airport activity, which may have consequences beyond the boundaries of the Dominant Tenement, including upon the Servient Tenement.

F. The Servient Tenement is within the **[HANA/MANA]** and the Covenantor has accepted Auckland Airport's offer to install physical works and equipment in the building(s) on the Servient Tenement, for the purpose of mitigating the effects of such noise, more particularly described in Schedule 5 ("**Aircraft Noise Mitigation Works**").

G. In consideration of Auckland Airport's offer the Covenantor has agreed with Auckland Airport to accept for itself and its successors in title to the Servient Tenement and any part or interest in the Servient Tenement, an obligation, in accordance with this Deed, not to lessen the effectiveness of, or remove, the Aircraft Noise Mitigation Works.

COVENANT

The Covenantor for itself and its successors in title, lessees and/or invitees to the Servient Tenement (or any part of it) (excluding any tenants occupying the Servient Tenement pursuant to a lease or tenancy vested in the Housing New Zealand Corporation or any statutory or regulatory successor to the Housing New Zealand Corporation), hereby covenants, acknowledges and agrees with Auckland Airport and its successors in title lessees and/or invitees to the Dominant Tenement or any part of it as a positive covenant for the benefit of the registered proprietors and users from time to time of the Dominant Tenement, that the Covenantor will henceforth and at all times hereafter observe and perform all the stipulations and restrictions contained in Schedule 4 to the end and intent that each of the stipulations and restrictions shall, in the manner and to the extent prescribed, endure until 31 March 2044 for the benefit of, and be appurtenant to, the whole of the Dominant Tenement, every part thereof and any other land zoned or set aside for airport activity in the Auckland Unitary Plan from time to time.

SCHEDULE 4

(Covenants)

1. The Covenantor will do nothing to lessen the effectiveness of the Aircraft Noise Mitigation Works ("**modifications**") and will not remove the Aircraft Noise Mitigation Works ("**removal work**") in any building on the Servient Tenement unless:

   (a) The Covenantor has obtained the written approval of the Grantee; or

   (b) The modifications or removal works are being undertaken for the purpose of reconstructing, altering or extending the building or part of the building or removing part of the building, and:

      (i) the entire building; or

      (ii) any room directly affected by the modifications or removal works, which is to remain a habitable room,

      will meet the requirements of the Auckland Unitary Plan for acoustic treatment measures to mitigate aircraft noise; or

   (c) The Covenantor is demolishing the entire building or removing it from the Servient Tenement.

2. Auckland Airport shall not unreasonably withhold its approval under clause 1(a); and in considering a request for approval it shall take into account the reason(s) why approval is sought and in particular whether:

   (a) the owner intends to upgrade or improve the acoustic insulation in the building or relevant parts of the building;

   (b) whether the proposed modifications or removal works will affect in any material way the mitigation of the effects of aircraft noise in any habitable room in the building;

   (c) the owner wishes to change the use of a habitable room to a non-habitable room;

   (d) the use of the building for an ASAN has or is intended to cease, on more than a temporary basis.

3. Auckland Airport shall deal promptly with any request for approval under clause 1(a) and shall as soon as is practicable:

   (a) serve the Covenantor with written notice of the Auckland Airport's decision under clause 1(a);

   (b) include as part of that written notice its reasons for any refusal to give its approval; and

   (c) where approval is refused, forward a copy of that written notice to the ANCCG.

4. The parties agree that if Auckland Airport determines (in Auckland Airport's sole and unfettered discretion) at any stage that any part or parts of the Dominant Tenement should no longer receive the benefit of the terms of this Covenant:

   (a) Auckland Airport shall provide written notice to the Covenantor setting out the relevant certificate(s) of title for the Dominant Tenement from which this Covenant is to be surrendered, and such notice is to be accompanied by a surrender instrument in registrable form in respect of the same ("Surrender Instrument") and an Authority and Instruction form ("A & I Form") authorising Auckland Airport's solicitor to effect registration of the Surrender Instrument on behalf of the Grantor;

   (b) the Covenantor shall execute the Surrender Instrument, A & I Form, and procure the consent to the registration of, the Surrender Instrument by any mortgagees, chargeholders, lessees or encumbranceholders required to enable registration of the Surrender Instrument against the Servient Tenement and the relevant Dominant Tenement;

   (c) the Covenantor shall hand to Auckland Airport the Surrender Instrument, A & I Form, and any other documents (duly executed as aforesaid) required to enable Auckland Airport to register the Surrender Instrument against the Servient Tenement and the relevant Dominant Tenement within 14 days after receiving written notice from Auckland Airport in accordance with clause 4(a) of this Covenant; and

   (d) Auckland Airport shall arrange for the registration of the Surrender Instrument at Land Information New Zealand. All costs in respect of the execution of the Surrender Instrument, the procurement of any consents pursuant to clause 4(b) of this Covenant and the registration of the Surrender Instrument shall be met by Auckland Airport.

5. If the Covenantor refuses to or fails to execute and return to Auckland Airport the Surrender Instrument within the 14 day period referred to in clause 4(c), then for the sole purpose of giving effect to clause 4, the Covenantor hereby grants to Auckland Airport an irrevocable power of attorney to Auckland Airport to do all things necessary, and sign all documents necessary to register the Surrender Instrument against the Servient Tenement and the relevant Dominant Tenement.

   For the avoidance of doubt, in giving effect to clause 4, Auckland Airport shall be entitled to (but shall not be limited to):

   (a) sign the A & I Form on the Covenantor's behalf;

   (b) if the consent of any mortgagees, chargeholders, lessees or encumbranceholders is required to enable registration of the Surrender Instrument, request consent to the registration of the Surrender Instrument on behalf of the Covenantor. Any such request shall be deemed to be from the Covenantor and shall be binding on the Covenantor; and

   (c) register the Surrender Instrument.

6. For the purpose of clause 4 of this Covenant, the term "the Covenantor" is deemed to refer to the Covenantor and its successors in title to the Servient Tenement, or any part of it.

7. For the purpose of this Covenant:

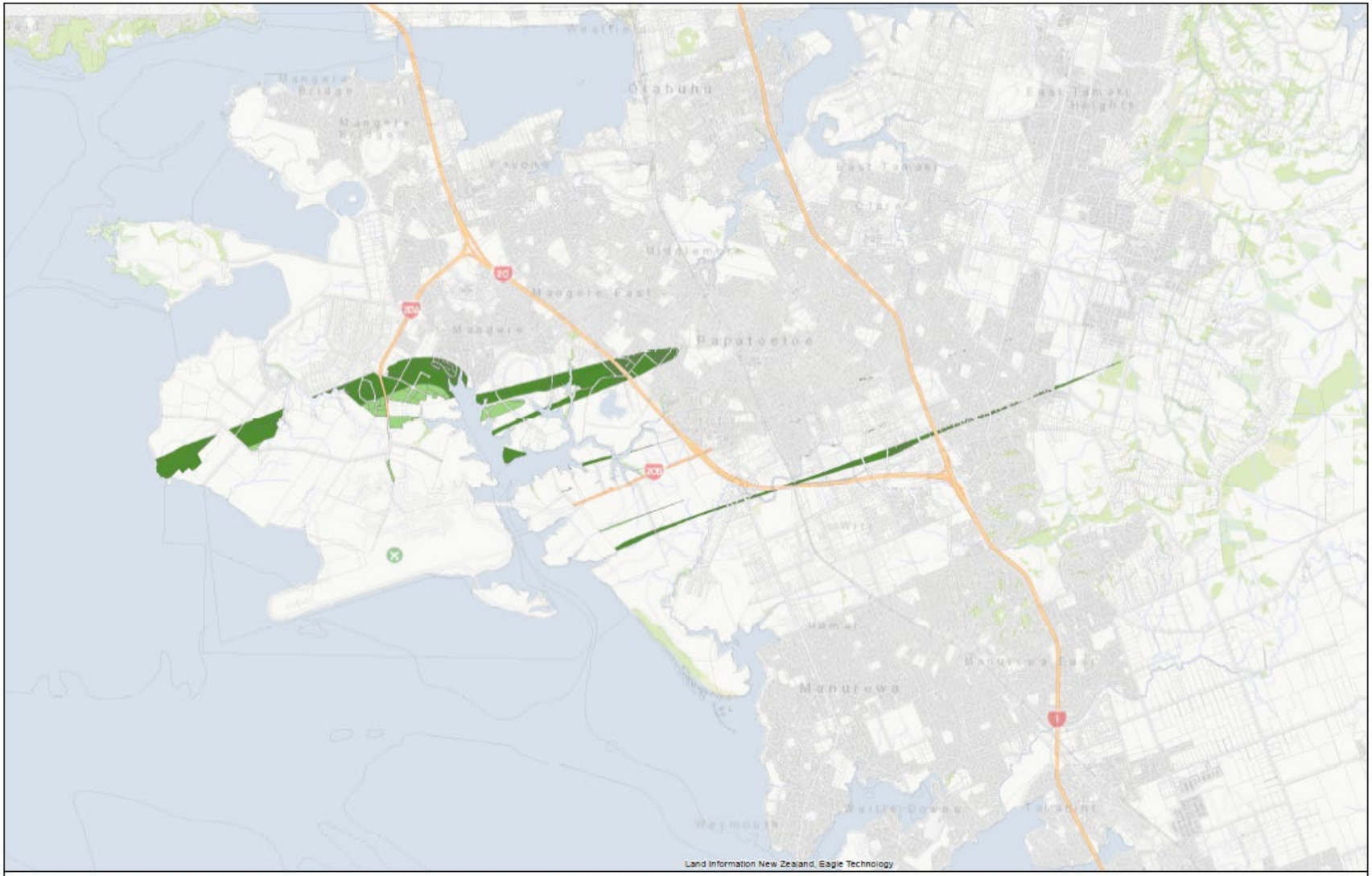
(a) "designation" is as defined under the Resource Management Act 1991, or any equivalent subsequent legislation, and references to any sections or parts of the Resource Management Act 1991 are deemed to refer to any equivalent provisions of subsequent legislation also; and

(b) ASAN and ANCCG are as defined in Condition 1 of Designation 1100 in Chapter K of the Auckland Unitary Plan.

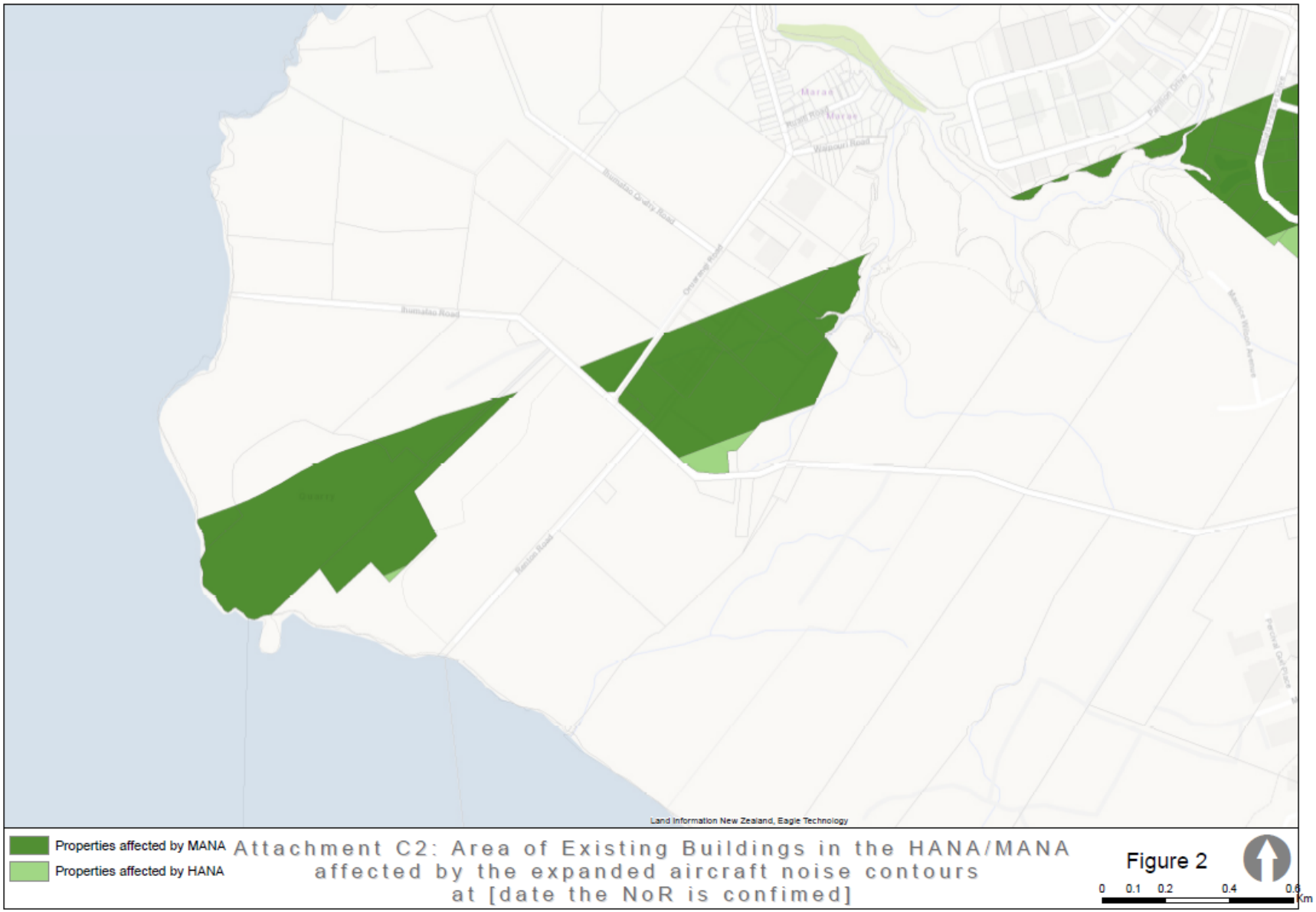
SCHEDULE 5

(Aircraft Noise Mitigation Works)

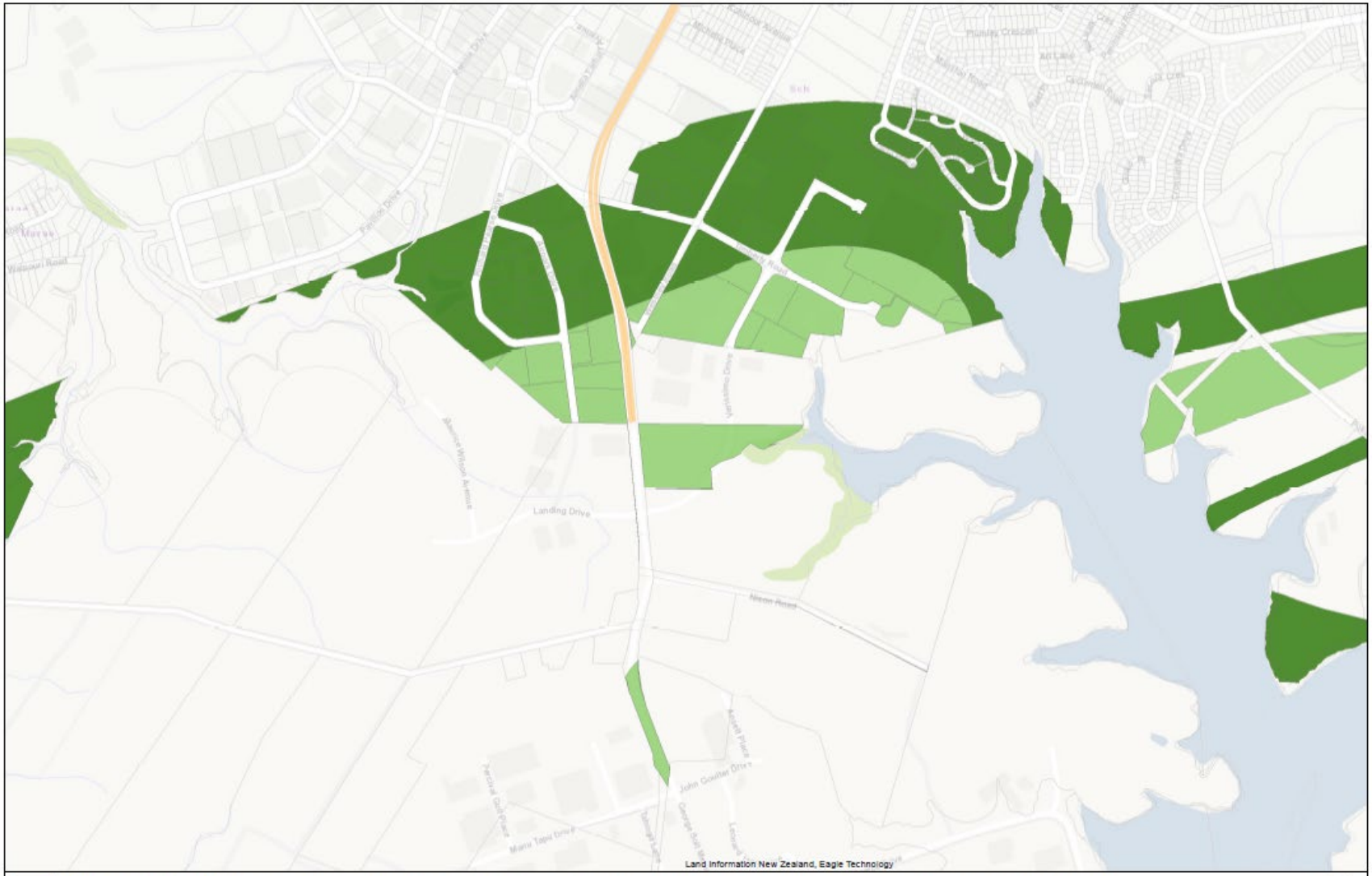
ATTACHMENT C


Land Information New Zealand, Eagle Technology
Properties affected by MANA
Properties affected by HANA
Attachment C: Area of Existing Buildings in the HANA/MANA affected by the expanded aircraft noise contours at [date the NoR is confimed]
Figure 1
0 0.5 1 2 3 Km

3961827

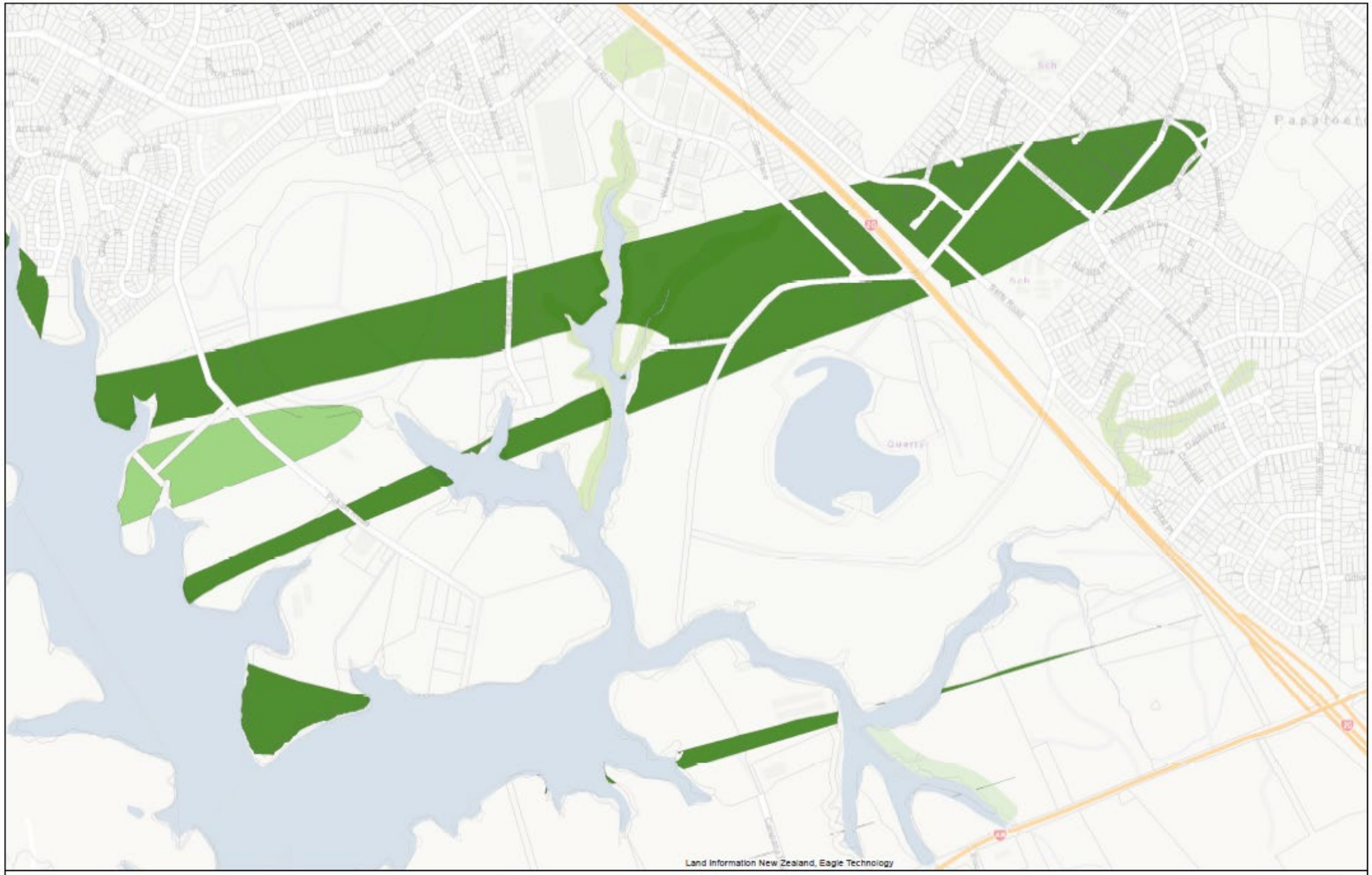

Land Information New Zealand, Eagle Technology
Properties affected by MANA
Properties affected by HANA
Attachment C2: Area of Existing Buildings in the HANA/MANA affected by the expanded aircraft noise contours at [date the NoR is confimed]
Figure 2
0 0.1 0.2 0.4 0.6
Km

3961827

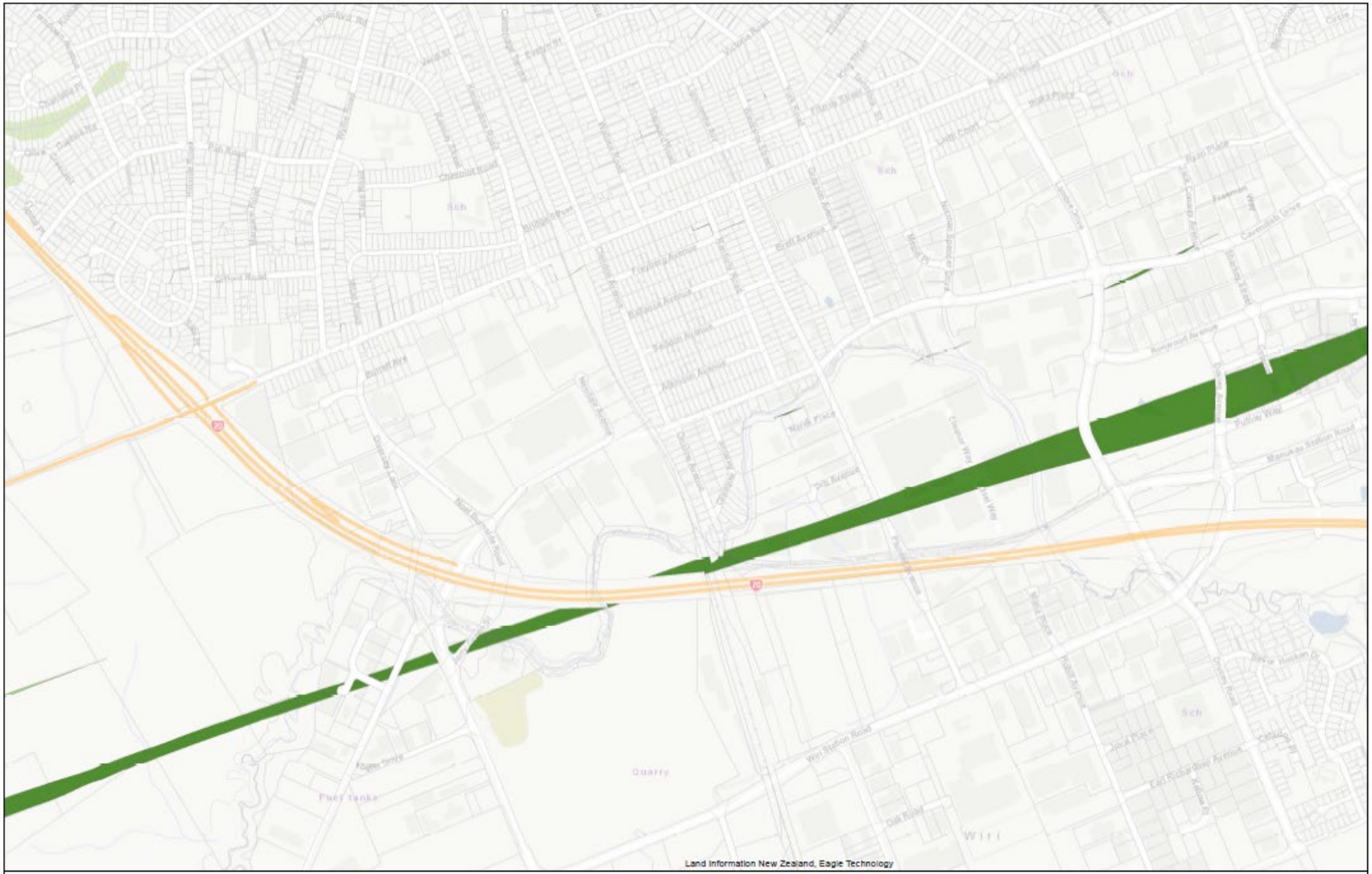


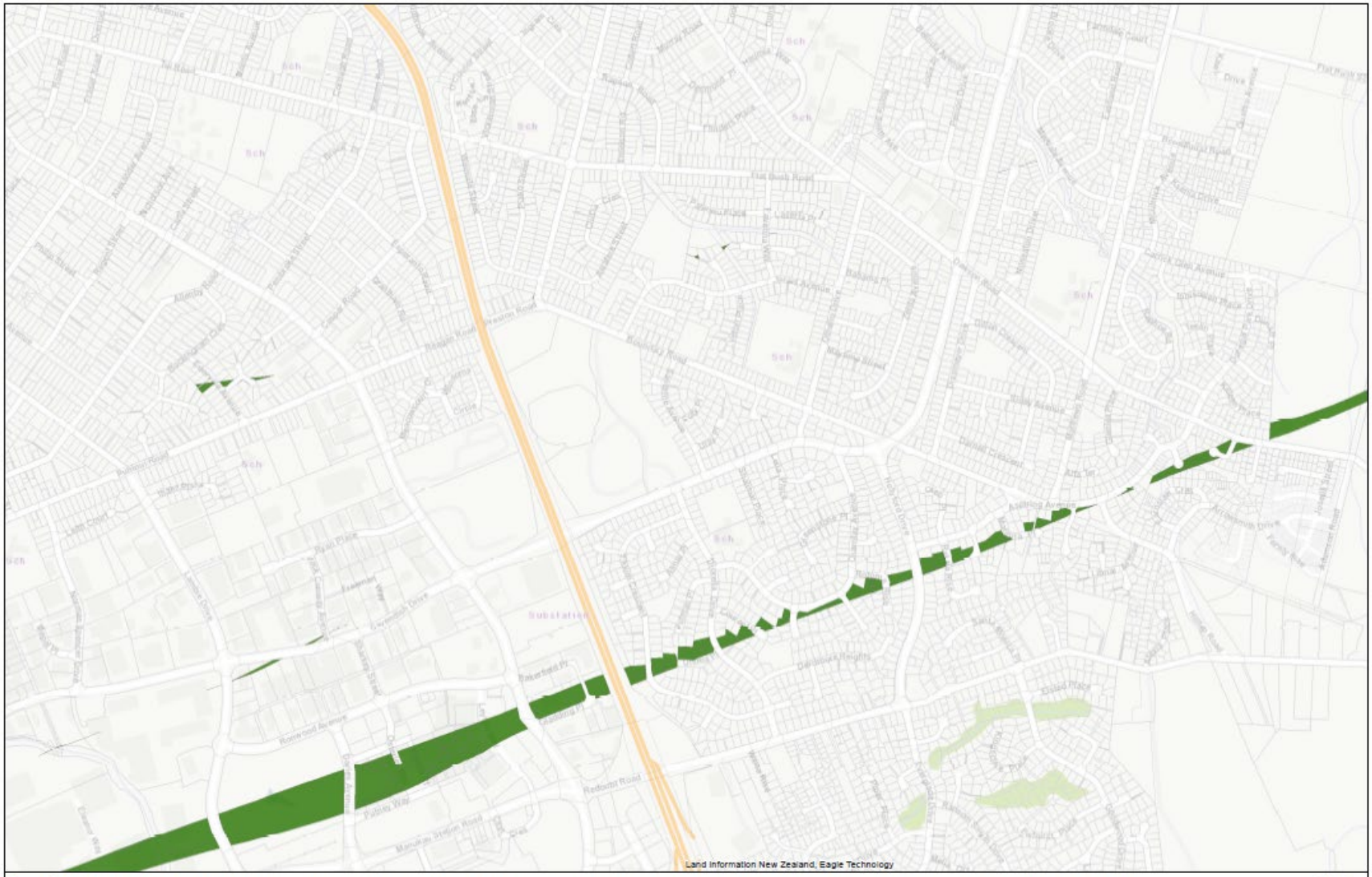
Attachment C3: Area of Existing Buildings in the HANA/MANA affected by the expanded aircraft noise contours at [date the NoR is confimed]

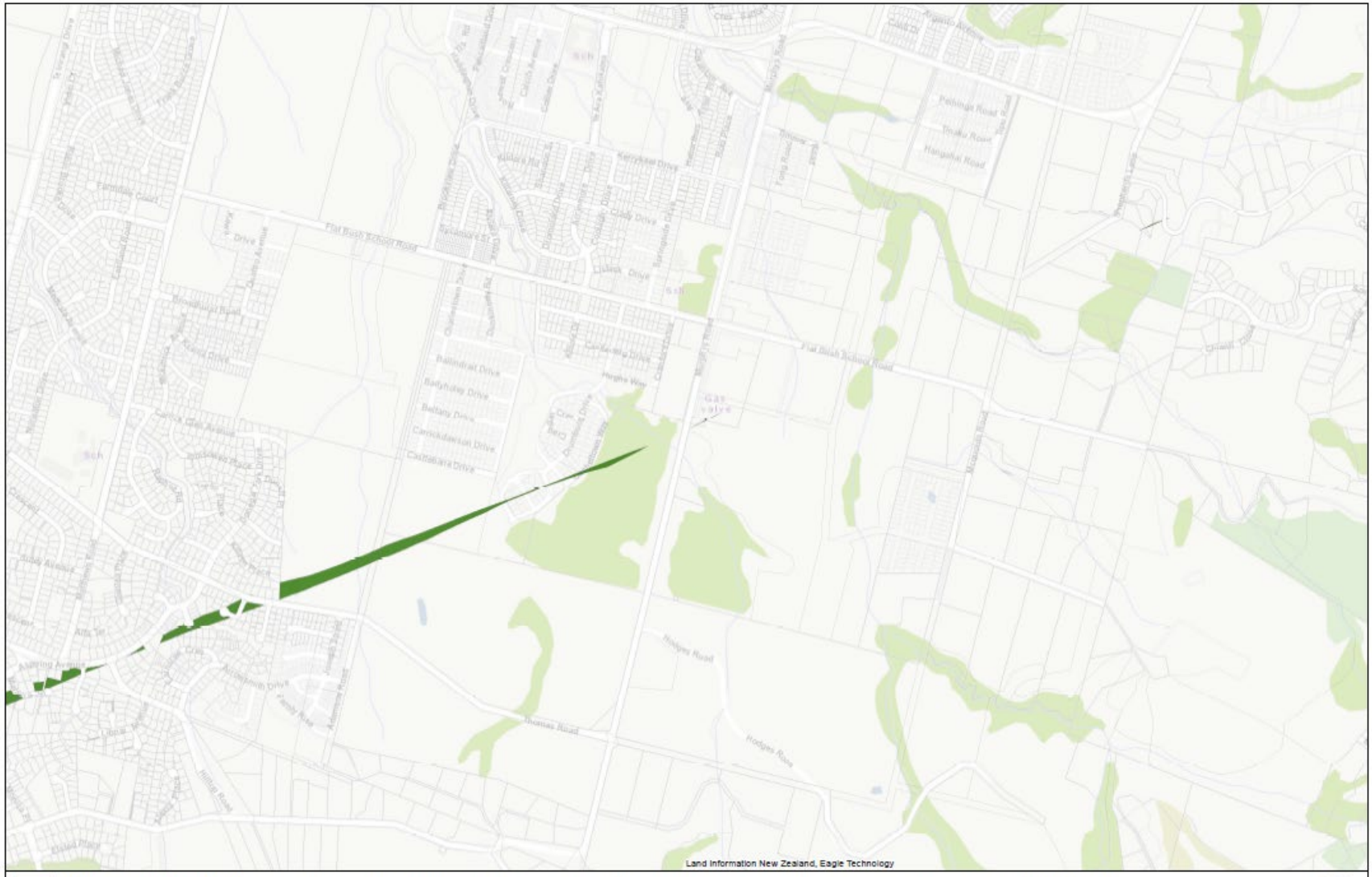
Figure 3


Land Information New Zealand, Eagle Technology
Properties affected by MANA
Properties affected by HANA
Attachment C4: Area of Existing Buildings in the HANA/MANA affected by the expanded aircraft noise contours at [date the NoR is confimed]
Figure 4
0 0.1 0.2 0.4 0.6 Km


Land Information New Zealand, Eagle Technology
Properties affected by MANA
Properties affected by HANA
Attachment C5: Area of Existing Buildings in the HANA/MANA affected by the expanded aircraft noise contours at [date the NoR is confimed]
Figure 5
0 0.1 0.2 0.4 0.6 Km


Land Information New Zealand, Eagle Technology
Properties affected by MANA
Properties affected by HANA
Attachment C6: Area of Existing Buildings in the HANA/MANA affected by the expanded aircraft noise contours at [date the NoR is confimed]
Figure 6
0 0.1 0.2 0.4 0.6
Km


Land Information New Zealand, Eagle Technology
Properties affected by MANA
Properties affected by HANA
Attachment C7: Area of Existing Buildings in the HANA/MANA affected by the expanded aircraft noise contours at [date the NoR is confimed]
Figure 7
0 0.1 0.2 0.4 0.6
Km


Land Information New Zealand, Eagle Technology
Properties affected by MANA
Properties affected by HANA
Attachment C8: Area of Existing Buildings in the HANA/MANA affected by the expanded aircraft noise contours at [date the NoR is confimed]
Figure 8
0 0.1 0.2 0.4 0.6 Km

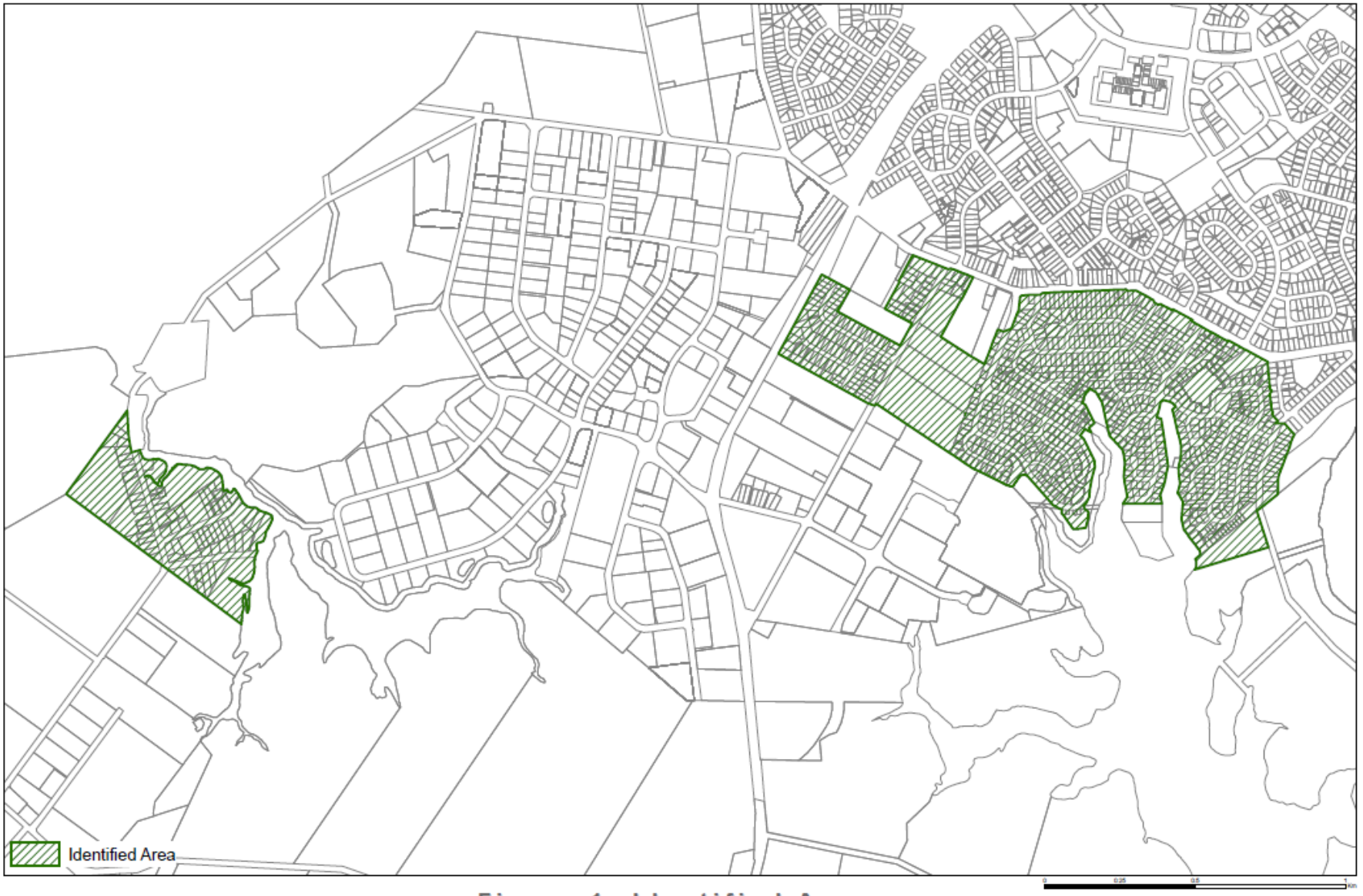


Figure 1: Identified Areas

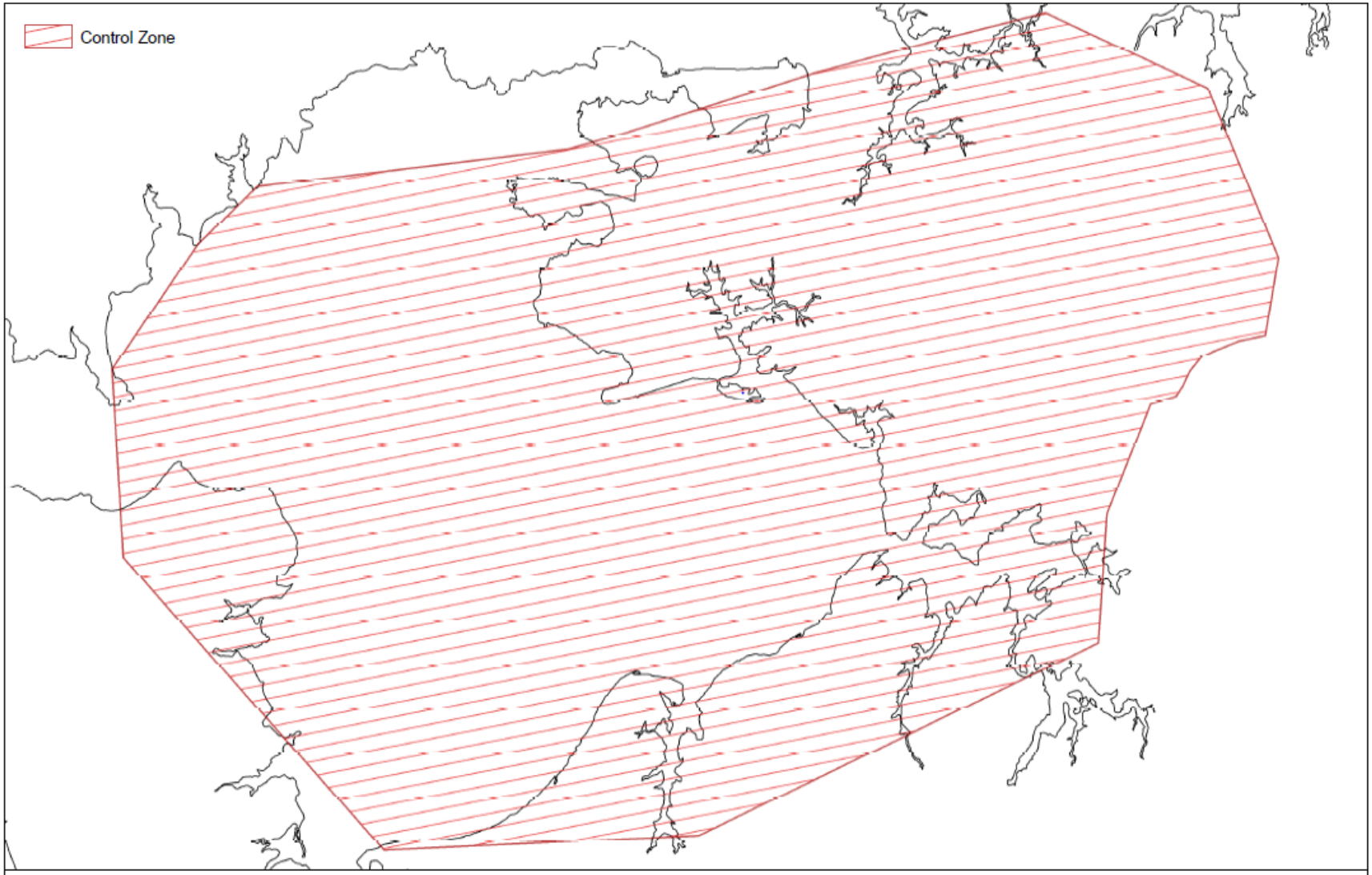
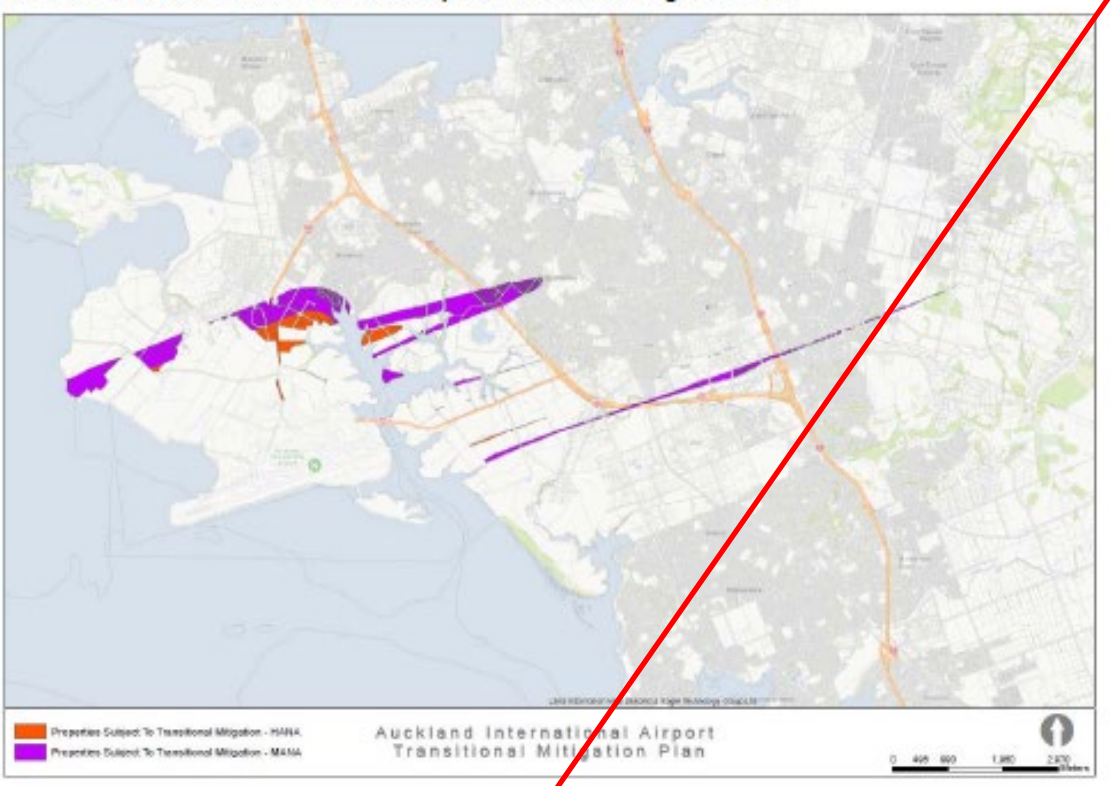
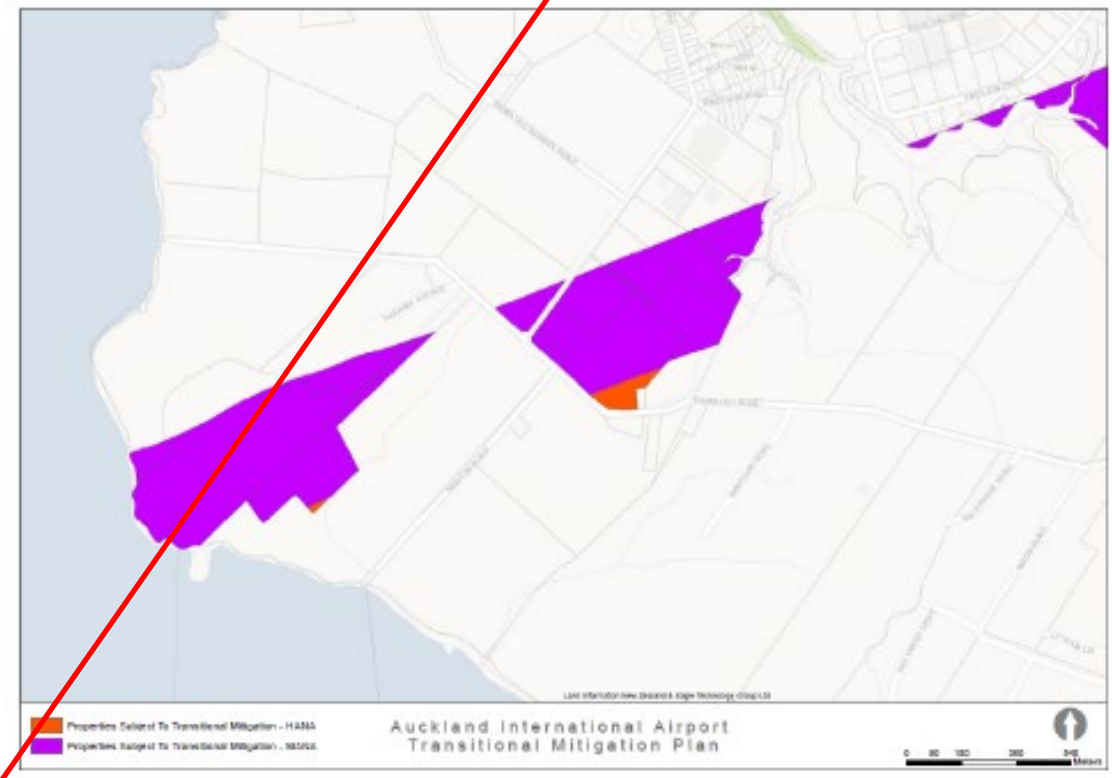
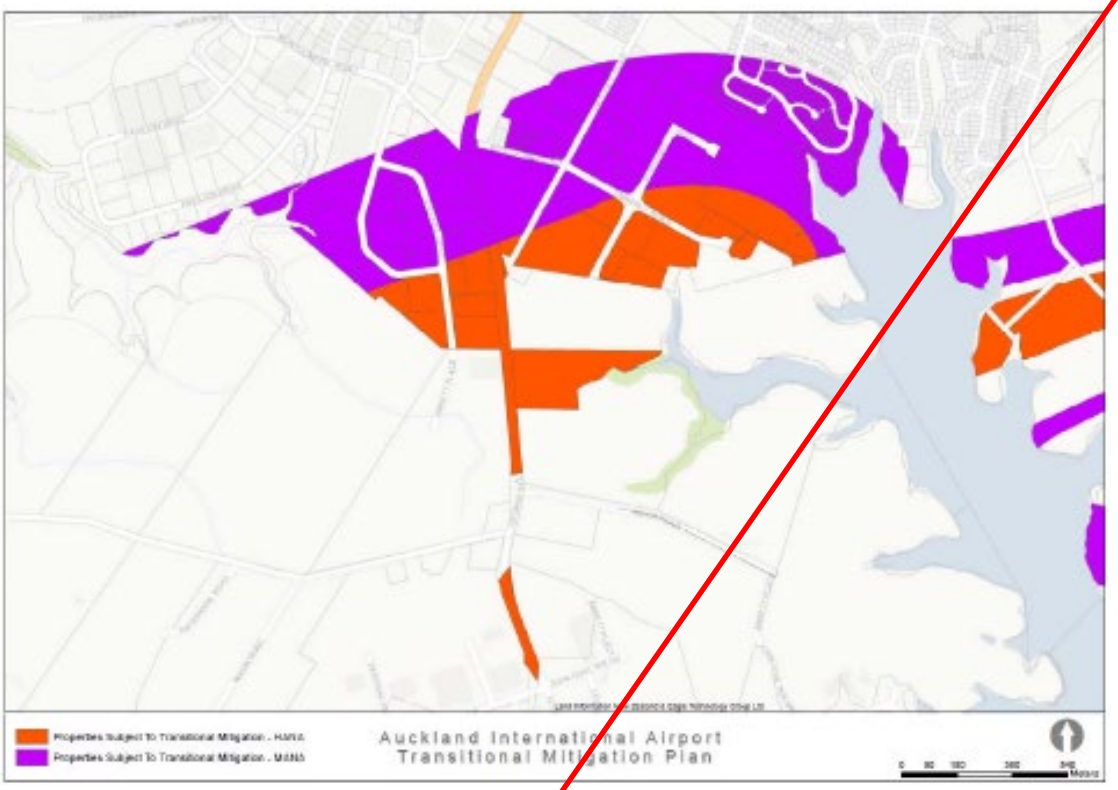


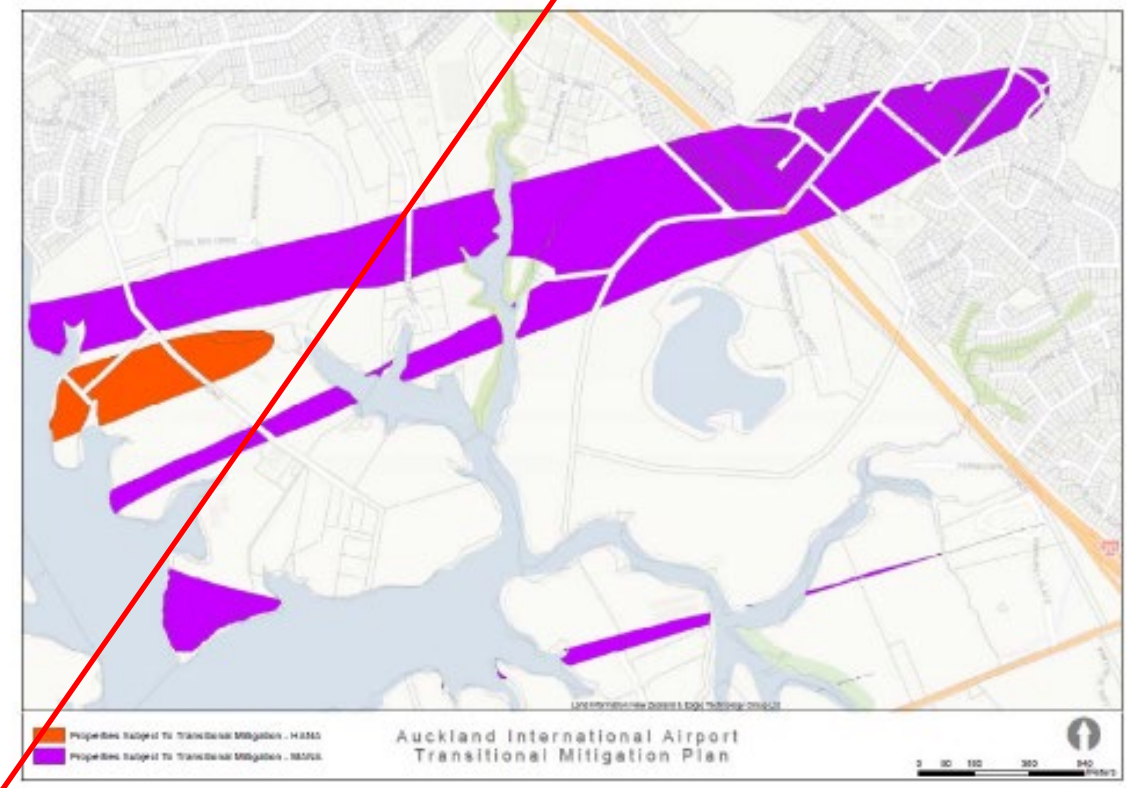
Figure 2: Control Zone

Attachment D: Auckland International Airport Transitional Mitigation Plans






Auckland International Airport
Transitional Mitigation Plan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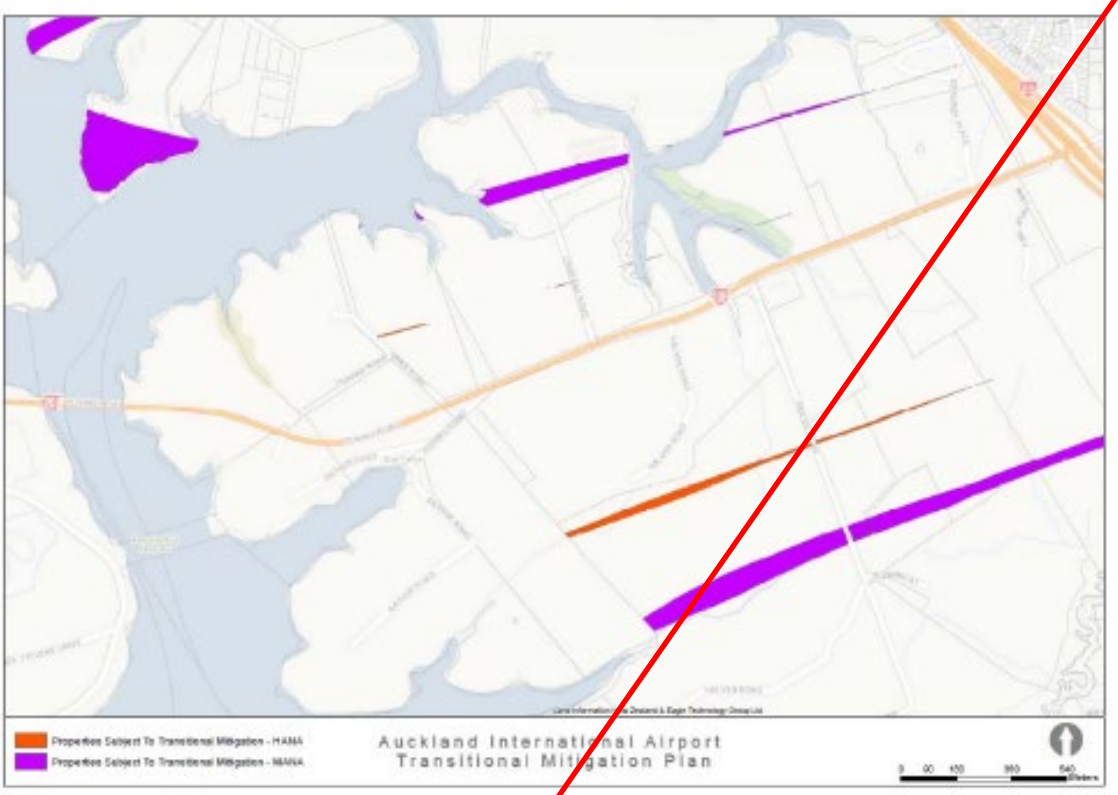
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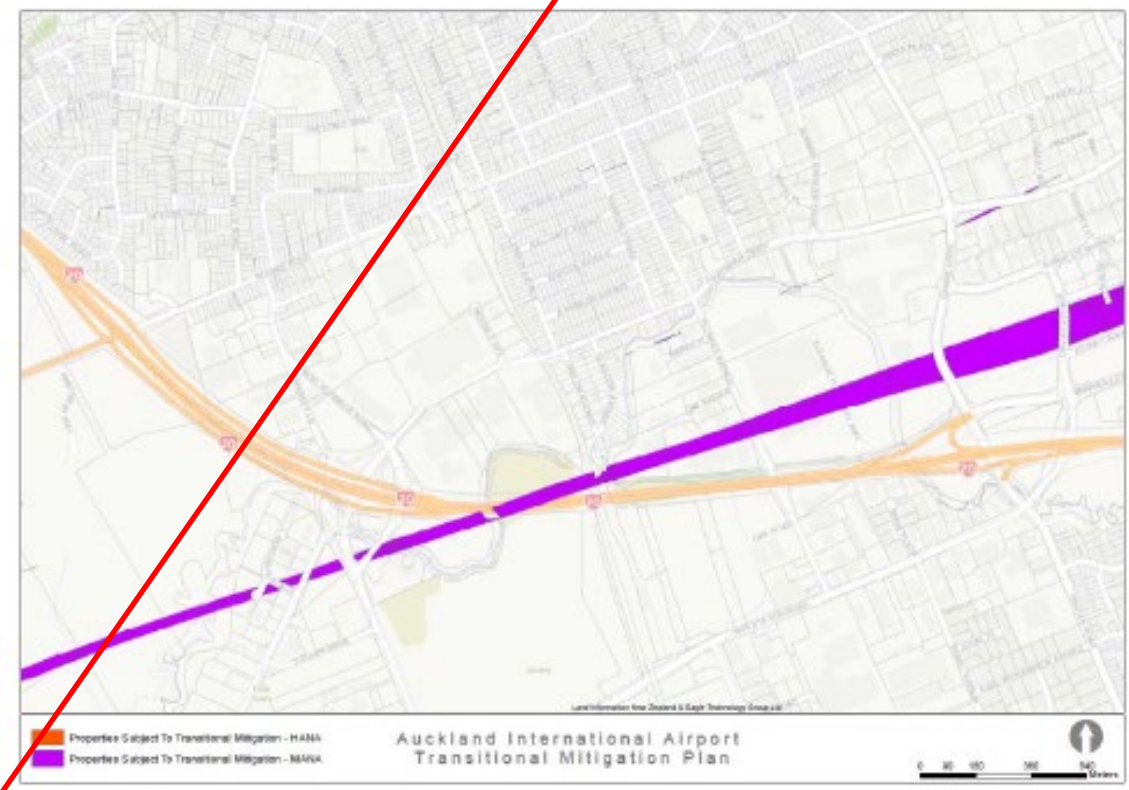
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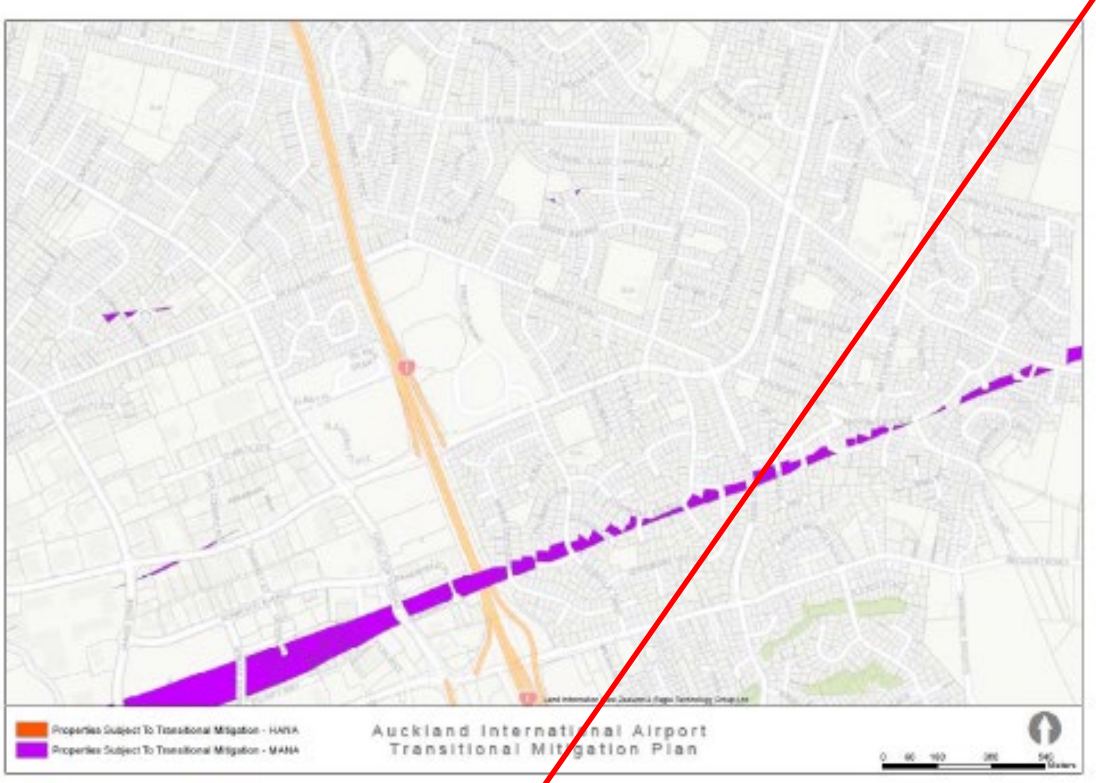
Transitional Mitigation Plan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Transitional Mitigation Plan

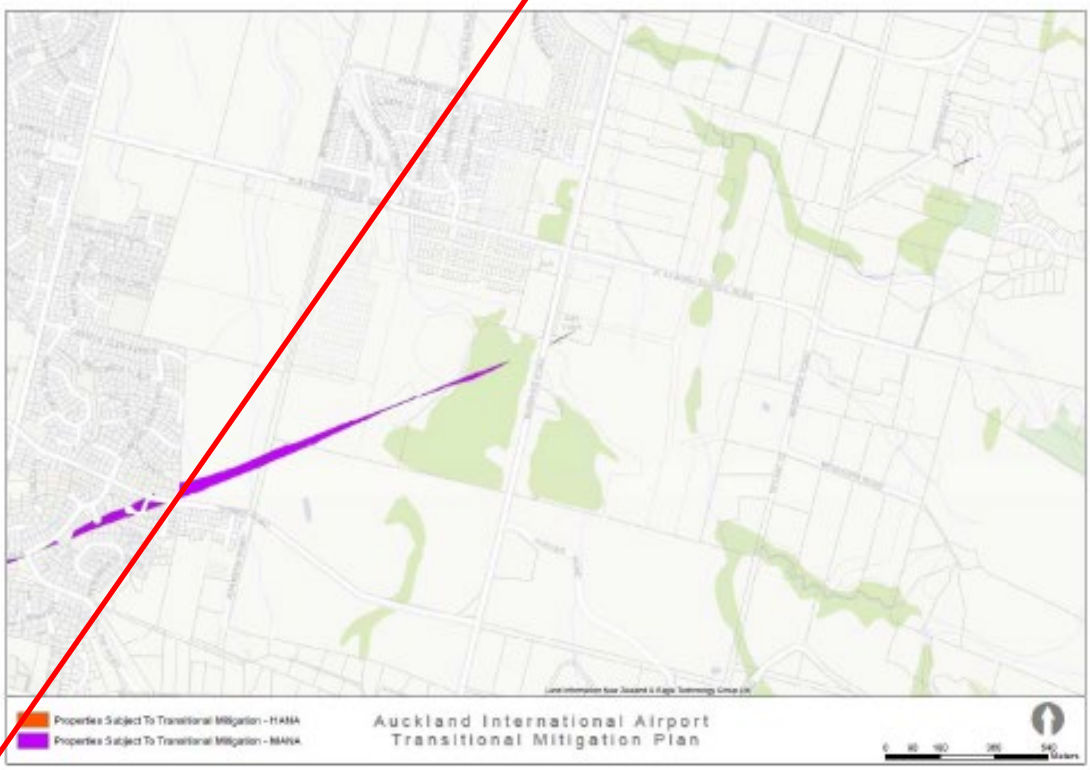
Properties Subject To Transitional Mitigation - HAYA
Properties Subject To Transitional Mitigation - MANA
Auckland International Airport
Transitional Mitigation Plan

Figure 1 - Designated Area

Figure 1 - DESIGNATED AREA

APPENDIX 1

Figure 2 - Control Zone

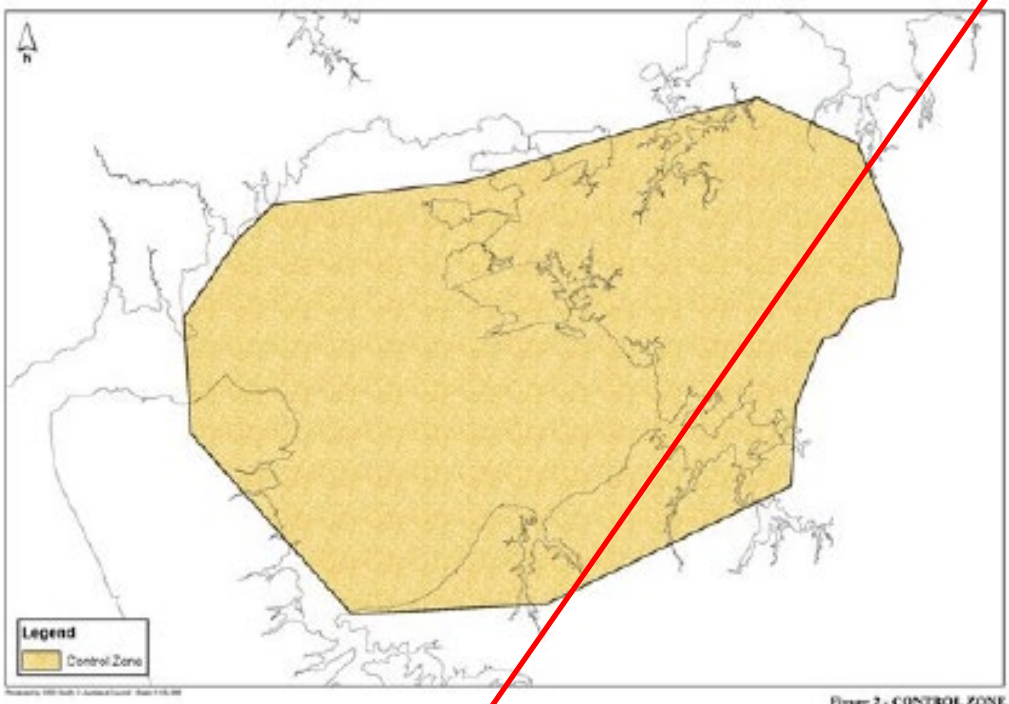

Figure 2 - CONTROL ZONE
APPENDIX 1

GRID FOR APPENDIX 1 FIGURE 3 MAPS AT 1:8000
APPENDIX 1

Figure 3 - Aircraft Noise Areas
APPENDIX I

Figure 3 - Aircraft Noise Areas
APPENDIX I

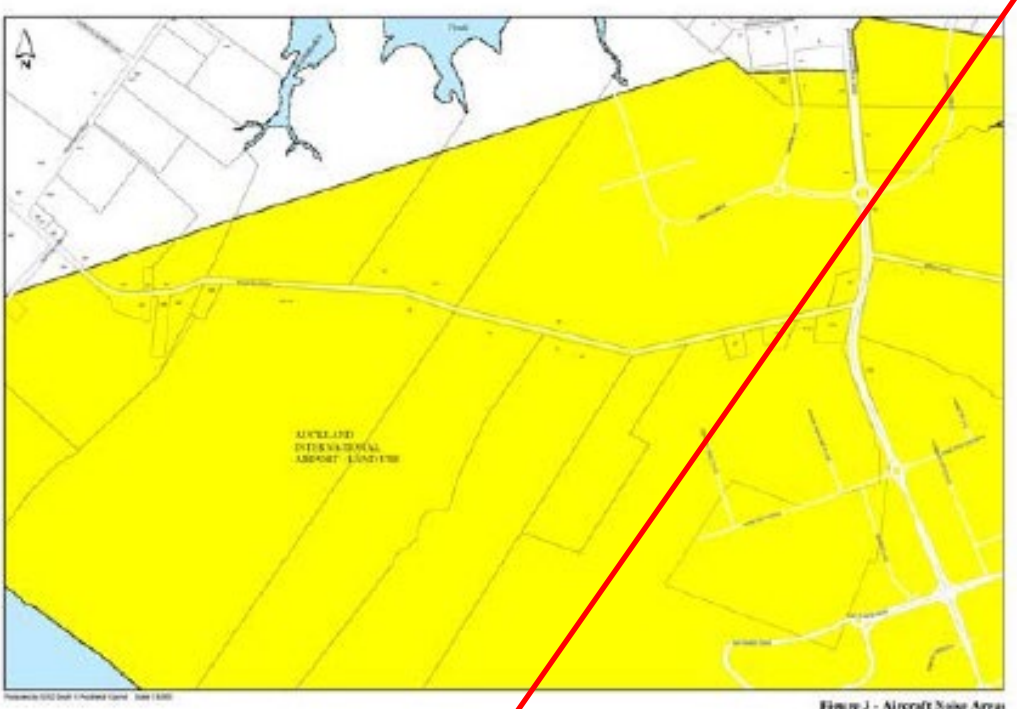

Figure J - Aircraft Noise Areas

APPENDIX 1

Figure J - Aircraft Noise Areas

APPENDIX 1

Figure 3 - Aircraft Noise Areas

APPENDIX 1

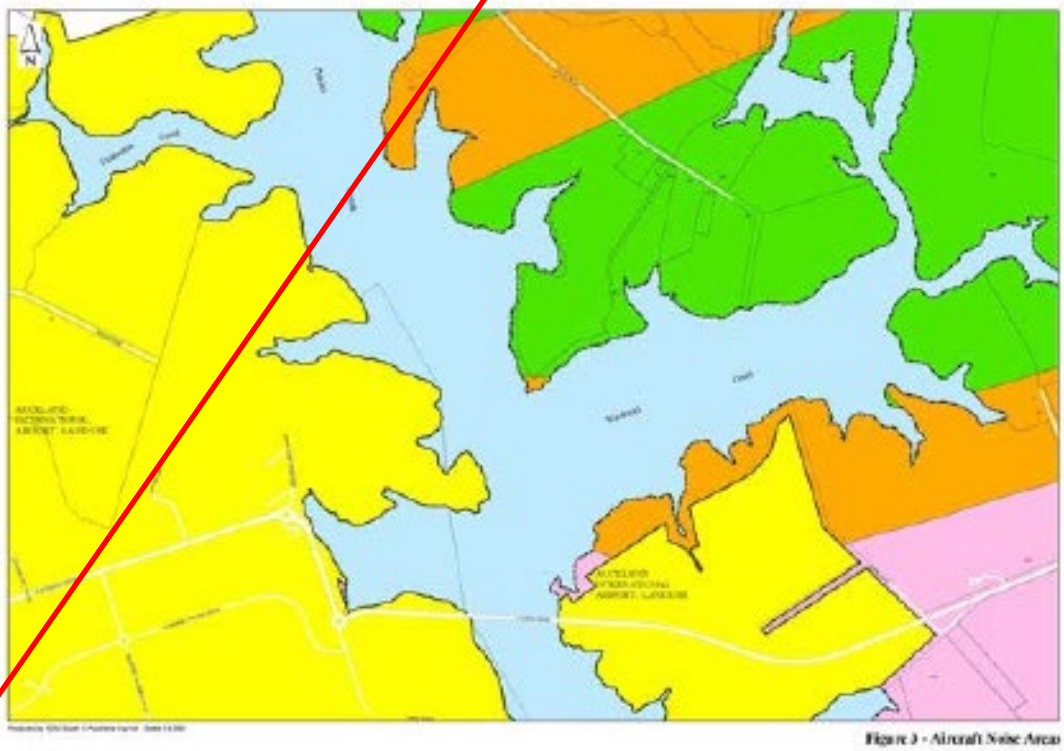

Figure 3 - Aircraft Noise Areas

APPENDIX 1

Figure 3 - Aircraft Noise Areas

APPENDIX 1

Figure 3 - Aircraft Noise Areas

APPENDIX 1

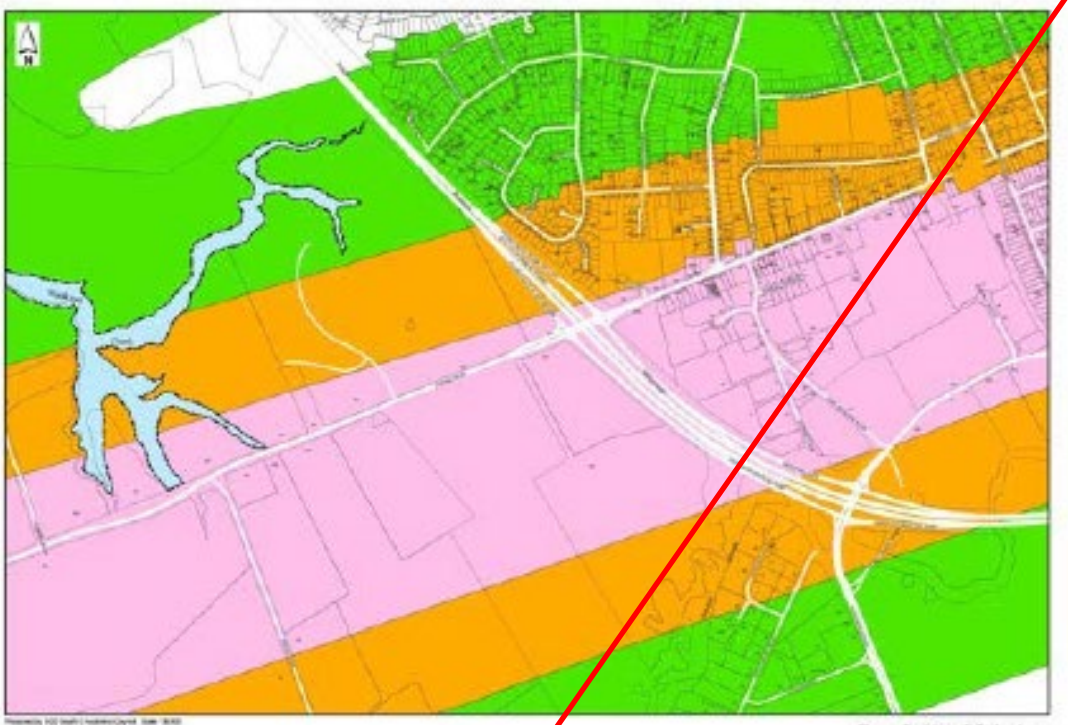

Figure 3 - Aircraft Noise Areas

APPENDIX 1

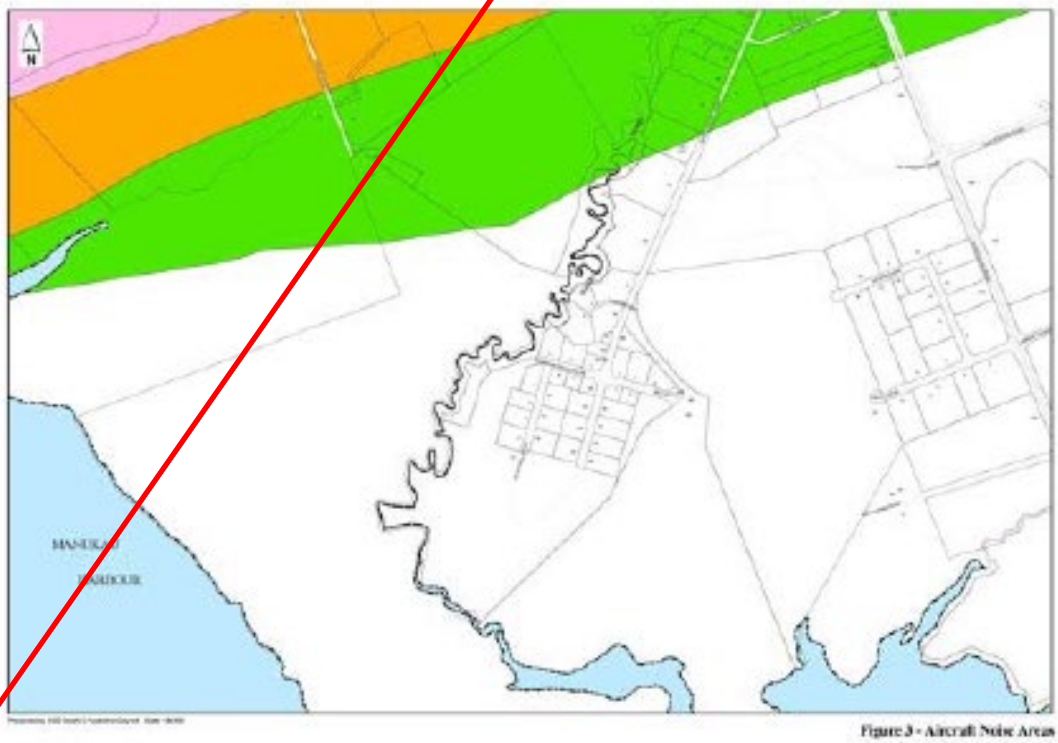

Figure 3 - Aircraft Noise Areas

APPENDIX 1

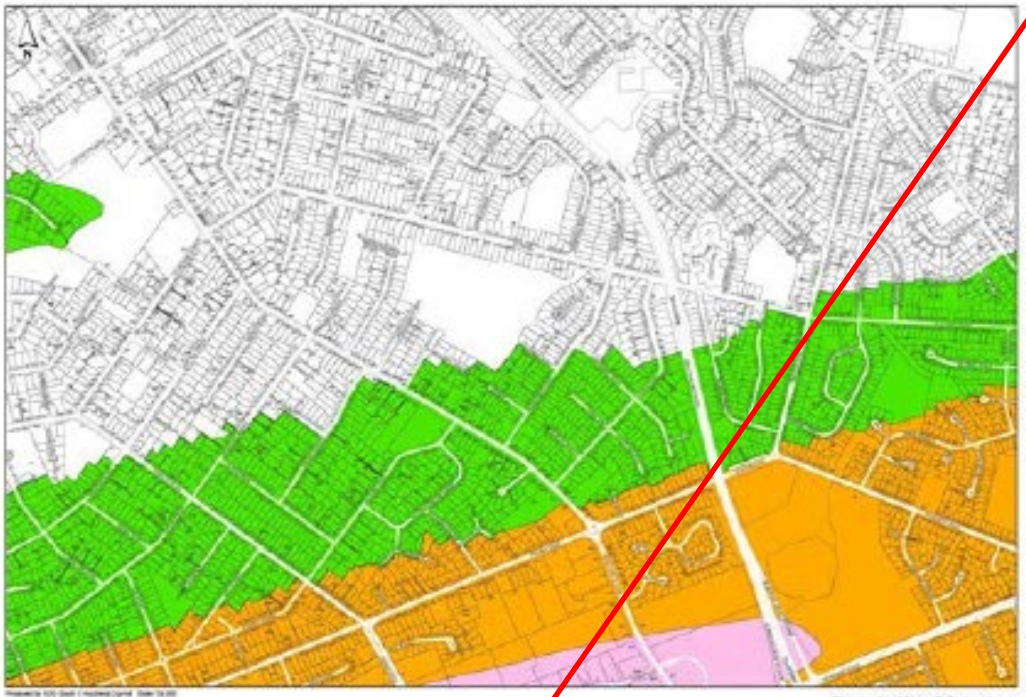

Figure 3 - Aircraft Noise Areas

APPENDIX 1

Figure 3 - Aircraft Noise Areas

APPENDIX 1

Figure 3 - Aircraft Noise Areas

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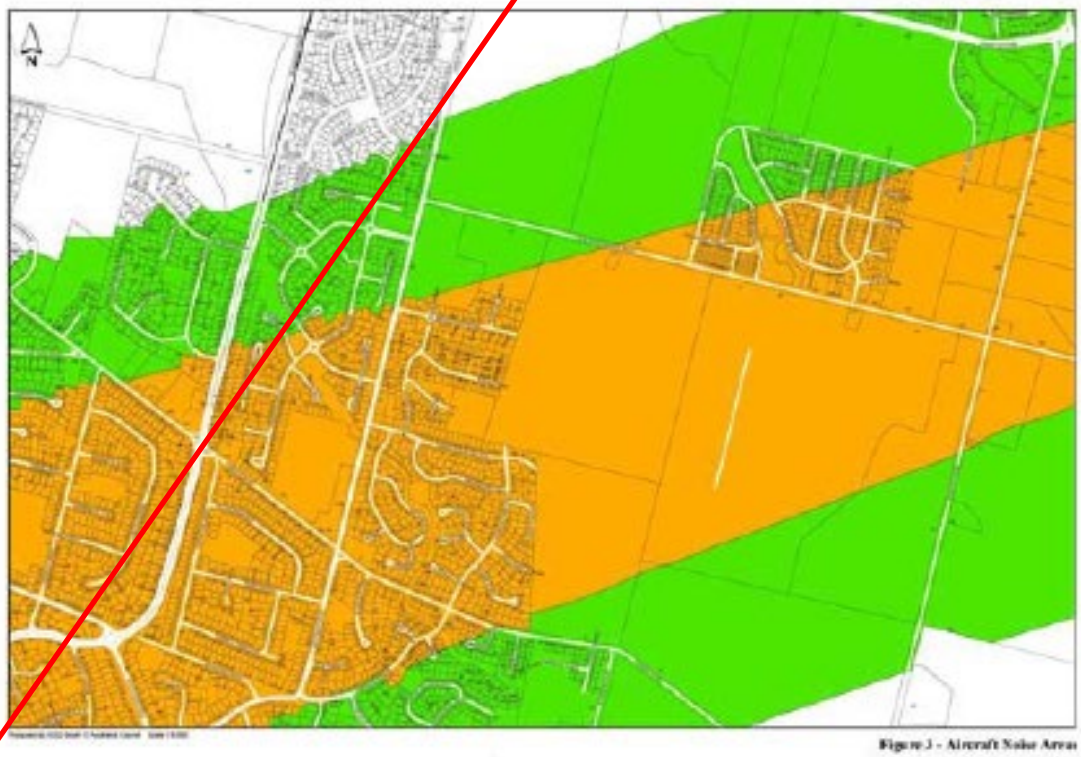


Figure 3 - Aircraft Noise Areas

APPENDIX 1

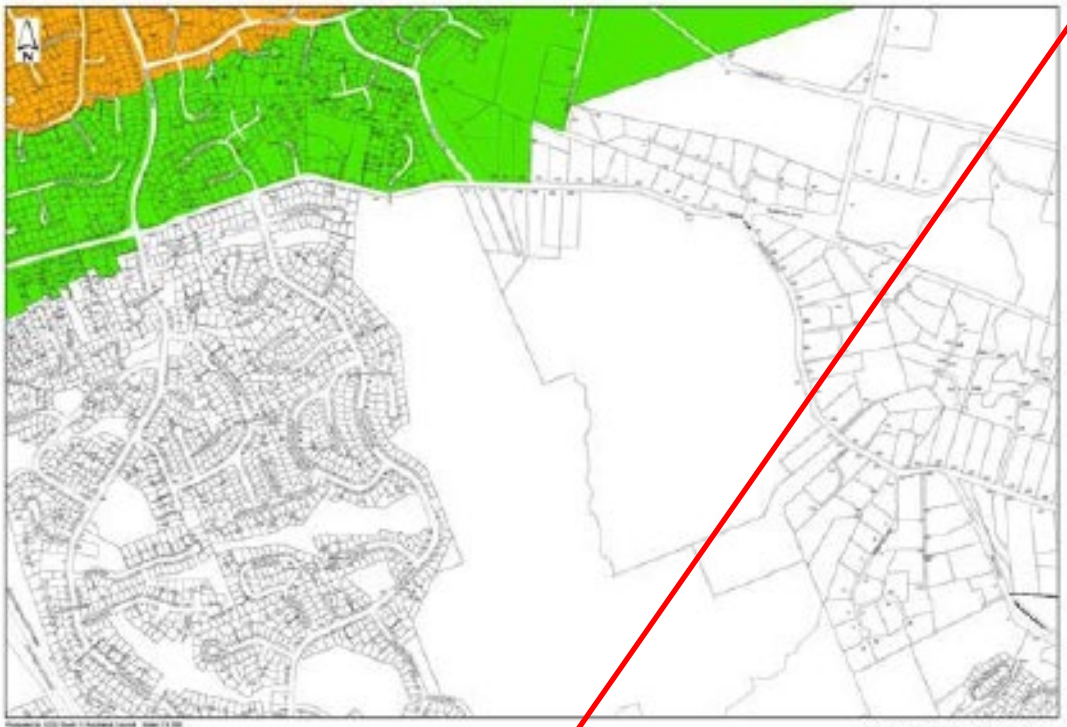


Figure 3 - Aircraft Noise Areas

APPENDIX 1

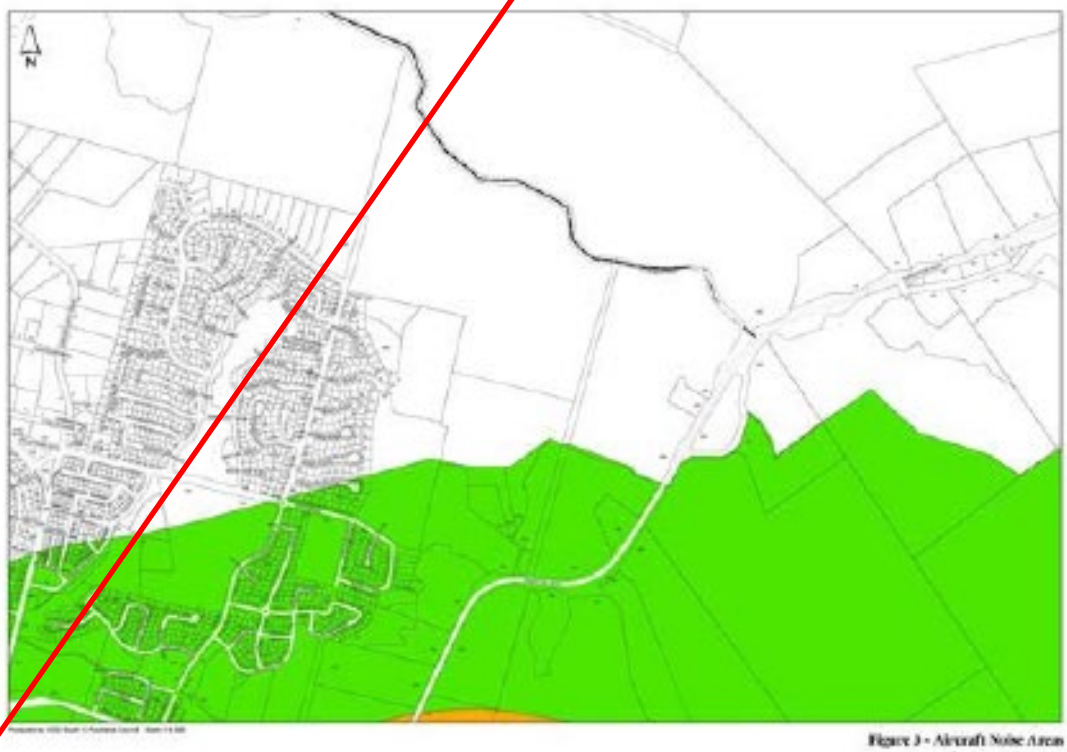


Figure 3 - Aircraft Noise Areas

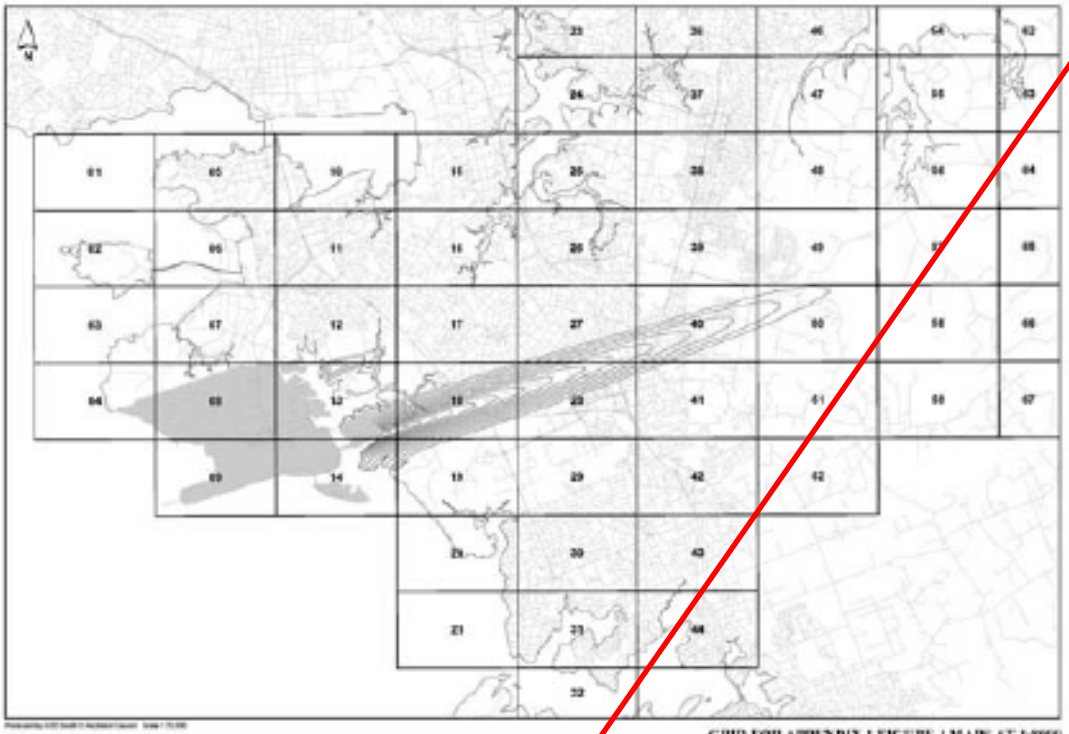
APPENDIX 1

Figure 3 - Aircraft Noise Areas

APPENDIX 1

Figure 3 - Aircraft Noise Areas

APPENDIX 1



GRID FOR APPENDIX 1 FIGURE 4 MAPS AT 1:8000

APPENDIX 1

Figure 4 - Future Aircraft Noise Contours (FANCs)

APPENDIX 1

Figure 4 - Future Aircraft Noise Contours (FANCs)

APPENDIX 1

Figure 4 - Future Aircraft Noise Contours (FANCs)

APPENDIX 1

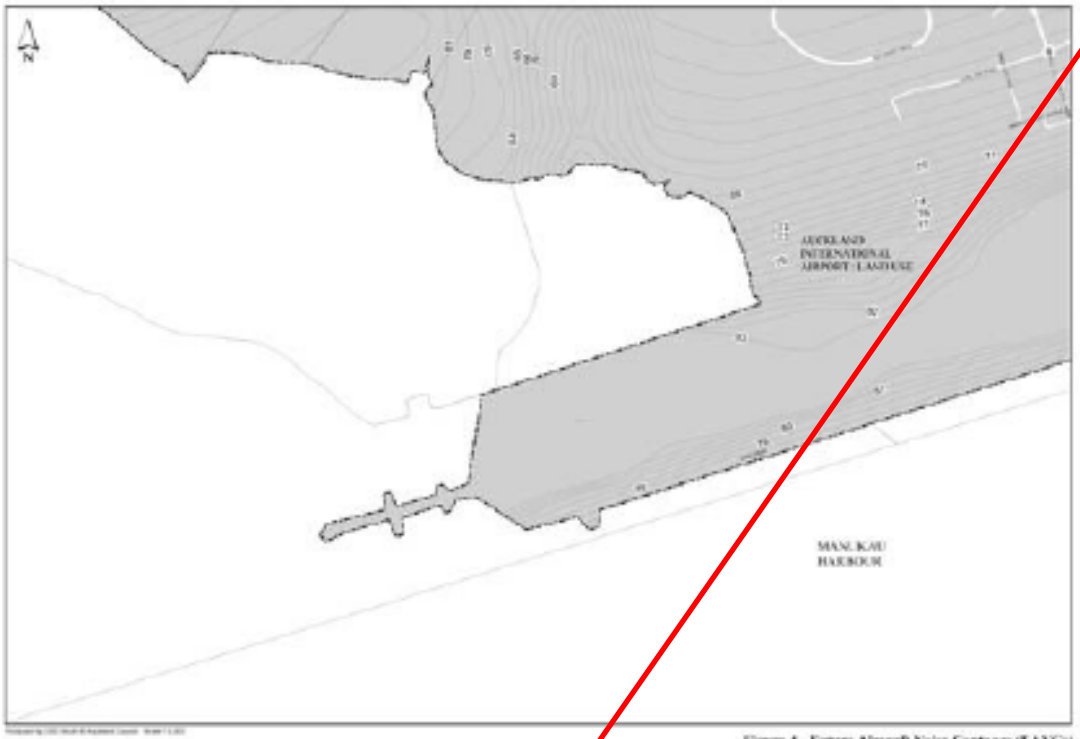


Figure 4 - Future Aircraft Noise Contours (ANCs)

APPENDIX 1

Figure 4 - Future Aircraft Noise Contours (ANCs)

APPENDIX 1

Figure 4 - Future Aircraft Noise Contours (FANCs)

APPENDIX 1

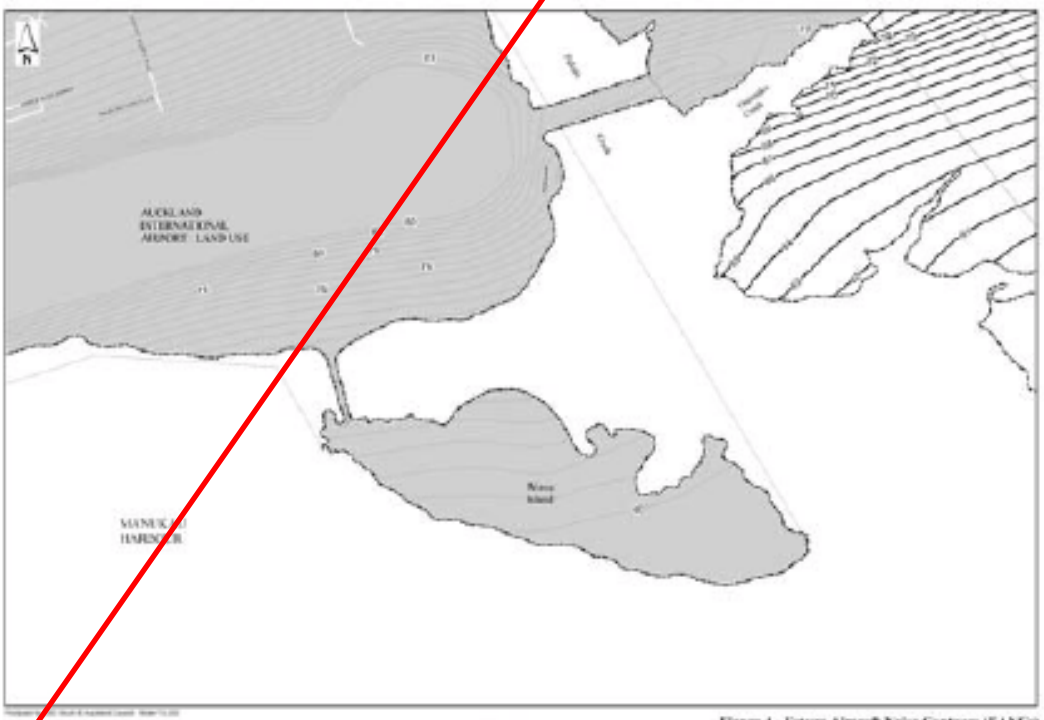


Figure 4 - Future Aircraft Noise Contours (FANCs)

APPENDIX 1

Figure 4 - Future Aircraft Noise Contours (FANCs)

APPENDIX 1

Figure 4 - Future Aircraft Noise Contours (FANCs)

APPENDIX 1

Figure 4 - Future Aircraft Noise Contours (FANCs)

APPENDIX I

Figure 4 - Future Aircraft Noise Contours (FANCs)

APPENDIX I

Figure 4 - Future Aircraft Noise Contours (EANCs)

APPENDIX I

Figure 4 - Future Aircraft Noise Contours (EANCs)

APPENDIX I

Figure 4 - Future Aircraft Noise Contours (FANCs)

APPENDIX 1

Figure 5 - Identified Area

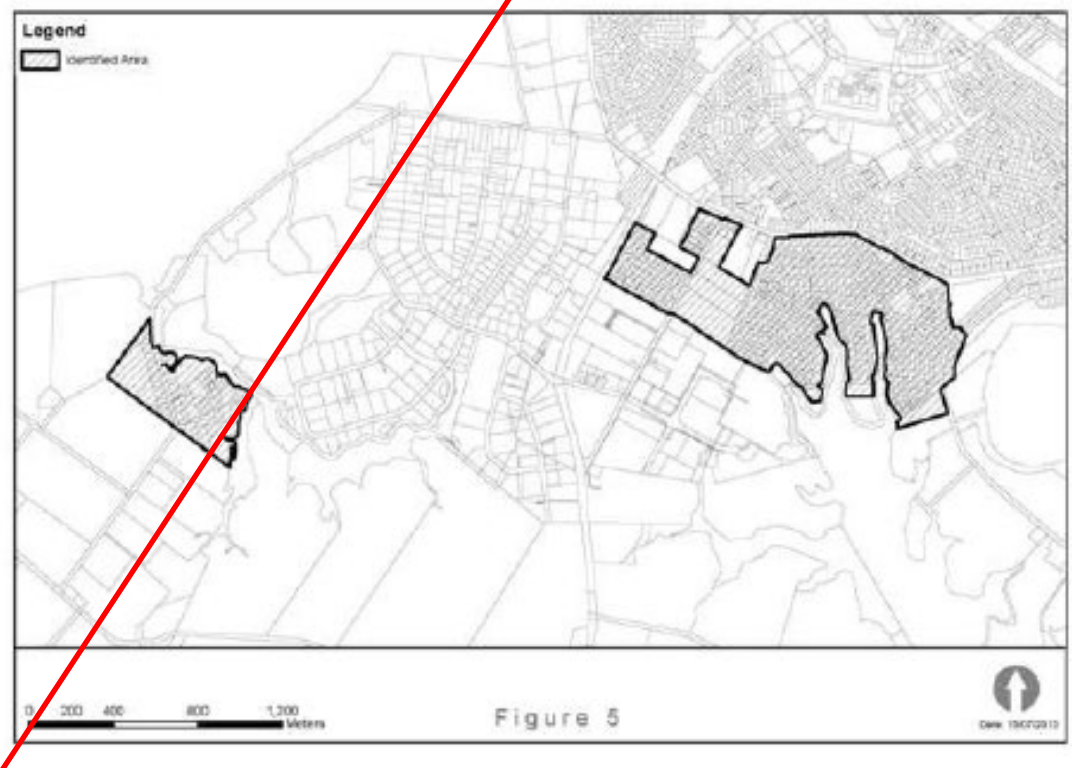


Figure 5

1102 Obstacle Limitation, Runway Protection and Ground Light Restriction

Designation Number	1102
Requiring Authority	Auckland International Airport Ltd
Location	Vicinity of Auckland International Airport
Rollover Designation	Yes
Legacy Reference	Designation 232, Auckland Council District Plan (Manukau Section) 2002; Designation H0504, Auckland Council District Plan (Isthmus Section) 1999; Designation 141 Auckland Council District Plan (Franklin Section) 2000
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Part 1: Auckland International Airport, Specification for Obstacle Limitation Surfaces

1. **Overview**

Figures 1A and 1B to this designation together with this specification comprises the Auckland International Airport Specification for Obstacle Limitation Surfaces (OLS).

The Civil Aviation Act 1990 requires that hazards to aviation safety be controlled.

~~Obstacle Limitation Surfaces~~ OLS of an aerodrome are defined surfaces in the airspace above and adjacent to the aerodrome. These ~~Obstacle Limitation Surfaces~~ OLS are necessary to enable aircraft to maintain a satisfactory level of safety while manoeuvring at low altitude in the vicinity of the aerodrome.

~~No obstacle shall penetrate the Obstacle Limitation Surfaces. An obstacle is defined as any object which is connected directly or indirectly to the ground or water and includes trees. The designation restrictions do not apply to objects located beneath the obstacle limitation surfaces identified on Figure1. In addition, no chimney shall discharge effluent through the Approach Slopes shown on Figure 2 to this designation at a velocity in excess of 4.3 metres per second.~~

2 Specifications

(a) ~~2.~~ Runway Centreline

~~2 a~~ (i). Existing Runway (RWY 05R/23L)

Point A: This is a position located at the eastern end (threshold 23L) at ~~of~~ the centreline of the existing runway. The position of Point A is shown on the Department of Survey and Land Information plan number SO 44954. In metric terms, the coordinate value of Point A is:
5,902,865.219 ~~685,729.76~~m N
1,760,661.068 ~~303,667.43~~m E
9.660m Elevation
~~Coordinate values and bearings are in terms of the Geodetic Datum 1949 and origin of coordinates is Mt Eden, 700,000nM 300,000mE.~~

~~The western end of the existing runway centreline is 3635 metres west on a bearing of 251° 00'01" from Point A on Figure 1 to this designation.~~
The western end threshold (05R) of the Existing Runway is defined as Point B on Figures 1 and 1B to this designation with geodetic coordinates of:
5,901,745.799m N
1,757,202.726m E
6.830m Elevation

~~2b~~ (ii). ~~Proposed Second~~ Northern Runway (RWY 05L/23R)

The eastern end ~~centreline~~ threshold (23R) for~~of~~ the ~~proposed second~~ Northern R~~r~~unway is defined as Point C on Figures 1A and 1B to this designation with geodetic coordinates of:
5,904,541.589 ~~687,048.03~~m N
1,759,275.680 ~~301,506.40~~m E
21.268m Elevation

The western end ~~centreline~~ threshold (05L) for the ~~proposed second~~ Northern R~~r~~unway is defined as Point D on Figures 1A and 1B to this designation with geodetic coordinates of:
5,903,715.116~~686,348.07~~m N
1,756,722.594~~299,473.53~~m E
14.250m Elevation

(b) ~~3~~. Runway Strips

The runway strips are areas at ground level 300 metres wide symmetrical about the runway centreline. The ends of the runway strips are 60 metres beyond the eastern and western ends of the defined runway centrelines.

(c) 4. Approach Slopes General

The surfaces known as Approach Slope Surfaces meet requirements for both approach and takeoff. The Approach Slopes (inner edge) start at the points as specified in clauses 4a and 4b below and are symmetrical about the extension of the runway centreline. The Approach Slopes rise at a gradient of ~~1.2~~2.0% and terminate at a point ~~152~~ 300 metres above each respective runway threshold elevation~~mean sea level (AMSL)~~. The sides of the approach slope diverge from the runway centreline at a rate of 15% and extend to a total horizontal length of 15,000 metres.

(i) ~~4a~~. Approach Slopes - Existing Runway

Eastern Approach Slope

Starting point - ~~end of the eastern clearway~~eastern end of the runway strip, i.e. ~~213.36~~60.0 metres east of Point A.
Width of inner edge - ~~346~~ 300 metres.
Starting Level - 9.66 metres above mean sea level.

Western Approach Slope

Starting point - western end of the runway strip. i.e. 60.0 metres east of Point B.
Width of inner edge - ~~342~~ 300 metres.
Starting level - 6.83 metres above mean sea level.

~~4b~~ (ii). Approach Slopes ~~Proposed Second~~ Northern Runway

Eastern Approach Slope

Starting point - ~~end of the eastern clearway~~eastern end of the runway strip, i.e. ~~400,00~~60.0 metres east of Point C.
Width of inner edge - ~~402~~ 300 metres.
Starting Level - 21.268~~17.00~~ metres above mean sea level.

Western Approach Slope

Starting point - ~~end of the western clearway~~western end of the runway strip, i.e. ~~235.5~~60.0 metres west of point D.
Width of inner edge - ~~353~~ 300 metres.
Starting level - 14.250~~17.00~~ metres above mean sea level.

(d) ~~5~~. Inner Horizontal Surface

The Inner Horizontal Surface is a flat planar surface at an altitude of 52 metres above mean sea level (45m above the aerodrome elevation datum). The outer limits are located by four arcs centred at the end points of the runway strip centrelines with a radius of 4,000 metres. These arcs are joined tangentially with a straight line to maintain a minimum of 4,000 metres from ~~and parallel to~~ the runway centreline~~outer sides and ends of the runway strips~~ as depicted on Figures 1A and 1B to this designation. ~~The corners of the rectangle are formed by a radius of 1500 metres~~

(e) ~~6~~. Transitional Surfaces

The Transitional Side Surface slopes upwards and outwards from the sides of the runway strips at a gradient of 1:7 extending until they meet the Inner Horizontal Surface and Approach Slopes.

(f) ~~7~~. Conical Surface

The Conical Surface slopes upward and outwards from the periphery of the Inner Horizontal Surface at a gradient of 1:~~40~~ 20 until reaching an elevation of ~~152~~ 157 metres above mean sea level.

(g) Outer Horizontal Surface

The Outer Horizontal Surface is a flat planar surface at an altitude of 157 metres above mean sea level (150m above the aerodrome elevation datum). The inner limits are located at the end of the Conical Surface, and the outer limits are located 15,000 metres from the Aerodrome Reference Point as depicted on Figure 1A to this designation.

~~**8. Procedure Turning Area Surfaces**~~

~~There are two Procedure Turning Areas located to the east and west and bounded by the Conical Surfaces. The surfaces for the Procedure Turning Areas are at 152 metres above mean sea level or 21 metres above terrain whichever is the higher. The northern limit of both Procedure Turning Areas is 4000 metres north of the northern side of the proposed second runway strip. The southern limit of both Procedure Turning Areas is 4000 metres south of the southern side of the existing runway strip. The western limit of the western Procedure Turning Area is 14,000 metres west of the Inner Horizontal Turning Surface. The eastern Procedure Turning Area extends 16,000 metres east of the Inner Horizontal Surface.~~

(h) ~~9~~. Controlling Surface

At any point where any two surfaces overlap and are at differing elevations, the lower of the two surfaces shall apply.

(i) Aerodrome Reference Point

The nominal Aerodrome Reference Point (for the purposes of the OLS derivation) is located in the middle of the airfield with geodetic coordinates of:

5903,349.1427 N
1758,397.8262 E

This nominal Aerodrome Reference Point has been ascribed with an elevation, for the purpose of the OLS derivation of 6.83m above mean sea level.

(j) Aerodrome Elevation Datum

The Aerodrome Elevation Datum has been set to 7 m above mean sea level, derived by the lowest elevation (rounded off to the next half-metre above) of Existing and Northern Runway ends.

Runway end elevations are:

RWY 05R/23L eastern end (Point A): 9.660 metres
RWY 05R/23L western end (Point B): 6.830 metres
RWY 05L/23R eastern end (Point C): 21.268 metres
RWY 05L/23R western end (Point D): 14.250 metres

3 Restrictions

No obstacle shall penetrate the OLS described above and depicted in Figure 1A to this designation, except where an obstacle is located within the Outer Horizontal Surface described under 2(g) above and the obstacle is no higher than either:

(a) the maximum height permitted under the relevant provisions of the Unitary Plan, including zones, precincts and / or overlays; or

(b) 15 metres above terrain.

An obstacle is defined as any object which is connected directly or indirectly to the ground or water and includes trees. The designation restrictions do not apply to objects located beneath the OLS identified on Figure 1A or which are included in exceptions (a) and (b) above. In addition, no chimney shall discharge effluent through the Approach Slopes shown on Figure 2 to this designation at a velocity in excess of 4.3 metres per second.

Part 2: Restrictions Relating to Runway End Protection Areas

1. Overview

The Runway End Protection Areas (REPA~~s~~) shown on Figure 3 to this designation, are areas ~~off the ends of both the existing and proposed second runways which are required to be free of obstructions or activities which could interfere with aeronautical navigational aids~~. ~~The areas of the REPAs as required for operational purposes are also areas~~ in which, statistically, there ~~are greater~~ is a ~~chances~~ risk of aircraft ~~related accidents~~ landing or takeoff incidents. It is ~~considered~~ desirable that the ~~public's~~ risk ~~exposure~~ ~~to~~ from such a hazard~~risks~~ be reduced by limiting the range of activities permitted in the REPAs and the number of persons that can be exposed. The following requirements ~~for REPAs~~ are intended to restrict development within the REPA in order to control the number of people on the ground at any one location and time. ~~achieve both objectives which, to a large extent, are compatible.~~

~~The requirements for REPAs detailed in this section are based on the Federal Aviation Administration (FAA) Office of Airport Standards (Washington, DC, USA) Advisory Circular 150/530013 Airport Design and the Civil Aviation Authority (CAA) of New Zealand Advisory Circular AC 13906A Aerodrome Design Aeroplanes Above 5700kg MCTOW.~~

2. Specification

The REPA~~s~~ comprises ~~fan-shaped areas~~ trapezoid areas commencing at the runway threshold (as defined in Part 1 above for the OLS) with the REPA narrowing with increasing distance from the runway.

The REPA for the existing runway comprises three trapezoids:

(a) The first commencing at the runway threshold with a width of 220m. It extends equidistant about the extended runway centreline to a point 310m from the end of the runway threshold. The width of the trapezoid at this point is 150m.

(b) The second commences at this point with a width of 130m extending a further 1,250m where the width at this point is 50m.

(c) The third joins at this point with a width of 50m extending a further 100m terminating at a width of 30m.

The Northern Runway REPA ~~plus a rectangular area which extends beyond the fan along the extended runway centreline. The fan-shaped~~ area~~s~~ comprises of a single trapezoid ~~commence~~commencing at the runway threshold ~~ends of the runways strips (defined in the Specification for Obstacle Limitation Surfaces)~~ with a width of 150m. It~~and~~ extends equidistant about the extended runway centreline to a point 720m from the end of the runway threshold ~~to a point 750 metres from the end of the runway strips~~. The width of the ~~fan at this point is 525 metres. The rectangular areas then extend beyond the fans and equidistant about the extended runway centrelines, for a further 540 metres. The width of the rectangular areas is 120 metres.~~ trapezoid at this point is 90m.

~~All buildings, except those required for aviation purposes, are prohibited within the REPAs. For the purpose of this section, the word "building" shall have the meaning assigned to it in the Building Act 2004, except that the exclusions listed under Section 9(a), (ab), (ac), (b), (c), (f), (g), (h) (i) & (j) of that Act shall not apply and those objects shall be considered to be buildings. Any buildings erected in the REPA for the proposed second runway shall be removed unless the building has the written approval of Auckland International Airport Limited under section 176(b) of the Resource Management Act 1991.~~

3 Restrictions

Consistent with UK Department for Transport's (DfT) Circular 01/2010 Control of Development in Airport Public Safety Zones, within the REPA, there shall be no new or replacement dwelling-houses, mobile homes, caravan sites or other residential buildings. Nor shall new or replacement non-residential development be permitted except:

(a) long stay and employee car parking (where the minimum stay is expected to be in excess of six hours);

(b) warehousing and storage use, in which a very small number of people are likely to be present within a sizeable site;

(c) development of a kind likely to introduce very few or no people on to a site on a regular basis including unmanned structures, engineering operations, buildings housing plant or machinery, agricultural buildings and operations, buildings and structures in domestic curtilage incidental to residential use, and buildings for storage purposes ancillary to existing industrial development;

(d) public open space but excluding children's playgrounds and attractions, playing fields or sports grounds; built development for the purpose of housing plant or machinery, and which would entail no people on site on a regular basis including boiler houses, electricity switching stations or installations associated with the supply or treatment of water; and

(e) golf courses, but not clubhouses.

In addition to ~~buildings~~ the above, all activities within the REPA~~s~~ which generate or have the potential to generate ~~any of the following effects are prohibited:Mass~~ mass assembly of people are ~~prohibited~~ not permitted.

~~a. Release of any substance which would impair visibility or otherwise interfere with the operation of aircraft including the creation of smoke, dust and steam;~~
~~b. Concentration of dangerous substances;~~
~~c. Production of direct light beams or reflective glare which could interfere with the vision of a pilot;~~
~~d. Production of radio or electrical interference which could affect aircraft communications or navigational equipment; and~~
~~e. Attraction of birds.~~

Part 3: Requirements for Non-Aeronautical Ground Lights Adjacent to Extended Runway Centre Lines

1. Overview

CAA Advisory Circular AC 139-6 requires that any non-aeronautical ground light which, by reason of its intensity, configuration or colour, might cause confusion or prevent the clear interpretation of aeronautical ground lights, should be extinguished, screened or otherwise modified so as to eliminate such a possibility.

2. Specification

~~For Auckland International Airport, this requirement currently applies to the Existing Runway only. In advance of the Northern Runway becoming operational a similar requirement will need to be introduced for that runway.~~ The ~~current~~ requirement applies over a rectangular area, 1500 metres wide, extending equidistant either side of the extended runway centreline for a distance of 4440 metres from the end of the runway strip (as defined in the Specification for Obstacle Limitation Surfaces) for both the Existing and Northern Runways. These~~is~~ area~~s~~ are ~~is~~ shown in Figure 4 to this designation.

3 Restrictions

~~For ease of administration,~~ Auckland International Airport Ltd requires that any light in the above area be prohibited from shining above the horizontal.

Attachments

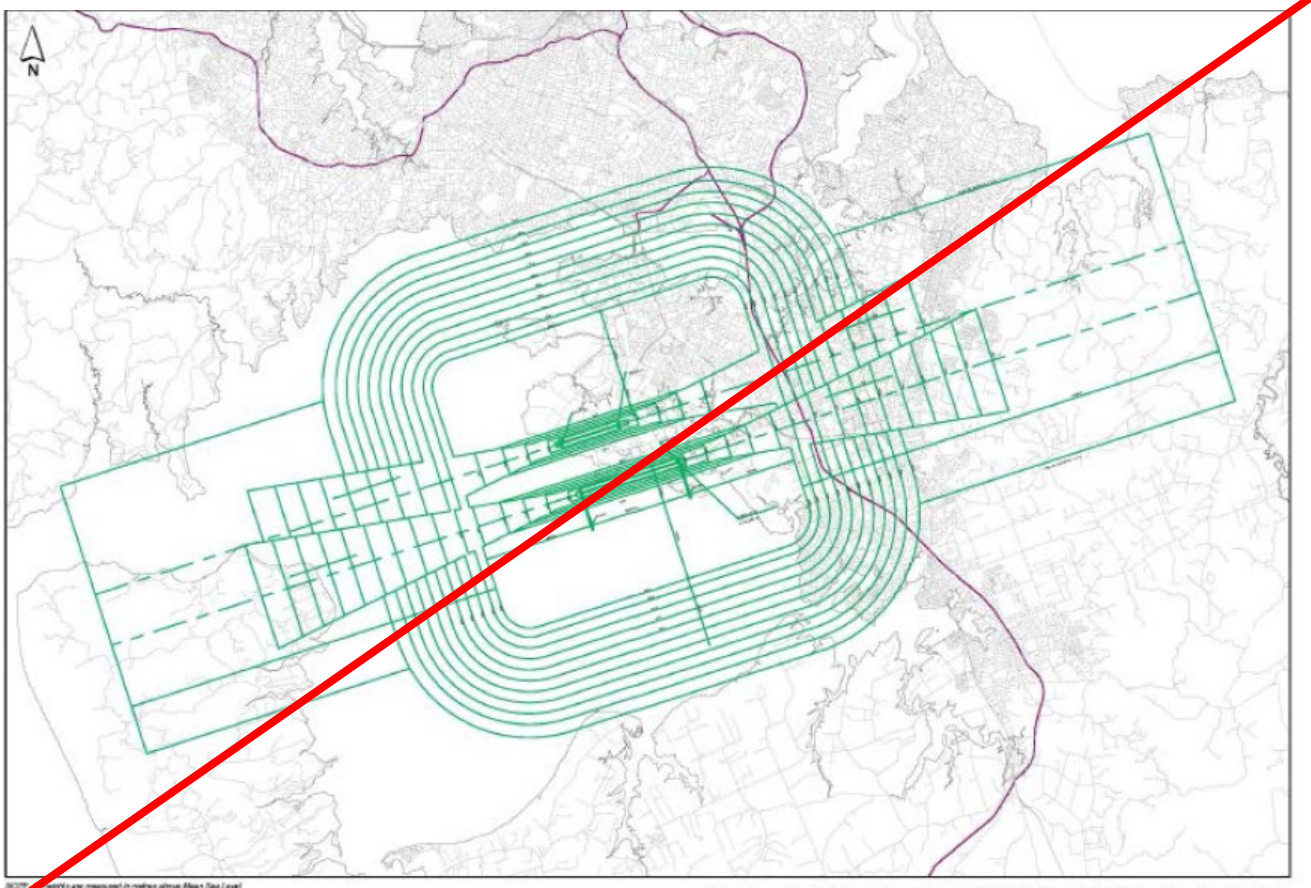


Figure 1 - SPECIFICATION FOR OBSTACLE LIMITATION SURFACES

APPENDIX 1

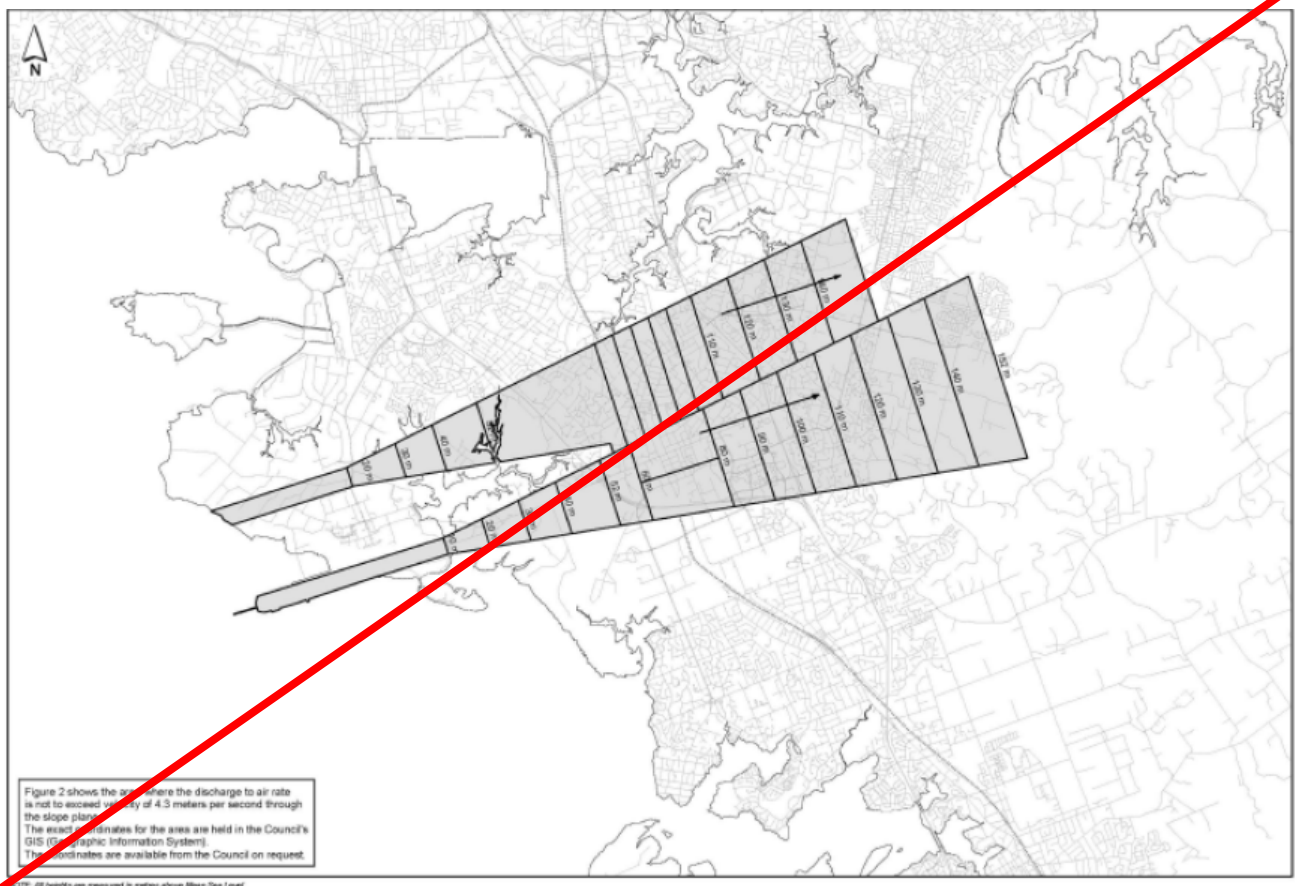


Figure 2 - SPECIFICATION FOR DISCHARGE TO AIR RATES THROUGH OBSTACLE LIMITATION SURFACES

APPENDIX 1

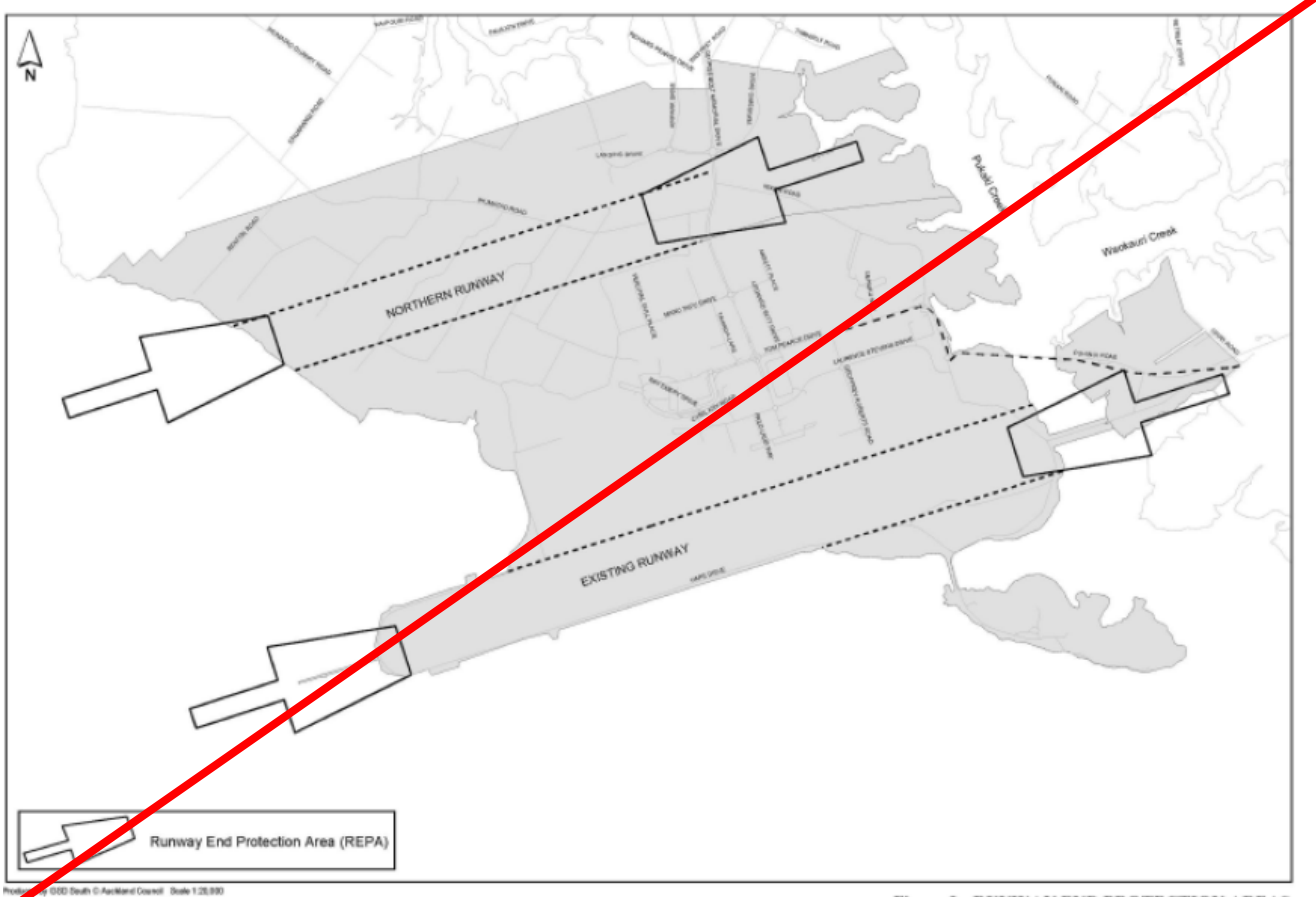


Figure 3 - RUNWAY END PROTECTION AREAS

APPENDIX 2

Figure 4 - REQUIREMENTS FOR NON-AERONAUTICAL GROUND LIGHTS

APPENDIX 3

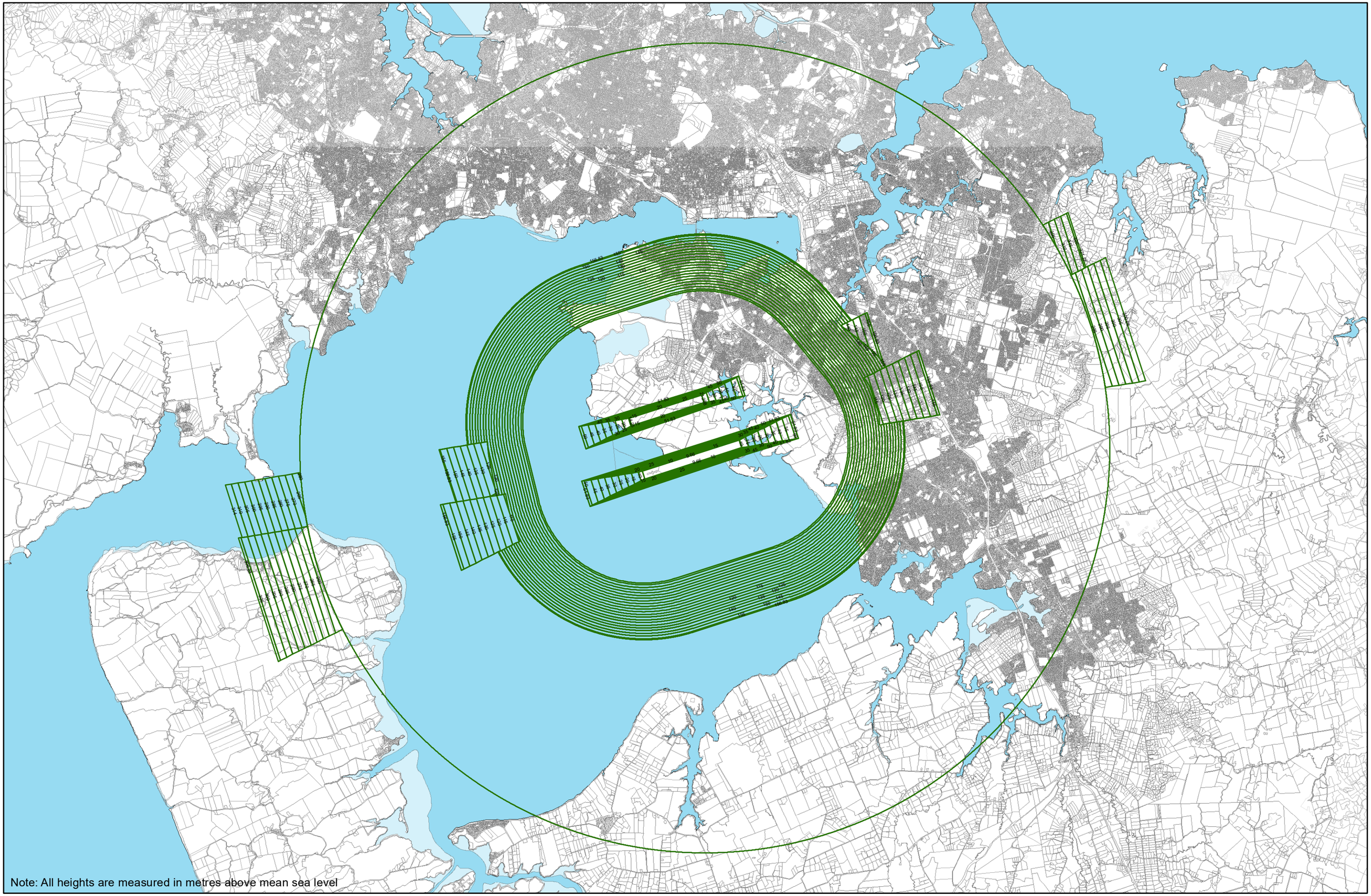


Figure1A: Specification for Obstacle Limitation Surfaces

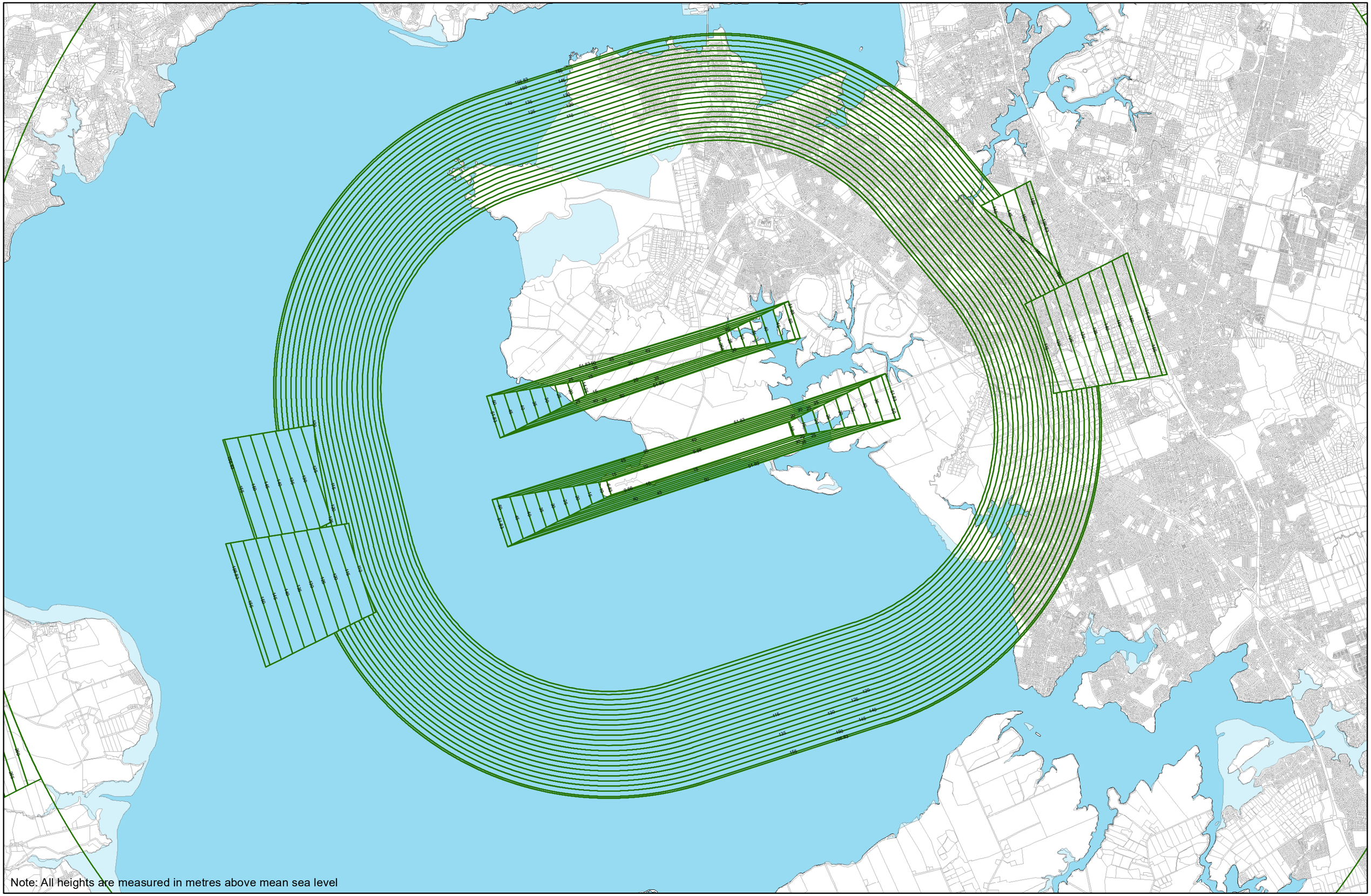


Figure1B: Specification for Obstacle Limitation Surfaces

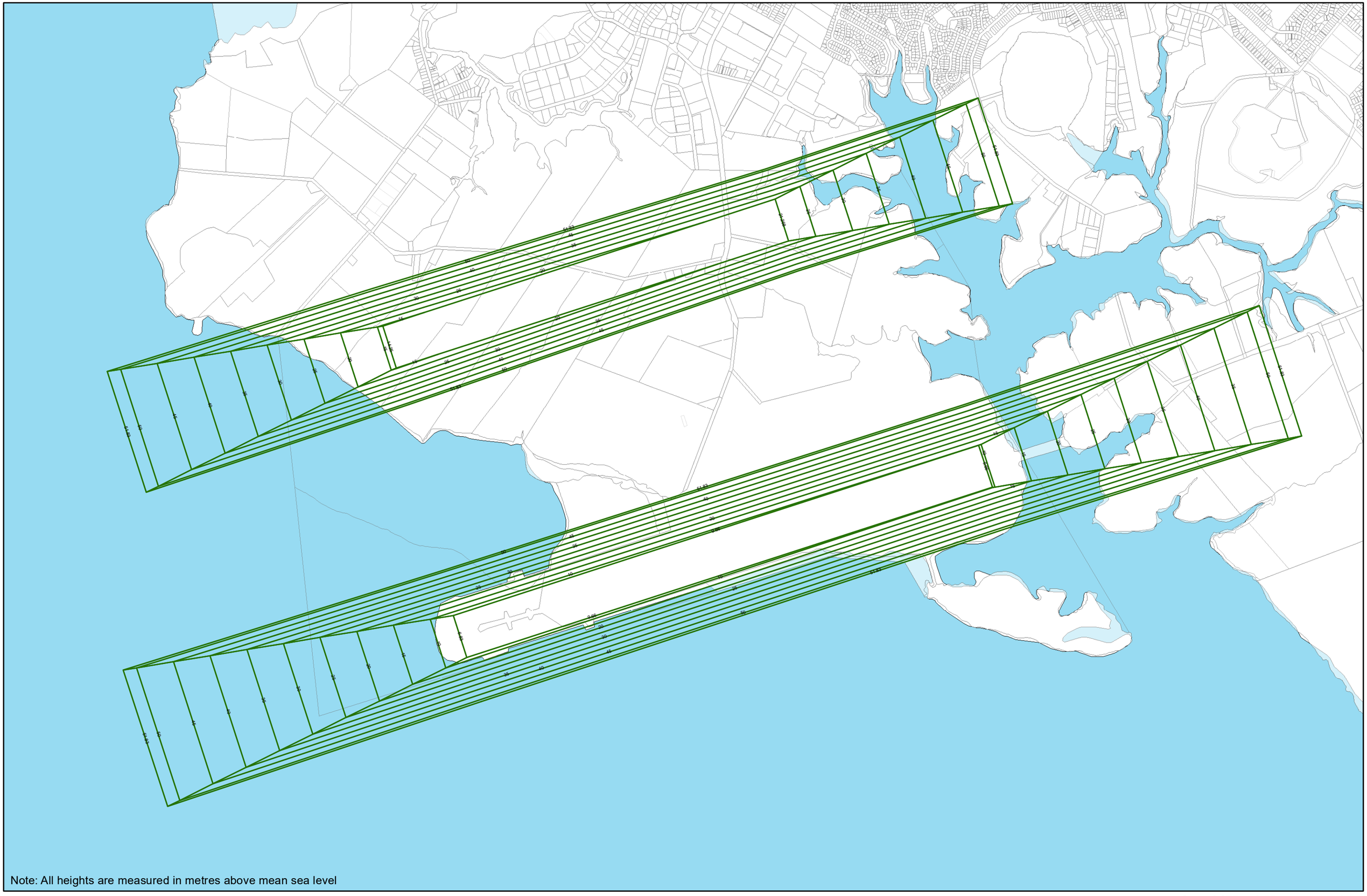


Figure1C: Specification for Obstacle Limitation Surfaces

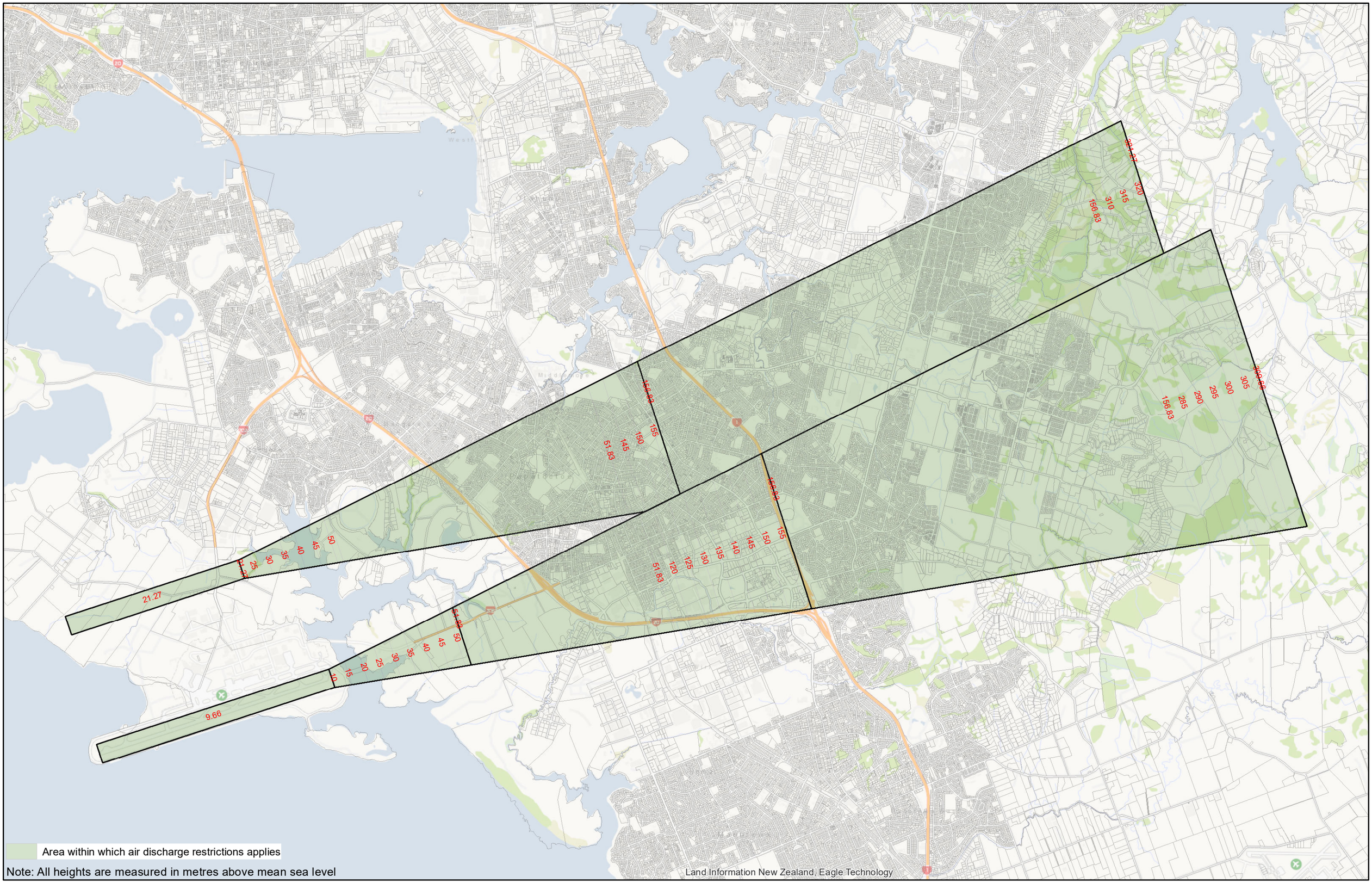


Figure 2: Restrictions on Air Discharges through the Approach Slopes

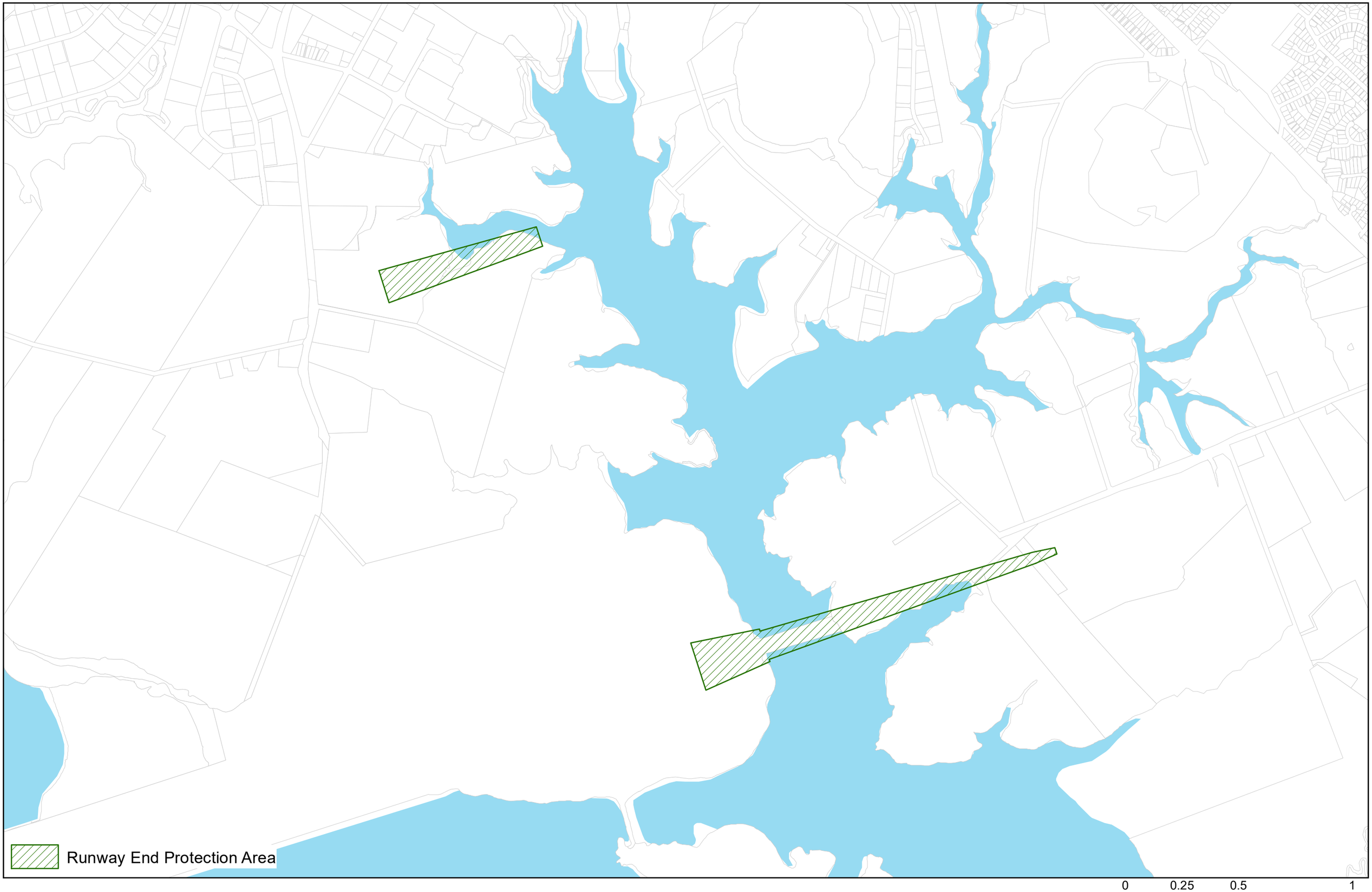


Figure 3: Runway End Protection Areas

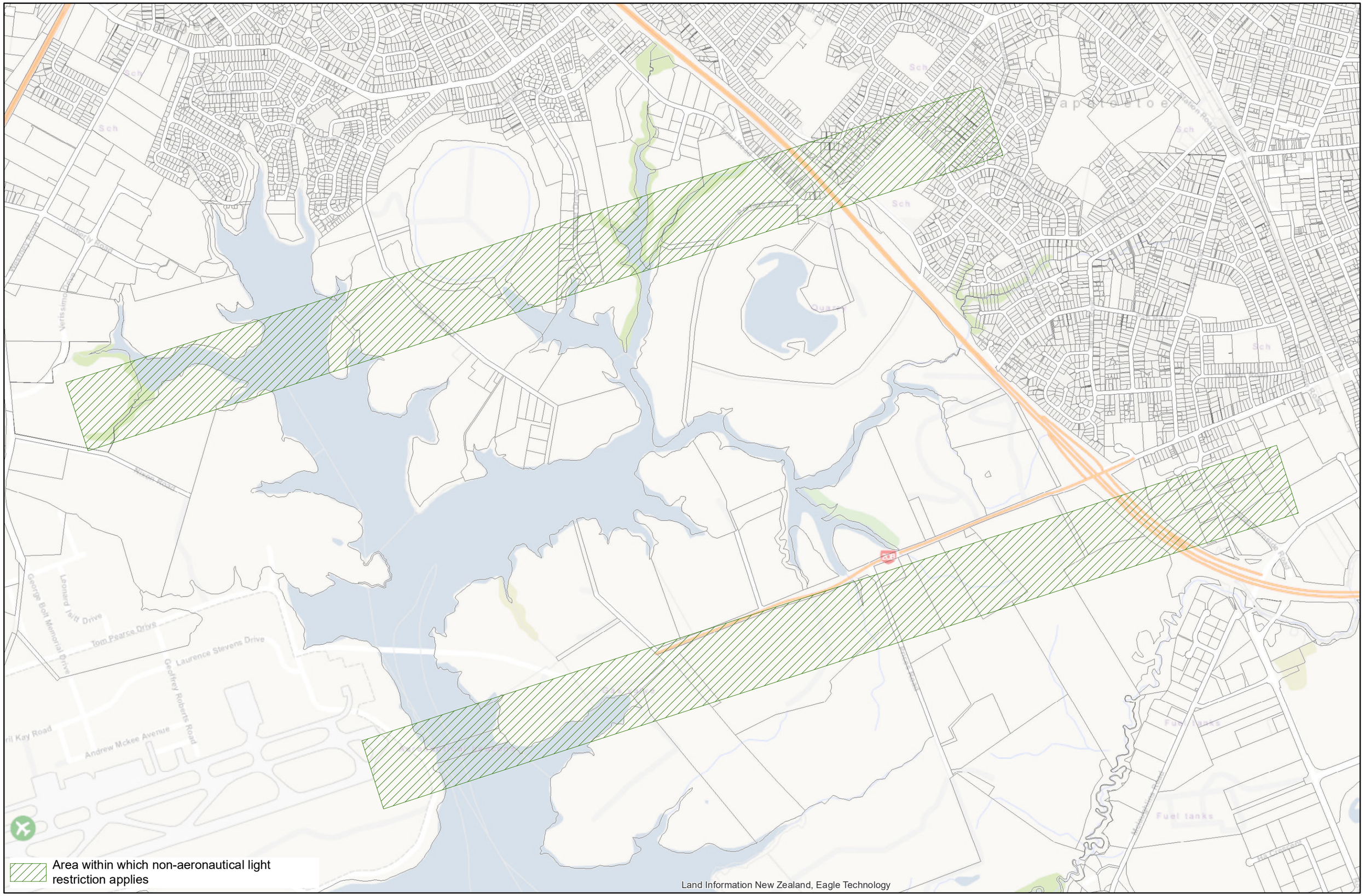


Figure 4: Requirements for Non Aronautical Ground Lights

Attachment 3: Updated text and diagrams

1100 Auckland International Airport

Designation Number	1100
Requiring Authority	Auckland International Airport Limited
Location	George Bolt Memorial Drive, Mangere
Rollover Designation	Yes
Legacy Reference	Designation 231, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

The land to which this designation applies ("**the designated area**") may be used for activities for the operation of Auckland International Airport ("**the Airport**") subject to the conditions set out below, including but not limited to:

- aircraft operations,
- runways,
- taxiways and other aircraft movement areas,
- aprons,
- terminals,
- rescue facilities,
- navigation and safety aids,
- maintenance and servicing facilities including the testing of aircraft engines (in situ or otherwise),
- catering facilities,
- freight facilities,
- quarantine and incineration facilities,
- fuelling facilities including Joint User Hydrant Installations,
- stormwater facilities,
- roads,
- monitoring activities,
- site investigation activities,
- vehicle parking and storage,
- rental vehicle activities,
- vehicle valet activities,
- public transport facilities,
- landscaping,
- flags,
- signs,
- the relocation of heritage buildings from elsewhere within this Designation and the subsequent restoration and use of those buildings for purposes compatible with their heritage values;
- offices associated with any of the foregoing activities; and

- all related construction and earthwork activities.

Conditions

1. For the purposes of this designation, unless the context otherwise requires:

"**Activities Sensitive to Aircraft Noise**" or "**ASAN**" means any dwellings, boarding houses, tertiary education facilities, marae, integrated residential development, papakainga, retirement village, supported residential care, educational facilities, care centres, hospitals and healthcare facilities with an overnight stay facility.

"**Aircraft Operations**" means:

- the landing and take-off of any aircraft at the Airport;
- the taxiing of aircraft associated with landing and take-off and other surface movements of aircraft for the purpose of taking an aircraft from one part of the Airport to another;
- aircraft flying along any Flight Path (refer definition below).

"**Aircraft Noise Notification Area**" or "**ANNA**" is the area generally between the 55 dB L_{dn} and 60 dB L_{dn} future aircraft noise contours as shown on the Aircraft Noise Overlay map for Auckland International Airport.

"**Aircraft Noise Community Consultative Group**" or "**ANCCG**" is that group referred to in Condition 9(a).

"**Airport**" means Auckland International Airport.

"**Air Shows**" for the purpose of Condition 8 means a sequence of unscheduled Aircraft Operations of a maximum of three days duration, occurring at a frequency not exceeding one per year, which is organised to provide a spectacle for members of the public.

"**Annual Aircraft Noise Contour**" or "**AANC**" means an L_{dn} contour published by AIAL annually as a prediction of noise from Aircraft Operations for the following 12 months (excluding noise excepted from the limit in Conditions 5 and 6, by virtue of Condition 8 of this designation). The prediction is based on monitoring undertaken in accordance with Condition 5(d).

"**Annual Noise Management Report**" means the noise management report described in Condition 9.

"**Auckland International Airport Limited**" or "**AIAL**" is the requiring authority under this designation.

"**Council**" means the Auckland Council or any committee, sub-committee, or person to whom the relevant powers, duties and discretions of the Council have been delegated lawfully.

"**Designated area**" is the area shown as the designated area in the Council's Auckland Unitary Plan GIS viewer.

"**Existing Building**" means any building:

- that existed at 10 December 2001 and was being used for an ASAN at that time; or
- that existed at 18 November 2019 and was being used for an ASAN at that time and is within the area shown on the plans in Attachment C to this designation; or
- for which a resource consent for an ASAN was granted by 10 December 2001; or

- which was shown on an outline plan that was lodged with the Council under section 176A of the Resource Management Act 1991 ("**RMA**") and was beyond challenge as at 10 December 2001.

"**Existing Runway**" means the runway located to the south of the Airport's terminal facilities with an Operational Length of 3,635 metres.

"**Flight Path**" means the actual path of an aircraft in flight, following take-off from or prior to landing at the Airport, for so long as that aircraft is within the area of the Control Zone shown in Figure 2 of this designation.

"**Future Aircraft Noise Contour**" or "**FANC**" means each of the long term predicted noise contours shown on the Future Aircraft Noise Contour map for Auckland International Airport in Appendix 19 of the Auckland Unitary Plan.

"**High Aircraft Noise Area**" or "**HANA**" is the area generally within the 65dB L_{dn} future aircraft noise contours as shown on the Aircraft Noise Overlay map for Auckland International Airport.

"**L_{dn} Contour**" means a line connecting points of equal day/night sound level (dB L_{dn}).

"**Moderate Aircraft Noise Area**" or "**MANA**" is the area generally between the 60dB L_{dn} and 65dB L_{dn} future aircraft noise contours as shown on the Aircraft Noise Overlay map for Auckland International Airport.

"**Noise Minimisation Procedures**" includes:

- procedures and measures adopted to ensure compliance with noise limits for:
  - Aircraft Operations in Condition 5; and
  - Engine Testing on Aircraft in Condition 13;
- Civil Aviation Authority ("CAA") noise rules applicable to the Airport from time to time;
- voluntary or self imposed procedures or measures for the reduction of aircraft noise.

"**Non-Jet Aircraft**" means any aircraft that is not a turbo-jet or a turbo-fan powered aircraft. For the avoidance of doubt turbo-prop aircraft are non-jet aircraft.

"**Northern Runway**" means the runway that is located to the north of the Airport's terminal facilities with an Operational Length of 2,983 metres once constructed.

"**Operational Length**" is the length of Runway available and suitable for the ground run of an aircraft taking off, in accordance with the Civil Aviation Advisory Circular 139-6 Revision 5 dated 9 August 2016 called the "Take-Off Run Available" or "TORA".

"**Principal Living Room**" means the room which the owner identifies as the principal living room.

"**Runway**" means a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

"**Working Days**" are those days defined by the RMA.

Runway System

2. The following limitations in this Condition apply to all runways:

   a. Subject to clause (b) of this Condition, the number of runways shall not exceed two.

b. Nothing in this Condition shall preclude the use of the taxiway of the Existing Runway for the take-off and landing of aircraft (i.e. as a runway) in substitution for the Existing Runway:

- where the Existing Runway is under repair; or
- in an emergency.

Note:
Use of the taxiway as a runway will be subject to approval under the Civil Aviation Act 1990.

3. a. The Operational Length of the Northern Runway shall not exceed 2,983 metres;

b. The provisions of section 176A of the RMA shall apply to the construction, reconstruction or replacement of the Northern Runway.

4. Non-Jet Aircraft using the Northern Runway between the hours of 10.00pm and 7.00am, and jet aircraft using the Northern Runway between the hours of 10.00pm and 7.00am, shall not depart to or arrive from the east except in cases of:

a. aircraft landing or taking off in an emergency;

b. emergency flights required to rescue persons from life-threatening situations or to transport patients, human vital organs or medical personnel in a medical emergency;

c. the operation of unscheduled flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 2002;

d. Aircraft Operations resulting from an emergency which necessitates the closure of the Existing Runway;

e. Aircraft Operations resulting from the temporary closure of the Existing Runway for essential maintenance which necessitates the unrestricted use of the Northern Runway.

Explanatory Note for Condition 4 — Northern Runway: Night-Time Restriction

i. Throughout the life of this Unitary Plan it is AIAL's clear intention to maximise the use of the Existing Runway at night and as a result, during the lifetime of this Unitary Plan, Non-Jet Aircraft using the Northern Runway between the hours of 10.00pm and 7.00am, and jet aircraft using the Northern Runway between the hours of 10.00pm and 7.00am, are not permitted to depart to or arrive from the east except within the limited exceptions provided for in this Condition.

ii. For the avoidance of doubt, the need or otherwise for a similar night time restriction on use of the Northern Runway in any subsequent unitary plan will be assessed at the relevant time, and the presence of this Condition on this designation is not intended as an indication that such a condition will or will not be appropriate in any future designation for the Airport.

Noise from Aircraft Operations

5. Subject to Conditions 6 and 7 below, noise from Aircraft Operations shall not exceed a noise limit of:

a. A Day/Night Level of 65 dB L_{dn} anywhere outside the HANA. For the purpose of this control, aircraft noise shall be measured in accordance with NZS 6805:1992 and calculated as a 12 month rolling logarithmic average; and

b. A Day/Night Level of 60 dB L_{dn} anywhere outside the HANA and the MANA. For the purpose of this control, aircraft noise shall be calculated as a 12 month rolling logarithmic average using recognised aircraft noise modelling software and records of actual Aircraft Operations.

c. Clauses (a) and (b) of this Condition do not apply within the designated area or within the Coastal Marine Area.

d. In addition, AIAL shall:

i. monitor noise from Aircraft Operations at a minimum of three locations associated with the Existing Runway which are as near as practicable to the boundary of the HANA to obtain an accurate reading so as to demonstrate compliance with (a) above;

ii. monitor noise from Aircraft Operations at a minimum of two locations associated with the Northern Runway so as to demonstrate compliance with (b) above. The required monitoring may be undertaken at points in the MANA and then by calculating the corresponding noise level at the MANA boundary;

iii. use recognised aircraft noise modelling software and noise monitoring data to calculate whether noise from Aircraft Operations complies with (b) above;

iv. calculate noise levels at every other location necessary to ensure compliance with this Condition and with Condition 10.

The results of this monitoring shall be included in the Annual Noise Management Report.

5A. Six years after the commencement of Aircraft Operations on the Northern Runway, AIAL shall review the spatial extent of the HANA, MANA and ANNA in this designation for the ongoing operation of the Airport. This review shall be undertaken by a suitably qualified and experienced person and include (but not be limited to) consideration of the actual level of aircraft noise generated, updated forecast of future aircraft activity, updated methods of air navigation and the selected runway mode of operation. The review, including its findings and reasons for any recommended amendments (or reasons why amendments are not recommended) must be completed within 6 months, then submitted to the Council for written certification and published on AIAL's website.

If, as a result of this review an amendment is necessary to the spatial extent of the HANA, MANA and / or ANNA in this designation, AIAL shall:

a. give notice to the Council pursuant to section 181(1) of the RMA of its requirement to alter the extent of the HANA, MANA and / or ANNA; and

b. request a corresponding change to the Auckland Unitary Plan to alter the extent of the Aircraft Noise Overlay pursuant to clause 21 of Schedule 1 of the RMA.

This condition is offered by AIAL on an *Augier* basis and forms part of the designation.

Interim Noise Control on Northern Runway

6. a. For the first five years following the commencement of aircraft operations on the Northern Runway:

i. noise from Aircraft Operations associated with the Northern Runway shall not exceed 58.5 dB L_{dn} at the intersection of the Northern Runway centreline and State Highway 20, and at the southernmost part of Naylors Drive. For the purpose of this control, compliance may be assessed by measuring aircraft noise at an alternative location (closer to the Airport) and calculating the corresponding noise level at the intersection of the Northern Runway centreline and State Highway 20, and at the southernmost part of Naylors Drive. In addition, for the purpose of this control, aircraft noise shall be measured in accordance with NZS 6805:1992 and calculated as a 12 month rolling logarithmic average. The measurements and calculations for any such assessment shall be produced by AIAL if requested by the ANCCG and, if required by the ANCCG, shall be subject to independent review and verification.

ii. wide body (Code D, E and F) jet aircraft shall not depart from the Northern Runway to the west between the hours of 10pm and 7am.

b. Clause (a)(i) of this Condition shall not apply from the date of receipt by the Council of a certificate from a suitably qualified independent person proposed by AIAL and approved by the Council, certifying that, either of the following circumstances apply:

i. There is a need to establish new operations, or relocate existing operations, because there are insufficient apron areas or taxiway capacity alongside the Existing Runway, or a new or existing operation requires facilities or services not available at the Existing Runway but which are or can be provided at the Northern Runway.

ii. Rehabilitation works on the Existing Runway require use of the Northern Runway to a level which would exceed the 58.5 dB L_{dn} at State Highway 20, and at Naylors Drive control locations to maintain current and projected demand.

c. The suitably qualified independent person referred to in Condition 6(b) above shall include, when supplying any certificate to the Council, a report which contains:

- A summary of the information provided to the suitably qualified independent person by AIAL; and

- The suitably qualified independent person's reasons for supplying the certificate.

d. The costs of the suitably qualified independent person shall be met by AIAL.

7. Exceedance by up to 1 dB L_{dn} of the noise limits in Conditions 5 and 6 is permitted, provided AIAL demonstrates at the request of, and to the satisfaction of, the Council that any such exceedance is due to atypical weather patterns (including wind speed and direction) during the measurement period, such as produced by the El Nino/La Nina climatic oscillation.

8. Aircraft Operations described in clauses (a) to (g) of this Condition, below, are excluded from the calculation of the rolling logarithmic average in Conditions 5, 6 and 7 above:

a. Aircraft landing or taking off in an emergency;

b. Emergency flights required to rescue persons from life-threatening situations or to transport patients, human vital organs or medical personnel in a medical emergency;

c. The operation of unscheduled flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Emergency Management Act 2002;

d. Aircraft Operations resulting from an emergency which necessitates the closure of the Existing Runway;

e. Aircraft Operations resulting from the temporary closure of the Existing Runway for essential maintenance which necessitates the unrestricted use of the Northern Runway;

f. Aircraft using the Airport as a planned alternative to landing at a scheduled airport elsewhere;

g. Air Shows.

Noise Management

ANCCG

9. a. AIAL shall maintain at its cost, the existing ANCCG within the Terms of Reference which are contained in Attachment A (ANCCG Terms of Reference) of this designation, or such other terms or amended terms of reference that are approved by the Council pursuant to Part 8 of the RMA.

Annual Noise Management Report

b. Without in any way limiting its obligations to fully comply with the conditions attaching to this designation, AIAL shall publish every 12 months, an Annual Noise Management Report which details:

- calculations and findings of monitoring required by Condition 5(d);
- calculations and findings of monitoring required by Condition 6(a);
- results of any surveys undertaken with owner(s) as to satisfaction with the installation of acoustic treatment measures in accordance with Condition 10;
- any recommendations for initiatives, methods and procedures that could be implemented to reduce noise levels from all aspects of Aircraft Operations and engine testing for the following 12 months; and
- any investigations, methods, procedures (including noise abatement procedures) and resources put in place in the year prior, either exclusively or in combination with other parties, to reduce noise levels from all aspects of Aircraft Operations and engine testing and the outcomes of those

methods, procedures and resources as they relate to the reduction of aircraft noise.

The report shall be published on AIAL's website and a copy shall be made available to both the Council and the ANCCG.

Reporting of Noise Complaints

c. The procedure for the recording, responding and reporting of complaints received in respect of noise from Aircraft Operations, engine testing activities and any other activities generating noise at the Airport shall be published on AIAL's website.

Reporting of Exceptions

d. AIAL shall maintain a register (electronic and hard copy) which is available for public inspection of all exceptions to the Noise Minimisation Procedures. The register shall list:

- The date and time of the exception;
- An explanation for the exception;
- Any actions undertaken to prevent a recurrence of the exception.

For the avoidance of doubt an exception includes:

- A breach of noise limits in Conditions 5, 6 and 13;
- A breach of the CAA noise rules applicable to the Airport which has been the subject of an investigation by AIAL into a related complaint;
- Any lapse in AIAL's voluntary or self-imposed procedures for the reduction of aircraft noise.

Noise Mitigation Programme

10. The development or use of any runway is subject to compliance with clauses (a) to (m) of this Condition (called in this designation, the "Noise Mitigation Programme"):

a. For the purpose of determining compliance with clauses (b) to (m) of this condition, AIAL has supplied to the Council:

i. A list identifying all sites wholly or partly within the HANA and the MANA ("affected sites");

ii. A list of the legal descriptions and street addresses of all the affected sites; and

iii. Details of any Existing Building located on the affected sites.

Proviso:

Where a site lies within a mixture of HANA and MANA, or is partly located within one of those noise areas, then for the purposes of clauses (b) to (m) of this Condition:

- If any Existing Building is located wholly or partly within the HANA, that Existing Building shall be deemed to be in the HANA;

- If any Existing Building is located wholly outside the HANA, but wholly or partly within the MANA, that Existing Building shall be deemed to be in the MANA.

Further provisos:

- For the avoidance of doubt, nothing in clauses (b) to (m) of this Condition shall be treated as requiring AIAL to fund acoustic treatment and ventilation measures in Existing Buildings that are located wholly outside the HANA and the MANA.

- Clauses (b) to (m) of this Condition do not apply to those properties that have previously accepted Auckland Airport's offer to install acoustic treatment and related ventilation measures under this Condition prior to 18 November 2019.

Existing Buildings Located within the HANA

b. Before any part of an affected site falls within the 65dB L_{dn} AANC, AIAL shall, in respect of any Existing Building in the HANA on that site (other than any building used as educational facilities or as a registered pre-school) make an offer to the owner(s) to install, at AIAL's sole cost (and if the offer is accepted, install), acoustic treatment, related ventilation measures and cooling measures to achieve, in the manner provided for in clause (l) of this Condition, an internal acoustic environment in the existing habitable rooms of the building(s) (with all external doors of the building and all windows of the habitable rooms closed), of 40 dB L_{dn}. These measures shall include but not be limited to:

i. A ventilation system that:

- Provides at least 1 air change of outdoor air per hour in the principal living room of each building and 3 air changes of outdoor air per hour in the other habitable rooms of each building, in each case with all external doors and windows of the building closed with the exception of such windows in non habitable rooms that need to be ajar to provide air relief paths;

- Enables the rate of airflow to be controlled across the range, from the maximum airflow capacity down to 0.5 air changes (plus or minus 0.1) of outdoor air per hour in all habitable rooms and is capable of being individually switched on and off by the building occupants;

- Limits internal air pressure to not more than 30 pascals above the ambient air pressure; and

- Creates no more than 40 dB L_{Aeq} in the principal living room, no more than 30 dB L_{Aeq} in the other habitable rooms, and no more than 40 dB L_{Aeq} in any hallway, in each building. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

ii. A hi-wall heat pump in the principal living room providing a minimum of 3KW of heating and cooling and not exceeding an internal noise level of 40 dB L_{Aeq};

iii. Thermal grade (minimum R1.8) ceiling insulation to all habitable rooms where equivalent ceiling insulation is not already in place; and

iv. A mechanical kitchen extractor fan and kitchen range hood ducted directly to the outside to serve any cooking hob, if such extractor fan and kitchen range hood is not already installed and in sound working order.

The above mentioned offer shall be made on the following basis:

i. any structural or other changes required under the Building Act 2004 ("Building Act") or otherwise to enable the installation of the acoustic treatment, related ventilation measures and cooling measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to:

- bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part thereof was constructed; or

- remove any asbestos that is likely to be disturbed by the installation of the acoustic treatment, related ventilation measures and cooling measures in any building (having regard to AIAL's obligations under the Health and Safety at Work (Asbestos) Regulations 2016); and

ii. the owner(s) accepting an obligation to enter into a covenant in the terms set out in clause (m) of this Condition.

Provisos:

- If requested by the owner, AIAL may, at its discretion, install or contribute to the cost of the installation of alternative ventilation measures to those described in clause (b) of this Condition (which may result in a different acoustic internal environment), subject to the owner being granted any necessary building or resource consents, the Council waiving AIAL's obligations in respect of the required ventilation measures listed above and the provisions of clauses (j) to (l) applying with the necessary modifications.

- AIAL shall not be in breach of clause (b) of this Condition where it is not reasonably practicable to achieve an internal acoustic environment of 40dB L_{dn} applying the measures in clause (b) of this Condition in existing habitable rooms of Existing Buildings having regard to:

  - the type, structural nature, age or state of repair of the Existing Building; and / or

  - the desirability to maintain heritage features of the Existing Building; and

  provided that in each of those cases the internal acoustic environment does not exceed 45 dB L_{dn}.

Existing Buildings Located Within the MANA

c. Before any part of an affected site falls within the 60 dB L_{dn} AANC AIAL shall, in respect of any Existing Building in the MANA on that site (other than any building used as educational facilities or as a registered pre-school) make an offer to the owner(s) to install (and if the offer is accepted, install):

i. A ventilation system that:

- Provides at least 1 air change of outdoor air per hour in the principal living room of each building and 3 air changes of outdoor air per hour in the other habitable rooms of each building, in each case with all external doors and windows of the building closed with the exception of such windows in non-habitable rooms that need to be ajar to provide air relief paths;

- Enables the rate of airflow to be controlled across the range, from the maximum airflow capacity down to 0.5 air changes (plus or minus 0.1) of outdoor air per hour in all habitable rooms and is capable of being individually switched on and off by the building occupants;

- Limits internal air pressure to not more than 30 pascals above the ambient air pressure; and

- Creates no more than 40 dB L_{Aeq} in the principal living room, no more than 30 dB L_{Aeq} in the other habitable rooms, and no more than 40 dB L_{Aeq} in any hallway, in each building. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

ii. A hi-wall heat pump in the principal living room providing a minimum of 3KW of heating and cooling and not exceeding an internal noise level of 40 dB L_{Aeq}; and

iii. A mechanical kitchen extractor fan and kitchen range hood ducted directly to the outside to serve any cooking hob, if such extractor fan and kitchen range hood is not already installed and in sound working order.

The abovementioned offer shall be made on the following basis:

i. Any structural or other changes required under the Building Act or otherwise, to enable the installation of the acoustic treatment, related ventilation measures and cooling measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to:

- bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part was constructed; or

- remove any asbestos that is likely to be disturbed by the installation of the acoustic treatment, related ventilation measures and cooling measures in any building (having regard to AIAL's obligations under the Health and Safety at Work (Asbestos) Regulations 2016).

ii. The owner(s) accepting an obligation to enter into a covenant in the terms set out in clause (m) of this Condition;

iii. AIAL shall contribute 75% of the cost of the above works; and

iv. The owner agrees to contribute the balance of the cost which may be funded by contribution received from the Aircraft Noise Mitigation fund as set out in Condition 12(c).

v. Clauses (iii) and (iv) shall not apply to Pūkaki Marae. AIAL shall contribute 100% of the cost of the above works for Pūkaki Marae.

Proviso:

If requested by the owner, AIAL may, at its discretion, install or contribute to the cost of the installation of alternative ventilation measures to those described in this clause, subject to the owner being granted any necessary building or resource consents, the Council waiving AIAL's obligations in respect of the required ventilation measures in this clause, and the provisions of this clause and clauses (j) to (l) applying with the necessary modifications.

Existing Registered Pre-schools Located Within the HANA

d. Before any part of an affected site falls within the 60 dB L_{dn} AANC, AIAL shall, in respect of any Existing Building in the HANA on that site used as a registered pre-school, make an offer to the owner(s) to install at AIAL's sole cost (and if the offer is accepted, install), in all learning areas:

i. Acoustic treatment measures to achieve, in the manner provided for in clause (l) of this Condition, an internal acoustic environment in each learning area (with all external doors and windows of the learning area closed) of 40 dB L_{dn}; and

- Mechanical ventilation system or mechanical ventilation systems for each learning area:

- Designed to achieve indoor air temperatures not less than 16 degrees celsius in winter at 5% ambient design conditions as published by the National Institute of Water & Atmospheric Research ("NIWA") (NIWA, Design Temperatures for Air Conditioning (degrees Celsius), Data Period 1991-2000);

- Capable of providing (when all external doors and windows of the learning area are closed) outdoor air ventilation at the rate of 15 litres of air per second per square metre for the first 50 square metres and 7.5 litres of air per second per square metre of remaining area;

- Capable of enabling the rate of air flow to be controlled across the range, from the maximum air flow capacity down to 8 litres of air per second per person for the maximum number of people able to be accommodated in the learning area at one time;

- Otherwise complying with the New Zealand Standard NZS 4303:1990 *Ventilation for Acceptable Indoor Air Quality;*

- Each ventilation system shall be capable of being individually switched on and off by the building occupants; and

- Capable of creating no more than 35 dB L_{Aeq} in each learning area, and no more than 40 dB L_{Aeq} in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

The abovementioned offer shall be made on the following basis:

i. any structural or other changes required under the Building Act or otherwise required to enable the installation of the acoustic treatment and related ventilation measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to:

- bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part thereof was constructed; or

- remove any asbestos that is likely to be disturbed by the installation of the acoustic treatment and related ventilation measures in any building (having regard to AIAL's obligations under the Health and Safety at Work (Asbestos) Regulations 2016); and

ii. the owner accepting an obligation to enter into a covenant in the terms set out in clause (m) of this Condition.

Existing Registered Pre-schools Located Within the HANA or the MANA

e. Before any part of an affected site falls within the 60 dB L_{dn} AANC, AIAL shall in respect of any Existing Building in the HANA or the MANA on that site used as a registered pre-school, make an offer to the owner(s) to install (and if the offer is accepted, install) at AIAL's sole cost:

i. A mechanical ventilation system or mechanical ventilation systems for each learning area:

- Designed to achieve indoor air temperatures not less than 16 degrees Celsius in winter at 5% ambient design conditions as published by NIWA (NIWA, Design Temperatures for Air Conditioning (degrees Celsius), Data Period 1991-2000);

- Capable of providing (when all external doors and windows of the learning area are closed) outdoor air ventilation at the rate of 15 litres of air per second per square metre for the first 50 square metres and 7.5 litres of air per second per square metre of remaining area;

- Capable of enabling the rate of air flow to be controlled across the range, from the maximum air flow capacity down to 8 litres of air per second per person for the maximum number of people able to be accommodated in the learning area at one time;

- Otherwise complying with the New Zealand Standard NZS 4303:1990 *Ventilation for Acceptable Indoor Air Quality*;

- Each ventilation system shall be capable of being individually switched on and off by the building occupants; and

- Capable of creating no more than 35 dB L_{Aeq} in each learning area, and no more than 40 dB L_{Aeq} in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

ii Thermal grade (minimum R1.8) ceiling insulation in all learning areas where equivalent ceiling insulation is not already in place.

Proviso:

If the owner wishes to install a ventilation system at greater cost, (e.g. an air conditioning system), then AIAL shall contribute the equivalent cost of the ventilation system(s) prescribed in clause (c) of this Condition.

The abovementioned offer shall be made on the following basis:

i. any structural or other changes required under the Building Act or otherwise required to enable the installation of the acoustic treatment and ventilation measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to:

- bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part thereof was constructed; or

- remove any asbestos that is likely to be disturbed by the installation of the acoustic treatment and related ventilation measures in any building (having regard to AIAL's obligations under the Health and Safety at Work (Asbestos) Regulations 2016); and

ii. the owner(s) accepting an obligation to enter into a covenant in the terms set out in clause (m) of this Condition.

Existing Educational Facilities Within the HANA or the MANA

f. Before any part of an affected site falls within the 60 dB L_{dn} AANC, AIAL shall, in respect of any Existing Building in the HANA or MANA on that site used as an educational facility or facilities, make an offer to the owner(s) to install (and if the offer is accepted, install) acoustic treatment and related ventilation measures to achieve, in the manner provided for in clause (l) of this Condition, an internal acoustic environment in all existing classrooms, libraries and halls (with all external doors and windows of the classrooms, libraries and halls closed) of 40 dB L_{dn}, together with related ventilation requirements. These measures shall include but not be limited to:

i. In the case of classrooms and libraries, air conditioning and/or a mechanical ventilation system or mechanical ventilation systems for each classroom and library, that are:

- Designed to achieve indoor air temperatures not less than 16 degrees Celsius in winter and not greater than 27 degrees Celsius in summer at 5% ambient design conditions as published by NIWA (NIWA, Design Temperatures for Air Conditioning (degrees Celsius), Data Period 1991-2000);

- Capable of providing outdoor air ventilation at the rate of 8 litres of air per second per person for the maximum number of people able to be accommodated in any such room at one time ("**the required airflow**");

- Capable of enabling, (in the case of classrooms or libraries in which only mechanical ventilation systems are used to satisfy the above temperature and outdoor air requirements), the outdoor airflow to be controlled across the range, from the maximum airflow capacity down to the required airflow when all external doors and windows of the classroom or library are closed;

- Otherwise complying with the New Zealand Standard NZS 4303:1990 Ventilation for Acceptable Indoor Air Quality; and

- Capable of creating no more than 35 dB L_{Aeq} in each classroom, no more than 40 dB L_{Aeq} in each library, and no more than 40 dB L_{Aeq} in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

ii. in the case of halls, a mechanical ventilation system or mechanical ventilation systems for each hall capable of:

- Providing at least 12 litres of outdoor air per second per square metre with all external doors and windows of the hall closed;

- Enabling the outdoor airflow to be controlled across the range, from the maximum airflow down to the rate of 8 litres of outdoor air per second per person for the maximum number of occupants able to be accommodated in the hall at one time;

- Otherwise complying with the New Zealand Standard NZS 4303:1990 Ventilation for Acceptable Indoor Air Quality; and

- Creating no more than 35 dB L_{Aeq} in each hall, and no more than 40 dB L_{Aeq} in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

iii. Thermal grade (minimum R1.8) ceiling insulation shall be provided in the case of school halls where equivalent ceiling insulation is not already in place.

The abovementioned offer shall be made on the basis that any structural or other changes required under the Building Act or otherwise to enable the installation of the acoustic treatment and related ventilation measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to:

- bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part thereof was constructed; or

- remove any asbestos that is likely to be disturbed by the installation of the acoustic treatment, related ventilation measures and cooling measures in any building (having regard to AIAL's obligations under the Health and Safety at Work (Asbestos) Regulations 2016).

New Buildings at Existing Educational Facilities Within the MANA

g. Where, in the case of educational facilities established within the MANA before 10 December 2001:

i. A new classroom, library, or hall is to be established; or

ii. An addition or alteration is to be made to any existing classroom, library or hall, and the new classroom, library or hall, or the addition or alteration, is not by definition, an

Existing Building, then AIAL upon receiving advice of the proposed works, shall make an offer to the owner(s) of the relevant educational facilities to provide funding (and if the offer is accepted, provide funding) for acoustic treatment and related ventilation measures to achieve an internal acoustic environment (with all external doors and windows of the classrooms, libraries or halls closed) of 40 dB L_{dn} for all such new facilities along with ventilation to a standard consistent with clause (f) of this Condition, above, provided that this offer shall be conditional on:

- The owner agreeing to contribute 25% of the costs of the acoustic treatment and ventilation measures;

- Construction of the new or additional facilities otherwise complying with the relevant requirements of the Building Act and any relevant legislation, and further provided that AIAL's obligations under clause (g) of this Condition shall only extend, in the case of additional classrooms, libraries or halls, to those which the Regional Network Manager — Auckland of the Ministry of Education or successor of that office certifies are required as a result of roll growth caused by underlying increases in population in the catchment in the immediate vicinity of the educational facility.

h. The offer referred to in clause (g) of this Condition may be made on the basis that if the new or additional facilities are removed from the affected site before the 60 dB L_{dn} AANC reaches the affected site, any cost incurred by AIAL in respect of that building shall be returned to AIAL.

New Public Schools or Pre-schools Within the MANA

i AIAL shall offer the owner(s) of any new public (i.e. non-private or integrated) school or preschool to be established on affected sites located within the MANA, funding (and if the offer is accepted, provide funding) for acoustic treatment and related ventilation measures to meet the requirements in, and to a standard consistent with, clause (g) of this Condition, above, provided that this offer shall be conditional on:

- The owner agreeing to contribute 50% of the costs of the acoustic treatment and ventilation measures;

- The Regional Network Manager — Auckland of the Ministry of Education or successor of that office certifying, following consultation on the issue of location with AIAL, that the proposed new school or preschool could not reasonably be located outside the MANA, such consultation having been undertaken as soon as reasonably practicable before selecting a potential new school or pre-school site.

Building Act 2004

j. All work undertaken pursuant to the terms of this Condition (Condition 10) shall be in accordance with the Building Act and any other relevant legislation.

k. Nothing in this Condition (Condition 10) shall require AIAL to fund any measures required to bring a building up to the standard of the building regulations that applied when the building was constructed or the relevant part thereof was last modified.

Certified Standard Packages and Individual Packages

l. Where this Condition (Condition 10) requires AIAL to offer to provide acoustic treatment and ventilation measures, AIAL:

i. Has developed standard acoustic and ventilation treatment packages for as many types of building for each FANC, as is practicable ("**standard packages**"). These standard packages may be updated or further developed at any time. Each standard package shall be:

- Sufficient to achieve the internal acoustic environment and ventilation requirements specified in this Condition (Condition 10) for the type of building within the FANC for which the package has been developed;

- Certified to that effect by a suitably qualified independent person (or persons) nominated by AIAL and approved by the Council ("**an approved person**") ("**certified standard package**"); and

- Developed in consultation with the Building Research Association of New Zealand.

For the avoidance of doubt the standard packages are intended to mitigate against aircraft noise, not against other sources which may have different characteristics and hence require different attenuation in respect to the treatment measures on offer;

ii. Shall offer to install (and if the offer is accepted, install) the relevant certified standard package, which has been certified by an approved person as being suitable to fulfil the requirements of this Condition (Condition 10) for the building and FANC within which the building is located; and in all other cases, shall offer a package certified by an approved person as suitable, at the time of the offer, to achieve the internal acoustic environment and ventilation requirements specified in this Condition (Condition 10) for the FANC within which the building is located ("**certified individual package**") and if that offer is accepted, shall install the certified individual package.

Covenants

m. AIAL shall not be obliged to undertake any work pursuant to clauses (b) to (e~~h~~) of this Condition (Condition 10) unless the owner of the particular affected site agrees to enter into a covenant with AIAL (which shall be registered on the site's title) in the terms set out in Attachment C of this designation with such necessary changes, approved by the Council. The cost of preparing and registering the covenant on the site's title shall be met by AIAL. AIAL shall meet the reasonable legal costs incurred by the owner for the perusal and approval of the covenant.

Monitoring of Noise Mitigation Programme

10A. AIAL is to monitor the implementation of the Noise Mitigation Programme as set out in Condition 10 and provide a written report setting out its findings in detail to the Council on an ongoing basis at six monthly intervals each year.

Preparation and Publication of the AANC

10B. AIAL shall:

a. Publish the procedure for the preparation of the 60 dB L_{dn} and 65 dB L_{dn} AANCs on its website.

b. Prepare annually the 60 dB L_{dn} and 65 dB L_{dn} AANCs.

c. Publish a public notice in:

i. One or more daily newspapers circulating in the areas contained in the HANA, MANA and ANNA; or

ii. One or more other newspapers that have at least an equivalent circulation, advising the public that:

- The AANCs have been prepared for the following twelve months;
- Explaining what the AANCs are and who is potentially affected; and
- That the AANCs are available for public inspection at such Council offices as determined by a designated Council officer approved by the Chief Executive of the Council.

Aircraft Noise Mitigation Fund

11. AIAL shall (at its cost and to the Council's satisfaction) maintain a Trust with two Trustees appointed by AIAL, two Trustees appointed from the community by the Council, and one Trustee appointed by the ANCCG.

12. AIAL shall contribute $340,670 (in 2017 New Zealand dollar terms) per annum plus GST if any (adjusted thereafter to compensate for inflation and increased annually from October 2017 by the percentage increase in the Consumer Price Index (All Groups) as provided for in Condition 12B, below), to a Noise Mitigation Fund, to be administered by the Trustees for the benefit of the local community affected by aircraft noise and located or residing within the HANA, MANA and ANNA, for the purpose of:

a. The mitigation of adverse effects associated with noise from Aircraft Operations which are not provided for under Condition 10 ("**other adverse effects**"); or

b. Ensuring positive effects on the external environment to offset those other adverse effects; or

c. Assisting an owner or owners to meet their share of the costs of acoustic treatment measures or enhancements as set out in Condition 10(c)(iv).

12A. On each anniversary of the Trust, AIAL will make a payment to the Trust of an amount sufficient to compensate for inflation over the immediately preceding annual period calculated in accordance with the following formula:

A x B%, where A is the previous year's contribution, and B is the percentage increase in the Consumer Price Index (All Groups) (or any substitute national measure of inflation) for that preceding 12 month period measured from June to June.

Explanatory Note, Aircraft Noise Mitigation Fund:

While there are various physical measures proposed by way of acoustic insulation and ventilation of buildings containing ASAN, the Aircraft Noise Mitigation Fund is designed to ensure that adverse effects of aircraft noise on the external environment which cannot be mitigated by physical means can at least be partially offset by providing positive effects in the form of enhanced cultural, recreational, educational, vocational, and other opportunities and facilities to affected residents. Those opportunities and facilities may be provided outside the affected area but should be readily available to affected residents.

Engine Testing on Aircraft

13. a. Any use of the designated area for the testing of engines which are in situ on an aircraft ("**in situ aircraft engines**") shall not exceed the following noise limits within the Identified Area shown on Figure 1 attached to this designation:

7 day rolling average	55 dB L_{dn}
10pm to 7am	75 dB L_{Amax}

For the purpose of this control, testing of in situ aircraft engines shall be measured in accordance with NZS 6801:2008 Acoustics Measurement of Environmental Sound.

b. AIAL shall monitor and record all testing of in situ aircraft engines and provide a summary report of the tests undertaken and the calculated noise levels whenever requested in writing by the ANCCG.

c. The testing of in situ aircraft engines is excluded from the calculation of the 7 day rolling average in clause (a) above where such testing is associated with work necessary to satisfy an airworthiness directive or other like safety requirement issued by the Minister of Transport, the Director of Civil Aviation or the Civil Aviation Authority, which requires within 7 days of the directive or requirement being issued, the ground running of the engines on:

i. All aircraft with a specific engine type; or

ii. aircraft of a specific make or model.

Prior to any testing excluded by this clause commencing, AIAL shall give written notice to the ANCCG and the Council explaining:

- The nature of and the reason for the testing;
- Its expected duration and noise effects; and
- Details of the directive or requirement received.

Other Noise

13A. Any use of the land for any purpose other than:

a. Aircraft Operations (Conditions 5 and 6);

b. testing of in situ aircraft engines (Condition 13);

c. the use of audible bird scaring devices for the discouragement of birds; and

d. construction works (condition 13B)

shall not exceed the following noise limits within the Identified Area shown on Figure 1 attached to this designation:

Average Levels			Maximum
dB L_{Aeq}			dB L_{Amax}
Monday to Saturday 7am-6pm (0700-1800)	Monday to Saturday 6pm-10pm (1800-2200) AND Sunday & Public Holidays, 7am-10pm (0700-2200)	At all other times	10pm-7am (2200-0700)
55	50	45	70

For the purpose of this control, Other Noise shall be measured in accordance with NZS 6801:2008 Acoustics Measurement of Environmental Sound and assessed in accordance with NZS 6802:2008 Acoustics — Environmental Noise.

Construction Noise

13B. All construction work shall be designed, managed and controlled to ensure that construction noise does not exceed the noise limits in the following tables. Sound levels shall be measured and assessed in accordance with NZS 6803:1999 Acoustics Construction Noise.

Recommended upper limits for construction noise received in residential zones, dwellings in rural zones, and the Special Purpose – Māori Purpose zone.

Time of week	**Time period**	**Duration of work**					
		Typical duration (dB)		**Short-term duration (dB)**		**Long-term duration (dB)**	
		L_{Aeq}	L_{AFmax}	L_{Aeq}	L_{AFmax}	L_{Aeq}	L_{AFmax}
Weekdays	0630-0730	60	75	65	75	55	75
	0730-1800	75	90	80	95	70	85
	1800-2000	70	85	75	90	65	80
	2000-0630	45	75	45	75	45	75
Saturdays	0630-0730	45	75	45	75	45	75
	0730-1800	75	90	80	95	70	85
	1800-2000	45	75	45	75	45	75
	2000-0630	45	75	45	75	45	75
Sundays and public holidays	0630-0730	45	75	45	75	45	75
	0730-1800	55	85	55	85	55	85
	1800-2000	45	75	45	75	45	75
	2000-0630	45	75	45	75	45	75

Recommended upper limits for construction noise received in business zones for all days of the year.

Time Period	Duration of work

	Typical duration (dB)	Short-term duration (dB)	Long-term duration (dB)
	L_{Aeq}	L_{Aeq}	L_{Aeq}
0730-1800	75	80	70
1800-0730	80	85	75

Construction Vibration

13C. Except where certified by the Council, construction vibration received by any building shall be measured and assessed in accordance with the German Standard DIN 4150-3:1999 "Structural vibration – Part 3: Effects of vibration on structures", and shall comply with the criteria set out as follows:

Type of structure	Short-term vibration				Long term vibration
	PPV at the foundation at a frequency of			PPV at horizontal plane of highest floor (mm/s)	PPV at horizontal plane of highest floor (mm/s)
	1 – 10 Hz (mm/s)	1 – 50 Hz (mm/s)	50 -100 Hz (mm/s)		
Commercial/Industrial	20	20-40	40-50	40	10
Residential/School	5	5-15	15-20	15	5
Historic or sensitive structures	3	3-8	8-10	8	2.5

N.B. PPV means Peak Particle Velocity

Explanatory note:

For the avoidance of doubt, conditions 13B and 13C do not apply to construction noise and vibration received in buildings on land to which this Designation applies.

Coastal Protection Yard

14. A coastal protection yard having a minimum depth of 20 metres shall be maintained where any part of the designated area abuts the Mean High Water Spring Tide Mark. No structure shall be erected in the coastal protection yard except essential Airport operational facilities (for example, security fences, navigational aids, rescue facilities and stormwater facilities) which require a location in the area of the coastal protection yard. Prior to any land modification works within the coastal protection yard, the requiring authority shall submit an outline plan to the Council for approval.

15. Subject to any waiver of this Condition, or any part of this Condition, prior to any land modification or development on any land within 200 metres of the northern boundary of the designated area east of Pūkaki Creek ("**northern boundary**"), the requiring authority shall submit an outline plan to the Council for approval which, without limiting the requirements of Section 176A of the RMA, shall show:

    a. Provision for the landscaping in native vegetation of a five metre wide strip along the northern boundary and a limitation on building height in relation to the northern boundary so that no part of any building shall project beyond a building envelope

contained by a 55 degree recession plane from points 2.5 metres above the northern boundary (i.e. maximum height = 2.5 metres plus 1.428 x distance from boundary).

b. Details of any land modification within:

i. 200 metres of the northern boundary which involves more than 500m^3 of earthworks; or

ii. 30 metres of the northern boundary which involves more than 200m^3.

c. The timetable for completion of the abovementioned landscaping, earthworks and remedial work.

d. The height, shape and bulk of any proposed structures.

16. For the purpose of conditions 14 and 15(b) details shall be given of the following:

Alteration to Natural Landscape

a. Whether any earthcut or fill will remove existing vegetation, alter the existing topography of the site, or affect existing natural features including landforms, and the impacts on the area's amenity values.

Alteration to cultural heritage sites or cultural landscape

b. Whether any earthcut, fill, structures or buildings will adversely affect values associated with cultural heritage sites or identified cultural landscapes.

Site Stability and Erosion

c. Whether the effects from natural hazards will be avoided, remedied or mitigated, and the extent to which earthworks affect the stability and erosion potential of the site and surrounding site.

Topography in Relation to Adjacent Land

d. Whether the site contours and final contours coordinate with the final levels of adjoining land.

Flooding

e. Whether the earthworks and final levels will adversely affect overland flowpaths or increase the potential for flooding within the site or surrounding area.

Utility Services

f. Whether the earthworks and final levels will adversely affect existing utility services.

Public Access to the Coastal Marine Area and Fossil Forest

17. AIAL shall provide road access for the public to the coastal marine area, through the designated area, to a point near the fossil forest (located in the coastal banks of Lot 2 DP 62092 and Allotment 164 Manurewa Parish) and shall provide pedestrian access from the end of that road down to Mean High Water Springs, so as to provide public access to the coastal marine area and the fossil forest.

Public Consultation

17A. a. Construction of the Northern Runway, shall not take place until AIAL has completed a process of public notification and consultation. The process of public notification and consultation shall include the following:

i. Written notice to the ANCCG (or its successor from time to time); and

ii. A public notice published in a daily newspaper circulating in the Auckland Council area, and in each of the local newspapers circulating in those parts of the Auckland Council area subject to the ANNA, MANA and HANA. Such notice to be published in each case twice at an interval of approximately a fortnight.

b. Each of the abovementioned notices shall include a brief description of the proposal and shall advise:

i. Where full details of the proposal can be inspected and copies of those details obtained;

ii. Of the opportunity to forward comments to AIAL about the proposal;

iii. The date by which comments about the proposal should be sent to AIAL, which date shall not be less than 20 working days from the date of the last of the public notices;

iv. Details of any additional consultation proposed by AIAL.

c. The information available for inspection under this Condition shall include the following:

i. Diagram(s) and description of the proposal including all associated work;

ii. A description of the proposed operating scenario for the Northern Runway;

iii. The reasons for the proposed operating scenario;

iv. The reasons for the proposal including an explanation of the need for the Northern Runway to have the proposed Operational Length;

v. Reference to any relevant reports; and

vi. Any other information AIAL wishes to make available for the purpose of explaining the proposal or in respect of which it would like to invite comments.

d. AIAL shall consider any comments made to it pursuant to the notification and consultation process described above before deciding whether or not to proceed with the proposal. If AIAL decides to proceed, it shall provide as soon as possible to the Council copies of all comments received, together with written advice of:

i. Details of the notification and consultation undertaken;

ii. A summary of comments received;

iii. A statement describing the actions planned, if any, in respect to the comments received; and

iv. A statement explaining the reasons for the actions to be taken or the decision not to take any action.

e. AIAL shall regularly consult the ANCCG and seek its input and comment on community consultation that the latter may recommend to inform the public from time to time on any matter relating to the Northern Runway.

Outline Plan

18. Where AIAL seeks to rely on the provisions of the designation for any works within its land, an outline plan of any work to be constructed on the designated area must be submitted to the Council pursuant to section 176A of the RMA unless the works have been otherwise approved under the RMA or the details of the work are incorporated in the designation or Council waives the requirement for an outline plan. For any proposed work to be constructed for taxiing of aircraft on the designated area north of the Northern Runway, the outline plan shall include, in addition to the matters required under section 176A of the RMA, an analysis and prediction of the noise associated with the Aircraft Operations component of the proposal so as to demonstrate compliance with Condition 5.

Mana whenua

19. AIAL shall engage with Te Ākitai Waiohua, Te Kawerau Iwi Tribal Authority and Makaurau Marae Māori Trust (individually if so requested) when preparing any relevant plans, including Reptile Management, Wildlife Hazard Management, Erosion and Sediment Control and Stormwater Management plans, as part of any Outline Plan for the Northern Runway, and also provide these groups with the opportunity to review and comment on these plans.

20. Within six months of 18 November 2019, AIAL shall collaborate with Te Ākitai Waiohua, Te Kawerau Iwi Tribal Authority and Makaurau Marae Māori Trust (individually if so requested) to prepare agreed Koiwi Protocol and Interment Plan(s) and an agreed iwi/cultural monitoring programme prior to any works recommencing for the Northern Runway.

Explanatory Note:

AIAL, Te Ākitai Waiohua, Te Kawerau Iwi Tribal Authority and Makaurau Marae Māori Trust shall use their best endeavours to reach agreement on Koiwi Protocol and Interment Plan(s) and an iwi/cultural monitoring programme. In the event of any differences between any of the parties arising out of the development of the Koiwi Protocol and Interment Plan(s) and / or an iwi/cultural monitoring programme, the parties shall use their best endeavours to resolve any such differences in good faith and in accordance with tikanga Māori principles and protocols.

21. Within six months of 18 November 2019, AIAL shall invite mana whenua to participate in a Kaitiaki Forum, which shall be established and maintained by AIAL (at its cost) until such time as the Northern Runway has been constructed. The purpose of the Kaitiaki Forum is to facilitate engagement between AIAL and mana whenua, and to provide Forum members with updates, and opportunities for feedback, on the development of the Northern Runway.

21A. Within six months of 18 November 2019 AIAL shall establish a fund and provide a contribution of $50,000 (in 2017 New Zealand dollar terms) per annum plus GST if any (adjusted thereafter to compensate for inflation as provided for in Condition 12A) to be made available specifically and exclusively for the purpose of education scholarships and vocational

training relating to travel, trade, tourism, sporting, aviation, engineering, construction and environmental planning, for the mandated entities for Te Ākitai Waiohua ($25,000) and Te Kawerau ā Maki and / or Te Ahiwaru ($25,000).

Heritage Resources and Archaeology

22. Each of the following heritage resources shall be relocated by the requiring authority in a manner and to a site that will ensure the continued protection of the resource before any construction or work is commenced on the designated area that would damage or destroy the resource:

    a. Abbeville Farm House and Barn, Part Lot 2, DP 12194 (refer Schedule of Significant Heritage Places, Item 1414);

    b. Westney Road Methodist Church, Part Lot 2, DP 12194 (refer Schedule of Significant Heritage Places, Item 1414); and

    c. Rennie Jones Homestead, Pt Allot 163, Manurewa Parish (refer Schedule of Significant Heritage Places, Item 1424).

23. AIAL shall apply for all necessary archaeological authorities under Section 44(a) of the Heritage New Zealand Pouhere Taonga Act 2014 prior to the start of any earthworks on the Northern Runway with the potential to affect archaeological remains.

24 AIAL shall undertake a full archaeological investigation to identify, investigate and record subsurface archaeological remains, including Taonga Tuturu, across the full extent of the Northern Runway project area.

25. AIAL shall provide the following to the Team Leader – Southern Monitoring (for the attention of the Council's Manager-Heritage Unit):

    (a) copies of any documents approved under the Heritage New Zealand Pouhere Taonga Act 2014, including archaeological management plans and archaeological authorities;

    (b) copies of any reports on the results of any archaeological investigations; and

    (c) details of any unrecorded historic heritage or archaeological sites that are exposed as a result of the earthworks undertaken for the Northern Runway for inclusion in the Council's Cultural Heritage Inventory.

25A. Within six months of 18 November 2019, AIAL shall carry out a non-invasive archaeological investigation to record any material that is exposed at the western end of the Northern Runway as a result of coastal erosion and prepare a report on the results of the investigation.

Ecology

26. AIAL shall submit a Wildlife Hazard Management Plan (WHMP) prepared by a suitably experienced and qualified ecologist with the Outline Plan for the Northern Runway. The objective of the WHMP is to provide a framework for the avoidance, remediation, mitigation or offset of adverse effects on protected coastal birds roosting in the vicinity of the Northern Runway as far as is reasonably practicable.

    In addition to engaging with Te Ākitai Waiohua, Te Kawerau Iwi Tribal Authority and Makaurau Marae Māori Trust (individually if so requested), AIAL shall consult with the

Department of Conservation, the Council's Biodiversity Group and the Project Manukau Bird Roost Advisory Group when preparing the WHMP.

The WHMP shall include (but not be limited to):

a. Details and locations of any new high tide roosts to be provided;

b. Details of any modification and enhancement works to existing roosts; and

c. Measures to mitigate the risk of bird strike from aircraft.

27. AIAL shall submit a Reptile Management Plan (RMP) prepared by a suitably experienced and qualified ecologist with the Outline Plan for the Northern Runway. The objective of the RMP is to avoid, remedy or mitigate adverse effects on protected native reptiles in the vicinity of the Northern Runway as far as is reasonably practicable.

In addition to engaging with Te Ākitai Waiohua, Te Kawerau Iwi Tribal Authority and Makaurau Marae Māori Trust (individually if so requested), AIAL shall consult with the Department of Conservation and the Council's Biodiversity Group when preparing the RMP.

The RMP shall include (but not be limited to):

a. Details of search methods to be implemented for capturing arboreal and ground-dwelling lizards prior to any construction works commencing for the Northern Runway;

b. Mechanisms for re-establishing affected lizard habitat;

c. Locations for the potential release of lizards, including whether a pest control programme before and after the release of lizards is necessary and, if so, the details of such a control programme;

d. The methodology for any post-capture release of lizards; and

e. The methodology for captive management of lizards if they are required to be held in captivity.

Explanatory note:

A Wildlife Act Authority (i.e. permit) under the Wildlife Act 1953 will be required from the Department of Conservation before any reptile capture or translocations can occur.

Construction Traffic

28. Within three months of AIAL appointing a civil works (earthworks) contractor for the construction of the Northern Runway, AIAL shall prepare and submit a Construction Traffic Management Plan (CTMP) for approval by Auckland Council. The CTMP is to be implemented as approved and shall ensure heavy construction vehicles operating in connection with the construction of the Northern Runway are prohibited from using Westney Road or passing through Oruarangi Village. The CTMP shall consider the safety and efficiency of all travel modes in relation to that construction. AIAL shall consult with Auckland Transport and the NZ Transport Agency in relation to the CTMP and include evidence of that consultation in the CTMP.

Explanatory note:

A heavy construction vehicle is a motor vehicle having a gross laden weight exceeding 3,500 kilograms.

28A. Within three months of AIAL appointing a civil works (earthworks) contractor for construction of the Northern Runway, AIAL shall provide Auckland Council for approval a document setting out a process (in consultation with Auckland Transport and the NZ Transport Agency) for identifying, monitoring and rectifying damage caused by heavy construction vehicles to Ihumatao Road and at construction access points from public roads. AIAL shall identify, monitor and rectify damage in accordance with the approved process throughout construction of the Northern Runway.

Transport Plan

29. At least six months before the commencement of construction of the Northern Runway, AIAL shall submit a Transport Plan to Auckland Council for written certification.

29A. AIAL shall implement the transport measures described in Condition 29D(f) of the certified Transport Plan in accordance with the programme in Condition 29D(h).

29B. The purpose of the Transport Plan is to ensure that the Auckland Airport Precinct transport network is appropriately managed and integrated with the adjacent transport networks.

29C. The Transport Plan shall demonstrate compliance with the following objectives:

a. The connections between the Auckland Airport Precinct transport network and the adjacent transport networks (to the north and east) are:

- integrated; and
- provide for the same level (as a minimum) of capacity and functionality (as at July 2018); and

Explanatory note: for the purposes of Condition 29C(a):

- *"capacity" means the number of people and vehicles (all modes) per direction per day (considering peak periods) that can be accommodated on the transport network existing at July 2018.*
- *"functionality" means the infrastructure that accommodates all modes and operates as per the existing transport network as at July 2018.*

b. At least the same level of connectivity between Puhinui Road (SH20B) and George Bolt Memorial Drive (SH20A) (as at July 2018) is retained, such that the connection does not divert traffic away from the Auckland Airport Precinct onto SH20; and

c. Mass rapid transit corridors are provided and protected, in accordance with Condition 30; and

d. A walking and cycling network is enabled within the Auckland Airport Precinct and integrated with the existing and proposed external walking and cycling network at the north and east boundaries of the Precinct.

29D. To achieve the objectives in Condition 29C, the Transport Plan shall include:

a. A **design philosophy statement** for the transport network within the Auckland Airport Precinct and its connections with adjacent transport networks (all modes) that will exist following the construction of the Northern Runway, including targeted levels of service, design standards, mode split, and performance criteria for the network.

b. A **description of the current** (July 2018) **land use and transport network** (all modes) in the Auckland Airport Precinct and its connections with adjacent transport networks, including:

- key transport routes;
- public transport services and facilities (including connectivity and capacity);
- vehicle volumes (including heavy goods vehicles, light goods vehicles, private cars, buses);
- walking and cycling facilities; and
- constraints relating to the provision of transport routes and services over Pūkaki Creek.

c. A **description of the future land use and transport network** (all modes) in the Auckland Airport Precinct and its connections with adjacent transport networks (including the matters in Condition 29D(b) above) for the years 2028 and 2044 and any relevant interim years.

d. A description of the **current and future factors that affect transport demand** to and from the Auckland Airport Precinct (all modes), including:

- passenger numbers;
- commercial and industrial activities in the Auckland Airport Precinct (including anticipated trip generation);
- demand management tools (including parking management);
- through traffic; and
- public transport services.

e. A **modelling report** of the performance of the future transport network (all modes) in the area defined in (ii) below for the years 2028 and 2044 and any relevant interim years.

(i) The modelling shall consider (against the objectives in Condition 29C):

- land uses;
- the transport infrastructure;
- a range of operational scenarios (including mode share splits); and
- the timing of (and triggers for) the staged implementation of the infrastructure and operational measures.

(ii) The modelling shall be undertaken using an appropriate network transport model, which shall consider:

- the transport network within the Auckland Airport Precinct;
- the commercial/industrial areas located to the north of the Auckland Airport Precinct; and
- the state highway system of SH20A, SH20B and SH20.

(iii) The modelling shall be supported by a network transport model scoping report and an independent peer review of the network transport model.

f. A description and drawings of the transport infrastructure (specifically including mass rapid transit corridors), and a description of the operational measures, that AIAL shall implement to meet the objectives in Condition 29C;

g. A description of the transport infrastructure and operational measures that the NZ Transport Agency and Auckland Transport are anticipated to provide outside and / or within the Auckland Airport Precinct;

h. A programme of the triggers for the staged timing of implementation of the measures in (f) and (g) above.

29E. The Transport Plan shall be prepared by a suitably qualified and experienced traffic engineer/transport planner.

29F. AIAL shall consult, collaborate and share information with the NZ Transport Agency and Auckland Transport during the preparation of the draft Transport Plan. AIAL shall provide the NZ Transport Agency and Auckland Transport with a copy of the final draft Transport Plan for comment. AIAL shall provide a report which outlines the feedback received from the NZ Transport Agency and Auckland Transport to Auckland Council when the Transport Plan is submitted for certification. If feedback from the NZ Transport Agency and/or Auckland Transport has not been incorporated into the Transport Plan, the report shall explain the reasons why.

29G. At 3 yearly intervals following the first certification of the Transport Plan under Condition 29, AIAL shall submit a report to Auckland Council for written certification demonstrating the achievement of the purpose and objectives in Conditions 29B and 29C. A copy of such report shall be provided to Auckland Transport and the NZ Transport Agency. If the Council does not certify that the purpose and objectives are achieved, AIAL shall update the Transport Plan (to demonstrate new or revised measures to achieve the purpose and objectives) following the process in Conditions 29 through 29F.

Mass rapid transit corridors

30. AIAL shall provide and protect mass rapid transit corridors (meaning dedicated land corridors within which mass rapid transit will be located) within the Auckland Airport Precinct. The corridors shall connect:

a. A point in the vicinity of SH20A on the northern boundary of the Auckland Airport Precinct (to connect to the future City Centre to Māngere mass rapid transit route); and

b. A point in the vicinity of Puhinui Road / SH20B on the eastern boundary of the Auckland Airport Precinct (to connect to the future Airport to Botany mass rapid transit route)

with the integrated Airport terminal and the Auckland Airport business precinct (at a minimum).

The mass rapid transit corridors shall be set back a minimum of 20 metres from Mean High Water Springs except for the approaches to the Pūkaki Creek.

Note: 'Mass rapid transit' means public transport capable of moving a large number of people, for example light rail and dedicated bus routes. Common characteristics of rapid transit include frequent services, fast loading and unloading capability, and largely dedicated or exclusive right-of-way routes.

31. AIAL shall design, construct and have operational an alternate access to the Auckland Airport Precinct from the North prior to the severance of George Bolt Memorial Drive as a result of the construction of the Northern Runway. AIAL must ensure that the alternate access retains two general traffic lanes in both directions (as a minimum) and is sufficient to accommodate mass rapid transit from the North and an integrated walking and cycling network. AIAL shall design and construct the alternate Northern access in collaboration with the NZ Transport Agency and Auckland Transport.

Lapsing Date

32. As this designation has been given effect to, the designation cannot lapse pursuant to section 184(1) of the RMA.

Attachments

Attachment A: Aircraft Noise Community Consultative Group Terms of Reference

DESIGNATION AIAL 1100 — ATTACHMENT A

AIRCRAFT NOISE COMMUNITY CONSULTATIVE GROUP ("Group")

TERMS OF REFERENCE

Purpose

To consider, and where appropriate make recommendations to Auckland International Airport Limited ("**AIAL**"), on aircraft noise issues and concerns that arise from the operation and activities at Auckland International Airport ("**Airport**").

Activities

1. To identify community concerns regarding aircraft noise.

2. To co-operatively formulate and propose rules and procedures to minimise the impact of aircraft noise on the community and to consider how AIAL should respond to community concerns regarding aircraft noise.

3. To assist and advise AIAL and Council in the dissemination of relevant information to the community.

4. To regularly review the current procedure for handling noise complaints, modify that procedure where necessary and make it publicly available as soon as practicable.

5. To assist AIAL in the review of and, where necessary, to recommend modifications to, the Annual Noise Management Report's recommended initiatives, methods and procedures for reducing noise levels from Aircraft Operations and engine testing.

   AIAL is to consider any recommended modifications in good faith and provide the Group with a written response to the recommendations, including the reasons for rejecting any recommendations, should such a response be requested by the Group.

6. To monitor noise levels and compliance with the noise abatement procedures and Annual Noise Management Report.

7. To access appropriate technical expertise and guidance as required, including to, where appropriate, independently peer review noise monitoring and other technical data provided to the Group by AIAL.

Chairperson

Meetings will be chaired by an independent chairperson appointed by Council and AIAL jointly. The chairperson may invite other persons on an ad hoc basis to address the Group on particular agenda items. Where a matter is to be considered by the Group which would be likely to directly affect residents of a local board that is not otherwise represented on the Group, then the chairperson should notify the chair of that local board and invite them to the relevant meeting.

Membership

Local Board Representatives	(x 12)	• Mangere-Ōtāhuhu • Otara-Papatoetoe • Manurewa • Howick • Franklin • Maungakiekie-Tamaki • Albert-Eden • Puketepapa • Whau • Orakei • Waitakere Ranges • Papakura
Auckland Council Representative	(x1)	
Industry Representative (freight forwarder or manufacturer, etc)	(x1)	
Airways Corporation Representative	(x1)	
Board of Airline Representatives of New Zealand	(x2)	
AIAL Representatives	(x2)	
Mana Whenua Representatives	(x2)	
Community Representatives (one of whom must live within the Aircraft Noise Areas)	(x2)	

General

1. The Group will meet at least every three months.

2. Meetings of the Group will be held at a place decided by the chairperson anytime between 2:00 pm and 9:00 pm.

3. AIAL will provide secretarial and support services at AIAL's cost and expense.

4. The selection of the Local Board and Community Representatives will be on the basis of:

   (a) one Representative on behalf of each of the Local Boards namely, Mangere-Ōtāhuhu, Otara-Papatoetoe, Manurewa, Howick, Franklin, Maungakiekie - Tamaki, Albert-Eden, Puketepapa, Whau, Orakei, Waitakere Ranges and Papakura; and

   (b) two Community Representatives, one of whom must live within the Aircraft Noise Areas. The appointment will be made by the majority of the chairperson, the Council Representative and one AIAL Representative. Applications are to be made in writing and will be called for by way of a notice on the internet and an advertisement in both the New Zealand Herald and the Manukau Courier.

5. The term of office for Local Board appointed Representatives and Community Representatives will be the same as the local body electoral term, that is three years. Council will be responsible for any payments to be made to the Local Board appointed Representatives.

6. AIAL will be responsible for any payments that are to be made to the Mana Whenua and Community Representatives in return for their services to the Group.

7. AIAL and Council will share equally the reasonable costs of the independent chairperson.

8. AIAL will provide data and technical information on aircraft movements and a noise complaint summary. The Group will monitor AIAL's process for responding to noise complaints and queries. Noise complaints will not be dealt with on an individual basis.

The Group has an objective to reach consensus, however, dissenting views will be recorded.

Meeting procedure

1. **Chairperson:** AIAL and Council will be jointly responsible for appointing and removing the chairperson. The terms of appointment will set out the conditions of appointment and removal, and will include that the term of appointment for the chairperson is limited to 5 years, unless the Group otherwise agrees. The chairperson will chair the meeting. If the chairperson is not present within 15 minutes of the time appointed for the meeting then the Group will appoint another person to chair the meeting.

2. **Notice of meeting**: AIAL will arrange for:

   - public notice of the meeting to be published on the internet, including the contact details of all members of the Group; and

   - a reminder of meeting, together with any other relevant information to be sent to all members of the Group at least 5 working days before the meeting. The notice of meeting will set out the time and place of the meeting, and the nature of the business to be discussed. Members of the Group may advise AIAL of items to be included in the notice of meeting.

3. **Method of holding meeting**: Meetings will be held by a number of members, who constitute a quorum, being assembled together at the place, date and time appointed for the meeting.

4. **Quorum**: No business may be transacted at a meeting of the Group if a quorum is not present. A quorum is present if there are at least 6 people including three Local Board representatives, one Board of Airline Representatives of New Zealand representative, the Airways Corporation representative and one AIAL representative. If a quorum is not present within 15 minutes of the time appointed for the meeting then the meeting is to be adjourned to the same day in the following week at the same time and place or to such other date, time and place as the Group may appoint.

5. **Members may act by representative**: A member of the Group may appoint a representative to attend one or more meetings of the Group. A Representative appointed on behalf of the Community Representative who lives within the Aircraft Noise Areas, must also live within the Aircraft Noise Areas.

6. **Minutes**: The Group will ensure that minutes are kept of all proceedings and that the minutes are made available as soon as possible after the meeting on the internet. Minutes of the previous meeting will be sent to members with the notice of meeting for the next meeting.

7. **Public Forum**: A brief public forum may be held at the start of each meeting for one or more members of the public to speak in front of the Group. The allocation of time for the public forum and speaking rights are to be pre-arranged with, and managed by, the chairperson.

Attachment B: Example of Deed of Covenant

Easement instrument to ~~grant easement or *profit à prendre*, or~~ create land covenant

(Sections 90A and 90F Land Transfer Act 1952)

Grantor

[ ]

Grantee

Auckland International Airport Limited

~~**Grant of Easement or *Profit à prendre* or**~~ **Creation of Covenant**

The Grantor being the registered proprietor of the servient tenement(s) set out in Schedule A ~~**grants to the Grantee** (and, if so stated, in gross) the easement(s) or *profit(s) à prendre* set out in Schedule A, **or**~~ **creates** the covenant(s) **set out** in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s)

Schedule A *Continue in additional Annexure Schedule, if required*

Purpose (Nature and extent) of easement; *profit* or covenant	Shown (plan reference)	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) or in gross
Covenant to maintain aircraft noise mitigation work	N/A	The land described in Schedule 1	The land described in Schedule 2

Easements or *profits à prendre* rights and powers (including terms, covenants and conditions)

Delete phrases in { } and insert Memorandum number as required; continue in additional Annexure Schedule, if required

~~Unless otherwise provided below, the rights and powers implied in specified classes of easements are those prescribed by the Land Transfer Regulations 2002 and/or Schedule Five of the Property Law Act 2007~~ ~~The implied rights and powers are hereby {varied}{negatived}{added to} or {substituted} by:~~

~~{Memorandum number {Insert}, registered under section 155A of the Land Transfer Act 1952}{the provisions set out in Annexure Schedule}~~

Covenant provisions

Delete phrases in { }and insert Memorandum number as required; continue in additional Annexure Schedule, if required

The provisions applying to the specified covenants are those set out in:

~~{Memorandum number {Insert}, registered under section 155A of the Land Transfer Act 1952}~~

Annexure Schedule

SCHEDULE 1

(Servient Tenement)

[ ]

SCHEDULE 2

(Dominant Tenement)

The following parcels of land:

Legal Description	***Area (ha)***	***Title Reference***
Part allotment 163 Parish of Manurewa	19.6196	NA47C/137
Allotment 164 Parish of Manurewa	21.8530	NA47C/82
Lot 3 Deposited Plan 38518	0.9105	NA1675/15
Lot 1 Deposited Plan 28940	38.5463	NA985/62
Lot 15 Deposited Plan 13141	2.0513	NA305/113
Part Allotment 163 Parish of Manurewa	0.6533	NA1691/38
Lot 1 Deposited Plan 144042 and Section 1 Survey Office Plan 67433	20.3965	NA105D/359
Lot 2 Deposited Plan 62092	37.8887	NA24A/830
Part Allotment 179 Parish of Manurewa	2.6133	NA78D/185
Part Allotment 163 Parish of Manurewa	0.3581	NA55A/937
Lot 1 Deposited Plan 111094	0.5094	NA62C/558
Lot 1 Deposited Plan 94420	10.0219	NA58D/290
Lot 1 Deposited Plan 125742	0.5566	NA73B/518
Allotment 497 Parish of Manurewa	0.4047	NA78D/204
Part Allotment 179 Parish of Manurewa	0.2024	NA78D/183
Lot 1 Deposited Plan 46409	36.6342	NA78D/191
Lot 2 Deposited Plan 46409	36.6089	NA78D/192
Lot 1 Deposited Plan 103178	3.7408	NA56D/993
Part Lot 2 Deposited Plan 12194	24.7847	NA56B/945
Part Lot 1 Deposited Plan 13104	19.6273	NA78D/205
Lot 2 Deposited Plan 421357 and Allotment 561 Parish of Manurewa	20.9102	482062
Part Lot 2 Deposited Plan 32275 and Lot 3 Deposited Plan 421357	12.6388	482063
Lot 1 Deposited Plan 51077	6.0703	NA1B/711
Part Allotment 89 Parish of Manurewa and Lot 2 Deposited Plan 125742	44.9201	NA586/220
Lot 3 Deposited Plan 353776	28.7665	219885
Lot 2 Deposited Plan 417367	1.4246	474467
Lot 1 Deposited Plan 461285	17.7472	606579
Lot 29 Deposited Plan 423042	2.9703	607684
Lot 1 Deposited Plan 173452	37.5882	NA106B/643
Lot 1 Deposited Plan 178161	8.1360	NA109D/595
Lot 2 Deposited Plan 178161	2.4980	NA109D/596
Lot 2 Deposited Plan 41238	0.0969	NA1120/171
Lot 4 Deposited Plan 41238	0.1563	NA1121/14
Lot 3 Deposited Plan 41238	0.0943	NA1138/48
Lot 1 Deposited Plan 41238	0.0878	NA1189/51
Lot 1 Deposited Plan 57642	25.8999	NA11C/663
Lot 1 Deposited Plan 196235	0.3233	NA125B/39
Part Allotment 89 Parish of Manurewa and Defined On Deposited Plan 13716	31.6464	NA366/26

Legal Description	*Area (ha)*	*Title Reference*
Part Allotment 89 Parish of Manurewa	40.4686	NA586/221
Lot 1 Deposited Plan 36039	0.2982	NA78D/182
Allotment 474 and Allotment 476 Parish of Manurewa	170.0600	NA78D/186
Allotment 484 Parish of Manurewa	13.9400	NA78D/187
Allotment 482-483 Parish of Manurewa	15.4300	NA78D/188
Allotment 477-481 Parish of Manurewa	53.5270	NA78D/189
Allotment 504 Parish of Manurewa	70.4026	NA78D/193
Allotment 492 Parish of Manurewa	0.6085	NA78D/194
Allotment 508 Parish of Manurewa	36.4260	NA78D/195
Allotment 506 Parish of Manurewa	54.6326	NA78D/196
Allotment 328 Parish of Manurewa	0.4426	NA78D/197
Allotment 470 Parish of Manurewa and Defined on Survey Office Plan 49515	313.9000	NA78D/198
Allotment 505 Parish of Manurewa and Defined on Survey Office Plan 52973	0.5975	NA78D/199
Allotment 469 Parish of Manurewa and Defined On Survey Office Plan 49514	40.3600	NA78D/200
Allotment 494 Parish of Manurewa	2.7290	NA78D/201
Allotment 493 Parish of Manurewa and Defined On Survey Office Plan 49184	1.3673	NA78D/202
Allotment 182-185 Parish of Manurewa	60.2981	NA78D/203
Allotment 543 Parish of Manurewa and Defined On Survey Office Plan 53644	0.3792	NA78D/206
Allotment 565 Parish of Manurewa and Defined On Survey Office Plan 60283	54.2300	NA78D/207
Lot 1 Deposited Plan 31279	1.4460	NA798/163
Part Lot 2 Deposited Plan 111094	37.6418	NA82C/672
Lot 7 Deposited Plan 24346	22.3083	NA867/2
Lot 8 Deposited Plan 24346	43.7060	NA902/21
Lot 1 Deposited Plan 162130	0.6984	NA97D/261
Part Allotment 163 Parish of Manurewa	0.8094	NA994/274
Lot 1 Deposited Plan 421357	4.1077	482061

SCHEDULE 3

INTRODUCTION

A. The Covenantor is registered as proprietor of the land more particularly described in Schedule 1 ("**Servient Tenement**").

B. Auckland Airport is registered as proprietor of, or is entitled to use, and owns, the land more particularly described in Schedule 2 ("**Dominant Tenement**").

C. Auckland Airport is the owner and operator of Auckland International Airport ("**Airport**") which is situated on the Dominant Tenement. The Dominant Tenement is authorised by current zoning and designations for airport activity and airport development.

D. The Airport has noise contours around its site which directly correspond to levels of aircraft noise. These are respectively referred to as the high aircraft noise area ("**HANA**"), moderate aircraft noise area ("**MANA**") and aircraft noise notification area ("**ANNA**") in the Auckland Unitary Plan.

E. The operation of the Airport results and is likely to result in environmental effects such as noise disturbance associated with aircraft and airport activity, which may have consequences beyond the boundaries of the Dominant Tenement, including upon the Servient Tenement.

F. The Servient Tenement is within the **[HANA/MANA]** and the Covenantor has accepted Auckland Airport's offer to install physical works and equipment in the building(s) on the Servient Tenement, for the purpose of mitigating the effects of such noise, more particularly described in Schedule 5 ("**Aircraft Noise Mitigation Works**").

G. In consideration of Auckland Airport's offer the Covenantor has agreed with Auckland Airport to accept for itself and its successors in title to the Servient Tenement and any part or interest in the Servient Tenement, an obligation, in accordance with this Deed, not to lessen the effectiveness of, or remove, the Aircraft Noise Mitigation Works.

COVENANT

The Covenantor for itself and its successors in title, lessees and/or invitees to the Servient Tenement (or any part of it) (excluding any tenants occupying the Servient Tenement pursuant to a lease or tenancy vested in the Housing New Zealand Corporation or any statutory or regulatory successor to the Housing New Zealand Corporation), hereby covenants, acknowledges and agrees with Auckland Airport and its successors in title lessees and/or invitees to the Dominant Tenement or any part of it as a positive covenant for the benefit of the registered proprietors and users from time to time of the Dominant Tenement, that the Covenantor will henceforth and at all times hereafter observe and perform all the stipulations and restrictions contained in Schedule 4 to the end and intent that each of the stipulations and restrictions shall, in the manner and to the extent prescribed, endure until 31 March 2044 for the benefit of, and be appurtenant to, the whole of the Dominant Tenement, every part thereof and any other land zoned or set aside for airport activity in the Auckland Unitary Plan from time to time.

SCHEDULE 4

(Covenants)

1. The Covenantor will do nothing to lessen the effectiveness of the Aircraft Noise Mitigation Works ("**modifications**") and will not remove the Aircraft Noise Mitigation Works ("**removal work**") in any building on the Servient Tenement unless:

   (a) The Covenantor has obtained the written approval of the Grantee; or

   (b) The modifications or removal works are being undertaken for the purpose of reconstructing, altering or extending the building or part of the building or removing part of the building, and:

      (i) the entire building; or

      (ii) any room directly affected by the modifications or removal works, which is to remain a habitable room,

      will meet the requirements of the Auckland Unitary Plan for acoustic treatment measures to mitigate aircraft noise; or

   (c) The Covenantor is demolishing the entire building or removing it from the Servient Tenement.

2. Auckland Airport shall not unreasonably withhold its approval under clause 1(a); and in considering a request for approval it shall take into account the reason(s) why approval is sought and in particular whether:

   (a) the owner intends to upgrade or improve the acoustic insulation in the building or relevant parts of the building;

   (b) whether the proposed modifications or removal works will affect in any material way the mitigation of the effects of aircraft noise in any habitable room in the building;

   (c) the owner wishes to change the use of a habitable room to a non-habitable room;

   (d) the use of the building for an ASAN has or is intended to cease, on more than a temporary basis.

3. Auckland Airport shall deal promptly with any request for approval under clause 1(a) and shall as soon as is practicable:

   (a) serve the Covenantor with written notice of the Auckland Airport's decision under clause 1(a);

   (b) include as part of that written notice its reasons for any refusal to give its approval; and

   (c) where approval is refused, forward a copy of that written notice to the ANCCG.

4. The parties agree that if Auckland Airport determines (in Auckland Airport's sole and unfettered discretion) at any stage that any part or parts of the Dominant Tenement should no longer receive the benefit of the terms of this Covenant:

   (a) Auckland Airport shall provide written notice to the Covenantor setting out the relevant certificate(s) of title for the Dominant Tenement from which this Covenant is to be surrendered, and such notice is to be accompanied by a surrender instrument in registrable form in respect of the same ("Surrender Instrument") and an Authority and Instruction form ("A & I Form") authorising Auckland Airport's solicitor to effect registration of the Surrender Instrument on behalf of the Grantor;

   (b) the Covenantor shall execute the Surrender Instrument, A & I Form, and procure the consent to the registration of, the Surrender Instrument by any mortgagees, chargeholders, lessees or encumbranceholders required to enable registration of the Surrender Instrument against the Servient Tenement and the relevant Dominant Tenement;

   (c) the Covenantor shall hand to Auckland Airport the Surrender Instrument, A & I Form, and any other documents (duly executed as aforesaid) required to enable Auckland Airport to register the Surrender Instrument against the Servient Tenement and the relevant Dominant Tenement within 14 days after receiving written notice from Auckland Airport in accordance with clause 4(a) of this Covenant; and

   (d) Auckland Airport shall arrange for the registration of the Surrender Instrument at Land Information New Zealand. All costs in respect of the execution of the Surrender Instrument, the procurement of any consents pursuant to clause 4(b) of this Covenant and the registration of the Surrender Instrument shall be met by Auckland Airport.

5. If the Covenantor refuses to or fails to execute and return to Auckland Airport the Surrender Instrument within the 14 day period referred to in clause 4(c), then for the sole purpose of giving effect to clause 4, the Covenantor hereby grants to Auckland Airport an irrevocable power of attorney to Auckland Airport to do all things necessary, and sign all documents necessary to register the Surrender Instrument against the Servient Tenement and the relevant Dominant Tenement.

   For the avoidance of doubt, in giving effect to clause 4, Auckland Airport shall be entitled to (but shall not be limited to):

   (a) sign the A & I Form on the Covenantor's behalf;

   (b) if the consent of any mortgagees, chargeholders, lessees or encumbranceholders is required to enable registration of the Surrender Instrument, request consent to the registration of the Surrender Instrument on behalf of the Covenantor. Any such request shall be deemed to be from the Covenantor and shall be binding on the Covenantor; and

   (c) register the Surrender Instrument.

6. For the purpose of clause 4 of this Covenant, the term "the Covenantor" is deemed to refer to the Covenantor and its successors in title to the Servient Tenement, or any part of it.

7. For the purpose of this Covenant:

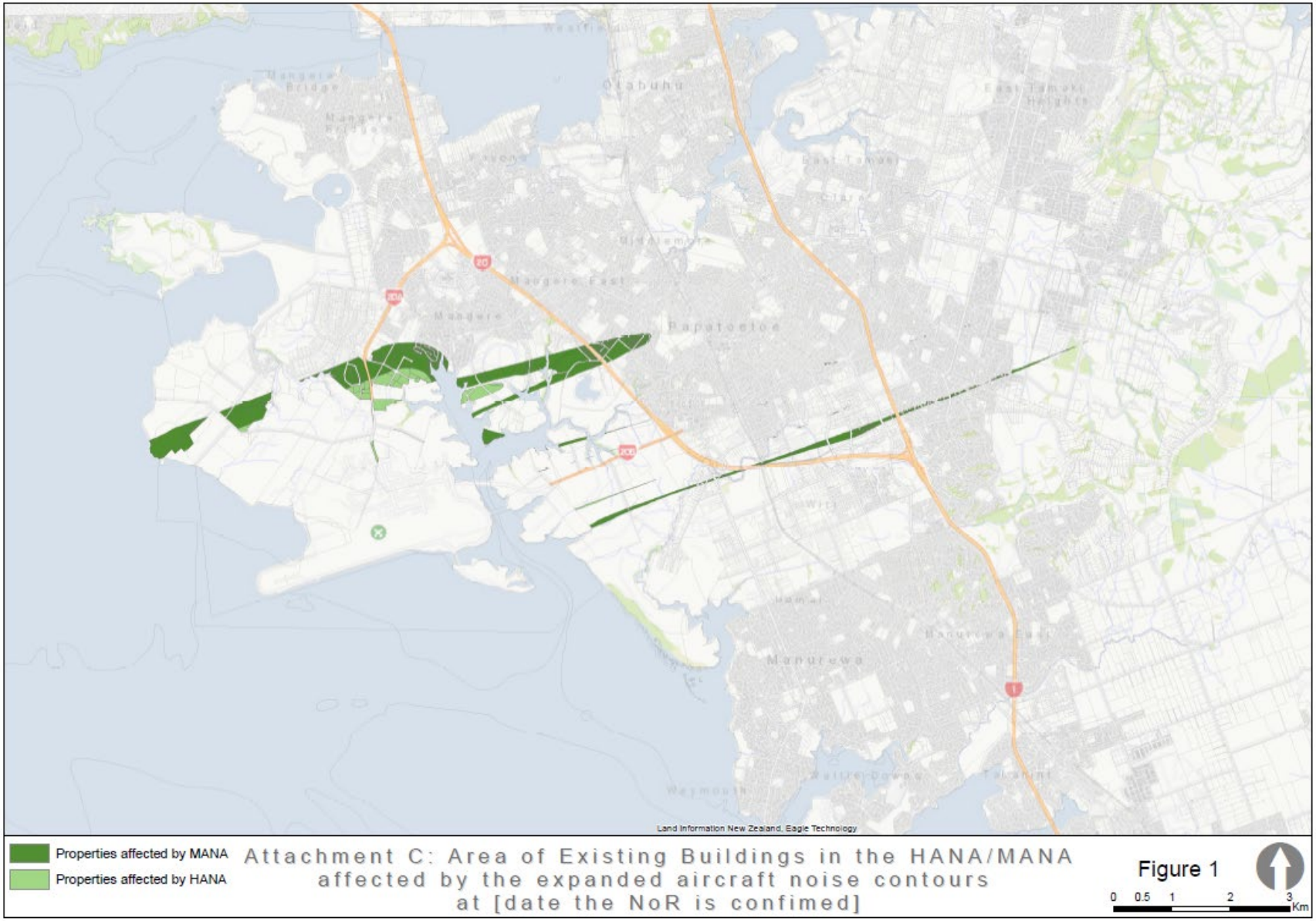
(a) "designation" is as defined under the Resource Management Act 1991, or any equivalent subsequent legislation, and references to any sections or parts of the Resource Management Act 1991 are deemed to refer to any equivalent provisions of subsequent legislation also; and

(b) ASAN and ANCCG are as defined in Condition 1 of Designation 1100 in Chapter K of the Auckland Unitary Plan.

SCHEDULE 5

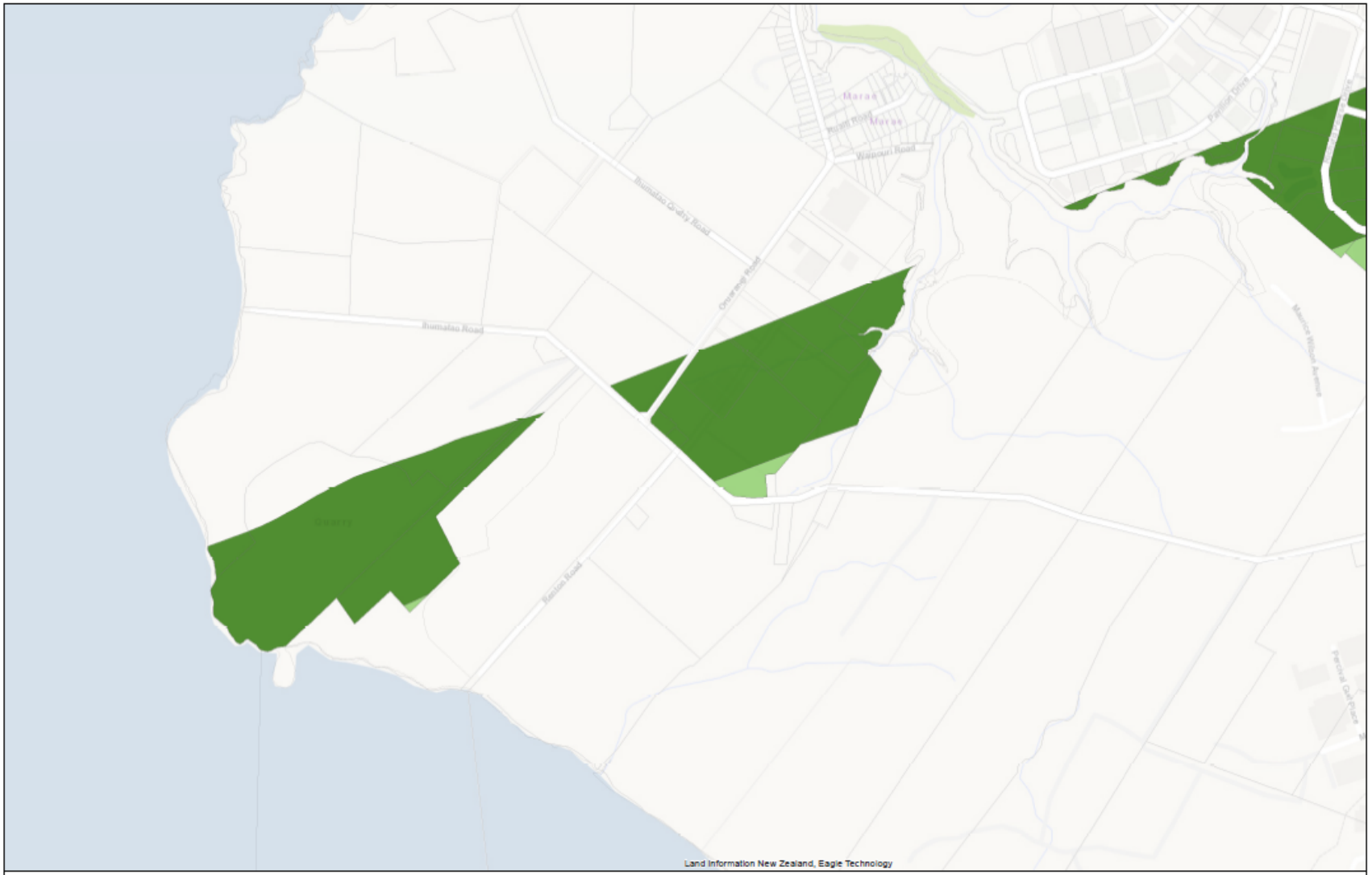
(Aircraft Noise Mitigation Works)

ATTACHMENT C



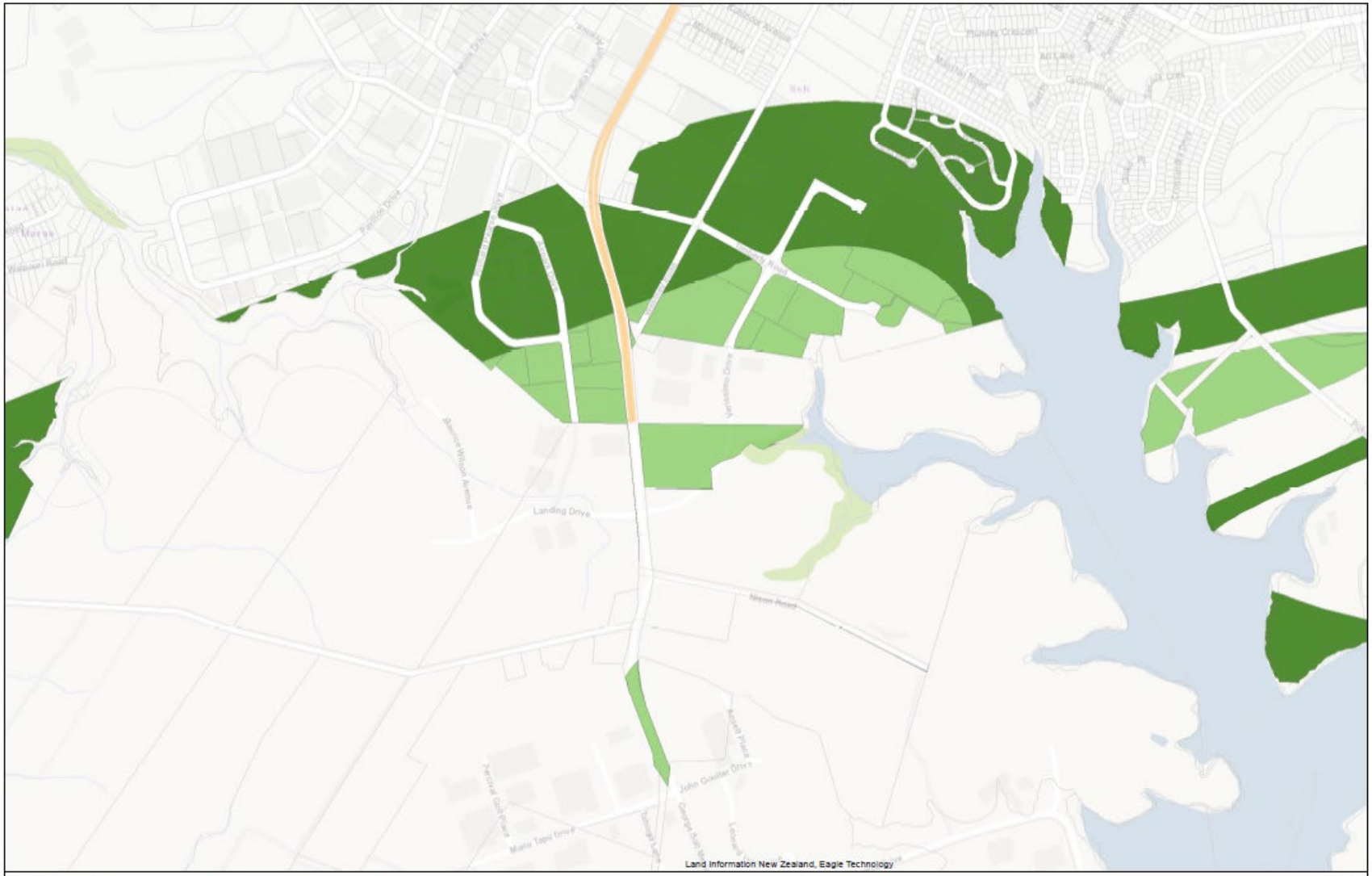
Attachment C: Area of Existing Buildings in the HANA/MANA affected by the expanded aircraft noise contours at [date the NoR is confimed]

Figure 1



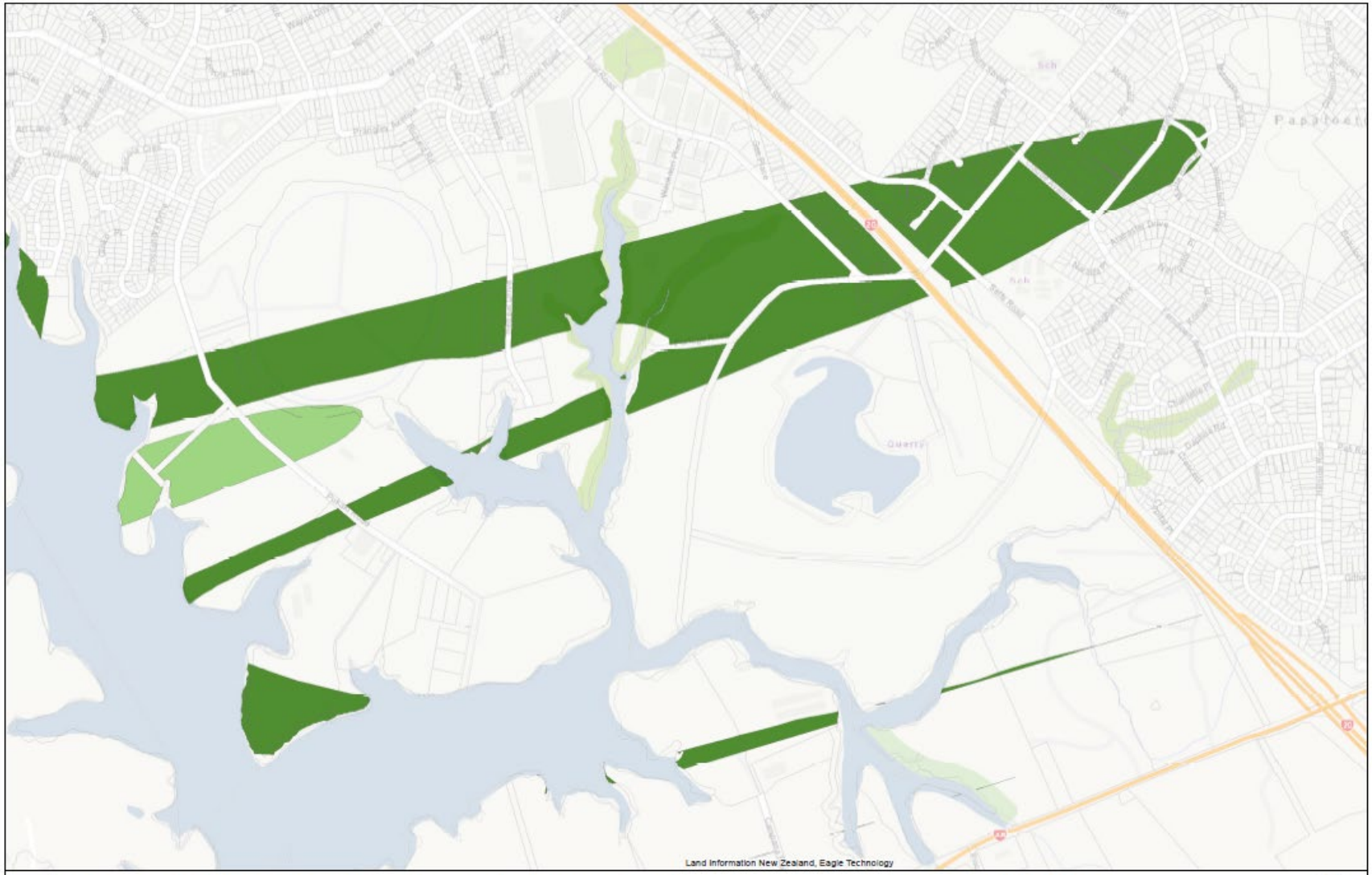
Attachment C2: Area of Existing Buildings in the HANA/MANA affected by the expanded aircraft noise contours at [date the NoR is confimed]

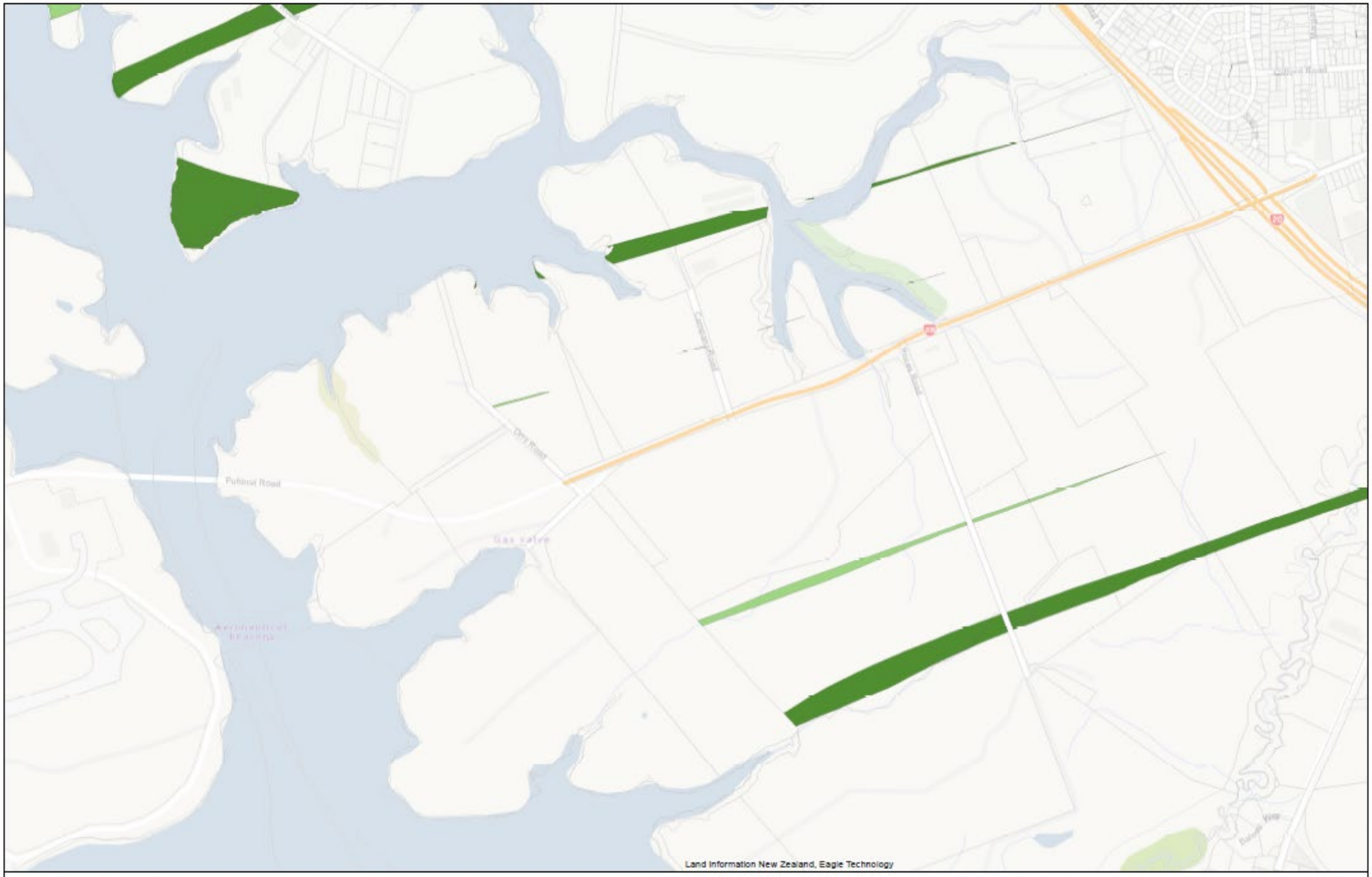
Figure 2

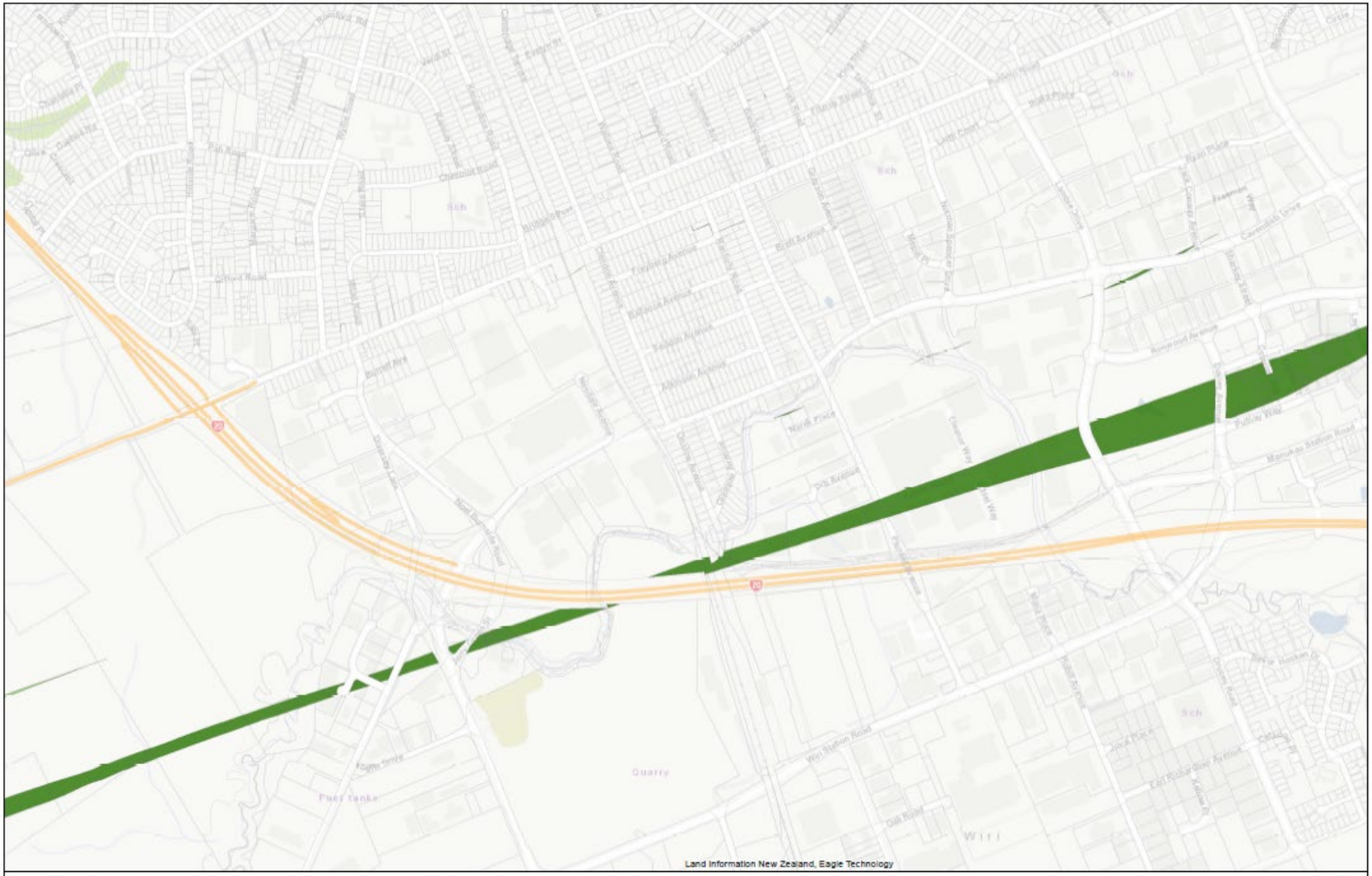


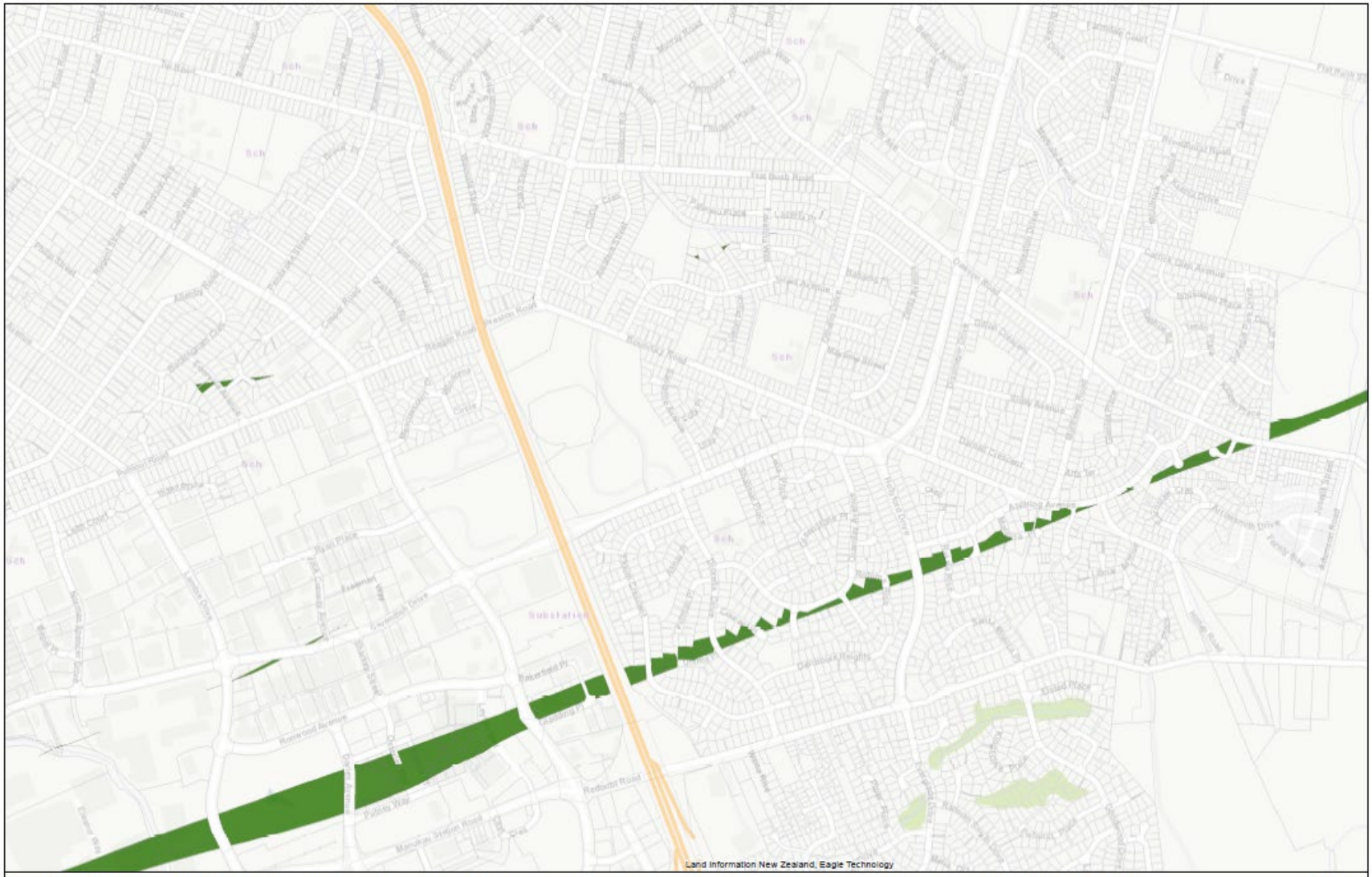
Attachment C3: Area of Existing Buildings in the HANA/MANA affected by the expanded aircraft noise contours at [date the NoR is confimed]

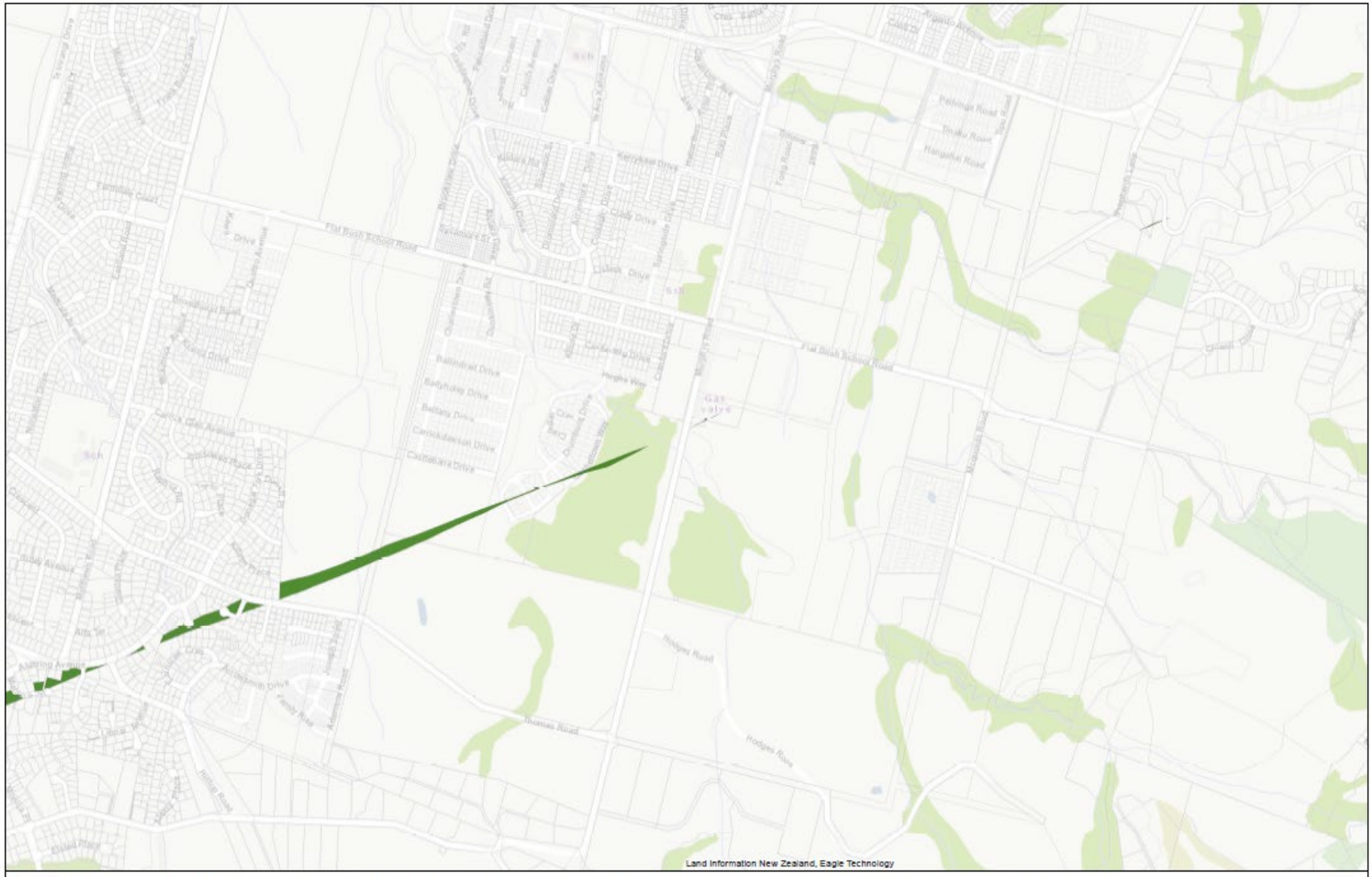
Figure 3


Land Information New Zealand, Eagle Technology
Properties affected by MANA
Properties affected by HANA
Attachment C4: Area of Existing Buildings in the HANA/MANA affected by the expanded aircraft noise contours at [date the NoR is confimed]
Figure 4
0 0.1 0.2 0.4 0.6
Km


Land Information New Zealand, Eagle Technology
Properties affected by MANA
Properties affected by HANA
Attachment C5: Area of Existing Buildings in the HANA/MANA affected by the expanded aircraft noise contours at [date the NoR is confimed]
Figure 5
0 0.1 0.2 0.4 0.6 Km


Land Information New Zealand, Eagle Technology
Properties affected by MANA
Properties affected by HANA
Attachment C6: Area of Existing Buildings in the HANA/MANA affected by the expanded aircraft noise contours at [date the NoR is confimed]
Figure 6
0 0.1 0.2 0.4 0.6
Km


Land Information New Zealand, Eagle Technology
Properties affected by MANA
Properties affected by HANA
Attachment C7: Area of Existing Buildings in the HANA/MANA affected by the expanded aircraft noise contours at [date the NoR is confimed]
Figure 7
0 0.1 0.2 0.4 0.6
Km


Flat Bush School Road
Flat Bush Road
Hodges Road
Land Information New Zealand, Eagle Technology
Properties affected by MANA
Properties affected by HANA
Attachment C8: Area of Existing Buildings in the HANA/MANA affected by the expanded aircraft noise contours at [date the NoR is confimed]
Figure 8
0 0.1 0.2 0.4 0.6 Km

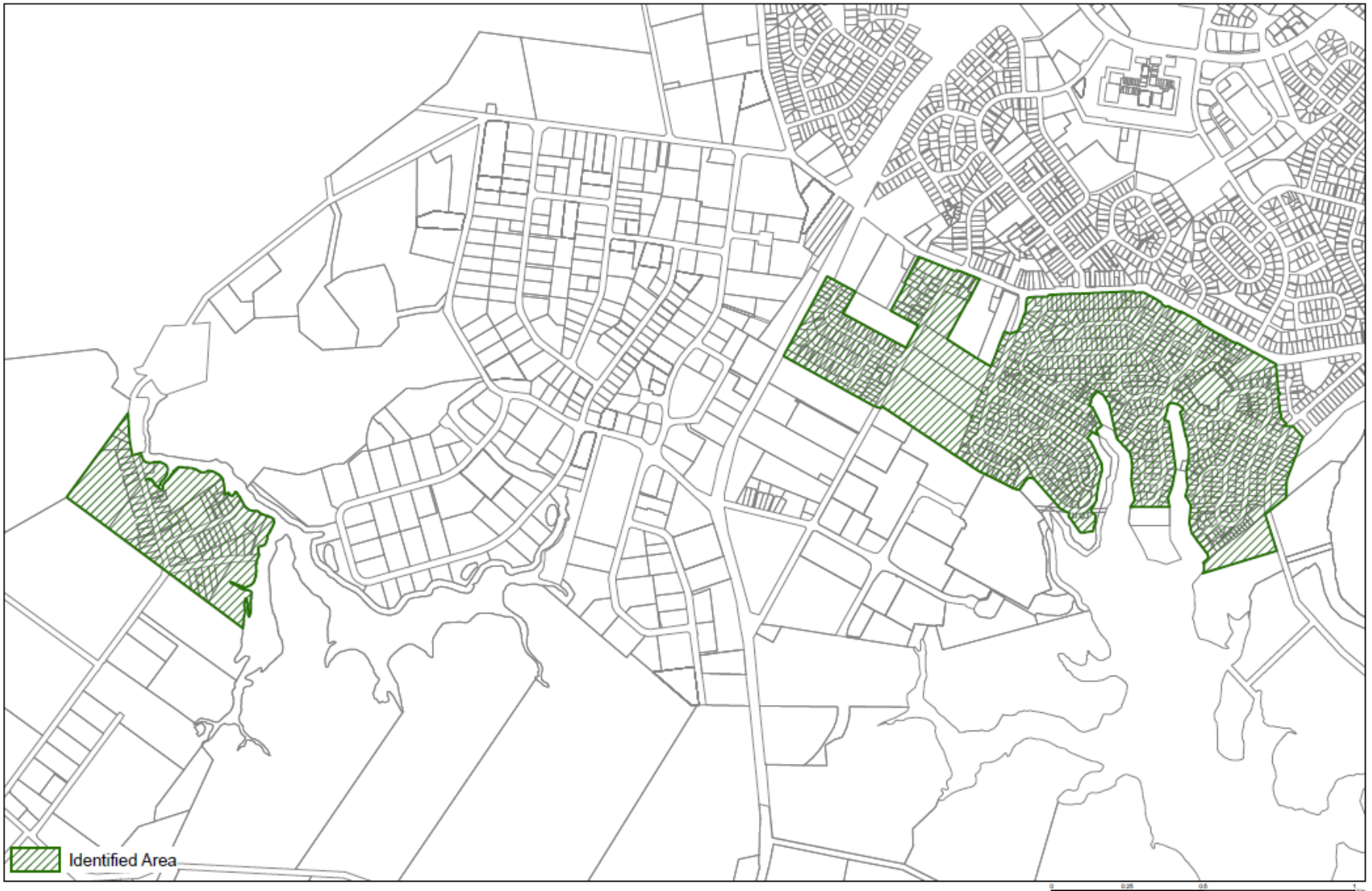


Figure 1: Identified Areas

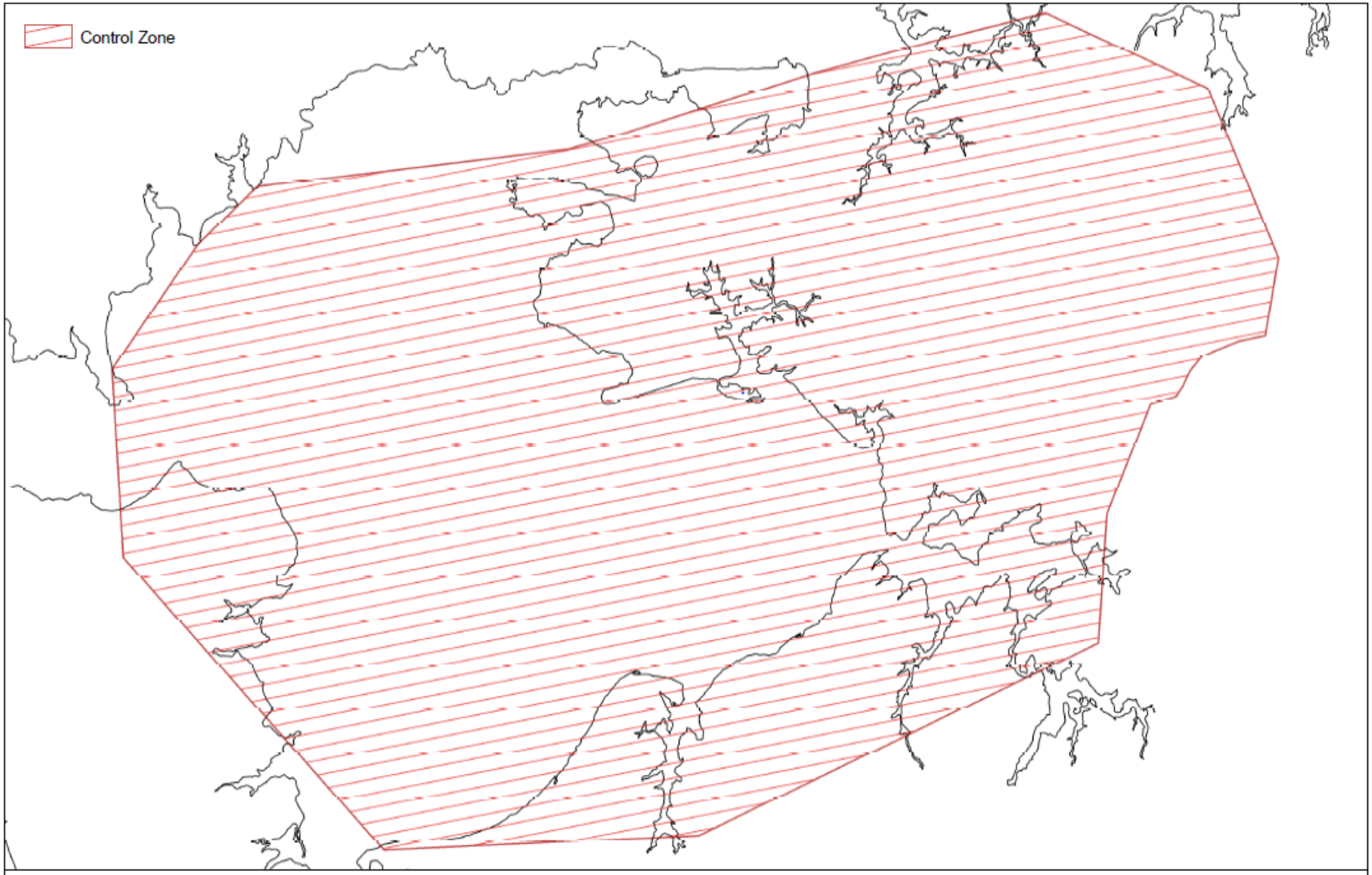


Figure 2: Control Zone

1102 Obstacle Limitation, Runway Protection and Ground Light Restriction

Designation Number	1102
Requiring Authority	Auckland International Airport Ltd
Location	Vicinity of Auckland International Airport
Rollover Designation	Yes
Legacy Reference	Designation 232, Auckland Council District Plan (Manukau Section) 2002; Designation H0504, Auckland Council District Plan (Isthmus Section) 1999; Designation 141 Auckland Council District Plan (Franklin Section) 2000
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Part 1: Auckland International Airport, Specification for Obstacle Limitation Surfaces

1. Overview

Figures 1A and 1B to this designation together with this specification comprises the Auckland International Airport Specification for Obstacle Limitation Surfaces (OLS).

The Civil Aviation Act 1990 requires that hazards to aviation safety be controlled.

OLS of an aerodrome are defined surfaces in the airspace above and adjacent to the aerodrome. These OLS are necessary to enable aircraft to maintain a satisfactory level of safety while manoeuvring at low altitude in the vicinity of the aerodrome.

2. Specifications

(a) Runway Centreline

(i) Existing Runway (RWY 05R/23L)

Point A: This is a position located at the eastern end (threshold 23L) at the centreline of the existing runway. The position of Point A is shown on the Department of Survey and Land Information plan number SO 44954. In metric terms, the coordinate value of Point A is:
5,902,865.219m N
1,760,661.068m E
9.660m Elevation

The western end threshold (05R) of the Existing Runway is defined as Point B on Figures 1 and 1B to this designation with geodetic coordinates of:
5,901,745.799m N
1,757,202.726m E
6.830m Elevation

(ii) Northern Runway (RWY 05L/23R)

The eastern end threshold (23R) for the Northern Runway is defined as Point C on Figures 1A and 1B to this designation with geodetic coordinates of:
5,904,541.589m N
1,759,275.680m E
21.268m Elevation

The western end threshold (05L) for the Northern Runway is defined as Point D on Figures 1A and 1B to this designation with geodetic coordinates of:
5,903,715.116m N
1,756,722.594m E
14.250m Elevation

(b) Runway Strips

The runway strips are areas at ground level 300 metres wide symmetrical about the runway centreline. The ends of the runway strips are 60 metres beyond the eastern and western ends of the defined runway centrelines.

(c) Approach Slopes General

The surfaces known as Approach Slope Surfaces meet requirements for both approach and takeoff. The Approach Slopes (inner edge) start at the points as specified in clauses 4a and 4b below and are symmetrical about the extension of the runway centreline. The Approach Slopes rise at a gradient of 2.0% and terminate at a point 300 metres above each respective runway threshold elevation. The sides of the approach slope diverge from the runway centreline at a rate of 15% and extend to a total horizontal length of 15,000 metres.

(i) Approach Slopes - Existing Runway

Eastern Approach Slope

Starting point - eastern end of the runway strip, i.e. 60.0 metres east of Point A.
Width of inner edge - 300 metres.
Starting Level - 9.66 metres above mean sea level.

Western Approach Slope

Starting point - western end of the runway strip. i.e. 60.0 metres east of Point B.
Width of inner edge - 300 metres.
Starting level - 6.83 metres above mean sea level.

(ii). Approach Slopes Northern Runway

Eastern Approach Slope

Starting point - eastern end of the runway strip, i.e. 60.0 metres east of Point C.
Width of inner edge - 300 metres.
Starting Level - 21.268 metres above mean sea level.

Western Approach Slope

Starting point - western end of the runway strip, i.e. 60.0 metres west of point D.
Width of inner edge - 300 metres.
Starting level - 14.250 metres above mean sea level.

(d) Inner Horizontal Surface

The Inner Horizontal Surface is a flat planar surface at an altitude of 52 metres above mean sea level (45m above the aerodrome elevation datum). The outer limits are located by four arcs centred at the end points of the runway strip centrelines with a radius of 4,000 metres. These arcs are joined tangentially with a straight line to maintain a minimum of 4,000 metres from the runway centreline as depicted on Figures 1A and 1B to this designation.

(e) Transitional Surfaces

The Transitional Side Surface slopes upwards and outwards from the sides of the runway strips at a gradient of 1:7 extending until they meet the Inner Horizontal Surface and Approach Slopes.

(f) Conical Surface

The Conical Surface slopes upward and outwards from the periphery of the Inner Horizontal Surface at a gradient of 1:20 until reaching an elevation of 157 metres above mean sea level.

(g) Outer Horizontal Surface

The Outer Horizontal Surface is a flat planar surface at an altitude of 157 metres above mean sea level (150m above the aerodrome elevation datum). The inner limits are located at the end of the Conical Surface, and the outer limits are located 15,000 metres from the Aerodrome Reference Point as depicted on Figure 1A to this designation.

(h) Controlling Surface

At any point where any two surfaces overlap and are at differing elevations, the lower of the two surfaces shall apply.

(i) Aerodrome Reference Point

The nominal Aerodrome Reference Point (for the purposes of the OLS derivation) is located in the middle of the airfield with geodetic coordinates of:

5903,349.1427 N
1758,397.8262 E

This nominal Aerodrome Reference Point has been ascribed with an elevation, for the purpose of the OLS derivation of 6.83m above mean sea level.

(j) Aerodrome Elevation Datum

The Aerodrome Elevation Datum has been set to 7 m above mean sea level, derived by the lowest elevation (rounded off to the next half-metre above) of Existing and Northern Runway ends.

Runway end elevations are:

RWY 05R/23L eastern end (Point A): 9.660 metres
RWY 05R/23L western end (Point B): 6.830 metres
RWY 05L/23R eastern end (Point C): 21.268 metres
RWY 05L/23R western end (Point D): 14.250 metres

3. Restrictions

No obstacle shall penetrate the OLS described above and depicted in Figure 1A to this designation, except where an obstacle is located within the Outer Horizontal Surface described under 2(g) above and the obstacle is no higher than either:

(a) the maximum height permitted under the relevant provisions of the Unitary Plan, including zones, precincts and / or overlays; or

(b) 15 metres above terrain.

An obstacle is defined as any object which is connected directly or indirectly to the ground or water and includes trees. The designation restrictions do not apply to objects located beneath the OLS identified on Figure 1A or which are included in exceptions (a) and (b) above. In addition, no chimney shall discharge effluent through the Approach Slopes shown on Figure 2 to this designation at a velocity in excess of 4.3 metres per second.

Part 2: Restrictions Relating to Runway End Protection Areas

1. Overview

The Runway End Protection Areas (REPA) shown on Figure 3 to this designation, are areas in which, statistically, there is a risk of aircraft landing or takeoff incidents. It is desirable that the risk from such a hazard be reduced by limiting the range of activities permitted in the REPAs and the number of persons that can be exposed. The following requirements are intended to restrict development within the REPA in order to control the number of people on the ground at any one location and time.

2. Specification

The REPA comprises trapezoid areas commencing at the runway threshold (as defined in Part 1 above for the OLS) with the REPA narrowing with increasing distance from the runway.

The REPA for the existing runway comprises three trapezoids:

(a) The first commencing at the runway threshold with a width of 220m. It extends equidistant about the extended runway centreline to a point 310m from the end of the runway threshold. The width of the trapezoid at this point is 150m.

(b) The second commences at this point with a width of 130m extending a further 1,250m where the width at this point is 50m.

(c) The third joins at this point with a width of 50m extending a further 100m terminating at a width of 30m.

The Northern Runway REPA comprises of a single trapezoid commencing at the runway threshold with a width of 150m. It extends equidistant about the extended runway centreline to a point 720m from the end of the runway threshold. The width of the trapezoid at this point is 90m.

3. Restrictions

Consistent with UK Department for Transport's (DfT) Circular 01/2010 Control of Development in Airport Public Safety Zones, within the REPA, there shall be no new or replacement dwelling-houses, mobile homes, caravan sites or other residential buildings. Nor shall new or replacement non-residential development be permitted except:

(a) long stay and employee car parking (where the minimum stay is expected to be in excess of six hours);

(b) warehousing and storage use, in which a very small number of people are likely to be present within a sizeable site;

(c) development of a kind likely to introduce very few or no people on to a site on a regular basis including unmanned structures, engineering operations, buildings housing plant or machinery, agricultural buildings and operations, buildings and structures in domestic curtilage incidental to residential use, and buildings for storage purposes ancillary to existing industrial development;

(d) public open space but excluding children's playgrounds and attractions, playing fields or sports grounds; built development for the purpose of housing plant or machinery, and which would entail no people on site on a regular basis including boiler houses, electricity switching stations or installations associated with the supply or treatment of water; and

(e) golf courses, but not clubhouses.

In addition to the above, all activities within the REPA which generate or have the potential to generate mass assembly of people are not permitted.

Part 3: Requirements for Non-Aeronautical Ground Lights Adjacent to Extended Runway Centre Lines

1. Overview

CAA Advisory Circular AC 139-6 requires that any non-aeronautical ground light which, by reason of its intensity, configuration or colour, might cause confusion or prevent the clear interpretation of aeronautical ground lights, should be extinguished, screened or otherwise modified so as to eliminate such a possibility.

2. Specification

The requirement applies over a rectangular area, 1500 metres wide, extending equidistant either side of the extended runway centreline for a distance of 4440 metres from the end of the runway strip (as defined in the Specification for Obstacle Limitation Surfaces) for both the Existing and Northern Runways. These areas are shown in Figure 4 to this designation.

3. Restrictions

Auckland International Airport Ltd requires that any light in the above area be prohibited from shining above the horizontal.

Attachments

No attachments.

Attachment 4: Update GIS viewer

Change to Designation 1102