

APPENDIX 5: HEIGHT REQUIREMENT FOR HAMILTON AIRPORT

1. Main Runway:

The main runway is 1707m long by 46m wide.

2. Main Strip:

The Main Runway is contained within the Main Strip. The Main Strip is 1827m long by 300m wide. The coordinates and elevations of the four corners of the Main Strip, in terms of the Geodetic Datum 1949 - Mt Eden Circuit and the Moturiki Datum are as follows:

MN	mE	Elevation
589348.24	349560.19	49.00
589263.64	349847.99	49.00
591100.83	350075.39	51.50
591016.23	350363.19	51.50

3. Subsidiary Strip:

The Subsidiary Strip is 1128m long and 150m wide. The coordinates and elevations of the corners of the Subsidiary Strip, in terms of the Geodetic Datum 1949 - Mt Eden Circuit and the Moturiki Datum are as follows:

mN	mE	Elevation
590673.13	349328.01	51.30
590524.16	349310.43	51.30
590540.87	350448.23	51.60
590391.91	350430.65	51.60

4. Horizontal Surface:

A surface located in a horizontal plane above the Main Runway with an elevation of 95m Moturiki Datum having its out limit at a locus of 4000m measured from the periphery of the Main Strip.

5. Conical Surface:

A surface sloping upwards and outwards from the periphery of the Horizontal Surface at a gradient of 1 vertical to 40 horizontal (1 in 40) to an elevation of 200m above Moturiki Datum.

6. Main Strip Approach Surface:

There is an Approach Surface at both ends of the Main Strip. Each Approach Surface rises upwards and outwards from the ends of the Main Strip at a gradient 1 vertical to 62.5 horizontal (1 in 62.5) commencing at 51.5m above Moturiki Datum at the northern end

and 49.0m above Moturiki Datum at the southern end for a horizontal distance of 15.00km. Each side of the Approach Surface diverges from the extended line of each edge of the Main Strip at a rate of 15% of the distance from the end of the Main Strip.

7. Subsidiary Strip Approach Surface:

There is an Approach Surface as both ends of the Subsidiary Strip. Each Approach Surface rises upwards and outwards from the ends of the Subsidiary Strip at a gradient of 1 vertical to 62.5 horizontal (1 in 62.5) to where it intercepts the Horizontal Surface. Each side of the Approach Surface diverges from the extended line of each edge of the Subsidiary Strip at a rate of 10% of this distance from the end of the Subsidiary Strip.

8. Transitional Slopes:

These rise upwards and outwards from the sides of both the Main and the Subsidiary Strips and the edges of each Approach Slope at a gradient of 1 vertical to 7 horizontal (1 in 7) to intercept the Horizontal Surface.

NOTE: The Waikato Regional Airport Company requires that the District Plan not allow any object to be constructed or any plant to grow above the surfaces as defined in Clauses 4 to 8 above.

9. Doppler Very High Frequency Omni-directional Radio Range and Distance Measuring Equipment Facility (VOR/DME):

1050 metres on the centreline of the runway extended to the north from the north end of the Main Strip is a VOR/DME (VOR) which is an essential navigation aid for the operational safety of aircraft using the Airport. In terms of Geodetic Datum 1949, Mt Eden Circuit, the centre of the structure is located at 592066.1mN, 350515.7mE. In order to ensure the efficiency of this aid no metallic structures other than wire fences less than 1.2 metres high are permitted within 200 metres of this position. Outside of a 200 metre radius of the aid no structure or part of a structure may be erected which will be above a conical surface centred at the centre of the aid, originating at a level of 55.4 metres above Moturiki Datum and rising at an angle of 3.5 degrees above the Horizontal.

