

From: Mike Haines mikehainesaviation@gmail.com
Subject: Re: 2674 - RE: 54 Green Lane
Date: 8 March 2022 at 5:15 PM
To: Daniel Huelsmeyer daniel@ruruhomes.nz



Hi Daniel

I have reviewed the email from Ben Smith, Newton & Associates Limited.

I concur that the information in the Schedule 16.11A of the Tasman Resource Management Plan does not provide sufficient detail to undertake an aerodrome obstacle limitation surface survey. This was noted in my report to you in October 2021 - Motueka Aerodrome OLS Report to Daniel and Fran Huelsmeyer.

The Tasman Resource Management Plan does not include appropriate survey data or points and is not aligned to the detailed CAA Advisory Guidance. There is ambiguity and no definition of the runway and then the runway strip locations.

I noted this in my report Section 5: Summary, Point 5 and Section 7: Observations, Point 1.

Regards

Mike Haines


www.mikehainesaviation.com
027 240 8657

On Tue, 8 Mar 2022 at 10:45, Daniel Huelsmeyer <daniel@ruruhomes.nz> wrote:

Hi Mike,

as discussed, could you please have a quick look at this and provide your feedback of whether or not a height limit can be determined based on the TRMP rule?

Thank you!

Kind regards

Daniel Huelsmeyer
ruru homes
Director
www.ruruhomes.nz
daniel@ruruhomes.nz
0064 (0) 21 1930416

Kaiteriteri / Motueka / Nelson Bays
New Zealand

Begin forwarded message:

From: Ben Smith | Newton Survey <Ben@newtonsurvey.co.nz>
Subject: RE: 2674 - RE: 54 Green Lane
Date: 8 February 2022 at 1:13:57 PM NZDT
To: Daniel Huelsmeyer <daniel@ruruhomes.nz>

Hi Daniel,

As discussed previously, the diagram included in Schedule 16.11A of the Tasman Resource Management Plan does not provide enough parameters to reliably determine the extent of the Obstacle Limitation Surface

- As such, we cannot reliably determine any height limitations in terms of the TRMP without making certain assumptions.

Note 1 on the diagram references the “end of the runway strip” which determines the origin of the Obstacle Limitation Surface

- The end of “Runway Strip” has been defined at 10m past the threshold markers

Note 2 on the diagram references the “end of runway”

- The end of "Runway" may be interpreted to be the end of the sealed area outside of the "Runway Strip"
- In addition, Schedule 16.11A does not specify the width of the Obstacle Limitation Surface at the end of the Runway Strip and therefore the extent of the Obstacle Limitation Surface cannot be established.

There is a note at the top left corner of Schedule 16.11A noting that the plan should not be scaled.

- As such, the width of the inner end of the OLS cannot be reliably determined.
- If Schedule 16.11A is scaled (by aligning the diagram via the underlying property boundaries shown), the runway position (shown black on Schedule 16.11A) does not coincide with the true runway location on the ground.
 - This reinforces the statement that the diagram should not be scaled.

Let me know if you need anything further.

Kind Regards,

Ben Smith

Licensed Surveyor

E ben@newtonsurvey.co.nz

M 021 233 1612

P +64 3 528 1015

To ensure that we are able to continue providing our clients with a full and efficient service, only people who are fully vaccinated against Covid 19 with no flu-like symptoms or awaiting any test results are able to visit the office. Please phone or email to make an appointment prior to visiting. All staff and visitors are required to wear a mask during the consultation process. We are happy to arrange a meeting on Zoom or an on-site consultation.

Newton & Associates Limited | Registered Professional Surveyors
8 Salisbury Road, Richmond 7020 | 331 High Street, Motueka 7120
www.newtonsurvey.co.nz

CONFIDENTIALITY: The contents of this e-mail (including any attachments) may be privileged and confidential. Any unauthorised use of the contents is expressly prohibited. If you have received this e-mail in error, please advise us by telephone 03 544 3246 immediately and then delete this e-mail together with all attachments.