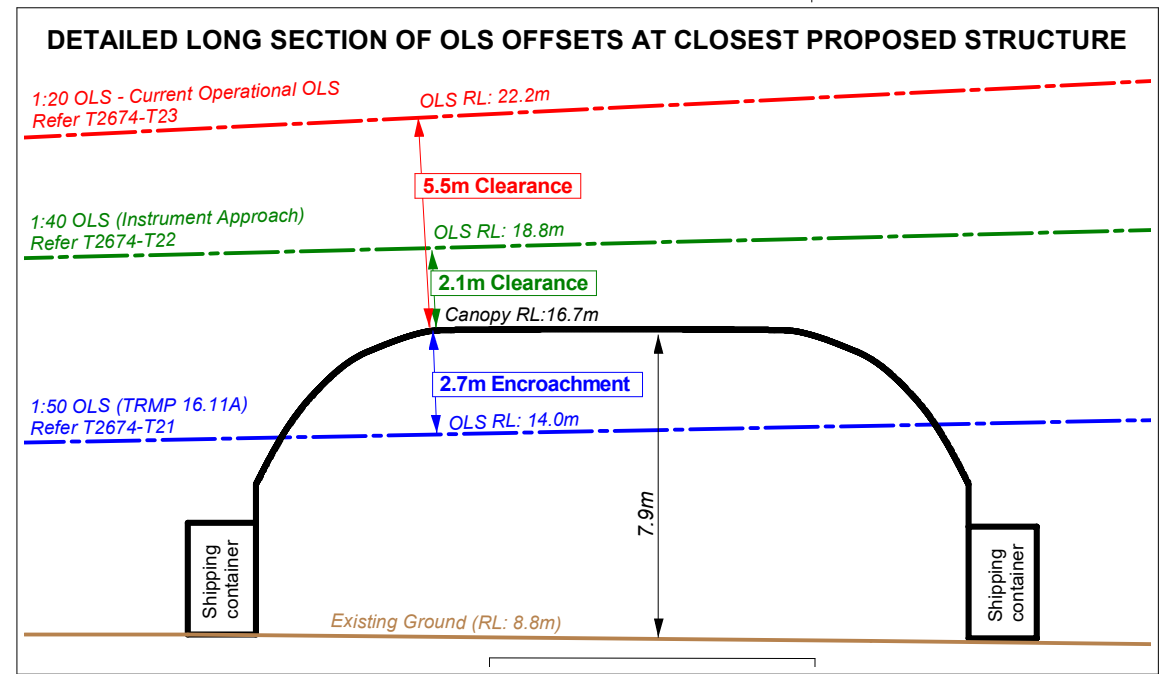


Closest point of proposed structure  
 Schedule 16.11A OLS (1:50) - Blue: Encroach 2.7m  
 Instrument OLS (1:40) - Green: Clear: 2.1m  
 Current Operational OLS (1:20) - Red: Clear 5.5m



Refer to Plan T2674-T21-T23 for alignment of Long-Section depicted hereon and details of various obstacle limitation surfaces shown

This plan has been prepared to depict the relationship of the proposed structure closest to the Motueka Aerodrome.  
 - In this instance, the closest structure is considered to be the most critical when assessing the relationship of the proposal against the various obstacle limitation surfaces.  
 - Other structures are located further from the aerodrome and have a greater clearance / lesser encroachment in relation to the obstacle limitation surfaces.

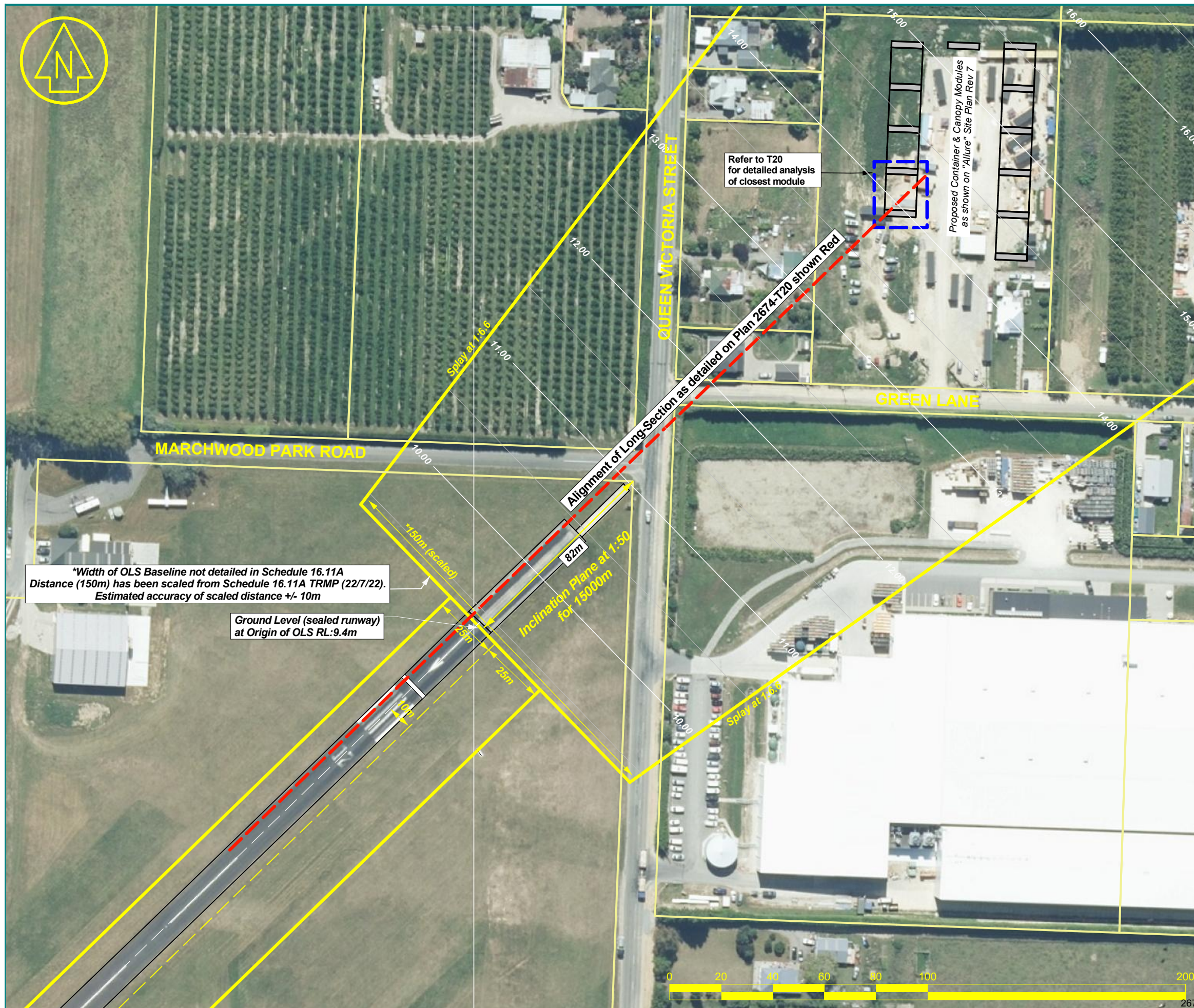
The blue line represents the Obstacle Limitation Surface (OLS) described in Schedule 16.11A of the Tasman Resource Management Plan (dated 22/07/2022)  
 - Origin of the OLS at 82m from the northeastern title boundary corner.  
 - Ground level at Origin RL: 9.4m at centre of sealed runway  
 - OLS gradient of 1:50  
 - Refer to T2674-T21 for the definition of this OLS.

\*\*\*The definition of the Obstacle Limitation Surface defined in Schedule 16.11A has been recently redefined (22/07/22) and does not align with parameters and definitions currently being utilised by the Motueka Aerodrome or those published in the Civil Aviation Authority (CAA) circulars.  
 It is my view that this is inappropriate in view of the fact that TRMP Rule 16.11.20 states that the rules are based on the Civil Aviation Circulars.  
 It is therefore also reasonable to expect that the geometrical definition of the OLS will be in accordance with those circulars.

The green line represents the lowest permissible Obstacle Limitation Surface allowed by CAA circulars  
 - This OLS relates to a night operations or instrument approach procedure as outlined in the Mike Haines Aviation Ltd report dated 28/10/2021  
 - OLS gradient of 1:40  
 - The origin of the OLS has been set to accommodate a 4.5m clearance to the nearby road formation.  
 - Refer to T2674-T22 for definition of this OLS.

The Red line represents the Obstacle Limitation Surface which is currently being utilised by the Motueka Aerodrome.  
 - OLS Origin set at 10m northeast of threshold markers.  
 - OLS gradient of 1:20  
 - Refer to T2674-T23 for definition of this OLS

Ground level data of the site derived from TDC LIDAR information with gross checks undertaken to confirm reliability  
 Estimated accuracy of ground levels +/- 0.2m



This plan has been prepared to assess the site against Schedule 16.11A of the TRMP (recently redefined on 22/7/22)

This plan should be read in conjunction with detailed Long-Section plan T2674-T20

The definition of the Obstacle Limitation Surface represents our best attempt at defining the Obstacle Limitation Surface (OLS) as described in Schedule 16.11A of the Tasman Resource Management Plan (dated 22/07/2022).

We consider it inappropriate to scale of this plan due to the resulting inaccuracies associated with this methodology.

Mr Phil Doole's letter (dated 22/07/2022) and the addition of a linear scale bar to the revised plan (updated 22/07/22) implies that we should be scaling dimensions from the depiction of the OLS shown in Schedule 16.11A of the TRMP.

As such, we have adopted Mr. Phil Doole's suggested approach for this exercise.

Note 4 of the revised Schedule 16.11A (22/7/22) states that "the northern end of the runways is 82m from the road boundary angle to the northeast".

We have made the assumption that this point is the origin of the north-eastern OLS depicted on Schedule 16.11A (22/7/22)

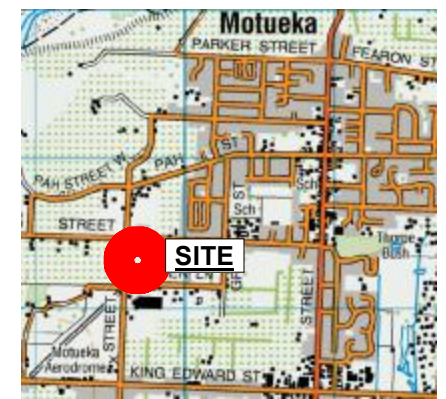
We note that the specified distance of 82m is significantly different to that depicted on Schedule 16.11A (14/8/2018) - which scales at approximately 55m.

The OLS defined in Schedule 16.11A does not align with that which is currently being utilised by the Motueka Aerodrome or parameters and definitions outlined in the Civil Aviation Authority (CAA) Circulars.

Levels shown in terms of NZVD16 (TDC Datum)  
 Origin of Levels: BP 1 SO 508063 (RL:9.47m)  
 Contours shown refer to the OLS height in terms of NZVD16 height datum

Aerial Imagery, property boundaries and road levels have been sourced from LINZ data service and should be considered approximate only.

**LOCATION DIAGRAM**



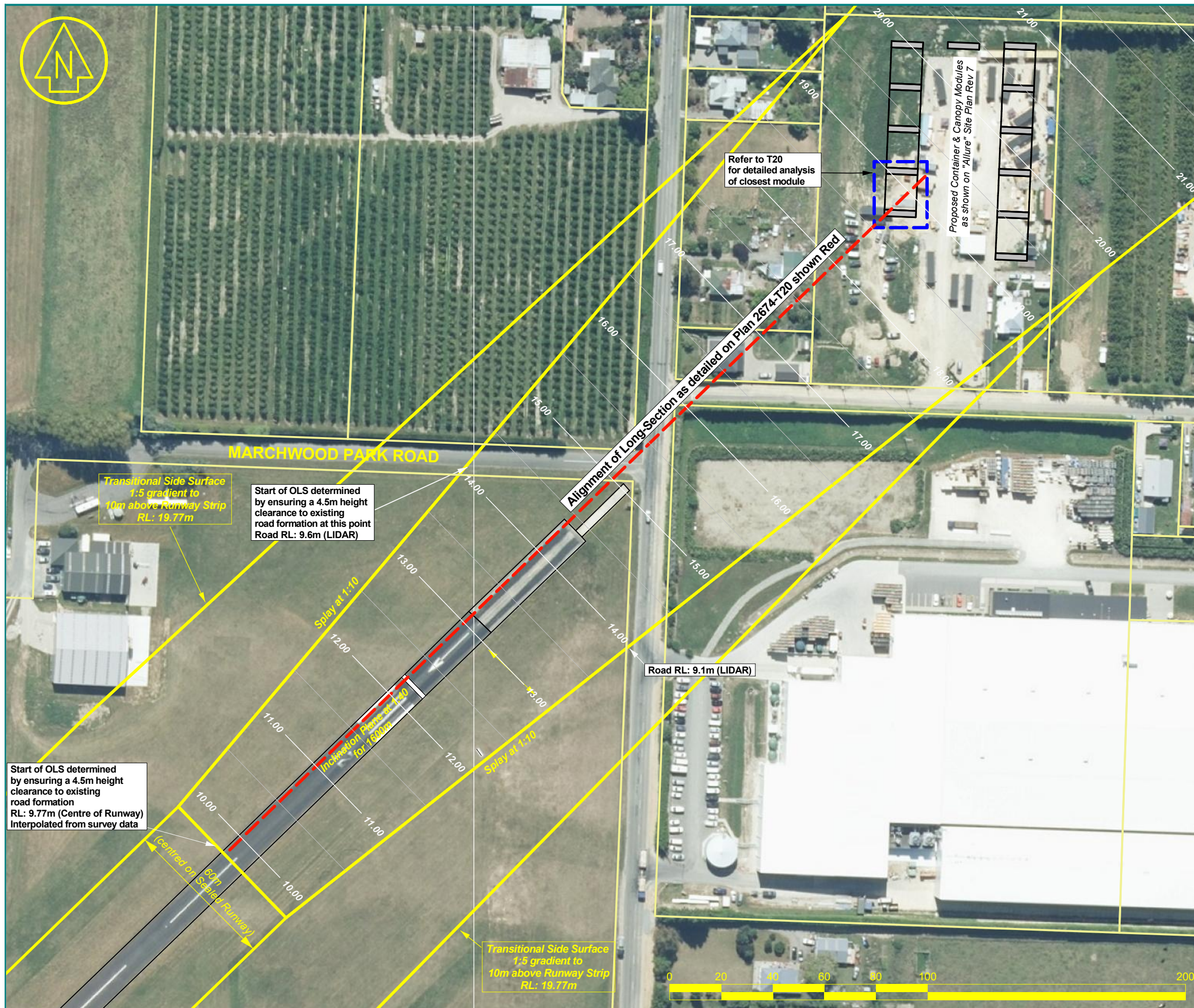
**NEWTON SURVEY**  
 Your Land Solution Specialists

331 High Street, Motueka 7120  
 03 528 1015  
[ben@newtonsurvey.co.nz](mailto:ben@newtonsurvey.co.nz)

**54 Green Lane, Motueka  
 Site assessment against  
 Schedule 16.11A TRMP  
 for Motueka Aerodrome**

**OLS Parameters derived from  
 Schedule 16.11A TRMP (22/7/22)**

Drawn:	Ben Smith
Scale:	1:1500 (A3)
Job Number:	T2674
Drawing Number:	T21
Sheet Number:	2 of 4
Revision:	3 06/09/2022



This plan has been prepared to assess the site against a possible future Obstacle Limitation Surface (OLS) associated with a night / instrument approach to the Motueka Aerodrome.

This plan should be read in conjunction with 2674-T20

Note that this does not align with Schedule 16.11A of the TRMP

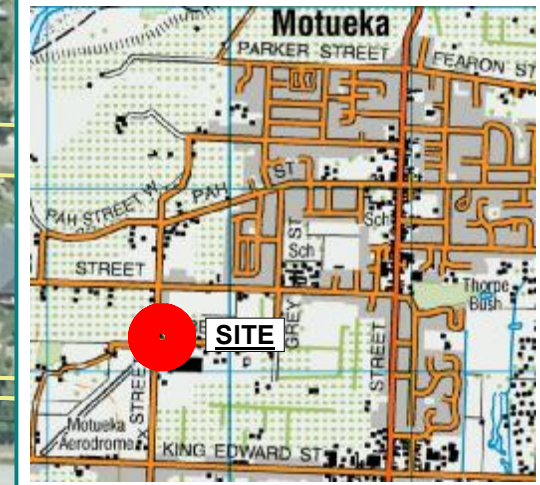
Levels shown in terms of NZVD16 (TDC Datum)

Origin of Levels: BP 1 SO 508063 (RL:9.47m)

Contours shown refer to the OLS height in terms of NZVD16 height datum

Aerial Imagery, property boundaries and road levels have been sourced from LINZ data service and should be considered approximate only.

**LOCATION DIAGRAM**



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**54 Green Lane, Motueka  
Site assessment against possible  
Night or Instrument Runway  
for Motueka Aerodrome**

**OLS Parameters derived from  
Section 3.3 of AC139-7  
(CAA Advisory Circular 18/12/2009)**

Drawn:	Ben Smith
Scale:	1:1500 (A3)
Job Number:	T2674
Drawing Number:	T22
Sheet Number:	3 of 4
Revision: 3	06/09/2022



This plan has been prepared to assess the site against the OLS which is currently being utilised by the Motueka Aerodrome.

This plan should be read in conjunction with 2674-T20

Note that this does not align with Schedule 16.11A of the TRMP

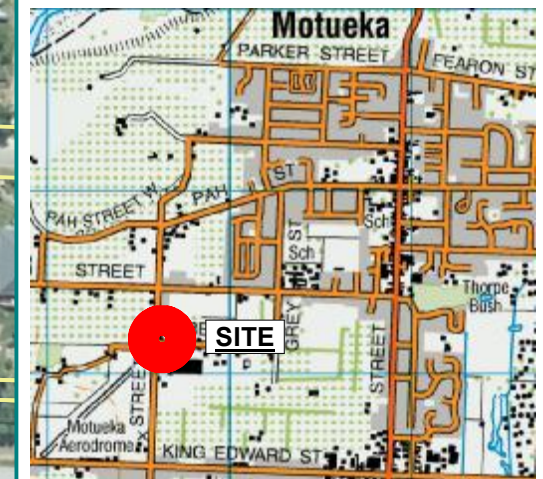
Levels shown in terms of NZVD16 (TDC Datum)

Origin of Levels: BP 1 SO 508063 (RL:9.47m)

Contours shown refer to the OLS height in terms of NZVD16 height datum

Aerial Imagery, property boundaries and road levels have been sourced from LINZ data service and should be considered approximate only.

**LOCATION DIAGRAM**



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**54 Green Lane, Motueka**  
 Site assessment against  
 Obstacle Limitation Surface  
 Currently being Utilised by  
 Motueka Aerodrome

Drawn:	Ben Smith
Scale:	1:1500 (A3)
Job Number:	T2674
Drawing Number:	T23
Sheet Number:	4 of 4
Revision:	3
	06/09/2022