

AIRPORT NEWS

Obstacle Limitation Surface ('OLS')

The Obstacle Limitation Surface ('OLS') is a defined surface in the airspace following the landing and take-off approaches to a runway. They are required by the CAA to be free of obstacles in order to enable aircraft to maintain a satisfactory level of safety during arrivals and departures. The OLS is already identified in the District Plans but will need to be adjusted to take into account the runway extension.

The OLS rises at a grade of 1m up for every 62.5m travelled and extends for a distance of 15 kilometres from the ends of the main runway. As part of the plan change there will be a lengthening of the OLS boundaries at the northern end of the runway to enable the future runway extension. The changes result from the northwards shift in the commencement point of the OLS to the end of the extended runway and essentially mean that the OLS will be lower than it currently is, where it crosses land to the north of the runway. This will have some effects on limiting building and tree heights on land immediately adjacent to the northern end of the airport. While it has no effect on existing buildings further away, such as across the Waikato River to the north, a limited number of trees would be affected. In the Waikato District the OLS will be about 1.7m lower than at present.

Changes and Variations to District Plans

In summary, for any future runway extension to be possible the following amendments are required to the Waipa District, Hamilton City and Waikato District Plans:

- In all three district plans there will need to be changes to the airport noise boundaries to reflect the proposed new maximum runway length and changes in future aircraft types using it. The proposed size and shape of the noise boundary will be determined using the latest airport noise modelling technology including predicted aircraft movements. In Waipa District the amendments will be advanced through a 'private plan change' while in Hamilton City and Waikato District it will be by 'variations' to their District Plans (subject to the Council's agreeing).
- In all three district plans there will be changes to the Obstacle Limitation Surface boundaries to reflect the proposed extended runway. In the Waipa District there will also be changes to the OLS as a result of the realignment of the cross grass runways.
- In the Waipa District Plan there are proposed alterations to airport land designations and non airport land at the end of the proposed 2,984m runway. This is required for the longer runway length, approach lights and relocating the navigation system.

- In the Waipa District Plan it is proposed to introduce a Runway Protection Area 'overlay' to limit buildings with high occupancies and the storage of dangerous goods off the ends of the main runway.

This brochure is the first part of the public consultation process Waikato Regional Airport Limited is carrying out to ensure everyone affected is informed of the proposals at an early stage and any concerns they have are taken into account when preparing the applications. The second part is an open day to be held at the airport. Later this year the proposals will be publicly notified by the Councils and anyone affected will have the opportunity to lodge a submission.

Summary

This plan change is important to protect the airport's ability to extend the runway in the future, as new opportunities arise with either international airlines or airfreight operators.

This document has been designed to introduce the proposed application for planning approvals to enable any future runway extension and to initiate feedback and discussion regarding the proposal. Design of the project is in its early stages, therefore, your feedback is welcome and can be sent to either of the addresses shown below. If you wish to discuss the project further, please do not hesitate to contact the people listed below.

WRAL looks forward to progressing this project in consultation with the airport community and stakeholders.

See the Hamilton International Airport website www.hamiltonairport.co.nz for further information including a Questions and Answers page.

For further information please contact:

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OPEN DAY

We will be holding an Open Day at the airport to discuss this project and answer questions.

Date: 16 June 2009

Time: 2pm - 8pm

Venue: Hamilton International Airport,
International Departures Lounge.

Car Parking: Please use the terminal carpark.
A free exit ticket will be provided.



AIRPORT SEEKS PLANNING APPROVALS TO PROTECT FUTURE GROWTH OPTIONS

Hamilton International Airport intends to seek planning approvals to protect its ability to extend its main runway in the future to enable international flights beyond Australia and to accommodate larger aircraft.

This newsletter is the first step in its public consultation process.

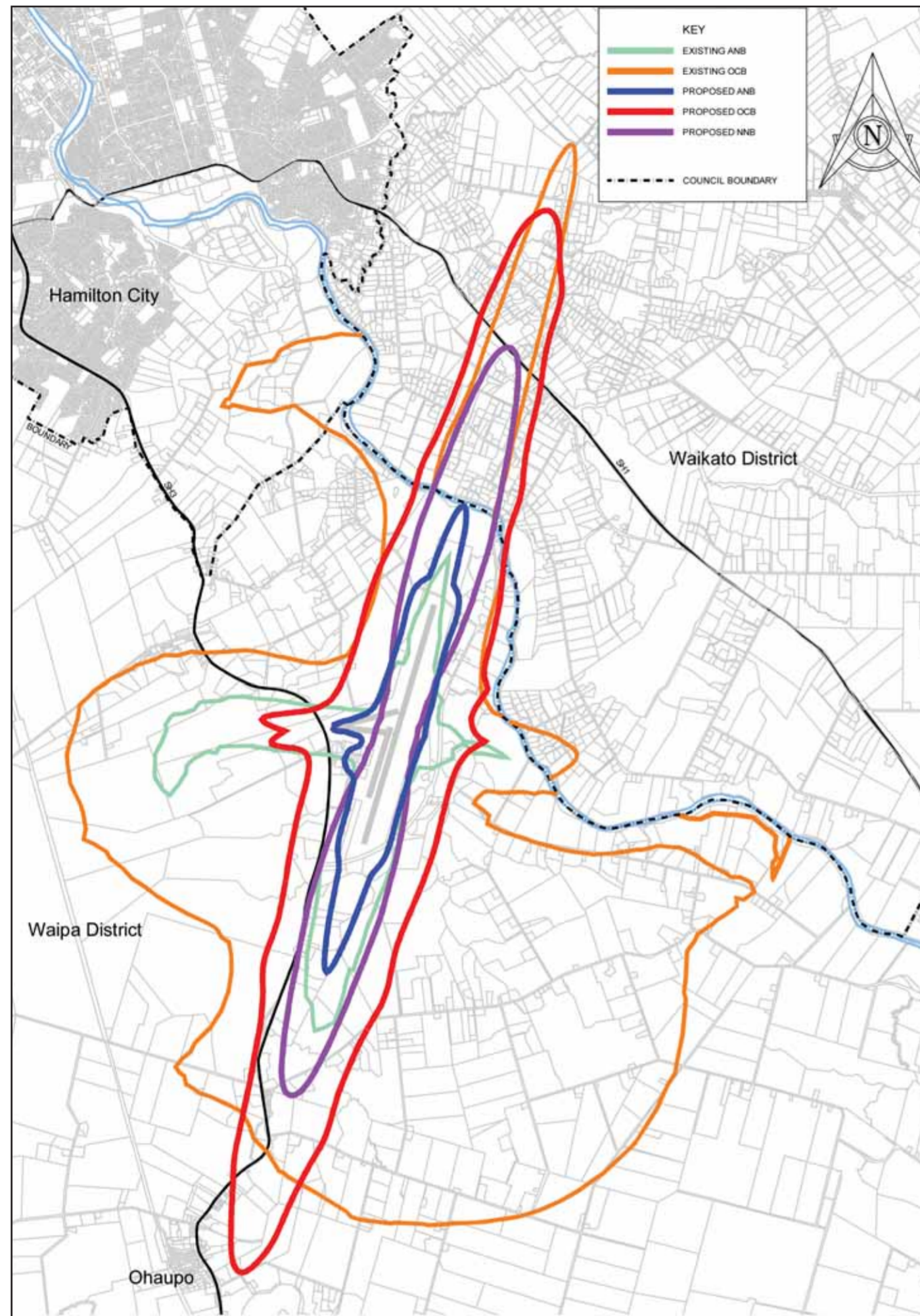
Apart from properties near the end of the runways the only notable change for surrounding properties is a change to the airport's noise boundaries. This change results in an overall 60% reduction in the total area within the current noise boundaries. This will mean that for the Waipa District 270 properties will be removed from the outer noise boundary and 16 properties added. For the Waikato District 40 properties will be removed and 56 properties added. For Hamilton City the noise boundaries will be removed altogether.

Pacific Blue Airlines has just announced international flights from Hamilton International Airport, with flights to both Brisbane and Sydney. However, the ability to extend the runway will significantly increase the number and types of airlines that could potentially fly into Hamilton as it will enable the airport's use by long haul aircraft. This will enable the airport to break out of the current limited airline market of narrow bodied trans-Tasman aircraft.

The airport remains the third busiest in New Zealand (after Auckland and Ardmore) in terms of aircraft movements.



Existing and Proposed Noise Boundaries



In January 2009 the airport successfully rezoned 117ha of land around the airport to accommodate a business park called Titanium Park. The first stage of development of Titanium Park is programmed to commence in June 2009.

Waikato Regional Airport Ltd (WRAL), as owner and operator of the airport, has now refocused its attention on the airport's key operational infrastructure. Accordingly, the airport sought independent aeronautical planning advice to produce a 20 year master plan for the airport. The aeronautical master plan has been completed, and has identified a requirement to preserve future aeronautical capability including:

- A future runway length of 2,984m including protection against new obstacles in the future

aircraft approach paths.

- Protection of land for runway lighting on the north side of Raynes Road and the south side of Airport Road.
- Changing the airport's allowable noise levels, known as noise boundaries, according to the latest projected growth scenarios, with an overall 60% reduction in land coverage.

- Improved apron and taxiway areas.

Independent aeronautical consultants also identified and quantified new opportunities including (but not limited to):

- Attracting long-haul airlines flying via Australia, which use wide body jets (e.g. Airbus A330, Boeing

B777). This is a growing market.

- Attracting long-haul airlines directly from Asia to New Zealand, which again use wide body jets.
- Attracting cargo aircraft that require a longer runway length to fully load their aircraft.

This would make Hamilton only the third airport in New Zealand with this capability, with the other airports being Christchurch International Airport and Auckland Airport.

Future Runway Extension

WRAL wants to protect the ability to construct to a maximum of a 789m sealed extension at the northern end of the main runway consisting of a 610m sealed runway extension and a 188m sealed starter extension. The proposed extension will create a total sealed runway length of 2,984m.

The aerial photo to the right illustrates the aeronautical master plan.

Timing

The airport, as with any major transport infrastructure company, needs to plan for the long term so that it can protect its ability to capture new opportunities. If it doesn't take action now development on nearby land could mean the opportunity is lost.

The Resource Management Act planning procedures for an extension could take one to two years to complete. Therefore WRAL needs to initiate the planning procedures now to ensure that the runway extension options and other associated infrastructure can be built when they are needed.

Cost and Benefits

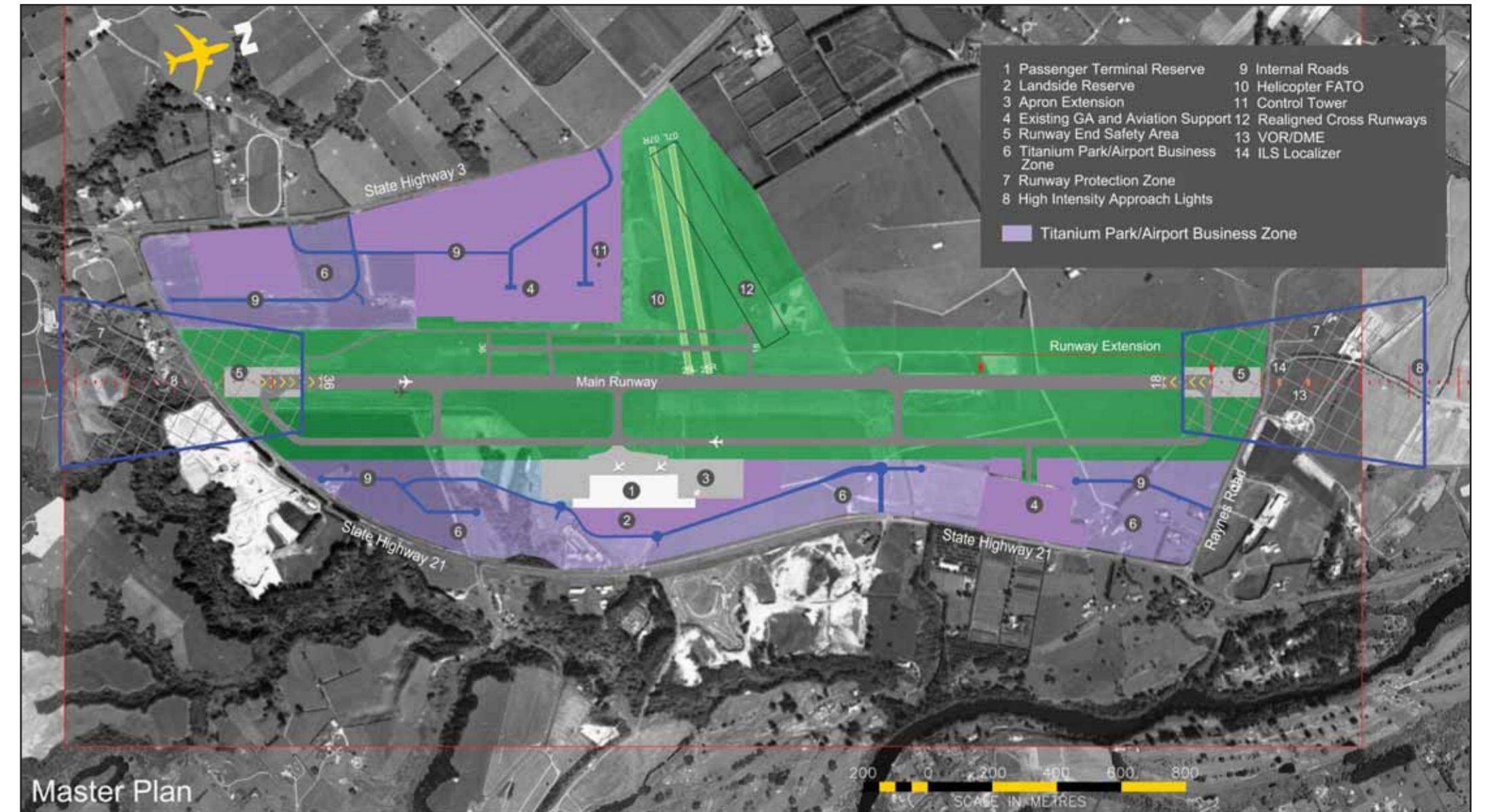
The capital cost for a full runway to 2,984m, plus additional apron and taxiway infrastructure to handle wide body jets, is estimated at approximately \$22m. However, the airport may construct the runway extension in stages, with the runway lengthened to 2,500m estimated to cost \$13M.

With a 2,500m runway, a study carried out by the University of Waikato in 2008 has estimated that the total economic benefit to the Waikato region over 20 years could reach \$1 billion, which represents an increase in regional activity of \$50 million per year.

Noise Boundaries

Overall the proposed plan change will result in a 60% reduction in the total area within the current noise boundaries, from about 4,270 hectares to 1,630 hectares. This will mean that in total 257 properties will come out of the noise boundaries.

Noise boundaries (sometimes called 'footprints') are a well-established method of controlling aircraft noise and land use around airports. The noise boundary



method is set out in NZ Standard 6805; 1992. The standard recognises that airports are noisy but are also an important economic and community resource.

Therefore the best method of managing adverse noise effects is to allow a reasonable amount of growth for the airport and to restrict sensitive development (especially residential) near the airport. The airport operations must not exceed the predicted noise represented by the noise boundaries.

The standard recommends establishing two boundaries called the Air Noise Boundary (ANB) and the Outer Control Boundary (OCB) which are based on predicted noise contours of 65 and 55 dBA Ldn respectively. The dBA is a measurement for sound and the Ldn is the average noise level over 24 hours with a 10 dBA penalty for nighttime noise. (Please go to our website www.hamiltonairport.co.nz if you require more information).

The Waipa, Hamilton and Waikato District Plans have included these boundaries since the 1990's, recognising the land contained within them as areas where it is necessary to restrict development sensitive to aircraft noise.

The noise boundaries in the Waipa and Hamilton City District Plans were put in place in 1992 based on different aircraft types and the current runway. The noise boundary in the Waikato District Plan is based on a 2,720m runway and was updated in 2004.

The proposed noise boundaries have been modelled based on the latest acoustic modelling software and independent aircraft traffic predictions for the year

2030. The new boundaries will not affect Hamilton City and therefore the existing noise boundaries will be removed from the Hamilton City Plan.

In the Waipa District the proposed boundaries are reduced by about two-thirds of the area of the existing but extend a little further south. This means that 270 properties in Waipa District will be removed from within the noise boundaries, but 16 will be added.

In the Waikato District the proposed boundaries are similar in size to the existing boundaries but they are slightly different in shape. The change in shape results in 56 additional properties being included within the noise boundary and another 40 properties being removed from within it.

It is proposed that an additional noise boundary be introduced called the Night Noise Boundary (NNB), which is based on the single event noise level of aircraft operating at night. The purpose of the NNB is to acknowledge that night time flights to the airport do occur and that new residential houses built in this area would benefit from a higher standard of sound insulation to mitigate any future potential sleep disturbance.

The existing and proposed noise boundaries are shown on the plan on the left.

Ancillary Facilities

As part of the extension, a new Instrument Landing System (ILS) and High Intensity Approach Lights (HIAL) are proposed to be established at each end of the runway, extending onto the properties to the north

of Raynes Road and to the south across Airport Road. The ILS and HIAL will provide an enhanced level of navigation to support aircraft safety and operational capability during low visibility and are usually a prerequisite for wide body jets.

At the northern end the existing navigational installation ('VOR/DME') is proposed to be relocated from its current position to a new location to the south across Airport Road.

In time, a new taxiway is proposed to be formed parallel with and to the east of the main runway and the existing apron will be extended to the north so larger aircraft can be accommodated.

The main runway already has Runway End Safety Areas ('RESAs') at each end, in accordance with Civil Aviation Authority (CAA) requirements. These are 240m long areas that must be clear of obstructions and available in case of an aircraft undershoot or overshoot. In time, the RESA at the north end of the runway will be reestablished on land owned by WRAL.

In addition, at each end of the main runway 'Runway Protection Areas' 750m long will be established. The purpose of these zones is to protect airport operations and also to protect the public and property in the unlikely event of an incident resulting from an aircraft undershooting or overshooting the runway.