

# APPENDIX II

## NEW PLYMOUTH AIRPORT FLIGHT PATH SURFACES

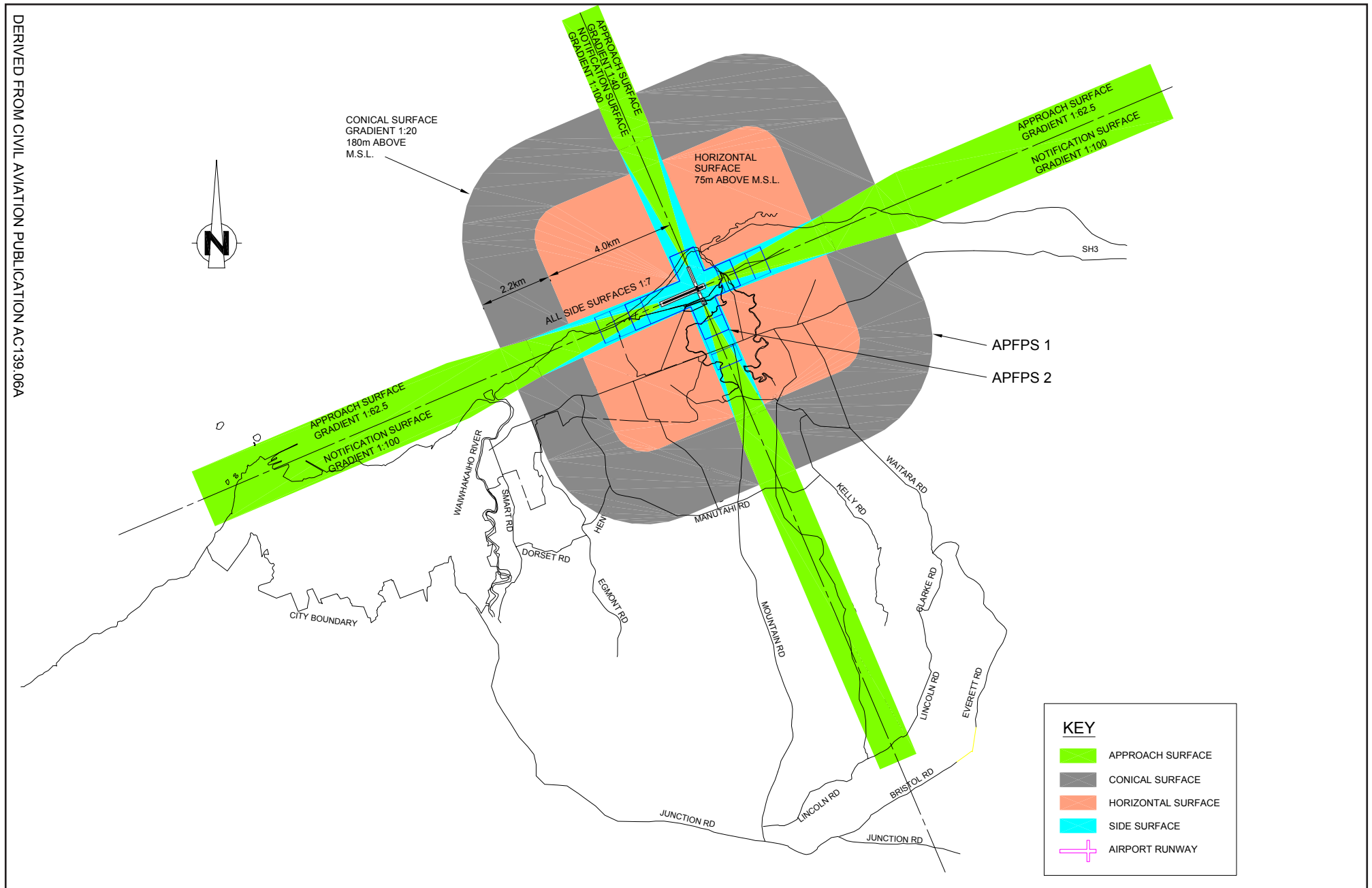


11.1 New Plymouth AIRPORT FLIGHT PATH SURFACES

11.2 New Plymouth AIRPORT FLIGHT PATH SURFACES



Diagram 11.1 New Plymouth AIRPORT FLIGHT PATH SURFACES



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## Diagram 11.2 New Plymouth AIRPORT FLIGHT PATH SURFACES

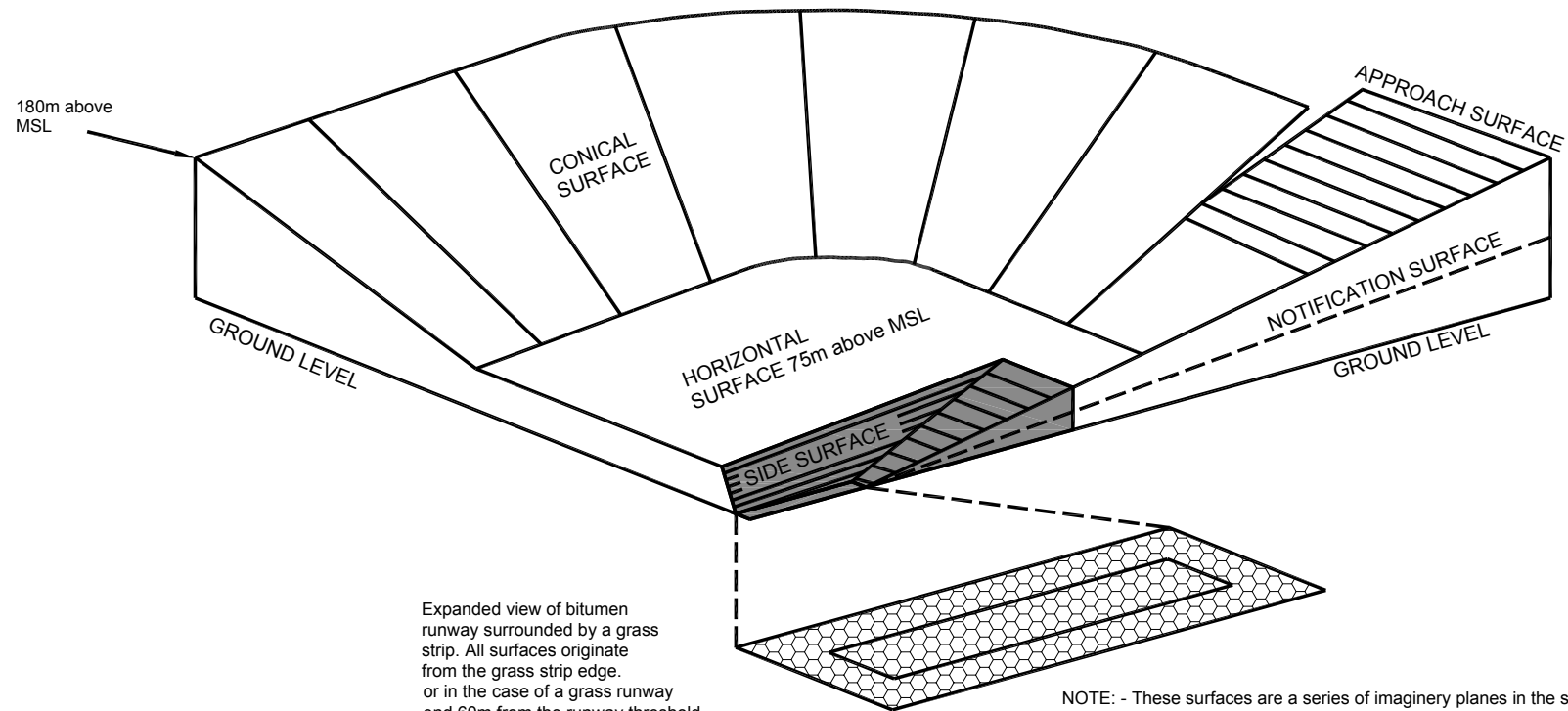
**SIDE SURFACE:** These provide a clear area either side of the runway strip in the event of a missed or misaligned approach to land. (Should not be penetrated)

**CONICAL SURFACE:** Protects aircraft manoeuvring in the aerodrome circuit area. (Should not be penetrated)

**HORIZONTAL SURFACE:** Protects aircraft manoeuvring in the aerodrome circuit area. (Should not be penetrated)

**NOTIFICATION SURFACE :** A surface which requires objects penetrating it to be notified to the director of Civil Aviation who may require it to be marked or lit. Applies to all approaches to the runway. This is a requirement of Civil Aviation Rule Pt77, Civil Aviation Act 1990.


**APPROACH SURFACE:** There are two fans, one for approach and another for take-off. The gradients are generally not the same for take-off and approach. For simplicity only one generalised fan is shown here. (Note that the worst or critical case is the one protected in this District Plan.) These fans provide a clear take-off and approach path, particularly in the event of an engine failure on take-off when the rate of climb is limited and may not be penetrated.



Expanded view of bitumen runway surrounded by a grass strip. All surfaces originate from the grass strip edge, or in the case of a grass runway end, 60m from the runway threshold.

**NOTE:** - These surfaces are a series of imaginary planes in the sky through which obstacles may not penetrate without adequate marking.

- This block diagram uses a vertical exaggeration of ten times. Therefore in reality the slope of these fans is very shallow.

 All structures over 2m in height within this area require a Discretionary resource consent (refer to rules table)