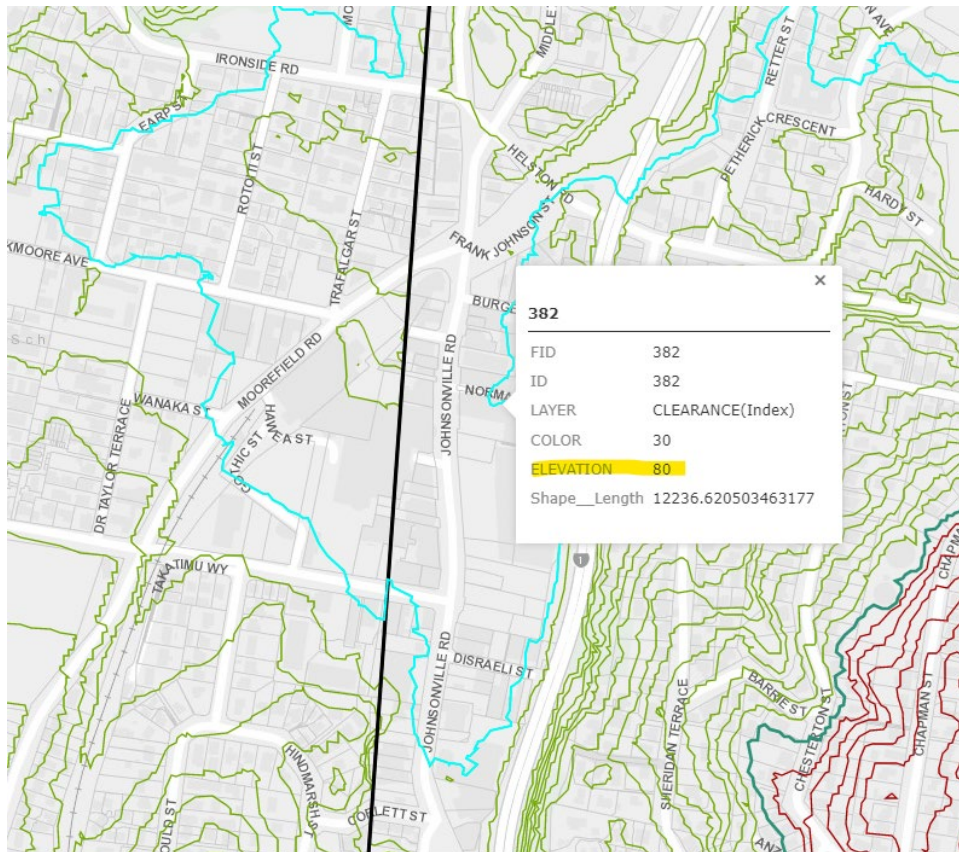


Further to Wellington International Airports hearing appearance this afternoon, the panel requested clarification regarding the WIAL Obstacle Limitation Surface and how it applies to the Metropolitan Johnsonville Centre zone.

The Combined Approach and Take Off Surfaces of WIAL's OLS Designation apply to the Johnsonville Area and surrounds.

The snip below is from WIAL's OLS GIS. Note that the 5m contours shown are OLS penetration contours as opposed to topographical contours. This shows that within the Metropolitan Johnsonville Centre zone there is a ground clearance of approximately 80 metres before a building/structure would penetrate the OLS within the blue highlighted contour.

The next contour onwards, there is a ground clearance of 75 metres before any structure would penetrate the OLS, and so on.



The figure below shows a 2-dimensional version of the entire Wellington Airport OLS. Given the hilly terrain of the city, much of it already penetrates the OLS. These areas are within the blue outline.

Penetration of the OLS requires written approval of WIAL under s176 of the RMA. It does not necessarily mean that a penetration is prohibited. It triggers an assessment of whether the penetration will adversely affect aircraft safety.

