

## **NAVIGABLE AIRSPACE DETERMINATION: Ship to Shore Cranes, Sulphur Point Wharf, Tauranga**

PURSUANT TO Rule Part 77 of the Civil Aviation Rules I, Sean Turangarau Kere Rogers, Manager Aeronautical Services, having received from Port of Tauranga Limited, notification of intention to operate cranes located at Sulphur Point Wharf, Tauranga, conducted an aeronautical study in consultation with such persons, representatives and organisations as I considered appropriate.

After completing the aeronautical study, I am satisfied that the proposed action, if executed, could constitute a hazard in navigable airspace.

THEREFORE, I HEREBY ISSUE a

### DETERMINATION OF HAZARD IN NAVIGABLE AIRSPACE

in respect of the above notification.

The following conditions are specific to this Determination:

1. The cranes operating within the proposed area must be continuously lit at the highest point of the crane and at the end of the boom with an appropriate obstacle light in accordance with (IAW) Civil Aviation Rule Part 77, Appendix B; and
2. The proposed cranes must be marked IAW Civil Aviation Rule Part 77, Appendix B; and
3. All Cranes located within the SID Fan must not exceed a maximum height of 78m AMSL in order to preserve a maximum climb gradient of 6.5% for all Runway 25 SIDs; and
4. All cranes located outside of the SID Fan, mentioned in the Port Crane Aeronautical Study – Final Report dated 18 Jan 2021, are not to exceed a maximum height of 110m AMSL as stated in the Report; and
5. Port of Tauranga Limited is to coordinate with Aeropath and Air New Zealand to achieve the modifications to IFP's and VFR procedures in order to match the mitigations recommended in the Port Crane Aeronautical Study – Final Report


dated 18 Jan 2021. This is to include, but not limited to, changes to the Minimum Climb Gradient specified in the Tauranga RNAV (GNSS) SID RWY 25 plate in the AIP, recommended changes to the AIP Airfield information pages plus recommended changes to the VFR departure procedures; and

6. Port of Tauranga Limited is to coordinate with Tauranga Airport and interested stakeholders to ensure ALL AIP changes recommended in the Port Crane Aeronautical Study – Final Report dated 18 Jan 2021 and identified in (5) above are enacted, by either NOTAM, AIP Sup, inclusion into AIP Pages, prior to any installation of the proposed cranes; and
7. Port of Tauranga Limited is to coordinate with Tauranga Airport for educational material and programs to be developed for local VFR and transient VFR operators IAW recommendations contained within the Port Crane Aeronautical Study – Final Report dated 18 Jan 2021. This should include Airways as a key Air Traffic Control Operations stakeholder so that they can develop Local Air Traffic Control Instructions for this close-in obstacle.

This Determination of Hazard shall become final on 19th July 2021 unless a petition for review is received by the Director prior to that date.

This Determination of Hazard shall not expire but may be revoked, in writing, by the Director.

Dated at Wellington this 21st day of June 2021.

  
**Sean Turangarau Kere Rogers**  
Manager Aeronautical Services