



## **NAVIGABLE AIRSPACE DETERMINATION: Xigo New Zealand Limited Tainui Auckland Airport Hotel 2 LP**

PURSUANT TO Rule Part 77 of the Civil Aviation Rules I, Sean Turangarau Kere Rogers, Manager Aeronautical Services, having received from Xigo New Zealand Limited, notification of intention to operate a crane to build the Pullman Hotel at Auckland Airport, 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:

- That the highest crane must be lit with high intensity obstacle lights in accordance with the lighting requirements in Civil Aviation Rule Part 77, Appendix B; and
- Xigo New Zealand Limited must assess the impacts of the erection of the cranes and construction of the Pullman hotel and amend the AIP New Zealand, Auckland Heliport procedures (NZAA AD2 – 52.2) as appropriate; and
- In accordance with Civil Aviation Rule Part 77.15, Xigo New Zealand Limited shall:
  - notify the CAA of the commencement date of the crane operation; and
  - within five working days of the hotel being completed provide all final appropriate obstacle data to CAA and Aeronautical Information Management at Aeropath Limited, for inclusion into the aeronautical obstacle database and publication on aeronautical charts within 5 working days of the hotel being completed; and
  - notify the CAA within 5 working days of when the crane is removed; and

*The provisions of this determination are in addition to and not in derogation of the provisions of any other Act, or any orders or regulations made thereunder.*

- Xigo New Zealand Limited shall liaise with Aeronautical Information Management at Aeropath Limited to promulgate the required changes to the instrument approaches at NZAA detailed in Appendix A. The changes must be published prior to the cranes commencing operations on site at Auckland International Airport.

This Determination of Hazard shall become final on 25 April 2019 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 27th day of March 2019.

Sean Turangarau Kere Rogers  
Manager Aeronautical Services  
(DW1354370-0)

*The provisions of this determination are in addition to and not in derogation of the provisions of any other Act, or any orders or regulations made thereunder.*