

# **Stella Passage Development**

**Fast-track Approvals Act 2024  
Referral Application**

Attachment 9: Tauranga Airport  
Authority Consultation Record

**Port of Tauranga Limited**

**September 2025**

25 February 2025



Port of Tauranga  
Private Bag 12504  
Tauranga Mail Centre  
Tauranga

Attn: Rowan Johnstone

Dear Rowan

The Tauranga Airport understands the Port is seeking resource consent for its proposed Stella Passage development through the Fast-Track consenting process. Associated with the Stella Passage Development is the inclusion of additional ship to shore container handling cranes as shown on drawing 270-118 Rev A and 324-239 Rev 0.

The Tauranga Airport acknowledges the proposed cranes will exceed the permitted height limits of both the Bay of Plenty Regional Coastal Environment Plan (Rule PZ 4) and the Tauranga City Plan (rule 18A.12.3). Under both these rules resource consent is required, and the assessment matters relate directly to the safe operation of the Tauranga Airport.

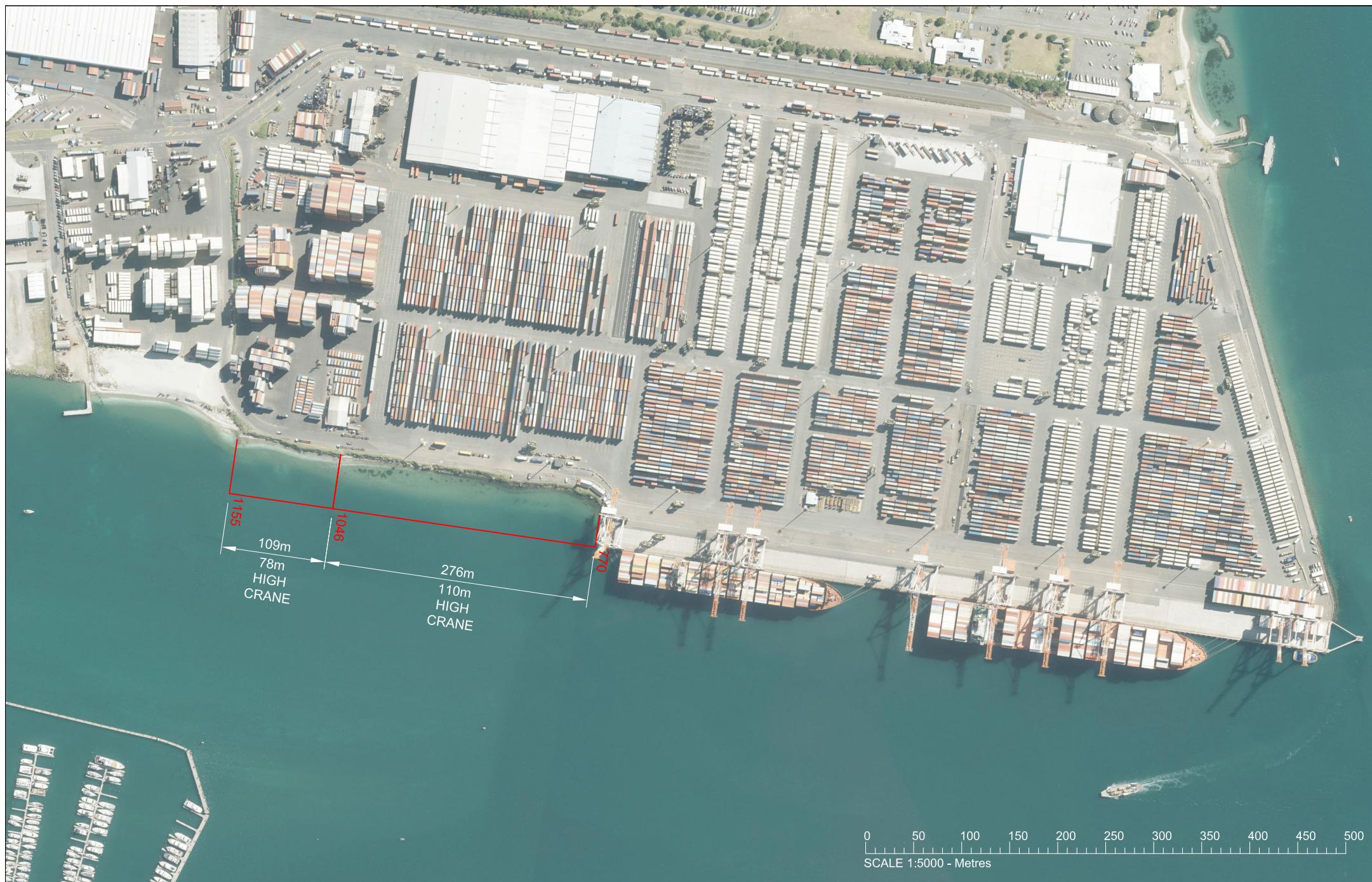
As per my email of 10 October 2024 the Tauranga Airport is in support of the proposed extension with the provision that Port of Tauranga complies with the below condition 1 of the attached CAA determination, Tauranga Airport will look after the remaining conditions.

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

Regards

A handwritten signature in black ink, appearing to read "Ray Dumble".

Ray Dumble  
CEO – Tauranga Airport Authority



REV.	AMENDMENT	DRAWN	CHECK	DATE
A	NOTES and DIMENSIONS REVISED	D.B		13.11.24
0	FOR INFORMATION	D.B		08.06.21



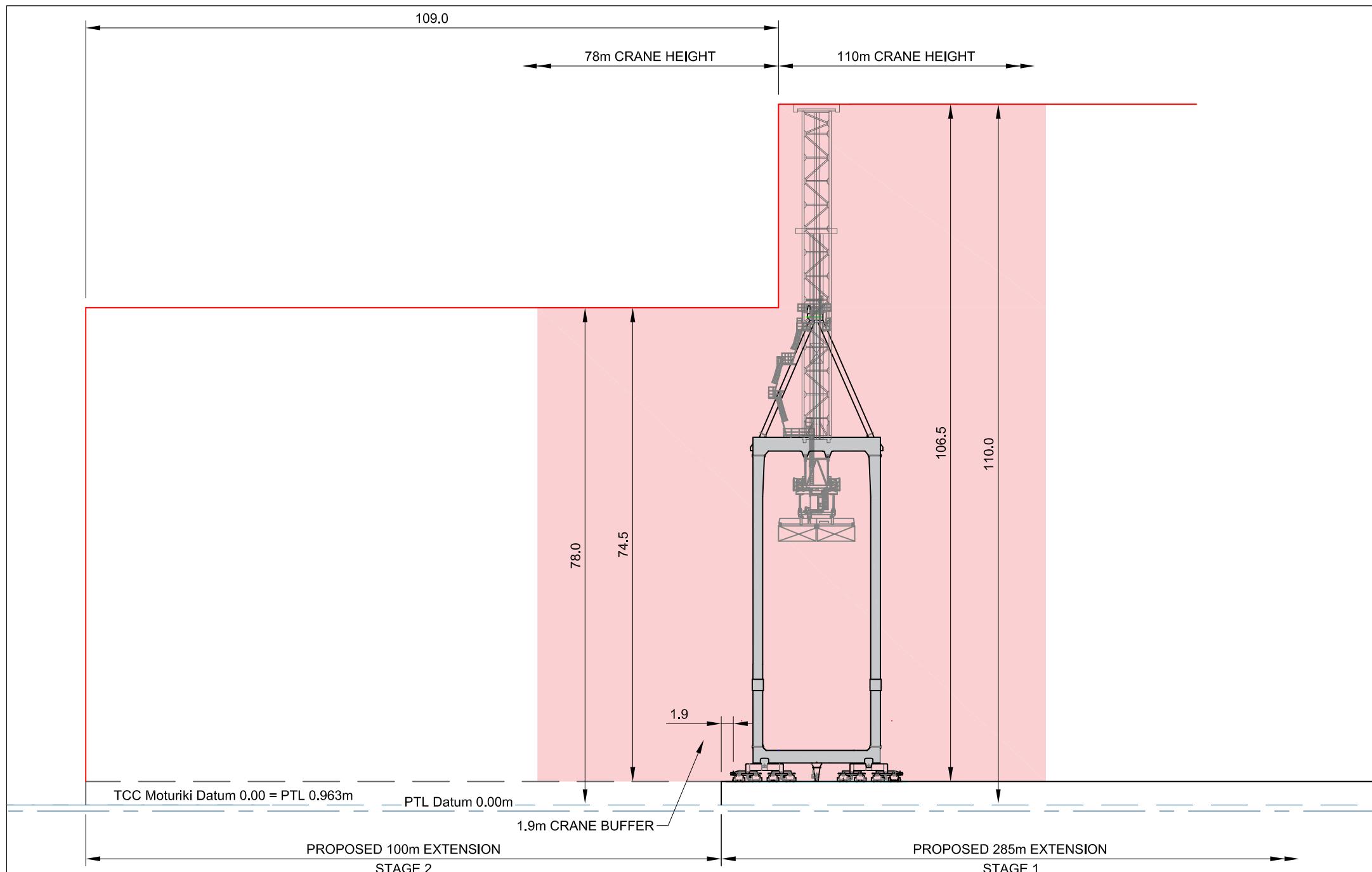
**PORT OF  
TAURANGA**

PORT OF TAURANGA LTD.  
Private Bag 12504  
TAURANGA 3143,  
NEW ZEALAND  
TELEPHONE 07 572 8899

**CRANE HEIGHT RESTRICTIONS  
SULPHUR POINT**

SCALE 1:5000 - Metres

SCALES: (A4)		FILENAME	LAST PLOT DATE
1:5000		270-118.dwg	13.11.24
DESIGNED	-	DRAWING NO.	
DATE	-	REV.	
DRAWN	D.B	270-118	
DATE	08.06.21	This drawing and its contents is the property of Port of Tauranga Ltd. Any unauthorised use or reproduction of this drawing is illegal and may be subject to legal action.	
CHECKED	-	DO NOT SCALE - IF IN DOUBT ASK	
DATE	-		



REV.	AMENDMENT	DRAWN	CHECK	DATE
0	FOR INFORMATION	D.B	-	13.11.24



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CRANE ELEVATION  
PROPOSED SOUTHERN WHARF EXTENSION  
SULPHUR POINT



## **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