

APPENDIX B - Airways and CIAL Proposed Draft condition

Note: the following condition is proposed to replace the following conditions (which accordingly should be deleted from the land use condition set) Condition 6(a)(ii) – (iv); Condition 7B(c) – (e) and Conditions 21C, 21D, 21E

The condition should be included in Part 2 Christchurch City Council s11 RMA subdivision conditions

Aviation safety

Prior to certification pursuant to section 224(c) of the Resource Management Act 1991 for all lots (excluding Lots 58, 59 and 60), the consent holder must engage a suitably qualified and experienced practitioner (in consultation with Airways Corporation of New Zealand Limited (Airways) and Christchurch International Airport Limited (CIAL)) to prepare and complete (at its cost) an aeronautical study that complies with Civil Aviation Authority Advisory Circular AC139-15 (or any updated or replacement version of that document) and fulfils conditions [X] – [Y] below.

The purpose of the aeronautical study is to ensure that development does not give rise to any adverse effects on the safe and efficient operation of aircraft or aviation systems, including any requirement for operational changes, restrictions or degradation of service levels for CIAL, Airways and all relevant aviation system participants.

The scope of the aeronautical study must ensure it:

- (a) identifies any potential aviation safety risks, including low probability / high consequence risks, on CIAL, Airways, and all relevant aviation system participants, including:
 - (i) obstacle limitation and notification surfaces;
 - (ii) temporary construction activities (including cranes and construction lighting);
 - (iii) effects on air navigation equipment, radar or communications;
 - (iv) helicopter operations, including
 - o emergency response and air rescue operations;
 - o approach and departure flight paths;
 - o availability of forced and emergency landing areas; and
 - o potential effects on operational safety margins, including in engine failure or emergency scenarios; and
 - o helicopter downwash effects, including potential impacts on people, structures, and the safe operation of activities within the site;
 - (v) wildlife and bird strike risk;
- (b) verifies the assumptions and outcomes in the Cyrrus Limited report titled 'Technical Safeguarding Assessment of Air Navigation Equipment, Ryans Road Industrial Development, Christchurch' dated 18 November 2025 against local conditions, including through completing an electromagnetic / radiofrequency impact assessment and ground and flight testing (if Airways advises those assessments and testing is required in the circumstances); and
- (c) confirms:
 - (i) activities undertaken in accordance with this consent will not cause any change in the performance of Airways or CIAL's communication, navigation and surveillance infrastructure or other aspects of operations which is necessary to ensure that aviation safety can be maintained at all times; and
 - (ii) no modification of this infrastructure or other aspects of operations is necessary to maintain its current standard of performance.
- (d) identifies and assess potential effects on helicopter operations, including emergency response and air rescue services, approach and departure paths, and the availability of forced and emergency landing areas, and determine whether the proposed development

- would reduce operational safety margins or constrain existing or reasonably foreseeable helicopter operations;
- (e) identifies any residual aviation safety risk following mitigation and assess whether that risk is acceptable having regard to established aviation safety principles; and
 - (f) identifies how aviation safety risks can be avoided or otherwise adequately mitigated through specific, measurable, and enforceable mitigation measures that must be implemented by the consent holder.

20 working days prior to the aeronautical study being initiated, the consent holder must provide written notice to CIAL and Airways that the aeronautical study is being prepared and work together with CIAL and Airways to agree on the scope, methodology, consultation framework and process for preparing the aeronautical study, including identification of any other aviation system participants who may be affected by the development and who are to be consulted as part of the study.

The consent holder must provide a draft version of the aeronautical study to Airways and CIAL and allow a period of at least 20 working days for Airways and CIAL to provide feedback to the consent holder on the contents of the draft aeronautical study.

The consent holder must:

- (a) consider all comments received from CIAL and Airways on the draft aeronautical study;
- (b) engage the suitably qualified and experienced practitioner to update the draft aeronautical study to incorporate the comments made by Airways and CIAL; and
- (c) ask Airways and CIAL to confirm within 20 working days if the updated draft aeronautical study has addressed its comments.

In the event that the draft aeronautical study is not confirmed as addressing Airways and CIAL's comments, the consent holder must, at the request of Airways and / or CIAL, meet with Airways and / or CIAL to discuss any matters of disagreement in good faith and resolve any areas of disagreement between the parties as to the scope, content and recommendations in the study (acknowledging CIAL's and Airways' specialist knowledge and expertise in aviation safety matters), prior to finalising the aeronautical study.

The consent holder must submit the aeronautical study to the Council for certification that the aeronautical study has been prepared in accordance with the requirements of this condition. The Council must not grant certification unless CIAL and Airways confirm they have agreed, with the Applicant, as to the scope, content and recommendations of the study.

The consent holder must implement any recommended mitigation measures in the aeronautical study.

Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, a consent notice, in accordance with section 221 of the Resource Management Act 1991 must be registered against all relevant records of title to record the requirement to adhere to mitigation measures in the aeronautical study on an ongoing basis.