

**All employers are responsible for bringing Airfield Advisory Notices to the attention of their relevant staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their supervisor or manager.**

## Introduction

Auckland Airport is required to ensure that all temporary obstacles on and around the aerodrome, such as mobile or tower crane operations or other equipment that create an obstacle, do not endanger aircraft in flight or interfere with any visual or radio aids to navigation.

It is essential that the airspace surrounding Auckland Airport be protected from obstacles so that aircraft flying during the initial and final stages of flight, or in the vicinity of the airport, can do so safely. The area that is protected from obstacles is referred to as the Obstacle Limitation Surface (OLS). The OLS is defined by reference to international specifications as adopted in New Zealand by the Civil Aviation Authority.

The appointed person should consult Auckland Airport for permission to work if a crane is to be used in the proximity of the aerodrome obstacle limitation surfaces and its height potentially penetrates one or more of these surfaces. The operation of other tall items of equipment, such as piling rigs, elevated work platforms, aerial platforms, or concrete pumps may also interfere with aircraft operations. This list is non-exhaustive, and contractors/operators should contact the Airfield Team Leader for guidance and advice when such equipment is to be used on, or in the vicinity of the aerodrome.

## Application for Approval

Contractors/Crane operators may be required to give at least 90 days before the intended commencement of the crane or equipment operation. This will allow time for Auckland Airport to consult with the Civil Aviation Authority of New Zealand (CAANZ) and Airways (ATC) for approval if required.

**Any crane or obstruction that penetrates through the obstacle limitation surfaces must not commence without approval, and must only proceed in compliance with any conditions imposed on such approval.**

The following details will be required for the assessment of applications:

1. The specific geographical location of the proposed crane or equipment expressed with latitude and longitude coordinates, and marked on a map indicating the location.
2. The maximum operating height of the crane, jib or equipment expressed in meters or feet above ground level (AGL) or above mean sea level (AMSL).
3. The type of crane or equipment.
4. The area of operation of a mobile crane.
5. The intended dates and time of operation.
6. The name and contact details of the applicant.
7. The elevation of the site.
8. The time required to remove/lower the crane or obstruction.

*Note: It is critical that the above information is accurate.*

## Approval Procedure

- Using the details supplied on the application form, Auckland Airport will determine whether the operation can proceed and what restrictions, if any, will apply. As a general guide, any crane or other equipment that is to be operated in a critical location (for example; close to a runway, below the approach paths or departure tracks to a runway, or in close proximity to an airfield navigational aid) will require further assessment in the form of an aeronautical study.
- Part A of the 'Authorisation Permit for Cranes/Construction Equipment' must be completed by the person managing the crane or equipment. The completed Permit must be emailed to [AOT@aucklandairport.co.nz](mailto:AOT@aucklandairport.co.nz). Part B of the form will then be completed and returned to the applicant.

Note: *The Permit is only valid when Part B has been authorised.*

## Operational Procedures

1. Applicants must ensure a copy of the completed 'Authorisation Permit for Cranes/Construction Equipment' is held by the crane operator and must remain with the crane or equipment for the duration of its operation. The Permit must be produced upon the request of an airport official.
2. Applicants are reminded to operate the equipment in accordance with the details supplied in Part A and the restrictions and operating procedures specified in Part B of the Permit. Any changes to the details in Part A invalidate the Permit and the operation must stop until a new approval and Permit is authorised.
3. When specified on the Permit, the Auckland Airport - Airfield Operations Team (AOT) must be contacted by telephone on 09 256 8990 prior to commencing and immediately after all approved lifting operations.
4. Operators may be asked at any time by Auckland Airport to cancel or to suspend the lifting operation immediately if they believe there is a danger to aircraft.
5. Wherever practicable, the jib of a crane must be lowered when not in use or when requested by an airport official, such as during periods of low visibility (for example, caused by fog or low cloud).
6. Any crane which cannot be lowered at night or during low visibility may be required to be fitted with obstacle lights and marked in a high-visibility paint scheme.

## General

Auckland Airport may invite submissions from CAANZ and Airways regarding the proposed operation when required.

If the activity is a long-term intrusion into PANS-OPS, the application will not be approved.

<b>ISSUED BY</b>	Vincent Gibson
<b>DATE ISSUED</b>	28/11/2016
<b>TIME ISSUED</b>	11:00am
<b>EXPIRES</b>	N/A

For additional information, contact AIAL Airfield Operations Team on (09) 256 8990 or via email [aot@aucklandairport.co.nz](mailto:aot@aucklandairport.co.nz)