



Runway Expansion (Stages 1 & 2)

Why:

- A longer and wider runway provides improved safety margins for existing aircraft types
- The current runway is quite limiting so a greater variety of General Aviation aircraft will be able to use North Shore Airport
- Airlines will have more flexibility to operate during adverse weather conditions resulting in fewer cancellations and less disruption to travel
- Air Transport Operators (Airlines) can carry heavier payloads to and from North Shore Airport meaning improved regional transport links
- The ability to connect other regional centers to North Shore directly using larger aircraft with greater range and speed

How:

- Both Stage 1 & 2 runway expansions will be on land already forming part of the Airport property
- Stage 1 will be an approximately 180 meter extension to the North East towards Wilks Road
- Stage 2 will be an approximately 9 meter increase in width to the western side of the runway



Indicative layout of Stage 1 & 2 runway expansion

Envisaged Outcomes:

- A safer environment for everyone
- Improved transport links to north Island regional destinations
- Reduced travel times, congestion and environmental impact from commuters North of the Harbor Bridge having to travel by car
- The ability for small regional turboprop aircraft to reliably use the Airport





Airport Authority Status

What is it:

- The Airport Authorities Act (1966) allows for organizations to establish, improve, maintain, operate or manage airports
- It provides a range of mechanisms that enable airports to evolve and cater to demand in a more fluid manner
- It obligates the airport to operate in a transparent manner such as disclosing fees charges for aircraft movements and passenger levies

Why:

- The Act was designed for airports and is a focused facilitation tool to make the operation of an airport more robust
- Being recognized as an Airport Authority under the Airport Authorities Act (1966) would complement the underlying land zoning of North Shore Airport which is that of Airports and Airfields under the North Shore Airport Precinct of the Auckland Unitary Plan (Operative in Part)
- The population of Auckland is growing rapidly and it is important that North Shore Airport continues to be a valuable and adaptable component of regional and national key strategic transport infrastructure,
- This will all help use ensure we can be of increasing value to the local community by providing better transport links, more jobs and synergy with local businesses.





Synergy with Local Business

North Shore Airport is poised to offer a significant contribution to the regional transportation infrastructure and economy. The land around North Shore Airport is predominantly earmarked for Business and Light Industrial use under the Auckland Unitary Plan.

With Structure Planning well underway by Auckland Council and in conjunction with key stake holders such as Auckland Transport, New Zealand Transport Agency and the Supporting Growth Alliance in particular, there are two way opportunities for North Shore Airport to create synergies with the surrounding business and light industrial areas.

Re-zoning of land for business in the vicinity

Under the Dairy Flat/Silverdale structure plan the Auckland Council proposes to rezone 350 hectares of land in close proximity to the Airport as light and heavy industry.

Of the 350 hectares, 294ha has been identified for light industry and 56ha for heavy industry. This amount of land could provide up to 18,000 jobs, and this is not including any additional employment opportunities North Shore Airport will bring.

The image to the right was taken from the Silverdale West Dairy Flat Business Area Structure Plan – Topic Report. It shows the area identified for business light industrial outlined in red .

