



Tonga

CIVIL AVIATION (RESTRICTION OF USE OF LAND) REGULATIONS 1996

GS 5D of 1996

CIVIL AVIATION ACT 1990

In exercise of the powers conferred on him by section 14(1) of the Civil Aviation Act 1990, the Minister of Civil Aviation with the consent of Cabinet makes the following Regulations.

1.
 - (1) These Regulations may be cited as the Civil Aviation (Restriction of Use of Land) Regulations 1996.
 - (2) These Regulations shall come into force on the 14th day after the date of their publication in the Gazette.
2. The Civil Aviation (Restriction of Use of Land) Regulations 1991 are hereby repealed.
3. The following are prohibited and restricted in the areas specified in the First, Second and Third Schedules and the diagrams referred to therein:
 - (a) the erection of buildings, structures or other things;
 - (b) the planting of trees;

Regulation 4

- (c) the sowing or growing of any plant or crop except with the consent of the Minister in areas specified by the Minister in writing;
 - (d) the bringing of vessels, machinery or vehicles or the anchoring or mooring of any vessel or the parking of any machinery or vehicle.
4. Any person acting in contravention of these Regulations commits an offence and shall be liable on conviction to a fine not exceeding \$500 or to imprisonment for a term not exceeding 2 years or to both.

SCHEDULE 1

FUA'AMOTU AERODROME CLEARANCE

Transitional Side Surface:

On both sides of the east-south-east - west-north-west airstrip so that a line starting from any point at ground level on the edge of the airstrip, 150 metres from the centre line of the airstrip and drawn at right angles thereto and at a gradient of 1 in 7 from the horizontal will be clear of all obstructions.

On both sides of the north-south airstrip so that a line starting from any point at ground level on the edge of the airstrip, 45 metres from the centre line of the airstrip, and drawn at right angles thereto at a gradient of 1 in 7 from the horizontal will be clear of all obstructions.

Approach/Take Off Surface:

On both sides or ends of the east-south-east - west-north-west airstrip there exist funnel shaped planes as shown in Diagram 1 on this schedule that will be clear of all obstructions. These planes are defined with a 150 metres long inner edge at right angles to the centre lines of the airstrip located 300 metres horizontally in the direction of takeoff from the threshold of the airstrip and diverging on both sides at 12.5%. The planes incline at an angle of 1 in 62.5 (1.6%) to the horizontal from the inner edge, and have gradients at right angles to the centre line of the airstrip of 1 in 7 from the edges of this plane.

On both ends of the north-south airstrip there exist funnel shaped planes as shown in Diagram 1 on this schedule that will be clear of all obstructions. These planes are defined with a 80 metres long inner horizontally in the direction of take-off from the threshold of the airstrip and diverging on both sides at 10%. The planes incline at an angle of 1 in 40 (2.5%) to the horizontal from the inner edge, and have the gradients at right angles to the centre line of the airstrip of 1 in 7 from the edges of this plane.

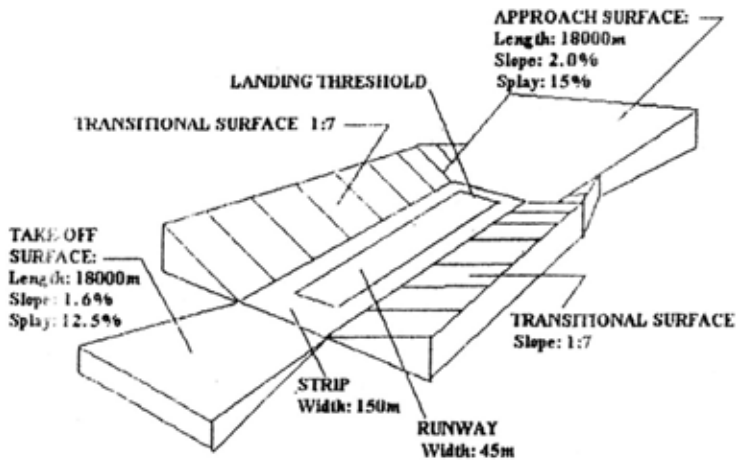
Inner Horizontal Surface:

The horizontal surface is contained in a horizontal plane located 150 feet (45 metres) above the aerodrome elevation datum. Its outer limits are at a horizontal radius of at least 4,000 metres measured from the periphery of the strip. Refer to Diagram 2.

SCHEDULE 1

Diagram 1

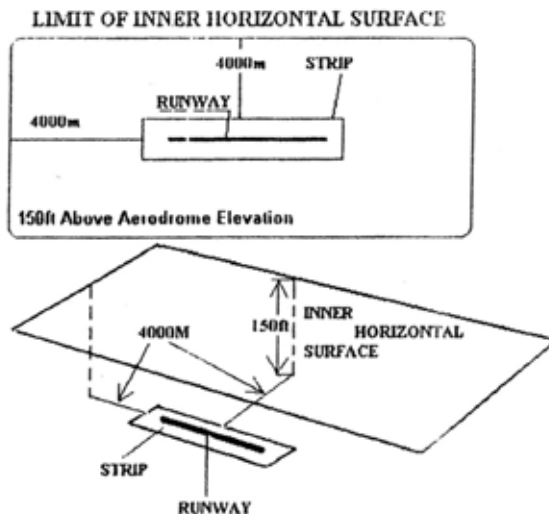
FUA'AMOTU AERODROME OBSTACLE LIMITATION



SCHEDULE 1

Diagram 2

FUA'AMOTU AERODROME LIMIT OF INNER HORIZONTAL SURFACE



SCHEDULE 2

KAUFANA, LAVINIA, MATA' AHO - AERODROME CLEARANCE

Transitional Side Surface:

On both sides of the north-south airstrip so that a line starting from any point at ground level on the edge of the strip, 30 metres from the centre line of the airstrip and drawn at right angles thereto and at a gradient of 1 in 5 from the horizontal will be clear of all obstructions.

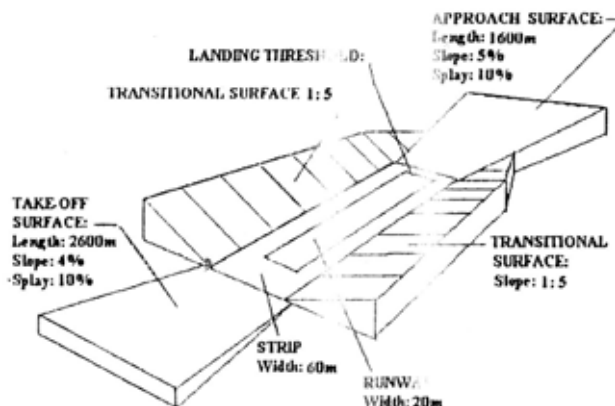
Approach/Take-Off Surface:

On both sides of the respective airstrips, there exist funnel shaped planes as shown in Diagram 1 of this schedule that will be clear of all obstructions. These planes are defined with a 80 metres long inner edge at right angles to the centre line of the airstrip located 60 metres horizontally in the direction of take-off from the threshold of the airstrip and diverging on both sides at 10%. The planes incline at an angle of 1 in 20 (5%) to the horizontal from the inner edge, and have gradients at right angles to the centre line of the airstrip of 1 in 5 from the edges of this plane.

SCHEDULE 2

Diagram 1

KAUFANA ('EUA), MATA' AHO (NIUATOPUTAPU) AND LAVINIA (NIUAFO'OU) AERODROME OBSTACLE LIMITATIONS



SCHEDULE 3**LUPEPAU'U INTERNATIONAL & SALOTE PILOLEVU AERODROME
CLEARANCE****Transitional Side Surface:**

On both sides of the respective airstrips, so that a line starting from any point at ground level on the edge of the airstrip, 45 metres from the centre line of the airstrip and drawn at right angles thereto and at a gradient of 1 in 7 from the horizontal for a distance of 45 metres above aerodrome datum, will be clear of all obstructions.

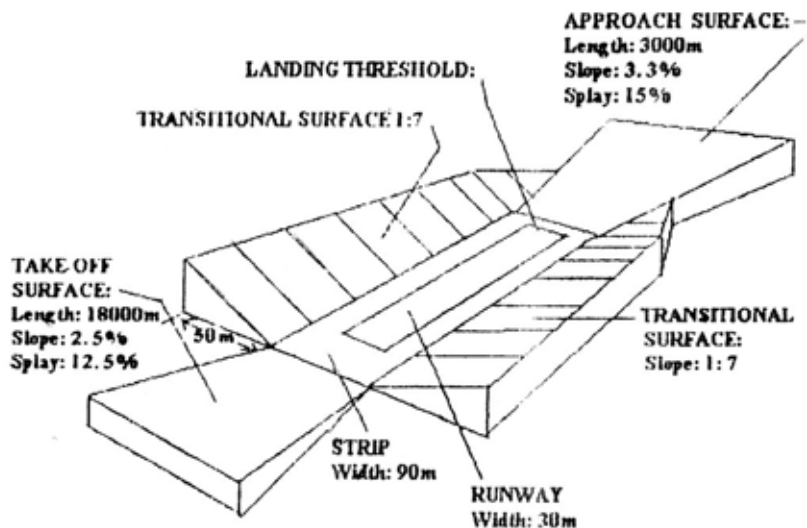
Approach/Take-Off Surface:

On the northern end of the airstrip there exist funnel shaped planes as shown in Diagram 1 on this schedule that will be clear of all obstructions. The plane is defined with a 90 metres long inner edge at right angles to the centre line of the airstrip located 90 metres horizontally in the direction to take-off from the threshold of the airstrip and diverging on both sides at 12.5%. The planes incline at an angle of 1 in 40 (2.5%) to the horizontal from the inner edge, and have gradients at right angles to the centre line of the airstrip of 1 in 7 from the edges of this plane.

SCHEDULE 3

Diagram 1

**LUPEPAU'U (VAVA'U) AND SALOTE PILOLEVU (HA'APAI) AERODROME
OBSTACLE LIMITATIONS**



Dated this 6th day of August, 1996.

Minister of Civil Aviation