

BEFORE THE ENVIRONMENT COURT

IN THE MATTER OF the Resource Management Act 1991 (The Act)
of notice of motion under Section 87G
requesting the granting of Resource Consents to
**WELLINGTON INTERNATIONAL AIRPORT
LIMITED** for the **WELLINGTON
INTERNATIONAL AIRPORT EXTENSION OF
RUNWAY CONSTRUCTION, OPERATION
AND MAINTENANCE**

[**ENV-2016-WLG-000058**]

BETWEEN JUMPJET HOLDINGS LIMITED

AND WELLINGTON INTERNATIONAL AIRPORT
LIMITED

NOTICE OF APPLICATION TO STRIKE OUT

Memorandum accompanies Application

Dated: 12th November

TO: The Registrar
The Environment Court
Wellington

AND TO: The applicant for consent

AND TO: The section 274 Parties

TAKE NOTICE: that **NICHOLAS KILE** for **JUMPJET HOLDINGS LIMITED**, following the 20th and 21st Minutes of the Court hereby applies:

- 1) Under section 279(4)(c) of the Act to strike out the whole of the direct referred proceedings made by Wellington International Airport Limited (**WIAL**); and
- 2) For the costs to this application and the proceedings to date.

UPON THE GROUNDS THAT:

1. It would otherwise be an exploitation of the Environment Court and its functions and procedures for the proceedings to be taken further.
2. The Court has been generous to the Applicant concerning the Applicants application for Consent with reference to the proposed Runway End Safety Areas (**RESA**) at Wellington Airport. The original Direct Referral Application was tabled on the **31st of October 2016**.
3. The Director of Civil Aviation is unlikely to approve the current, refreshed, consent application for the Proposed (**RESA**) Runway Extension as it is outside of the **ICAO** (International Civil Aviation Organisation) aerodrome safety standards; and
4. The Applicant seeks further adjournment for a five-month period that will incur supplementary costs to parties and the Director of Civil Aviation has indicated that there is a possibility of further extension.
5. Jumpjet Airlines Limited has recently tabled an application for an Air Operator Certificate (AOC) with the Civil Aviation Authority of New Zealand and any further extension granted to the Applicant will create increasing uncertainty.
6. The Applicant is not limited by an inability to table a fresh ICAO based application.

DATED: at Wellington 12 November 2018



N J Kile

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