(Refer Table IEP - 2 for Step 2; Table IEP - 3 for Steps 3; Table IEP - 4 for Steps 4, 5 and 6)

Building Name:	Taupo Airport - Timber Office	Ref: 130752
Location:	Taupo, New Zealand	By: <u>LH</u> Date: 30/08/2013

Step 1 - General Information

1.1 Photos (attach sufficient to describe building)



1.2 Sketch of building plan



1.3 List relevant features

The small office building located north of the main Terminal building at Taupo Airport is single level and constructed from lightweight materials, predominatly timber. The building has a timber floor and foundations presumably consist of piles.

A search of TDC archives did not reveal any documentation relating to the building. The age of the building was conservatively estimated as pre 1935.

The building is well maintained and in tidy condition.

1.4 Note information sources	tick as appropriate
Visual Inspection of Exterior	
Visual Inspection of Interior	
Drawings (note type)	
Specifications	
Geotechnical Reports	
Other (list)	

Table IEP-2 Initial Evaluation Procedure Step 2 contin	ued	Page 3
2.2 Near Fault Scaling Factor, Factor A If T≤1.5 sec, Factor A=1		
a) Near fault factor, N(T,D) (from NZS1170.5:2004, CI 3.1.6)	Longitudinal: 1 Transverse: 1	Factor A
b) Near fault Scaling Factor =	1/N(T,D)	Factor A Longitudinal: 1 Transverse: 1
2.3 Hazard Scaling Factor, Factor B		
a) Hazard Factor, Z for site (from NZS1170.5:2004, Table 3.3)	Z = 0.28	ure 3.5(b) (NZS 4203: 1992)
b) Hazard Scaling Factor For pre 1992 = $1/Z$ For 1992 onwards = Z_{1992}		
(where $Z_{\rm 1992}$ is the NZS4203:1992 Zone Factor from accompanying	figure 3.5(b))	Factor B 3.57
2.4 Return Period Scaling Factor, Factor C a) Building Importance Level (from NZS1170.0:2004, Table 3.1 and 3.2)	Choose Importance Level ○ 1	
b) Return Period Scaling factor from accompanying	Table 3.1	Factor C 1
 2.5 Ductility Scaling Factor, Factor D a) Assessed Ductility of Existing Structure, μ (shall be less than maximum given in accompanying Table 3.2) 	$ \mu = $	Longitudinal Direction Transverse Direction
b) Ductility Scaling factor For pre 1976 = For 1976 onwards = (where kµ is NZS1170.5:2004 Ductility Factor, from accompanying Table 3.3)		Factor D Longitudinal: 1.57 Transverse: 1.57
2.6 Structural Performance Factor, Factor E a) Structural Performance Factor, S _p	0.7 Longitudinal Direction	Transverse: 1.57
(from accompanying Figure 3.4) b) Structural Performance Scaling Factor	Transverse Direction = 1/S _p	Longitudinal: 1.43 Transverse: 1.43
2.7 Baseline %NBS for Building, (%NBS) _b (equals (%NBS) _{nom} xAxBxCxDxE)		Longitudinal: 30 Transverse: 30

ng Name:	Taupo Airport -	Timber Office		Ref:	: 130752	
ion:	Taupo, New Zea	land			LH	
ion Considered:	a) Longitudinal &	,	41	Data	: 30/08/2013	
ose worse case ii ciear	at start. Complete IEF	P-2 and IEP-3 for each if in doub	<u>.) </u>	Date	. 30/00/2013	
ngitudinal Direction						
3 - Assessment of Peri (Refer Appendix E		ent Ratio (PAR)				
Critical Structura	al Weakness	Building Score			ctural Performano - Do not interpolate)	e
3.1 Plan Irregularity			1	Plan Irregularity		
Effect on Structural	Performance	Factor A 1		O Severe C) Significan (Insignificar	nt
			Comment	l		
3.2 Vertical Irregular	•		Johnneril			
Effect on Structural	Performance	Factor B 1		Vertical Irregulari	ty Significan Insignifica	
		i actor D		O Severe (, signinican msigninical	it
2.2 Chart California			Comment			
3.3 Short Columns Effect on Structural	Performance			Short Columns —		
		Factor C 1		O Severe) Significan Insignificar	nt
a) Factor D1: - Pound Select appropriate v Note: Values given assur	ling Effect value from Table	r of the two, or =1.0 if no potential rame structure. For stiff buildings		walls), the effect		
Note: Values given assur	ling Effect value from Table me the building has a fr		(eg with shear	**		
Note: Values given assur	ling Effect value from Table me the building has a fr	rame structure. For stiff buildings	(eg with shear	**		1
Note: Values given assur	ling Effect value from Table me the building has a fr e reduced by taking the	rame structure. For stiff buildings e co-efficient to the right of the va	e (eg with shear lue applicable to Severe	o frame buildings Significant	Factor D1=	1
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Building I	Name:	Taupo Air	port - Timbe	r Office				Ref: <u>130752</u> By: LH	
Location: Taupo, New Zealand				Date: 30/08/2013					
Step 4 - P	ercentage	of New Bui	Iding Stand	ard (%NBS)			Longitu	ıdinal	Transverse
4.1	Assessed (from Tab		%NBS) _b				30		30
(from Table IEP - 1) 4.2 Performance Achievement Ratio (PAR) (from Table IEP - 2)						2.5	0	2.50	
4.3 PAR x Baseline (%NBS)b						75		75	
4.4			Iding Standa from Step 3.3)	ard (%NBS)					75
-	otentially e	-	Prone?				%NBS≤ 33		NO
Step 6 - P	otentially E	Earthquake	Risk?				%NBS<67		NO
Step 7 - P	rovisional	Grading fo	r Seismic Ri	sk based o	n IEP		Seismic Grade		В
	Evaluatio	on Confirm	ned by					Signature	Jan Smill
								Name	Ian C. Smith
								CPEng. No	27179
	Relations	ship betwe	een Grade a	and SPS:					
	Grade:	A+	Α	В	С	D	Е		
	SPS:	> 100	100 to 80	80 to 67	67 to 33	33 to 20	< 20		