



Glenorchy Airstrip Reserve Management Plan Review 2024

Community engagement – early insights summary

Queenstown Lakes District Council (QLDC) is responsible for managing the Glenorchy Airstrip, a small aerodrome situated just south of the township of Glenorchy, on the banks of Lake Whakatipu.

We're undertaking a review of the Glenorchy Airstrip Reserve Management Plan (RMP) 2016 to help understand and update how the airstrip could be managed into the future. To jump start the review process we gathered insights and suggestions from airstrip users and the wider community, especially those based in the Glenorchy area.

A detailed survey was sent out during August-September 2023 and over 100 responses were received from a wide representation of the local Glenorchy community and the aviation community.

Thanks for being part of the conversation

We'd like to say a big thank you to all those who took the time to share their thoughts and insights. The feedback you shared will help to shape the objectives and policies of the draft Reserve Management Plan 2024.

Next steps

Council continues to work alongside the Glenorchy Airstrip Consultative Governance Committee, which has representatives from the Glenorchy Community Association, Airstrip Operators, Wyuna Preserve Residents Association and Blanket Bay on the ongoing management of the airstrip, and the draft RMP.

There will be further opportunities to get involved through formal submissions, when we plan to share the draft Reserve Management Plan 2024 for public consultation in late 2024.



Over the four week period we had:



**110
surveys
received**



**200
mailbox
drops**



**3,131
Facebook
reach**



**486
project
page
visits**

Survey results summary

Here's a summary of the responses that we have grouped into key themes relating to questions we asked on five key areas: flight allocation, growth, infrastructure, level of service and facilities, and charges and emissions.

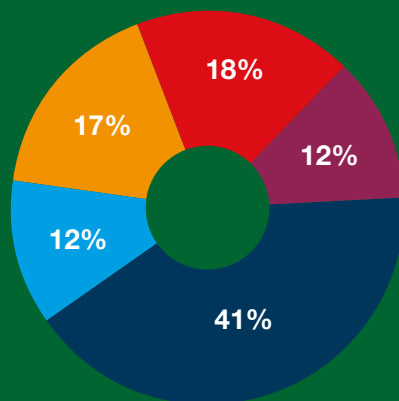
An interesting observation of the results is that 50% of the respondents were from the wider New Zealand aviation community, these respondents unanimously supported aviation use and development of the airstrip. The locally based respondents were split between residents and locally based operators, who generally supported a more balanced approach.



Survey participants

Where do you live in relation to the airstrip?

- Glenorchy Township
- Outer Glenorchy
- Wyuna Preserve
- Other South Island
- North Island



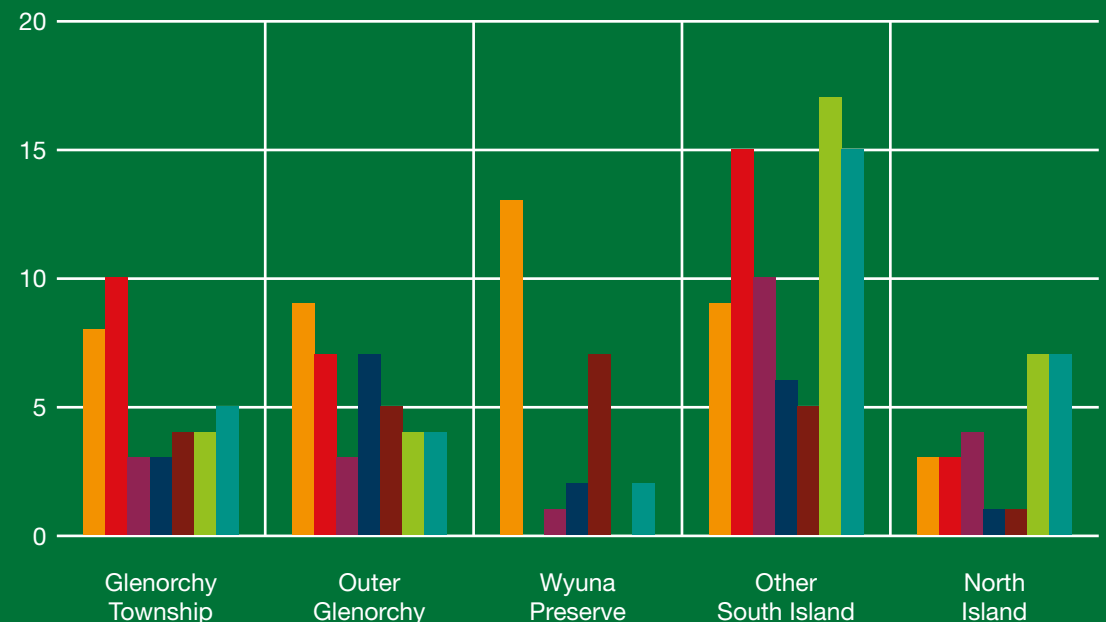
Flight allocation and airport purpose

In general, operators who supported the Glenorchy economy and provide local employment were favoured by respondents and there was a willingness from respondents to retain recreation flights. Survey participants were keen to have the airstrip managed in a way that supports a range of aviation activities, in particular those that provide for employment of the Glenorchy community, conservation and farming, with limited support for skydiving

Feedback from the Glenorchy community or locally based operators generally supported retaining a 'use it or lose it' concession agreement for commercial flight allocation. Operators from the rest of New Zealand did not favour this methodology. Employment and noise were listed as the most important factors to consider from the local community when allocating flights.

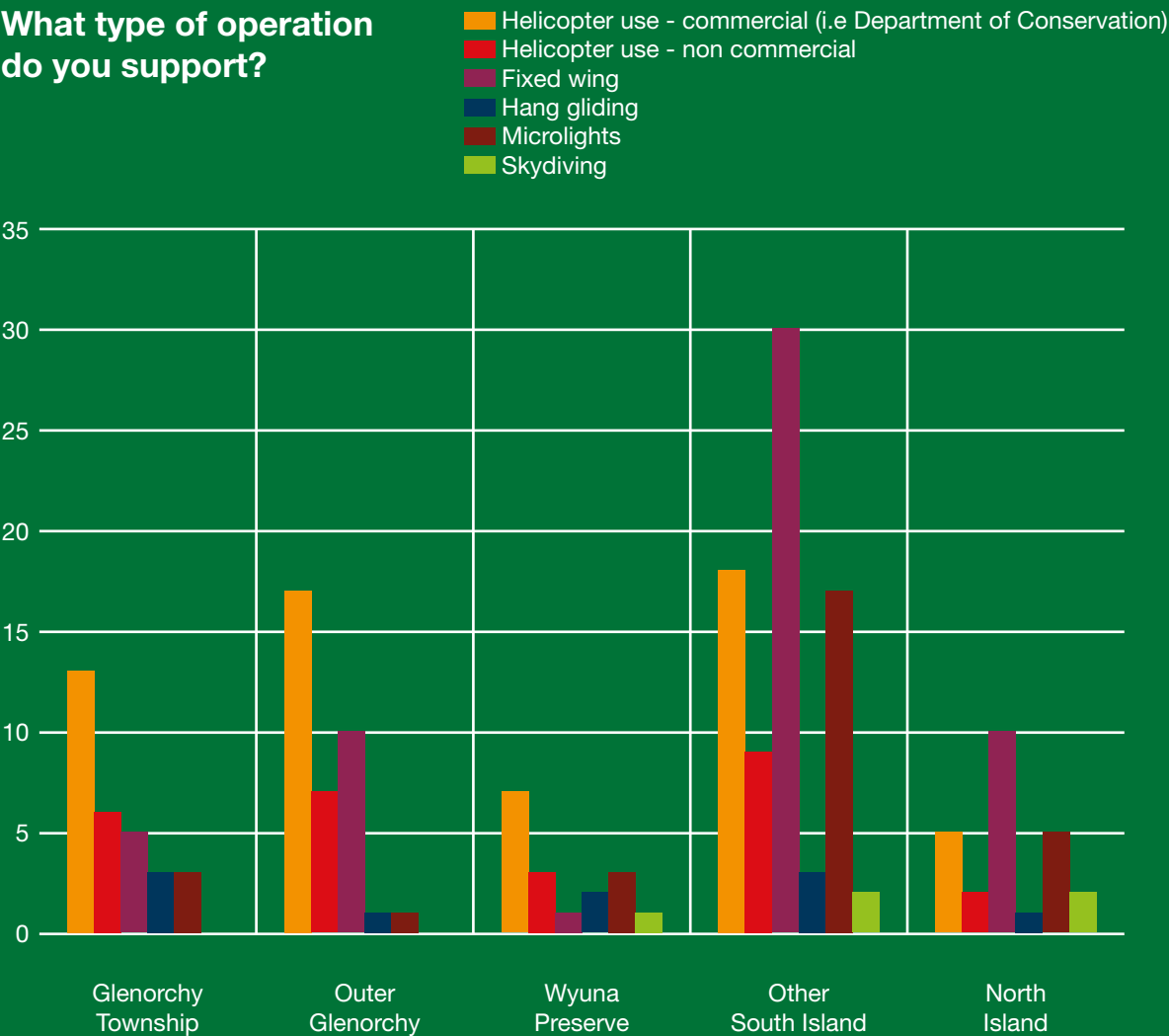
What are the most important factors when allocating flights?

- Noise
- Employment
- Farming
- Environmental Work
- Emissions
- Recreation
- Tourism



The Glenorchy community strongly supported commercial helicopter use as the preferred airstrip operator. Aviation operators from other South Island and North Island prefer fixed wing and commercial helicopter use.

What type of operation do you support?



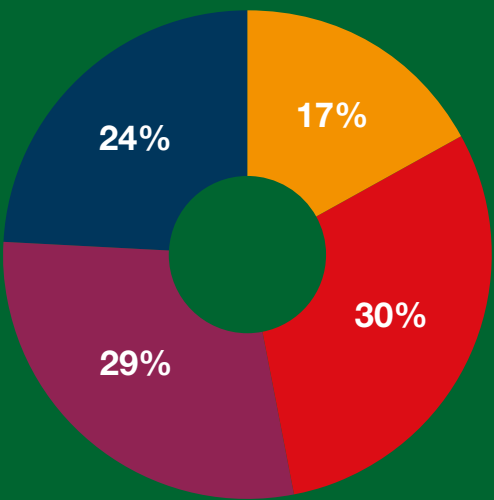
Airport growth

Those involved in aviation believe the flight limits in the district plan should be increased (allowing more aircraft movements and the extension of airport noise limits). Those not directly involved in the aviation wanted numbers to decrease or continue to operate at current designation limits.

There was support for two or more operators being permanently based at the airstrip and around half of respondents wanted specific activities to be controlled regardless of flight numbers mainly due to noise impacts.

How many operators do you believe should be permanently based at the Airstrip?

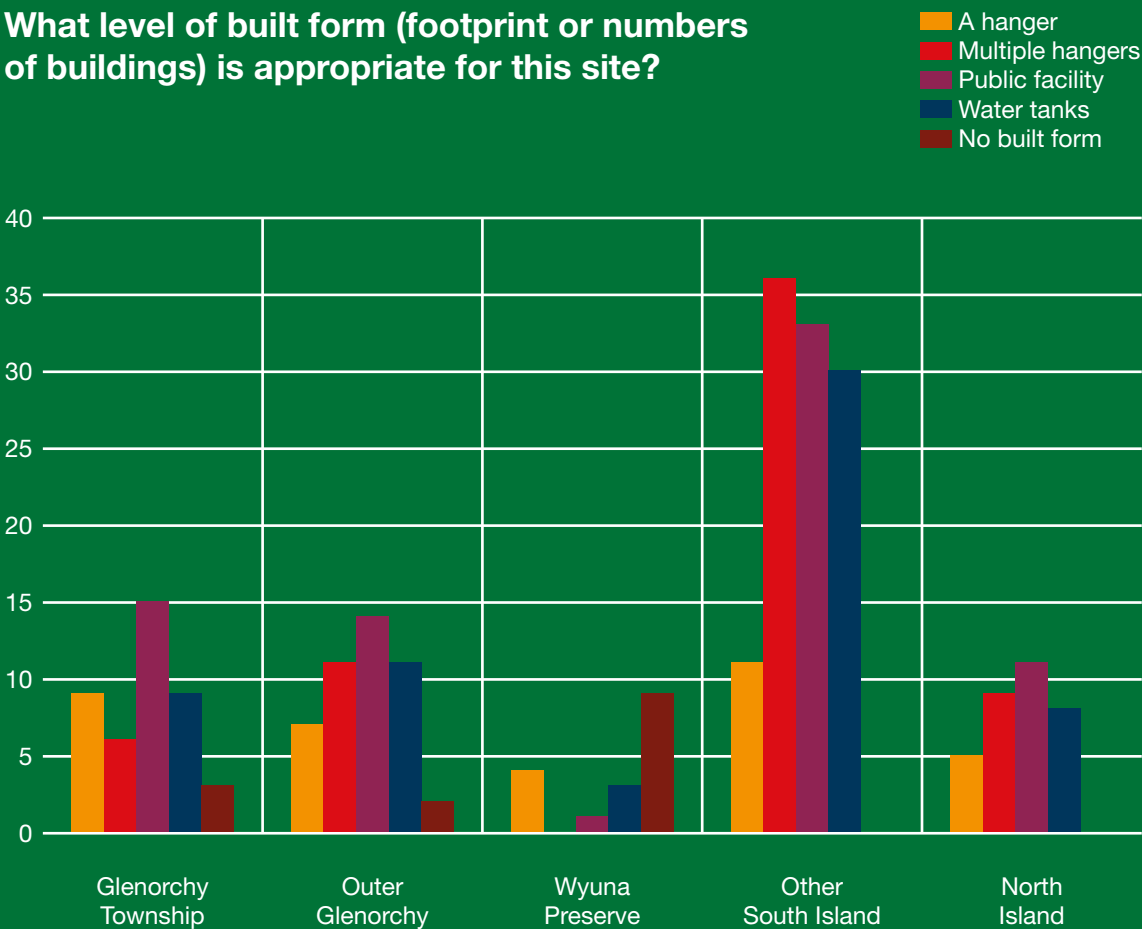
- Less than two
- Two
- More than two
- Other



Airstrip development and infrastructure

Development that is sensitive to the landscape was supported, namely two hangers, public toilets and a water tank. There was a clear split as to the level of built form preferred between Glenorchy based respondents and those from the wider aviation community.

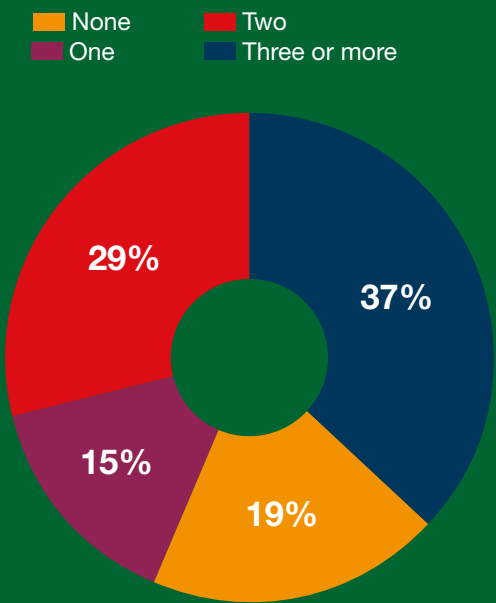
What level of built form (footprint or numbers of buildings) is appropriate for this site?



Level of service and facilities

Overall respondents felt it was appropriate to have two or more permanent hangers to service commercial aviation. Many were keen for public facilities such as toilet and shelters and parking with the aviation community wanting upgrade offerings such as airstrip resurfacing, refuelling tanks and road maintenance considered.

Do you think permanent aircraft hangars to service commercial aviation is appropriate at the Airstrip? If so, how many do you think is appropriate?



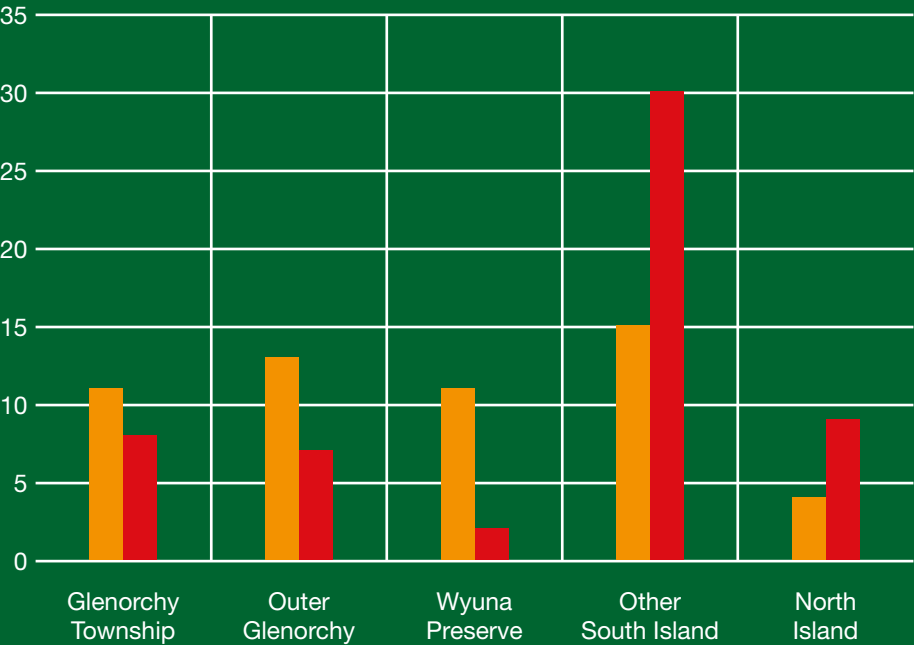
Charges and emissions

The Glenorchy community generally agreed benefits should be provided to those actively trying to reduce emissions and address climate change concerns, such as preferential flight allocation. They also showed support for implementing a charging regime to help reduce noise emissions. There was some support for commercial operators to be charged more than recreational users, with commercial operators supporting an equal charge.



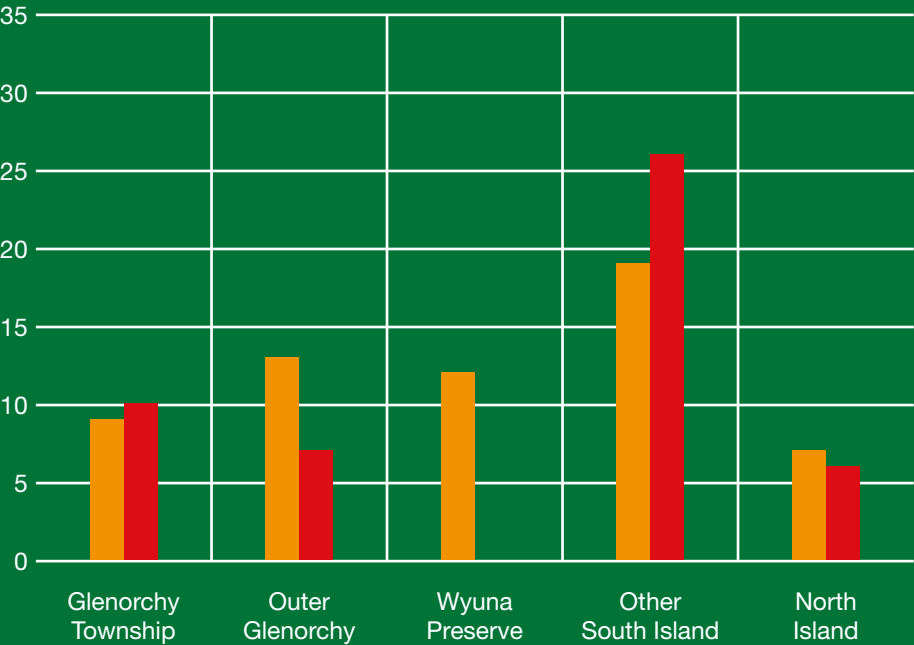
Should preferential flight allocation be given to operators who are actively trying to reduce emissions and address climate change concerns (i.e. by offsetting, investing in new technologies)?

Yes
No



Should a new charging regime promote operators who can demonstrate they are reducing carbon emissions?

Yes
No



Survey – a snapshot of comments

We asked: What type of aviation operations do you support?

You said:

“I support the use of the airstrip for recreational and commercial needs. As a volunteer emergency service in the township, the heli pad is a necessity to ensure we can carry out our work.”

“Employment is key for the community. OR Anything that generates economic benefit for the GY community OR Employment of Glenorchy residents/local community directly.”

“The rights of private non commercial users should always come first.”

“Limited operation. There is already significant noise pollution and emissions in Glenorchy arising from the jet boats, existing tourism and existing use of the airstrip.”

“Heli ops for search & rescue, firefighting, long line, agricultural, pest control (including hunting) are uses that benefit the community at the head of the lake.”

“Locally operated commercial aviation operators are invested in the local community are deeply embedded in all aspects of aviation and related activities including Land Search and Rescue New Zealand and conservation support, including through facilitating rapid back-country access for hunters undertaking pest control.”

“Occasional use for itinerant recreational flights, as a good transit point. Steady but low impact commercial use.”

“This is an airstrip first not a Heliport. Helicopters can take off and land anywhere, but fixed wing aircraft can't.”

“None at all would be best. During the tourist season there is virtually non-stop noise all day long.”

We asked: How should flights be allocated?

You said:

"I support a cap on operations."

"Not skydiving, constant day noise."

"Ensure facilities remain available for recreational aviation."

"Less flights is better all round, only should be used for emergency."

"Keeping our locals employed. So many people rely on the airstrip for their work."

"Provide a greater share for those aircraft that produce less noise and carbon emissions."

"The use it or lose it method is important to ensure small use operators don't hold onto landings that are not used OR I support the "use it or lose it" approach to the extent that it prevents anti-competitive behaviour such as over-applying for air movements that an operator doesn't intend, or isn't likely to use."

"Use or Lose is not a fair way of deciding landings. Sometimes we seldom use the airstrip (Winter). But in the Summer tourism is busy hence more usage of strip."

"The airfield is there for a reason - let it be used to its full potential."

"Preference should be given to local Glenorchy based operators."

We asked: Should limits be increased?

You said:

“Current restrictions on flight envelope and time window must be maintained.”

“Increase the flight limits to accommodate the demand.”

“I support working with industry/recreational aviators to reduce impacts as opposed to limiting flight movements.”

We asked: How much development should be provided?

You said:

“No built form.”

“A hanger, public facility building with toilets.”

“Infrastructure that support emergency response; firefighting, search and rescue, civil defence.”

“Any kind of infrastructure that facilitates cleaner aircraft would be welcome.”

“I support any buildings or infrastructure necessary to operate a commercial air strip, restrictions on these simply hamstringing the commercial operators economically. It's an airstrip so it should have whatever is necessary to support that function.”

“Power, water and safe fuel storage.”

“None. This should not be a commercial site with extensive infrastructure, as it will negatively impact the landscape.”

We asked: Any other comments?

You said:

Take a look
at all the survey
responses received:



“The Airstrip is the lifeline should the community become isolated, particularly with there being one road access. It is a vitally important in emergency situations, not just for this area, as we saw in the Fiordland floods.”

“The Glenorchy Airstrip is a necessity for the wellbeing of the community, including the employment of residents.”

“I think the Airstrip is a very important community asset.”

“I think that the airstrip has been commercially operating well over the last couple of years since skydiving fell away.”

“The concern is with the people who are trying to restrict the use of the airstrip which has been there for longer than some have been in the area.”

“We need to reduce emissions, not offset them. Fewer flights with more passengers, newer power units, and transparent carbon accounting are key to this.”

“This is one of the few airstrips in the Queenstown area that recreational pilots can use to enjoy the area. This should be encouraged through this management plan not the use of commercial helicopter movements that can be operated from anywhere.”

“I don’t think it should be expanded in any way - noise pollution is not required in this pristine location.”



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LAKES DISTRICT
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