

Memo

To:	GACGC
From:	QLDC
Date:	Monday, 14 March 2022
Subject:	Glenorchy Airstrip Licencing/Concession methodology

From 01 January 2022, any company regularly operating commercially at the Aerodrome must enter into a concession agreement with Council.

Licences have been renamed concessions to align with DOC terminology.

Designation #239 of the QLDC District Plan now includes a restrictive noise limit and conditions in relation to the Aerodrome. QLDC must manage the use of the Aerodrome in compliance with that noise limit. The conditions are very restrictive and QLDC must ensure use remains well within the limits and can be managed into the future.

Concessions will initially be issued for a period of one year (expiry 31 Dec 22) and allow for a fixed number of flights per year. Concession holders will be required to pay their accompanying landing fees, upfront based on the number of flights allowed per year. A significant amount of work has been undertaken by QLDC and our noise and aviation advisors to determine how the Aerodrome will be managed under the new conditions.

The methodology is set out below.

There are 3 'Tiers' of commercial operators:

Tier	Type of Operator	Yearly flights	Monthly average	% of all activity	Action
Tier 1	Resident commercial operators (based at GY)	250 + flights per year (500+ movements)	over 30 flights a month	Approx. ~ 70% of activity	Licence
Tier 2	Regular commercial operators who fly monthly	12-250 flights per year (24-500 movements)	10-30 flights per month	Approx. ~15% of activity	Licence
Tier 3	Infrequent commercial operators	<12 flights per year (24 movements)		~ 2% of activity	Monitor
Other	Recreational and non-commercial	n/a	n/a	~ 3% of activity	n/a

**** 1 Flight = 2 Movements**

- **Tier 1** operator monthly and annual totals have been based on previous use.
- **Tier 2(a)** operator monthly and annual totals will be based on previous use as for Tier 1.
- **Tier 2** operators have a monthly total based on previous use and a standard annual total (eg 40).
- A monthly total and annual total has been applied to each Commercial Concession.
- Marshall Day (noise experts) has taken the busiest 3 months for each operator from 2019 to arrive at a minimum monthly average for the licences. Operators may choose to have several very busy months and then will need to reduce flights for the rest of the year.
- A monthly/annual limit on licences give operators flexibility to operate and still be well within the noise limits. Daily limits on existing licences have been removed.
- These totals have been calculated based upon the busiest month and total number of flights undertaken in 2019, which is the busiest year experienced at the Aerodrome since recording of flights commenced in 2018 (and likely since the airstrip was established).
- 2020 and 2021 records show that current use of the Aerodrome has reduced by over 50%, and therefore the concession total has taken this into account.
- Each operator has been given a concession a Monthly Flight Capacity that is 50% of the 2019 busiest month and an Annual Flight Capacity that is 50% of the 2019 total for that operator.
- The breakdown of the flights and Annual Flight Totals is included as **Attachment 1**.
- QLDC is waiving the administration fee of \$150 for the first concession.
- Before granting any future concession, QLDC will have regard to the overall level of use of the Aerodrome, and whether (in QLDC's discretion) flight capacity must be reallocated or restricted to ensure that the right to use the Aerodrome is equitably distributed. QLDC will monitor and allow growth if appropriate.
- At some point in the future all flights will need to be allocated in such a way to ensure total flights are below 2019 levels.
- Operators were advised to confirm whether they wanted to proceed with a Concession and if not QLDC would consider the next steps to restrict commercial operations at Glenorchy Airstrip.
- The Aerodrome still provides for recreational and non-commercial use as it has in the past.
- Following feedback from Operators, QLDC has agreed to a separate Special Approval Process – whereby if operators reach 80% of their Total Annual Flight Capacity, they can apply to QLDC to have this increased. This process is included as **Attachment 2**. This has not formed part of the Concession Agreement as it is not intended the Operators should rely on this is a discretionary approval process.

- The Concession Agreement Template is included as **Attachment 3**.
- All Flight Totals have been based on the AIMM data. No alternative flight data has been submitted to QLDC.

Attachments:

Attachment 1: Breakdown of Flights and Annual Flight Totals

Attachment 2: Special Approval Process

Attachment 3: Concession Agreement Template