

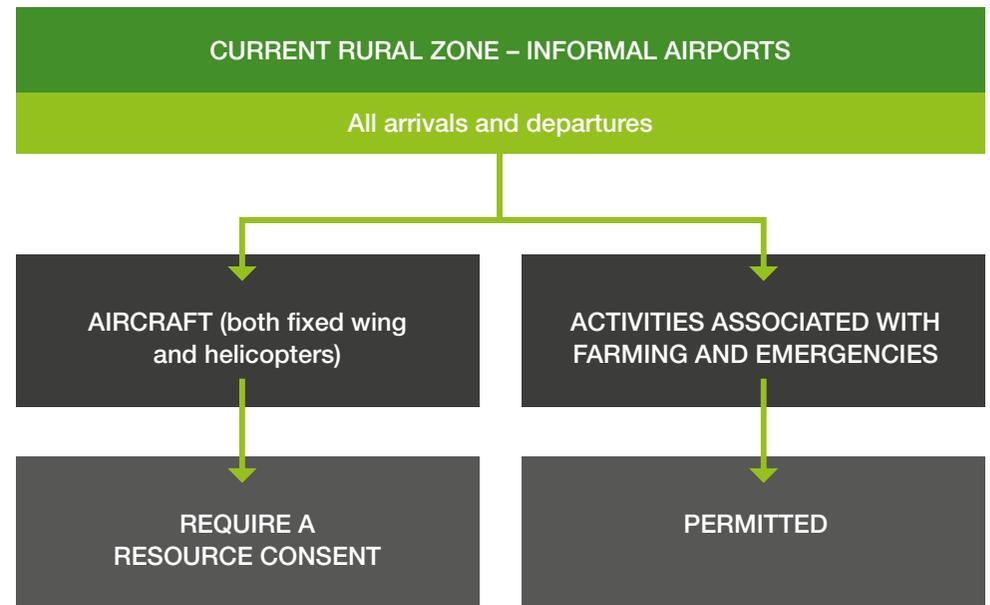
Rural Zone – Informal Airports

The existing situation

Currently, all arrivals and departures of aircraft (both fixed wing and helicopters), with the exception of activities associated with farming and emergencies, fall under the definition of an 'airport' and require a resource consent.

This means that a large amount of resource consent applications are required to be made, even for dropping skiers, hunters or trappers in remote locations. In addition, aircraft operators are required to obtain separate approvals from the Department of Conservation or Land Information New Zealand where it involves national parks or crown pastoral land.

Aircraft can have nuisance effects on people who live nearby to landing areas and can also affect the experience of people enjoying the national parks and back country areas. Managing the nature and intensity of airports is an important role of the Council.



What we are trying to achieve?

The rules can be improved to reduce the amount of resource consents required to land in remote locations, without these activities becoming a nuisance to people.

A new definition is proposed that recognises 'informal airports' as different to aerodromes such as Queenstown and Wanaka airports. New rules will permit informal airports subject to the following:

ON PUBLIC CONSERVATION LAND WHERE A CONCESSION HAS BEEN GRANTED BY DOC, AND ON CROWN PASTORAL LAND WHERE A RECREATION PERMIT HAS BEEN GRANTED:

- if the informal airport is located a minimum distance of 500 metres from any formed legal road or the notional boundary of any residential unit or approved building platform not located on the same site.

INFORMAL AIRPORTS ON ALL OTHER RURAL ZONED LAND:

- they do not exceed a frequency of 3 flights per week;
- they are located a minimum distance of 500 metres from any formed legal road or the notional boundary of any residential unit of building platform not located on the same site.

The changes are intended to make it easier to operate without the need for a resource consent in remote locations. Within more built up areas, a resource consent would usually be required because it would be more difficult to comply with the rules.



What will stay the same?

Informal airports for emergency landings, rescues, fire-fighting and activities ancillary to farming activities will be permitted.

Informal airports in the Rural Lifestyle, Rural Residential and urban zones will not be permitted. Any landings or take offs will require a resource consent.

Want to get into more detail?

Visit www.qldc.govt.nz/proposed-district-plan to read the full provisions or a range of other resources.