

Community & Services Committee

3 April 2025

Report for Agenda Item | Rīpoata moto e Rāraki take [3]

Department: Community Services

Title | Taitara: Draft Glenorchy Airstrip Reserve Management Plan

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to consider recommending to Council that the Draft Glenorchy Airstrip Reserve Management Plan be approved for public notification.

Recommendation | Kā Tūtohuka

That the Community & Services Committee:

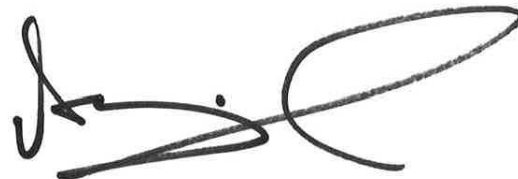
- 1. Note** the contents of this report;
- 2. Recommend to Council** to approve the Draft Glenorchy Airstrip Reserve Management Plan for public notification in accordance with section 41(6) of the Reserves Act 1977; and
- 3. Recommend to Council** to appoint three members from the Community & Services Committee (to be named) to a panel, and one member from the Community & Services Committee (to be named) a reserve panellist, to hear and consider submissions received (subject to Council approving the Draft Reserve Management Plan for public notification).

Prepared by:



Name: Jeannie Galavazi
Title: Principal Parks Planner
6 March 2025

Reviewed and Authorised by:



Name: Kenneth Bailey
Title: General Manager Community Services
12 March 2025

Context | Horopaki

1. The Glenorchy Airstrip Reserve (the Airstrip Reserve) is located approximately two kilometres southeast of the Glenorchy township on the edge of Lake Whakatipu. The two-hectare reserve contains a grass airstrip that provides for commercial and recreation aviation activities that predominantly service farming, tourism, conservation and emergency services.
2. The airstrip was established in 1953 to service the Glenorchy area. The reserve is owned by the Crown and was previously administered by the Department of Conservation (DOC). It was vested in Queenstown Lakes District Council (QLDC) in 2013 following a request from the Glenorchy community.
3. The reserve is gazetted as Local Purpose (Airport¹) Reserve under the Reserves Act 1977 (the Act). Preparation of Reserve Management Plans (RMP) for Local Purpose Reserves is not mandatory under the Act but is at the discretion of the Council. At the time of accepting the reserve from DOC, QLDC resolved to prepare an RMP.
4. The first RMP was adopted in 2016. The 2016 RMP sought to establish a new management framework and infrastructure such as a new public access road. The majority of the 2016 policies have now been implemented or need updating as they are no longer fit for purpose.
5. On 11 April 2019 the Council approved the intention to notify a review of the 2016 RMP.
6. Around the same time, an appeal on the QLDC Proposed District Plan (the PDP) relating to the airstrip was progressing. The part of the reserve that contains the airstrip is designated in the PDP for 'Aerodrome Purposes' (Designation #239). QLDC is the Requiring Authority. The RMP review was paused until the outcome of the appeal was known.
7. The appeal decision was released in November 2021 with several conditions pertaining to use and establishment of a noise contour that caps flight numbers to 2019 levels. A Noise Management Plan is required to ensure compliance with the Designation Conditions. The decision also emphasised the importance of the RMP as the guiding document to manage the reserve.
8. The 2016 RMP established the Glenorchy Airstrip Consultative Governance Committee (GACGC), the role of which was further defined in the Designation Conditions. The GACGC is made up of representatives from the Glenorchy Community Association, Wyuna Preserve, Blanket Bay, Airstrip Operators, Queenstown Airport Corporation and QLDC. The GACGC meets quarterly and has provided input into the operations and management of the Reserve.

¹ The correct Civil Aviation term is Aerodrome, however Airport is used in the Reserve Classification and Airstrip is used in the name of the reserve.

9. The review of the 2016 RMP was recommenced in early 2023 and a comprehensive engagement survey was developed in consultation with the GACGC. The survey and an education package on Designation #239 and the RMP Process was sent out in August-September 2023, seeking input into the draft plan. Over 100 responses were received from the Glenorchy and aviation community.
10. A summary of engagement was developed and shared back with the community (Attachment B). A range of views were expressed on the future for:
 - Flight numbers
 - Level of development, including hangars
 - Purpose of the Airstrip/Aerodrome
 - Commercial use.
11. A Let's Talk online campaign open for four weeks gathered extensive feedback from the GACGC, the Glenorchy community and the aviation industry on what the community wanted to see for the future of the Airstrip Reserve. The direction in the Draft RMP has been informed by this engagement.
12. The Draft RMP sets out the direction for the use and development of the Airstrip Reserve, through a vision and a series of objectives and policies. These will act as a guide for Council officer's in making to day to day and longer-term decisions about how the Airstrip Reserve will be used.

Analysis and Advice | Tatāritaka me kā Tohutohu

13. The Draft RMP (Attachment C) sets out the vision, character and intended uses of the Airstrip Reserve through objectives and policies.
14. Notification of the Draft RMP allows the public to provide submissions to Council and be heard if requested in relation to how the Airstrip Reserve should be managed, used or developed.
15. The Draft RMP will be publicly notified for two months, and a hearing held if there are submissions received by submitters who wish to be heard. It is recommended the Community & Services Committee nominate a hearing panel to consider submissions and recommend the final form of the Reserve Management Plan for approval by Full Council.
16. This report identifies and assesses the following reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002.
17. Option 1 Recommend to Council to approve the Draft RMP for public consultation:

Advantages:

- Approving the Draft RMP will enable the future development of the RMP to continue by allowing the public to view and formally submit on the draft. This aligns with community expectations.
- This ensures there will be a clear plan for the future of Airstrip Reserve, that provides a clear management framework.
- Having a current RMP will ensure alignment with the other key documents that control the use of the Airstrip Reserve, being the PDP Designation #239 Conditions and The Glenorchy Airstrip Noise Management Plan 2022.

Disadvantages:

- No clear disadvantages.

18. Option 2 Do not recommend to Council to approve the Draft RMP for public consultation.

Advantages:

- No clear advantages.

Disadvantages:

- There will be no clear, relevant plan for how the Airstrip Reserve is to be managed in the future.
- Council will not meet the community's expectation that the 2016 RMP will be reviewed.
- The RMP will not align with the other key documents that control the use of the Airstrip Reserve.

19. This report recommends **Option One** for addressing the matter because this will provide the community with the next opportunity to have their say on the future direction for the Glenorchy Airstrip Reserve, ensure a clear and relevant plan is developed that directs future use and development, and will align with other key documents that control use of the Airstrip Reserve.

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi i kā Whakaaro Hiraka

20. This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy 2024 because of the high community interest in the airstrip and its development.

21. The persons who are affected by or interested in this matter are users of the reserve, the aviation community, the residents/ratepayers of the Glenorchy township and the adjoining neighbours including Wyuna Preserve and Blanket Bay Lodge.
22. The Council has undertaken extensive engagement with the community and stakeholders in 2023 to inform the Draft RMP. Council officers have been working closely with the GACGC on the operation and management of the Reserve.

Māori Consultation | Iwi Rūnaka

23. The Council has not undertaken consultation with iwi on the draft RMP as officers have determined specific iwi consultation is not required due to the discrete function of the reserve.

Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

24. This matter relates to the Community & Wellbeing risk category. It is associated with RISK10005 Ineffective planning for community services or facilities within the QLDC Risk Register. This risk has been assessed as having a high residual risk rating.
25. The approval of the recommended option will allow Council to avoid the risk. This will be achieved by creating a clear plan for how Council intends to manage the use and development of the Glenorchy Airstrip Reserve and comply with the PDP.

Financial Implications | Kā Riteka ā-Pūtea

26. Preparing and finalising the RMP is planned for within existing operational budgets.
27. The QLDC Long Term Plan 2024-2034 includes an annual operational budget to engage Queenstown Airport Corporation as the operator of the airstrip/aerodrome.

Council Effects and Views | Kā Whakaaweawe me kā Tirohaka a te Kaunihera

28. The following Council policies, strategies and bylaws were considered:
- Vision Beyond 2050
 - The Reserves Act 1977
 - Glenorchy Airstrip Reserve Management Plan 2016
 - QLDC Proposed District Plan
 - Local Government Act 2002
 - Significance and Engagement Policy 2024
29. The recommended option is consistent with the principles set out in the named policies.
30. This matter is not included in the Long Term Plan/Annual Plan.

Legal Considerations and Statutory Responsibilities | Ka Ture Whaiwhakaaro me kā Takohaka Waeture

31. QLDC is the Requiring Authority for Designation #239 - Glenorchy Aerodrome. The specific conditions associated with this designation require limits on use and development. The Draft RMP is consistent with these conditions.

Local Government Act 2002 Purpose Provisions | Te Whakatureture 2002 o te Kāwanataka ā-Kiaka

32. Section 10 of the Local Government Act 2002 states the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. Approval of the report's recommendation will support environmental outcomes and is therefore within the ambit of Section 10 of the Act.

33. The recommended option:

- Can be implemented through current funding under the Long Term Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not significantly alter the intended level of service provision for any significant activity undertaken by or on behalf of the Council or transfer the ownership or control of a strategic asset to or from the Council.

Attachments | Kā Tāpirihaka

A	Map of Glenorchy Airstrip
B	Glenorchy Airstrip Reserve Early Engagement Summary Document
C	Draft Glenorchy Airstrip Reserve Management Plan

APPENDIX ONE: GLENORCHY AIRSTRIP MAP





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.



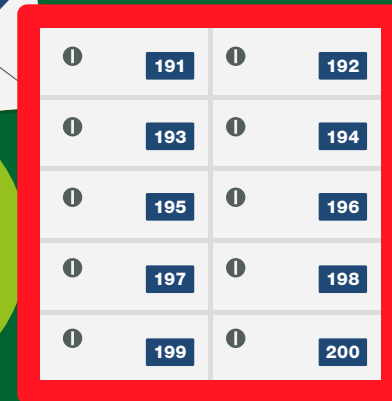
Over the four week period we had:



**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.

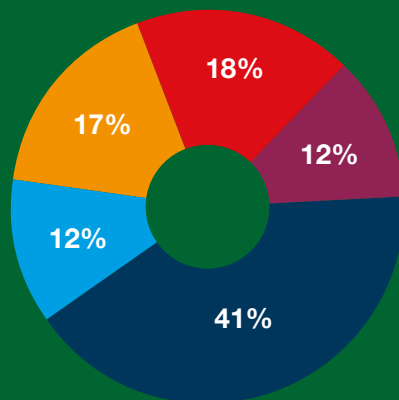
You can take a look at all the community feedback we received here:



Survey participants

Where do you live in relation to the airstrip?

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



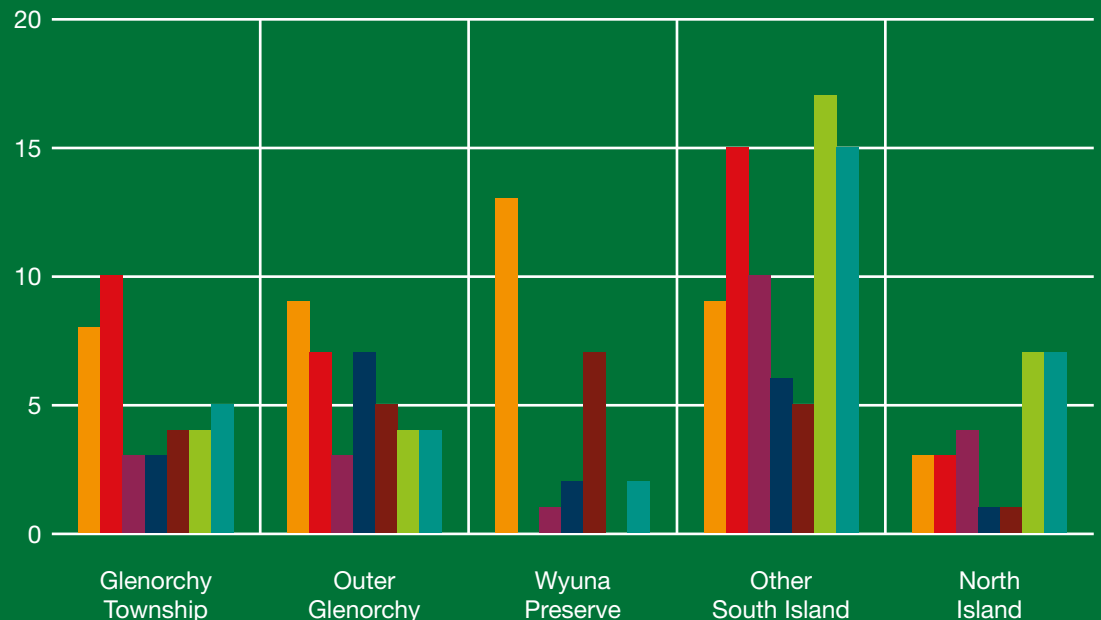
Flight allocation and airport purpose

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?

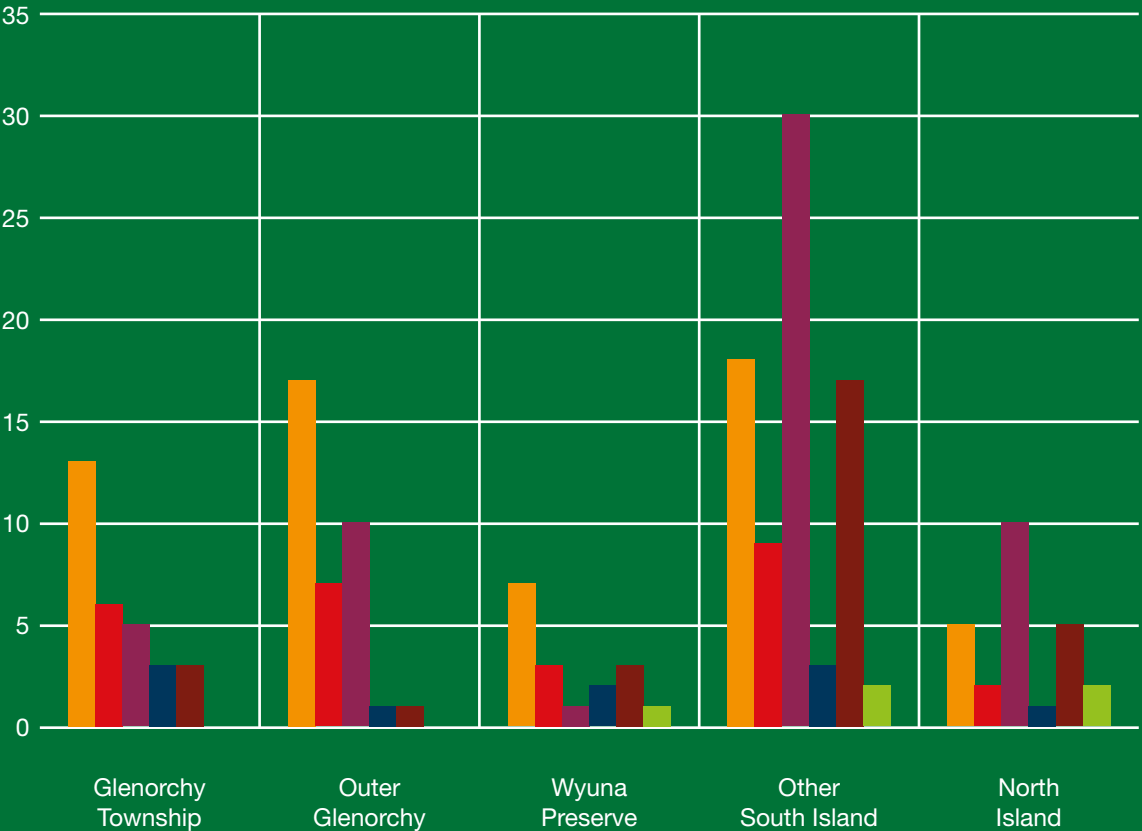
- Noise
- Employment
- Farming
- Environmental Work
- Emissions
- Recreation
- Tourism



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?

- Helicopter use - commercial (i.e Department of Conservation)
- Helicopter use - non commercial
- Fixed wing
- Hang gliding
- Microlights
- Skydiving



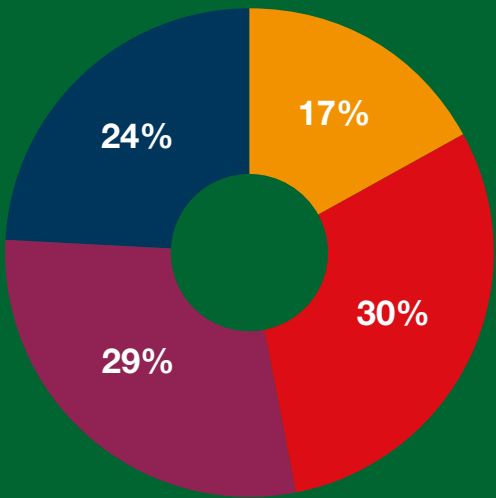
Airport growth

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?

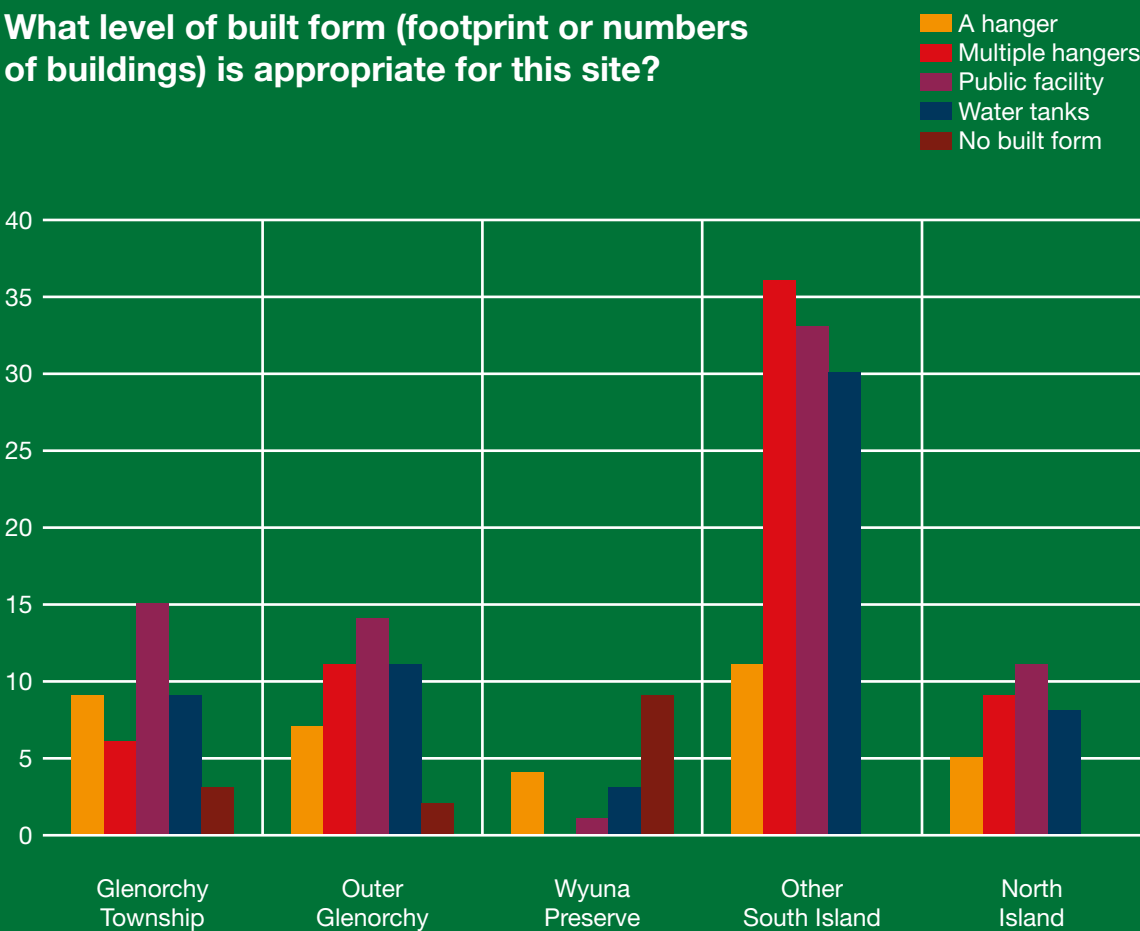
- Less than two
- Two
- More than two
- Other



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.

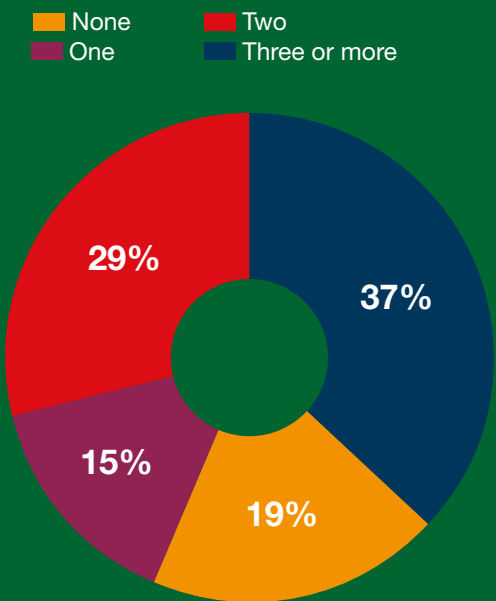
What level of built form (footprint or numbers of buildings) is appropriate for this site?



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?



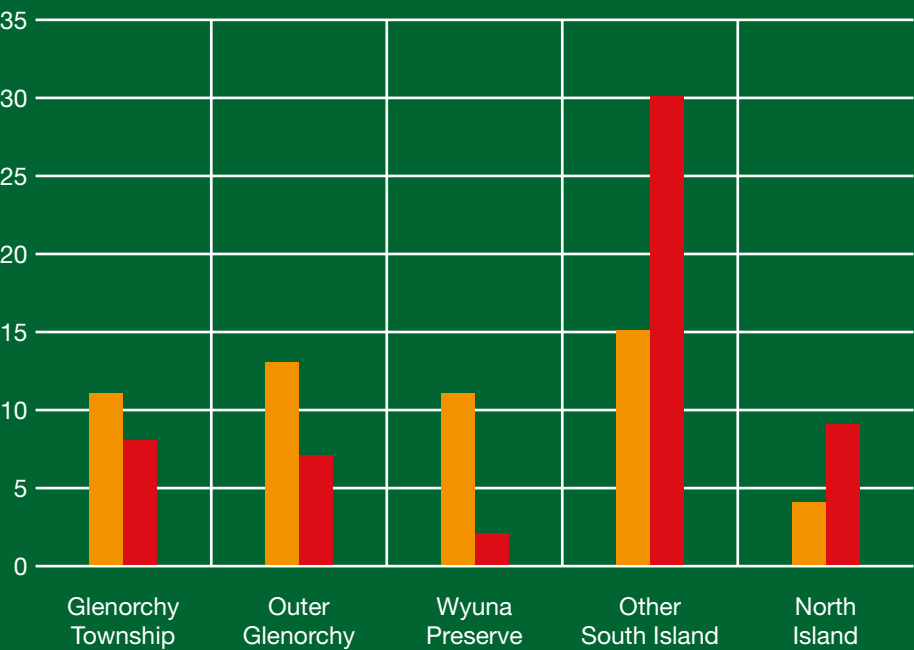
Charges and emissions

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.



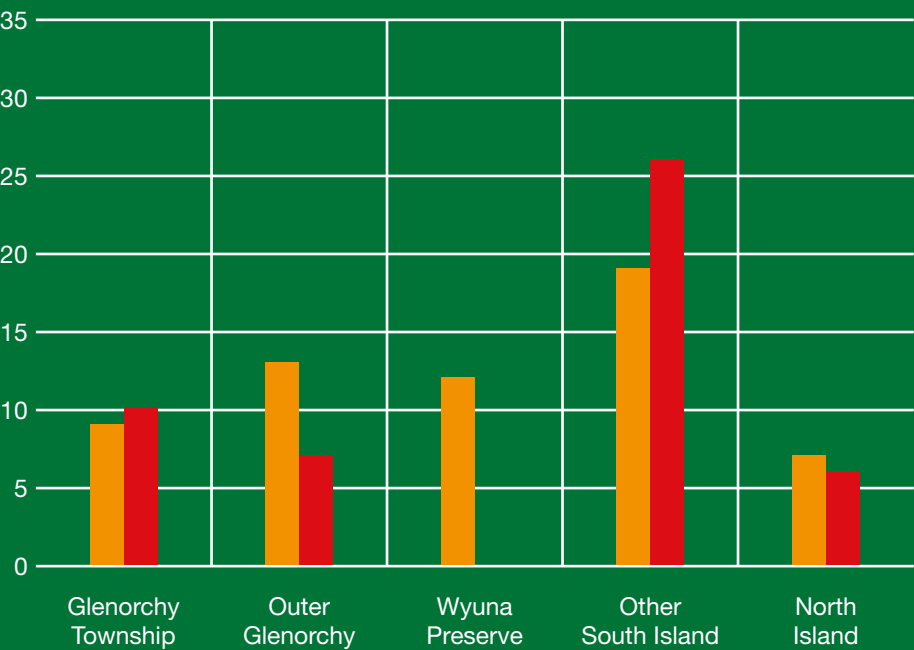
Should preferential flight allocation be given to operators who are actively trying to reduce emissions and address climate change concerns (i.e. by offsetting, investing in new technologies)?

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.”



QUEENSTOWN
LAKES DISTRICT
COUNCIL

Attachment C: Draft Glenorchy Airstrip Reserve Management Plan

**GLENORCHY AIRSTRIP
RESERVE MANAGEMENT PLAN – DRAFT APRIL 25**

Glenorchy

QLDC

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Related plans and documents:

TBC xx xxx 2024 Full Council adopts plan

Civil Aviation Act 2023

Glenorchy Airstrip Governance and Operational Review (Astral Limited 2021)

Reserves Act 1977

Resource Management Act 1991

Te Tiriti o Waitangi

Health and Safety Act 2015

QLDC Proposed District Plan - Designation #239

Glenorchy Community Visioning Forum Report – Shaping our future

Glenorchy Airstrip Noise Management Plan 2022

Glenorchy Airstrip Management Services Agreement

Glenorchy Airstrip Consultative Governance Committee Terms of Reference

QLDC Revenue and Financing Policy

Review:

Generally, reserve management plans should be reviewed at a minimum of 10-year intervals by Parks Officers.

Process for preparing a reserve management plan in accordance with the Reserves Act 1977:

11 April 2019 Community Services Committee approved creating plan

TBC xx xxx 2025 Notice invited submissions on the draft plan

TBC xx xxx 2025 Submissions close

TBC xx xxx 2025 Hearing held (if required)

TBC xx xxx 2025 Community Services Committee recommends adopting plan

1. INTRODUCTION

1.1. Reserve Management Plan

The Reserves Act 1977 requires the Queenstown Lakes District Council (QLDC) to prepare reserve management plans for all land classified as 'Recreation Reserve' under council management or control. The Glenorchy Airstrip Reserve ("the Reserve") was gazetted as Local Purpose (Airport) Reserve. Preparation of a reserve management plan for Local Purpose Reserve is not mandatory and is at the discretion of Council unless directed by the Minister.

The Reserve is unusual in that it contains an operating airstrip which provides for commercial and recreation aviation activities. These are largely centred on the local tourist industry, farming and serving the Department of Conservation (DOC) activities. The overarching issue in relation to management of the Reserve is striking a balance between its use and community benefit as an airstrip, and the environmental effects (primarily, but not only, aircraft noise) this causes.

This Reserve Management Plan (Management Plan), developed in consultation with the airstrip users and the local community, and is the key document QLDC will use to manage the Reserve. It sets out a vision for the Reserve and describes the general intentions for the continued use, maintenance, protection, preservation and development of the Reserve through a series of objectives and policies. The objectives and policies assist with decision making regarding development and use of the Reserve.

Other key documents that control the use of the airstrip are Noise Management Plan, and Aeronautical Information Plate, District Plan Designation #239 Conditions and the CAA Rules and Regulations.

1.2. Principal Purpose

The principal purpose of the Reserve is to provide for a small aerodrome with a grass airstrip¹ for limited recreation and commercial aviation activities that provide for emergency services, farming, conservation and local tourism.

¹ As a non-certificated aerodrome Glenorchy only has to comply with a basic set of aerodrome standards for a Code 2

The correct Civil Aviation term is aerodrome, however airstrip is used for the Management Plan and Designation.

2. RESERVE DESCRIPTION

Glenorchy Airstrip Reserve is located approximately two kilometres southeast of Glenorchy Township on the edge of Lake Whakatipu.

Located approximately 375m above sea level, the Reserve sits on a terrace above the lake. The terrace is well drained and forms the southern extent of a historic alluvial fan formed by Stone Creek. The soils comprise of Queenstown shallow silt loam with gravels and stones. The area has an average annual rainfall of approximately 900mm per year.

There is an area of remnant native vegetation surrounding the Reserve as well as an area of plantation pines between the Reserve and Lake Whakatipu. The Reserve is prone to gorse and requires regular weed control.

It is a predominantly flat grassed rectangular site and has a total area of 19.7ha. It is bound by a strip of Department of Conservation recreation reserve and the lake to the west and the mountains to the east.

Blanket Bay Lodge is immediately adjacent to the northern boundary of the Reserve. A large parcel (50ha) of reserve land known as the Blanket Bay

Recreation Reserve, currently under a grazing licence, is located to the north of Blanket Bay Lodge.

2.1. Legal Description

The Reserve is held in one parcel legally described as Section 11 SO 443869 and is owned by the Crown. The QLDC is responsible for administering the Reserve (including the airstrip) and the site is vested as such.

2.2. Access

Formed legal vehicle access is available to the Reserve from the Glenorchy-Queenstown Road as the site bounds the road. Legal public pedestrian access to the Reserve exists via an easement over private land from the Queenstown-Glenorchy Road.

2.3. Infrastructure & Services

The airstrip contains a single grassed runway, approximately 700m in length and 30m wide. It is oriented in a north-south direction, roughly parallel to the lake shore.

There is little aviation infrastructure on the reserve, and currently none of a permanent nature.

The access road leads to a gravel carpark.

Two boxed in gravel helipads have been constructed by one of the commercial operators – Heli Glenorchy (Action Helicopters).

The airstrip is fenced in accordance with CAA Regulations to prevent unauthorised public access.

A composting toilet has been provided by one of the operators that is available for public use. There are no connected services, such as reticulated water or waste.

3. MANAGEMENT OF RESERVE

4.

4.1. QLDC Proposed District Plan

The Reserve is zoned Rural in the QLDC Proposed District Plan (PDP)

The part of the Reserve containing the airstrip is designated in the PDP as 'Glenorchy Aerodrome 'Local Purpose Reserve (Airport)' (Designation #239). A designation is a 'spot zoning' over a site or area that authorises the Requiring Authority's (QLDC in this instance) work and activity without the need to comply with the zone rules or obtain a resource consent.

The Glenorchy Airstrip Reserve Designation authorises:

- Aviation facilities including the runway and navigation and safety aids;
- Aircraft movements; and
- Ancillary aircraft maintenance and aircraft parking.

The designation footprint does not extend to the rest of the reserve land beyond the airstrip.

There are specific conditions associated with this designation (refer Appendix 2 Designation Conditions). In summary, the conditions require or regulate:

- Hours of operation;
- Restrictions on aircraft movements. Council is required to manage the total number of aircraft movements to remain within a 'noise contour' which is based on the total number of flights recorded in 2019;
- Aircraft movements monitoring using aircraft monitoring software (such as AIMMS); and
- Preparation and implementation of a Noise Management Plan.

4.2. Noise Management Plan

The Glenorchy Airstrip Noise Management Plan 2022 ("NMP") has been prepared in accordance with the Designation Conditions. In summary, the NMP:

- Defines the role of the Glenorchy Airstrip Consultative Governance Committee, and requires representation from the Airstrip Manager (QAC), Wyuna Preserve, Blanket Bay, Resident Operator, the Glenorchy Community Association;

- Demonstrates how aircraft operations will comply with the noise contour and maximum flight limits;
- Outlines agreed noise abatement flight procedures;
- Outlines agreed operating hours and exceptions;
- Creates the ability to exclude particularly noisy aircraft types or types of operation;
- Creates a reporting system for aircraft movements; and
- Outlines a complaint reporting, investigation and reporting process.

To change the restrictions and requirements in the Designation Conditions including increasing the flight limits, the reserve management plan must be amended to have objectives and policies that see an increase or change, then new Designation Conditions must be applied for.

4.3. Glenorchy Airstrip Consultative Governance Committee (GACGC)

The 2016 reserve management plan established the GACGC. The roles and responsibilities are further defined in the Designation Conditions and the NMP. In summary the GACGC is responsible for:

- Receiving monitoring and operational data;
- Providing a liaison role between the community, airstrip operator and users; and
- Providing input into:
 - i. Establishment of permanent or significant infrastructure.
 - ii. Licences including flight allocations for Commercial Operators.
 - iii. Changes to airstrip layout.
 - iv. Changes to the NMP or noise related flight procedures.
 - v. Complaints.

4.4. Aerodrome Operator

Queenstown Airport Corporation (QAC) is currently appointed by QLDC to be the Aerodrome Operator. A Management Services Agreement between QAC and QLDC requires QAC to be responsible for:

- Maintenance of the CAA's Aeronautical Information Publication (AIP) airfield plates for users;

- Scheduled regular site safety inspections;
- Operational improvements to the airstrip; and
- Operational and aviation advice to QLDC.

QLDC remains responsible for setting and collecting user fees, managing commercial licences and ultimate responsibility for governance, compliance with CAA Rules and the Designation Conditions.

4.5. Civil Aviation Authority (CAA)

The CAA controls the airspace and aviation safety on the ground. QLDC controls use of the airstrip itself and reserve through this RMP and the District Plan.

The airstrip is a non-certificated aerodrome² under the CAA Rules, meaning it does not have certificate issued under CAA Rule Part 139 – Aerodromes, Certification, Operation and Use. Certification under Part 139 is not required unless regular operation of aircraft with 30 or more passenger seats occur at an aerodrome. This type of use is not possible at Glenorchy because the airstrip is too small and short in length. Because the airstrip is a non-certificated aerodrome, operators are also not required to obtain authorisation to land from the CAA.

² The correct Civil Aviation term is aerodrome, however airstrip is used for the Management Plan and Designation.

4.6. History

The airstrip was established in 1953 to service the Glenorchy area. Prior to this the main airstrip servicing the area was at Paradise with private strips at Greenstone, Routeburn and Oxburn. Road access linking Glenorchy to Queenstown was not completed until 1962.

The Reserve was vested to QLDC from the Department of Conservation in 2013. The first reserve management plan was adopted by QLDC in 2016.

QLDC engaged an aviation expert in 2020 to prepare a Governance and Operational Review Report, which provided expert aviation advice to assist with the implementation of the Management Plan. It provided important recommendations regarding Governance, (including establishment of the GACGC and the role of QAC), CAA compliance, user monitoring (via installation of AIMM³ and licencing, fee collection and other operational matters such as fencing and site layout. All these recommendations have been implemented by QLDC, and this report has informed this Management Plan Management Plan.

The Glenorchy Community Plan – Head of the Lake was prepared by the Glenorchy community in 2001. This plan recognised the Reserve as being the

entrance way to the Glenorchy Township. It promotes well planned and sensitively designed development of the airport, avoidance of proliferation of signs and for the access to be formalised.

Significant community consultation on the use of the airstrip has occurred since the land was vested in QLDC. This consultation has informed awareness of the overarching issue in relation to management of the Reserve being striking a balance between its use and community and economic benefit as an airstrip, and the environmental effects (primarily, but not only, aircraft noise) this causes.

5. DESCRIPTION OF PRIMARY USERS AND ACTIVITIES

The airstrip is very important to the local community for emergency services and local aviation that supports activities in the area such as farming and conservation, and employment through tourism activities. The airstrip is also used for private recreational aviation (primarily fixed wing) and for aviation training purposes.

5.1. Commercial Use (Aviation)

Commercial use of the airstrip is controlled through leases and licences.

There are currently five commercial helicopter companies and four fixed wing that are licenced to undertake more than 12 landings per year at the airstrip. Fixed wing companies primarily undertake scenic flights and top-dressing activities. Helicopter companies undertake flights for tourism such as scenic flights or heliskiing, the Department of Conservation activities, emergency services such as firefighting and search and rescue and farming work for high country stations in the area.

There is only one commercial lease in place at the reserve, held by Action Helicopters for two helipads and associated storage containers.

Action Helicopters is currently the only operator that uses the airstrip and the Glenorchy Township as a permanent base, and they currently account for approximately 67% of the total annual aircraft movements.

A commercial skydiving operation was previously based at the airstrip but has since relocated and now only does the occasional training flight. Commercial skydiving is not supported by the majority of the Glenorchy community. Noise generated from skydiving is particularly annoying as

³ AIMM (Automated Intelligent Monitoring Movement) – AIMM is the industry standard system for recording aircraft movements for CAA reporting and operator billing.

it is concentrated over the adjoining noise sensitive areas which includes Glenorchy Township and the neighbouring properties including Blanket Bay and Wyuna Preserve.

5.2. Recreation Use (Aviation)

The airstrip is used regularly for recreation aviation, including flying clubs, independent users, hobbyists and pilot training.

In 2024, Recreation Use accounted for less than 5% of flights, but the airstrip is significant for these users as airstrips are a finite resource and the Glenorchy area provides unique aviation conditions.

5.3. Proposed Glenorchy Township Wastewater Treatment Plant

The Reserve, including the airstrip, has been identified by QLDC as a potential future site for a Glenorchy wastewater treatment plant for the township and an associated disposal field. This project is not currently funded, but investigations have been undertaken to determine how and where this could be accommodated at the Reserve.

6. VISION

The following vision has been developed in conjunction with the GACGC and taking into account community input, and is the long-term outlook for the Glenorchy Airstrip Reserve Management Plan:

The Glenorchy Airstrip Reserve is a well-managed grass airstrip that meets the aviation needs of the Glenorchy community, and provides for the airstrip's important contribution to farming, emergency response, employment and conservation in the area, while operating within agreed limits, and allowing for innovation to reduce noise and carbon emissions of users.

7. GENERAL OBJECTIVES

The following objectives are provided to manage the Reserve and support the vision. They are overarching goals; succinct statements on the principal aims of this Management Plan.

- 7.1.** To provide a small aerodrome with a grass airstrip⁴ for limited recreation and commercial aviation activities that prioritises use for emergency services, farming, conservation and local tourism.
- 7.2.** To manage and maintain the reserve to ensure a safe and operational airstrip.
- 7.3.** To recognise and protect the benefits the airstrip brings to the community and local economy.
- 7.4.** To recognise and mitigate the adverse environmental impacts of the airstrip on the community, particularly from noise.
- 7.5.** To appropriately balance the benefits of the airstrip to the local community and economy with the adverse environmental impacts of the airstrip for the community.

⁴ As a non-certificated aerodrome Glenorchy only has to comply with a basic set of aerodrome standards for a Code

1A, day visual flight rules (VFR) aerodrome, contained in CAA Advisory Circular AC139-6.

SPECIFIC OBJECTIVES AND POLICIES

8. AVIATION

The CAA establishes and maintains the rules that all pilots and aerodromes must follow to keep flying safe. They control the airspace above the airstrip and have rules that relate to how the aerodrome must operate.

The PDP controls the take offs and landings at the airstrip through Designation #239.

QLDC as reserve administrator controls use and development of the airstrip and reserve.

All aircraft operators and users of the airstrip must follow the CAA regulations by law.

8.1. Objectives

8.1.1. Manage the reserve so the airstrip is safe to use in accordance with CAA Regulations.

8.2. Policies

8.2.1. Retain the CAA classification as a non-certified aerodrome, in accordance with CAA Rule Part 139,

8.2.2. Appoint a suitably qualified aviation organisation, such as QAC, as the 'Aerodrome Operator' to manage and maintain the operational functions of the airstrip.

Explanation: Operational management tasks are best delegated to an experienced aviation entity.

8.2.3. Ensure agreements are in place with a suitably qualified airstrip operator, such as QAC, to maintain the airstrip.

8.2.4. Maintain and implement a site layout plan that shows:

- Separate landing areas for fixed wing and helicopters;
- Fixed wing aircraft parking on the parking apron;
- Helicopter landing and parking areas; and
- Leased helipads.

8.2.5. Maintain a specific Glenorchy Airstrip webpage that advises users of the airstrip of their obligations under the NMP and this Management Plan and provides:

- A site layout plan;
- NMP and noise abatement procedures; and
- A link to this Management Plan.

8.2.6. Limit the storage of fuel at the airstrip and require that this is only done with prior agreement from QLDC and remains the responsibility of the operator.

8.2.7. Maintain fencing of the airstrip in accordance with CAA regulations.

8.2.8. Maintain the grass airstrip in accordance with CAA regulations.

8.2.9. Ensure the parachute landing area is disestablished.

9. USE

Use relates primarily to aircraft movements. The aircraft movement limits are set by the Designation Conditions, which require that aircraft movements are not increased above those levels recorded in 2019.

Aircraft movements are recorded using an aircraft monitoring system called AIMMs. AIMMs records the radio calls of each operator. All aircraft operators are required by the CAA Regulations to radio each take off and landing. QLDC receives monthly data showing the dates times and operators of each aircraft movement (one flight is two movements – one take off and one landing).

The maximum limit set by the designation is 5400 movements or 2200 flights.

The total movements in 2024 recorded was 2662 (1331 flights). Commercial Operators (including Itinerant Operators) accounted for approximately 95% of the total flights, while recreation flights were less than 5%.

9.1. Objectives

9.1.1. Operate the airstrip within the Designation #239 Conditions and the Noise Contour as set out in the QLDC Proposed District Plan.

9.1.2. Ensure that the airstrip is available for recreational aviation.

9.1.3. Minimise the impact of noise from the airstrip on the surrounding community, particularly that from flights which concentrate noise over the town and surrounding residential areas.

9.2. Policies

9.2.1. Limit use to the levels recorded in 2019, as reflected in the limits set by the District Plan #239 Designation.

9.2.2. Ensure all users can access the Glenorchy Airstrip Noise Management Plan, including Noise Abatement Procedures.

9.2.3. Require all aircraft movements to be recorded using aircraft logging software (such as AIMMs).

9.2.4. Limit the hours of operation for takeoffs and landings from the airstrip to between 8am or Morning Civil Twilight (whichever is later) and 8pm or Evening Civil Twilight (whichever is earlier).

9.2.5. Allow exceptions to Policy 8.2.4 for flights that are specifically for DOC conservation operations and emergency response.

9.2.6. Prohibit intensive high annoyance noisy activities such as microlights.

9.2.7. Recognise the Noise Management Plan as the key document to ensure the operation of the airstrip is consistent with the Designation #239 Conditions, that provides a basis for ongoing

noise management and mitigation at the airstrip.

9.3. Commercial Use

The majority of use at the Glenorchy Airstrip is undertaken by Commercial Operators. In 2024 there were eight licenced operators.

One company, Action Helicopters which has a base in Glenorchy, accounts for over 80% of commercial flights, and 70% of all flights at the airstrip in 2024.

Companies that undertake less than 12 flights per year (one per month) are called 'Itinerant Operators'.

Licences are issued on an annual basis.

One Commercial Operator (Action Helicopters) has a leased area at the Reserve.

9.3.1.Objectives

9.3.1.1. Allow for a range of commercial aviation operators that provide for local employment, farming, and conservation activities that rely on aviation.

9.3.1.2. Manage Commercial Operators in a way that provides for some limited growth provided the flight limits are not being breached.

9.3.2.Policies

9.3.2.1. Ensure leases and/or licences are in place for all commercial activities at the airstrip.

9.3.2.2. Ensure leases are in place for exclusive occupation of areas of the reserve.

9.3.2.3. Set lease rates largely in accordance with the market rate of comparable aerodromes and taking into account the unique location and demand in Glenorchy and QLDC's Revenue and Financing Policy.

9.3.2.4. Require all Commercial Operators that undertake 12 or more landings at the airstrip in a calendar year to enter into a commercial use agreement.

9.3.2.5. Allow exceptions to Policy 8.3.2.1 for Itinerant Commercial operators that land at the airstrip less than 12 times per calendar year.

9.3.2.6. Only consider ancillary commercial aircraft activities that do not generate additional noise.

9.3.2.7. Maintain a 'bucket' of commercial flight numbers to manage flight limits and demand. The 'bucket' will not exceed 80% of the maximum annual flight limit set by Designation #239.

9.3.2.8. Incentivise all operators to return any unused flights to the 'bucket' for reallocation

in accordance with the Flight Allocation Methodology.

9.3.2.9. Agree and maintain a Flight Allocation Methodology, in partnership with the GACGC, to determine annual allocation of commercial flights, that considers and gives weight to:

- Whether operations are actively seeking to reduce noise though investment in technology and innovation;
- How operators are seeking to actively reduce or offset carbon emissions from their activity;
- Whether operators can demonstrate direct employment benefits to the Glenorchy Community; and
- Whether operators can demonstrate direct benefit to farming, emergency or conservation activities.

9.3.2.10. Ensure the Flight Allocation Methodology has a provision for a Special Approval Process, where Commercial Operators can apply for additional flights if they are nearing the limits in their individual agreement, and there are flights available in the 'bucket'.

9.3.2.11. Review the Flight Allocation Methodology once the 80% threshold of

flight limits in the Designation Conditions are reached to ensure efficient and fair management of a finite resource.

9.3.2.12. Require all Commercial Use agreements to stipulate:

- Confirmation the operator has read, understood and agrees to Glenorchy Airstrip procedures and noise abatement;
- An operational safety and risk plan;
- Evidence of all necessary CAA licences and certificates;
- An acceptable noise mitigation plan;
- Evidence of monthly and annual flight limits (one flight being two movements – a take off and a landing);
- A use it or lose it methodology;
- Evidence of adherence to the Management Plan and NMP;
- Requirement to radio take offs and landings;
- Acknowledgement of the prohibition of trading flights between operators; and
- All plans and evidence provided must be for a 12-month duration.

9.3.2.13. Limit the number of Commercial Use flights to a maximum of 90% of the total number of flights, to allow a buffer for Itinerant Operators and Recreation users.

9.3.2.14. Permit limited flights for the purposes of skydive pilot training.

9.3.2.15. Prohibit commercial skydiving.

10. FUNDING AND USER CHARGES

The Reserve has little in the way of facilities, beyond safety and navigational aids.

Landing fees apply to all users (Commercial Operators, Itinerant Operators and Recreation). Each landing is recorded by AIMMs and the operator is invoiced.

User charges relate to leased areas. Only one operator currently has a lease at the airstrip, for heli pads and storage.

In 2024, the landing fees and user charges met less than 50% of the cost of maintaining the airstrip, including engaging an aerodrome operator.

10.1. Objectives

10.1.1. Except where contrary to the QLDC's Revenue and Financing Policy, the cost to manage and maintain the airstrip is subsidised by landing fees and any other income that can be generated from the airstrip.

10.2. Policies

10.2.1. Ensure landing fees are paid.

10.2.2. Require all operators to pay landing fees.

10.2.3. Set landing fees taking into account:

- Market rates

- The grass airstrip and limited facilities
- The unique location
- The sensitivity of the receiving environment.

10.2.4. Review landing fees regularly.

10.2.5. Consider using landing fees as a means to incentivise or discourage activities that do not meet the objectives of this plan.

11. DEVELOPMENT AND INFRASTRUCTURE

Infrastructure refers to development such as buildings, car parks, fences, signage and services.

11.1. Objective

11.1.1. The Reserve is managed and developed in a manner that maintains its purpose as an airstrip for local and community aviation.

11.1.2. To ensure any future development is sensitive to and compatible with the surrounding environment.

11.2. Policies

11.2.1. Consider up to a maximum of two hangars for overnight storage of aircraft.

11.2.2. Allow for public toilets and a waiting area.

11.2.3. Ensure the scale of buildings is commensurate with the degree of use of the reserve.

11.2.4. Ensure any buildings are sympathetically designed to minimise visibility including.

- Require recessive colours.

- Allow appropriate planting to screen any new buildings, provided this meets aviation safety regulations.

11.2.5. Consider the establishment a helipad that will service itinerant users, to avoid helicopters parking on the airstrip where take offs and landings occur.

11.2.6. Maintain the existing access road and carpark for all users.

11.2.7. Consider accommodating a waste water treatment facility for the Glenorchy Township, provided it does not detract from the principal purpose of the Reserve.

12. CARBON AND NOISE EMISSIONS

QLDC declared a climate and ecological emergency in 2019. Aviation accounts for approximately 17% of green house gas/carbon emissions in the district (all departing flights from Wanaka and Queenstown Districts excluding Glenorchy Airstrip). The Climate and Biodiversity Plan has several key outcomes that are relevant to the management of Glenorchy Airstrip Reserve:

- QLDC demonstrates ambitious climate and biodiversity leadership.
- Our transport system is low emission and better integrated.
- Our economy leads the transition to a low emission future.

Community issues with the airstrip primarily involve aircraft noise emissions. A noise contour has been established based on the 2019 flight numbers. 2019 was the first full year that flight numbers were recorded.

12.1. Objective:

12.1.1. Work with commercial operators to reduce emissions by supporting innovation and new technologies.

12.2. Policies

12.2.1. Include Carbon and Noise Emissions as matters to consider in the Flight Allocation Methodology for Commercial Operators.

12.2.2. Encourage reductions in noise emissions and incentivise those operators that are investing in new quieter aircraft

12.2.3. Consider future infrastructure that provides for future innovations in sustainable and/or low emission aviation, provided it complies with Objective 10.1.2.

12.2.4. Collaborate with commercial operators to provide on-ground support to enable the adoption of alternative aviation technologies that reduce carbon emissions, as they become available.

13. GOVERNANCE AND COMMUNITY INPUT

The Glenorchy Airstrip Consultative Governance Committee was established through the 2016 reserve management plan, and the roles and responsibilities are further defined in the Designation #239 conditions.

QLDC as the landowner and requiring authority has ultimately responsibility for the CAA regulations and the PDP.

13.1. Objectives

13.1.1. QLDC will govern and manage the airstrip in a way that ensures the principal purpose of the reserve and the objectives of this plan are met, and is inclusive of input from community representatives, the aerodrome operator and users via the Glenorchy Airstrip Consultative Governance Committee.

13.2. Policies

13.2.1. Ultimate responsibility for governance and management in accordance with the Management Plan, the NMP and the CAA Rules sits with QLDC

13.2.2. QLDC will receive input from the GACGC and use this to inform management decisions for the reserve.

13.2.3. Ensure Terms of Reference for the GACGC are maintained and are regularly updated.

APPENDIX ONE – GLENORCHY AIRSTRIP MAP

APPENDIX 2 – DESIGNATION #239 CONDITIONS

Interpretation

In this designation:

- a. *'Aerodrome Manager' means Queenstown Airport Corporation or any other person from time to time appointed by the requiring authority to that role;*
- b. *AIMMS refers to the proprietary analytics software called Advanced Interactive Multidimensional Modelling Systems.*

Purposes and works

- 1. *The purposes (objectives) of this designation are to:*
 - a. *Enable and protect the use and operation of Glenorchy Aerodrome (as shown on the web mapping application) (the 'work') including:*
 - i. *Aviation facilities including the runway and navigation and safety aids;*
 - ii. *Aircraft movements (including take offs, landings and ground movements);*
 - iii. *Ancillary aircraft maintenance that does not occur within dedicated facilities and aircraft parking; and*
 - b. *Not increase aircraft movements above those levels recorded in the 2019 AIMMS flight movements data; and*
 - c. *Manage the effects of the work according to the conditions of this designation.*
- 2. *For the avoidance of doubt, except as provided under Condition 1, this designation does not authorise skydiving.*

Restrictions on Activities

- 3. *Hours of operation for all aircraft operations (except those specified under the Exemptions in Condition 11) shall be between 0800 hours or morning civil twilight (whichever is later) and 2000 hours or evening civil twilight (whichever is earlier).*
- 4. *Noise from aircraft operations must not exceed 55 dB Ldn outside the Outer Control Boundary (OCB). The OCB is as shown on the web mapping application and shall be based on the 2019 flight movement data. Compliance with the OCB shall be determined on the following basis:*

- a. Aircraft movements shall be recorded monthly by the Aerodrome Manager using aircraft logging software (such as AIMMS).
- b. Within 1 month of the end of each calendar year, the total annual number of aircraft movements shall be provided by the Aerodrome Manager to QLDC.
- c. Where recorded aircraft movements are less than 4000 per annum, no further compliance assessment is required.
- d. When recorded aircraft movements exceed 4000 movements per annum, compliance with this condition shall be determined by noise contour calculations derived from records of actual aircraft operations at Glenorchy Aerodrome.
- e. When recorded aircraft movements exceed 5000 movements per annum measurement of noise levels shall be undertaken annually, in addition to the calculations undertaken for Clause (d) above, and the results shall be reported to QLDC. The measurements shall occur for a period not less than one month and the results calculated over the busiest three-month period of the year.

Advice note:

Ldn shall be as defined within NZS6805:1992 Aircraft Noise Management & Land Use Planning.

5. Within 6 months of the date of this designation being confirmed 14 October 2021 the requiring authority must engage a suitably qualified and experienced person to prepare a Noise Management Plan (NMP) and consult with all current members of the Glenorchy Airstrip Consultative Governance Committee ('GACGC') and submit the draft NMP to QLDC's Resource Consents Manager for approval to the Manager's reasonable satisfaction that it:
 - a. achieves the objectives in Condition 6; and
 - b. provides for all matters required to be provided for under Condition 7 and such other matters as that Manager considers should be provided for under that condition.
6. The objectives of the NMP are to:
 - a. manage the operation of the Aerodrome consistent with the purpose of the designation, including by providing a basis for ongoing noise management and mitigation at the Aerodrome;
 - b. demonstrate how aircraft operations will comply with the noise contour required by Condition 4;

- c. *demonstrate how aircraft operations will comply with any caps on aircraft movements as required by the NMP; and*
- d. *set out the procedures for monitoring and reporting of compliance with the conditions of this designation in relation to aircraft movements and the effects of noise from aircraft movements.*

7. The NMP:

a. *must:*

- i. *specify the names of current members of the Glenorchy Airstrip Consultative Governance Committee (GACGC) which must include the Aerodrome Manager and 1 representative from each of the Glenorchy Community Association, Wyuna Preserve, Blanket Bay Lodge, and Resident Commercial Operators;*
- ii. *set out the roles of the GACGC which must include:*
 - A. *receiving monitoring and operational data, including on investigations of noise complaints and any non-compliance; and*
 - B. *providing a liaison role between the community and Airstrip Manager and users; and*
 - C. *agreeing to the imposition of any restrictions on aircraft movements and/or operations additional to any specified in the conditions of this designation.*
- iii. *provide for and direct the Aerodrome Manager concerning the investigation of noise complaints and non-compliance and reporting to GACGC;*
- iv. *provide for the monitoring of aircraft operations to ensure compliance with conditions of the designation (and any additional restrictions imposed through the NMP under clause b);*
- v. *specify a procedure to assess noise levels in accordance with condition 3 of this designation and to ensure compliance with that condition;*
- vi. *include, for information purposes, a copy of the web mapping application showing the ANB and OCB noise contours;*

- vii. *specify the best practicable options and operational controls to manage the exposure of the community to noise from aircraft operations, including fixed wing aircraft and helicopter noise abatement procedures including specified take-off and landing routes and restrictions on the extent of “touch and go” circuit training activities (ie limiting these to certification procedures);*
- viii. *specify the procedure for reporting the outcome of monitoring data, complaints and assessed noised levels to the GACGC on at least a quarterly basis; and*
- ix. *specify a procedure for review of the NMP;*

b. subject to the conditions of this designation, may:

- i. impose additional or more stringent restrictions on aircraft movements including, without limitation, caps on maximum numbers of aircraft movements and/or aircraft operational hours (whether for particular types of aircraft or purposes or generally);*
- ii. allow for curfew exemption for flights servicing the Department of Conservation provided these are agreed with the GACGC.*

- 8. *The requiring authority must use its best endeavours to have an approved NMP in place within 9 months of the date of this designation being confirmed 14 October 2021.*
- 9. *The requiring authority must ensure that all aircraft operators comply with the approved NMP with any breach by an operator being a breach of this designation.*
- 10. *The requiring authority must ensure effective arrangements are in place and maintained for the investigation of noise complaints and non-compliance and reporting of these to GACGC and QLDC.*

Exemptions

11. Conditions 3 to 10 inclusive do not apply to:

- a. aircraft landing or taking off in an emergency or for precautionary safety reasons;
- b. emergency flights required to rescue persons from life threatening situations or to transport patients, human organs or medical personnel in medical emergency;

- c. aircraft using the aerodrome due to unforeseen circumstances as an essential alternative to landing at their planned destination;*
- d. flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 1983;*
- e. flights certified by the Minister of Defence as necessary for reasons of National Security in accordance with Section 4 of the Act; and*
- f. aircraft undertaking firefighting and search and rescue duties.*