

## GLENORCHY AERODROME – SPECIAL LICENCE/CONCESSION APPROVAL PROCESS

1. The purpose of this memorandum is to set out the Special Licence/Concession Approval process for commercial aircraft operators who use the airstrip.

### Commercial Licence/Concession Agreements

2. The Reserve Management Plan for the Glenorchy Airstrip was adopted by QLDC in 2016. The Reserve Management Plan policy states: *Ensure leases and/or licences are in place for all activities at the airstrip and that their terms clearly stipulate roles and responsibilities of respective users.*
3. The designation conditions require that noise emissions at the Aerodrome are managed through noise contours that creates a “bucket” of available noise to be utilised by aircraft operators. The contours are modelled on total use in 2019 and impose a limit on the total number of flights at the aerodrome. This represents a change in the historic management of the aerodrome as we are now operating in a more regulated environment.
4. To ensure that the Aerodrome does not exceed the number of flights and therefore the noise limit, and in accordance with the RMP, QLDC is issuing concessions to the main commercial operators with monthly and annual limits (Tier 1 and Tier 2 operators).
5. We have set out below how QLDC is managing the commercial operators going forward.

### Concession Agreements

6. The Environment Court decision requires the Council to actively manage the number of flights at Glenorchy Aerodrome to manage noise effects. The way in which Council staff have applied this requirement is through licences/concessions issued to commercial operators. The Council is issuing concessions through a tiered system in line with the frequency of use:
  - a. Tier 1 concessions are being issued to resident operators (with some form of authorised base at the Aerodrome), operating more than 250 flights per year. There are currently two resident operators (Heli GY and NZONE). Operators will have a specific monthly and annual limit.
  - b. Tier 2 concessions are being issued to other frequent commercial operators, operating up to 250 flights per year. Operators will have a specific monthly and generic annual limit (40 landings per year) on each licence.
  - c. Tier 3 concessions will not be issued to other infrequent commercial operators (estimated less than 12 landings per year). These operators will be monitored and required to be licenced if they become a Tier 2 operator.
  - d. All other movements allowed under the remaining noise contour allocation (once the licenced operators have been accounted for) will remain available for itinerant users and general aviation.

7. Concessions come with an accompanying landing fee for each landing at the Aerodrome. The landing fee is to be paid for all flights authorised by the licence at the time of issuing the licence, for two reasons:
  - It is administratively efficient and avoids Council staff from having to deal with multiple small payments per day (for example); and
  - It is an attempt to dis-incentivise operators from obtaining flights they will not use, and “banking” them to the disadvantage of other operators who are subsequently unable to land at the Aerodrome due to insufficient noise allocation.
8. Each agreement contains a clause that enables Council to reduce the allocated number of flights authorised by a concession if they are not being used by the concessionaire (i.e. if they use less than 80% of all flights). This is upon expiry/renewal of the agreement. The purpose of this clause is to ensure that flight capacity is available in the general “bucket” to be allocated to other operators who will use the capacity or used by itinerant operators. This will also prevent operators from maintaining a higher allocation of flights than what they are actually using to the disadvantage of other Aerodrome users
9. Concessions have been initially issued for a period of one year. This is to recognise the uncertainty around tourist numbers due to Covid and to enable QLDC to establish a management regime that has some flexibility but remains well within the noise contour for the next few years.

#### Feedback from Operators:

10. A number of operators have requested concessions for a higher number of flights.
11. Operators have also asked that QLDC implement a special approval process whereby if an operator is nearing 80% of the annual flight limit on the concession, there is the ability to apply for extra flights if they are available in the ‘bucket’.

#### Special Licence Process

12. A Special Licence Approval would enable QLDC to apply some flexibility in establishment phase of the concessions/licences, as we seek to understand how the concession system is working, and how to respond to the international borders reopening and subsequent anticipated increase in tourism. It would also ensure flights are fairly distributed between operators.
13. There **are 3** types of Special Licence Approvals:
  - a. Increase annual flight limit. The Tier 1 or Tier 2 operator would apply for a special licence to increase the annual flight limit on their concession. This would only be applicable if the operator had reached 80% of the annual flight limit on the signed concession. The operator would complete a one-page form (available on the QLDC website) and submit to QLDC for consideration. QLDC shall respond within 10 working days. Only one application per year for an annual increase in flights will be considered.

