

Attachment C: Changes made to Final Glenorchy Airstrip Reserve Management Plan

Section	Draft	Final	Comment
Executive Summary	Referred to as Glenorchy Airstrip	Referred to as Glenorchy Airstrip Reserve and subsequently 'the Reserve'	
	The principle purpose of the airstrip is recreational and tourism related aviation.	The principle purpose of the Reserve is to provide for emergency, community, recreational and low intensity commercial tourism aviation.	
	No further intensification of the airstrip is proposed. However, if that should change the Glenorchy community should be actively engaged in matters concerning any future development of the airstrip.	No further intensification of the Reserve is proposed. However, consolidation of the existing structures in one area with buildings of similar size and scale is appropriate and encouraged. The Glenorchy community and airstrip users will be actively engaged in matters concerning any future development of the airstrip.	
Introduction	The principle purpose of the Glenorchy Airstrip Reserve is to provide and maintain the airstrip to an appropriate standard for emergency, community and commercial tourism aviation activities.	The principle purpose of the Reserve is to provide and maintain the airstrip to an appropriate standard ¹ for emergency and low intensity community, recreational and commercial tourism aviation activities.	Footnote inserted: 1 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.
Description of airstrip - Overview	If required, legal vehicular access is possible from the Glenorchy-Queenstown road as the site bounds the road. However, there is currently no legal public vehicular access to the airstrip. Vehicular access is currently over private land. Legal public pedestrian access to the airstrip exists from the Glenorchy Queenstown Road.	Legal vehicular access is available to the Reserve from the Glenorchy-Queenstown road as the site bounds the road. As this access is not yet formed there is currently no legal public vehicular access to the Reserve Vehicular access is currently over private land with no legal agreement in place for this type of access. Legal public pedestrian access to the Reserve exists via an easement over private land from the Glenorchy Queenstown Road.	
- History		In 2001 the Glenorchy Community Plan – Head	Reference to Glenorchy Community Plan included.

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		of the Lake was prepared by the Glenorchy community. 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 access to be formalised.	
Management of the Reserve - Current Activities	There are no agricultural activities being undertaken at the site.	Small scale beekeeping is undertaken at the Reserve.	Acknowledge beekeeping
Runway and Operational Features - Facilities	The site contains an onsite portable hanger, Portacom building, temporary parking area and small sheds. Safety fencing has been installed to manage user movements near the airstrip. There is a public phone at the airstrip.	The Reserve contains an onsite portable hanger (present for four months of the year), Portacom building, temporary parking area and small sheds. Two helipads have also been recently constructed and a shipping container is located next to these. Safety fencing has been installed by one of the operators to manage user movements near the airstrip.	Includes skydive changes
Vision	<i>To maintain and manage the airstrip to an appropriate standard for low intensity emergency, community, and commercial tourism aviation activities.</i>	<i>To maintain and manage the airstrip to an appropriate standard for emergency, community, recreational and low intensity commercial tourism aviation activities.</i>	Insertion of recreational, reference specifically 'low intensity' commercial tourism aviation activities and other uses are low intensity by nature.
General - Objectives	Facilitate existing emergency, community and commercial tourism aviation as the principle purpose of the airstrip.	Facilitate existing emergency community, recreational and low intensity commercial tourism aviation as the principle purpose of the Reserve.	Insertion of recreational and replacement of term airstrip with reserve.
	Ensure aviation activities enable the facility to be sustained into the future.	Aviation activities are managed in a way that provides for the airstrip to be sustained into the future.	Clarify wording
	Ensure that the nature, scale and intensity of the use of the airstrip remain generally unchanged.	The nature, scale and intensity of the use of the airstrip remain generally unchanged from the level that exists from the date of adoption of this plan.	Date of adoption of this plan inserted to provide confirm a date from which level of use can be accurately set and future assessments made against.
- Policies	Ensure comprehensive permits are in	Ensure leases and/or licences are in place for all	Leases and Licences more accurate terminology

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	place for all activities at the airstrip that clearly stipulate roles and responsibilities of respective users.	activities at the airstrip and that their terms clearly stipulate roles and responsibilities of respective users.	
		Activities that existed prior to this plan must apply for leases and/or licences within three months from the date of adoption.	New
		Allow established beekeeping activities to be maintained at current levels and with any increases in nature and scale to be at the QLDC's discretion.	New
FUNDING AND USER CHARGES			
- Policies	<p>Set user charges and fees in line with market rates dependent on the type of activity taking place.</p> <p>Charge private occupation by a person or persons at a commercial rate for the use of the Reserve.</p> <p>Landing fees will be paid as per the QLDC revenue and financing policy unless otherwise agreed when setting landing and/or user charges.</p> <p>Charge commercial rates for users operating commercial activities.</p>	<p>Grant leases and licences for commercial occupation of areas of the reserve with the rent for such occupation to reflect market rentals and/or Council's pricing policy.</p> <p>Set landing fees in line with market rates, dependent on the type of activity taking place</p>	Simplified wording to avoid repetitive wording and include correct pricing policy.
Governance Objectives	- Deleted a repetitive airstrip governance committee objective		
Policies	The Council's governance role is separate to that of the Queenstown Airport Corporation. Council has ultimate responsibility to manage the airstrip under its legislative responsibilities under CAA in a way that promotes the principle purpose of aviation, in a manner that is safe and equitable to all	The QLDC will govern and manage (with some activities delegated to QAC) the airstrip under its legislative responsibilities under the CAA in a way that promotes the principle purpose of aviation, in a manner that is safe and equitable to all users and to other ratepayers of the District.	Simplified wording

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AVIATION OPERATIONS Objectives	Minimise the impact of noise on the surrounding community particularly that from circulatory flights which concentrate noise over the town.	Seek to minimise the impact of noise on the surrounding community particularly that from flights which concentrate noise over the town and surrounding residential areas.	Added seek to minimise and deleted the word circulatory (discussed in report)
Policies	The runway will be maintained in accordance with Council procedures.	Maintain the runway in accordance with the QLDC and QAC agreements.	More appropriate references
	Safe and suitable access exists onto the site.	Establish safe and suitable legal vehicle access from the Queenstown-Glenorchy Road, through the Reserve to the Airstrip.	Strengthen policy wording for access
	Ensure all users are aware that use of the airstrip is conditional on not undertaking circulatory flights of the Glenorchy Township and surrounding residential areas from the airstrip.	Encourage all users to avoid undertaking circulatory flights of the Glenorchy Township and surrounding residential areas from the airstrip.	Use is not conditional on undertaking circulatory flights, QLDC has no jurisdiction in the airspace and cannot set controls (such as no-fly zones) on activities occurring outside the reserve.
		Request the QAC update the airfield plates for Glenorchy, addressing flight paths over residential areas.	New
		Limit the hours of operation for leases and licences for take offs and landings from the airstrip from 8am or Morning Civil Twilight (whichever is later) to 8pm or Evening Civil Twilight (whichever is earlier).	New
FUTURE DEVELOPMENT Policies		Encourage consolidation of existing structures in one area with buildings of similar size and scale to the combined footprint area of those existing at the time of adoption of this plan.	New Footnote; ¹ Footprint of buildings existing at the time of this plan are shown on the survey plan in Attachment 2
	Ensure development complies with relevant District Plan provisions.	Ensure development complies with relevant District Plan provisions, including future designation conditions.	

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ACTIONS Aviation operations		Update Glenorchy Airfield plates to avoid flight paths over the township and established residential areas.	New
District Plan		Ensure designation provision is appropriate and is aligned with this Management Plan.	New