

Meeting Mins #11



Glenorchy Airstrip Consultative Governance Committee Notice of Meeting	
Where:	MS Teams
Time:	2:00pm-3:00pm
Date:	Monday 20 th February 2023
Who:	Jamie Waaka (QAC), Tom Butler (Blanket Bay) Jeannie Galavazi (QLDC), Tiana Prudden (QLDC), Nick Nicholson (Operators), Christina Lister (GCA), Niki Gladding (Councillor), Quintin Howard (QLDC), Mark Samways (QLDC), James Stokes (Operators)
Apologies	Nick Nicholson (Operators), Peter Raby (QLDC)

Item	Topic	Meeting Minutes
ITEM 1:	Welcome	- Welcome James
ITEM 2:	October Minutes	- NG moved October minutes; TB seconded
ITEM 3:	QLDC update (QLDC and Committee Member input) Any committee member queries Licencing process and flight allocations AIMS update	<ul style="list-style-type: none"> - JG provided update - 2023 concessions to be issued – a good opportunity to assess numbers. Everyone has been operating within 2022 annual totals - JS requested for the agreements to assure operators more flights could be applied for through the Special Approval Process - JG responded no one asked for extra flights last year – looks like it has been added to agreement - JG explained Nick went over his allocation – reminder to come in to ask for special approval to do so. Still operating under designation cap. JG questioned is this an opportunity to revisit numbers? Nick has expressed desires to increase flights and has support of community. Do we look to apply this across other operators? Or case by case? - TB asked how Nick would go about this to increase total - JG responded - through concession agreement negotiation. Delegation would sit with Quintin. Would be reasonable to bring requests to this group initially, however. - JG said QLDC issued one-year agreements with the goal of them being agile – if there is a good case for increasing flights then we can do so. We are well below cap but need to apply good practise for when we approach the cap.

		<ul style="list-style-type: none"> - QH added he has delegation within the year to add flights, if we are not breaching cap. Start of the year need to be clear on numbers for the caps. - NG requested to visually see who has what – numbers per month. - 2019 cap vs RMP policies – we have kept levels the same according to adoption of plan (2016) – hence the review of the plan now. Several factors to be considered – NZONE not operating but they used to take up 50% of flights. - NZONE have resource consent for buildings and 5-year licence. No authority for flights. - NG questioned if we extend Nicks allocation and NZONE returns, how will we distribute the number of flights? Are we holding back allocation in anticipation for NZONE coming back? - JG responded not holding back. Up to group to decide what’s appropriate should NZONE wish to resume flights. Plus, what the review of RMP will decide. How are we going to allocate flights to operators? With left over for recreational users. - TB said if Nick needs to increase his allocation and the group has no issue then that’s okay. - JG updated the group on AIMMS data collection – asked JS how it’s going - JS responded it seems to work well - NG asked if the airport is covering itself - QH responded it is covering agreement with QAC, but uncertain of what else. - NG said there is argument for some operators to have greater numbers. NG suggested a motion to agree methodology on CA’s – Would like more information before deciding on anything. - JG stated we are within cap; we have ability to be flexible for the next year. Controlled growth is the aim. - JG suggested we send out flight numbers, knowing Nick will need to increase his. Wait and see what operators respond with. Table responses as to what operators want and provide approval from GYCGC. - TB suggested perhaps annual total plus 5% for the likes of Nick and James to go above – sitting there ready to roll. - JG said that will need to be considered as we get closer to cap, but at the moment we do have excess pool - QH said we only using half of cap. - JG said we have had full year of CA’s; and have good date on hand to inform this year. We know we need to review RMP. How are we going to make decisions in 3 years’ time when we are close to cap? RMP will need to have strong direction as to what we do when we get close to cap – go back to env court and/or DP and how flexible we can be. - TB said we low usage at the moment, drilling down seems pointless. <p>Committee is agreeable to approving additional flights of request by the operator beyond what is proposed in their 2023 concession agreement. The committee will be consulted on a case by case basis</p> <ul style="list-style-type: none"> - NB moved; JS seconded
ITEM 4:	Reserve Management Plan Workshop	<ul style="list-style-type: none"> - JG stated the intention is to go out via the channels we consulted through last time. - NG – need to make sure that everyone who knows, knows. - JG - How do we want to go out, who do we want to go to, we spoke about last meeting. Will go through comms to solidify the approach - NG would like to see questions formed up with context – the consequence of growth. How to we make sure its informed consultation?

		<ul style="list-style-type: none"> - JG responded - a summary document will normally be added on history of designation and RMP content. Do we want that up front? Or statement with each question as to why we are asking the question. - NG thinks some information with both – to ensure people are informed to understand consequences of their desired response. - JG suggested – Acknowledge the general list of issues we want feedback on then develop a comms package and defined list of questions to send around committee. - NG suggested to give info to members of committee to circulate and get feedback on, take time to get it right. E.g., James to operators - QH wishes to make sure that there are no surprises and asks if there anything additional that needs to be raised. - NG expressed concern around context for each question to ensure everyone is informed. - TB agreed context does need to be there. Assumed it would be part of final version - history and context to which the questions were formulated. - Question with regards to emergency resilience - retaining resilience for use of airstrip. - NG – what infrastructure needs to be there to support emergency situation? - NG commented on importance in ensuring noise and growth were in the picture. ORC adaption piece. Needs to be in back of people’s minds when answering questions. - JG – with any town planning considerations, everything regarding the airstrip will be reviewed, use airstrip would be completely different. If any changes to town happened, we would re look at RMP for airstrip. - NG – if everyone came back and said yes, we want to grow airstrip, it would need to cover itself, bearing in mind these considerations for the future. - JG – by next meeting we will discuss channels. Draft doc to be sent via email and agree next meeting.
ITEM 5:	Complaints	<ul style="list-style-type: none"> - No complaints (confirmed by JG)
ITEM 6:	Airstrip Operations Update	<ul style="list-style-type: none"> - JW – maintenance is running smoothly. Inspections were undertaken – no major reported items. Grass mowing on runway to ensure at acceptable level. - Wildlife control – rabbit numbers being kept low. - JS confirmed it was in good condition
ITEM 7:	General Business	<ul style="list-style-type: none"> - Drone use query from CL – complaints in community. 4km rule. Who is responsible for putting signs up? - JG responded QLDC installed signed on the foreshore. Are they still there? QLDC will look at putting more up. - CL noted the signs should indicate airstrip nearby – you are breaking CAA regulations - CL to look if signs are still on foreshore and let QLDC know

