



Order Paper for a meeting

HEARING OF SUBMISSIONS:

Glenorchy Airstrip Reserve Management Plan

to be held on

Monday 25 August 2025

commencing at 10.00am

in

The Lodge, Glenorchy Alpine Base Camp

49 Oban Street, Glenorchy

QUEENSTOWN LAKES DISTRICT COUNCIL

HEARING OF SUBMISSIONS AND DELIBERATIONS ON:

The Glenorchy Airstrip Reserve Management Plan

PANEL MEMBERS

Councillor B Bruce

Councillor E Whitehead

Councillor M Wong

Chair of hearing panel to be determined at beginning of hearing.

HEARING OF SUBMISSIONS:
The Glenorchy Airstrip Reserve Management Plan



Agenda for a hearing of submissions on the Glenorchy Airstrip Reserve Management Plan, to be held in The Lodge, Glenorchy Alpine Base Camp, 49 Oban Street, Glenorchy on Monday 25 August, beginning at 10.00am.

Item	Page Number	Report Title
		Election of Chairperson
		Apologies
		Declarations of Conflict of Interest
		Confirmation of Agenda
1	4	Draft Glenorchy Airstrip Reserve Management Plan 2025 Hearings Report
	11	Attachment A: Early Engagement Summary
	22	Attachment B: Draft Glenorchy Airstrip Reserve Management Plan February 2025
	46	Attachment C: Glenorchy Airstrip Reserve Management Plan Submissions
	59	Attachment D: Provisional Schedule of Submitters

Hearing Panel

25 August 2025

Report for Agenda Item | Rīpoata moto e Rāraki take [1]

Department: Community Services

Title | Taitara: Draft Glenorchy Airstrip Reserve Management Plan 2025 Hearings Report

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to present the submissions received on the draft Glenorchy Airstrip Reserve Management Plan 2025 (draft RMP). Council approved the draft RMP (**Attachment A**) for public consultation on 29 May 2025.

Recommendation | Kā Tūtohuka

That the Community & Services Committee:

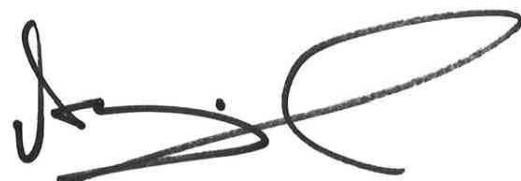
1. **Note** the contents of this report;
2. **Note** all submissions on the draft Glenorchy Airstrip Reserve Management Plan 2025 and hear any submitters who wish to speak to their submission; and
3. **Recommend to the Community & Services Committee** (following the hearing) a final form of the Glenorchy Airstrip Reserve Management Plan 2025 with changes as an outcome of the consultation process.

Prepared by:



Name: Jeannie Galavazi
Title: Principal Parks and Reserves Planner
12 August 2025

Reviewed and Authorised by:



Name: Kenneth Bailey
Title: General Manager Community Services
18 August 2025

Context | Horopaki

1. The Glenorchy Airstrip Reserve (the 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 management framework, with policies relating to ensuring compliance with the Civil Aviation Act, management of commercial use, and provisions for a new public access road etcetera.
5. The majority of the 2016 policies and actions have been implemented while others need updating as they are no longer fit for purpose. Several policies that pertained to retaining the level of use and development to 2016 levels were problematic to implement as these were unknown.
6. On 11 April 2019 the Council approved the intention to notify a review of the 2016 RMP.
7. Around the same period of 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 and as such is the Aerodrome Operator. Operational functions are delivered for QLDC by Queenstown Airport Corporation by agreement. The RMP review was paused until the outcome of the appeal was known.
8. The decision on the PDP appeal on the Reserve was released by the Environment Court in November 2021 with several conditions pertaining to use and establishment of a noise contour that caps flight numbers to 2019 levels. The conditions also require a Noise Management Plan to ensure compliance with the noise contour. The decision also emphasised the importance of the RMP as the guiding document to manage the reserve.
9. 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 (QAC) and QLDC. The GACGC meets quarterly and has provided input into the operations and management of the Reserve.

10. The review of the 2016 RMP recommenced in early 2023 and a comprehensive engagement survey was developed in consultation with the GACGC. A Let's Talk online campaign was open for four weeks in August-September 2023 seeking input into the draft plan. The campaign included the survey and an education package on Designation #239 and the RMP process. Over 100 responses were received from the Glenorchy and aviation community.
11. A summary of this early engagement was developed and shared back with the community (**Attachment A**). A range of views were expressed on the future flight numbers and limits, level of development including hangars, the purpose of the Reserve and commercial use. The direction in the draft RMP has been informed by this engagement.
12. The Draft RMP (**Attachment B**) was approved for public notification by Council on 29 May 2025. The submission period was open for two months (30 May – 8 August 2025) in accordance with the Reserves Act. On 30 May 2025 and closed on 8 August 2025. The Draft RMP 2025 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. 23 submissions were received on the draft RMP between 30 May and 8 August 2025 via QLDC's online submission portal Let's Talk and by email.
14. Six submitters indicated they wanted to speak at a public hearing.
15. A Table of Submissions is attached (**Attachment C**) and indicates which submitters wish to be heard.
16. Of the 23 submissions received:
 - 12 supported the plan overall
 - 5 were neutral and provided specific comment on specific matters
 - 4 opposed the plan overall
17. The 23 submitters can be further broken down into:
 - 11 submitters were commercial operators
 - 8 submitters were residents
 - 3 were recreational operators

- 3 submitters were both a commercial or recreation operator and a resident.
- 2 submitters were from the film industry.
- 1 submitter from Destination Queenstown.

Several submitters identified with more than one category while two submitters lodged one submission as an operator and another submission as an individual.

18. Key points that arose through the submission have been grouped under the relevant sections of the draft RMP and are summarised as follows:

Principal Purpose

- The airstrip is strategically important for emergency, farming, DOC work and the film industry
- Support for farming and filming industry

Aviation

- Support for QAC as operator
- Underground fuel storage should be permitted
- Support for clear layout planning for helicopter and fixed wing

Use (including Commercial Use)

Generally, submissions from operators and film industry did not support limits on growth, while residents supported the limit on growth. 10 submissions were in support of the use objectives and policies, 6 were neutral and 6 submitters opposed the flight limits and sought flexibility or removal of these limits.

- Remove objectives and policies that repeat the designation conditions
- RMP should be more aspirational and allow growth
- More flexible hours of operation especially for farming and filming
- Allow one off increases for events
- Support for flight limits
- Emergency use only
- No growth in commercial use
- Support for recreational use
- Don't prohibit microlites
- Flight allocation method not supported.

Funding and User Charges

- Fees should be fair and reasonable
- Fees to remain affordable for recreation users
- Airstrip should be user pays

Development and Infrastructure

- General support for two hangars

- Support for public toilets and waiting area
- No development

Carbon and Noise Emissions

- Not practical for general aviation at grass airstrip
- Support innovation and incentives

Governance and Community Input

- General support
- More transparency of GACGC
- GACGC needs more operator representation to ensure balance

Other

- Amendments to map to accurately reflect designation boundary
- Show area where hangars could be located
- Increase designation boundary to allow for hangars
- RMP should be high level and not repeat designation conditions
- RMP too prescriptive
- Should be aspirational
- Remove requirements for adherence to 2019 flight limits, noise management plan, and GACGC as these are required by the designation not the RMP
- Change the name to Glenorchy Aerodrome Reserve

19. This report recommends that the hearing panel receives the submissions and recommends to the Community and Services Committee the final form of the Glenorchy Airstrip Reserve Management Plan with changes as an outcome of the consultation process.

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, the aviation community 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.
23. The Council has undertaken consultation on the draft RMP in line with the requirements of the Reserves Act 1977. The draft RMP was open for public submissions on QLDC's online platform

Let's Talk from 30 May to 8 August 2025. The draft RMP and submission form were publicly notified and advertised through notices in local papers, QLDC's website, social media platforms and radio.

Māori Consultation | Iwi Rūnaka

24. 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

25. 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.

26. 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

27. Preparing and finalising the RMP is planned for within existing operational budgets.

28. 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

29. The following Council policies, strategies and bylaws were considered:

- The Reserves Act 1977
- Glenorchy Airstrip Reserve Management Plan 2016
- The Glenorchy Airstrip Noise Management Plan
- QLDC Proposed District Plan
- Local Government Act 2002
- Significance and Engagement Policy 2021
- Vision Beyond 2050: <https://www.qldc.govt.nz/vision-beyond-2050>

30. The recommended option is consistent with the principles set out in the named policies.

31. This matter is not included in the Long Term Plan/Annual Plan.

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

32. 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.
33. Section 41 of the Reserves Act 1977 states that it is at Council's discretion to prepare a reserve management plan for a local purpose reserve, prepared in accordance with the Act.

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

34. 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. The development of the RMP ensures there is a plan in place to guide management of the reserve to achieve community outcomes. As such, the recommendation in this report is appropriate and within the ambit of Section 10 of the Act.
35. 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	Early Engagement Summary
B	Draft Glenorchy Airstrip Reserve Management Plan 2025
D	Table of Submissions



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:



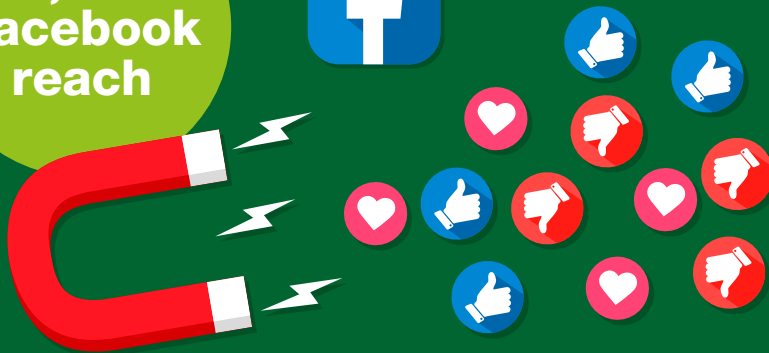
**110
surveys
received**



**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.

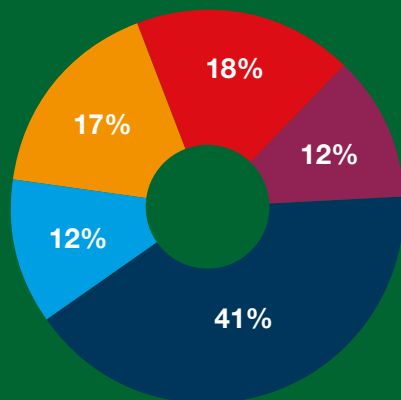
An interesting observation of the results is that 50% of the respondents were from the wider New Zealand aviation community, these respondents unanimously supported aviation use and development of the airstrip. The locally based respondents were split between residents and locally based operators, who generally supported a more balanced approach.



Survey participants

Where do you live in relation to the airstrip?

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



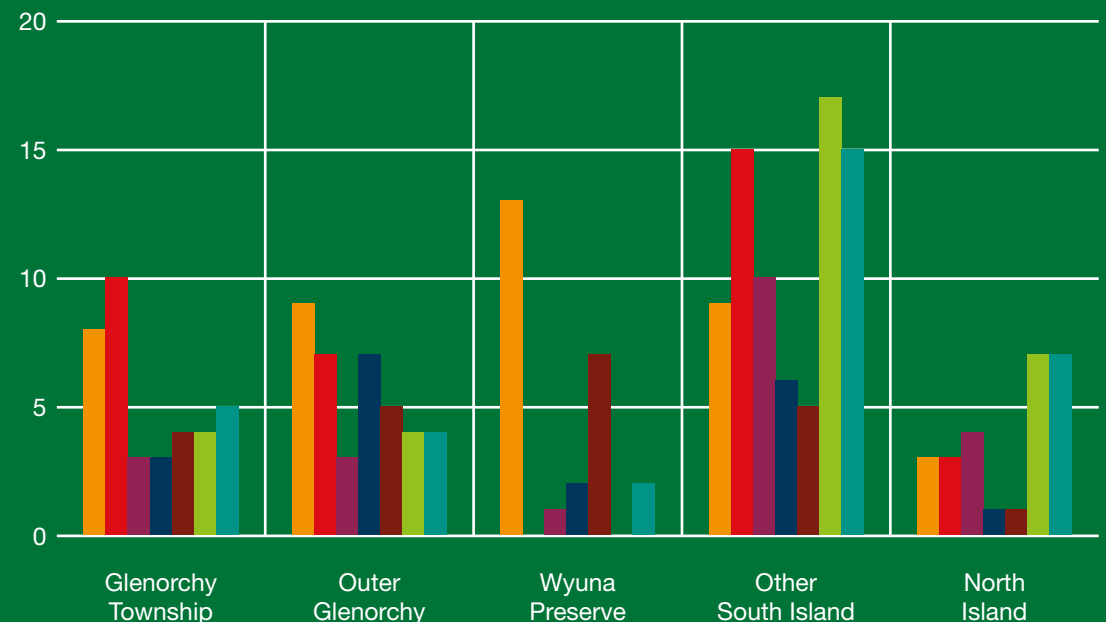
Flight allocation and airport purpose

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?

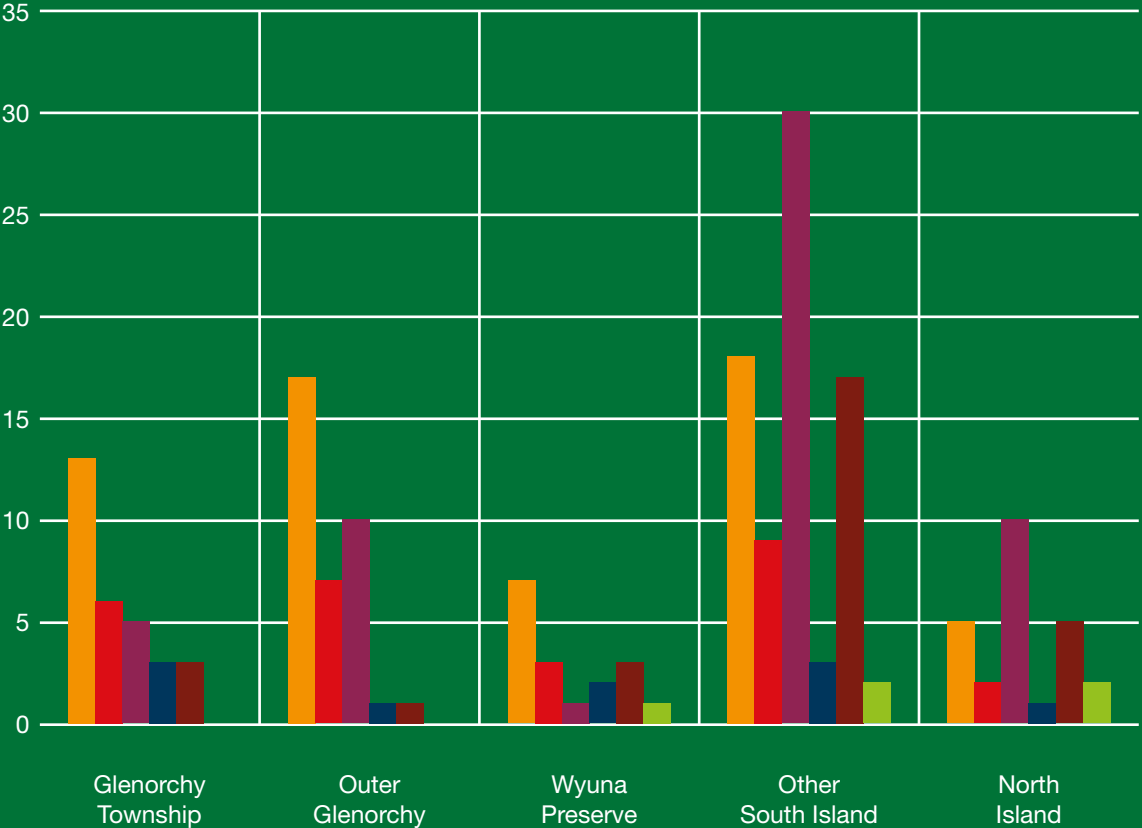
- Noise
- Employment
- Farming
- Environmental Work
- Emissions
- Recreation
- Tourism



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



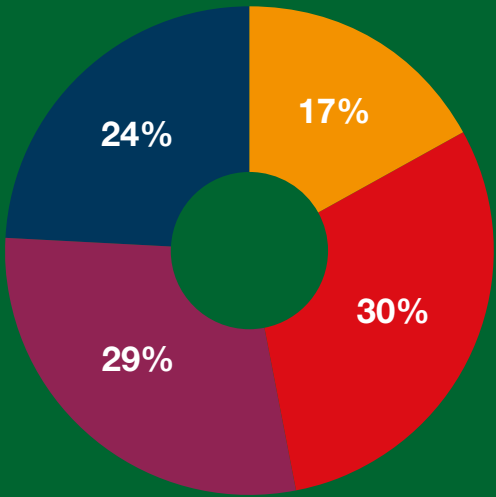
Airport growth

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?

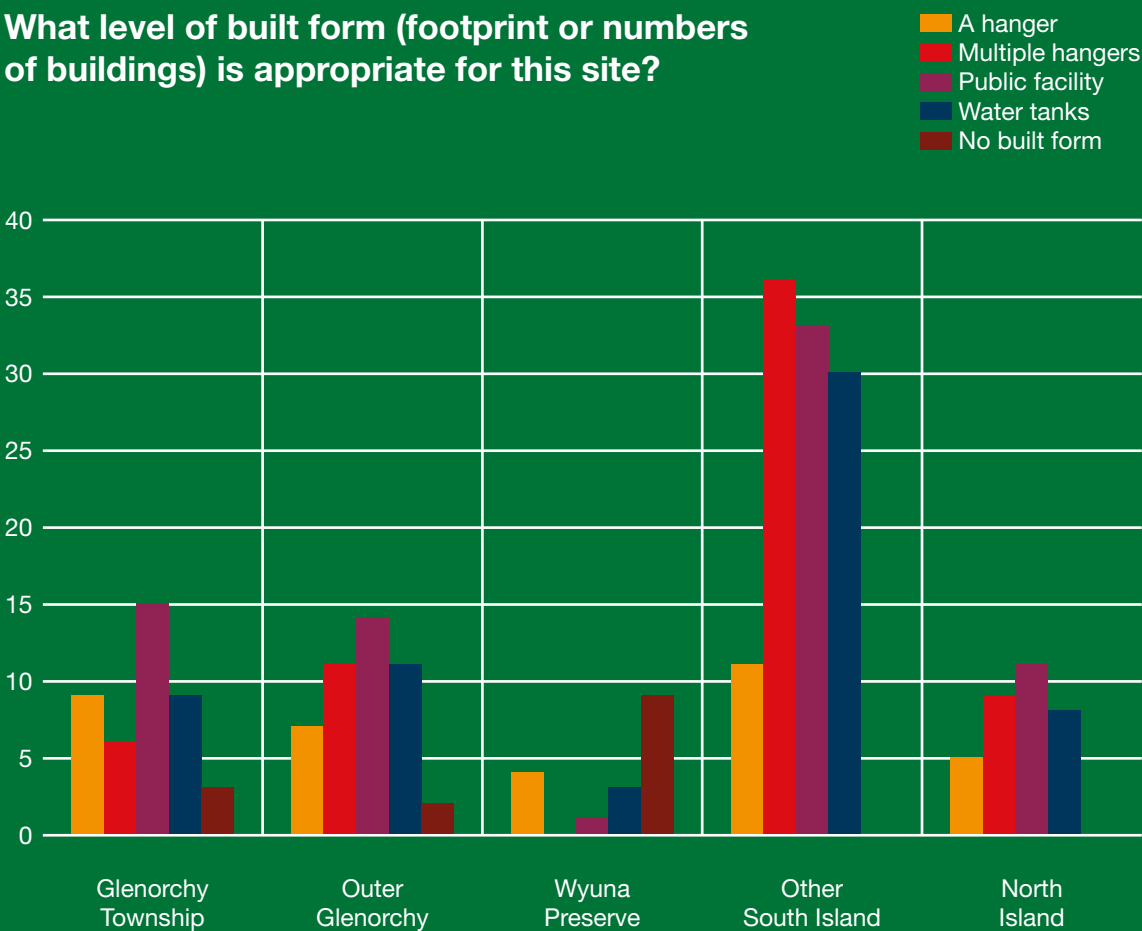
- Less than two
- Two
- More than two
- Other



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.

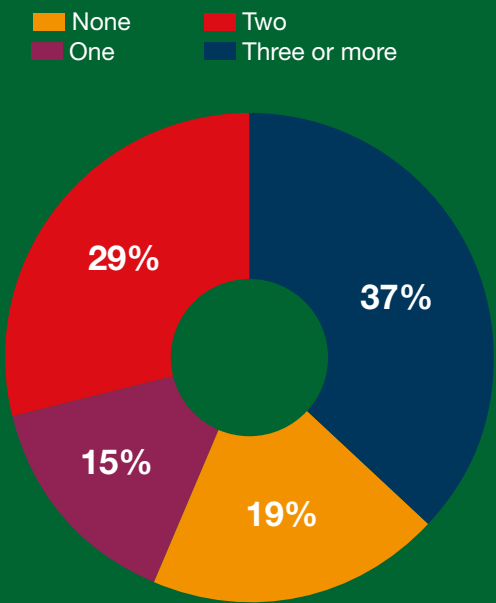
What level of built form (footprint or numbers of buildings) is appropriate for this site?



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?



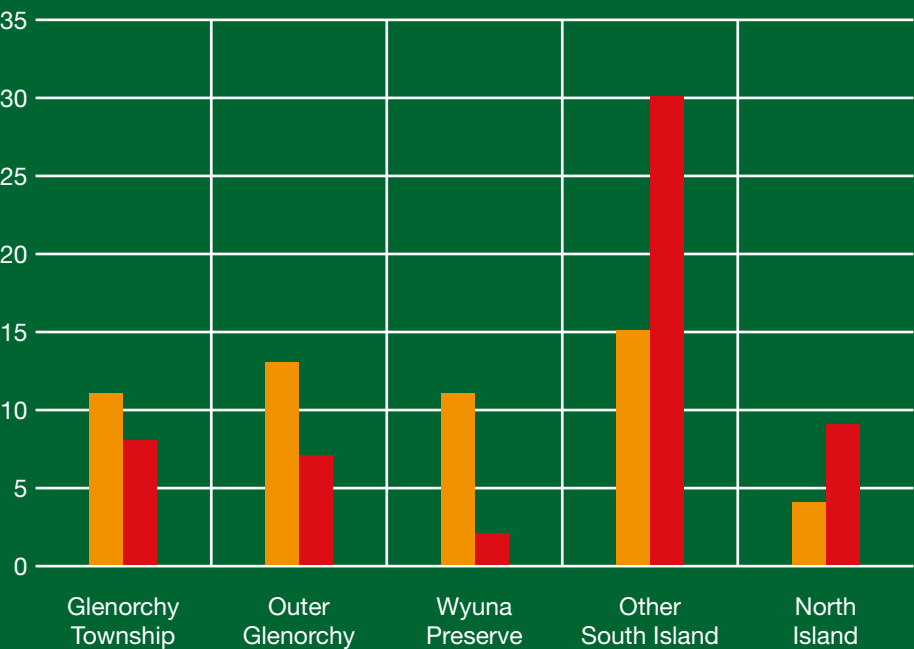
Charges and emissions

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.



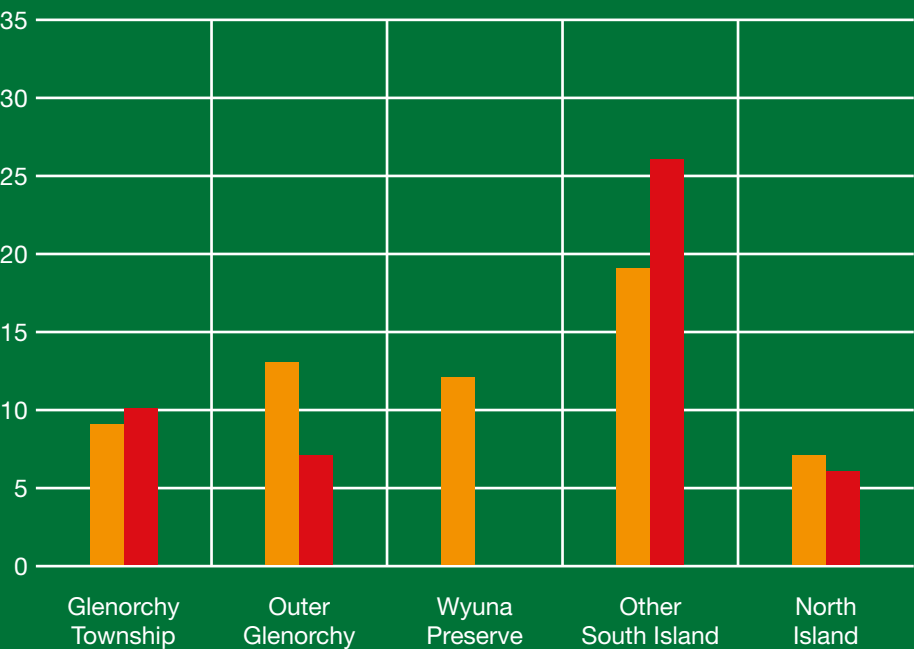
Should preferential flight allocation be given to operators who are actively trying to reduce emissions and address climate change concerns (i.e. by offsetting, investing in new technologies)?

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

GLENORCHY AIRSTRIP RESERVE MANAGEMENT PLAN – DRAFT APRIL 25

Glenorchy **QLDC**

TABLE OF CONTENTS

1. Introduction	2
2. Reserve Description	3
3. Management of the Reserve	4
4. Description of Primary Users and Activities	6
5. Vision	7
6. General Objectives	8
7. Specific Objectives and Policies	9
7.1 Aviation Operations	
7.2 Use	
7.3 Commercial Use	
7.4 Funding and User Charges	
7.5 Carbon and Noise Emissions	
7.6 Governance and Community Input	
8. Appendix 1 – Glenorchy Airstrip Reserve Map	17
Appendix 2 – Designation #239 Conditions	

Related plans and documents:

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

28 April 2025 Notice invited submissions on the draft plan

30 June 2025 Submissions close

TBC xx xxx 2025 Hearing held

TBC xx xxx 2025 Community Services Committee recommends adopting plan

TBC xx xxx 2025 Full Council adopts 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 adject 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

3.1. 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.

3.2. 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.

3.3. Glenorchy Airstrip Consultative Governance Committee (GACGC)

The 2016 reserve management plan the 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.

3.4. 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.

3.5. 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 the from the CAA.

3.6. 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.

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

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

4. 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.

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

4.2. 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.

4.3. 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.

5. 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.

6. 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.

- 6.1. 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.
- 6.2. To manage and maintain the reserve to ensure a safe and operational airstrip.
- 6.3. To recognise and protect the benefits the airstrip brings to the community and local economy.
- 6.4. To recognise and mitigate the adverse environmental impacts of the airstrip on the community, particularly from noise.
- 6.5. 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

7. 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.

7.1. Objectives

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

7.2. Policies

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

7.2.2. 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.

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

7.2.4. 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.

7.2.5. 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.

7.2.6. 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.

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

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

7.2.9. Ensure the parachute landing area is disestablished.

8. 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%.

8.1. Objectives

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

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

8.1.3. 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.

8.2. Policies

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

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

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

8.2.4. 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).

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

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

8.2.7. 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.

8.3. 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.

8.3.1. Objectives

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

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

8.3.2. Policies

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

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

8.3.2.3. 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.

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

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

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

8.3.2.7. 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.

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

in accordance with the Flight Allocation Methodology.

8.3.2.9. 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.

8.3.3. 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'.

8.3.3.1. 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.

8.3.3.2. 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.

8.3.3.3. 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.

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

8.3.3.5. Prohibit commercial skydiving.

9. 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.

9.1. Objectives

9.1.1. 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.

9.2. Policies

9.2.1. Ensure landing fees are paid.

9.2.2. Require all operators to pay landing fees.

9.2.3. Set landing fees taking into account:

- Market rates

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

9.2.4. Review landing fees regularly.

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

10.DEVELOPMENT AND INFRASTRUCTURE

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

10.1. Objective

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

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

10.2. Policies

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

10.2.2.Allow for public toilets and a waiting area.

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

10.2.4.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.

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

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

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

11. CARBON AND NOISE EMISSIONS

QLDC declared a climate and ecological emergency in 2019. Aviation accounts for approximately 17% of total emissions in the district. While emissions from Glenorchy Airstrip have not been specifically calculated, the Climate and Biodiversity Plan has several key outcomes that are relevant to the management of Glenorchy Airstrip Reserve, these are:

- QLDC demonstrates ambitious climate and biodiversity leadership.
- Low emissions businesses thrive.

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.

11.1. Objective:

11.1.1. Work with commercial operators to reduce carbon and noise emissions by supporting innovation and new technologies.

11.2. Policies

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

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

12. GOVERNANCE AND COMMUNITY INPUT

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

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.

12.1. Objectives

12.1.1. 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.

12.2. Policies

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

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

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.*

Attachment C: Glenorchy Airstrip Reserve Management Plan Submissions

Sub #	Name	Organisation	Speak at Hearing?	Main interest in Glenorchy Airstrip Reserve	Where do you live in relation to Glenorchy Airstrip?	OVERALL POSITION	Aviation Operations S 7	Comment	Use- S 8	Comment	Funding & Users Charges S9	Comment	Development & Infrastructure S 10	Comment	Carbon & Noise Emissions S 11	Comment	Governance & Community Input S 12	Comment	OTHER COMMENTS?
1	Paul Cooper		No	Glenorchy resident, Glenorchy ratepayer	Rees Valley	Support	Neutral	If operators have to be there, these rules seem OK	Neutral	Private and emergency use only. NO overbearing use for tourists. Its a valley and the noise resonates, However if Tourist aviation companies have to be included section 8 seems sensible	Support	Commercial users MUST pay 90% of maintaining airstrip	Oppose	NO Hangers. However if 2 have to be there make sure they are high end and not just big tin sheds. They are at our town entrance	Support		Support	Email addresses of persons on the governance committee must be published	Basically the plan is good and overall all I support it. If commercial users have to be here they seem to be well controlled. Control and reporting is the key. They area should not be open to exploitation like Queenstown. We should cherish and look after the last of the quiet and un spoilt areas. No one groups activities should negatively impact on other parties
2	Luke McEwan		No	Commercial aircraft operator, Tourism operator	Queenstown	Neutral	Support	Extra attention to the GY airstrip is beneficial for all parties concerend	Oppose	Agree on the total limit of landings. Hours of use should include local farmers and filming jobs which bring a large influx of money and work to GY.									
3	Luke McEwan	Glacier Southern Lakes	No	Commercial aircraft operator, Tourism operator	Queenstown	Neutral	Support		Oppose	Local farmers, Film work need the ability for early/late flights as they have large contribution to GY. Local Commecial operator do lots of short noisey flights, Qtown operators bring in high paying long duration flight type clients.	Oppose	Paying in advance? then asked to gift back unused flights dos not add up. The system is very confusing and clunky	Neutral	No need for infrastructure if becoming more limiting to use the airstrip	Support	General aviation can only go so far in how we are allowed to operate aircraft but initiatives to show that are supported	Support		Queenstown and Wanaka aircraft operators should have more of a say as they are bringing clients into Glenorchy to either stay at accommodation there or partake in tourism based activities. Having a pre paid limited per month landing allocation is not productive to encouraging Glenorchy as a destination. The local Helicopter operator there is the biggest contributor to noise simple because they sell low cost short flights that fill the noise bucket quickly alongside being a constant noise for neighbours. Operator more randomly with longer durations between take off and landing with minimize the effects of the airstrip for maximum gains. Your billing system needs attention: prepaying for landings is crazy and then being asked that if you still dont use them after paying for them, they will be taken off you for the following year. Tourism landings in advance is impossible to predict accurately
4	Scott Coates		No	Glenorchy resident, Glenorchy ratepayer	Glenorchy Township	Oppose	Oppose	the airport has been there long time before anyone decided to build there bar the farm. looks like tourism and the town is the big looser this round	Oppose	looking like no growth at the airport. that means nothing changes and nothing has been fixed in this situation of lacking take off and landing numbers	Neutral	users should pay simple	Support	toilets and hangers are needed to provide safety for aircraft and customers	Neutral	every person drives a car flying machines use petroleum. and make noise.	Support	I would prefer a larger GCA voice in this plan	this document is heavily one sided towards noise issues and people that decided to buy land right next to a airstrip. yes they have a important part to play in management but not at the expense of the towns needs. increase flight numbers to a reasonable level like say other helicopter landing consents in area, so other options are not needed like at present. any fire in glenorchy one would expect the helicopters there quick smart to put it out. the noise has lessened majorly in last 5 years and frankly is a mute point with present activities.
5	Virginia Sharp		No	Glenorchy resident, Glenorchy ratepayer	Rees Valley	Support	Support	limit air craft as much as possible	Support	limit air craft as much as possible	Support	only support if commercial users pay all fees	Oppose	no hangers	Support	if air craft have to be there - it would be good if carbon emissions are limited	Support	only support if easily contactable	over al I support as it limits helicopter use
6	Joseph Allen-Perkins		No	Commercial aircraft operator	Queenstown	Support	Support	It is crucial that the airstrip is maintained to a safe standard, and the best way to do that is certainly by employing someone who knows how to do it. It is too valuable a resource for the region to have in disrepair.	Support	While not permitting any further skydiving activities does cut down future opportunities for employment and economic gain in the area it is understandable given the noise generated. It is important however to not carry this mentality too much further.	Support	While not being a massive financial contributor myself I know those that regularly use the airstrip are happy to pay a reasonable price to do so.	Support	The building of hangars, bathrooms and a waiting area will support the economic return of the airstrip with minimal impact on the community.	Neutral	I think it is important to specify metrics used for this type of thing. Tourism being a large part, carbon and noise emissions per visitor may be a good metric to use. Many users have already invested millions into reducing this metric in the last decade.			
7	Cameron Wood		No	Commercial aircraft operator, Tourism operator - Film production	Queenstown	Oppose	Neutral		Oppose	1. Flight Operating Hours – Overly Restrictive // 2. Aircraft Movement Cap – Needs Flexibility	Neutral		Support	1. Urgent Need for Public Facilities // 2. Hangar Development – Strongly Supported	Neutral		Neutral		Refer to attached pdf submission #7
8	Hugo Loneragan		No	Glenorchy resident	Wyuna Preserve	Support	Support		Support		Support		Support	Little impact on Wyuna residents.	Support		Support		
9	Kate Evers		No	Glenorchy resident	Wyuna Preserve	Support	Neutral		Neutral	Just keen it is always kept to the minimum required for heligenorchy, emergency services and farming support.	Support	Would like commercial kept to absolute minimum.	Neutral	Always keep to minimum required to support planned uses.	Support	No more noise than the current situation.	Support		Has been a great consultation process. Only to state the obvious that Wyuna residents do not what an increase in the number of flights or buildings at the airport.
10	James Stokes	Glenorchy Air	Yes	Commercial aircraft operator, Tourism operator	Queenstown		Neutral	Neutral	Oppose	It is a good thing that the airstrip will be managed, however the council should be doing this efficiently and not overregulating operations needlessly	Oppose	The landscape has drastically changed since 2019, if the parachute landing area is to be removed then limiting commercial operations would be an expensive waste of the councils resources. movement numbers will not exceed 2019 level without skydiving ops	Support	The Airstrip has zero facilities so charges are currently at or above market rates for comparable strips. public toilets and shelter are much needed pieces of in	Oppose	it is not the councils job to instruct businesses on how to operate or to speculate in unproven technology before it is proven. aviation is given a bad name for emissions that it does not deserve. this survey is more damaging than flying		Neutral	Aviation has had a minimal voice on the GALC, it is dominated by residents and council so we don't really have a say. meetings are also held in the middle of the day when we are flying so half the time we cant turn up.The councils job here is no maintain landings to 2019 levels in accordance with the related environment court decision. Putting needless limits on individual operators is a waste of time and represents overregulation in the present context. It would be appropriate to revisit the need for limits if numbers increase but the chances of this are low if the Sky Diving operator is not going to start up again.
11	John Evans	The Aircraft Owners and Pilots Association, New Zealand	Yes	Community organisation	AOPA represented members reside and fly throughout New Zealand, many of which reside within QLDC territory.	support	Support	Support	Neutral	We support that QLDC manages the asset as a reserve that does not require CAA Rule Part 139, which is not required for our membership. We support that Section 3.6 is reflected in General Obj. 6.1 recognising that this has been an airstrip since 1953. These are generally sensible and support the continued availability of the strip for recreational flying.lying	Neutral	We support S8.1.2 , - ensure the airstrip is available for recreational aviation. Suggest 8.2.6 needs rewording. To the casual observer most modern microlights are indistinguishable from other light aircraft and cannot be singled out as being noisy and	Support	This is a community asset, the reserve land cannot be developed to realise returns expected from commercial development. We support fair/reasonable charging. 9.2.5 should be deleted as mechanisms exist to elsewhere to determine pricing.	Support	Support in light of recreational activity not of mention within Objectives/Policies. Emissions from Glenorchy Airstrip have not been calculated, including recreational use (a very fractional contribution)	Support	We support the ongoing existence of the GACGC	"8.2.6. Prohibit intensive high annoyance noisy activities such as microlight" is somewhat unfounded, given many of our membership operate "microlight" aircraft comparable to "legacy" aircraft such as Cessna's, and they are not generally considered "high annoyance" or "noisy" AOPA NZ (Aircraft Owners and Pilots Association New Zealand) has over 1050 total members, with 750 of those being pilots. We represent the largest aviation group in New Zealand and advocate for pilots' interests.
12	Glenorchy Community Association	Glenorchy Community Association	Yes	Community organisation	Glenorchy Township	Support	Support		Support		Support		Support		Support		Support		The Glenorchy Community Association (GCA) fully support the draft reserve management plan, its objectives and policies. The community have identified that the 50ha parcel as land known as the Blanket Bay recreation reserve sited adjacent to the airstrip would be the preferred location in the event that the settlement had to relocate or rebuild after an alpine fault rupture.Accordingly we submit that the following additions are made to the draft:- 2. Reserve Description - add new sentence to the last paragraph "The community have identified this parcel as being the preferred location for relocating or rebuilding the settlement if required after an alpine fault event." 3.6 History - add new paragraph at the end of this section "An outcome from the Head of the Lake Adaptation workstream led by the Otago Regional Council in 2023-25 was the realisation that much of the current Glenorchy settlement may be uninhabitable following an alpine fault rupture. The community have identified the 50ha Blanket Bay recreation reserve adjacent to the airstrip as the preferred location in the event that the settlement has to be relocated and rebuilt. Future growth and development at the airstrip should not compromise this possibility."

13	Andrew Green		Yes	Glenorchy resident, Glenorchy ratepayer, Recreational aircraft operator	Rees Valley	Support	Support		Support		Oppose	For recreational aircraft, current landing fees are excessive for services available in comparison to other airfields	Support		Neutral		Support		
14	Ben Davis	Totally Tourism	No	Commercial aircraft operator	Queenstown	Support	Support	Refinements are needed to ensure aviation activity at Glenorchy remains viable, resilient, and able to provide long term benefit to the community. In particular, restrictions tied to 2019 flight numbers risk unnecessarily constraining future growth inovat	Support	Improvements such as clear layout planning for helicopters and fixed wing aircraft. However, operational flexibility is essential, the airstrip must be able to respond to seasonal demand and emergencies without being hampered by overly rigid procedures.	Support	Landing fees and leases should contribute to the cost of maintaining the airstrip but must remain affordable so as not to discourage use or concentrate access to only one or two operators.	Support	Modest, sensitive development to ensure the airstrip remains safe and functional. This includes seperate landing areas, basic passenger facilities such as toilets and waiting areas, and a communal helipad. Ensure safety, visitor, operational efficiency	Support	We are already investing in more efficient aircraft and operational practices that reduce fuel burn and noise impact. We support Council's proposal to give weight to noise and carbon reduction in flight allocation and charging	Support	We encourage QLDC to ensure governance processes remain transparent, efficient, and informed by robust operational data.	The Glenorchy Airstrip is far more than just a small rural airstrip — it is a critical piece of regional infrastructure. It underpins emergency response, conservation operations, farming logistics, and a significant share of the local tourism economy. It also provides employment opportunities for the Glenorchy community and beyond. With careful and balanced management, the airstrip can continue to deliver these benefits while respecting the natural environment and the amenity of nearby residents. Totally Tourism encourages QLDC to adopt a plan that protects community values while also ensuring aviation at Glenorchy remains viable, innovative, and beneficial to the wider region.
15	Jane McCurdy		No	Film Technician.	Queenstown	Strongly oppose	Neutral		Support	Support commercial aviation, activity, should not be limited to 2019 (Covid) levels.	Neutral		Neutral		Oppose	Why is the baseline based on 2019 (covid) figures?	Oppose	Why do the rich NMBYS get so much say in the furture of the GY airstrip - which was there well before Wyuna was developed.	We use the Glenorchy Airstrip as a base for filming (when using aviation operators) for the Glenorchy area. Glenorchy is a very important area for filming in in the region, and the airport at Glenorchy is a valuable location, as well as being the base for local aviation operators.
16	Thomas Watson		Yes	Commercial aircraft operator, Recreational aircraft operator	Queenstown	Support	Oppose	-8.2.6.-don't ban as some are as quiet as GA aircraft. 8.3.2.4-operators over 12 landings should agree to terms but not enter agreement. 8.3.2.7- bucket allocation doesn't work- Milford.	Neutral	8.3.2.7- don't repeat Milford with the 'bucket' allocation. Reserve that if movements exceed upper levels. 8.3.3.4- remove 'skydiving' replaced with 'general'	Support	9.2.5. Do not agree with this. Should be stable clear fees and not the advisory committee over-reach to limit landings by using landing fees to discourage landings. Tool blunt of a tool.	Neutral	Generally in agreement, however 10.2.1. This should not be a limit of 2 hangars. There are many examples of community vitality created by encouraging hangar establishment.	Neutral	Glenorchy is not Queenstown with large commercial airliners operating constantly, creating 17% of the districts emissions. 11.2.1-Aspriational, but how will the authority factor this into landing allocations?	Oppose	GACGC is unfortunately, heavily weighted by non-aviation representatives. There is only one aviation rep in the governance group, with 4 others non-aviation related. 2 are against aviation in GY. Community input yes please, NIMBY's no thank you	Please use the term aerodrome, not airstrip in the Plan. 8.3.2.9 One of the key elements of the PDP is utilising quieter aircraft into and out of Glenorchy. For that, you require a level surface. Cessna Caravans are perfectly able to use the airstrip IF it was level and didn't have significant humps and dips at both ends. By and large, I agree with the PDP, however, attempting to replicate Milford Sound's 'bucket' allocation is flawed and I'm not convinced QAC will manage the allocation efficiently. I am also concerned at the limit being a 2019 snapshot and not an average over a longer timeframe. As an emergency airfield, Glenorchy is vital for aviation in the Southern Lakes. It is quite possible that on occasion Glenorchy is the only place multiple aircraft can land when weather conditions are poor in Queenstown, when an aircraft is experiencing an abnormal condition, or the Glenorchy road is compromised. It is imperative the Council as the designated authority, not only maintains, but improves the operational surface for fixed wing aircraft. 10.2.5 Itinerant helipad not required. Fixed wing and helis can separate fine without a designated heli landing pad. Thank you for the opportunity to have a say.
18	David Benjamin		No	Glenorchy resident, Glenorchy ratepayer	Glenorchy Township	Neutral	Neutral		Neutral	I question the recording of aircraft movements.As an aside I would support the CAA changing the flight paths of light aircraft over Glenorchy.	Neutral	Increase landing fees to cover costs, ratepayers shouldn't be subsidising the operators.	Neutral	Approved development and infrastructure costs to be met by the operators.	Neutral	Adopt the noise management plan that the Environment Court awarded the Wyuna preserve residents association incorporated to the Glenorchy township.	Neutral		
19	Mat Woods	Destination Queenstown	No	Regional Tourism Organisation	Wānaka	Support	Support	We support continued engagement of an experienced aerodrome operator like QAC. Safety and CAA compliance must remain. We support improvements in to layout planning. Operational flexibility is essential to respond to seasonal demand and emergencies.	Support	We recommend allowing for managed growth above the 2019 baseline, subject to compliance with noise contours and robust monitoring.This ensures community concerns are respected while recognising aviation's contribution to employment and conservation.	Support	A user pays system is appropriate. Landing fees and leases should contribute to maintaining the airstrip but must remain affordable. We support fees as a policy lever if charges incentivise positive behaviour e.g. low noise aircraft, carbon reduction.	Support	We support modest, sensitive development to ensure airstrip is safe and functional. e.g. two hangars, basic passenger facilities (toilets/waiting areas), and a communal helipad to reduce conflict between itinerant helicopters and fixed wing operations.	Support	We recognise community concerns and climate change responsibilities. Operators are investing in more efficient aircraft and responsible operational practices. We support a proposal to give weight to noise/carbon reduction in flight allocation and charging	Support	Glenorchy Airstrip Consultative Governance Committee (GACGC) is important for balancing the views of operators, community, and Council. We encourage QLDC to ensure governance remain transparent, efficient, and informed by robust operational data.	We support the draft plan's intent to provide a safe, well-managed grass airstrip that enables essential aviation activities including emergency response, farming, conservation, and tourism, while recognising the need to manage noise and emissions. We have concerns that certain restrictions, particularly around flight numbers and growth limits tied to 2019, could unnecessarily constrain future operations, economic recovery, and innovation in aviation. The Glenorchy Airstrip is far more than just a small rural airstrip - it is critical regional infrastructure. It underpins emergency response, conservation operations, farming logistics, and a significant share of the local tourism economy. It also provides employment opportunities for the Glenorchy community and beyond. With careful and balanced management, the airstrip can continue to deliver these benefits while respecting the natural environment and the amenity of nearby residents. We encourage QLDC to adopt a plan that protects community values while also ensuring aviation at Glenorchy remains viable, innovative, and beneficial to the wider region.
20	Alex Turnbull		No	Recreational aircraft operator	Queenstown	Neutral	Support	The aerodrome is a vital strategic community asset. This is for times of natural disaster when road access may be cut off. It also serves as a vital diversionary aerodrome for all flight in the area private and commercial.	Support	As with all infrastructure it needs to be used in order to stay in good condition. Commercial operations at the aerodrome provide the bulk of the revenue to help pay to maintain it for everyone. It also helps the local economy.	Neutral	Landing fees should be charged at a fair level. However fees should not be used to discourage any type of activity. This approach inevitably leads to a downward spiral where fees then have to go up more because of reduced activity.	Support	Infrastructure should be allowed to be developed to maintain this as a viable small aerodrome.	Oppose	This section of the plan is incredibly misleading and not well thought out.	Oppose	I feel the structure of the GACGC is biased towards those who want to reduce activity at the aerodrome.	
21	Alex Turnbull	AirMilford	No	Commercial aircraft operator	Queenstown	Neutral	Support	The aerodrome is a vital strategic community asset. It is also a vital diversionary aerodrome as was demonstrated earlier this year. If road access is cut off to GY by natural disaster it also serves as a vital backup.	Support	Commercial operations at the aerodrome provide the bulk of the revenue to help pay to maintain it for everyone. It also helps the local economy.	Neutral	Landing fees should be charged at a fair level. However fees should not be used to discourage any type of activity. This approach inevitably leads to a downward spiral where fees then have to go up more because of reduced activity.	Support	Infrastructure should be allowed to be developed to maintain this as a viable small aerodrome. Commercial use of the aerodrome is vital to maintaining it's viability.	Oppose	This section of the plan is not well thought out and takes a broad approach when it could be a lot more nuanced and focused.	Oppose	The GACGC is biased towards those who want to reduce activity at the aerodrome.	
22	Chris McLennan		No	Glenorchy resident	Glenorchy Township	Support	Support		Neutral	I feel an increase in flight numbers could be justified based on criteria such as local economy and employment along with emergency services and DOC supportservices	Support		Support	Facilities such as toilets, waiting areas and hangars are much needed and long overdue. Services from the airstrip are an integral part of Glenorchy but supporting facilities are absent	Support				
23	Nick Nicholson	Heli Glenorchy Action Helicopters Heliworks	Yes	Commercial Operator	Queenstown	Oppose	Oppose		Oppose	Remove flight limit.			Oppose	Supports provision for hangar. Permanent underground storage should be permitted.	Support	Remove 2019 limits	Support	Remove reference to GACGC in the plan as required by designation not RMP.	See attached pdf submission #23.

Cameron Wood Submitter #7

Submission on Draft Glenorchy Airstrip RMP

Thank you for the opportunity to review and comment on the Draft Glenorchy Airstrip Reserve Management Plan. I appreciate the effort and consultation that has gone into its preparation.

By way of background, I am a Queenstown-based location manager and line producer working across film, television, and commercial productions throughout the region. I have extensive experience working with aviation operators and understand the practical needs of both production crews and airstrip infrastructure.

After reviewing the document in detail, I would like to raise the following points for your consideration:

1. Flight Operating Hours – Overly Restrictive

The current restriction of flight operations between 8am and 8pm is unnecessarily rigid. A more practical and industry-aligned approach would be to match flight hours to morning and evening civil twilight. This reflects standard operating conditions for most commercial operators who are not night-rated and would provide much-needed flexibility—especially during peak summer periods when daylight extends well beyond 8pm.

2. Urgent Need for Public Facilities

At minimum, the Reserve must provide public toilet facilities. This is a fundamental infrastructure need, both for public safety and user experience. Given the volume of commercial and recreational traffic, and the increasing interface with the wider community, this is no longer optional.

3. Hangar Development – Strongly Supported

The plan's suggestion of two hangars is a welcome step and should be advanced. Secure overnight storage is vital for aircraft protection, maintenance, and operational planning.

The inclusion of hangars will also increase the Reserve's utility and safety for a broader range of users.

4. Aircraft Movement Cap – Needs Flexibility

While I recognise the intention behind maintaining flight numbers within the 2019

baseline, a strict adherence to 5,400 annual movements (2,200 flights) could become counterproductive. There should be scope for reasoned and limited increases, particularly for:

- Operators who can demonstrate low-noise and low-emission technology;
- Special one-off events or operations of regional benefit;
- Seasonal fluctuations in demand.

The Management Plan should incorporate a clear, fair mechanism for exceptions and one-off approvals, particularly where the environmental impact is minimal and the activity delivers measurable community or economic benefit.

I fully support the intent to balance environmental concerns with community and economic outcomes. These suggested amendments aim to enhance that balance and enable the Glenorchy Airstrip to continue operating with both integrity and practicality. Please don't hesitate to reach out if further detail or clarification is required.

Submission on Draft Reserve Management Plan for Glenorchy Airstrip

On behalf of Action Helicopters, operating as Heli Glenorchy

Dated 8 August 2025

1. Introduction

Thank you for the opportunity to submit on the Draft Reserve Management Plan for the Glenorchy Airstrip Reserve (RMP). This submission is on behalf of Action Helicopters, which operates as Heli Glenorchy.

Heli Glenorchy is based out of Glenorchy, operating commercial flights to concession locations on Department of Conservation (DoC) land from the Glenorchy Aerodrome. In winter the commercial flights are primarily for heli skiing, with summer primarily sightseeing and weddings. Heli Glenorchy also undertakes contract work for DoC, and are on site for emergencies such as fire and search and rescue.

Our employees are primarily based in Glenorchy and currently operate the check-in for customers from a leased building within the Glenorchy township. While locating a hangar at the airstrip would be our preference, that has not been possible to date given the consenting hurdles, and consequently we store two and sometimes three helicopters at Rees Valley Station. These craft are transferred to the airstrip each day for commercial flights, then relocated back to the storage at the end of the day. This creates significant burden and additional costs in terms of time, staff resourcing, and fueling, as compared to having the option of an on-site hangar.

Heli Glenorchy currently undertakes a total of 1500 flights per year, and this is approved via the concession agreement with QLDC. Because the helicopters are stored off-site, a large number of our flights are currently technically used for relocation between the airstrip and the storage.

In terms of aspirations and sustainable growth, Heli Glenorchy is committed to its ongoing operations at Glenorchy. We do not see a significant growth in our operations, but we do need to ensure that the operation is economically viable now and into the future, has suitable flexibility to respond to market changes and demands, and is resilient. We are looking to invest in a hangar located at the aerodrome to accommodate storage of our aircraft. As above, this would reduce the daily flights currently being technically used through relocating the craft to and from the storage. The hangar would also provide check-in facilities, and we envisage it would be a well needed resource for the community, providing a location for emergency response management, storage of emergency equipment and other necessary facilities.

Heli Glenorchy is invested in Glenorchy, and while we acknowledge the importance of amenity through managing noise emissions, it is important that there is the ability to grow sustainably in order to invest in the long term and to continue to contribute to economic and social benefits to the community.

Therefore, we request that the RMP is amended to better enable sustainable management and growth at the aerodrome, and provide for more flexible use arrangements in terms of a potential hangar and storage. We are concerned that as currently framed the RMP is overly prescriptive in terms of its references to the Designation requirements, and instead of providing the strategic guidance for the management of the whole reserve, it focuses on repeating the conditions of the Designation.

As currently drafted, the RMP duplicates controls and will result in significant process costs and inflexibility, because any changes in the future to the Designation conditions would require a separate and costly process to amend the RMP. This duplication is inefficient and ineffective, and does not reflect the purpose of the RMP to set an overarching and long term management vision, with the designation and any consents under that setting more specific controls and regulation.

We therefore submit that the RMP should be amended. It should provide links to the other management tools, but does not need to repeat those. It should be updated to provide strategic guidance as necessary under the Reserves Act, future proofed so that it is relevant both now and into the future.

2. Should the RMP be limited by the Designation?

The RMP identifies that the reserve was gazette as 'local purpose', and that

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 contains Designation 239, which sets noise limits (based on 2019 flight numbers), sets out the requirements for the Noise Management Plan (NMP) and the Glenorchy Airstrip Consultative Governance Committee (GACGC) of which Heli Glenorchy is a member.

When the initial RMP was prepared in 2016 Designation 239 contained in the District Plan for the airstrip contained no conditions. Therefore, beyond the RMP there was no management framework in terms of control of the number of flights and management of noise.

Following the Environment Court decision on the Designation, the Designation has been amended to provide a series of conditions that impose a noise contour and require the preparation of a Noise Management Plan (NMP).

Having reviewed the Environment Court decision on the Designation, it is our understanding that the Environment Court found that the Designation should be informed by the RMP, not the other way around. This reflects the intention of the Reserves Act to set a higher level and strategic management outcome of the Reserve, while leaving more specific operational and regulatory controls to a designation.

The RMP is prepared under the Reserves Act, and as stated in the RMP introduction, is 'the key document QLDC will use to manage the reserve'.

We request that the RMP is not limited by the Designation in terms of future flight numbers. The Designation limits flight numbers to 2019 levels, and while that may be appropriate for the life of the Designation, it is not appropriate for the life of the RMP. Further, the removal of these directive policies from the RMP has no effect on the flight numbers as those are controlled by the Designation.

Limiting the RMP to the Designation as currently drafted will result in a duplicated process, increasing complexity and cost. The Designation is for 10 years, whereas the RMP may well not be reviewed again for 20 or 30 years. It is therefore important that the RMP is not written in such a way that upon review of the Designation the QLDC has to then review the RMP once more.

Any changes to the Designation will be driven by QLDC as the requiring authority and will require due process under the Resource Management Act (or its replacement). Therefore our request to amend the RMP by removing reference to the Designation conditions, and otherwise removing specific limitations on flight numbers, does not alter the noise limits and associated number of flights that are separately regulated through the designation. The RMP should remain aspirational in its management of appropriate levels of use, while balancing amenity and community considerations.

Upon the next review of the Designation, that review is not unnecessarily limited by the RMP, and the Council will not be required to undertake another review of the RMP in order to enable sustainable growth or flexibility to respond to changing community and market needs.

3. Comments on the RMP provisions

3.1 Purpose

The Purpose of the Reserve, as stated by the RMP is

1.2 Principal purpose

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

This is written such that it limits both recreational and commercial flights. We request that the word ‘limited’ is removed. The word is subjective and open to interpretation and given that flight numbers are managed in the designation the word is not necessary in the RMP’s principal purpose. Retaining the word ‘small’ to describe the aerodrome is enough to explain the principal purpose without affecting its long term use.

3.2 Section 3 – Management of the Reserve

Section 3 of the RMP outlines the management of the Reserve, with separate sections on the District Plan, the Noise Management Plan (NMP) and the GACGC. This correctly outlines that the Designation controls hours of operation, flight numbers, monitoring and the preparation of the Noise Management Plan (NMP). It should also be added that it is the Designation that requires the establishment and management of the NMP through the Glenorchy Airstrip Consultative Governance Committee (GACGC).

Under 3.2 Noise Management Plan the RMP states:

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.

This paragraph is out of place and incorrect. While it is correct that in order for the Designation to change the RMP needs to contain objectives and policies that support such change, if the RMP were less prescriptive and more forward looking, then such amendment to the RMP would not be necessary. The above paragraph is a reference to the 2016 RMP, and this RMP is the amended version, once in place and without restricting itself to the Designation, it will not limit changes to the Designation.

This is why it is important to rely on the Designation to manage flight numbers and the specifics of the NMP and monitoring and ensure that if it is deemed appropriate in the future to increase flight numbers (beyond the 2019 limits) the RMP does not require amendment. That is a long and costly process, and duplicates the processes needed to amend the Designation. Both processes require consultation, submissions and hearings. Therefore ensuring that the RMP is drafted in such a way that it does not need amendment is beneficial.

We request that the above paragraph is deleted and that the objectives and policies in this RMP are framed such that their amendment would not be required in the event that the Designation is amended. Any such provisions should be future-focused and proportionate to the requirements for management plans set out under the Reserves Act only.

It is also questioned whether this level of detail is needed in the RMP. The RMP is a management document, and while some explanation of the other management documents and bodies is helpful, the level of detail is not necessary and risks a requirement to amend the RMP ahead of any of those other documents being amended.

We submit that the RMP should be framed in such a way that it is an overarching, more general document that is not limited by references to the specifics of these other documents. This could be achieved by a link. It could be as simple as providing a road map illustrating where the controls sit and the relationship between the documents, for example:

Management

- The QLDC District Plan (note removal of ‘proposed district plan’ because in a year the PDP will have become operative) includes the Designation and zone provisions ([link](#)).
- The noise, number of flights etc is managed by the Designation. ([link](#))
- This requires the preparation of a Noise Management Plan ([link](#)) which in turn requires the establishment of the GACGC ([link](#))

Reducing this content helps ensure that the RMP is drafted in a way that avoids the need for further review and amendment. Given that the activity is managed via the Designation, the RMP is better focused on the reserve as a whole, which is zoned rural. The designation does not apply to the land surrounding it, and so the RMP is important as a guide as to the land use and activity on the whole site. This would be more consistent with other reserve management plans that QLDC administers.

Under Section 4.1 the RMP references Action helicopters specifically. While this is correct at this point in time, given that the RMP needs to be relevant both now and into the future without further amendments, such references should be removed.

3.3 Section 5

Section 5 provides the vision, which reads:

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.

This is supported. However, it is questioned how this relates to the principal purpose of the Reserve which is provided at 1.2. If the purpose is not deleted, then it should be amended to be consistent with the vision.

The vision is also restricted to the airstrip, and does not reference the wider reserve. It is submitted that the RMP does not need both purpose and vision, and that it should be a forward looking statement that provides for the reserve in its entirety and is not unnecessarily limiting.

3.4 Objectives

As currently drafted the RMP provides a detailed suite of objectives. Our main concern with these as drafted is that they are too detailed and prescriptive. We request that these are reduced and amended to reduce the level of prescription.

Objective 6.1 restates the principal purpose, and repeats the vision. We question whether it is needed, and if retained as an objective or purpose, then we request the removal of ‘limited’.

Noise is managed via the Designation and therefore policy 6.4 is not necessary. Noise and environmental effects are managed via the District Plan.

We suggest the general overarching objective would be better framed as:

The Reserve is maintained to provide an aerodrome, recognising the benefits to the local community and local economy.

3.5 Specific Objectives and Policies

The RMP provides a series of ‘Specific Objectives and Policies’ commencing at page 9.

The first set is ‘7. Aviation’ and commences with a description of the management regime. This is useful, however it is a repeat of section 3 which explains the management and is not necessary. Further, and as discussed in terms of Section 3, the RMP would be future proofed by including links, rather than specific references. For instance, referencing ‘PDP’ should be replaced with “District Plan” given that the PDP will become operative, and in a few years will no longer be ‘Proposed’.

We suggest that these detailed objectives and policies are not necessary, and a number of the policies are framed as methods. Objective 6.2 covers the management of the reserve to achieve safety, and other than referencing how that is achieved, the specific objectives and policies at Section 7 are not necessary.

We are concerned with Policy 7.2.6 in particular, which reads:

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.

We request the deletion of this policy or its rewording so that it does not impose unnecessary limitations. In order to operate more efficiently and better manage potential effects, the installation of fuel storage is needed. Currently fuel is brought to the site via tanker, and these are left on site. This is far more unsightly than underground and permanent storage. Any fuel storage requires agreement from QLDC in any event, given that they are requiring authority. Therefore the policy is not necessary.

Section 8 provides objectives and policies specific to ‘use’ and identifies that the aircraft movement limits are set by the Designation. It then explains how they are recorded and monitored. This detail should not be located in the RMP. It is useful to identify that the flight numbers are managed by the Designation, but beyond that this RMP should focus on how the

reserve is managed into the future to balance community social and economic benefits with reasonable amenity values.

For these reasons we suggest that Objective 8.1.1 which references the controls under the Designation should be deleted. It is not necessary. Objective 8.1.2 refers only to ensuring recreational flights. That seems at odds with the purpose and vision, which is to enable ongoing and sustainable growth and management of commercial, tourism and emergency flights.

The policies are also framed in a restrictive and limiting way, by referencing the limits prescribed in the Designation. The Designation does limit the flights and the Council and community can be assured that any changes to flight numbers would be made through a robust and extensive process. Removing these restrictive policies from the RMP does not alter the flight numbers. It ensures that the Council does not have to undertake another RMP review prior to any changes to the District Plan.

We therefore request the deletion of policy 8.2.1 and consider removal of policies that are better included as implementation methods. For instance policy 8.2.2 and 8.2.3 are methods and these are already undertaken via the Designation requirements.

Policy 8.2.4 is not necessary as it simply restates the Designation requirements for hours of operation, and policy 8.2.5 restates the flights that are exempt.

While we agree that high intensity noisy activities such as microlights should be restricted the use of the word 'prohibited' is not appropriate. There is no other policy that gives effect to the objective for recreational aviation. Further, these flights are managed and restricted by the Designation, and it is not appropriate nor necessary for the RMP to include such a statement.

We suggest that the objective and policies relating to use should be deleted, and if retained, simplified. A suggested rewording of the Objective and policies could be:

- *That the aerodrome continues to provide for recreational flights, locally based commercial, farming and tourist flights and emergency response.*

Given effect by the following policies:

- *To enable the continued use of the airstrip by recreational aviation.*
- *To avoid intensive and high annoyance activities such as microlights and skydiving*
- *To enable the ongoing tourism and commercial operations while ensuring that the effects, in particular noise, are effectively managed.*

There is then another separate explanation and set of objectives and policies specific to commercial use. Again, this could be simplified by removing those that reference the Designation and its methods of implementation.

Objective 8.3.1.1 is supported. It is questioned whether it should replace Objective 8.1. Objective 8.3.1.2 is supported in part, as it usefully identifies that some growth may be accommodated, but it limits any growth to 'the flight limits'.

It is submitted that, as per the 8.1 objectives and policies, referencing back to the Designation and existing limits is not necessary, and risks another review of the RMP in the near future. The objectives and policies would be better to provide parameters of what would be appropriate growth. Technology may mean that the noise bucket can be met without limiting flight numbers.

If it is mainly noise that is the issue, then the RMP provisions should be open to enabling more growth where it achieves certain parameters. For instance, sustainable growth that supports the local community and its economy, and that doesn't adversely affect amenity values.

Policies under 8.3.2 are very directive. For instance policy 8.3.27 is to

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.

This policy is overly directive and limiting, is not supported by any evidence that this is justifiable or necessary, and should be deleted. These requirements are already provided via the Designation and NMP.

Section 10 provides explanation and objectives and policies for development and infrastructure.

Heli Glenorchy supports the inclusion of provision for some infrastructure, and in particular the provision for two hangars, public toilets and waiting area. The inclusion of provision for a helipad for itinerant users is also supported.

Because the site is in the Rural Zone, unless the designation is altered to include the hangar locations, any building will be assessed against the provisions of the District Plan. That requires recessive colours and landscaping, and given its location within the Outstanding Natural Landscape, would require landscape assessment. It is helpful that the RMP provides guidance as to the nature and scale of built form as this will inform the licenses and consent processes. It would be helpful if the RMP assisted further by identifying that it would support alteration of the Designation to incorporate the hangar (and other infrastructure) locations.

It is positive that the RMP provides for the accommodation of buildings at the aerodrome, and the ability to locate a hangar at the site will be beneficial, by reducing flight numbers by enabling storage of aircraft on site, providing a community facility that can support emergency management, and consolidating activity and operations.

Section 11 provides for carbon and noise emissions. These are supported. However, as discussed above, the reference to the 2019 flight numbers creates a need to review the RMP in the future. It should be acknowledged that technology enhancements should be encouraged, both those that reduce carbon emissions and noise emissions.

Section 12 outlines governance and community input. Once more, these are overly prescriptive and provide guidance and methods as opposed to objectives and policies. The GACGC is a requirement of the Designation, and including these objectives and policies in the RMP is not necessary.

3.6 Site plan and map

Appendix 1 provides a site map. This shows the boundary of the Designation incorrectly as it hasn't been updated to incorporate the approved alteration to the Designation.

RM210515 issued on 12 October 2021 approved an alteration to the Designation, extending its boundary to provide helipads. This is illustrated as follows; the yellow area is the area included within the Designation:

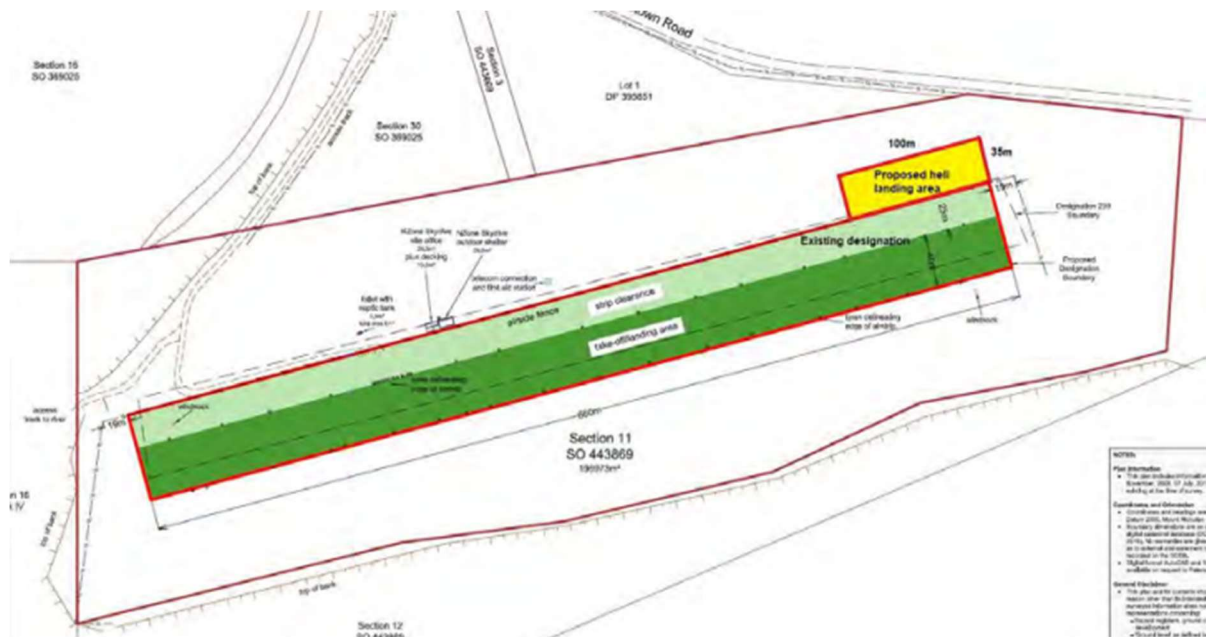


Figure 1: Figure 4 of RM210515

While the 2016 RMP identified on a survey plan the existing uses and structures at that time, this is not provided in the current RMP. There is therefore no guidance as to where the hangars would best be located. Such guidance would be welcome so that the RMP guides decision making. As identified above, the hangars, if located outside the Designation, would be assessed under the District Plan provisions of the Rural zone, and subject to the objectives and policies relating to Outstanding Natural Landscapes.

The RMP should provide guidance as to where the hangars should be located, and supporting objectives or policies that acknowledge those as anticipated activities to occur in the future and which support the operational use of the airstrip as well as emergency service and community resiliency. This would provide greater certainty and reduce complexity and associated costs of resource consents.

4. Conclusion

While Heli Glenorchy supports some of the provisions of the Draft RMP, we are concerned that the level of prescription and detail is not necessary and will result in complexity of process into the future. The RMP is an overarching guiding document prepared under the Reserves Act. It is not intended to impose detailed rules and regulation which are more appropriately left to a designation and consenting process, but rather should guide the future management of the Reserve for its intended purpose. It needs to be sufficiently high level and aspirational to act as a guide for Council officers in making both day-to-day decisions, as well as long-term decisions about how the reserve is to be used, managed, or developed.

The current RMP is contrary to Environment Court case law which establishes that the RMP sits above, and guides, the designation with its specific controls rather than the other way around. The RMP requires amendment to align with the intent and obligations of the Reserves Act and provide a suitable policy framework to guide decision-making into the future. While specific

amendments to particular provisions of the RMP have been set out above, the submitter otherwise requests any additional, necessary or consequential amendments required that would achieve the intention of the submission.

In summary, we request the following changes:

- delegate / reference existing subordinate planning instruments and controls in respect of specific rules and regulations (District Plan Designation conditions, CAA requirements, NMP, GACGC). Providing links to these instruments future proofs the RMP so that each time one of these other documents is changed the RMP remains relevant and does not need consequent amendment.
- Amend objectives and policies by removing duplication of the Designation and CAA requirements. The objectives and policies need to be re-framed so that they provide guidance for long term and day to day management, rather than unnecessary restriction.
- remove objectives and policies that reference the Designation limits and specific rules or controls, including avoidance of location of fuel on site and limitation to specific percentage of flight numbers set separately in the Designation.
- Update plan at Appendix 1 to include the altered designation.
- Provide guidance as to where infrastructure, including buildings / hangers will be located, and encourage their anticipated development to support the resiliency and operation of the aerodrome.
- Replace references to airstrip with aerodrome.

Attachment D: Provisional Schedule of Speakers

Glenorchy Airstrip Reserve Management Plan

Hearing of Submissions Scheduled for Monday 25 August 2025, commencing at 10.00am.

The hearing deliberations will take place at the conclusion of the hearing of submissions.

Provisional Schedule of Speakers (updated 22 August 2025 at 3pm)

Submissions			
Time	Name	Organisation	Speaking Preference
10.05am	James Stokes	Individual	In person
10.15am	John Evans	Individual	Online
10.25am	Andrew Green	Individual	In person
10.35am	Andrew Green	Glenorchy Community Association	In person
10.45am	Jenny Carter	Heli Glenorchy	In person
10.55am	Thomas Watson	Individual	In person

This schedule is subject to change