

**BEFORE THE HEARINGS PANEL APPOINTED BY THE QUEENSTOWN LAKES
DISTRICT COUNCIL**

Under the Resource Management Act 1991 (**RMA**)

In the matter of the Urban Intensification Variation to the
Proposed Queenstown Lakes District Plan

Submitter **QUEENSTOWN AIRPORT CORPORATION
LIMITED**
Submitter 822 and Further Submitter 1355

Evidence of **Melissa Rose Brook
on behalf of Queenstown Airport Corporation**

Dated: 9 July 2025

INTRODUCTION

1. My full name is Melissa Rose Brook. I am the General Manager Strategy of Queenstown Airport Corporation Limited (**QAC**) and am authorised to give evidence on its behalf.
2. I have been employed at QAC from November 2019 to June 2020 and again from May 2021 and was appointed as General Manager Strategy in October 2022. In this role, I am responsible for all local, regional, and central government planning activity.
3. I hold a Bachelor of Laws and a Bachelor of Arts (Hons) from the University of Otago.

QUEENSTOWN AIRPORT CORPORATION LIMITED – AN OVERVIEW

4. QAC was formed in 1988 to manage Queenstown Airport. Before this, the Airport was operated by the Crown, the Queenstown Lakes District Council (**QLDC**) and the Arrowtown Borough Council as the Queenstown Airport Authority.
5. QAC was formed pursuant to section 3(A) of the Airport Authorities Act 1966. A copy of the Order is **attached** to my evidence and marked “**A**”. QAC is also a requiring authority in terms of the Resource Management Act 1991 and copies of the Order in Council and Gazette Notice are **attached** and marked “**B**”.
6. Queenstown Airport is a ‘lifeline utility’ under the Civil Defence Emergency Management Act 2002. Under this Act, lifeline utilities have a key role in planning and preparing for emergencies and for response and recovery in the event of an emergency. As a lifeline utility, QAC must, among other things, ensure the Airport is able to function to the fullest extent possible, even though this might be at a reduced level, during and after an emergency.
7. QAC is 75.01% owned by QLDC and 24.99% owned by Auckland International Airport Limited. QAC manages both Wānaka Airport and Glenorchy Airfield under Management Services Agreements with QLDC.

QAC STATUTORY FRAMEWORK, OBJECTIVES AND STATEMENT OF INTENT

8. As an Airport Authority established under the Airport Authorities Act, Queenstown Airport must be operated or managed as a commercial undertaking (section 4(3)). QAC is transitioning from the Airport Authorities Act to operate under the Civil Aviation Act 2023. While QAC is not yet registered as an Airport Operator under the Civil Aviation Act 2023, once it is registered a similar requirement that the airport be operated as a commercial undertaking will apply (s226(1)).
9. QAC is a Council Controlled Trading Organisation (**CCTO**) for the purposes of the Local Government Act 2002. Section 59 sets out the principal objectives of a CCTO, which are to:
 - a. achieve the objectives of its shareholders, both commercial and non-commercial, as specified in the statement of intent; and
 - b. be a good employer; and
 - c. exhibit a sense of social and environmental responsibility by having regard to the interests of the community in which it operates and by endeavouring to accommodate or encourage these when able to do so; and
 - d. conduct its affairs in accordance with sound business practice.
10. The company's governance is also covered by the Companies Act 1993.
11. QAC's aeronautical operations are governed by the Civil Aviation Act 1990, the Civil Aviation Act 2023, and the Civil Aviation Rules Part 139.
12. QAC's decisions relating to the operation of the Airport must be made in accordance with its statement of intent and its constitution and relevant legislation discussed above, including the Resource Management Act 1991.
13. QAC's vision, as set out in its 2023-2032 Strategic Plan, is to be '*An innovative airport that people love to travel through, and the community takes pride in.*' To deliver on this vision, QAC has established five initiatives:
 - a. Management of activity to stay within noise boundaries

- b. Sustainability
- c. Customer Experience
- d. Revenue Diversification
- e. Terminal, Terminal Precinct and Airfield/Airspace Development.

QUEENSTOWN AIRPORT HISTORY

- 14. The Airport was first licensed by the Civil Aviation Authority in 1935. Commercial airfield ventures at the site began after World War II, when a number of buildings were established. The first commercial flight was recorded in 1947. This signalled the start of the growth and development of Queenstown Airport as a regional airport.
- 15. By the early 1950s, regular commercial activities, including the first scheduled passenger service between Queenstown and Dunedin, had started. By the early 1960s, Mount Cook Airline was providing scheduled flights from the Airport.
- 16. In 1968, the runway (then 1341 metres in length) was sealed and by the early 1970s a small terminal building was established for passenger use.
- 17. In 1988, QAC was formed to operate the Airport.
- 18. In 1990, the runway was widened and the terminal check-in area extended to provide for the first jets, operated by Ansett. This was followed by the first jet (Boeing 737-300) operated by Air New Zealand in 1992.
- 19. Further extensions to the runway in the mid to late 1990s enabled fully laden jet aircraft, including Boeing 737, to fly direct from Queenstown to any New Zealand destination. Return trans-Tasman services were also introduced at this time. Also during this time, Airways Corporation upgraded its facility from a Flight Service to full Air Traffic Control and built a new Control Tower at the Airport.
- 20. In 1995, QLDC notified its review of the District Plan, which addressed the Airport and provided for its growth until 2015, through the introduction of noise boundaries, among other measures.

21. The development of the Airport progressed more significantly in 2001, with the completion of a 1891m (sealed length) runway, and construction of additional aprons. The terminal building was also refurbished at this time, although it soon reached capacity, and a further extension was pursued.
22. About 2007, the roading infrastructure associated with the Airport was upgraded, which included QAC providing land and capital to build access to the Remarkables Park shopping centre, along with the roundabout at the Airport entrance on SH6.
23. Further terminal expansions were undertaken in 2009, 2010, 2011, 2012 and 2015. These expansions variously accommodated additional retail and food and beverage space, increases in the baggage handling and reclaim areas, and arrival and departure areas for international and domestic passengers.
24. Runway End Safety Areas (**RESA**) were constructed over 2009 – 2011 at both ends of the main runway, to extend the safety areas to accord with a Civil Aviation Authority (**CAA**) requirement and retain international flights. These involved significant civil engineering works.
25. Runway lights were installed in July 2011, with the aim of minimising the number of disruptions to flight schedules and enhancing safety in poor weather conditions. In 2016, after-dark flights were introduced. This enabled operations and flights to occur until 10pm, providing a significant benefit for travellers and business, with an extended operating window giving more flexibility, better connectivity across airline networks, and improved airport experience with peak times spread out and less pressure on facilities and services.
26. A terminal upgrade programme was started in 2020 delivering better passenger security processing facilities and seismically strengthening our terminal. Queenstown Airport is undertaking the final phases of this work now.
27. Further significant projects have been undertaken more recently, some of which will be explained in further detail below.
28. The evolution of Queenstown Airport over the past 90 years shows that the Airport is constantly changing and expanding to meet the needs of operators and passengers.

QUEENSTOWN AIRPORT PRESENTLY

29. Queenstown Airport is the main domestic and international airport for the Southern Lakes region of New Zealand. Located in Frankton, it serves as the gateway to iconic destinations including Queenstown, Wānaka, Fiordland, and Central Otago.
30. Queenstown Airport supports a wide network of domestic and trans-Tasman flights, with regular services from Air New Zealand, Jetstar, Qantas, and Virgin Australia. Queenstown Airport is New Zealand's fourth-busiest airport.
31. Queenstown Airport is also one of New Zealand's busiest helicopter bases and is heavily used for tourist 'flightseeing', especially to Milford Sound and Mount Cook, on fixed-wing and rotary-wing aircraft.
32. Today, the main runway has a sealed length of 1,911m plus a 240m equivalent RESA through the installation of engineered materials arresting system (**EMAS**) beds. There is a secondary crosswind runway for light aircraft and this plays an integral part in 'organising the sky' for aircraft movements. In the year 12 months to 30 June 2024, the Airport facilitated 18,388 scheduled aircraft movements, 28,047 helicopter movements, 13,816 fixed-wing movements, and 475 private jet movements.

QAC'S LANDHOLDINGS

33. QAC owns approximately 137 hectares of land designated for aeronautical purposes and 16 hectares of non-aeronautical land on the Frankton Flats.
34. A plan showing QAC's landholdings and its designation boundaries is **attached** and marked "**C**".

GROWTH AND DEVELOPMENT OF THE AIRPORT

35. For the first six months of the 2025 financial year, QAC achieved a Net Profit After Tax of \$16.2 million — an increase of 27% on the previous corresponding period. In line with its dividend policy, QAC has paid an interim dividend of \$7.0m to its shareholders, with 75.01% payable to QLDC.
36. In Financial Year 2024, QAC paid a record total dividend for the year of \$19,554,000, with approximately \$14.7m paid to QLDC, which equated to about \$485 per ratepayer.

37. The resurgence of travel to and from the Southern Lakes region following restrictions during the global pandemic has been robust. In the year to 30 June 2024, demand for seats on trans-Tasman flights were particularly strong and drove growth, while domestic demand remained steady. Queenstown Airport facilitated 2,487,610 passenger movements, with 857,237 of those being international passenger movements.
38. Airports report passenger and aircrafts as movements. A plane arriving in Queenstown and then departing counts as two aircraft movements. Similarly, about half of the total passenger movements are arrivals and half are departures.
39. QAC's current forecast is that passenger movements will grow steadily to approximately 3.2 million by 2032.
40. To accommodate the ongoing passenger and aircraft movement growth, QAC has recently developed a Master Plan presenting the long-term spatial plan for the airport. The final Master Plan for Queenstown Airport was endorsed by shareholders in November 2023, and approved by the QAC board of directors in December 2023. Stakeholder feedback was a vital part of the process and was sought and incorporated to ensure a shared future vision.
41. Detailed development plans are currently being completed but a number of significant projects have been identified for delivery over the next five to ten years.
42. The first significant Master Plan project was completed in early 2025. EMAS beds were installed at both ends of the main runway. These are designed to slow a plane to a safe stop with little damage should one ever overshoot the runway. Queenstown Airport is the first airport in Australia or New Zealand to use this innovative technology, which utilises cellular cement blocks that crush under the weight of an aircraft undercarriage.
43. In consultation with our airline partners, we plan to install a parallel taxiway to improve the operational efficiency of the airfield, and to protect the resilience of the existing runway. It will also enhance safety and sustainability, as it will reduce the length of time pilots are sometimes required to fly in a holding pattern while waiting to land. It will also significantly reduce ground delays.

44. A new Northern Aviation Precinct for helicopter operations will enable us to consolidate operations and improve airfield safety. Moving helicopters to the north of the runway and creating the Northern Aviation Precinct will improve airspace and operational efficiency and enable a planned terminal expansion. Another advantage of this will be to move noise away from the main Frankton residential area, the Lower Density Suburban Residential Zone south of the Lucas Place /SH6 roundabout. In doing so, it will inevitably bring the helicopter noise closer to the Business Mixed Use and Local Shopping Centre zones to the north of Queenstown Airport.
45. As part of our Master Plan delivery, work on the Terminal Development Plan to create a streamlined and enhanced airport experience continues. Much of the existing terminal infrastructure will remain. Some areas will be refurbished, while others are being seismically strengthened, altered to create more adaptable spaces, or rebuilt. To allow this work to happen and to ensure smooth passenger flow, a terminal extension to the south towards Tex Smith Lane is anticipated. The terminal design will consider the full end-to-end journey to optimise passenger experience, integrate with technology, and remain adaptable to the needs of our customers and partners in the years ahead.

QAC'S CONTRIBUTION TO THE DISTRICT

46. During development of the Master Plan, QAC engaged the New Zealand Institute of Economic Research (**NZIER**) to prepare an independent, authoritative and data-driven analysis to understand Queenstown Airport's current and potential contribution to the economy. NZIER's research told us that by 2032 we will:
 - a. Have an impact on Queenstown Lakes District's GDP of +6.5% (as against 2022 baseline.) That is the equivalent of all building construction that was undertaken in Queenstown in 2023.
 - b. Create approximately 120 extra jobs in the Queenstown Lakes District and 260 extra jobs in the Otago region each year.
 - c. Support the people of Queenstown to increase their wellbeing and quality of life, demonstrated through a 32% increase in household spending.

d. Support the expansion of production in the following sectors in Queenstown Lakes District:

- i. Food and services – 12%
- ii. Transport – 6%
- iii. Tourism – 6%
- iv. Accommodation – 4%
- v. Rest of the economy – 4%

47. QAC has a carefully considered partnerships and sponsorships programme. We support a range of events and community organisations that align with our criteria and objectives for the benefit of the region, its people and place.

48. We have partnered with the Whakatipu Reforestation Trust since 2016. Beyond an annual financial contribution, the team from QAC also provides in-kind support, as well as volunteering with planting days. QAC is proud to have been a major sponsor of Coastguard Queenstown since 2011. Coastguard plays a critical role and is an important asset for the Whakatipu community. Our partnership with Coastguard is a natural fit between one lifeline utility and another.

49. QAC launched the Queenstown Airport Community Fund in 2025. The fund reflects our ongoing commitment to supporting the local community and aligns with our broader business objectives. This initiative aims to create a meaningful and lasting impact by empowering grassroots organisations that contribute to the wellbeing of the region's people and environment.

NOISE MITIGATION PROGRAMME

50. QAC undertakes independent noise monitoring and modelling to quantify noise exposure in the residential communities surrounding Queenstown Airport. We model aircraft noise every year using modelled noise profiles for the different aircraft operating in and out of Queenstown Airport in the busiest three consecutive months in a calendar year. Independent acoustic specialists then analyse the data and provide a summary of noise exposure caused by aircraft operations.

51. Using this information and a forecast of our anticipated aircraft movements for the coming calendar year, we are then provided with projected noise contours. We use these projections to identify the properties that will be offered work under our noise mitigation programme for the coming year.
52. The noise mitigation programme is a programme of works to assist homeowners living in the inner (65dB) and mid (60dB) noise boundaries to mitigate the effects of aircraft noise exposure. QAC is obligated, on an annual basis, to offer, 100% funding of noise mitigation works for Critical Listening Environments of buildings that existed on 8 May 2013 containing an Activity Sensitive to Aircraft Noise (as defined in the Queenstown Lakes District Plan) that are within the 65 dB Projected Annual Aircraft Noise Contour. Although only obligated to meet 75% of the cost, in our endeavour to be good neighbour QAC is offering 100% of funding of mechanical ventilation for Critical Listening Environments of buildings that existed on 8 May 2013 containing an Activity Sensitive to Aircraft Noise (as defined in the Queenstown Lakes District Plan) that are within the 60 dB Projected Annual Aircraft Noise Contour.
53. As of May 2025, 68 properties (34%) within the inner and mid-noise boundaries have declined QAC's offer of noise mitigation treatment, while 36 (18%) have successfully completed the process.
54. QAC is also working closely with airlines to encourage the deployment of new-generation, quieter, lower-emissions aircraft to Queenstown.
55. In compliance with its Designation, QAC has established the Queenstown Airport Liaison Committee (**QALC**). The QALC was formed in October 2013 and meets quarterly. Its purpose is to provide the opportunity for the Airport, the community and other stakeholders to engage regarding issues related to noise at Queenstown Airport. At its meetings, the QALC is presented with information about noise complaints/queries received and monitors how QAC deals with those complaints, aircraft activities, unplanned engine testing incidents, and the airport's operational report which includes updates on the Noise Mitigation Programme. There are currently 11 committee members comprising an independent chairperson, 4 community representatives, 1 QLDC representative, 1 Airways NZ representative, 1

airline representative, 1 general aviation representative, and 2 Queenstown Airport representatives.

REVERSE SENSITIVITY

56. Reverse sensitivity refers to the conflict that arises when new land uses—particularly those sensitive to noise, such as residential dwellings, schools, or hospitals—are introduced into areas where established activities generate unavoidable environmental effects. In the context of airports, this typically involves the encroachment of Activities Sensitive to Aircraft Noise (**ASAN**) into areas affected by aircraft operations, such as within the Air Noise Boundary (**ANB**) or Outer Control Boundary (**OCB**).
57. At Queenstown Airport, reverse sensitivity is a critical planning concern. Intensifying ASAN within the ANB and OCB increases the number of people exposed to aircraft noise over time. Inevitably, this not only leads to a rise in complaints but may also create pressure to curtail airport operations, undermining long-term growth and regional connectivity.
58. In 2018, QAC began a community engagement process with a view to amend the noise boundaries within the District Plan, based on the then view of long-term future growth. The proposal was to enable approximately 41,600 aircraft movements per year, over a 30-year period. The proposal would have resulted in an extra 3000 homes located within the noise boundaries.
59. The District Plan Change process was never initiated as QAC decided not to continue with the proposal following significant community feedback. Submissions received in response to the community engagement proposal included a vast majority opposing the increase in flight numbers. Reasons for opposition were varied, but included the additional direct adverse effects that would result from the proposed noise boundaries, particularly additional exposure to aircraft noise and possible increased health effects arising from this exposure.
60. When asked for feedback on how QAC could avoid, remedy or mitigate the adverse effects of aircraft noise, much of the feedback indicated a view that there is little QAC

can do in the short term to mitigate or remedy these effects. Instead, feedback indicated a preference for avoidance of additional aircraft noise exposure through:

- a. Maintenance or reduction of existing flight numbers;
- b. Directing the additional forecast aircraft movements to another location;
- c. Development of a new airport in another location, and the potential closure of the existing Queenstown Airport.

61. Over 200 submissions in opposition were received from residents in Shotover Country and Lakes Hayes Estate, despite the non-objection covenants that apply across these areas.

SAFETY

62. Obstacle Limitation Surfaces (**OLS**) are a Civil Aviation Authority requirement, and we utilise the District Plan to protect these areas. The intention of these surfaces is to prevent objects from penetrating in areas critical to the operational safety and efficiency of the airport. OLS are three-dimensional surfaces that exist in the airspace above and adjacent to an airport. They radiate outwards from an airport's runway and can extend some distance beyond an airport's actual location.
63. Safety of aircraft operations is paramount. Development in proximity of the airport must be undertaken in a way that will not negatively affect airport safety or security, the regularity of flights, or the safety and performance of aircraft. Not only do permanent structures, such as buildings, need to comply with the OLS requirements, but so too do the methods of construction, such as cranes.
64. Although protected through the District Plan, it has been QAC's experience that the OLS requirements are not well-understood or considered by developers when applying for resource consent. QAC, therefore, proactively monitors resource consent applications for activities proximate to Queenstown Airport that may result in a breach of the OLS.
65. In one recent example, a resource consent was approved for the development of a building near the cross-wind runway. The site is located under the OLS for the cross-wind runway, specifically the take-off climb and approach surfaces at the southern end

of the cross-wind runway. QAC was not considered an affected party to the consent and became aware of it through its own monitoring. The resource consent for the building was advanced and granted on the basis that, once constructed, the building will not penetrate the OLS.

66. A condition was imposed on the grant of consent which required the building to be surveyed to demonstrate compliance. Despite the grant of consent and the survey condition, the obligation for all persons to comply with the OLS designation remains, including through construction of the building. QAC raised this with the construction team, due to our serious concerns about potential breaches of the OLS due to the use of cranes in construction. No crane or other construction machinery is allowed to penetrate the OLS unless QAC's written approval is obtained prior. Unless QAC is satisfied that there is no risk to the safety of aircraft operations at Queenstown Airport, it will not provide its written approval to a temporary penetration of the OLS.
67. To enable the construction of the building in a manner that did not result in an unacceptable risk to the safety of aircraft operations, months of discussions and negotiations between the construction team, airport users and QAC were required, utilising significant staff time from many different areas of our business. Legal advice and independent assurance from aviation experts was also required, resulting in further costs to QAC and both costs and time delays to the applicant and its construction contractor.
68. QAC considers that an increase in the permitted height of buildings through zoning standards in zones that are also subject to the OLS designation may lead to an increase the occurrence of potential breaches that QAC will need to manage, like that outlined in the example above.

Melissa Brook
9 July 2025

PAUL REEVES,
Governor-General
ORDER IN COUNCIL

At Wellington this 31st day of July 1989

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to section 3 (3) of the Airport Authorities Act 1966, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, by this order, which shall come into force on the 2nd day of August 1989, consents to the exercise by Queenstown Airport Corporation Limited of the powers conferred on local authorities by section 3 of that Act.

MARIE SHROFF,
Clerk of the Executive Council.

EXPLANATORY NOTE

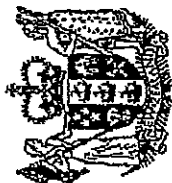
This note is not part of the order, but is intended to indicate its general effect.

By this order, which comes into force on 2 August 1989, the Governor-General consents to the exercise by Queenstown Airport Corporation Limited, a company formed pursuant to section 3A of the Airport Authorities Act 1966, of the powers of a local authority under section 3 of that Act. That section confers the power to establish, improve, maintain, operate, and manage airports and acquire land for those purposes.

Issued under the authority of the Regulations Act 1936.

Date of notification in Gazette: 3 August 1989.

This order is administered in the Ministry of Transport.



THE RESOURCE MANAGEMENT (APPROVAL OF QUEENSTOWN
AIRPORT CORPORATION LIMITED AS REQUIRING
AUTHORITY) ORDER 1992

CATHERINE A. TIZARD, Governor-General

ORDER IN COUNCIL

At Wellington this 21st day of December 1992

Present:

THE RIGHT HON. D. C. MCKINNON PRESIDING IN COUNCIL
PURSUANT to section 167 of the Resource Management Act 1991, Her
Excellency the Governor-General, acting by and with the advice and
consent of the Executive Council, and on the recommendation of the
Minister for the Environment, hereby makes the following order.

ORDER

1. Title and commencement—(1) This order may be cited as the
Resource Management (Approval of Queenstown Airport Corporation
Limited as Requiring Authority) Order 1992.

(2) This order shall come into force on the 7th day after the date of its
publication in the *Gazette*.

2. Interpretation—In this order, unless the context otherwise requires,
“airport” has the meaning given to that term by section 2 of the Airport
Authorities Act 1956.

3. General approval—Queenstown Airport Corporation Limited is
hereby approved as a requiring authority, under section 167 of the
Resource Management Act 1991, for the operation, maintenance,
expansion, and development of the airport known as Queenstown Airport.

B

1992/383 Resource Management (Approval of Queenstown Airport Corporation Limited As Requiring Authority) Order 1992

1992/383 Resource Management (Approval of Queenstown Airport Corporation Limited As Requiring Authority) Order 1992

CL 4

SCHEDULE
PROPOSED WORKS

Technical Authority	Location	Project Name
Queenstown Lakes District Council	All the land to the east that is between the existing airport and the Shokover River	Redevelopment of the airport
Queenstown Lakes District Council	All the land to the north that is between the existing airport and State Highway 6	Redevelopment of the airport
Queenstown Lakes District Council	All the land to the south that is between the existing airport and the Kawarau River	Redevelopment of the airport

4. Approval in respect of proposed works—Queenstown Airport Corporation Limited is hereby approved as a requiring authority, under section 187 of the Resource Management Act 1991, for the proposed works described in the Schedule to this order.

BOB MACFARLANE,
Acting for Clerk of the Executive Council.

EXPLANATORY NOTE

This note is not part of the order, but is intended to indicate its general effect.
This order approves Queenstown Airport Corporation Limited, under section 187 of the Resource Management Act 1991, as a requiring authority for the operation, maintenance and expansion of Queenstown Airport and for the proposed projects specified in the Schedule to this order.

Issued under the authority of the Acts and Regulations Publication Act 1989.
Date of notification in Gazette 23 December 1992.
This order is administered in the Ministry for the Environment.

Supplementary Integration Agreement

Pursuant to section 10 of the Private Schools Conditional Integration Act 1975, notice is given that a supplementary integration agreement has been signed between the Minister of Education on behalf of Her Majesty the Queen acting through the Senior Manager, National Operations, Ministry of Education, pursuant to delegated authority, and the proprietor of the following school:

St John the Evangelist Primary School, Otara.

The said supplementary integration agreement was executed on the 22nd day of August 1994. A copy of the supplementary agreement is available for inspection without charge by any member of the public at the district office of the Ministry of Education.

Dated at Wellington this 25th day of August 1994.

K. PHILLIPS, Senior Manager, National Operations.

306418

Supplementary Integration Agreement

Pursuant to section 10 of the Private Schools Conditional Integration Act 1975, notice is given that a supplementary integration agreement has been signed between the Minister of Education on behalf of Her Majesty the Queen acting through the Senior Manager, National Operations, Ministry of Education, pursuant to delegated authority, and the proprietor of the following school:

St Francis School, Thames.

The said supplementary integration agreement was executed on the 22nd day of August 1994. A copy of the supplementary agreement is available for inspection without charge by any member of the public at the district office of the Ministry of Education.

Dated at Wellington this 23rd day of August 1994.

K. PHILLIPS, Senior Manager, National Operations.

306419

Environment**Resource Management Act 1991****The Resource Management (Approval of Queenstown Airport Corporation Limited as Requiring Authority) Notice 1994**

Pursuant to sections 167 and 420(6) of the Resource Management Act 1991, the Minister for the Environment, hereby gives the following notice:

Notice

1. Title and commencement—(1) This notice may be cited as the Resource Management (Approval of Queenstown Airport Corporation Limited as Requiring Authority) Notice 1994.

(2) This notice shall come into force on the 28th day after the date of its publication in the *New Zealand Gazette*.

2. Interpretation—In this notice, unless the context otherwise requires, the word "airport" means any defined area of land or water intended or designed to be used either

wholly or partly for the landing, departure, movement, or servicing of aircraft, and includes any buildings, installations, and equipment on or adjacent to any such area used in connection with the airport.

3. Approval as requiring authority—Queenstown Airport Corporation Limited is hereby approved as a requiring authority under section 167 of the Resource Management Act 1991, for the operation of the Queenstown Airport situated approximately 10 kilometres north-east of Queenstown between State Highway No. 6 and State Highway No. 6A in the district of Queenstown-Lakes District Council.

Dated at Wellington this 22nd day of August 1994.

SIMON UPTON, Minister for the Environment.

306434

Health**Tuberculosis Regulations 1951****Approval of Persons Authorised to Perform Vaccinations Against Tuberculosis**

Pursuant to regulation 6 (4) of the Tuberculosis Regulations 1951, the Director-General of Health hereby gives notice that the following persons, additional to those listed in the *New Zealand Gazette*, dated 17 March 1994, No. 25, at page 1115, have been approved as qualified to perform vaccinations against tuberculosis in accordance with those regulations:

Bernice Bird, infection control nurse.

Kathryn Bowmar, nurse.

Lella Currie, public health nurse.

Marie Dietrich, midwife.

Sharon Doelman, public health nurse.

Susan Duckmanton, midwife.

Angela Gullick, public health nurse.

Christine Hartell, practice nurse.

Jocelyn Harvey, public health nurse.

John Holmes, medical practitioner.

Tina Johnston, public health nurse.

Michelle Leath, nurse.

Elizabeth McKay, public health nurse.

Patricia Moulds, occupational health nurse.

David Murdoch, medical practitioner.

Elizabeth Reid, midwife.

Allison Somerville, occupational health nurse.

Judith Watkins, nurse.

Kathleen Williams, public health nurse.

Mei Ping Yong, nurse.

Dated at Wellington this 26th day of August 1994.

C. LOVELACE, Director-General of Health.

306500

“C”

