

**Before the Queenstown Lakes District Council**

In the Matter of                      the Resource Management Act 1991

And

In the Matter of                      the Queenstown Lakes Proposed District Plan

**Chapter 21 (Rural)**

**Further Memorandum of Counsel for  
Queenstown Airport Corporation Limited  
(Submitter 433 and Further Submitter  
1340) Addressing Information Requested  
by the Panel**

Dated: 3 June 2016

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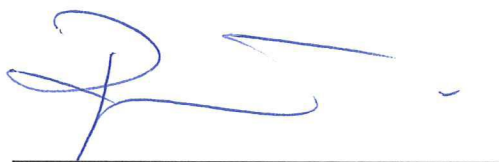
### May it Please the Panel

1. A memorandum has previously been filed on behalf of Queenstown Airport Corporation Limited (**QAC**) addressing questions raised and providing additional information sought by the Panel during the hearing of QAC's submission on 23 May 2016.<sup>1</sup>
2. This further memorandum is filed in relation to the Panel's request to be provided with a copy of the 2013 Wanaka Airport Land Use Planning Report (**2013 Report**), prepared by Airbiz, and referred to in Ms O'Sullivan's supplementary evidence dated 18 May 2016 (paragraph 3.4).
3. The part of the 2013 Report referred to in Ms O'Sullivan's evidence relates to the proposed REPA at Wanaka Airport. This section of the Report is mostly set out in full in Ms O'Sullivan's evidence.
4. The remainder of the 2013 Report is not directly relevant to the zoning of Wanaka Airport, and parts of the Report are now outdated, noting it was prepared over 3 years ago.
5. Further, as indicated at paragraph 8 of counsel's previous memorandum, the 2013 Report contains commercially sensitive information.
6. Accordingly, QAC's preference is that a full copy of the 2013 Report is not provided the Panel. A copy of the full section of the Report relating to the REPA is **attached** however, for the Panel's information.
7. Should the Panel be interested in the historical and future planning for and management of Wanaka Airport, a more recent report entitled "Wanaka Airport Planning and Development" prepared by Astral Aviation Consultants (dated 20 April 2016) may be of interest to it. This report was prepared for QLDC and QAC, and is publically available at the following link:

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<sup>1</sup> Memorandum of Counsel for QAC dated 30 May 2016.

<http://www.qldc.govt.nz/assets/Uploads/Council-Documents/Full-Council-Agendas/2016/28-April-2016/Item-9/9a-Wanaka-Airport-Planning-and-Development-Report-c.pdf>

A handwritten signature in blue ink, consisting of a large, stylized 'R' followed by a horizontal line and a small flourish.

**R Wolt**  
**Counsel for Queenstown Airport Corporation Limited**

### 3.6. Runway End Protection Area

A runway end protection area (REPA) is an area defined at each end of a runway where certain land use controls are established to protect the public (i.e. people and property on the ground beyond the end of a runway) from the risk of an incident of an aircraft undershooting or overshooting a runway. Land uses to be permitted in a REPA should be activities that do not attract the assembly of a large number of people.

A number of national aviation authorities have specific regulations for REPAs or the equivalent. The US Federal Aviation Administration (FAA) provides requirements for Runway Protection Zones (RPZs) at the end of runways covered by US regulations.

There are no equivalent aviation regulations for REPAs in New Zealand. The Civil Aviation Authority of New Zealand (CAANZ) in their document titled "Guidance Material for Land Use at or Near Aerodromes - June 2008, encourages local authorities in New Zealand to "protect aerodromes in their areas to ensure the long term sustainability of the aerodrome, the safety of the aircraft operations, and the safety of persons and property".

To provide certainty, it is considered that the FAA RPZ provision would be appropriate for a REPA at each runway end for use in external land use planning at Wanaka Airport.

The REPA is trapezoidal in shape and centred around the extended runway centreline. The dimensions for a particular runway are a function of the type of aircraft and approach visibility minimum associated with that runway end. The REPA begins at a distance of 60m beyond the area usable for take-off and landing – i.e. the end of the runway strip.

For Wanaka Runway 11/29, with planning allowing for jet aircraft operations and with landing aids to permit approaches in visibility conditions of lower than 1,200m, the base of the REPA would be 300m, widening to 525m at a distance of 750m from the end of the strip.

Figure 3-1 illustrates the REPA dimensions that should be protected at each end of Runway 11/29 at Wanaka Airport.

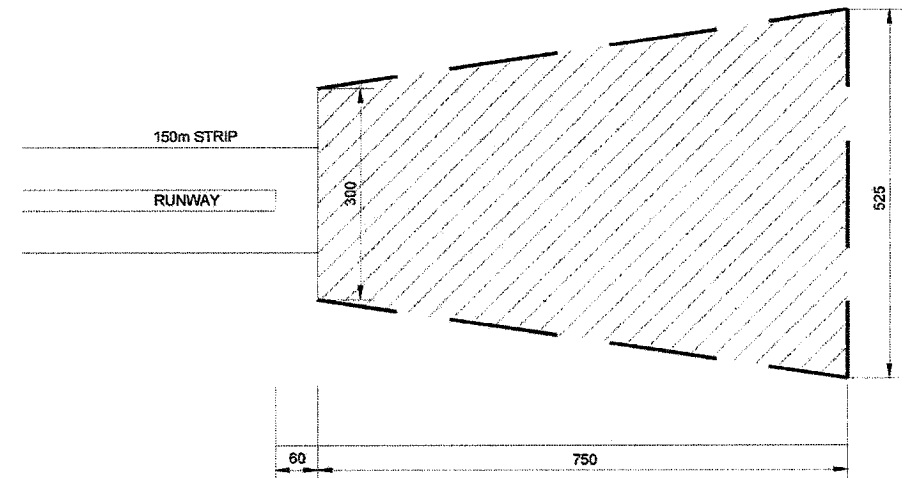


FIGURE 3-1 RUNWAY END PROTECTION AREA

Although not currently shown on the Wanaka Airport Master Plan, it is recommended that REPAs with dimensions shown on Figure 3-1 should be provided at both ends of the future Runway 11/29.

Figure 3-2 and Figure 3-3 illustrate the extent of REPAs at the north and south runway end respectively based on the future runway layout.

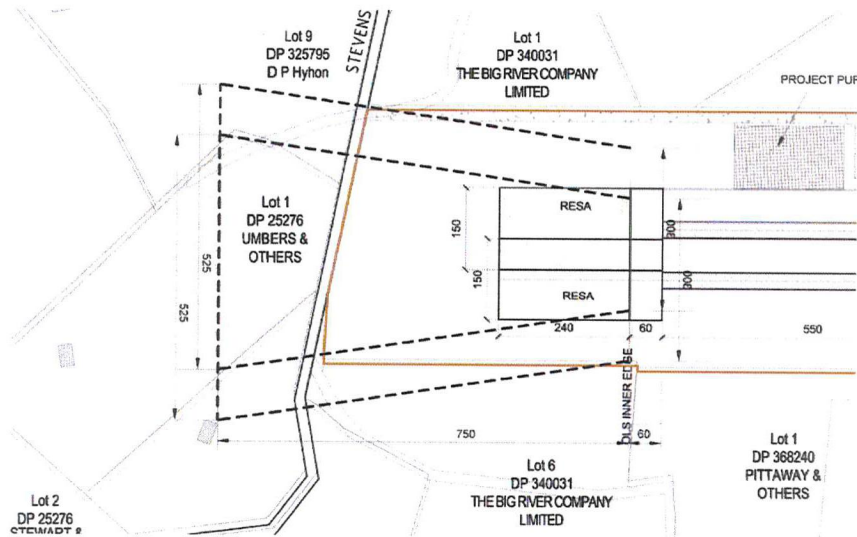


FIGURE 3-2 EXTENT OF REPA AT NORTH RUNWAY END

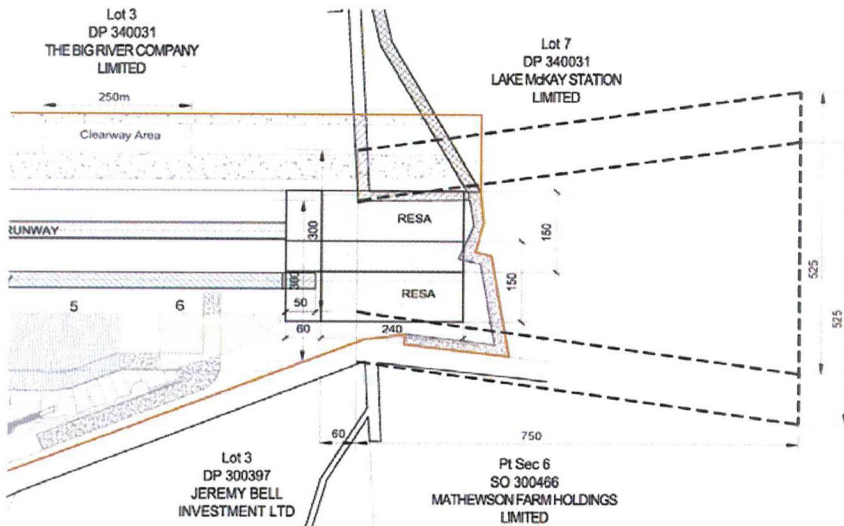


FIGURE 3-3 EXTENT OF REPA AT SOUTH RUNWAY END