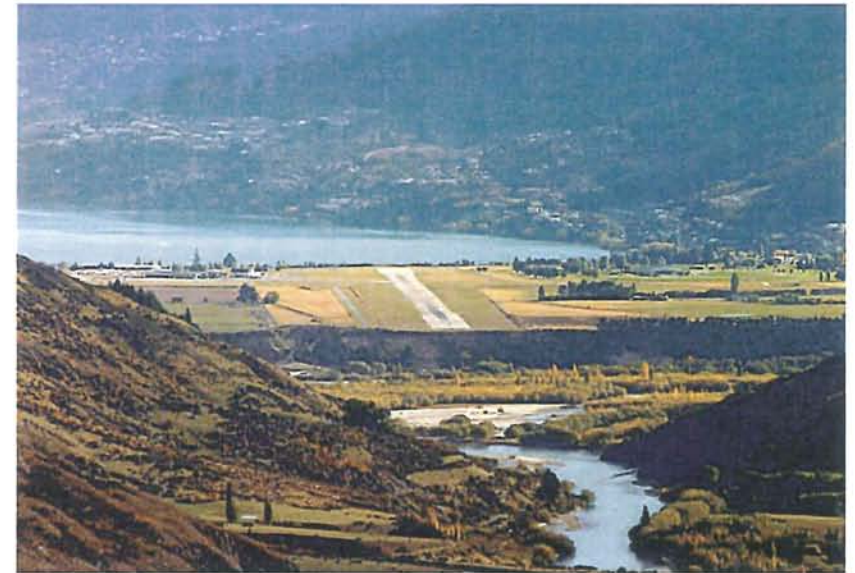




Noise Management Plan



Contents

1	INTRODUCTION	3
2	DISTRICT PLAN REQUIREMENTS	4
3	COMPLIANCE MONITORING	5
4	NOISE MITIGATION ACTION PLAN	6
5	AIRPORT ENVIRONMENT COMMITTEE	8
6	COMPLAINTS PROCEDURE	9
	APPENDIX	11

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1 Introduction

Queenstown Airport Corporation Limited (QAC) has prepared this Airport Noise Management Plan in accordance with the requirements of Designation D.2 of the Queenstown-Lakes District Plan.

The Queenstown Airport Noise Management Plan (NMP) outlines a programme of monitoring, analysis, consultation and potential mitigation actions to be undertaken by QAC to help manage the environmental effects of aircraft noise. The NMP is a working document and is subject to review from time to time. The latest version of the NMP can be obtained from the Airport's office upon request.

This NMP addresses the following issues:

- District Plan Requirements
- Compliance Monitoring
- Noise Mitigation Action Plan
- Airport Environment Committee (AEC)
- Complaints Procedure

2 District Plan Requirements

2.1. Air Noise Boundary (ANB) and Outer Control Boundary (OCB)

Section D2 of the Queenstown-Lakes District Council's District Plan states:

"An Air Noise Boundary has been defined around Queenstown Airport to protect the operational capability of the airport, while at the same time minimising adverse environmental effects from aircraft noise on the community.

The purpose of the air noise boundary is to identify the area of airport operations where noise sensitive activities are prohibited.

The extent of the air noise boundary is shown on the Planning Maps" (Figure 1 in the Appendix to this NMP).

Section D2 of the District Plan also states:

"The Airport shall be managed so the noise does not exceed a day/night level (Ldn) of 65 dBA outside the Air Noise Boundary and 55 dBA outside the Outer Control Boundary."

The ANB and OCB contours in the District Plan were derived from a model prepared in 1995 of projected future aircraft type mix and quantum of movements as shown in Table 1, and representative flight tracks as shown in Figure 2, in the Appendix to this NMP.

3 Compliance Monitoring

3.1. Observations and recording

QAC shall arrange the observation, collection, recording and analysis of aircraft movement data on a continuous basis and the compliance monitoring shall be based on this data.

3.2. Reporting

QAC shall calculate Annual Aircraft Noise Contours (AANC) using the Integrated Noise Model (INM) programme and records of actual aircraft activity at the Airport, based on the busiest three months of the preceding year.

QAC shall engage a suitably qualified acoustic consultant to prepare an Airport Noise Compliance Report containing the AANC and the methodology used in the preparation of the contours. QAC shall ensure the Report is provided annually to the Council.

QAC shall carry out noise monitoring to check the AANC are within 2 dB of the measured levels. The monitoring programme shall include at least the following level of monitoring over a three year period – a minimum of one month summer and one month winter at each of two measurement locations.

If any of the contours are exceeded, the Report to Council shall outline the noise mitigation action plan to be implemented.

4 Noise Mitigation Action Plan

4.1. Purpose

This section of the NMP sets out the procedures for, and an outline of, potential Noise Mitigation Actions that may be taken by QAC in the event that any of the contours have been exceeded, or where there has been, or is expected to be a major change in operational patterns.

4.2. Action Plan

In the event that the contours have been exceeded, or where there has been, or QAC expects there to be, a major change in operational patterns, QAC shall prepare and implement a Noise Mitigation Action Plan to reduce or remove the risk of non-compliance with the ANB and/or OCB in the District Plan.

The Action Plan shall be prepared and incorporated into the Airport Noise Compliance Report which is submitted to Council.

The Action Plan shall include:

- Recommended Noise Mitigation Actions to be taken
- Person, or persons, responsible for implementing each Action
- Timeframe for implementation of each Action
- Objective and measures of success for each Action
- Programmes of consultation with the Council and the Airport Environment Committee (AEC)

4.3. Noise Mitigation Actions

Noise Mitigation Actions may include, but not necessarily be limited to:

Noise modelling to identify critical contributors

- Undertaking further detailed noise modelling using the Integrated Noise Model (INM) to identify the critical aircraft type, flight path or other significant factor that appears to be contributing to the risk of future non-compliance.

Noise Measurement to confirm Noise Signatures and Terrain Effects

- Undertaking noise measurement of specific aircraft activities in accordance with NZS 6805:1992 "Airport Noise Management and Land Use Planning" to confirm the validity of the noise signature assumed in the INM model with particular attention to local aircraft types, operating procedures and terrain effects on noise.

Noise Exposure Measurement

- Noise measurements using an integrating and averaging sound measurement system recording an extended noise/time history in accordance with NZS 6805 to further confirm the validity of the INM modelling and identify the extent (if any) of non-compliance at specific locations of interest

Consultation on flight paths, runway use, operating procedures

- Undertaking consultation with airport users to identify any changes to flight paths, tracks, runway use, and aircraft operating procedures that may reduce sound exposures in critical areas

Consultation on aircraft types and mix

- Undertaking consultation with airport users on possible changes to aircraft types or aircraft mix that may reduce sound exposures in critical areas

Consultation with airport users and the community on restriction of aircraft movement numbers

- Consultation with airport users and the community at large on the feasibility and logistics of restricting aircraft movement numbers of specific aircraft types and/or on specific flight paths that may reduce the sound exposures in critical areas

Review Noise Boundaries

- Reviewing and possibly initiating a change to the District Plan noise boundaries (ANB and OCB) if it appears that future operations would result in sound exposures that exceed the boundaries and that other noise mitigation actions (as outlined above) are unlikely to remedy the non compliance and avoid future non compliance with the District Plan. The review shall be guided by sections 1.4.3 and 1.4.4 of NZS 6805:1992.

5 Airport Environment Committee

QAC has convened an "Airport Environment Committee" (AEC) to facilitate a cooperative approach to managing local airport noise issues.

Representatives of the following or their equivalents are invited to participate on the committee:

- Community
- Aircraft and airline operators (airport users)
- Airways Corporation of NZ
- Queenstown Lakes District Council
- Queenstown Airport Corporation

The AEC is chaired by QAC, and is convened two to three times a year, or as required.

The primary functions and activities of the AEC with respect to aircraft noise issues are:

- Promotion of communication and understanding between all parties
- Promotion of public awareness of this NMP
- Receipt and review of noise complaints reports and handling procedures
- Encouragement and promotion of voluntary compliance by all air operators to operating procedures with the objective of keeping aircraft noise impacts to a minimum.

6 Complaints Procedure

6.1. Purpose

The purpose of the complaints procedure is to provide the community with a mechanism to report specific instances of annoyance believed to have been caused by aircraft noise. It is also noted that while such a procedure is an important element in a Noise Management Plan, it is generally accepted that the number of complaints in themselves are not an objective indicator of aircraft annoyance in the airport environs.

6.2. Responsibilities

QAC is responsible for the maintenance of, and reporting from, the noise complaints procedure.

6.3. Method

Complaints may be made by telephone to (03) 450 9031 (including an answering machine for out of hours recording) where complainants shall be asked to record the following details:

- Name
- Contact Details
- Date and Time
- Nature of Complaint.

QAC shall maintain a register of complaints, recorded on a standard form, with a copy filed at the airport, one sent to the airport user in question (if this is clearly identifiable) and one to the complainant.

QAC shall investigate such complaints and undertake to provide complainants with a preliminary response within 5 working days, and a final written response within 20 working days.

QAC will put in place arrangements with local aircraft operators and Airways (the Air Traffic Services provider) for investigating complaints (provision of flight details and, where possible, the origin, nature and cause of a noise incident).

The AEC also has an important role in relation to complaints, as indicated by its functions and activities.

6.4. Actions Arising

QAC shall make available the register of complaints from aircraft noise to persons inquiring. The register shall include a log of complaints, actions arising, commentary on any identifiable trends, and any appropriate noise mitigation measures that may be required.

Appendix

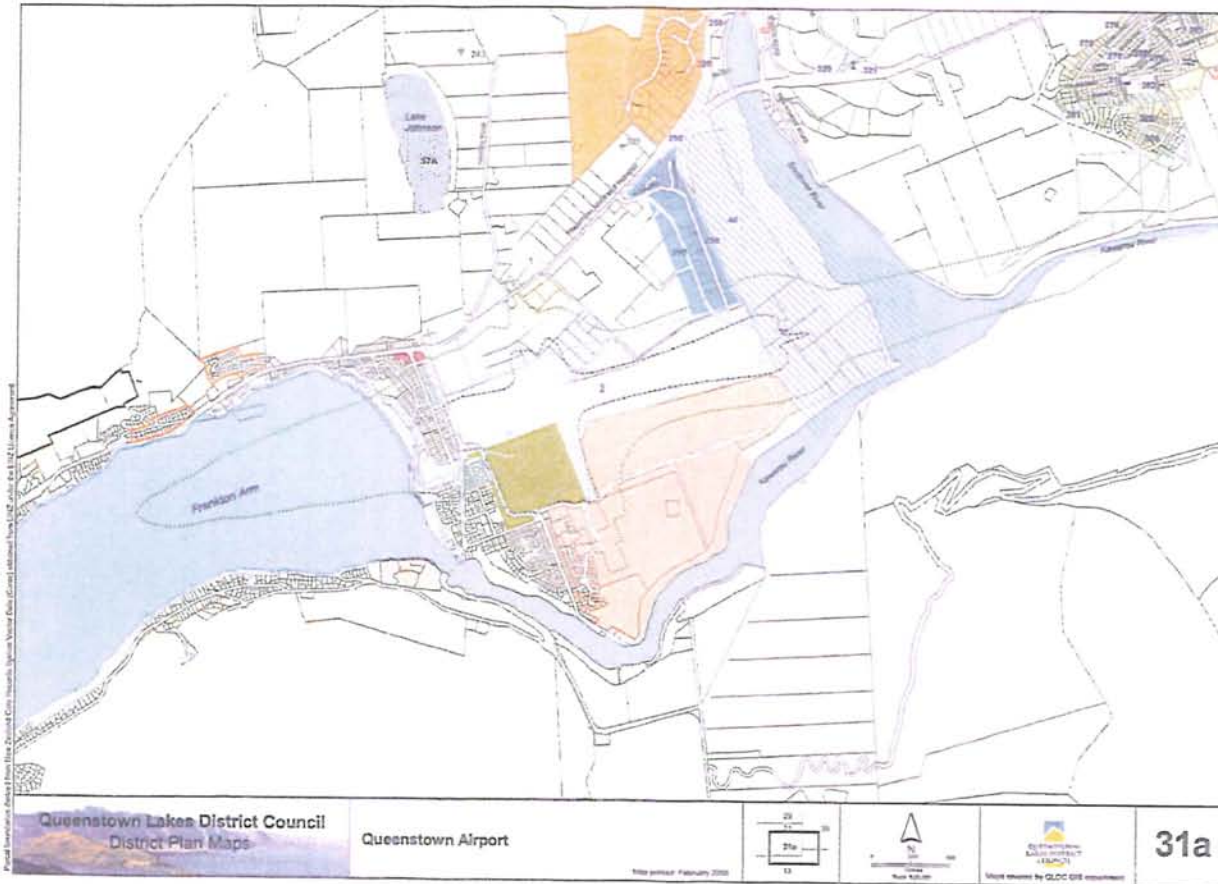


FIGURE 1 DISTRICT PLAN – ANB AND OCB CONTOURS

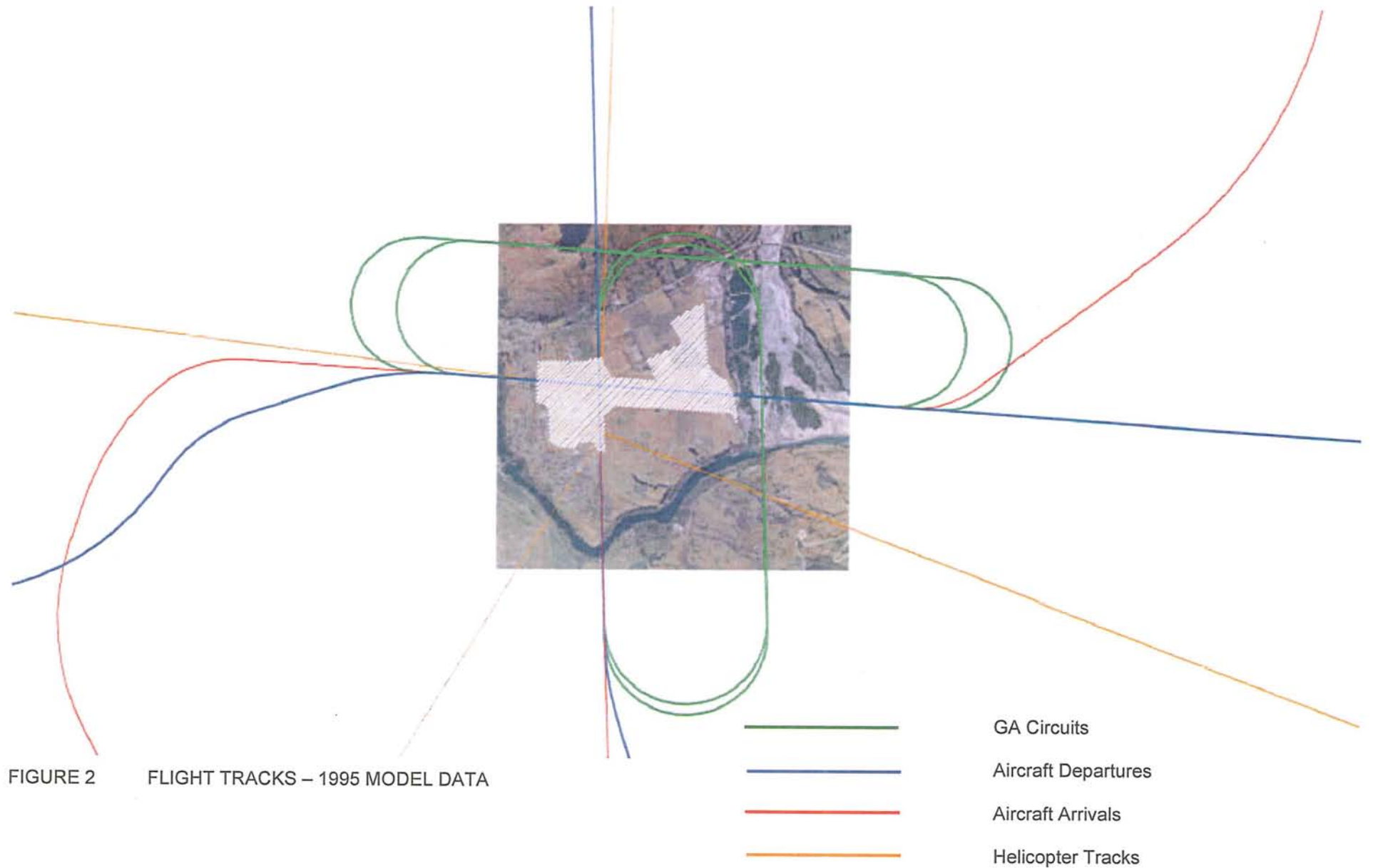


FIGURE 2 FLIGHT TRACKS – 1995 MODEL DATA

DAY		Runway	04	05	14	22	23	32	Total
Scheduled Jet		737-300	0	1,668	0	0	6,654	0	8,322
		A320	0	88	0	0	350	0	438
		BAE146	0	1,548	0	0	4,073	0	5,621
Scheduled Turboprop	Heavy turboprop	HS748A	0	263	0	0	821	0	1,084
Flight-seeing	Medium turboprop	DHC6	0	2,916	2,281	0	5,041	372	10,611
	Light turboprop	CNA441	0	2,486	1,942	0	4,289	318	9,034
General Aviation	Single engine fixed pitch prop	GASEPF	0	7,490	9,986	0	12,724	2,234	32,434
	Single engine variable pitch prop	GASEPV	0	5,515	5,347	0	9,472	1,026	21,360
Helicopter		SQUIRL	8,322	0	0	10,950	0	0	19,272
			8,322	21,973	19,557	10,950	43,424	3,949	108,175
Total Day									

TABLE 1 DISTRICT PLAN – PROJECTED FUTURE AIRCRAFT TYPE MIX AND QUANTUM OF MOVEMENTS – 1995 MODEL DATA

* A similar table format for “hours of darkness” operations (10pm to 6am) has not been included. Should night operations commence the above table will need to be altered to reflect these operations.