

ANNEXURE 2 – NATURE OF THE PROJECT

2.1 Designation 64 of the Partially Operative Queenstown Lakes District Plan (District Plan) relates to Aerodrome Purposes at Wanaka Airport. Section E1 of Appendix 1 (A1) (Designations) of the District Plan contains the conditions of the designation. The designation currently permits:

- Aircraft operations, rotary wing aircraft operations, aircraft servicing, fuel storage and general aviation, navigational aids and lighting, aviation schools, facilities and activities associated with veteran, vintage and classic aircraft operations, aviation museums and aero recreation;
- Associated buildings and infrastructure, car parking, offices and cafeteria;
- A 197m extension of the main runway in a north westerly direction to allow a maximum runway length of 1,397m and a total runway strip length of 1,517m with the 60 metre RESA included at each end;
- An increase in the width of the main runway to 150 metres;
- Alterations to ancillary facilities;
- Realignment of the road to the south east of the airport.

2.2 Wanaka Airport currently comprises two runways; the main runway (11/29) has a 1,200m x 30m sealed surface contained within a grass strip of 1,517m x 150m. The grass runway, which runs parallel to the main runway, is 840m x 40m. The Airport also comprises a sealed taxiway and apron adjacent to a terminal building for scheduled and charter passenger services; private general aviation (GA) and helicopter hangars (including the Warbirds over Wanaka base); three aircraft re-fuelling facilities and a meteorological station. The operations that currently occur at Wanaka Airport are as follows:

- Air New Zealand scheduled flights;
- Flight seeing (GA);
- Helicopter flight seeing, training and commercial operations;
- Tandem sky-diving flights;
- Private GA;
- Private helicopters;
- Tourist flights in Tiger Moth, Pitts Special and Warbirds aircraft;
- Non-scheduled charter operations;
- Military aircraft;
- Specific air movements associated with the bi-annual Warbirds over Wanaka Air show events.

2.3 The Airport currently operates in compliance with the conditions of the designation.

2.4 In 2008 Wanaka Airport Management Committee (WAMC), who operates the airport on behalf of QLDC, commissioned a Master Plan to define key tasks and works likely to be required at Wanaka Airport for the period 2009 – 2019. The Master Plan was prepared by Peak Projects International Limited. A copy of this master plan is contained at **Appendix D** attached. A subsequent

addendum to the master plan was prepared by Aviation Consultants Airbiz to update growth projections and includes proposed revised noise contours and runway design, based on the revised projections. A copy of this addendum is contained at **Appendix E** attached.

- 2.5 The Master Plans used growth projections for Wanaka¹ to forecast the air traffic growth scenario for Wanaka Airport. The findings were that there would be a gradual increase in Christchurch scheduled services using the Beech 1900D aircraft. From about 2013 there would be an increase in scheduled services capacity to Christchurch and perhaps Wellington with the use of larger Dash 8 and ATR aircraft. From about 2020 the introduction of domestic jet aircraft to/from Christchurch (and possible Wellington and Auckland) is possible. There is also likely to be an increase in flightseeing services and helicopter operations. Table 1 below sets out the forecast annual aircraft movements at Wanaka Airport to 2036 as taken from the Airbiz master plan addendum.

Table 1

CATEGORY/GROWTH RATE	2016	2026	2036
<i>Scheduled Domestic Aircraft</i>			
High	1,420	2,370	2,990
Median	1,250	1,830	2,090
Low	1,100	1,390	1,310
<i>Non Scheduled Charter Aircraft</i>			
High	177	262	388
Median	113	151	203
Low	54	65	80
<i>Flight Seeing Aircraft</i>			
High	2,940	4,410	5,730
Median	2,750	3,940	4,880
Low	2,570	3,510	4,150
<i>Other GA</i>			
High	12,300	16,600	20,300
Median	11,800	15,000	17,100
Low	11,200	13,500	14,500
<i>Helicopters</i>			
High	7,460	11,600	15,590
Median	6,980	10,330	13,220
Low	6,520	9,190	11,210
Total High	24,300	35,200	45,000
Total Median	22,900	31,300	37,500
Total Low	21,400	27,700	31,200

¹ Growth projections were taken from the Feb 2004 Queenstown and Wanaka Growth Management Options Study report to QLDC by Hill Young Cooper Ltd.

2.6 The Master Plan goes on to analyse the aerodrome operational requirements to accommodate the growth in air traffic. The recommendations of the Master Plan and the subsequent addendum include:

- An extension to the existing runway of 550m to provide a runway length of 1700m contained within a strip measuring 2,300m long by 150m wide. Provision is also included for runway end safety areas measuring 90m long by 60m wide at each end of the runway strip;
- Provision for Runway End Safety Areas (RESA) on the existing runway of 240m both ends,
- A future replacement sealed runway 1700m long by 30m wide, centrally located in a strip 2,300m long by 150m wide. The centreline of this runway will be located parallel to and 93m north east of the centreline of the existing sealed runway. Provision will also be made for runway end safety areas extending 90m beyond each end of the strip.
- Taxiways;
- An expansion of the main apron area to a depth of approximately 80m from the existing building line;
- Expansion of the apron to the southwest to provide for flight seeing operations;
- New hangars and associated apron areas;
- Dedicated helicopter aprons and associated touch-down and lift-off areas (TALO's);
- New passenger terminal and control tower;
- Increased car parking for staff, rental car companies and passengers.

2.7 This NOR seeks to extend the existing Aerodrome designation to provide for the recommendations in the Master Plan in order to ensure the continued operation and growth of Wanaka Airport over the next 20 years. Updated designation wording is contained at **Appendix C**.

Noise Provisions

2.8 In addition to providing for the expanded Aerodrome, the NOR seeks to include obligations relating to the management and monitoring of aircraft noise at Wanaka Airport. This is in conjunction with a Plan Change, which has been lodged concurrently to amend the noise boundaries around the Airport in light of the future aircraft projections.

2.9 Limits for aircraft noise at Wanaka Airport are currently set through an Air Noise Boundary (ANB) at which noise shall not exceed a day/night level (Ldn) of 65dB and an Outer Control Boundary (OCB) at which noise shall not exceed Ldn55dB. These existing boundaries are identified on Map 18a of the District Plan Maps.

2.10 A condition of the designation (*Restrictions on Activities*) requires the following:

No scheduled commercial aircraft flights are to take place from the airport until such time that the processes under the Resource Management Act 1991 are adopted to reassess and consider the effects of altering the Air Noise Boundary and Outer Control Boundary and to implement a noise monitoring programme.

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

- 2.11 Marshall Day Acoustics Limited has undertaken noise modelling and prepared a Noise Assessment (**Appendix F**), which addresses the potential effects of the increase in activity at Wanaka Airport as anticipated in the master plan.
- 2.12 The noise modelling shows that the ANB and OCB need to be extended to provide for the anticipated growth in aircraft operations to 2036. A separate Plan Change has been lodged concurrent to this NOR to expand the noise boundaries and to amend the rules relating to the boundaries in the District Plan. The Plan Change reflects the outcome of the assessment of effects of altering the aircraft noise boundaries.
- 2.13 The aircraft noise assessment work and complementary Plan Change lodged address part of the obligation inherent in the restriction on activities at Wanaka Airport. The obligation also requires a noise monitoring programme to be implemented. This NOR seeks to introduce the requirement for such a programme to the Aerodrome Designation.
- 2.14 The NOR also seeks to control engine testing at Wanaka Airport. Engine testing is exempt from the noise boundaries and therefore separate controls are required in order to ensure the effects of engine testing can be adequately managed.
- 2.15 **Appendix C** sets out the proposed revisions to the Designation in relation to aircraft noise and engine testing.