

GLENORCHY AERODROME RESERVE MANAGEMENT PLAN – 2025

Glenorchy

QLDC

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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 2024

Review:

Generally, reserve management plans should be reviewed at a minimum of 10 year intervals by Parks Officers, however, due to the unique characteristics of the reserve and its management, it is recommended that this reserve management plan is reviewed at a minimum of five year intervals.

Process for preparing a reserve management plan in accordance with the Reserves Act 1977:

11 April 2019 Community Services Committee approved creating plan

30 May 2025 Notice invited submissions on the draft plan

08 August 2025 Submissions closed

25 August 2025 Hearing held

11 September 2025 Hearing Panel agreed final form of plan

27 November 2025 Full Council adopted 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 Aerodrome Reserve ("the Reserve") was gazetted as Local Purpose (Airport) Reserve. Preparation of a reserve management plan for Local Purpose Reserves 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 aerodrome which provides for commercial and recreation aviation activities. These are largely centred on the local tourist industry, farming and serving 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 aerodrome, 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 the Glenorchy Airstrip 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, the film industry and local tourism.

¹ The correct Civil Aviation term is aerodrome, the Reserves Act classification is airport and the reserve has historically been referred to as Glenorchy Airstrip.

2. RESERVE DESCRIPTION

Glenorchy Aerodrome 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.

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 Reserve 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 – HeliGlenorchy (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.

Designation #239 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 Designation #239, refer Appendix 2 for the complete set of conditions (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 Aerodrome 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 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, aerodrome 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 aerodrome 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 aerodrome; 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 aerodrome itself and reserve through this RMP and the District Plan.

The aerodrome is a non-certificated aerodrome² under the CAA Rules, meaning it does not have a 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 aerodrome is a non-certificated aerodrome, operators are also not required to obtain authorisation to land 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 recommendations have been implemented by QLDC, and the report has informed this 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 aerodrome, avoidance of proliferation of signs and for the access to be formalised.

A workstream led by the Otago Regional Council in 2023-2025 called the Head of the Lake Adaptation realised that much of the current Glenorchy settlement may be uninhabitable following an alpine fault rupture. The community has identified the 50ha Blanket Bay recreation reserve adjacent to the airstrip as the preferred location in the event that the township has to be relocated and rebuilt.

Significant community consultation on the use of the Reserve has occurred since the land was vested in QLDC. This consultation has informed awareness of

² As a non-certificated aerodrome Glenorchy only has to comply with a basic set of aerodrome standards.

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

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.

4. DESCRIPTION OF PRIMARY USERS AND ACTIVITIES

The aerodrome 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 aerodrome is also used for private recreational aviation (primarily fixed wing) and for aviation training purposes.

4.1. Commercial Use (Aviation)

Commercial use of the aerodrome 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, DOC 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 (known as HeliGlenorchy) 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 70% 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 aerodrome 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 aerodrome 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 Aerodrome Reserve Management Plan:

The Glenorchy Aerodrome 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, local tourism, employment, the film industry 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 airstrip for limited recreation and commercial aviation activities that prioritises use for emergency services, farming, the film industry, conservation and local tourism.
- 6.2.** To manage and maintain the reserve to ensure a safe and operational aerodrome.
- 6.3.** To recognise and protect the benefits the aerodrome brings to the community and local economy.
- 6.4.** To recognise the importance of the aerodrome as a strategic asset that the community will rely upon in the event of an emergency or natural disaster.
- 6.5.** To recognise and mitigate the adverse environmental impacts of the aerodrome on the community, particularly from noise.
- 6.6.** To appropriately balance the benefits of the aerodrome to the local community and economy with the adverse environmental impacts of the airstrip for the community.

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 aerodrome and have rules that relate to how the aerodrome must operate.

The QLDC Proposed District Plan controls the take offs and landings at the airstrip through Designation #239.

QLDC as reserve administrator controls use and development of the aerodrome and Reserve.

All aircraft operators and users of the aerodrome must follow the CAA regulations by law.

7.1. Objectives

7.1.1. Manage the reserve so the aerodrome 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 aerodrome.

Explanation: Operational management tasks are best delegated to an experienced aviation entity.

7.2.3. Ensure agreements are in place with a suitably qualified aerodrome 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;
- Leased helipads; and
- Approximate location for two potential new hangars.

7.2.5. Maintain a specific 'Glenorchy Aerodrome' webpage that advises users of the aerodrome 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. Enable storage of fuel at the airstrip, subject to prior agreement from QLDC and

recognising that it remains the responsibility of the operator.

7.2.7. Maintain fencing of the aerodrome 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 fully 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 Conditions and the noise contour as set out in the QLDC Proposed District Plan Designation #239.
- 8.1.2. Ensure that the aerodrome is available for recreational aviation.

- 8.1.3. Minimise the impact of noise from the aerodrome 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 Designation Conditions.
- 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 take-offs 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. Consider applying (as the aerodrome land owner and requiring authority) to the QLDC planning department (the regulatory authority and District Plan decision makers) for an amendment to the Designation Conditions and

the Noise Management Plan (refer to Policy 8.2.8) to include one off curfew exemptions for flights servicing the film industry. Should this occur, one-off curfew exemptions for flights servicing the film industry must be agreed with the GACGC.

Note to Policy 8.2.6: Curfew exemptions under consideration would only apply to the hours of operation and not to the aircraft movement limits.

- 8.2.7. Prohibit intensive high annoyance noisy activities.
- 8.2.8. Recognise the Noise Management Plan as the key document to ensure the operation of the airstrip is consistent with the Designation Conditions, that provides a basis for ongoing noise management and mitigation at the aerodrome.

8.3. Commercial Use

The majority of use at the Glenorchy Aerodrome 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 approximately 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, film industry 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 aircraft movement 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 aerodrome.

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 aircraft movement limits and demand. The 'bucket' will not exceed 80% of the maximum annual aircraft movement limit set by the Designation Conditions.

8.3.2.8. Encourage 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 through 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. Consider a review of this Management Plan once the 80% threshold of annual aircraft movement limits in the Designation #239 Conditions are reached, to ensure the plan remains relevant and fit for purpose.

8.3.3.3. Require all Commercial User agreements to stipulate:

- Confirmation the operator has read, understood and agrees to Glenorchy Aerodrome NMP 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.

8.3.3.4. Limit the number of Commercial Use aircraft movement limits to a maximum of 90% of the total number of flights, to allow a buffer for Itinerant Operators and Recreation Users.

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

8.3.3.6. 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 Users). 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 helipads and storage.

In 2024, the landing fees and user charges met less than 50% of the cost of maintaining the aerodrome, 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.

9.1.2. Recognise that the aerodrome is a critical emergency response asset and should be maintained for the community in the event of a natural disaster.

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 fair and reasonable landing fees taking into account:

- Market rates
- The grass airstrip and limited facilities
- The unique location
- That the aerodrome is a strategic community asset for emergency response
- The sensitivity of the receiving environment.

9.2.4. Review landing fees regularly, commencing with a review following the adoption of this management plan, and at a minimum five yearly intervals.

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 aerodrome 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. Ensure the aerodrome is maintained to CAA regulations and undertake airstrip surface improvements in accordance with any recommendations from the Aerodrome Operator (QAC).

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

10.2.3. Allow for a public toilet and a waiting area facility to be constructed by a commercial operator licenced to operate at the aerodrome, and require that access is made available to other operators as appropriate.

10.2.4. Ensure the scale of buildings is commensurate with the degree of use of the Reserve.

10.2.5. 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.

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

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

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

10.2.9. Rename the Reserve to the Glenorchy Aerodrome Reserve to ensure consistency with aviation terminology and the Designation Conditions.

11. CARBON AND NOISE EMISSIONS

emission aviation, provided it complies with Objective 10.1.2.

QLDC declared a Climate and Ecological Emergency in 2019. Aviation accounts for approximately 17% of total emissions in the district. While emissions from Glenorchy Aerodrome have not been specifically calculated, the Climate and Biodiversity Plan has several key outcomes that are relevant to the management of the 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

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 Conditions.

QLDC as the landowner and Requiring Authority has ultimately responsibility for the CAA regulations and the Designation Conditions.

12.1. Objectives

12.1.1. QLDC will govern and manage the aerodrome 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 AERODROME MAP

APPENDIX ONE: GLENORCHY AERODROME RESERVE 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 L_{dn} 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.