

16th December 2010

Our Ref: 6686

Queenstown Lakes District Council
Private Bag 50072
QUEENSTOWN

Attention: Karen Page

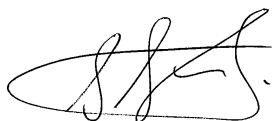
Dear Karen

QUEENSTOWN AIRPORT CORPORATION - NOTICE OF REQUIREMENT FOR AN ALTERATION TO A DESIGNATION - REQUIRING AUTHORITY DECISION UNDER SECTION 172 OF THE RESOURCE MANAGEMENT ACT 1991

1. Following the Queenstown Lakes District Council's (QLDC) recommendation on the Notice of Requirement for the alteration to the Aerodrome Designation (Designation 2, QLDC Partially Operative District Plan) to provide for the management of aircraft noise has been **accepted in part and rejected in part**.
2. QAC has resolved that, subject to the wording of the designation and conditions as set down in attachment 1 to this decision, the designation is **confirmed**.
3. Some of the conditions set out in the QLDC's recommendation have not been accepted by the requiring authority. The reasons for these rejections are set out below:
4. The recommendation included the heading and refers to 'Airport Noise' in conditions 6 – 11. The conditions relate to *aircraft* noise rather than general *airport* noise. The term has been changed accordingly.
5. Condition 8 has been amended to provide clarification on the software that should be used to generate Annual Aircraft Noise Contours and the aircraft movement data to be used. The requirement for the Queenstown Airport Liaison Committee (QALC) to determine the software has been deleted as the appropriate software has now been defined in the condition. It is essential for the long term viability of operations at Queenstown Airport, that the basis of assessment of its noise compliance is determined by a defined and stable technical process. Selection of this technical process (INM version) by a predominantly lay committee is not considered to be appropriate.

6. Condition 9 has been amended to ensure the monitoring requirements are clearly stated.
7. Wording changes have been made to condition 12 for clarity.
8. Conditions 14 and 15 have been amended to enable QAC to undertake mitigation works earlier than required at their discretion.
9. Condition 14 has been amended to ensure the 2037 contours are used when calculating internal design sound level.
10. Condition 18 related to more than one issue. This has been separated into two separate conditions; conditions 18 and 19. Consequential numbering changes have also been made.
11. The Noise Management Plan (NMP) deals predominantly with noise mitigation in terms of existing buildings in the 60 dB Ldn AANC. Condition 20(d) has been amended to reflect this. The ANB has also been referred to in conditions 20(d) for clarity.
12. The District Plan sets out the noise limits for the Airport and addresses the effects of this through rules and standards. The NMP details compliance measures and procedures for QAC. Condition 20(f) has been amended to reflect this.
13. Condition 13 requires the NMP to detail noise management practices for unplanned engine testing. This requirement has been added to condition 20, which sets out what should be included in the NMP.
14. Condition 21(a) has been amended to enable QAC to have up to 2 representatives on the QALC. It is important that QAC can be represented by technical staff dealing with airport operations as well as a key decision maker.
15. The wording of 21(d) has been amended to ensure QAC only pay reasonable expenses for the QALC.
16. The QALC should determine the frequency of meetings. Condition 21(e) has been amended to enable this.
17. Overall QAC is of the view that these amendments better meet the considerations contained in Section 171 (1) of the Resource Management Act.

Yours sincerely,



S SANDERSON
CHIEF EXECUTIVE



M TAYLOR
CHAIRMAN