

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

**Queenstown and Environs Hearings
Chapter 17 (Airport Mixed Use Zone)**

Hearing Stream 13

**Further Memorandum of Counsel for
Queenstown Airport Corporation Limited
(Submitter 433 and Further Submitter
1340) Relating to Requested Additional
Information**

Dated: 25 August 2017

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MAY IT PLEASE THE PANEL

1. The memorandum is filed on behalf of Queenstown Airport Corporation Limited (**QAC**) in respect of matters raised by the Panel at the hearing of QAC's submission on 14 August 2017, and further to QAC's earlier memorandum dated 18 August 2017.

Aircraft noise monitoring data

2. The Panel has requested to be provided with 2016 aircraft noise monitoring results for Queenstown Airport. These have been prepared by Marshall Day Acoustics and are now **attached**. They show the 2016 Annual Aircraft Noise Contours (**AANC**).
3. Mr Day has provided the following explanation of the attached AANC:

"The Annual Aircraft Noise Contours (AANC) are defined in Condition 6(II) of the Aerodrome Purposes Designation as:

II "The term Annual Aircraft Noise Contours (AANC) shall be defined as the annual Ldn contours 55 dB, 60 dB, and 65dB that have been derived using airport noise prediction software to be determined by the Queenstown Airport Liaison Committee (QALC) in accordance with the Noise Management Plan (NMP) and records of actual aircraft movements for the busiest three consecutive months of the preceding year."

Condition 6 also requires QAC to produce Compliance AANC and Projected AANC as follows:

III "The term Compliance AANC shall be defined as the AANC adjusted for any differences between calculated noise levels and measured noise levels described in Conditions 8 and 9 of this designation."

IV The term Projected AANC shall be defined as the Compliance AANC adjusted for annual growth estimated for the following year based on trends derived from historical aircraft movement data."

Earlier this year, Marshall Day Acoustics prepared an initial draft of the 2016 AANC contours from records of 2016 aircraft movements provided by

QAC and Airways, in accordance with condition 6(II) above. A preliminary version of these contours was presented to the Queenstown Airport Noise Liaison Committee (QANLC) in June this year.

Recent review work has identified a small error in the AANC presented to the QANLC in respect of the tracks and terrain modelling at the eastern end of the 55 dB L_{dn} contour. This has been corrected, and the updated 2016 AANC are now attached. These will also be provided to the QALNC.

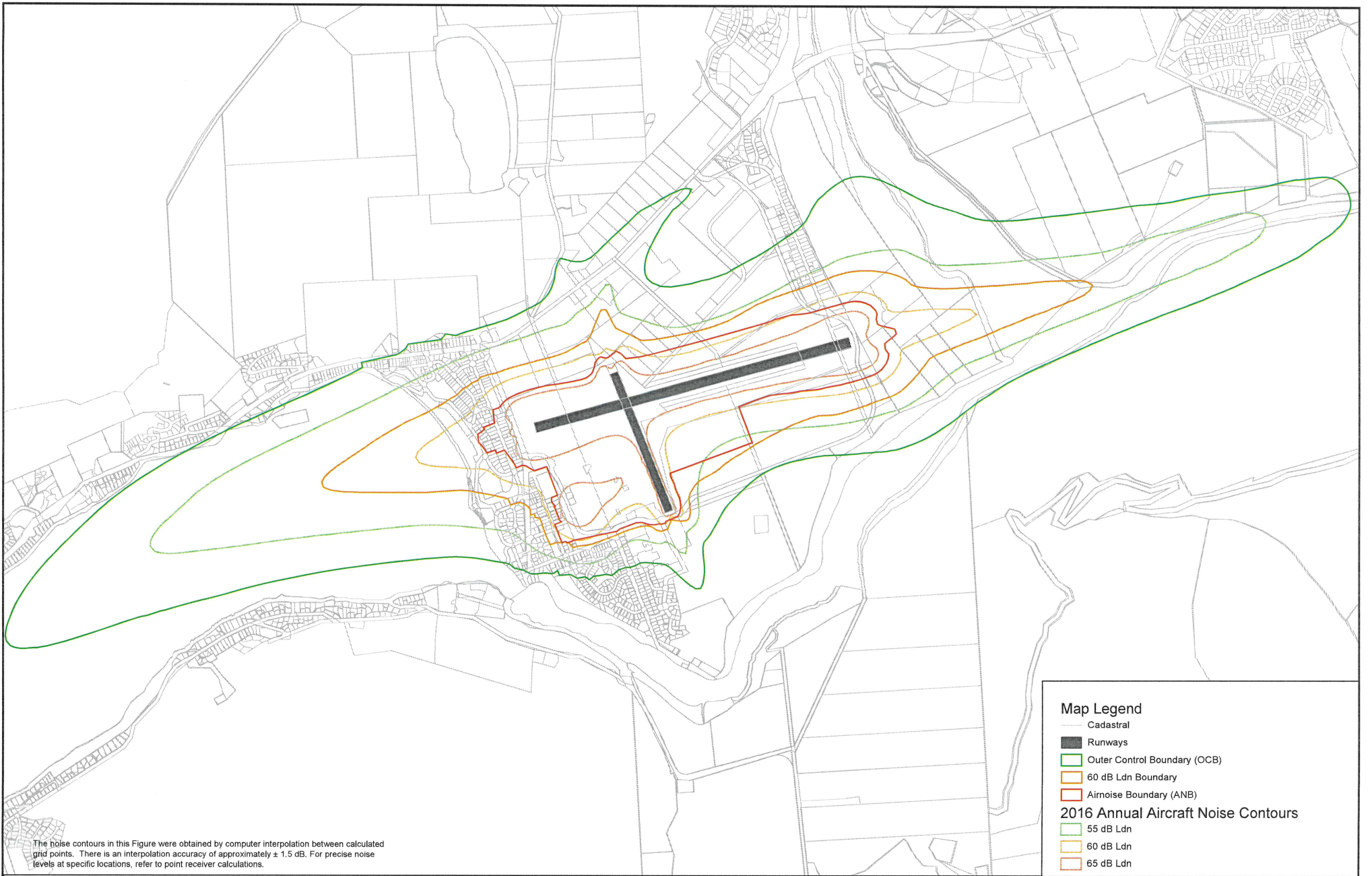
Noise measurements have been carried out this year and the data will be analysed as part of the preparation of the Compliance AANC as required by condition 6(III) above.”

4. It is noted that while the attached Figure shows the 60 L_{dn} annual contour, this is for informational purposes only and there is no requirement under the Aerodrome Purposes Designation that QAC comply with any noise boundary that is based on this contour.
5. For the avoidance of doubt, condition 7 of the Aerodrome Purposes Designation requires QAC to manage the Airport so that noise from aircraft operations does not exceed the levels permitted by the Air Noise Boundary (ANB) or the Outer Control Boundary (OCB), which are based on the future 55 dB L_{dn} and 65 dB L_{dn} contours respectively.



R Wolt

Counsel for Queenstown Airport Corporation Limited



The noise contours in this Figure were obtained by computer interpolation between calculated grid points. There is an interpolation accuracy of approximately ± 1.5 dB. For precise noise levels at specific locations, refer to point receiver calculations.

Map Legend

- Cadastral
- Runways
- Outer Control Boundary (OCB)
- 60 dB Ldn Boundary
- Airnoise Boundary (ANB)

2016 Annual Aircraft Noise Contours

- 55 dB Ldn
- 60 dB Ldn
- 65 dB Ldn

