

**NOTICE OF REQUIREMENT FOR DESIGNATION
UNDER SECTION 168A AND CLAUSE 4
OF THE FIRST SCHEDULE OF THE RESOURCE MANAGEMENT ACT 1991**

AIRSPACE DESIGNATION IN THE VICINITY OF WANAKA AIRPORT

TO: Queenstown Lakes District Council

FROM: Queenstown Lakes District Council (a requiring authority in respect of the operation of Wanaka Airport)
Private Bag 50072
QUEENSTOWN

NOTICE: **QUEENSTOWN LAKES DISTRICT COUNCIL (QLDC)** gives notice of a requirement (NOR) for a designation in respect of airspace protection in the vicinity of Wanaka Airport (Designation 65)

- 1.1 This NOR seeks to alter Designation 65 of the Queenstown Lakes District Plan, which designates airspace above Wanaka Airport (and over part of the wider Wanaka area) for essential airport protection measures: transitional slopes and surfaces and the aircraft take off climb and approach slopes and airport height and obstacle clearances as set out in accordance with the description in section 2 of this NOR. **Figures A and B** attached show these surfaces for the existing runway. **Figures C and D** attached show the surfaces for the proposed runway layout.
- 1.2 Airport height and obstacle clearance restrictions are important for the safe and efficient functioning of Wanaka Airport and, in particular, the safety of aircraft operations. These restrictions apply to most aerodromes in the country and by inclusion of this designation QLDC is updating the protection requirements in line with current New Zealand Civil Aviation Authority (CAA) and International Civil Aviation Organisation (ICAO) requirements. The restrictions will accurately reflect the current and future long-term operations of Wanaka Airport.
- 1.3 The height restrictions used in this notice are based on CAA Rule Part 139.51 and the associated CAA Advisory Circular (AC) 139-6 "Aerodrome Standards and Requirements – All Aeroplanes Conducting Air Transport Operations" specifications for obstacle limitation surfaces (OLS).
- 1.4 All elevations in this notice are provided in metres above mean sea level (AMSL) (Dunedin Vertical Datum 1958) unless otherwise stated. All co-ordinates are in terms of New Zealand Map Grid (NZMG).

2. THE SITE TO WHICH THE REQUIREMENT APPLIES IS AS FOLLOWS:

- 2.1 Wanaka Airport currently occupies approximately 37 hectares of land located immediately to the north of the Wanaka - Luggate Highway (State Highway 6 (SH6)) approximately 13km southeast of the town of Wanaka and 2.5km west of the township of Luggate. The Certificates of Title pertaining to the Airport are included at **Appendix A**¹.
- 2.2 Wanaka Airport is designated for Aerodrome Purposes through Designation 64 of the Queenstown Lakes District Plan (the District Plan). The Designation provides for a runway strip of 1320m long by 90m wide with provision for a 197m extension and 60m widening to give a strip of 1517m by 150m. In addition a 60m runway end safety area (RESA) is provided for at each end of the runway strip.
- 2.3 The existing airport has a single sealed runway, running north west to south east (designated 11/29). The sealed runway is 1200m long by 30m wide and is centrally contained in a grassed strip 1320m long by 90m wide. There are no defined RESA beyond the existing strip ends. The existing runway is currently protected by Obstacle Limitation Surfaces (OLS) (Designation 64) described in section E2 of Appendix 1 of the District Plan.
- 2.4 The elevation of the north west end of the runway is 348.1m AMSL and the elevation of the south east end is 341.3m AMSL. The runway reference height is 348.1m ASML and the bearing of the runway is 135.6 degrees from grid north.
- 2.5 There is scope to extend this runway to the north west by 550m to provide a total sealed length of 1750m contained within a prepared strip and RESA area measuring 2300m long by 150m wide.² The provision for RESA allows for RESA up to 240m long by 150m wide at each end of the associated runway strip.
- 2.6 An alteration to Designation 64 is being sought concurrently with this NOR to extend the Aerodrome Designation to provide for the extended runway and a future replacement sealed runway, strip and RESA. The centreline of this runway will be located parallel to and 93m north east of the centreline of the existing sealed runway.
- 2.7 The co-ordinates of the ends of the strips of the existing runway and the RESA ends for the extended and future replacement runway are listed in Table 1 below.

¹ Note the Certificate of Title includes the additional land required for the Aerodrome extension to accommodate the additional and extended runways, which is the subject of a separate NOR.

² The eastern most section of RESA may be reduced slightly in width.

Table 1: Strip and RESA end locations

Location	Co-ordinates (NZMG)	
	X	Y
Existing runway south east strip end	5602307.23	2213157.69
Extended runway south east RESA end	5602171.51	2213290.70
Existing runway north west strip end	5603250.88	2212232.91
Extended runway north west RESA end	5603815.09	2211679.99
Replacement runway south east RESA end	5602236.60	2213357.12
Replacement runway north west RESA end	5603880.18	2211746.41

2.8 The proposed runway layout is shown in the attached **Figure E** “Wanaka Airport Proposed Runway Layout”.

3. THE NATURE OF THE PROPOSED DESIGNATION ALTERATION IS:

3.1 General

3.1.1 CAA Rule Part 139.51 requires an airport operator to provide OLS around an airport to ensure safe operation of aircraft approaching and departing from the airport. This is done by means of height controls based on a series of geometric surfaces projecting up from the edges of the strip which surrounds the sealed runway, the intention being to prevent structures and trees from penetrating these surfaces in areas critical to operational safety and efficiency. Section E2 of Appendix 1 describes the current OLS designated for the existing runway.

3.1.2 CAA AC139-6 provides details on the extent of these protection surfaces and applies to runways intended for aeroplanes conducting air transport operations. It is essential that the protection surfaces appropriate to the largest aircraft type which the airport is likely to accommodate in the future be used, otherwise the option to accommodate these aircraft may be lost due to conflicting development around the airport.

3.1.3 The largest aircraft regularly using Wanaka Airport is the Beech 1900D, which has an AC139-6 “Code 2B” designation. The masterplan undertaken for Wanaka Airport by Peak Projects and the subsequent addendum produced by Airbiz (attached as **Appendices B** and **C** respectively) identifies that the future aircraft intended to be accommodated at the Airport and includes the Code 4C Airbus A320-200 and Boeing 737-800 or their future equivalents on domestic New Zealand operations. For this reason the inclusion of protection surfaces based on AC139-6 Code 4C requirements is appropriate.

3.1.4 The AC139-6 surfaces adopted for the existing and proposed runway are for a non-precision runway able to accommodate aircraft up to Code 4C for day or night operations.

3.1.5 The proposed extension to the existing runway to create a 1750m by 30m wide sealed runway and the possible future parallel replacement sealed

runway (1,700m x 30m) will be adequate for existing and future turbo prop aircraft types to operate without restriction. While the proposed runway length is adequate for domestic operations of the A320-200 aircraft some payload limitations would apply to the Boeing 737-800.

3.1.6 This NOR proposes to amend the existing OLS in Designation 64 of the District Plan to protect:

- The existing 1200m long sealed runway contained in its 1320m by 90m wide strip (by retention of the existing designation).
- An extension of the existing runway up to 1750m sealed length made up of a maximum of 550m extension to the north west within a prepared strip and RESA area of 2300m long by 150m wide.
- A future replacement runway of 1700m by 30m wide spaced 93m to the north of and parallel to the existing runway centreline, contained within a prepared strip and RESA area of 2300m long by 150m wide.
- RESA of up to 240m length from the end of each associated runway strip.

3.2 Height Restrictions

General

3.2.1 In order to provide the maximum flexibility for future development of the runway layout, the protection surfaces and associated height controls extend laterally to include the existing sealed runway (and proposed extension) as well as the proposed replacement sealed runway. This requires the length of the origin points of the OLS (referred to as the “inner edges”) to be 243.0m being 121.5m either side of the inner edge centreline position defined in table 2 below.

3.2.2 For this reason the area that is covered by height controls is larger than would be the case with a single runway that was not planned to be extended or replaced.

3.2.3 The nominal centreline of this enlarged inner edge arrangement is 46.50m north east of the existing runway centreline and the ends of the inner edges are 121.50m either side of the centreline.

Table 2: Location of inner edge centre points

Inner edge	Co-ordinates (NZMG)	
	X	Y
south east end	5602375.47	2213155.92
north west end	5603676.22	2211881.18

3.2.4 The runway strip edges are 75m south west of and parallel to the existing runway centreline and 75m north east of and parallel to the future replacement

runway centreline. For height control purposes the strip edges end where they intersect the inner edges of the approach surfaces.

- 3.2.5 Defining the height controls in this way will enable the area designated to be reduced in size on the south side when operations move from the existing runway to the future replacement runway with no need for a corresponding increase on the north side to account for new inner edge locations. Alternatively, if the future parallel runway option is discarded and the existing runway is instead extended, the designation area can simply be reduced in size on the north east and south west sides of the runways as appropriate.
- 3.2.6 The proposed surfaces are therefore required to be designated as follows:

(a) Take-off Climb and Approach Surfaces

South East End of Existing and Future Main Runways

(i) Inner edge location

The south east takeoff and approach surfaces are combined into a single takeoff/approach surface.

The takeoff and approach surfaces have the same inner edge location (as defined in table 2) and length of 243.0m.

The inner edge commences at a height of 339.4m AMSL at the south east end.

(ii) Takeoff/Approach Surface

The take-off/approach surface at the south eastern end commences at the inner edge and rises at a gradient of 2.0% with its centreline on a bearing of 135.6° grid. The surface continues on a bearing of 135.6° until a distance of 15,000m from the inner edge.

The edges of the approach surface commence at the inner edge end point locations and expand outward at 15% of the distance along the centreline until the end of the surface.

The final total width of the approach surface is 4743.0m at 15,000m from its inner edge.

North West End of Future Main Runway

(iii) Inner edge location

The north west takeoff and approach surfaces are combined into a single takeoff/approach surface.

The takeoff/approach surface inner edge location is defined in table 2 and its length is 243.0m.

The inner edge commences at a height of 347.84m ASML at the north west end.

(iv) Takeoff/approach Surface

The combined takeoff/approach surface at the north west end commences at the inner edge and rises at a gradient of 2.0% with its centreline on a bearing of 315.6° grid. The surface continues on a bearing of 315.6° until a distance of 4,780m from the inner edge. At that point the surface turns 195° north with a radius of 2400m and continues on a bearing of 150.6°.

The edges of the surface commence at the inner edge end point location and expand outward at 15% of the distance along the centreline until the end of the surface 15,000m from the inner edge.

The final total width of the surface is 4743.0m at 15,000m from its inner edge.

(b) Transitional Side Surfaces

The transitional side surfaces extend from the sides of the strip and the approach surfaces, upwards and outwards at a gradient of 1v:7h (14.3%) extending until they reach the inner horizontal surface.

(c) Inner Horizontal Surface

The inner horizontal plane is located at a height of 393m AMSL (45m above the runway reference height) and extends out to a distance of 4000m measured from the periphery of the runway strip.

(d) Conical Surface

The conical surface slopes upward and outward from the periphery of the inner horizontal surface rising at a gradient of 5% to a height of 498m AMSL (150m above the aerodrome reference height).

3.2.7 The NOR also proposes to introduce a note to the Designation reflecting the requirements of Part 77 of the Civil Aviation Rules. Part 77 relates to the construction, alteration or use of a structure that could constitute a hazard in navigable air and is not currently provided for in the Designation.

3.2.8 Part 77 requires that any person proposing to construct or alter a structure which does the following, must notify CAA:

1. extends more than 60 metres in height above ground level at its site, or;
2. exceeds the general tree height in the area by 18m and is located in an area of low level aerial activity or other low flying activity or in a low flying zone or low level route as prescribed under part 71, or;

3. is located below the approach or take off surfaces of an aerodrome and extends to a height greater than:
 - a. a slope of 1:83 from the fan origin or the take off surface of a runway where the runway is used or intended to be used by aircraft with a MCTOW above 5,700kg
 - b. a slope of 1:50 from the fan origin of the take off surface of a runway where the runway is used or intended to be used by aircraft with a MCTOW at or below 5,700kg
 - c. a slope of 1:25 from the nearest point of the safety area of a heliport, or;
 4. penetrates the conical, inner horizontal, or transitional side slopes of an aerodrome
- 3.2.9 Notice is required 90 days before the proposed date of commencement of construction or alteration.
- 3.2.10 On receiving notification, the CAA is required to conduct an aeronautical study to determine whether the specific proposal will constitute a hazard in navigable airspace and must advise the notifier of the determination within 28 days of receiving the notification.
- 3.2.11 If the CAA determines, through the findings of an aeronautical study, that the proposal constitutes a hazard they may impose conditions or limitations for marking or lighting a structure or to ensure that a hazard in navigable airspace is minimised.
- 3.2.12 The CAA relies on airport authorities to ensure that the CAA is notified under Part 77. However, there is currently no mechanism in place to allow the WAMC to control this. It is appropriate that this rule is provided for in the Designation in order to ensure awareness of the rule in the interests of maintaining aviation safety.
- 4. THE NATURE OF THE PROPOSED RESTRICTIONS THAT WOULD APPLY IS:**
- 4.1 The designation will prohibit and object including any building, structure, mast, pole or tree from penetrating the takeoff/approach surfaces.
- 4.2 Any object including any building, structure, mast, pole or tree penetrating the transitional, horizontal and conical surfaces will not be permitted without the prior approval of the Wanaka Airport Management Committee or designated airport authority, in the first instance unless the object can be shown to be 'shielded' by an existing immovable object in accordance with recognised aeronautical practice. This can be determined through consultation with Wanaka Airport in the first instance.
- 4.3 Any object that will penetrate the transitional, horizontal and conical surfaces, and is not shielded by an existing immovable object, will be the subject of an aeronautical study to determine the effects of the proposal on aeronautical

safety. The outcome of the study will determine whether or not approval is granted.

4.4 The proposed revised designation text is contained at **Appendix D**.

5. THE EFFECTS THAT THE PUBLIC WORK WILL HAVE ON THE ENVIRONMENT AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED ARE:

5.1 Introduction

5.1.1 The following is a summary of the actual or potential environment effects that are likely to arise from altering Designation 65 of the QLDC District Plan.

5.2 Positive Effects

5.2.1 It is appropriate to evaluate all matters which relate to effects, including any benefits that may arise from the activity. The key benefits of the proposed alterations to Designation 65 are listed below and discussed in detail in the following section.

- Maintenance of existing and future operational parameters at the Wanaka Airport.
- To meet aviation standards and CAA rules in relation to protection of flight paths.
- To enable sustainable future use of the Airport (as a physical resource) particularly to accommodate the ongoing growth in general aviation activities.
- To provide the community with certainty as to height limits applicable to all properties and therefore ensure aircraft and public safety.

5.2.2 The Civil Aviation Authority Advisory Circular 139-6 details the obstacle limitation surfaces that must be adopted by an airport authority for the operation of any aircraft undertaking air transport operations. Consistency with CAA guidance is imperative to ensure the Wanaka Airport maintains its existing and ongoing operational capacity. The surfaces proposed to be included in this designation reflect well established current flight pattern at Wanaka Airport and the proposed flight pattern of aircraft using the proposed extended and alternative runways. The proposed OLS are therefore not inconsistent with the existing operational parameters or the proposed operational parameters of the Wanaka Airport.

5.2.3 The proposed altered Obstacle Limitation Surfaces (OLS) are important as they control the heights for obstacles (e.g. buildings, light towers etc) around the Airport. Obstacles which encroach on these limits can severely compromise the safe and efficient operation of aircraft using the Airport. The proposed OLS comply with Civil Aviation requirements and enable aircraft to move in and out of Wanaka Airport safely. The Alteration is therefore proposed to ensure the District Plan provisions are updated to be consistent with the existing and proposed operational use of the Airport and civil aviation

law. However, one possible exception has been provided for to enable the construction of a control tower in the future. Consideration of the obstacle limitation surfaces is obviously a key consideration in the location of control towers but this must be balanced against the need for visibility from this facility.

- 5.2.4 The Wanaka Airport is recognised in the District Plan as a key physical resource. The Airport is also a key factor in the future community, tourism and business growth of the District. In this respect the Airport should be sustainably managed and protected in accordance with Part II of the RMA. Constraints to the Airport operational parameters would not properly protect this physical resource. The proposed altered OLS are therefore appropriate as they protect the long term efficient use of the Wanaka Airport.
- 5.2.5 Overall it is considered that air transportation is a vital public service which should not be unduly constrained, and which should be managed in a sustainable manner in order to provide for social and economic wellbeing for the needs of the community generally. The proposed alteration to the designation is consistent with Part II of the RMA in this regard.

5.3 Physical and Land Use Effects

- 5.3.1 The propose OLS do not result in any physical works. The purpose of the designation is to allow QLDC to restrict the height of buildings, structures and trees so that they do not penetrate the obstacle limitation surfaces defined by New Zealand's CAA for the safe operation of the airports runways. A number of areas have been identified where land forms penetrate the OLS. Such penetrations are acceptable under CAA rules provided the penetrations are published by the airport for pilots to use in determining the takeoff requirements for their aircraft. These areas of penetration are shown on the attached plans in **Figure F** and are considered in more detail in the following paragraphs.
- 5.3.2 At the south eastern end of the runway the approach and take off surfaces rise at a gradient of 2.0%. The landform at this end of the runway drops sharply to a lower terrace. The OLS at this end of the runway are therefore significantly higher than the ground level and are unlikely to have any adverse effect on the ability of landowners to carry out building or planting activity.
- 5.3.3 At the north western end of the runway the approach and take off surfaces rise at gradient of 2.0%. Approximately 250m from the end of the proposed runway strip the land rises to form a ridge approximately 378 metres in height. The take-off surface for jet aircraft passes approximately 5 metres below the apex of the ridge. There is an extant consent for a building platform on the north western side of this ridge but resource consent has not yet been sought for any building. As the building platform is shielded to some extend by the top of the ridge there may be scope for a building to be constructed on the platform. Wanaka Airport Management Committee (WAMC) has initiated discussions with the landowner over the possible relocation of the building

platform. The designation is likely to constrain any future building platforms from occurring on the ridge. As there are alternative site options available to these landowners that would not compromise the safety of the airport the overall effect of the designation to the north western end of the Airport is considered to be no more than minor.

- 5.3.4 The transitional side slopes rise at a gradient of 14.3%, so within 100 metres of the edge of the runway strip the surface will be at a height of 15 metres. A small part of the Windermere Visitor Zone is within the 15 metre height restriction. However, the maximum building height within the Zone is 12m. The revised transitional side slopes are unlikely to affect the ability to build within the Zone height limits.
- 5.3.5 To the south of State Highway 6 the land rises and the edge of the higher ground penetrates the transitional side surface. Part of this land is already subject to the existing transitional side slope designation. The additional land will be constrained developing any structure or planting trees that would worsen the extent of the penetration. While this is an adverse effect for the landowner, the land in question is part of a much larger landholding and alternative sites for development will be available. The site is also within the Rural Zone where there are no permitted development rights for buildings.
- 5.3.6 The inner horizontal and conical surfaces also impose height restrictions but, given the height of these surfaces, adverse effects would only occur in areas where the ground level is high. Overall the increase in extent of the inner horizontal and conical surfaces is negligible so those affected by the designation will already be constrained through the existing designation. The current designation allows for activity with a maximum height of 10.7 metres to occur in the areas where ground level penetrates the inner horizontal or conical surfaces. The proposed designation removes this provision as there is no basis for it in terms of civil aviation law and it has the potential to compromise the safe operation of the Airport. Any future activity that will compromise the inner horizontal or conical surfaces will require prior approval from Wanaka Airport Management Committee.
- 5.3.7 Cranes and other activities may result in temporary breaches of the OLS. For all such works approval must be obtained from the WAMC and CAA. On application of all such work permits the WAMC will undertake an obstacle assessment to determine if the proposed activity poses levels of unacceptable risk to airport safety. This is considered an appropriate mechanism to ensure the existing operation of the airport and safety of aircraft.
- 5.3.8 Wanaka Airport Management Committee will undertake obstacle obstruction surveys on a regular basis to monitor tree growth in particular and from time to time trees will have to be topped or removed by the landowner.
- 5.3.9 In general much of the land that is likely to be constrained by the OLS is within the Rural Zone where a high level of development is not anticipated by the District Plan. The overall effect of the designation is considered to be no more

than minor in terms of adverse effects and more than minor in terms of positive effects, in particular safety. This designation will in future give QLDC greater statutory authority to protect its flight paths and enforce reduction or removal of any existing obstacles.

6. ALTERNATIVE SITES, ROUTES AND METHODS HAVE BEEN CONSIDERED TO THE FOLLOWING EXTENT:

- 6.1 The Civil Aviation Authority Advisory Circular 139-6 details the obstacle limitation surfaces that are required to be adopted by an airport authority for the operation of aircraft conducting air transport operations from a runway.
- 6.2 Aircraft conduct air transport operations at Wanaka Airport on a regular basis and adoption of obstacle limitation surfaces appropriate for such operations will protect the maximum development potential of the airport.
- 6.3 The surfaces are designed to provide sufficient airspace in the vicinity of an airport for the safe operation of aircraft during takeoff and landing manoeuvres. The approach and takeoff slopes provide guidance for obstacle height restrictions; they do not define the height of the aircraft above the ground during normal aircraft operations.
- 6.4 Airspace designation is essential for the safe operation of the airport. Section 168A gives requiring authorities power to impose restrictions on “airspace” which is not specifically identified as a function of territorial local authorities in respect of district plans, although control of effects of any use of land could give rise to an airspace restriction.
- 6.5 Airport OLS controls, as prescribed by the CAA based on requirements of the International Civil Aviation Organisation [ICAO] are used universally for all airports in New Zealand. AC 139-6 states that “*obstacle limitation surfaces are necessary to enable aircraft to maintain a satisfactory level of safety while manoeuvring at low altitude in the vicinity of the airport.*” This is achieved by adopting appropriate internationally recognised standards to control and protect the airspace required for aircraft operations. The standards define OLS, based on CAA AC 139-6, Chapter 4 standards for a Code 4 non-precision approach runway.
- 6.6 There are no alternative flight paths available. Flight paths around the airport, on which the OLS are based, are constrained by the terrain. ICAO and CAA requirements dictate, for safety reasons, that aircraft flight paths must be reasonably aligned with the runway direction while the aircraft is close to the ground during takeoff and landing. When the aircraft has sufficient height turns may be performed, but the radius of turn and consequently the size of the flight path area is constrained by aircraft bank angle limitations.
- 6.7 It has been determined that, consistent with practice at other New Zealand airports, an airspace designation is the most effective means of ensuring the OLS remain free of obstacles.

6.8 The airspace designation places restrictions on land immediately at the end of the runways or on the centreline and circling alignments on aircraft approach and takeoff paths. Designation of these controls provides the airport owner and operator with certainty of management of the airspace in the vicinity of the airport which zoning or other techniques do not. It is important for these technical controls to be administered by airport management as the airport administrators have an in-depth understanding of aircraft operations, flight paths, circling patterns and any impact on these which may occur through the erection of structures within the airport's sphere of influence. Penetration of obstacle limitation surfaces reduces the volume of airspace available for aircraft manoeuvring in the proximity of an airport. The surface dimensions are designed to enable the aircraft to maintain a satisfactory level of safety under a variety of operational manoeuvres (missed approach, circling, approach and takeoff).

7. THE PROPOSED DESIGNATION IS REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY BECAUSE:

7.1 The key objection of Wanaka Airport in terms of this NOR is to protect obstacle limitation surfaces to provide for an extended and future parallel runway.

7.2 Other relevant objectives of the requiring authority are:

- To maintain and enhance operating capacity at the Airport, particularly to maintain capacity for domestic services to and from Wanaka Airport.
- To act as an alternate for certain aircraft types unable to land at Queenstown Airport because of weather conditions.
- To enable sustainable future use of the Airport particularly to accommodate the ongoing growth in general aviation activities.
- To meet international aviation standards and CAA rules in relation to protection of flight paths.
- To provide the community with certainty as to height limits applicable to all properties.

7.3 The proposed designation is reasonably necessary for achieving these objectives because:

- It is the most effective and efficient method of achieving the safety obligations placed on the Airport by CAA rules, thereby maintaining the Airport's operating capacity.
- It provides certainty for the long-term management of the Airport.
- It provides the most effective method of controlling obstacle heights around the Airport thereby assuring the safe operation of aircraft using the Airport for the long-term.
- It provides the community with clear indications of the height limits applicable to all properties.

8. THE FOLLOWING RESOURCE CONSENTS ARE NEEDED FOR THE PROPOSED ACTIVITY:

None.

9. THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:

9.1 Consultation with the CAA, QLDC, Iwi and Airways Corporation of New Zealand continues on an ongoing basis.

9.2 Discussions and consultation with the affected community have been carried out since 2002 and have resulted in significant community interest in the Airport expansion issues.

9.3 Most recently, a round of consultation on the current proposal was undertaken in March 2010. This took the form of individual stakeholder meetings with those properties directly affected by the NOR as well as a community-wide information evening.

9.4 Feedback from the information evening was generally supportive. Discussions are on-going with the affected neighbouring landowners.

10. QLDC ATTACHES THE FOLLOWING INFORMATION REQUIRED TO BE INCLUDED IN THIS NOTICE BY THE DISTRICT PLAN, REGIONAL PLAN, OR ANY REGULATIONS MADE UNDER THE RESOURCE MANAGEMENT ACT 1991:

An assessment in terms of relevant statutory plans is contained at **Appendix E** attached to this NOR.

11. EXTENDED LAPSE PERIOD SOUGHT:

Pursuant to section 184(1)(c) of the RMA, QLDC seeks an extended lapse period of twenty [20] years for the implementation of the proposed designation.

It is noted that the designation will substantially be given effect to immediately on confirmation under section 184(1)(a). However out of an abundance of caution, a lapse period of 20 years is sought in the event this is necessary to enable the new main runway to be constructed and operated within a period when demand is expected to require that facility.

12. THE FOLLOWING FIGURES AND APPENDICES FORM PART OF THIS NOTICE:

Figure A: Existing take-off/approach and transitional surfaces

Figure B: Existing horizontal and conical surfaces

Figure C: Proposed take-off/approach and transitional surfaces

Figure D: Proposed horizontal and conical surfaces
Figure E: Wanaka Airport Proposed Runway Configuration
Figure F-I: Terrain Penetrations

Appendix A: Certificates of Title (and consent notices)
Appendix B: Peak Projects Master Plan
Appendix C: Master Plan Addendum
Appendix D: Proposed Designation Text
Appendix E: Assessment of Relevant Statutory Plans

Signed for Queenstown Lakes District Council by its Chief Executive

Signature: 

Date: 13 December 2010

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