

## Informal Airports

The proposed rule change for informal airports needs to reflect the proud history of general aviation and its contribution to the success of this district. It also needs to give general aviation a confident future so that it continues to play an important part in the ongoing success of this district.

Whilst the alterations to the original plan change proposal are a step in the right direction they still fail to assure a confident future for general aviation, and also fail to achieve one of the main objectives of the rule change which was to reduce the amount of resource consents required to operate at informal airports. They are also very biased towards helicopters.

Our submission is that three points need to change to ensure a positive future for general aviation.

### 21.5.26.1

Having a daily movement limit of two severely restricts access to informal airports and will still require resource consents to be filed when more than two movements a day are required. Given that aviation is not a linear business and approximately one third of flying days are lost due to weather there needs to be a mechanism to bank the movements that are lost due to non flying days. If the council is comfortable with two movements a day then they should be able to be averaged out over a month, or even a year to create some flexibility and reduce the resource consent applications required.

### 21.5.25.4/21.5.26.3

The 500 metre rule from any other zone still has no credible basis as a set back because it is an arbitrary figure plucked from thin air and put into the document. Many current airstrips would not meet this criteria although they have happily operated in the community for years. They should be protected for future use. For new airstrips the council needs to commission a noise expert to construct a noise standard for both helicopters and fixed wing aircraft.

### 21.5.25.3/21.5.26.2

Training at informal airports needs to be included in the permitted activities list. A big part of light aircraft flying everyday whether private or commercial is being prepared to land in case of an engine or airframe malfunction. Our airstrips provide a safe place to put down. To be competent to do so requires practise in the form of a good number of approaches and landings from either end of the airstrip on different days and in different wind conditions. For the training to be effective and for pilots to be confident in their abilities they need to be unencumbered by movement limits.

In conclusion, aviation is a valid and important part of our area and it could flourish in a sustainable manner by replacing the daily movement limit with a bankable movement system. The council needs to protect the current airstrips in the district. The council needs to commission a noise standard for both fixed wing aircraft and helicopters. Lastly training at informal airports needs to be unencumbered by movement limits.

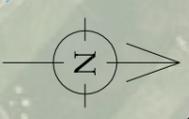
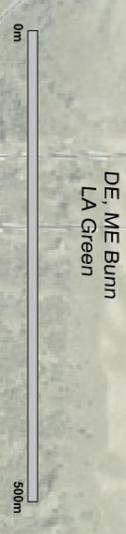


**vivian+espie**  
resource management and landscape planning

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- Legend**
- RV Zone\* Rural Visitor: 3m height limit
  - RV Zone (Restricted) Rural Visitor: 10m height limit agricultural/viticultural buildings 8m height limit any other building, 5% max building coverage
  - RR Zone Rural Residential Barnhill / Burnn
  - RR Zone Rural Residential Morven Ferry
  - RV Zone (Restricted) Setback 35m setback from Morven Ferry Rd

- Queenstown Trail
- Outstanding Natural Feature boundary (from District Plan review)



**ZONE CONCEPT OVERVIEW**  
**MORVEN FERRY ROAD**  
**WAKATIPU BASIN**

DATE: 13 Oct 2015  
BY: Bruce McLeod  
Scale: 1:7500  
Original Plan A3  
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