

APPENDIX L - MACKENZIE BASIN AVIATION STRATEGY - FINAL DRAFT

NOTE: This appendix gives a summary of the Aviation Strategy which evolved from a consultation exercise facilitated by the Council. The Strategy has formed the basis for provisions in the District Plan, but it should be appreciated that some elements, such as the anticipated development at certain sites, are not matters the District Plan can require, and other elements have been amended through the District Plan preparation and public submission process.

The key components of the strategy are:

1. Pukaki airport as the designated site for an open airport where the full range of fixed and rotary wing aircraft facilities would be provided for.

Provision for and protection of this facility will involve:

- Precision surface protection
- Compliance with ICAO standards
- Night and day operations
- Main runway length of 2,000m
- Main runway strip width of 400m
- Prohibition of noise sensitive activities within 500m of the airport without commensurate treatment
- Landside space for passenger facilities, hangars etc
- Airport zoning and policies and rules in the District Plan

If necessary the Mackenzie District Council will undertake a facilitation role in ensuring that this facility is developed as a public open airport.

2. Glentanner, Tekapo and Mt Cook airports will be recognised as lower level feeder airports handling operations much as they are now operations much as they are now servicing both fixed and rotary wing aircraft.

Provision for and protection of these facilities will involve:

- Precision surface protection
- Compliance with ICAO standards
- Night and day operations
- Main runway length of 1,200m to 1,400m (Mt Cook 1,512m)
- Main runway strip width of 400m
- Landside space for passenger facilities, hangars etc
- Airport zoning and policies and rules in the District Plan
- Prohibition of noise sensitive activities within 500m of each airport without commensurate acoustic treatment.

3. Fairlie Airport shall be recognised as a third level operating facility serving aircraft types, fixed and rotary wing, below 5,700kg.

Provision for and protection of these facilities will involve:

- Precision surface protection
- Compliance with NZ CCA standards
- Day operations only
- Main runway length 900m
- Main runway strip width of 300m
- Landside space for passenger facilities, hangers etc
- Delineation within the Rural Zone of the District Plan the area on the north-eastern corner of Clayton Road and State Highway 79 as the airport site
- Prohibition of noise sensitive activities within 500m of the airport without commensurate acoustic treatment.

4. Type 1 Helicopter Staging Areas shall be zoned and provided for in the District Plan in the following locations:

- i) Rukaki Airport, and
- ii) Fairlie Airport

Where the following size requirements and District Plan rules shall apply as stand alone facilities within the boundaries of the fixed wing airport.

a) **Scale and size**

- Sufficient land area to cater for up to six independent rotary wing operators
- Between two and four landing pads (90m x 90m each) allowing for FATO approach and take-off fans for each operator
- Office and customer reception areas, 20m x 20m per operator
- Hangarage for maintenance and refuelling, 50m x 50m, per operator
- Carparking for 10 cars, four buses and staff parking for each occupancy.

b) **Rules**

- CAA Approval
- Controlled activity approval subject to submission of a concept development plan showing location of all proposed facilities including car-parking
- Transit NZ site access approval
- Site landscaping
- Outdoor storage areas to be screened and landscaped
- All yards and access to be formed, metalled and weather proofed
- Refuelling facilities to comply with the Dangerous Goods Regulations
- Design and appearance of buildings to comply with District Plan design guidelines, e.g. colour palate
- Signage as per District Plan provisions
- Residential and other noise sensitive activities to be prohibited within a 500m radius of the Type 1 Staging Area unless commensurate acoustic treatment of the noise sensitive activity is provided.

5. Type 2 Helicopter Staging Areas shall be zoned and provided for in the District Pan in the following locations in addition to the lower level feeder airports at Glentanner, Tekapo and Mt Cook:

- i) Pukaki Downs
- ii) Pukaki Village (Aoraki Land Trust Site)
- iii) Tekapo B in the vicinity of the Salmon Farm
- iv) Tekapo Army camp

Note: Type 2 helicopter operations, if approved at Mt Cook, would take place wholly within the boundary of the Mt Cook Airport perimeter.

The following size requirements and District Plan rules shall apply to the stand alone facilities and those adjacent to a fixed wing airport:

a) **Scale and Size**

- Principle purpose is as a customer pick up and set down facility for those wishing to flight see or visit snow landing sites
- Sufficient land area to cater for up to four independent rotary wing operators (3.6ha total area)
- Between two and four landing pads (90m x 90m each) allowing for FATO approach and take-off fans for each operator
- Office and customer reception areas, 20m x 20m per operator
- Aircraft refuelling area 10m x 10m per operator,
Note: Hangarage for maintenance is not allowed
- Carparking for 10 cars, four buses and five staff parking for each occupancy.

If necessary the Mackenzie District Council will undertake a facilitation role in ensuring that such facilities are provided as demand requires.

b) **Rules**

- As for Type 1
 - Residential and other noise sensitive activities to be prohibited within a 500m radius of the Type 2 Staging Area unless commensurate acoustic treatment of the noise sensitive activity is provided.
6. Landing sites within the National Parks and conservation areas shall be subject to Department of Conservation approval.
 7. Landing sites on non-conservation areas shall be discretionary activities within the requisite zones where Council shall give consideration to:
 - Proximity of other landing sites
 - Frequency of use
 - Aircraft type using the site
 - Proximity of quiet wilderness areas.
 8. Aviation noise abatement areas within the Mackenzie Basin and conservation lands shall be established by agreement between the aviation and national park user groups.
 9. Air Safety Standards and Codes of airside behaviour shall be established by the licensees, Civil Aviation Authority (CAA) and the Aviation User group established under the auspices of the relevant aviation regulations.
 10. Aviation activities associated with farming operations are permitted activities within the rural zone otherwise except as provided for in this strategy *all commercial fixed wing and rotary wing aviation activities are prohibited activities in every zone.*

Note: Other commercial activities e.g. Paragliding, and other micro light aircraft shall be discretionary activities. Where matters to be considered include:

- Noise

- Access
- Proximity to commercial aviation activities.

11. Helipads at destination resorts are to be listed as *discretionary activities* where the use of such helipads shall be restricted to the pick up and drop off customers to and from Type 1 and Type 2 helicopter staging areas.

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