

BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL

IN THE MATTER OF of the Resource
Management Act 1991

AND

IN THE MATTER OF the Queenstown Lakes
Proposed District Plan
Submissions and
Further Submissions on
Chapter 37
Designations

BY Skydive Queenstown
Limited

STATEMENT OF EVIDENCE BY PETER BUCKLEY
Dated this 7th day of October 2016

1. Introduction

- 1.1 My full name is Peter Buckley. I am the Head Pilot, employed by Skydive Queenstown Limited, trading as NZONE Skydive (“NZone”).
- 1.2 I was appointed Head Pilot in June 2011.
- 1.3 I have a commercial pilots licence, an instructor rating and carry out flight examining on our company pilots.
- 1.4 In accordance with CAA requirements I fill the roles of Operations Manager for aircraft and the Training Manager for aircraft. I train all of our pilots and do most of the examining for flight tests.
- 1.5 I look after any operational matters concerning the aircraft such as scheduling maintenance, rostering pilots and dealing with other agencies such as CAA and Airways New Zealand.

2. Glenorchy Aerodrome

- 2.1 Glenorchy airfield doesn't require any specific pilot training in order to use it. At present, it can be used by any aircraft and at any time of the day during daylight hours.
- 2.2 NZone currently operates a Walter Fletcher aircraft from the airfield. It can take up to 6 passengers including staff.
- 2.3 We load passengers in front of our building (portacom) and refuel either where we tie our aircraft down, or beside our fuel truck. When loading or fueling beside the truck we are technically on the airstrip. We tie our aircraft down off the airstrip.

- 2.4 As there is no “off airstrip” parking, we ourselves and any other users of the airfield must park on the airstrip when loading or dropping off customers. Also, because there is no designated off runway Parachute Landing Area (PLA) the skydivers must land on the airstrip also which means no other aircraft may use it while they are on it. There are suitable areas for a PLA on the North Eastern side of our building.
- 2.5 During my time as Head Pilot, I have observed at least some 10 different commercial operators using the airstrip. Some more frequent than others. While all fixed wing craft must use the airstrip for take-off and landing, the same is not a requirement for helicopters.
- 2.6 Heli Glenorchy often uses one of two helipads located near its container for take-offs and landings. These helipads are outside the footprint of the designation as proposed by QLDC.
- 2.7 Other commercial fixed wing and helicopter companies land at the Glenorchy aerodrome. I have observed them parked alongside the airstrip.
- 2.8 There are two existing wind socks at the site of the aerodrome. They are not (nor can they be) located on the airstrip itself. The wind socks measure some 4-5 metres in height.
- 2.9 Other aircraft related infrastructure located at the aerodrome includes striped marker boards and tyres demarcating the boundary of the airstrip.

3. CAA Compliance and Issues of Concern

- 3.1 I have informally talked with the local CAA Safety Advisor about aircraft parking on the airstrip while another takes off or lands.

While this has occurred now for some years due to the unavailability of off-airstrip parking, and has not been raised with CAA as a concern, he believes this practice would probably fall foul of CAA legal requirements.

- 3.2 Under CAA laws, unpowered craft such as parachutes have rights of way over powered craft. It is currently unsatisfactory for parachuters to land on the airstrip proper. This is a nuisance for other users, who can't use the airstrip until parachuters have been cleared of the area.

It is usual with parachuting operations for there to be a parachute Landing Area ("PLA"). See appendix for CAA rule. A PLA can be the runway, but simultaneous operations of parachutes and aircraft can only happen if the PLA is located clear of the runway. An example of this is the Wanaka PLA located at the south end of the runway.

- 3.3 As the Pilot in charge, my clear preference is that the Glenorchy Aerodrome contains a separately "designated" area as a PLA. I also believe it would be prudent for an area to be set aside, off the airstrip, for refuelling, parking of aircraft and loading and unloading of passengers.

4. Extent of Designated Aerodrome

- 4.1 From an operational and safety point of view, there are some improvements that can be made to the layout and management of the aerodrome. While not a planner, I would have thought it makes sense for the full extent of the aerodrome facilities to be included within the designation. I would like to see parking for fixed wing and helicopters to be off the airstrip so that the airstrip can be used just for landing and taking off and taxiing. I'm sure if we were to park on the runway at Queenstown airport to pick up passengers

there would be a bit of a problem and it is probably wider than Glenorchy.

4.2 I attach to my evidence as Appendix "A" a draft marked up plan showing the extent to which I consider the footprint of designation should be enlarged to take into account the full extent of the aerodrome activities. The sketch plan provides for the following:

1. New Access Road off Queenstown-Glenorchy Road
2. Carpark
3. Airstrip proper
4. Area alongside airstrip for parking/loading and unloading / refuelling (all aircraft)
5. Helicopter Landing Pads
6. PLA
7. Future Hangars / Toilets
8. Access Road (operational, not open to public, to access hangars/areas subject to lease/licence, and for access to maintain/repair aircraft)
9. Wind socks

5. NZone – Pilot Training

5.1 I am aware that some parties have raised concerns regarding noise from use of the aerodrome.

5.2 CAA Rules require the following flying distances to be met:

- (a) Minimum of 500ft above non-built up areas
- (b) Minimum of 1000ft above built up areas

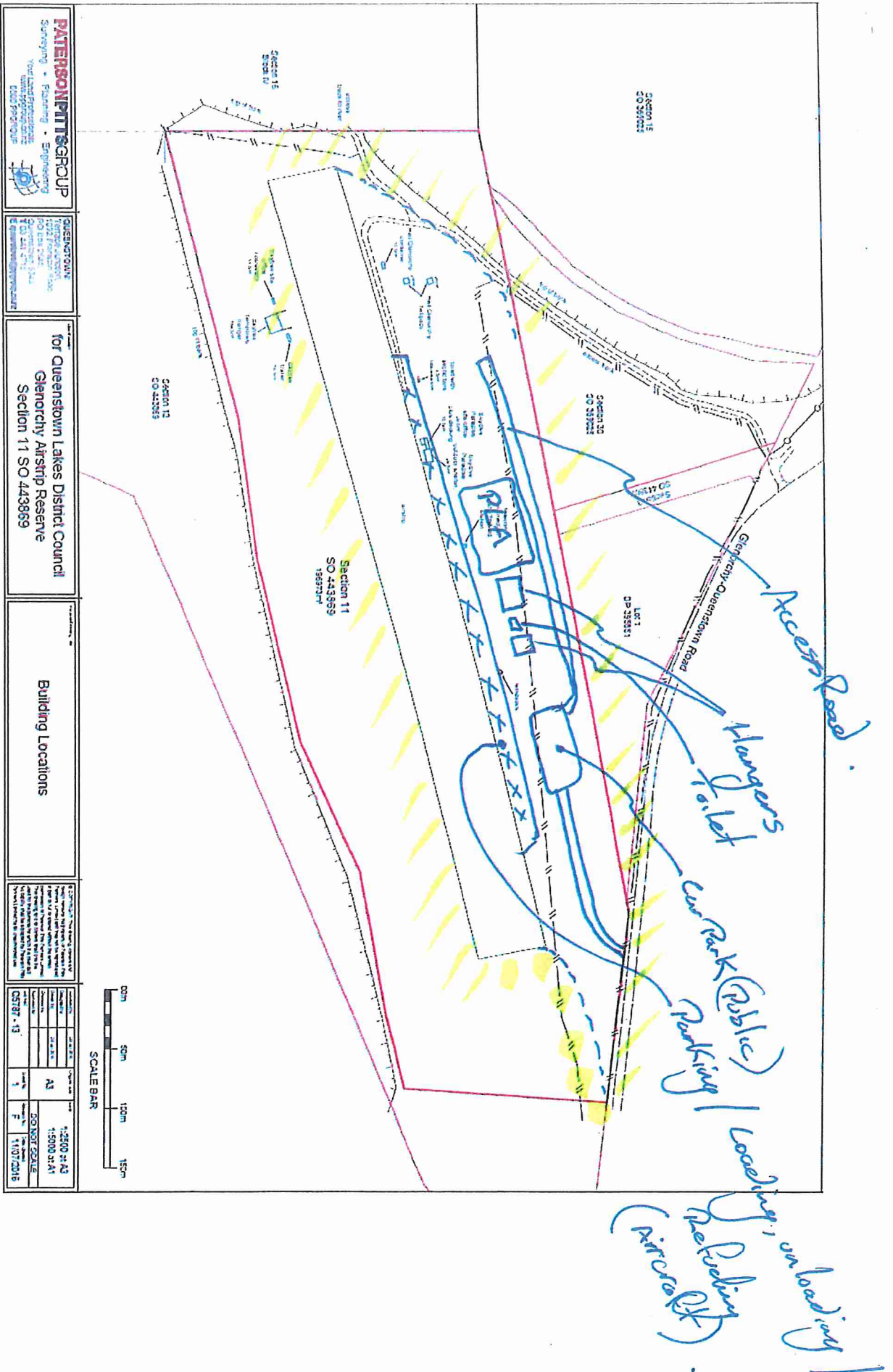
The above rules do not apply to take-offs or landings.

5.3 NZone's training manual lists noise mitigation measures to be followed by the pilots. I have attached this to my evidence as "Appendix B".

Peter Buckley

7 October 2016

"A"



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QUEENSTOWN
 Airport Development
 SO 443989
 CO 442865
 CO 361022

for **Queensdown Lakes District Council**
 Glenorchy Airstrip Reserve
 Section 11 SO 443989

Building Locations

NOTES:
 1. This plan shows the proposed building locations and parking areas for the Glenorchy Airstrip Reserve. The locations are shown in blue on the plan.
 2. The locations are shown in blue on the plan.
 3. The locations are shown in blue on the plan.

Sheet	Scale	Date
1	1:2500 at A2	11/07/2016
2	1:5000 at A1	
3	1:10000 at A1	

DATE: 11/07/2016

APPENDIX B**16. Climb Areas & Noise Mitigation**

You are free to climb wherever you want in uncontrolled airspace. However where possible do not over fly Glenorchy Township or Blanket Bay. Weather permitting try to use 14 for take-off and 32 for landing, as this helps keep the noise away from the town and Blanket Bay. On take-off from 14 angle away from Wyuna as early as possible and on approach to 32 try to fly a wide base leg and a short final. If taking off 32 or landing 14 be careful to confine the flying to the farmland that is between Blanket Bay and the township. It is very important that we do everything we can to keep the noise we create away from the built up areas as noise complaints can make getting on with our neighbours very difficult. When doing the wind fly over the lake to the south east of the strip as there is no houses that way. When climbing to altitude the Humboldt mountains usually give the best climb rates.

105.15 Parachute landing area

- (a) A person making a parachute descent must—
- (1) land within a PLA that is designated by a parachute organisation; or
 - (2) for a tandem parachute operation conducted under the authority of an adventure aviation operator certificate issued by the Director under the Act and Part 115, land within a PLA that is listed in the certificate holder's exposition and accepted by the Director.
- (b) Simultaneous parachute and aircraft movements may only be conducted at aerodromes when the PLA is located clear of—

- (1) any part of the movement area that is in use; and
 - (2) any runway that is in use; and 15 December 2012 7 CAA of NZ Civil Aviation Rules Part 105 CAA Consolidation
 - (3) any taxiway which is in use; and
 - (4) the approach and departure areas of any runway and heliport in use.
- (c) A person making a parachute descent into a water PLA must ensure that—
- (1) the PLA has a clearly defined perimeter; and
 - (2) adequate arrangements have been made to retrieve all parachutists.