

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

Chapter 3 (Strategic Direction), Chapter 4
(Urban Development) and Chapter 6
(Landscape)

STATEMENT OF EVIDENCE MARK EDGHILL

(29 FEBRUARY 2016)

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1. INTRODUCTION

Qualifications and Experience

- 1.1 My full name is Mark Dugdale Edghill. I am the Acting Chief Executive Officer of Queenstown Airport Corporation Limited (**QAC**) and am authorised to give evidence on its behalf.
- 1.2 I was appointed Acting Chief Executive in August 2015, having served as Chief Financial Officer for QAC since February 2014.
- 1.3 I hold an Honours degree from Durham University, am a Fellow of The Institute of Chartered Accountants in England & Wales, a Fellow of CPA Australia and a member of Chartered Accountants Australia and New Zealand.

QUEENSTOWN AIRPORT CORPORATION LIMITED – AN OVERVIEW

- 1.4 QAC was formed in 1988 to manage the Airport. Prior to this the Airport was operated by the Crown, Queenstown Lakes District Council (**QLDC**) and Arrowtown Borough Council as the Queenstown Airport Authority.
- 1.5 QAC was formed pursuant to section 3(A) of the Airport Authorities Act 1966. A copy of the Order is **attached** to my evidence and marked "**A**". QAC is also a requiring authority in terms of the Resource Management Act 1991 and copies of the Order in Council and Gazette Notice are and marked "**B**".
- 1.6 Queenstown Airport is a 'lifeline utility' under the Civil Defence Emergency Management Act 2002. Under this Act, lifeline utilities have a key role in planning and preparing for emergencies and for response and recovery in the event of an emergency. As a lifeline utility QAC must, amongst other things, ensure that the Airport is able to function to the fullest possible extent, even though this may be at a reduced level, during and after an emergency.
- 1.7 QAC is currently 75.01% owned by QLDC and 24.99% owned by Auckland International Airport. QAC also manages Wanaka Airport on behalf of QLDC, and has a caretaker role for Glenorchy Aerodrome, including ground maintenance.

2 QAC STATUTORY FRAMEWORK, OBJECTIVES AND STATEMENT OF INTENT

- 2.1 As an Airport Authority established under the Airport Authorities Act, Queenstown Airport must be operated or managed as a commercial undertaking (section 4(3)).
- 2.2 QAC is a Council Controlled Trading Organisation (**CCTO**) for the purposes of the Local Government Act 2002. Section 59 sets out the principal objectives of a CCTO which are to:
- a) achieve the objectives of its Shareholders, both commercial and non-commercial, as specified in the statement of intent; and
 - b) be a good employer; and
 - c) exhibit a sense of social and environmental responsibility by having regard to the interests of the community in which it operates and by endeavouring to accommodate or encourage these when able to do so; and
 - d) conduct its affairs in accordance with sound business practice.
- 2.3 QAC's business is also subject to regulatory control under the Airport Authorities Act 1966 and complies with the disclosure requirements of a specified airport company pursuant to the Airport Authorities (Airport Companies Information Disclosure) Regulations.
- 2.4 The company's governance is also covered by the Companies Act 1993.
- 2.5 QAC's aeronautical operations are governed by the Civil Aviation Act 1990 and Civil Aviation Rules Part 139.
- 2.6 QAC's decisions relating to the operation of the Airport must be made in accordance with its statement of intent and its constitution and relevant legislation discussed above, including of course the Resource Management Act.
- 2.7 QAC's vision, as set out in the statement of intent 2016-2018 is to:

"Seize the challenge to make Queenstown easy to get to, with an airport experience that leaves a wonderful first and lasting impression."

2.8 To achieve this vision and to be successful over the next five years, QAC has the following strategic objectives:

1. Deliver excellent service consistently throughout a period of significant growth and infrastructure development.
2. Grow passenger volumes.
3. Expand airport capacity to meet the anticipated growth in aircraft movements and passenger volumes.
4. Grow non-aero revenue.
5. Pursue operational excellence including being an outstanding corporate citizen within the local community.

QUEENSTOWN AIRPORT HISTORY

2.9 The Airport was first licensed by the Civil Aviation Authority in 1935. Commercial airfield ventures commenced at the site after the Second World War, when a number of buildings were established. The first commercial flight was recorded in 1947. This signalled the start of the growth and development of Queenstown Airport as a regional airport.

2.10 By the early 1950s regular commercial activities, including the first scheduled passenger service between Queenstown and Dunedin, had commenced. By the early 1960s Mount Cook Airline was providing scheduled flights from the Airport.

2.11 In 1968 the runway (then 1341 metres in length) was sealed and by the early 1970s a small terminal building was established for passenger use.

2.12 In 1988 QAC was formed to operate the Airport.

2.13 In 1990 extensions (in width) to the runway and terminal (check-in area) were undertaken to provide for the first jets, operated by Ansett. This was followed by the first Boeing Jet (Boeing 737-300) operated by Air New Zealand in 1992.

- 2.14 Further extensions to the runway in the mid to late 1990s enabled fully laden jet aircraft, including Boeing 737, to fly direct from Queenstown to any New Zealand destination. Return Trans-Tasman services were also introduced at this time. Also during this time Airways Corporation upgraded its facility from a Flight Service to full Air Traffic Control and built a new Control Tower at the Airport.
- 2.15 In 1995 the Council notified its review of the District Plan which addressed the Airport and provided for its growth until 2015, through the introduction of noise boundaries, amongst other measures. I understand these noise boundaries are contained within the printed version of the Operative District Plan, although they are now very outdated, and are superseded by the Plan Change 35 noise boundaries. I will discuss Plan Change 35 in more detail shortly.
- 2.16 The development of the Airport progressed more significantly in 2001, with the completion of a 1891m (sealed length) runway, and construction of additional aprons. The terminal building was also refurbished at this time, although this soon reached capacity, and a further expansion was pursued.
- 2.17 Around 2007 the roading infrastructure associated with the Airport was upgraded, which included QAC providing land and capital to build access to the Remarkables Park shopping centre, along with the roundabout at the Airport entrance on SH6.
- 2.18 Further terminal expansions were undertaken in 2009, 2010, 2011, 2012 and most recently in 2015. These expansions variously accommodated additional retail and food and beverage space, increases in the baggage handling and reclaim areas, and arrival and departure areas for international and domestic passengers.
- 2.19 Runway End Safety Areas (**RESA**) were constructed over 2009 - 2011 at both ends of the main runway, to extend the safety areas to accord with a CAA requirement and retain international flights. These involved significant civil engineering works, arguably the largest of their type since the construction of the Clyde Dam.
- 2.20 Runway lights were installed in July 2011, with the aim of minimising the number of disruptions to flight schedules and enhancing safety in poor weather conditions. Further lighting is required to accommodate flights after dark, as I describe shortly.

- 2.21 A number of further significant projects have been undertaken more recently, some of which will be explained in further detail shortly.
- 2.22 The history of development of Queenstown Airport over the last 75 years shows that the Airport is constantly changing and expanding to meet the needs of operators and passengers.

3 QUEENSTOWN AIRPORT PRESENTLY

- 3.1 Queenstown Airport operates a mixture of scheduled flights, private jets, general aviation and helicopters. It is the fastest growing airport in New Zealand and the fourth busiest by passenger numbers.
- 3.2 The Airport provides an essential link for domestic and international visitors to New Zealand's premier destinations, including Queenstown and Milford Sound. It serves as the direct international and domestic gateway to the lower South Island.
- 3.3 The Airport receives direct scheduled services from New Zealand's main metropolitan ports of Auckland, Wellington and Christchurch, which provide strong regional links throughout the country, as well as from the Australian cities of Sydney, Melbourne, Brisbane and Coolangatta. Auckland and Sydney airports are the major international gateway airports for long haul visitors. Private jets are also a growing market, both short and long haul, with aircraft flying direct from north Asia and West Coast USA.
- 3.4 The Airport is also one of New Zealand's busiest helicopter bases and is heavily used for tourist 'flightseeing', especially to Milford Sound and Mount Cook, on fixed-wing and rotary-wing aircraft.
- 3.5 Today the main runway has a sealed length of 1,911m plus a 90m RESA at each end. There is a secondary crosswind runway for light aircraft and this plays an integral part in 'organising the sky' for the approximately 24,000 aircraft landings per year (both scheduled and non-scheduled) at the Airport. On a busy day the Airport air traffic controllers can handle over 180 aircraft movements per day.

QAC'S LANDHOLDINGS

- 3.6 QAC owns approximately 137 ha of land on Frankton Flats, comprising:
- a. 83ha incorporating the airfield, runways and aprons, rescue fire facilities and air traffic control tower;
 - b. 8ha of terminal, car parking, road network and commercial land leased to airport-related businesses;
 - c. 17ha of land currently used by General Aviation;
 - d. 17ha of undeveloped land recently rezoned for industrial purposes through Plan Change 19, located to the north of the main runway;
 - e. 12ha of undeveloped rural and golf course land. The golf course land is leased to QLDC for a nominal annual rate.
- 3.7 A plan showing QAC's landholdings and its designation boundaries is attached to Mr Kyle's evidence.

GROWTH AND DEVELOPMENT OF THE AIRPORT

- 3.8 A sustained period of outstanding passenger growth in the past six months to December 2015 has set new records, with the total number of passengers through the Airport hitting 1.5 million for the first time over a 12 month period. This number was comprised of 1,067,947 domestic and 441,461 international passengers. The greatest percentage growth was observed in the international market, with international passengers increasing by 25.9% (or 90,818 passengers) and domestic passengers by 10.1% (or 97,859 passengers) on the previous year.
- 3.9 For the first 6 months of the 2016 financial year, QAC achieved a Net Profit After Tax of \$6.2 million. This result compares with a profit of \$4.7 million for the previous corresponding period, an increase of 31%. In line with its dividend policy, QAC has paid an interim dividend of \$1.0 million to its shareholders, with 75.01% payable to Queenstown Lakes District Council and 24.99 % to Auckland Airport.
- 3.10 Growth shows no sign of slowing in the coming years. The Airport's current forecast is that passenger numbers will grow to approximately 2.5 million by 2025.

3.11 To accommodate the ongoing passenger and aircraft movement growth, QAC has invested heavily in developing infrastructure and working alongside airline and airport partners to introduce innovations and technology to improve operational efficiency and overall visitor experience. Significant capital investment in infrastructure has been required over the past few years, most recently the \$17 million 4,100m² extension to the Airport international terminal building and the \$18 million project designed to improve the Airport's airfield infrastructure and enable it to accommodate after dark flights for the first time from winter 2016. These are discussed in more detail below.

Terminal Expansion

3.12 The recent 4100m² terminal expansion includes a new international arrivals area, new customs and Ministry for Primary Industry areas, duty free shopping, a new baggage carousel dedicated solely to international arrivals, and toilets and service areas. In addition, the existing international departure lounge has been more than doubled in size to provide for extra toilets, seating and retail.

After Dark/Evening Flights

3.13 On the back of delivering the significant terminal expansion, QAC's next focus is to introduce evening (after-dark) flights for winter 2016, which will allow the Airport to expand capacity in the short term without building additional terminal infrastructure. Evening flights will allow the Airport to use its full consented operational hours between 6am and 10pm, moving from an 8-hour operating window during the winter peak to a 16-hour window. I note these flights will need to comply with the noise limits introduced by Plan Change 35.

3.14 To further explain, Queenstown Airport has long been consented, in terms of the District Plan and Airport Designation, for flights to occur up until 10pm. However, in practice evening flights have only been able to occur in summer, as flights are currently limited to daylight hours under the CAA's Aeronautical Information Publication for Queenstown Airport.

3.15 In May 2014 QAC obtained CAA and Australia's Civil Aviation Safety Authority (**CASA**) approval-in-principle for after dark air transport operations to and from Queenstown Airport. This approval was issued against a comprehensive Foundation Safety Case, which set out the infrastructure and lighting upgrades required at Queenstown Airport, and the operational and procedural controls that will be adopted

by airlines in their independent Operator Safety Cases for after dark flights. The CAA and CASA approval will enable aircraft to operate at Queenstown:

- a. From 6am to sunrise, where sunrise is after 6am (for example, in winter).
- b. From sunset (or more correctly Evening Civil Twilight) to 10pm. During winter in particular this provides a much longer window for flights to arrive and depart Queenstown than was previously the case.

3.16 Evening flights will provide a significant benefit for travellers and business, with an extended operating window giving more flexibility, better connectivity across airline networks, and improved airport experience with peak times spread out and less pressure on facilities and services. As an example, for leisure travellers it would make weekend holidays from Auckland and Australia possible year-round. It would also give business people more flexibility with their travel plans and potentially allow people to base themselves in Queenstown and commute to other main centres more easily. The biggest immediate benefit will be increasing the flying window during the short winter months, which are also our busiest passenger months.

3.17 QAC commenced the physical works required to accommodate evening flights in November last year, with an \$18m runway and lighting infrastructure upgrade. This work includes resurfacing and widening the runway (from 30m to 45m), and improved navigational infrastructure through the installation of a comprehensive aeronautical lighting package (runway, taxiway, approach and apron lights).

3.18 This project is due to be completed in April 2016. Airlines are in the process of developing their own operational safety cases for regulatory (CAA) approval to operate at Queenstown Airport after dark. Air New Zealand has already announced it will commence evening flights into and out of Queenstown this winter from 1 July, subject to regulatory approval.

3.19 The introduction of evening flights will mark a step-change for the Airport as a major local employment hub as it moves to a 'split-shift' operating model to cater for the extended operating window. This will create a number of job opportunities, adding to the 350-strong team already working in and around the Airport.

3.20 Ensuring it is ready for evening flights will be a key focus for QAC over the next 6 months.

Acquisition of Lot 6

3.21 QAC also seeks to designate and acquire part of Lot 6 DP304345 for Aerodrome Purposes. Lot 6 is owned by Remarkables Park Limited (**RPL**) who opposes both the designation and acquisition. Discussions have been ongoing with RPL since at least 2008, however unfortunately agreement has not been reached and the matter is before the Court.

3.22 The designation and acquisition of part of Lot 6 will importantly, but without limitation:

- a. Provide for appropriate (safe) clearances for the formation of a Code C taxiway parallel to the main runway so as to increase that runway's capacity;
- b. Provide additional grass and paved apron areas and space for hangars for general aviation and helicopter activities, along with additional hangar space for Code C aircraft (i.e. jets).
- c. Enable general aviation and helicopter bases and activities (**GA**) to move from the south western area of the Airport (near Lucas Place) so as to enable essential growth around the Airport including:
 - i. further expansion of the terminal;
 - ii. additional apron areas around the terminal for scheduled aircraft;
 - iii. additional carparking for public and rental vehicles etc.

3.23 These works are essential for the ongoing development of the Airport, and the project has been recognised as one of “national significance” by the Minister for the Environment.

3.24 While the GA operators remain in their current locations along Lucas Place, the Airport’s landslide activities cannot be expanded to the detriment of neighbours who experience a higher level of aircraft noise under the existing configuration.

- 3.25 In the most recent decision on Lot 6 (22 December 2015), the Court found in favour of QAC on the following points:
- a. Reconfirmed its finding that the new GA precinct should be established to the south of the main runway and proposed taxiway, and on Lot 6 land;
 - b. That the area of Lot 6 land required is about 16ha and not the 8ha originally decided.
- 3.26 The Court is expected to confirm the 16ha designation once an aeronautical study has been completed and CAA approval is obtained for the works enabled by the designation. The aeronautical study for this is underway.

Plan Change 35

- 3.27 QAC's counsel and its planning witness, Mr Kyle, have explained the background to and detail of Plan Change 35. My evidence provides an update on the roll out of the noise mitigation package, as required by the amendments to Designation 2 (Aerodrome Purpose) associated with the Plan Change.
- 3.28 Following work in 2013/14, which involved forming the Queenstown Airport Community Liaison Committee and adopting the Noise Management Plan, and discussing options with our affected neighbours, QAC has been working through its aircraft noise mitigation obligations as required by the Designation.
- 3.29 QAC's primary focus over the past year has been to progress works on the 13 homes most affected by aircraft noise located within PC35 Air Noise Boundary (**ANB**). This has involved each home being assessed by noise management experts and individual acoustic treatment package reports being developed.
- 3.30 These acoustic packages were then worked through and put into action in two trial houses. Project manager RCP worked with contractors to test a number of different scenarios to ensure that when work is undertaken on each home, proven best practices which achieve optimal acoustic results with the least impact to the people living in the house are adopted.

- 3.31 In addition to field testing mitigation options, QAC has completed the following:
- a. Preliminary design work for the 13 homes that qualify for the full noise mitigation package (i.e. sound insulation and mechanical ventilation).
 - b. Drafted legal agreements for presentation to homeowners which have been subsequently approved by the Queenstown Airport Liaison Committee.
 - c. Held one-on-one meetings with each homeowner to present and discuss the bespoke noise mitigation design solution for their home and the legal documentation.
- 3.32 Once noise mitigation works are underway for the first 13 homes, attention will turn to the properties with the 60 dB L_{dn} 2037 Noise Contour and QAC will contact owners regarding mechanical ventilation proposals for their homes. This phase involves a further 123 homes and is timed to begin mid 2016.
- 3.33 Noise mitigation works will continue in annual or two-yearly tranches for the next 20 years.
- 3.34 QAC's approach is guided by its obligations in the Aerodrome Purposes Designation and the Noise Management Plan, which was formulated through the notice of requirement and Plan Change 35 process.

Masterplanning

- 3.35 Developing a 30 year Masterplan over the next 12 months is also a key focus for QAC. The project outline has been completed and consultants will be appointed in May, with plans started to be developed over winter. Once confirmed, the Masterplan will guide the long-term development of the Airport.

QAC's CONTRIBUTION TO THE DISTRICT

- 3.36 A 2014 economic assessment undertaken by Market Economics¹ has assessed that Queenstown Airport facilitates tourism spending of between \$592m and \$638m, sustaining between 14,855 and 15,948 jobs, and that by 2037 total tourism spending facilitated by the Airport will be between \$1.1bn and \$1.4bn.

¹ Market Economics Report titled "Queenstown Airport: Mixed Use Zone, Economic Assessment November 2014".

- 3.37 An economic analysis undertaken for PC35 indicated that in 2037, gross output of the Airport will increase to \$522 million and will sustain the equivalent of 8,100 full time workers each year. This is likely understated, given current growth projections.
- 3.38 Currently, more than 350 people work in and around Queenstown Airport. In addition to QAC, the Airport's management company, the wider airport community comprises approximately 60 businesses, from retailers, rental car providers and general aviation operators to airlines, ground handling services and border security agencies. There are also a number of auxiliary service providers and contractors who work with these businesses to support the airport's operations.
- 3.39 The introduction of evening flights later this year and the move to a 'split-shift' operating model to cater for the extended operating window will create a number of further job opportunities, and inevitably lead to increased tourist spending in the District.
- 3.40 Consequently, Queenstown Airport can be considered a significant strategic resource and provides substantial direct and indirect benefits to the local and regional economy.

SUMMARY FOR QUEENSTOWN AIRPORT

- 3.41 QAC's business success and growth is intrinsically linked to the fortunes of the region's tourism and visitor industry. In turn, this industry depends on QAC providing effective air connectivity for New Zealand and overseas visitors, along with a world-class passenger service and experience for all visitors.
- 3.42 Land constraints, constrained airspace, heightened international airport aviation security requirements, and phenomenal growth means Queenstown Airport will continue to evolve solely as a commercial airport. For QAC that means an airport that is able to meet the future needs of scheduled 'Regular Passenger Transport' (RPT) services and associated passengers, the special demands of the private jet market, and the region's commercial general aviation industry as a hub for visitor flightseeing.

- 3.43 QAC will continue to work closely with aviation and tourism partners to identify growth opportunities for the future, particularly in off peak months, to ensure its infrastructure is developed to meet demand. We see the need for the community to continue to invest in the region's infrastructure and tourism to both maintain a quality visitor experience and to handle the anticipated growth from new and emerging long haul markets.
- 3.44 Growth projections remain very strong and QAC is mindful it needs to manage this growth in line with community expectations and any District Plan requirements. Given this growth, and the significant contribution the Airport makes to the community, it is imperative, in my view, that new noise sensitive activities around the Airport are carefully managed.

4. WANAKA AIRPORT

- 4.1 Wanaka Airport accommodates aircraft movements associated with scheduled general aviation and helicopter operations, and is a major facilitator of commercial helicopter operations within the District.
- 4.2 Wanaka Airport provides a complementary and supplementary facility to Queenstown Airport.
- 4.3 QAC provides aeronautical and property expertise to QLDC in relation to the management of Wanaka Airport, and receives a fee from QLDC for the management of the airport calculated on a cost recovery basis only. This includes the cost of onsite airport staff, aeronautical advisory support, property management services, accounting and administration services, management input to the airport's development, and fulfilling compliance obligations.

M Edghill

29 February 2016

PAUL REEVES,
Governor-General
ORDER IN COUNCIL

At Wellington this 31st day of July 1989

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to section 3 (3) of the Airport Authorities Act 1966, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, by this order, which shall come into force on the 2nd day of August 1989, consents to the exercise by Queenstown Airport Corporation Limited of the powers conferred on local authorities by section 3 of that Act.

MARIE SHROFF,
Clerk of the Executive Council.

EXPLANATORY NOTE

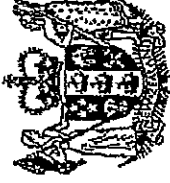
This note is not part of the order, but is intended to indicate its general effect.

By this order, which comes into force on 2 August 1989, the Governor-General consents to the exercise by Queenstown Airport Corporation Limited, a company formed pursuant to section 3A of the Airport Authorities Act 1966, of the powers of a local authority under section 3 of that Act. That section confers the power to establish, improve, maintain, operate, and manage airports and acquire land for those purposes.

Issued under the authority of the Regulations Act 1936.

Date of notification in Gazette: 3 August 1989.

This order is administered in the Ministry of Transport.



THE RESOURCE MANAGEMENT (APPROVAL OF QUEENSTOWN AIRPORT CORPORATION LIMITED AS REQUIRING AUTHORITY) ORDER 1992

CATHERINE A. TIZARD, Governor-General

ORDER IN COUNCIL

At Wellington this 21st day of December 1992

Present:

THE RIGHT HON. D. C. MCKINNON PRESIDING IN COUNCIL
PURSUANT to section 167 of the Resource Management Act 1991, Her Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, and on the recommendation of the Minister for the Environment, hereby makes the following order.

ORDER

1. Title and commencement—(1) This order may be cited as the Resource Management (Approval of Queenstown Airport Corporation Limited as Requiring Authority) Order 1992.

(2) This order shall come into force on the 7th day after the date of its publication in the *Gazette*.

2. Interpretation—In this order, unless the context otherwise requires, "airport" has the meaning given to that term by section 2 of the Airport Authorities Act 1955.

3. General approval—Queenstown Airport Corporation Limited is hereby approved as a requiring authority, under section 167 of the Resource Management Act 1991, for the operation, maintenance, expansion, and development of the airport known as Queenstown Airport.

B

1992/383 Resource Management (Approval of Queenstown Airport Corporation Limited As Requiring Authority) Order 1992

1992/383 Resource Management (Approval of Queenstown Airport Corporation Limited As Requiring Authority) Order 1992

SCHEDULE		CL 4
PROPOSED WORKS		
Territorial Authority	Location	Project Name
Queenstown Lakes District Council	All the land to the east that is between the existing airport and the Slickover River	Redevelopment of the airport
Queenstown Lakes District Council	All the land to the north that is between the existing airport and Staur Highway 6	Redevelopment of the airport
Queenstown Lakes District Council	All the land to the south that is between the existing airport and the Kawarau River	Redevelopment of the airport

4. Approval in respect of proposed works—Queenstown Airport Corporation Limited is hereby approved as a requiring authority, under section 167 of the Resource Management Act 1991, for the proposed works described in the Schedule to this order.

BOB MACFARLANE,
Acting for Clerk of the Executive Council.

EXPLANATORY NOTE

This note is not part of the order, but is intended to indicate its general effect.
This order approves Queenstown Airport Corporation Limited, under section 167 of the Resource Management Act 1991, as a requiring authority for the operation, maintenance and expansion of Queenstown Airport and for the proposed projects specified in the Schedule to the order.

Issued under the authority of the Acts and Regulations Publication Act 1989.
Date of publication in Gazette: 23 December 1992.
This order is administered in the Ministry for the Environment.

Supplementary Integration Agreement

Pursuant to section 10 of the Private Schools Conditional Integration Act 1975, notice is given that a supplementary integration agreement has been signed between the Minister of Education on behalf of Her Majesty the Queen acting through the Senior Manager, National Operations, Ministry of Education, pursuant to delegated authority, and the proprietor of the following school:

St John the Evangelist Primary School, Otara.

The said supplementary integration agreement was executed on the 22nd day of August 1994. A copy of the supplementary agreement is available for inspection without charge by any member of the public at the district office of the Ministry of Education.

Dated at Wellington this 25th day of August 1994.

K. PHILLIPS, Senior Manager, National Operations.

206472

Supplementary Integration Agreement

Pursuant to section 10 of the Private Schools Conditional Integration Act 1975, notice is given that a supplementary integration agreement has been signed between the Minister of Education on behalf of Her Majesty the Queen acting through the Senior Manager, National Operations, Ministry of Education, pursuant to delegated authority, and the proprietor of the following school:

St Francis School, Thames.

The said supplementary integration agreement was executed on the 22nd day of August 1994. A copy of the supplementary agreement is available for inspection without charge by any member of the public at the district office of the Ministry of Education.

Dated at Wellington this 23rd day of August 1994.

K. PHILLIPS, Senior Manager, National Operations.

206479

Environment**Resource Management Act 1991****The Resource Management (Approval of Queenstown Airport Corporation Limited as Requiring Authority) Notice 1994**

Pursuant to sections 167 and 420(6) of the Resource Management Act 1991, the Minister for the Environment, hereby gives the following notice:

Notice

1. Title and commencement—(1) This notice may be cited as the Resource Management (Approval of Queenstown Airport Corporation Limited as Requiring Authority) Notice 1994.

(2) This notice shall come into force on the 28th day after the date of its publication in the *New Zealand Gazette*.

2. Interpretation—In this notice, unless the context otherwise requires, the word "airport" means any defined area of land or water intended or designed to be used either

wholly or partly for the landing, departure, movement, or servicing of aircraft, and includes any buildings, installations, and equipment on or adjacent to any such area used in connection with the airport.

3. Approval as requiring authority—Queenstown Airport Corporation Limited is hereby approved as a requiring authority under section 167 of the Resource Management Act 1991, for the operation of the Queenstown Airport situated approximately 10 kilometres north-east of Queenstown between State Highway No. 6 and State Highway No. 6A in the district of Queenstown-Lakes District Council.

Dated at Wellington this 22nd day of August 1994.

SIMON UPTON, Minister for the Environment.

206474

Health**Tuberculosis Regulations 1951****Approval of Persons Authorised to Perform Vaccinations Against Tuberculosis**

Pursuant to regulation 6 (4) of the Tuberculosis Regulations 1951, the Director-General of Health hereby gives notice that the following persons, additional to those listed in the *New Zealand Gazette*, dated 17 March 1994, No. 25, at page 1115, have been approved as qualified to perform vaccinations against tuberculosis in accordance with those regulations:

- Bernice Bird, infection control nurse.
- Kathryn Bowmar, nurse.
- Lelia Currie, public health nurse.
- Marie Dietrich, midwife.
- Sharon Doelman, public health nurse.
- Susan Duckmanton, midwife.
- Angela Gullick, public health nurse.
- Christine Hartell, practice nurse.
- Jocelyn Harvey, public health nurse.
- John Holmes, medical practitioner.
- Tina Johnston, public health nurse.
- Michelle Leath, nurse.
- Elizabeth McKay, public health nurse.
- Patricia Moulds, occupational health nurse.
- David Murdoch, medical practitioner.
- Elizabeth Reid, midwife.
- Allison Somerville, occupational health nurse.
- Judith Watkins, nurse.
- Kathleen Williams, public health nurse.
- Mei Ping Yong, nurse.

Dated at Wellington this 26th day of August 1994.

C. LOVELACE, Director-General of Health.

206500