

The noise contours in this Figure were obtained by computer interpolation between calculated grid points. There is an interpolation accuracy of approximately 200m for precise noise levels at specific locations refer to point receiver calculations.

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**Map Legend**  
 - Cadastral  
 - Existing Runway  
 - Current QLDC Outer Control Boundary  
 - Current QLDC Air Noise Boundary

**Figure 1 - Current District Plan Noise Boundaries**

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 Filename: 1009 Figure 1.SCS INM case.n/a  
 Prepared by: SJP Date: 09/09/10





**Map Legend**  
 Cadastral  
 Runways  
 Arrival Tracks



The noise contours in this Figure were obtained by computer interpolation between calculated grid points. There is an interpolation accuracy of approximately  $\pm 1.5$  dB. For precise noise levels at specific locations, refer to point receiver calculations.

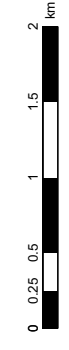
Client: Queenstown Airport Corporation Ltd  
 Path: J:\JOBS\2006\2006064A\2009\Figures  
 Filename: 1009 Figure 2.SGS INM case: 2010 R09R10  
 Prepared by: SJP Date: 09/09/10



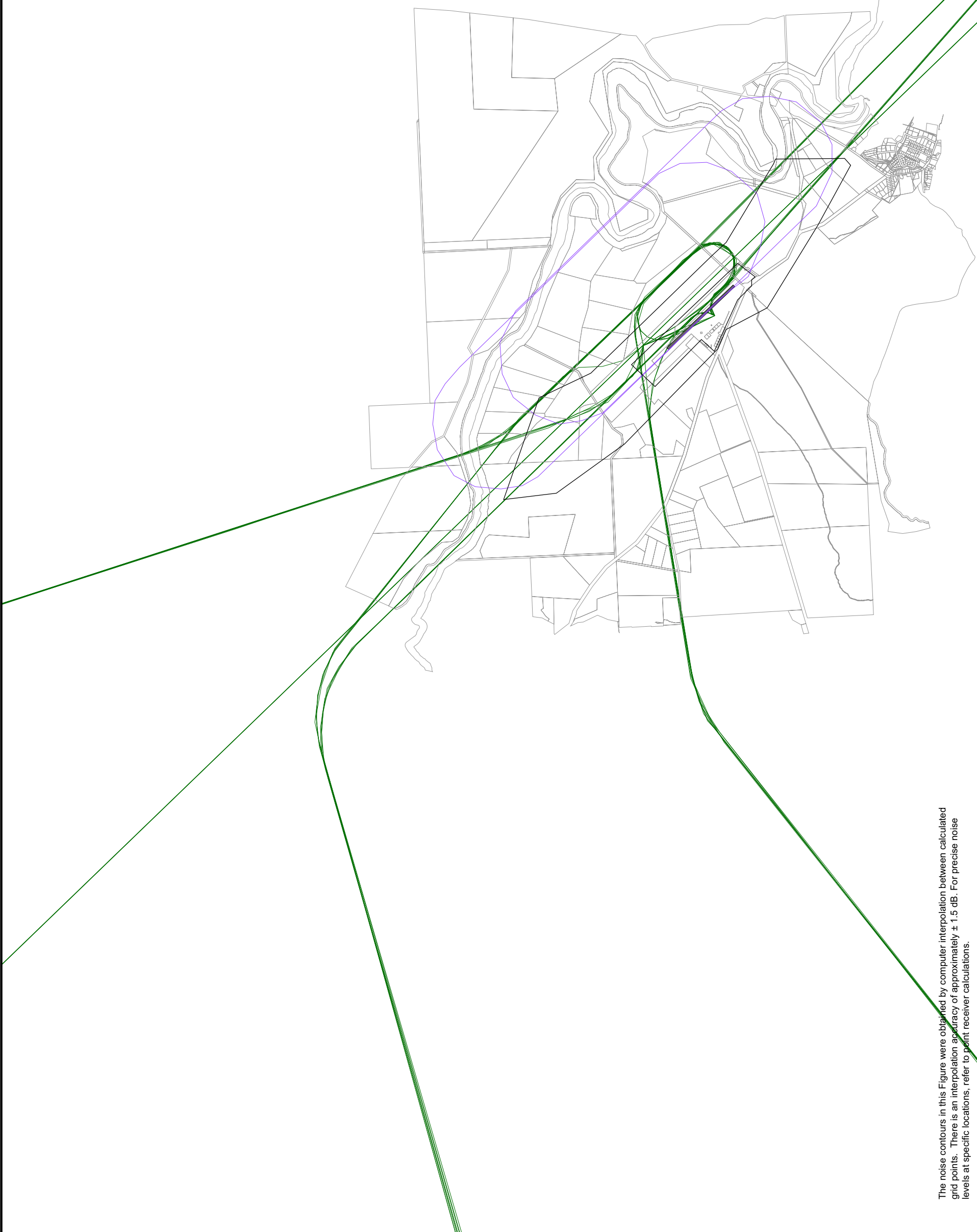
The noise contours in this Figure were obtained by computer interpolation between calculated grid points. There is an interpolation accuracy of approximately  $\pm 1.5$  dB. For precise noise levels at specific locations, refer to point receiver calculations.

**Map Legend**

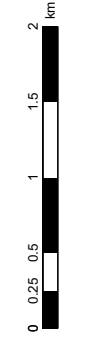
- Cadastral
- Runways
- Departure Tracks



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 Filename: 1009 Figure 3.SGS INM case: 2010 R09R10  
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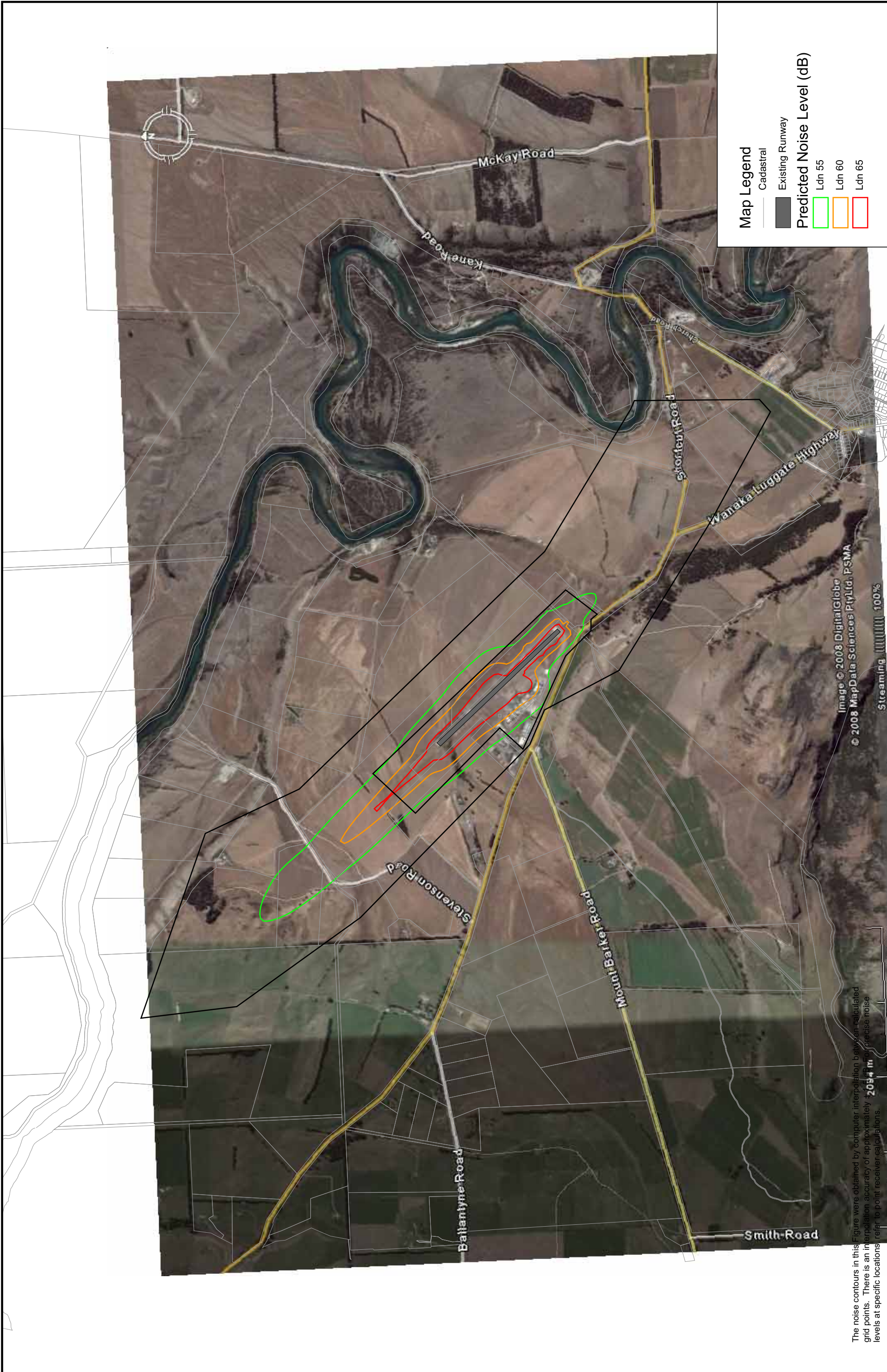
**Map Legend**  
 Cadastral  
 Runways  
 Circuit Tracks  
 Helicopter Tracks



The noise contours in this Figure were obtained by computer interpolation between calculated grid points. There is an interpolation accuracy of approximately  $\pm 1.5$  dB. For precise noise levels at specific locations, refer to point receiver calculations.

**Figure 4 - Helicopter and Circuit Tracks**





The noise contours in this Figure were obtained by computer interpolation between calculated grid points. There is an interpolation accuracy of approximately 200m. For precise noise levels at specific locations refer to point receiver calculations.

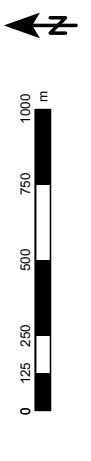
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**Map Legend**

- Cadastral
- █ Existing Runway

**Predicted Noise Level (dB)**

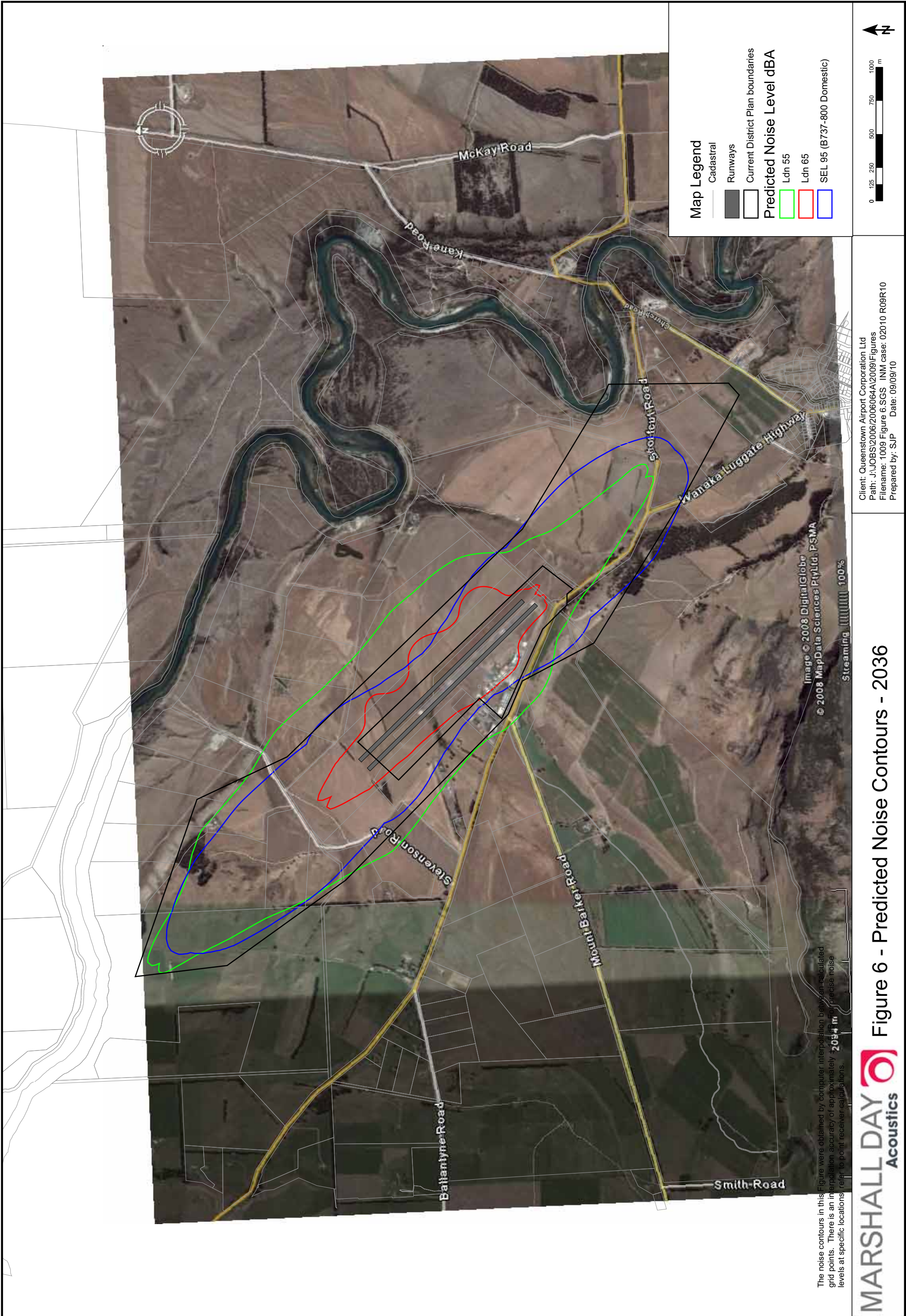
- █ Ldn 55
- █ Ldn 60
- █ Ldn 65



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 Filename: 1009 Figure 5.SGS INM case. 2010 Existing AEE 2009 movements  
 Prepared by: SJP Date: 09/09/10

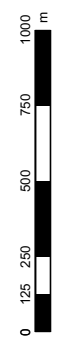
**Figure 5 - Predicted Noise Contours - 2009**





**Map Legend**

- Cadastral
  - █ Runways
  - ▭ Current District Plan boundaries
- Predicted Noise Level dBA**
- █ Ldn 55
  - █ Ldn 65
  - █ SEL 95 (B737-800 Domestic)



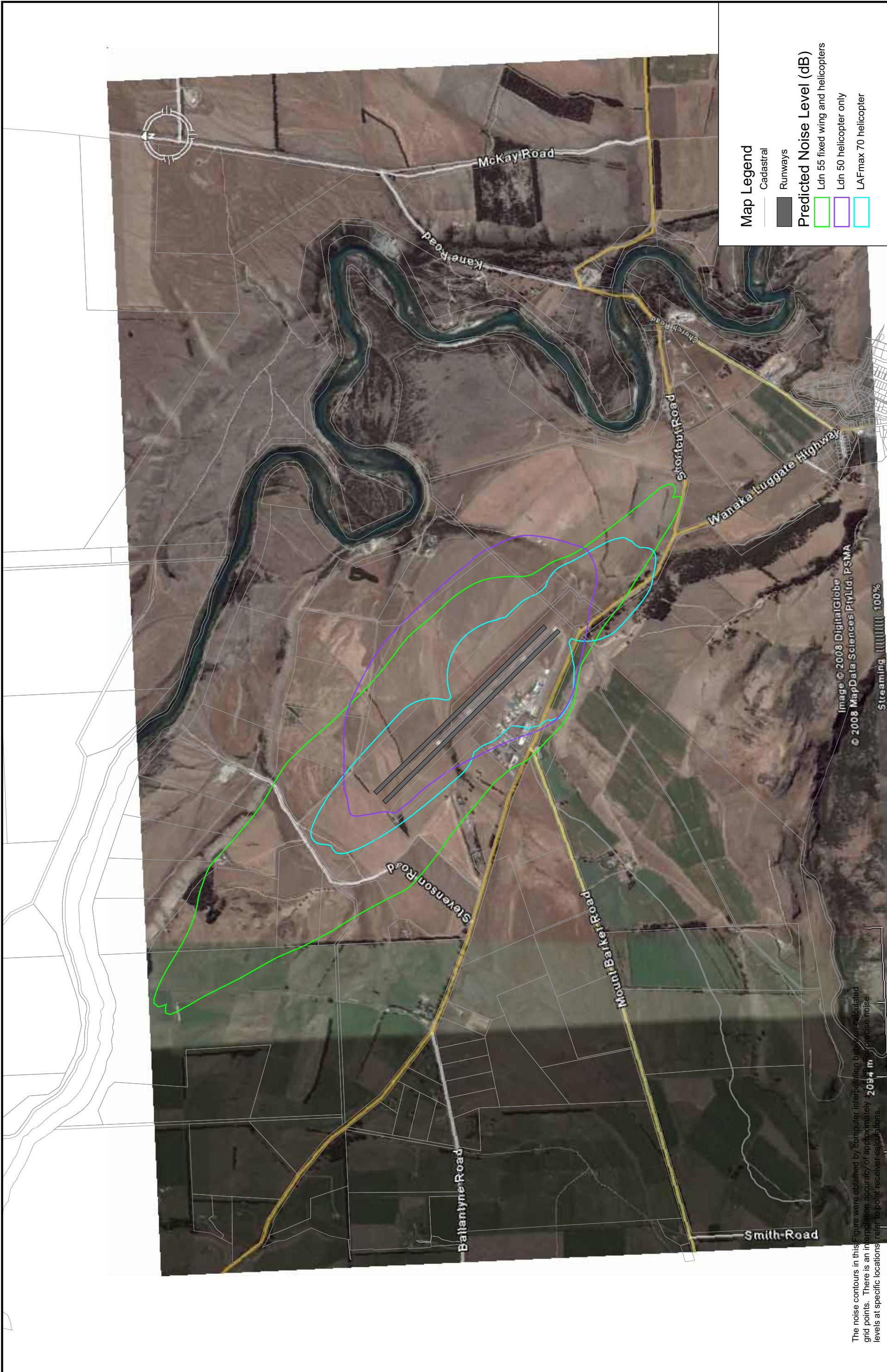
The noise contours in this Figure were obtained by computer interpolation between calculated grid points. There is an interpolation accuracy of approximately ±0.34 m for precise noise levels at specific locations refer to point receiver calculations.

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 Filename: 1009 Figure 6.SGS INM case: 02010 R09R10  
 Prepared by: SUP Date: 09/09/10

**Figure 6 - Predicted Noise Contours - 2036**





The noise contours in this Figure were obtained by computer interpolation between calculated grid points. There is an interpolation accuracy of approximately  $\pm 0.34$  m for precise noise levels at specific locations refer to point receiver calculations.

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**Map Legend**

- Cadastral
- Runways

**Predicted Noise Level (dB)**

- Ldn 55 fixed wing and helicopters
- Ldn 50 helicopter only
- LAFmax 70 helicopter

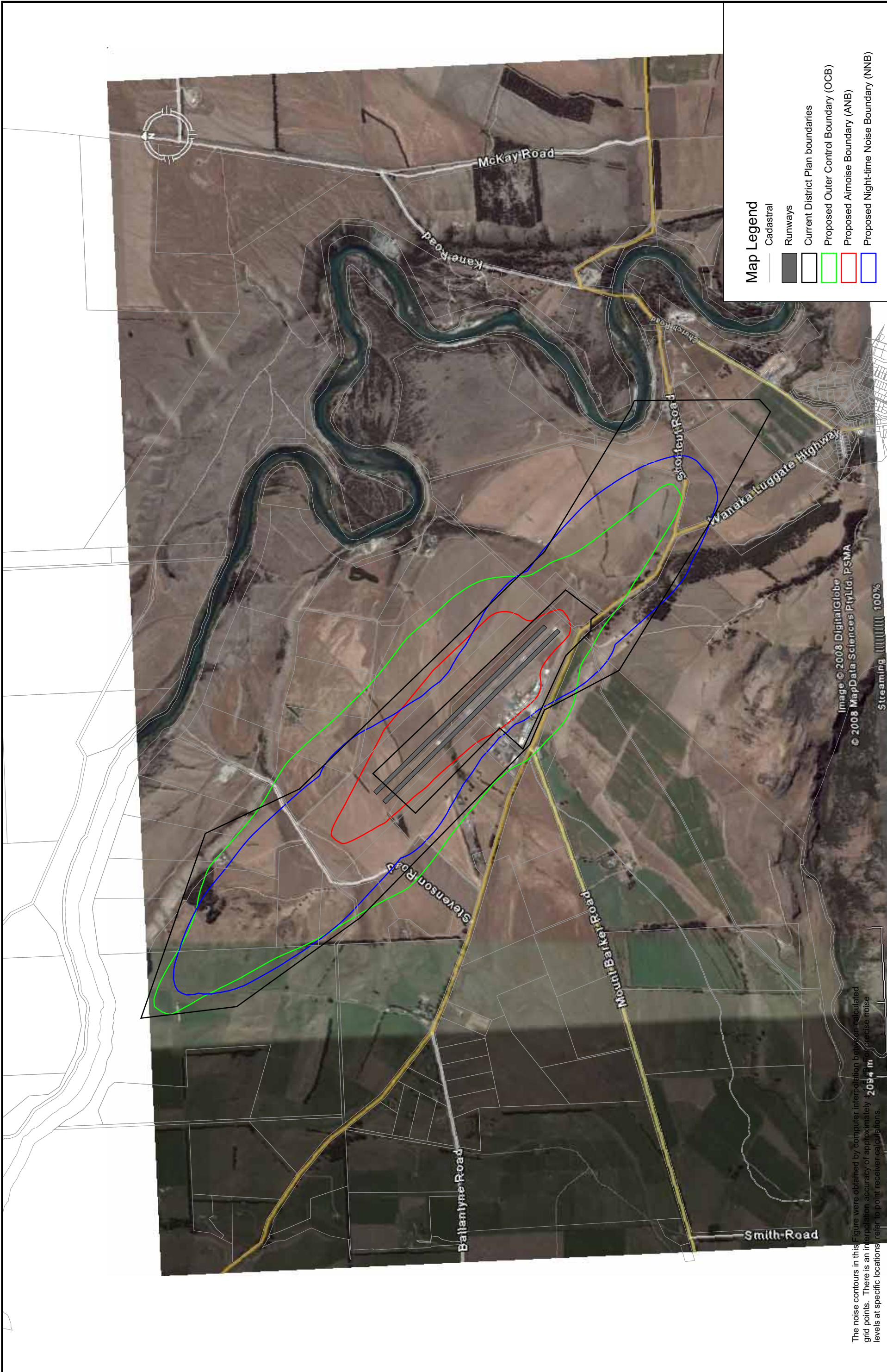
**Figure 7 - Predicted Noise Contours - 2036**

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 Filename: 1009 Figure 7.SGS INM case: 2010 R08 and R09R10  
 Prepared by: SUP Date: 10/09/10

0 125 250 500 750 1000 m

**N**





**Map Legend**

- Cadastral
- Runways
- Current District Plan boundaries
- Proposed Outer Control Boundary (OCB)
- Proposed Airborne Boundary (ANB)
- Proposed Night-time Noise Boundary (NNB)

The noise contours in this Figure were obtained by computer interpolation between calculated grid points. There is an interpolation accuracy of approximately  $\pm 200$  m for precise noise levels at specific locations refer to point receiver calculations.

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**Figure 8 - Proposed Noise Control Boundaries**