

**QUEENSTOWN AIRPORT CORPORATION LIMITED – SUBMITTER 822 AND FURTHER  
SUBMITTER 1355**

**MELISSA BROOK SUMMARY EVIDENCE – 27 AUGUST 2025**

1. Queenstown Airport is a significant infrastructure asset which makes important contributions to the local and national economy, and plays a crucial role in supporting the economic and social wellbeing of the Queenstown Lakes region. The services the airport provides are used by both local residents and visitors to the region.
2. QAC has just released its FY25 financial results highlighting a strong financial performance, strategic infrastructure development, and positive community engagement.
3. A snapshot of our results:
  - a. Revenue of \$79.9 million
  - b. Profit of \$29.4 million
  - c. Earnings before interest, tax, depreciation and amortisation (EBITDA) of \$57.3 million
  - d. Total annual dividend to shareholders of \$18.8 million, QLDC as our majority shareholder receives \$14.1 million equating to \$440 per ratepayer across the district.
  - e. Scheduled aircraft movements totalled 18,865
  - f. Passenger movements totalled 2,601,883
  - g. More than \$200,000 contribution to the community through the QAC's partnership programme and the inaugural ZQN Community Fund grants
4. We are in the initial stages of a \$400 million + infrastructure capital delivery programme. This will deliver our Master Plan up until 2032. I have attached the Master Plan layout as **appendix 1**. Delivery of this work programme will enable the accommodation of 3.2 million passenger movements, and over 22,000 scheduled aircraft movements by 2032. Our annual GA movements will increase to 43,000 and we estimate our terminal building will be 15% larger than the current terminal. As you can see from the Plan, some of the bigger capital projects include moving the helicopter precinct to the north of the runway, developing a parallel heavy taxiway, and extending and modernising the terminal building.
5. All of this work can be completed within our current air noise boundaries. The noise being experienced today is not the same level as what is permitted and what we consider we will grow into over the next 7 years.

6. Through our ten-year Strategic Plan, our Master Planning process and consecutive Statements of Intent, QAC has committed to remaining within our current air noise boundaries until at least 2032. This does not prevent the ongoing managed growth of air traffic movements within these boundaries, and as outlined above we anticipate that approximately 22,000 movements will be enabled within the existing boundaries. Monitoring and modelling of the noise impact of aircraft type was undertaken at Queenstown Airport in late 2021 and early 2022 to determine what the potential impacts of changing fleet types would have on noise generated by aircraft operating from the airport. This analysis has shown us that the use of the new generation Airbus A320 and A321 'New Engine Option' (NEO) type aircraft, such as the A320NEO and A321NEO aircraft operated by Air New Zealand, will markedly reduce noise impacts and enable an increase in aircraft movements within the current noise boundaries, compared to the existing Airbus A320 'Current Engine Option' (CEO) aircraft. Airlines operate a mix of aircraft into Queenstown Airport, including the new generation Airbus NEO aircraft. If Queenstown Airport was served exclusively by NEO aircraft, available capacity in terms of aircraft movements, would increase by between 20 – 25% within the existing noise boundaries, however it is unlikely that Queenstown Airport would be served exclusively by NEO aircraft by 2032.
7. The New Zealand Standard for Airport Noise Management and Land Use Planning, NZS6805:1992 promotes an approach whereby all activities sensitive to aircraft noise are prohibited within an Airport Noise Boundary or Outer Control Boundary, where this can be practically achieved. Through its operative and proposed district plans the Queenstown Lakes District Council has generally adopted the recommendations in the Standard, by prohibiting new noise sensitive activities in the new boundaries, but for areas where activities sensitive to aircraft noise have been enabled historically, it has taken a compromise approach and grandfathered those development rights, in an endeavour to balance the future needs of the airport and the needs and aspirations of the residential community. This grandfathering approach applies in the LDSRZ and LCSZ.
8. The Queenstown Lakes District is home to one of the fastest growing populations in the country and there is continued and increasing pressure for intensification of residential zones including those surrounding the Queenstown Airport. A key concern Queenstown Airport Corporation has, in terms of growth and land use, is the increase in people being exposed to

increased levels of noise that could adversely impact their quality of life, and reverse sensitivity, i.e. people moving into areas known to be affected by aircraft noise and then complaining about the aircraft noise.

9. We have evidence of this occurring in our 2018 community engagement process discussing amending the noise boundaries. Over 200 submissions in opposition were received from residents living in Shotover Country and Lake Hayes Estate, despite these residential areas being established long after the Airport (in the 2000s/2010s), and in contravention of the non-objection covenants that apply across these areas. The existence of the covenants did not deter the objections.
10. Other submitters have raised the approval of workers accommodation on Hansen Road under the Fast Track Approvals Act. It is important to note that QAC submitted in opposition to this application, due to the significant intensification of residential activity within the Outer Control Boundary. QAC considers that the decision-makers erred in this decision as the deliberate placement of an intensive residential activity (a known Activity Sensitive to Aircraft Noise) within the OCB is contrary to many decades of carefully crafted planning policy within the Frankton urban area whereby residential densities have not been allowed to increase in order to protect the amenity of future residents and the ongoing operation of the Queenstown Airport. Future residents of this site will experience adverse effects from airport noise that is enabled within the OCB, and the airports strategic importance could be threatened by reverse sensitivity complaints (despite the no-complaints covenants that must be registered).
11. At a policy level, we consider it is critical to align urban growth policy to ensure that housing and infrastructure are planned together, not in conflict. This means recognizing that not all urban land is appropriate for residential activities, particularly where infrastructure effects such as aircraft noise or operational airspace constraints cannot be fully mitigated.
12. Reverse sensitivity should be treated as an externality, and addressed proactively through compatibility planning: using zoning, mapped overlays, and spatial buffers to direct activities like housing away from areas where conflicts are likely to emerge over time. Planning for compatibility up front enables both housing growth, and the continued safe and efficient operation of nationally and regionally significant infrastructure such as the Airport.

13. I emphasise that it is QAC's position that compatibility planning is an enabler of growth, not a constraint. Use of air noise boundaries and obstacle limitation surfaces ensure that new housing and urban activities are located in areas where they can succeed over the long term, without creating conflict with critical infrastructure.

**Melissa Brook**

QAC GM Strategy