

Date: 30th March 2011

Submission on Resource Consent pursuant to Resource Management Act 1991 (16 Dec 2010 reprint) Part 6, Section 96.

Submission on publicly notified application RM 100777 (the Application)

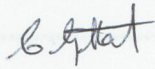
Land Use Consent to establish a Helipad at Bobs Peak, adjacent Skyline Gondola, Queenstown,

Applicant: Queenstown Lakes District Council (QLDC)

Submitter: Arthur's Point Protection Society Incorporated (APPS)

Submitter contact details: APPS Inc c/- Chris Streat, Advocate, 89 Arthurs Point Rd RD1 Queenstown 9371, streatcg@xtra.co.nz, 03 442 6789, 0274 856 236

Signed on behalf APPS Inc:



This submission is in **OPPOSITION**.

We urge the Consent Authority, Lakes Environmental Ltd, to **DECLINE** the Application.

We wish to be heard in support of our submission.

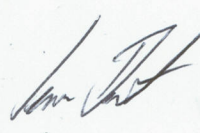
If others make a similar submission, we will consider presenting a joint case with them at a hearing.

We provide reasons for our views in our Submission below.

This Submission has been served on:

The Consent Authority: Lakes Environmental, Level 1, 74 Shotover St, Queenstown

The Applicant: QLDC c/- Southern Planning Group, Attention Sean Dent, P.O Box 1081 Queenstown 9348. Tel 03 409 0140

 30/3/11 for QLDC



APPS Submission: Table of Contents

1. Introduction	2
2. Helipad Notification Decision RM 080579	2
3. Consultation	3
4. Number of flights proposed	3
5. Flight paths proposed	4
6. CAA Rules & Safety	4
7. Reserves Act 1977- Recreational Reserves.....	7
8. QLDC Ben Lomond Reserve Management Plan	7
9. QLDC District Plan & Noise Assessment	8
10. Resource Management Act 1991	13
11. Resource Consent Review Clauses	13
12. Conclusion	13
13. Attachments	14

1. ***Introduction***

The Arthurs Point Protection Society Inc. are submitting in **opposition** to this Application for two reasons:

Firstly, the APPS has QLDC Plan Change 27A under Appeal.

QLDC Plan Change 27A seeks to introduce 24 hour averaging of noise pursuant to NZ noise Standard 6807 Helicopters. The Application should not be assessed in accordance with NZS6807 Helicopters. The District Plan Rural General noise rules in Section 5 of the District Plan should be used for assessment.

Secondly, members of APPS Inc use the Ben Lomond Reserve for recreational purposes and are an effected party.

2. ***Helipad Notification Decision RM 080579***

Page 9 of the QLDC Notification Decision dated May 2009 paragraph H determined that:

“...we are not satisfied that the effects of this activity on the environment will be minor”.

The final determination in paragraph ‘I’ determined the Application should be publicity notified. The current Application follows this Notification Decision

3. **Consultation**

The identification of persons affected by the Application on page 23 excluded commercial and recreational paraglider pilots, the Mountain Bike Club, and the Ben Lomond Users Group.

This notified Application is not listed with other Notified Applications on QLDC's website, or Lake Environmental's website.

APPS are an effected party, having QLDC Plan Change 27A Noise under Appeal which seeks to introduce the Helicopter Standard which QLDC are relying on for assessment of the Application. APPS were not provided a copy of the Application.

4. **Number of flights proposed**

The Application page 5 sets out the history of un-consented landings at Bobs Peak Helipad, where The Helicopter Line General Manager confirmed approximately 1500 flights per annum.

The Application page 5 last paragraph requests **3,160 flights a year, 15 flights a day maximum**. The Application defines a '*flight*' as take off and landing, being two flight movements. **The APPS submit the Application is therefore 6,320 flight movements per annum.**

10,000 landing per annum (20,000 flight movements) were sought by QLDC in the earlier Notification Decision RM 080579 paragraph A.3. This Notification Application erred in stating that 10,000 landings were permitted by the Reserve management Plan, where no number of flights was mentioned.

An email (attached) provided by APL (QLDC Reserve finance manager) sets out the historic Skyline Helipad *landings* as follows:

Landings (double these figures for flight movements).

2006- 1428

2007-1369

2008-1215

2009-1254

2010-1063 (estimate)

5. Flight paths proposed

The flight paths proposed on page 7 of the Application are not in accordance with the requirement in Ben Lomond Reserve Management Plan p32 (10) 4th bullet point which requires:

“• that the flight path to the helipad be such that flying over the urban areas of the District be prohibited”.

The Application page 4 identifies Skyline as being 400m [1312ft] vertically above Queenstown. The Management Plan page 2 states that *“Altitude over the urban area will exceed 2000ft above ground level.”* Therefore after take off the helicopters will need to climb 688ft prior to entering a point 600m laterally and 1000ft vertically from the boundary of a residential area. The noise tests in Application Table 3 do not state the flights were conducted for this flight profile, or that the flights were conducted in accordance with CAA advisory AC139-8 for helicopter landing areas.

In expert evidence (attached) in APPS v QLDC, CAA Flight Examiner Neil Scott stated:

“I believe that had the [CAA AC139 – 8] required T/O [take off] and landing path been adhered to it would have made a significant difference to the noise levels.”

The Flight Paths are also different to the current un-consented flight paths, which approach from the south west up a ridge line to the helipad.

If consent is granted, prior to setting flight paths and the location of the helipad, the existing consented paraglider operations should be considered. The Application does not record any consultation with the commercial and recreational paraglider users of the site who are legally established under a designated CAA Gliding Area, a formal lease with QLDC, and resource consents to operate.

6. CAA Rules & Safety

The Application page 20 paragraph 1 states that safety issues fall under the Civil Aviation Authority (CAA).

CAA's *Advisory circular AC139 – 8* (attached) provides rules for establishment of helipads. The Application provides no evidence this rule has been complied with.

In the last paragraph on page 20 of the Application, Mr Quickfall for The Helicopter Line gives assurances that:

“..there are no matters that have or will prevent an operator from complying with the CAA requirements at the proposed Helicopter Landing Area.”

Mr Quickfall's qualifications as a helicopter safety expert are not stated.

Mr Quickfall conducted flight testing on 29th April 2009 at the Totally Tourism Ltd Arthurs Point helipad directing The Helicopter Line helicopters with a two way VHF radio for noise tests prepared by Mr Vern Goodwin (for Mr Quickfall) during evidence preparation in APPS v QLDC ENV 2009 CHC 003.

Mr Goodwin videotaped these flight noise tests and provided the video to APPS Inc's safety expert CAA Certified Helicopter Flight Examiner Neil Scott, Chief Pilot Garden City Helicopters.

CAA Helicopter Flight Examiner Mr Scott for APPS provided an Affidavit to the Environment Court (attached). The paragraph titled Evidence stated:

"I believe that had the [CAA AC139 – 8] required T/O [take off] and landing path been adhered to it would have made a significant difference [increase] to the noise levels [that Mr Goodwin recorded for Mr Quickfall]."

Mr Scott then concluded that:

"The 29 April 2009 noise flight tests provided on video by Mr Vern Goodwin do not appear to conform with CAA Advisory circular AC139 – 8 [attached]."

APPS are not assured by Mr Quickfall's comments that a helicopter operator can comply with CAA requirements in AC139-8 for the Application site at Bob's Peak.

In the High Court case *Director of Civil Aviation v The Planning Tribunal* (attached) it was held on page 9 that :

*"...both the Council and the Tribunal [now named the Environment Court] are bound by [RMA] s104 to have regard to 'any actual or potential effects on the environment of allowing the activity' (s104(1) (a)). 'Environment' is defined in s2 [RMA] as including the social and economic conditions that effect people and communities. The meaning of 'effect' is given in s3 [RMA] and includes 'any potential effect of low probability which has a high potential impact'. In this case the Tribunal directed itself precisely to these matters and concluded that **an air accident in this area, although of low probability, would have a high potential impact on the social and economic conditions of the local communities dependant on the tourist trade. Plainly air safety must be considered by the Council and Tribunal. While the essential function of the Director [CAA] is to set the minimum safety standards that are acceptable, and that must involve some degree of risk, and while in the ordinary situation that would normally satisfy a Council or the Tribunal, nevertheless the Tribunal is entitled to take a more particular look at the communities effected.**"*

APPS added bold type in above quote to emphasis the two main issues being:

- An air accident while low probability has a high impact on a districts tourism operations.
- A Council commissioner can consider safety issues beyond the minimum CAA requirements.

The *Glentanner* High Court case discussed above was a Judicial Review that upheld an earlier Planning Tribunal Decision *Glentanner Park (Mt Cook) & The Helicopter Line v Mackenzie District Council* where the Planning Tribunal (now called the Environment Court) accepted evidence from The Helicopter Line that Glacier Helicopters Ltd should not set up a base at Ferintosh Station located **4.65 km** away from The Helicopter Line base at Glentanner Airfield near Mt Cook.

In this current Application, there is a **significant recreational and commercial paragliding operation surrounding the helipad, far less than 4.65 km away**. These paragliding operations are in the CAA designated Gliding Area at Bobs Peak, two way radio communication is not required. This Gliding Area is designated on Airways Airspace Charts by blue lines and encompasses most of the east face of Bobs Peak out to Queenstown Bay.

CAA Helicopter Wake Turbulence Brochure (attached) states that *“depending on the size of the Helicopter, significant wake turbulence can be generated”*. The CAA brochure states accidents involving wake turbulence from helicopters on light aeroplanes occur. Light aeroplanes have wing loadings more than 50 times that of a paraglider.

The Application proposes the number of helicopter flights to double on past un-consented flights, this will increase the wake turbulence and collision risk. The Application contains no assessment of effects on commercial and recreational paraglider pilots who are legally established at the site.

The existing commercial paraglider operations (Queenstown Commercial Paragliders) have resource consent to operate and a lease with QLDC to operate under the Ben Lomond Reserve Management Plan.

Safety of other users of the recreation reserve has not been assessed, persons walking, running, biking up the track which the helipad is located upon without fencing.

Safety of staff and clients and structures of the Ziptrek operation has not been considered. Ziptrek staff work outdoors and can not insulate themselves inside buildings from the noise.

7. Reserves Act 1977- Recreational Reserves

The Application is **non-complying** with the objectives and policies in the Reserves Act 1977, in particular section 17(2) c relating to Recreation Reserves:

“(c) Those qualities of the reserve which contribute to the pleasantness, harmony, and cohesion of the natural environment and to the better use and enjoyment of the reserve shall be conserved:”

8. QLDC Ben Lomond Reserve Management Plan

The list of leases in Appendix 2, page 48 does not include any leases for Helicopter operations.

When the *Borough of Queenstown* originally gave permission for helicopter operations to Alpine Helicopter in 1986 (attached) paragraph 1 stated:

“..it [the Council] did not wish to have land tied up in a permanent lease situation [for a helipad].”

The Ben Lomond Reserve Management Plan page 39 states:

“Helicopter operations over the reserve have a detrimental effect on the natural quiet of the reserve and have the potential to adversely affect the experience of users. However, they are considered an important component of the Tourism services available. As such licenses have been issued for limited landings on the reserve at the Skyline restaurant site. In 2003, 1531 licensed landings were made at this site. This situation will need to be monitored carefully and reassessed when new or renewal of helicopter licenses is considered to ensure that an acceptable balance is achieved. However, it also needs to be recognised that this management plan has no ability to prevent or restrict helicopters flying over the reserve.”

When this Management Plan was created, it did not consider that former Helicopter operations at Skyline Helipad were not legally established under the Town and Country Planning Act.

Helicopter operations do not mix well with the quiet passive activities undertaken on the Reserve.

The Helipad is inconveniently located directly on the main track between Queenstown and Skyline building, where pedestrians and mountain bikers pass and congregate, and in close proximity to Ziptrek and the paraglider sales booth.

The APPS submit the helipad will create significant adverse effects.

9. **QLDC District Plan & Noise Assessment**

The Application page 8 sets out the Statutory Provisions. Despite a list of **non complying** matters APPS have identified below, the Application assessed the activity as Discretionary throughout. The Application Conclusion page 22 last paragraph states *“Overall...adverse effects...will be less than minor.”*

The Application Page 8 erred where it states the Application site is on District Plan Map 36. Map 36 is central Queenstown only.

The Application page 8 states:

“..provision for a helicopter landing area is not provided for in the rules for this designation area which are found on page A1-53 of the District Plan”.

This Application statement is correct with respect to helicopter landing areas being **non-complying** with respect to rules for Recreation Reserves in District Plan pages A1-54 and A1-55. This Application erred where it stated rules for the designation are on page A1-53 of the District plan, the rules for all Recreation Reserves are in G on pages A1-54 and A1_55 of the District Plan.

The Application is silent on the noise rules in A1_55 for all designated Recreation Reserves below:

District Plan Section A-1 G Recreation Reserves (page A1-55)

“9 Noise

Activities, other than outdoor recreation, shall be conducted such that the following noise levels are not exceeded at the boundary of the site:

All Zones except Rural: • during day time 40 dBA L10

• during night time 30 dBA L10

Rural Zones: • during day time 55 dBA L10

• during night time 40 dBA L10”

There are no exceptions listed to these rules which limit noise to 55 Dba L10 daytime in ALL QLDC Recreation Reserves. The Application Noise Assessment Table 3 is **non-complying** with this rule.

APPS submit that Assessment of Noise Effects page 12 Table 3 is also **non complying** with both the noise limits in the District Plan Rural General section 5.3.5.2.v.a (page 5-20) L10 50 Dba and the Helicopter Standard 1994 Table 1 50 Dba Ldn (24 hour averaging).

The APPS submit the Application is **non-complying** with respect to District Plan rule 5.3.5.1 9(ix) which limits the scale of recreational activities to five people in any one group.

The Application contains no assessment of the site having a landscape classification of *Outstanding Natural Landscape Wakatipu Basin* contained in District Plan Appendix 8A Map 1.

The Application does not refer to any QLDC resolution being ratified by Councillors to undertake the current Application pursuant to the Local Government Act 2002. The QLDC Application page 3 is signed by The Helicopter Line's Planner, Sean Dent, Southern Planning, on behalf QLDC.

QLDC's lack of understanding on noise issues is exacerbated by the failure of the Council to gather information, monitor and keep adequate records of activities within its District as required by section 35 of the RMA and section 4 of the District Plan. This is evidenced by QLDC's latest monitoring reports not addressing noise whatsoever, refer:

http://www.qldc.govt.nz/images/Files/Monitoring_Reports/Community_Outcomes_Monitoring_Report_Jan_2009.pdf

In particular, QLDC does not comply with District Plan rule 4.11.3.ii:

*"Surveys: Every 3-5 years the Council will survey the District's Community regarding its attitudes towards particular resource management issues. The Council will also undertake traffic, parking and **noise level surveys** and recreational user surveys".*

Comments in the Application on community response to noise of Helicopters operating at Bob's Peak are therefore hearsay only. Most if not all residents and visitors would assume the helipad was legally established, which it was not. This assumption the helipad was legal would limit noise complaints.

District Plan Section 4.11.5 'Review Procedures' provides a list of District Plan review procedures that QLDC have not followed during preparation of Plan Change 27A Noise which seeks to introduce the Helicopter Standard, which APPS currently has under appeal.

The Lake Environmental Form 12 Public Notification page 1 refers to an 'existing helipad' and does not mention the Application page 2 acknowledges the helipad site was never legal. This was confirmed in Skyline v Ziptrek & QLDC (High Court) CIV-2008-425-000650 at paragraph 56:

"[56] My [Justice French] conclusion that the [Bobs Peak Skyline] helipad does not have existing use rights means the Council was under no obligation to consider the effects [on Ziptrek operation] on helicopter operations, and its failure to do so cannot be a ground for judicial review."

The Application contains no assessment of take off and landing amenity noise on downtown and residential Queenstown areas. In Queenstown's sister city Aspen, or the well known ski area Chamonix in France, helicopters are not permitted to fly over the towns. In contrast, the Application proposes 6,320 flight movements per annum over Queenstown, a considerable number.

The Application page 11 states for the Rural zone take off and landing noise over 500ft falls outside the RMA's jurisdiction. This is correct, but the CAA regulations over residential areas are 1000ft above ground level for a distance of 600m horizontally,

this rule has not been assessed in terms of the Application flight paths or the Noise Assessment.

We attach a Nasa report on effects of Squirrel Helicopter noise at 150m (492 ft) altitude – 83 to 94 dba, and at 300m (984ft) 76 to 86 Dba, depending on speed of helicopter.

We attach a sound comparison chart from Environmental and Resource Management Law to assist in making sense of what the effects 76 to 94 Dba actually are.

The Application on page 6 paragraph 7 does not appear to include effects while helicopters are on the ground, being idling noise and fumes effects:

“This application does not relate to any ground related activities that might occur subsequent to the arrival and departure of a helicopter.”

In assessing noise from helicopters using NZ Standard 6807 Helicopters:1994 the Noise Assessment Table 3 is unclear if individual helicopter flight movements, including continuous idling occurring between an arrival and departure, were measured and assessed so that the sound energy that is actually received from that movement to the heights required in the CAA regulations for over flying is conveyed in the Sound Exposure Level (SEL) for the movement when calculated in accordance with NZS 6801:1991 (or NZS 6801: 2008). The Noise Assessment does not state it was conducted in accordance with *NZS 6801 Measurement of Sound*.

To correctly assess amenity effects discussed on pages 14 to 19 of the Application, APPS request instantaneous noise (SEL), and L10 print outs please from Mr Goodwin relating to Noise Assessment Table 3 for QLDC Skyline Helipad Application. We would appreciate both a graph and table printout, and videos recordings of the flight movements. The Application Table 3 noise measurements are all averaged over 24 hours, which can reduce 90Dba instantaneous readings down to 50 Dba Ldn (day night) 24 hour averaging.

The Application page 20 provides a statement from QLDC's Planner that *“In my opinion, the smell of fumes is generally faint...”*. With respect, this is not an expert opinion on the effects of fumes, which has not been adequately assessed for Ziptrek and Commercial paraglider persons working in the area outdoors in terms of occupational safety given over 6,000 flight movements per annum are proposed.

The Application page 6 paragraph 4 states:

“..the appropriate New Zealand Standard for assessing Helicopter Noise is NZS6807 1994 Noise Management and land use planning for helicopter landing areas [The Helicopter Standard NZS6807].”

The introduction of the 'Helicopter Standard NZS 6807' via QLDC Plan Change 27A to the Queenstown Lakes District Plan is currently under appeal by the Arthurs Point Protection Society in APPS v QLDC ENV-2010-CHC-000166 .

The Helicopter Standard NZ 6807 is not operative under the District Plan, there were 53 submissions against it, and only 2 submissions for it. The Application shall be assessed using the District Plan and NZS6802 1991 referenced therein.

The Application page 13 erred where it states “...*transport noise including helicopters fall outside the scope of this standard* [The District Plan noise standard NZS6802 s1.2].”

NZS6802 s1.2 states “... *Where sound from transportation of construction activity is part of the overall sound emission from a land use activity, or is part of the background sound for a specific site of interest, it may be assessed using this Standard.*” [APPS emphasis added].

The “*Transportation Exemption*” via section 1.2 NZS6802 1991 referred to by Mr Goodwin at paragraph 15 in Noise Assessment (and page 13 of the Application) fails the tests in section 22 & 23 Standards Act 1998, and RMA Schedule 1 Part 3 s35, which requires NZ Standards to be introduced by way of a Plan Change prior to their becoming a rule to assess the status of the Application being Discretionary or Non-complying.

For a more detailed description on why the “*Transportation Exemption*” is an error, view page 10 in:

<http://www.queenstown-noise.co.nz/pdf/Mediation%20removed%20PC27A%2023%20Feb%202011%20FINAL.pdf>

The operative noise rule is not the Helicopter Standard, it is NZS6802 1991 as amended by District Plan Rural General - 5.3.5.2.v.a (page 5-20) being L10 50 Dba.

The Application Noise Assessment at paragraph 14 claims that:

“...Nationwide there is not one case I am aware of where the Courts have adopted or contemplated application to helicopter landing areas of any other than NZS6807 [Helicopter noise standard] since it was published in 1994.”

In *Charterhall Trustees Ltd v QLDC* (Blanket Bay, Glenorchy), the Helicopter Standard was not applied, the Application was declined, and flights were made from Glenorchy Airfield instead.

APPS submit the Courts do not always accept the noise levels in the Helicopter Standard are minor, in *Stevenson v Rodney* it was held that:

“[105] Adopting the approach in the McIntyre decision previously referred to, we [the Court] are entitled to go beyond proposed compliance with the [helicopter] noise Standard in assessing effects on the environment. We have found that even with limits on numbers of flight movements and hovering operations, the effects on the environment as we have found it to be, are somewhat more than minor.”

The APPS submit the Application is **non-complying** in the Rural B zone, because the subject site is not an Airport as stated in the Application page 6 (and Noise Assessment paragraph 12) which infers Helipads fall under the definition of Airports in the District Plan section D-1 (Definitions) where an airport is defined to be:

"[airport] Means any defined area of land or water intended or designed to be used whether wholly or partly for the landing, departure, movement or servicing of aircraft."

The Transportation Section of the District Plan only mentions two Airports in the Queenstown Lakes District, Wanaka and Queenstown. There are only airports and airfields like Glenorchy listed in QLDC District Plan section A1 Designations, no heliports.

Helipads are not Airports in the CAA regulations, which excludes helipads from the definition of Airports. The CAA regulations hold airports and aerodrome word meanings to be synonymous. (the same).

*"CAA Part 157 Notice of Construction, Alteration, Activation, and Deactivation of Aerodromes First effective 8 July 1993
157.3 Definitions:*

For the purposes of 157.1 and 157.5:

"Aerodrome" does not include a defined area of land or water intended or designed specifically for use by helicopters [our emphasis added]:

CAA Part 1 Consolidation 1 November 2010 Definitions and Abbreviations

P20Aerodrome—

(1) means any defined area of land or water intended or designed to be used either wholly or partly for the landing, departure, and surface movement of aircraft; and

(2) includes any buildings, installations, and equipment on or adjacent to any such area used in connection with the aerodrome or its administration:

p46 Heliport

Heliport means any defined area of land or water, and any defined area on a structure, intended or designed to be used either wholly or partly for the landing, departure, and surface movement of helicopters."

10. Resource Management Act 1991

The Application is contrary to the provisions of the Resource Management Act 1991 in particular, sections 3, 5, 6, and 7 of the Act. This **non complying** Application fails the two tests in RMA s104D (1) which provides two alternative means for any resource consent application to be approved: (a) minor effects on the environment or (b) not be contrary to objectives and policies [or rules] in the District Plan.

11. Resource Consent Review Clauses

The Application does not provide for any consent review clause. The Ben Lomond Management Plan page 42 requires:

“Helicopter use: Review the helicopter arrangements in terms of number and times of flights to Ben Lomond. Every three years.”

If consent is granted, the consent should contain a review clause.

12. Conclusion

There has been inadequate consultation prior to notifying the Application.

Safety has not been adequately considered for the QLDC Hearing Commission to be satisfied the operation is safe. The High Court in *Director of CAA v Planning Tribunal* held that an air accident while of low probability would have a high impact on tourism in the District.

The position of the helipad and flight paths has not been adequately considered. The helipad is located in an inconvenient location which has a significant effect on the public, Ziptrek, and paraglider pilots both commercial and recreational.

The Application is contrary to the objectives and policies in the Reserves Act 1977 17(2)c which relate to Recreation Reserves.

The Application does not recommend a review clause for the Decision, only a review clause for the Management Plan.

The District Plan objectives, policies, and rules have not been adequately considered in turn, and numerous important errors have been made in the Application which affect assessment matters and the Applications Conclusion that effects on the environment *“will be less than minor”*.

The QLDC Bobs Peak helipad notification Decision RM 080579 stated *“...we are not satisfied that the effects of this activity on the environment will be minor”*.

The Application is contrary to the objectives, policies, and rules in the District Plan, in particular the noise rules. The Application erred in assessing the proposal as a 'discretionary activity' rather than a 'non-complying activity', because the Application is **non-complying** with the:

- activity status for the Rural General zone and Recreation Reserve Designation list of activities.
- District Plan Rural General Zone rule 5.3.5.2.v.a (page 5-20) L10 50 DbA (10 minute averaging)
- District Plan section A-1 G noise level 55DbA L10 for the Ben Lomond Reserve Designation.
- Helicopter Standard NZS 6807 Table 1, 24 hour averaging techniques which are not referenced in the District Plan and are not a rule.

The Application is contrary to the provisions of the Resource Management Act 1991 in particular, sections 3,5, 6, and 7 of the Act.

The effects of the proposal on the environment are **significant** in terms of RMA s104(D)1. The Application should be **declined** pursuant to RMA s104D(1) which requires an Application to have either (a) minor effects on the environment, or (b) not be contrary to objectives and policies ~~for rules~~ in the District Plan.

13. **Attachments**

1. *Environmental and Resource Management Law Journal: Noise comparisons*
2. *Nasa Helicopter Noise study (available online)*

QLDC documents

3. 1986, *Borough of Queenstown, Bobs Peak Helipad, Alpine Helicopters Permission to operate.*
4. 2011, 24 March *Email from APL (QLDC Reserve Manager) re Bobs Peak Helipad flight numbers.*

RMA 1991

5. s104(D)1

CAA & Safety

6. *CAA Advisory circular AC139 – 8 [helipad establishment]*
7. *CAA wake turbulence brochure. [helicopters]*
8. *Neil Scott Safety Affidavit APPS v QLDC ENV 2009 CHC 003 [helicopters]*

Case law

9. *Director of Civil Aviation v The Planning Tribunal [safety]*
10. *Glentanner Park (Mt Cook) & Helicopter Line et al v Mackenzie District Council 9. W50/94 [safety]*