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The National Organisation in New Zealand of
Aviation Education and Research Organisations
Aircraft Repair and Maintenance Organisations
Air Rescue/Air Ambulance Organisations
Aviation Fuel and Oil Suppliers
Flight Training Organisations
Aviation Service Providers
Air Charter Operators
Helicopter Operators
Agricultural Aviation
Aircraft Constructors
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FURTHER SUBMISSION IN RESPONSE TO SUBMISSIONS ON THE PROPOSED HAURAKI GULF ISLANDS DISTRICT PLAN

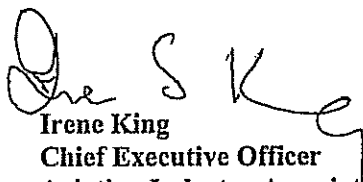
To: The Manager
City Planning
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Submitter: Aviation Industry Association of NZ (Inc)
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Further Submission by the Aviation Industry Association of NZ (Inc)

1. The Aviation Industry Association of NZ (Inc) represents the interests of commercial aviation in New Zealand, and in this capacity makes this further submission on the proposed Hauraki Gulf Islands District Plan.
2. A schedule of the reasons for support or opposition to original submissions is attached. The AIA reserves the right to call further evidence and/or expand on those reasons if necessary at the hearing.
3. The AIA wishes to be heard in support of this further submission either in its own right or jointly with those interests making similar submissions.

Dated 28 May 2007



Irene King
Chief Executive Officer
Aviation Industry Association of New Zealand (Inc)

Name and Submission No.	Oppose/Support	Reasons for Further Submission
Heletranz Ltd 966/6, 7 10, 12	Support	<p>The AIA agrees that the proposed plan fails to acknowledge the importance of air transport to the social and economic wellbeing of the Hauraki Gulf island communities. While the Plan recognises that air strips and helipads may be required for farming activities, the proposed rules in Part 13.8 are not conducive to meeting the stated policies and objectives as they are too restrictive.</p> <p>The objectives in the Plan fail to recognise the requirement for air transport to serve accommodation and other tourist establishments. This is significantly more critical given the reduction in fast ferry schedules to the outer gulf islands and Great Barrier in particular.</p>
Heletranz Ltd 966/13	Support	<p>The AIA agrees that the proposed plan fails to acknowledge the importance of air transport to the social and economic wellbeing of the Hauraki Gulf island communities. The wording of the plan implies that air travel to the islands is considered less-than-conventional and should otherwise be avoided.</p> <p>Air transport to private properties on the islands is being increasingly recognised as an efficient mode of transport; and in some cases is vital to businesses in the tourism sector. It would be wrong for the Council to assume that such a method is unconventional.</p> <p>Furthermore, such transport assists in relieving congestion on vital roads and other infrastructure such as parking amenities on the islands, a concern that has been recognised by the Council in their Plan (see paragraph 13.4.7 Resource management strategy – Passenger transport).</p>
North Shore Helicopters 330/2	Support	<p>The objectives in the Plan fail to recognise the requirement for air transport to serve accommodation and other tourist establishments.</p>
Trevor Charles Rendle & Carol Ann Frances Rendle 2080/2	Support	<p>The objectives in the Plan fail to recognise the requirement for air transport to serve accommodation and other tourist establishments.</p>
A E Davies 579/5, 9, 11	Oppose	<p>The AIA submits that the use of helipads for personal use is a legitimate means of access to private properties where CAA regulations are able to be met.</p> <p>A single designated helipad at Church Bay is too restrictive for individual property owners and tourist establishments; and will have an adverse effect on the tourism industry.</p> <p>There is no effects-based justification for a restriction on helipads or airstrips in Western Waiheke. Blanket restrictions and exclusions are inappropriate.</p>

Name and Submission No.	Oppose/Support	Reasons for Further Submission
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**AVIATION INDUSTRY ASSOCIATION OF NZ (INC)
SCHEDULE OF FURTHER SUBMISSIONS**

Waiheke Island Community Planning Group 3061/116	Oppose	The AIA submits that the use of helipads for personal use is a legitimate means of access to private properties where CAA regulations are able to be met.
Waiheke Island Community Planning Group 3061/117	Oppose	A single designated helipad at each village is too restrictive for individual property owners and tourist establishments; and will have an adverse effect on the tourism industry.
Waiheke Island Community Planning Group 3061/124	Oppose	There is no effects-based justification for a restriction on helipads or airstrips in Western Waiheke. Blanket restrictions and exclusions are inappropriate.
Renaissance Aotearoa Foundation 3658/1	Oppose	The AIA submits that the Proposed plan should recognise the requirement for air transport to serve accommodation and other tourist establishments; as well as a means of access to private property.
Renaissance Aotearoa Foundation 49/1-4	Oppose	<p>The AIA submits that the use of helipads for personal use is a legitimate means of access to private properties where CAA regulations are able to be met.</p> <p>The proposed restrictions are considered too high for the requirements of:</p> <ul style="list-style-type: none"> • Rural activities, such as aerial spreading, heavy transport and frost protection; • On properties where air transport is utilised for businesses such as function centres, accommodation and restaurants. • Land users who wish to utilise air transport as an effective and efficient means to access their property. <p>Blanket restrictions on helipads or airstrips will be too restrictive for individual property owners and tourist establishments; and will have an adverse effect on not only the tourism industry, but the social and economic wellbeing of the Hauraki Gulf islands.</p>
Mark Parisian & Kahmeelah M Herber 1241/1-4	Oppose	Blanket restrictions on helipads or airstrips will be too restrictive for individual property owners and tourist establishments; and will have an adverse effect on not only the tourism industry, but the social and economic wellbeing of the Hauraki Gulf islands.
Colin Beardon & Christine Beardon Organisation 1039/3	Oppose	Blanket restrictions on helipads or airstrips will be too restrictive for individual property owners and tourist establishments; and will have an adverse effect on not only the tourism industry, but the social and economic wellbeing of the Hauraki Gulf islands.

Name and Submission No.	Oppose/Support	Reasons for Further Submission
Lynette Reed 1022/7	Oppose	Such a restriction on inward and outward aircraft movements is unrealistic; and will have an adverse effect on not only the tourism industry, but the social and economic wellbeing of the Hauraki Gulf islands.
Susan Washington 3402/1	Oppose	Such a restriction on inward and outward aircraft movements is unrealistic; and will have an adverse effect on not only the tourism industry, but the social and economic wellbeing of the Hauraki Gulf islands.
Phee Phanshell 3720/1	Oppose	The proposed amendment would unduly restrict the location and use of helipads within the Rural 1-3 zones, particularly for rural activities, such as aerial spreading, heavy transport and frost protection.
Trevor Charles Rendle & Carol Ann Frances Rendle 2080/1	Support	The AIA submits that the Plan should be amended to increase the maximum inward and outward movements on Landform 1-7 zones and Rural 1-3 zones to <i>at least</i> eight (8) inward and eight outward movements within a seven day period.
Helilink Limited 2625/1	Support	The AIA submits that the Plan should be amended to increase the maximum inward and outward movements on Landform 1-7 units and Rural 1-3 units to <i>at least</i> eight (8) inward and eight outward movements within a seven day period. This limitation should not apply to services provided for the purposes of saving property or life.