

27 January 2022

Secretariat
Infrastructure and Transport Select Committee
Select Committee Services
Parliament Building
WELLINGTON 6160



Tēnā koutou katoa,

Submission on the Civil Aviation Bill 61-1 (2021)

Attached please find a submission for the Infrastructure and Transport Select Committee in its deliberations on the Civil Aviation Bill 61-1 (2021).

Personal details:

This submission is from Cath Handley, Chair of the Waiheke Local Board which is an elected body of Auckland Council.

The address is:

Waiheke Local Board Office,
Waiheke Service Centre
10 Belgium Street
Waiheke Island 1081

We wish to appear before the committee to speak to our submission, preferably via videoconference link.

Our contact person is Lisa Waldner, Waiheke Local Board Office Manager, who can be contacted at:

027 247 5337
lisa.waldner@aucklandcouncil.govt.nz

We wish that the following appear in support of our submission:

- Cath Handley, Chair, Waiheke Local Board
- Robin Tucker, Board member, Waiheke Local Board

Two supplementary hard copies are being couriered to your office.

Yours faithfully: Nāku iti noa.

A handwritten signature in blue ink that reads "Cath Handley".

Cath Handley - **Chair - Waiheke Local Board**

cath.handley@aucklandcouncil.govt.nz

Submission: Civil Aviation Bill 61-1 (2021)

1. The Waiheke Local Board has formally resolved to endorse the attached submission of Quiet Sky Waiheke with respect to the proposed Civil Aviation Bill 61-1 (2021).
2. Moreover, the Waiheke Local Board has resolved to seek to speak to this submission to provide the perspective of the board as the democratically elected representatives of Waiheke residents and ratepayers.

Background:

On several occasions in 2021 the Waiheke Local Board actively resolved to seek urgent planning and statutory provisions to enable and to empower planners within Auckland Council to act to minimise the cumulative impacts of helicopter noise and movements in the airspace above Waiheke Island. At the same time, in the interests of safety, the board supported Quiet Sky Waiheke's application to the Civil Aviation Authority to seek a ministerial approval to designate Waiheke a Special Use Air Space.

Waiheke's seemingly dangerous and unmonitored proliferation of consented helipads/ports and their associated movements draw attention to an apparent conflict between the regulatory authority's role and that of local government in both controlling the airspace **at any height** to ensure safety above the ground (and in doing so to mitigate the impacts of those same risks on the ground), and in protecting the well-being of communities and the natural environment from the individual and cumulative impacts of helicopter noise and movement.

There is no apparent mechanism or monitoring of any requirement for local government to consider airspace safety control beyond nominal boundaries of height and distance when they consent a helipad/port on ground, and consequently when they consent movements to and from that helipad/port. Auckland Council only considers single flight paths for arrival/departures with notional boundaries for those, with a height limitation on further considerations. The board asserts that the limitations imposed by planners in their considerations lead to unsafe air movements, as well as negative impacts on amenity for residents and on the natural environment.

Legislative Opportunity

This legislation is an opportunity for government's effective control of helicopter movements in airspace, and to be the unequivocal lead agency in controlling the conditions of consenting of helipads/ports and their consequential movements to ensure air safety.

Recommendation

The Waiheke Local Board recommends that the committee makes changes to the proposed legislation consistent with those proposed by Quiet Sky Waiheke (attached).

We respectfully seek an opportunity to speak in support of the Quiet Sky Waiheke submission and to the board's own concerns.