

KEY PLAYERS IN THE MANAGEMENT OF BIRDS AROUND THE AIRPORT

Department Of Conservation, DOC

Under the Wildlife Act the Department of Conservation is responsible for the management and protection of native and game bird populations and habitats. The Department must be involved in any strategies developed to manage native species. Black-backed gulls and Spur Winged Plovers are native and have both been identified as potentially problematic with regards air strike.

Fish And Game, New Zealand

Responsible for the management of fish and game bird populations and habitats. Must be instrumental/party to any strategies developed to manage these species

Environment Canterbury, ECAN

Has an interest (through the Canterbury Regional Policy Statement) in maintaining Christchurch's strategic infrastructure and as such are interested in any activities that may impact on the airports operations.

- Indicate that it is likely to support the airport's position opposing developments that have the potential to negatively impact on the operational capacity of the airport.
- Prepare and consult on a Regional Pest Management Strategy under the Biosecurity Act 1993 and run a Council Controlled Organisation, Target Pest Ltd which carries out contract pest control, including bird control for CIAL.
- Is the statutory authority in respect of groundwater management (quality and quantity) and are concerned about pathways for contaminants to groundwater that may occur through the creation of lakes. These issues to be dealt with under the forthcoming Proposed Natural Resources Regional Plan.
- Is the owner of land covering the margins and bed of the Waimakariri River, held under the Waimakariri River Improvement Act 1922.
- Is preparing a non -statutory plan for use of the bed and berms of the Waimakariri, including the area covered by the black back gull colonies.
- Is the local authority which administers the Waimakariri River flood control system and works with other councils to minimise flood damages from the Waimakariri River. Lake Isaac raises issues in relation to shingle removal and the effects of flooding.

Waimakariri District Council, WDC

- Has no provisions in Proposed District Plan to manage potential for bird strike in relation to Christchurch International Airport.

- Has had extensive discussions with CIAL and the threat of bird strike has never been raised as a matter for WDC to address.
- No significant bodies of water within flight paths of Airport other than at Kaiapoi Lakes just north of Kaiapoi and the Waimakariri River (CRC management responsibilities noted).
- Formation of artificial lakes/water bodies would require resource consent if more than 1000m² within any hectare is proposed to be subject to earthworks.
- Need to be kept informed regarding any bird management measures used in areas under their control.

Christchurch International Airport, CIAL

- Will oppose the development of proposed water bodies in locations with the potential to elevate birdstrike risk.
- Require that their views are sought and considered when sites with the potential to attract birds are investigated.
- Do not accept that any bird hazard risk can be controlled effectively.
- Where bird hazard measures are not successful the airports long term business can be jeopardised.
- Expect that airlines operating at Christchurch would also advocate very strongly against any proposal likely to escalate bird strike risk.

CIAL was totally opposed to the development of water bodies at Clearwater Resort. The development was reluctantly agreed to subject to a Consent Order issued by the Environmental Court which amongst other things required bird numbers to be managed.

Clearwater has set up a Bird Management Program and is attempting to keep the water bodies free of birds with only limited success eg they have restricted birds from establishing long term territorial presence but migrant and itinerant birds are present at various times of day.

ICIAL at present uses the US Civil Aviation standards with respect to separation distances although they are aware of other standards and will in due course consult with stakeholders with the aim of having a suitable control included in the City Plan.

Changes to the airport Master Plan have been made which include a 300m extension of the 02/20 runway to the north. It is proposed that simultaneous operations will occur on both existing runways and that aircraft taking off to the north will commence their take-off roll north of the intersection of the runways some 1300m north of where they roll at present. When operational, this will have the effect of aircraft being substantially lower on takeoff and landing to and from the north when over the land adjacent to the airport. This factor increases risk when considering activities on land adjacent to the

airport and needs to be taken into consideration in any preliminary hazard assessment. It will be necessary to model aircraft flight tracks and altitudes in relation to any proposed developments to determine to what extent this factor increases risk.

Clearwater Resort

Clearwater are required to carry out bird strike mitigation measures as a condition of Resource Consent for the Clearwater subdivision.

- Obligations are passed on to property owners by covenants on titles.
- Clearwater and CIAL have an agreement to share the cost of monitoring.
- Clearwater's annual cost for monitoring is approximately \$17,000 and bird management costs are estimated to be \$40,000 per annum.
- Clearwater would control nuisance birds regardless of airport constraints, bird waste and international golf courses don't mix.