

Agenda for a meeting of:

Wānaka

Airport

Liaison

Committee (WALC)

23 November 2023

QUEENSTOWN LAKES DISTRICT COUNCIL

WĀNAKA AIRPORT LIAISON COMMITTEE

COMMITTEE MEMBERS

Mr Rob Phillips (Chair)

Ms Juliet Breen

Mr Don Grant

Mr Andrew Crawford

Mr Jon Brooks

Mr Simon Telfer

Agenda

DATE AND TIME	23 November 2023, 1.00pm-3.00pm
LOCATION	Wānaka Alpine Helicopters Boardroom
CHAIRPERSON	Rob Phillips
MEMBERS	<ul style="list-style-type: none"> • Tony Avery, General Manager Property & Infrastructure, QLDC • Juliet Breen, The Airport Manager • Don Grant, Wānaka Airport Users Group • Andrew Crawford, Commercial Airlines • Jon Brooks, Airways Corporation • Simon Telfer, Wānaka Upper Clutha Community Board, QLDC
APOLOGIES	<ul style="list-style-type: none"> • Don Grant, Wānaka Airport Users Group
ADDITIONAL ATTENDEES	<ul style="list-style-type: none"> • Jane Robertson, Senior Governance Advisor, QLDC

ITEM	PAGE	WHO
Opening Karakia		Rob Phillips, Chair
Apologies		Don Grant, Deputy Chair
Confirmation of Agenda		
Confirmation of Previous Minutes	5	Draft minutes of a meeting of the Wānaka Airport Liaison Committee held on 4 September 2023
Items		
1	Wānaka Airport Manager's Report	8 Juliet Breen to present
2	Noise Monitoring at Wānaka Airport (For information) <u>Attachment A:</u> Marshall Day Acoustics, Wānaka Airport 2022 Compliance Monitoring	16 Juliet Breen to present
3	Report from Queenstown Lakes District Council	27 Tony Avery to present
4	Review of Work Programme	Rob Phillips to lead discussion
5	Confirming date and location of next meeting	All
6	Closing Karakia	Rob Phillips, Chair

Confirmation of Previous Minutes

Draft minutes of the meeting of the Wānaka Airport Liaison Committee
held on 4 September 2023

Wānaka Airport Liaison Committee

4 September 2023

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Minutes of a meeting of the Wānaka Airport Liaison Committee held on Monday 4 September 2023 beginning at 10am online via a Teams meeting.

The meeting started at 10am.

Present

Mr Rob Phillips (Independent Chair), Mr Tony Avery (General Manager Property & Infrastructure, QLDC), Ms Juliet Breen (The Airport Manager), Mr Don Grant (Wānaka Airport Users Group), Mr Andrew Crawford (Commercial Airlines), Mr Jon Brooks (Airways Corporation), Mr Simon Telfer (Wānaka-Upper Clutha Community Board Chair).

In Attendance

Mr Jon Winterbottom (Governance Team Leader).

Apologies

There were no Apologies.

1. Terms of Reference

All members expressed approval for the amendments made to the updated terms of reference.

On the motion of Mr Telfer and Ms Breen It was resolved that the Wānaka Airport Liaison Committee:

- 1. Approve the Wānaka Airport Liaison Committee's Terms of Reference**

Motion carried unanimously.

Note: a clean copy of the approved Terms of Reference (Attachment B in the agenda for the 4 September 2023 meeting) has been appended to these minutes.

2. Work Plan – Early Thoughts

Members discussed the "Activity areas" (#1) and the "Responsibilities and Key Projects" (#2-7) listed in the approved Terms of Reference (see page 3 of the clean copy below).

It was suggested that members step through designation #64 line by line to develop better understanding so as to facilitate their compliance with #1 (Activity Areas) which is "1. To ensure

Wānaka Airport Liaison Committee

4 September 2023

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Wānaka Airport is managed in accordance with the conditions of the designation for Wānaka Airport (Designation #64) provided in the Queenstown Lakes Proposed District Plan.” It was agreed that the latest version of designation #64 would be circulated to all members for detailed review prior to the next meeting of the Wānaka Airport Liaison Committee (the Committee).

It was clarified that the standing Airport Manager’s [Juliet Breen’s] report would address review of complaints around airport operations, minimisation of environmental effects on the community, and noise management issues/procedures as specified in responsibilities/key projects #2, #3 and #5 respectively.

Related to responsibility/key project #3, members discussed what, besides noise issues, might be included under “environmental effects on the community.” Ms Breen (the Airport Manager) indicated that she would consult further on this matter and examine what issues it was appropriate to cover in light of this specific language, and report back to the Committee on her findings.

With respect to #4 (“Assist Queenstown Lakes District Council and the Airport Manager to communicate and engage with the community”) members discussed what is meant by “community.” Ms Breen (the Airport Manager) and Don Grant (Wānaka Airport Users Group Chair) agreed to coordinate to examine this issue (#4), as well as issue #3 (noise management), more closely and report back to the Committee with an update.

Wānaka-Upper Clutha Community Board Chair Simon Telfer suggested that two reports be provided with respect to responsibility/key project #6 (“Review progress on airport development and the master plan”): one to review progress the on airport development and a second report to review progress on the master plan. QLDC Property & Infrastructure General Manager, Tony Avery, clarified that the first issue would be covered in the report on airport operations he would be preparing for the next Committee meeting. Mr Avery and Ms Breen indicated, however, that there currently was no master plan in development, and so a full (second) report on this matter was not warranted. Mr Avery suggested that QAC and QLDC would consult on whether there were any existing plans to develop an airport master plan, and he would then update the committee on that matter.

Regarding responsibility/key project #7 [“Encourage parties to work together co-operatively, sharing information and making recommendations by consensus and agreement”], members discussed to whom the term “parties” referred, and emphasised the importance of encouraging parties involved in complaint processes and other airport-related business to work co-operatively.

The meeting concluded at 10:28am.

Wānaka Airport Liaison Committee

4 September 2023

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Confirmed as a true and correct record:

CHAIR

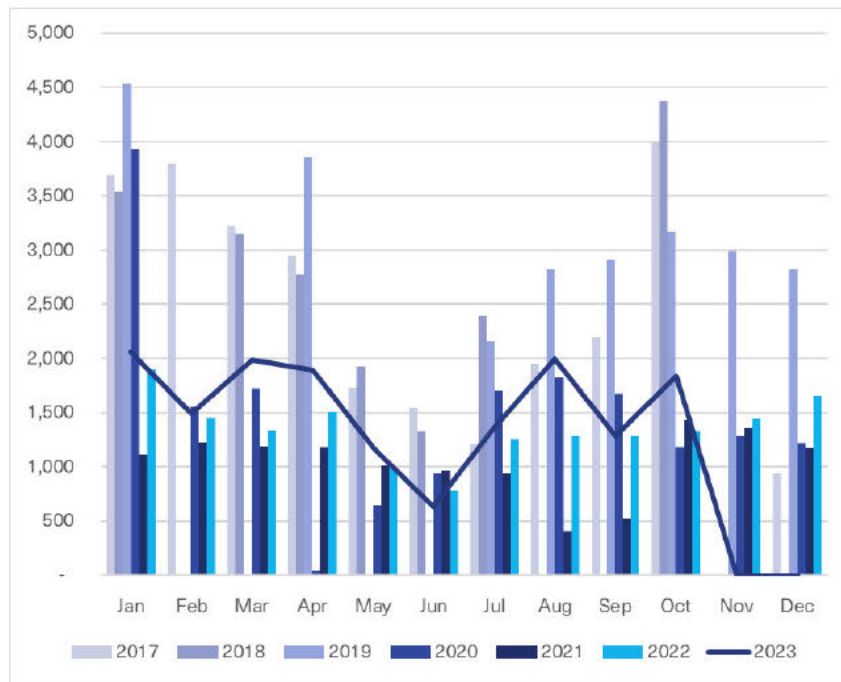
DATE

WĀNAKA AIRPORT MANAGER'S REPORT

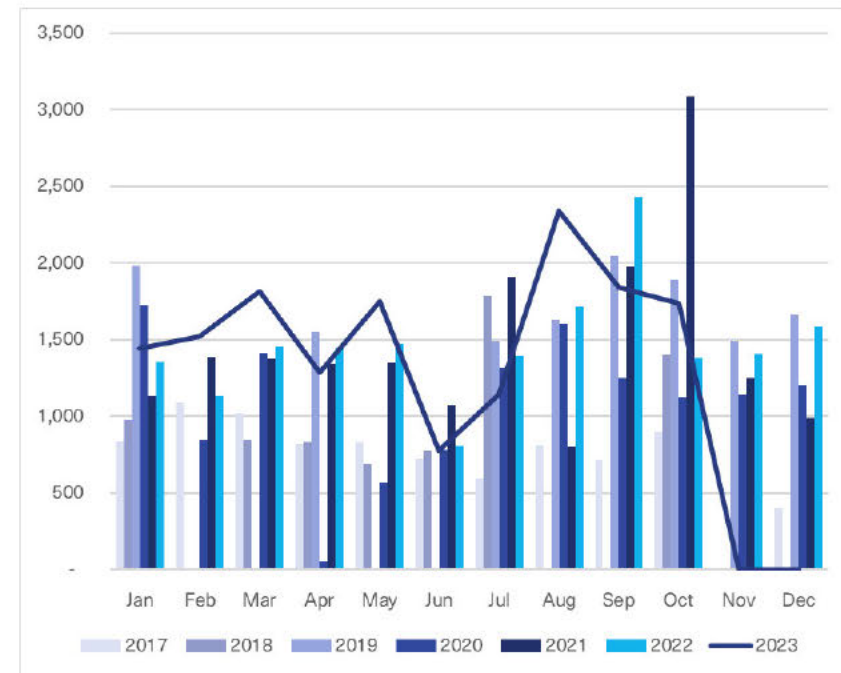
1	Aircraft Activity	2
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4	Operational Report	7
	Environmental Effects on the Community	7
	Noise	7
	Fuelling	7
	Fire	7

1 AIRCRAFT ACTIVITY

1.1 Fixed Wing Landings

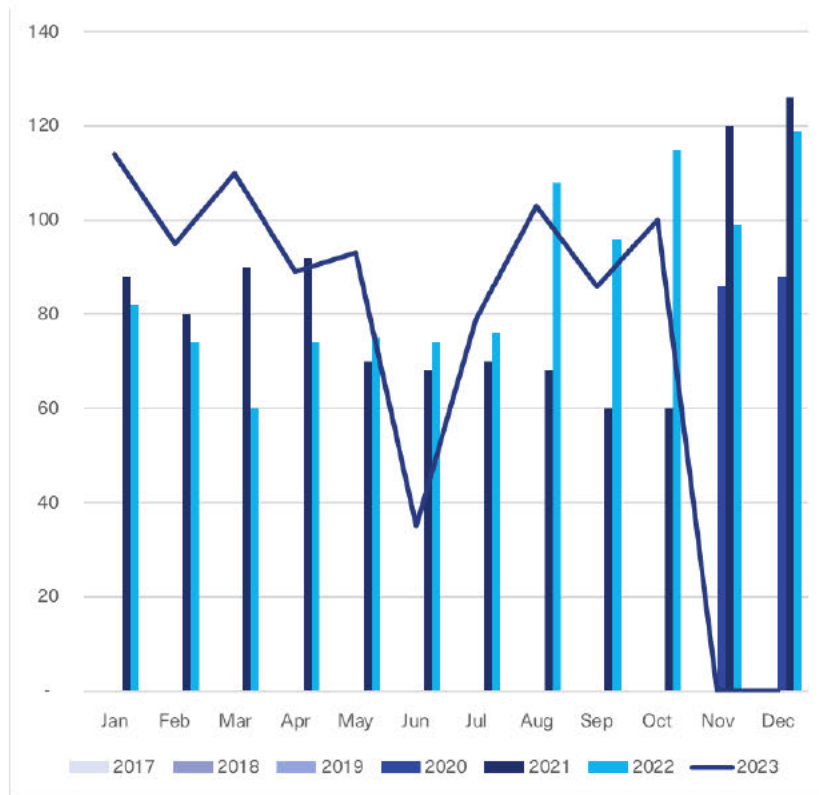


1.2 Helicopter

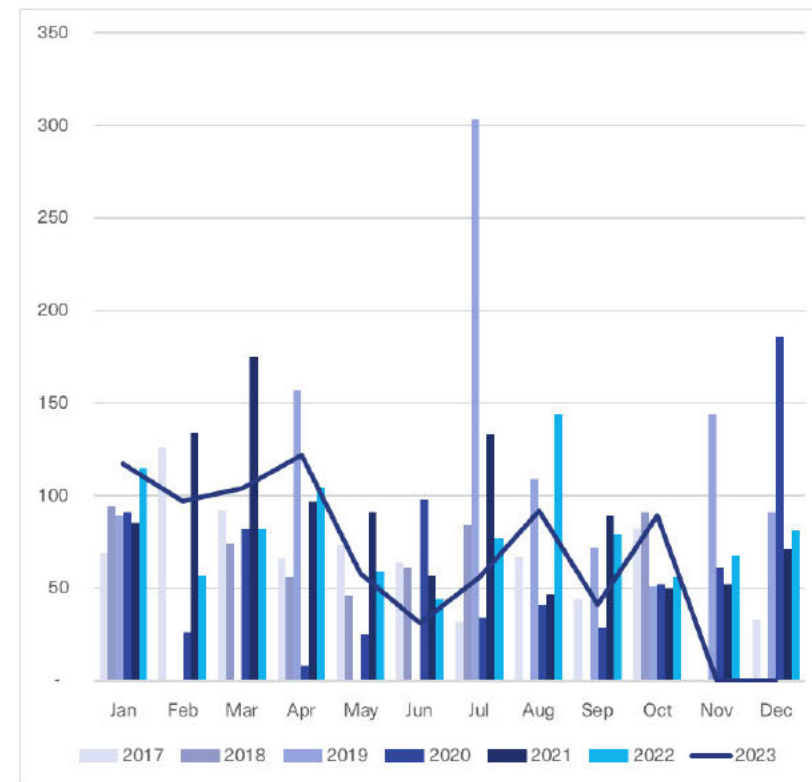


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1.3 Scheduled Flights

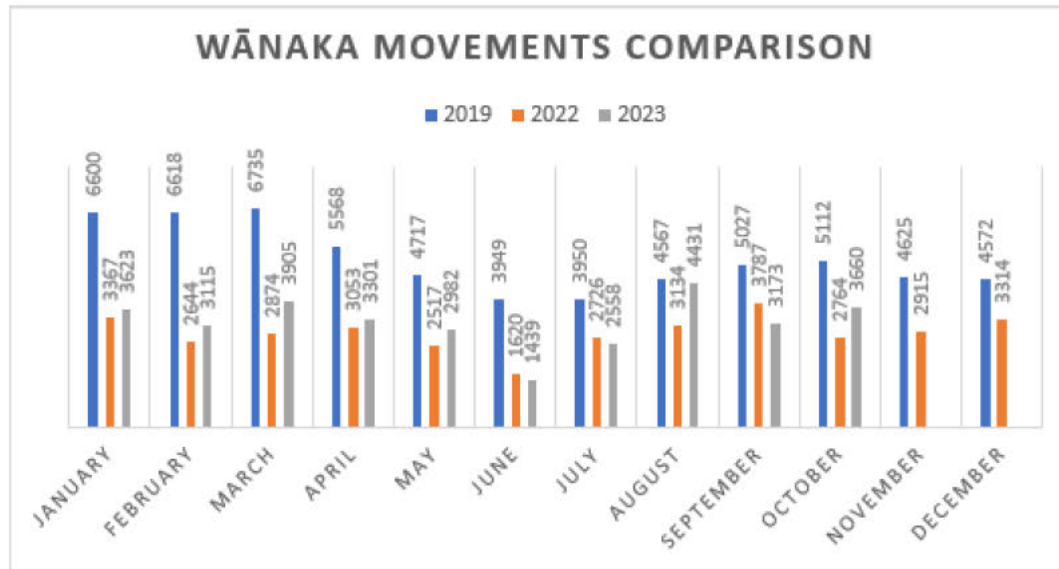


1.4 Microlight/Gyroplane/Other



WĀNAKA AIRPORT LIASON COMMITTEE – 23 NOV 2023

1.5 Movements Comparison



2 UNPLANNED ENGINE TESTING INCIDENTS

There have been no unplanned engine testing incidents at Wānaka in the last two years.

3 COMPLAINTS REGISTER SUMMARY

Noise Complaints

Date and Time	Name	Complaint	Response
1 April 2022 1615hrs	(name supplied)	Large noisy aircraft flying very low over the township.	Flightradar & CCTV footage confirmed RNZAF 2x C130 Hercules did a low circuit over Wanaka township before passing NZWF on the west, still at low altitude. Airport not aware of low flying flight.
26 June 2022 1412hrs	(name supplied)	2 x Low-flying aircraft doing circuits over their farm, spooking horses, animals, and children. (Tarras)	Flightradar24 identified one aircraft as ZK-JCW (owned by Canterbury Aviation Ltd) which later landed at WKA. Contacted aircraft owner regarding concern for low flying aircraft and danger to animals and children.
23 December 2022 0923hrs	(name supplied)	Complaining of irresponsible flying behaviour by a white Helicopter that disturbed / distressed livestock on their property.	Advised to contact CAA. Will inform WAUG and Safety committee of location of livestock.

WĀNAKA AIRPORT LIASON COMMITTEE – 23 NOV 2023

17 January 2023 0930hrs	(name supplied)	Aircraft circling Lake Hawea & Hawea Flat townships during training flights	Referred to Airport Safety & Operations Committee.
13 February 2023 – visit to WKA Airport Office	(name supplied)	Concerned about the increasing number of aircraft, fixed and heli, flying directly over his house as opposed to going via published departure & arrival routes. Often quite low and noise levels increasing.	Referred to Airport Safety & Operations Committee.
13 February – 1115hrs	(name supplied)	Low flying aircraft, above congested areas i.e. Albert Town	Referred to Airport Safety & Operations Committee.

Operational Complaints

Date	Name	Complaint	Response
10 July 2022	User Group Members	Installation of the water tanks for fire water supply - the concern was around the positioning of the tanks, aesthetic implications, and lack of consultation.	Wānaka Airport responded in October addressing the concerns. In summary the positioning of the tanks were following. advice from a Fire Engineer and FENZ approval was required and final sign off was provided. A rail fence and plantings have been budgeted which will soften the look. The proposed fire water supply had been in discussion since 2019 and it is believed that it was spoken about at user group

			meetings however no record of this could be found.
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4 OPERATIONAL REPORT

Environmental Effects on the Community

The predominant potential environmental effects on the community are Noise from Aircraft, fuelling operations and the potential of fire.

Noise

As per a requirement of the designation, a Noise Management Report has been prepared by Marshall Day Acoustics. The report provides an overview of the noise compliance programme for 2021 and 2022 including calculation of noise contours known as the Annual Aircraft Noise Contours (AANC) to determine compliance or otherwise with the aircraft noise monitoring related designation conditions applicable to the airport. This report is attached as Appendix 1.

Noise monitoring is completed every two years as required by the designation. Wānaka enables noise complaints to be logged via the Wānaka Airport Website. Complaints go directly to the Wānaka Airport team who contact the complainant and log the complaint. If appropriate an investigation will be undertaken. Wānaka Airport will capture any unplanned engine testing that occurs on schedule services. Sounds Air are the only scheduled service at Wānaka and do not complete any engine testing (scheduled or unplanned).

Fuelling

Wānaka has two fuel pumps on the apron. One belonging to GoFuel and the other belonging to BP. Each pump has an extinguisher, an additional extinguisher is located outside of the terminal. The GoFuel pump has a spill kit located at the pump. The BP pump does not, however there is another spill kit located outside of the terminal.

Fire

Wānaka Airport owns a fire trailer which contains 1000l of water, along with a foam additive for the purpose of being used on an aircraft fire or any small vegetation fire.

Recently stage one of a project to provide a temporary common-user fire water supply at Wānaka was completed. Six x 30,000L tanks were installed. Stage two involves the installation of a further 120,000L on Lot 7 to provide an in-house sprinkler system for the NASA development.

Item 2

WĀNAKA AIRPORT LIASON COMMITTEE - INFORMATION PAPER

Noise Monitoring at Wānaka

Overview

Wanaka Airport is owned by Queenstown Lakes District Council (QLDC); however the airport is managed by Queenstown Airport Corporation (QAC) under a Managed Services Agreement with QLDC. QLDC remains the Requiring Authority and is responsible for the designations associated with Wanaka Airport.

Designations

QLDC is responsible for all obligations set out in the designations.

Wanaka Airport Designations:

- Designation 64 – Aerodrome Purposes
- Designation 65 - Approach and Land Use Controls (transitional slopes and surfaces)

The Wanaka Airport Aerodrome Purposes Designation includes the following requirements:

- 1. Establishment and facilitation of a Wanaka Airport Liaison Committee**
- 2. Monitoring and Reporting of Aircraft Noise**

Airport noise shall be measured, predicted and assessed in accordance with NZS 6805:1992 “Airport Noise Management and Land Use Planning”, by an acoustics specialist.

Statutory Requirements

The list of rules relating to airport noise compliance at Wānaka Airport are set out in the Queenstown Lakes District Plan, and are reproduced below:

The Airport shall be managed so airport noise does not exceed a day/night level of 55dB outside the Outer Control Boundary.

Compliance with the 55 dB Ldn noise limit at the Outer Control Boundary (OCB) shall be determined every two years by the calculation of noise contours using the IMNv7b acoustics computer model and records of actual aircraft activity at the Airport. A report shall be provided every two years to the WALC, including the noise contour results and the methodology used in the preparation of the contours.

Once the calculated noise levels at any point on the Outer Control Boundary shown on the Planning Maps is 54dB Ldn or greater, noise level measurements shall be carried out for a minimum of one month in the summer and one month in the winter at each of the two measurement locations every two years. The noise measurement locations should be

WĀNAKA AIRPORT LIASON COMMITTEE - INFORMATION PAPER

Noise Monitoring at Wānaka

selected to allow confirmation of compliance with the 55dB Ldn limit at the OCB. The measurement locations do not need to be on the OCB. The difference between the measured sound level and the calculated sound level at a measurement location shall be added to the calculated sound level at the OCB to determine compliance. A report on the results of such monitoring shall be forwarded to the WALC within two months of the monitoring being undertaken.

Note: This designation does not provide for an Air Noise Boundary at the 65 dB Ldn contour as the provisions and extend of the OCB render this unnecessary at Wānaka Airport at this time.

Noise from the following Aircraft Operations shall be excluded from the compliance calculations set out above:

- Aircraft landing or taking off in an emergency; and
- Emergency flights required to rescue person from life threatening situation or to transport patients, human organs or medical personnel in medical emergency.
- Aircraft using the airport due to unforeseen circumstances as an essential alternative to land at another schedule airport.
- Flights required to meet the needs of national or civil defence emergency declared under the Civil Defence Act 1983.
- Flights certified by the Minister of Defence as necessary for reason of National Security in accordance with Section 4 of the Act; and
- Aircraft undertaking firefighting duties.
- Aircraft using the airport in preparation for and participation in the biennial Warbirds of Wānaka air show (this applies 5 days prior to and 3 days after the air show).

Wanaka Compliance Contours

Queenstown Lakes District Council is the Requiring Authority for the airport, and responsible for the designations. QLDC are required to prepare a Noise Monitoring Report every two years in accordance with the provisions of Chapter 37 of the Queenstown Lakes District Plan (QLDP).

QAC undertakes the noise monitoring on behalf of QLDC. A noise compliance assessment was completed in September 2023, for the calendar years 2021 and 2022.

Marshall Day Acoustics (MDA) have provided an overview of the noise compliance programme for 2021 and 2022 including calculation of noise contours known as the Annual Aircraft Noise Contours (AANC) to determine compliance or otherwise with the aircraft

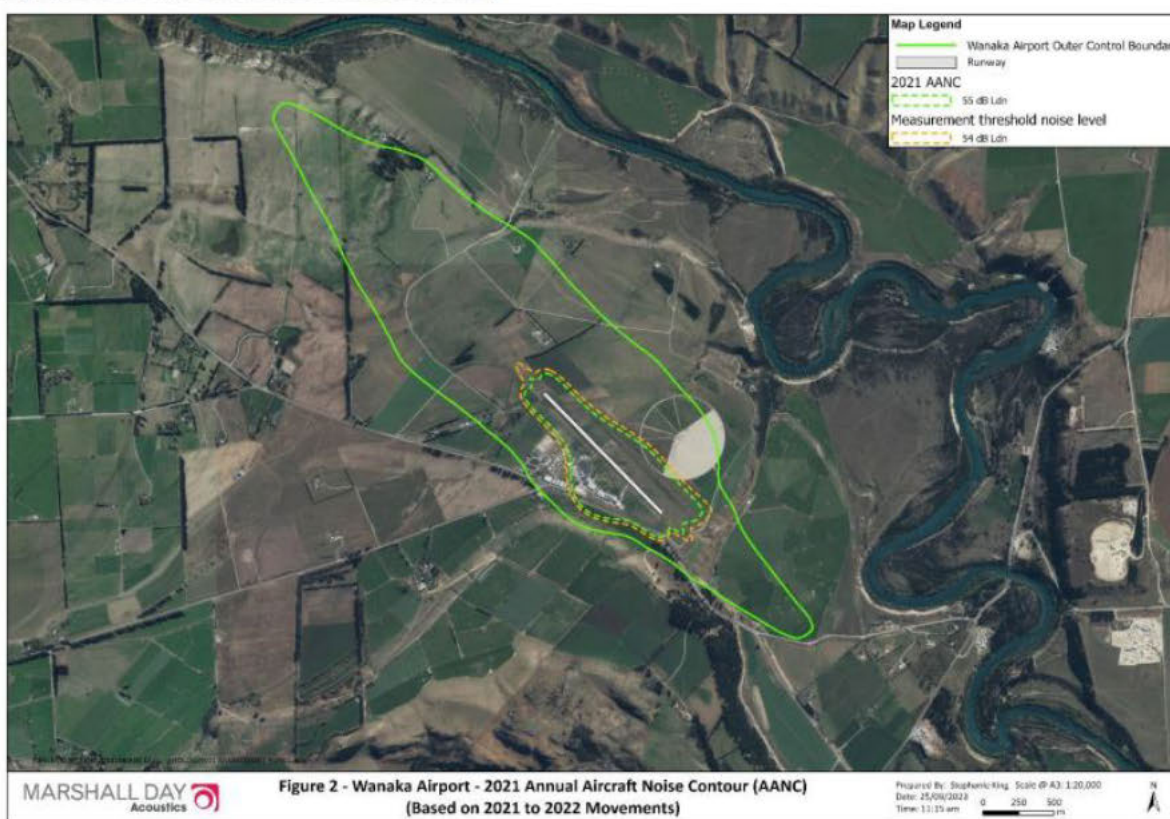
WĀNAKA AIRPORT LIASON COMMITTEE - INFORMATION PAPER

Noise Monitoring at Wānaka

noise monitoring related designation conditions applicable to the airport. As for Queenstown Airport, the monitoring is based on the busiest three months of the reporting period for aircraft movements. For Wanaka Airport, this was September, October and November 2021.

This noise monitoring showed that Wanaka Airport was compliant with its noise boundaries, as shown by the 55 dB Ldn contour below. This figure also shows the 54 dB Ldn 2021 noise contour. Once this 54 dB Ldn contour reaches the Outer Control Boundary (OCB), noise measurements will be required.

Figure 2: 2021 AANC and Outer Control Boundary



Juliet Breen
Head of Operations, Compliance & Safety
Queenstown Airport Company November 2023

Attachment A: Marshall Day Acoustics, Wanaka Airport 2022 Compliance Monitoring



Project: **WANAKA AIRPORT**

Prepared for: **Queenstown Airport Corporation**
PO Box 2641
Wakatipu
Queenstown 9349

Attention: **Rachel Tregidga**

Report No.: **Rp 001 20230664**

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Document Control

Status:	Rev:	Comments	Date:	Author:	Reviewer:
Draft	-	Client Draft	22 September 2023	Stephanie King	Steve Peakall
For issue	0	Client comments	25 September 2023	Stephanie King	Steve Peakall

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APPENDIX A GLOSSARY OF TERMINOLOGY

1.0 INTRODUCTION

Wanaka Airport is owned by Queenstown Lakes District Council (QLDC), however the airport is managed by Queenstown Airport Corporation (QAC) under a Managed Services Agreement with QLDC. QLDC remains the Requiring Authority and is responsible for the designations associated with Wanaka Airport.

The designation requires the preparation of a Noise Monitoring Report (NMR) every two years in accordance with the provisions of Chapter 37 of the Queenstown Lakes District Plan (QLDP).

This report has been prepared by Marshall Day Acoustics (MDA) on behalf of QAC and provides an overview of the noise compliance programme for 2021 and 2022 including calculation of noise contours known as the Annual Aircraft Noise Contours (AANC) to determine compliance or otherwise with the aircraft noise monitoring related designation conditions applicable to the airport.

A glossary of terms is provided in Appendix A.

2.0 STATUTORY REQUIREMENTS

The full list of rules relating to airport noise compliance at Wanaka is given in below:

Airport Noise

12. *Airport noise shall be measured, predicted and assessed in accordance with NZS 6805:1992 "Airport Noise Management and Land Use Planning", by an acoustics specialist.*
13. *The Airport shall be managed so airport noise does not exceed a day/night level of 55 dB L_{dn} outside the Outer Control Boundary.*
14. *Compliance with the 55 dB L_{dn} noise limit at the OCB shall be determined every two years by the calculation of noise contours using the IMNV7b acoustics computer model and records of actual aircraft activity at the Airport. A report shall be provided every two years to the WALC, including the noise contour results and the methodology used in the preparation of the contours.*
15. *Once the calculated noise levels at any point on the Outer Control Boundary shown on the Planning Maps is 54 dB L_{dn} or greater, noise level measurements shall be carried out for a minimum of one month in the summer and one month in the winter at each of two measurement locations every two years. The noise measurement locations should be selected to allow confirmation of compliance with the 55 dB L_{dn} limit at the OCB. The measurement locations do not need to be on the OCB. The difference between the measured sound level and the calculated sound level at a measurement location shall be added to the calculated sound level at the OCB to determine compliance. A report on the results of such monitoring shall be forwarded to the WALC within two months of the monitoring being undertaken.*
16. *Note: This designation does not provide for an Air Noise Boundary at the 65 dB L_{dn} contour as the provisions and extent of the OCB render this unnecessary at Wanaka Airport at this time.*
17. *Noise from the following Aircraft Operations shall be excluded from the compliance calculations set out above:*
 - a. *aircraft landing or taking off in an emergency; and*
 - b. *emergency flights required to rescue persons from life threatening situations or to transport patients, human organs or medical personnel in medical emergency;*

- c. aircraft using the airport due to unforeseen circumstances as an essential alternative to landing at another scheduled airport;
- d. flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 1983;
- e. flights certified by the Minister of Defence as necessary for reasons of National Security in accordance with Section 4 of the Act; and
- f. aircraft undertaking fire fighting duties;
- g. aircraft using the airport in preparation for and participation in the biennial Warbirds Over Wanaka air shows (this applies 5 days prior to and 3 days after the air show).

The following noise monitoring report details information required under Rules 37(E1) 12 to 37(E1)17 of the QLDP. The purpose of this report is to assess compliance of aircraft operations with Rule 37(E1) 13 for the period of 1 January 2021 to 31 December 2022.

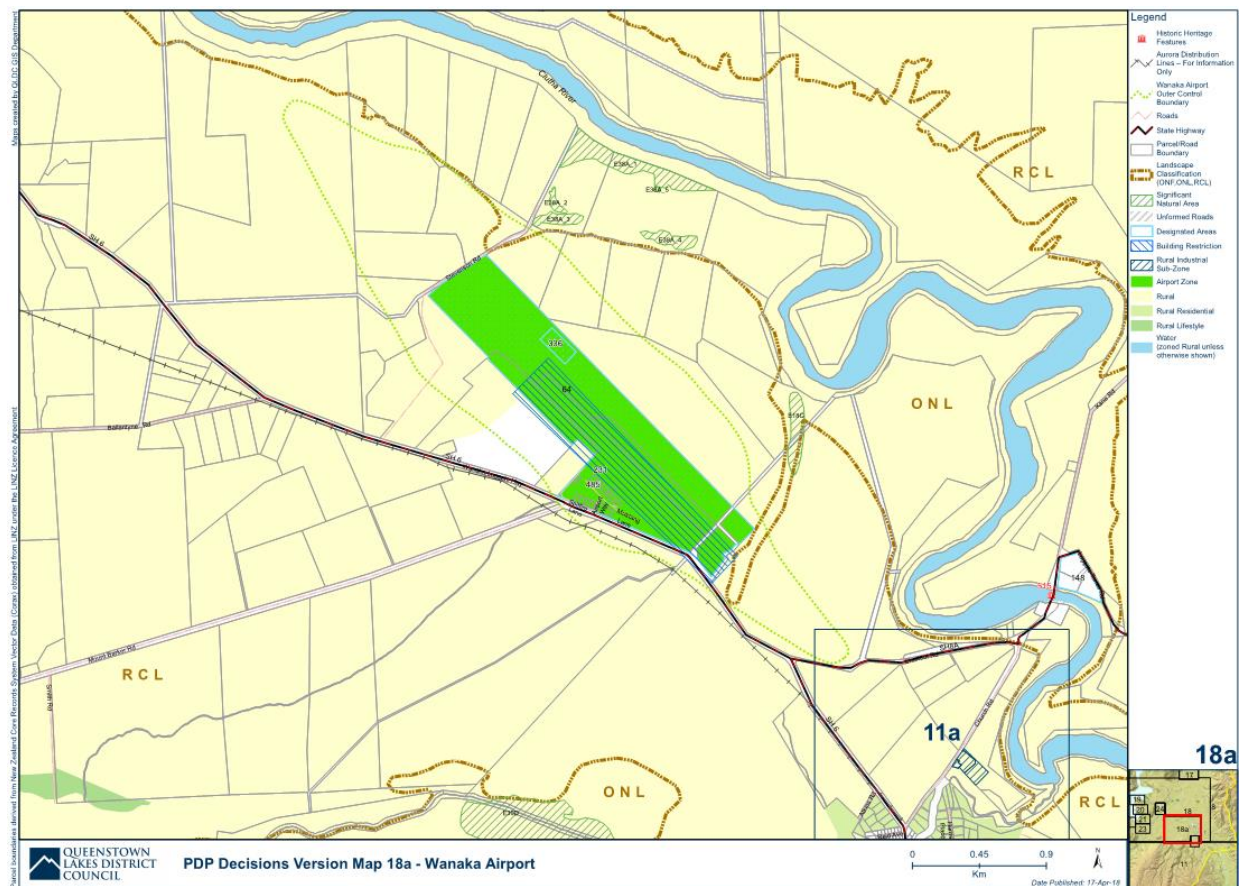
2.1 Noise Limits - Aircraft Operations

Aircraft operational noise limits are set in Rule 37(E1) 13:

“The Airport shall be managed so airport noise does not exceed a day/night level of 55 dB L_{dn} outside the Outer Control Boundary.”

The Outer Control Boundary is shown in dotted green on the QLDP planning map below:

Figure 1: QLDP Map showing Outer Control Boundary



3.0 OPERATIONAL NOISE

As defined in the QLD Rule 37(E1) 17 noise from aircraft operations excludes aircraft operating in an emergency for medical or national/civil defence reasons, air shows, aircraft using the airport as an alternative to a scheduled airport elsewhere, aircraft taxiing and aircraft engine testing.

We have reviewed the full AIMMS data for Wanaka for the entire 2-year period to which this report relates (2021 and 2022), in accordance with Designation condition 37 (E1) 14.

3.1 Summary of Operational Aircraft Movements

Based on information provided by QAC and derived from AIMMS data, for the year 2021 there were 29,855 fixed wing movements and 12,275 helicopter movements at Wanaka, with a total number of 42,130 movements.

Based on information provided by QAC and derived from AIMMS data, for the year 2022 there were 33,304 fixed wing movements and 15,815 helicopter movements at Wanaka, with a total number of 49,119 movements.

The number of movements at Wanaka over the last two years remains lower than that experienced prior to the Global COVID-19 pandemic in 2019.

The busiest three months for aircraft movements in the 2-year monitoring period subject to our assessment is shown to be September 2021 to November 2021. A summary of the movement data input into the Integrated Noise Model (INM) used to produce the 2021 Annual Aircraft Noise Contours (AANC) is provided in Table 1 in the next section of this report.

3.2 Modelling Methodology

To ensure consistency with the Outer Control Boundary in the QLD and in accordance with Rule 37(E1) 14, the 2021 AANC has been calculated using version 7b of the Integrated Noise Model (INM) developed by the US Federal Aviation Authority.

The INM software (like most software), has been upgraded regularly over the last 10 years. Each update to the INM program has resulted in slightly different calculation results. As the District Plan contour and AANC are both used for noise control purposes, and as the District Plan contours are used as the basis of determining appropriate land use planning controls and the selection of mitigation treatment, we therefore consider that the same software version should be used to prepare the AANC.

The 2021 AANC is based on aircraft movements provided by AIMMS. This data includes all movements of aircraft fitted with a transponder. Some general aviation (GA) aircraft do not have transponders and therefore data for these movements is unavailable.

The total movements for the modelled scenario are shown in Table 1 as well as a breakdown of the day and night-time movements. Night-time movements are those that occur between 10pm and 7am. The number of night-time movements is relevant as night-time activity has an associated +10 decibel adjustment.

Table 1: Summary of Modelled Aircraft Movements

	Busiest 3 Months (Sep-Nov 2021)
Total Movements	9,518
Day-time Movements	9,447
Night-time Movements	71

We note that these movements are almost half of those in the busiest 3-month period of 2019-2020 used to prepare the 2019 AANC (see Table 2 below). This decrease in movements is largely due to the Global COVID-19 pandemic, although we do note a marked increase in helicopter movements.

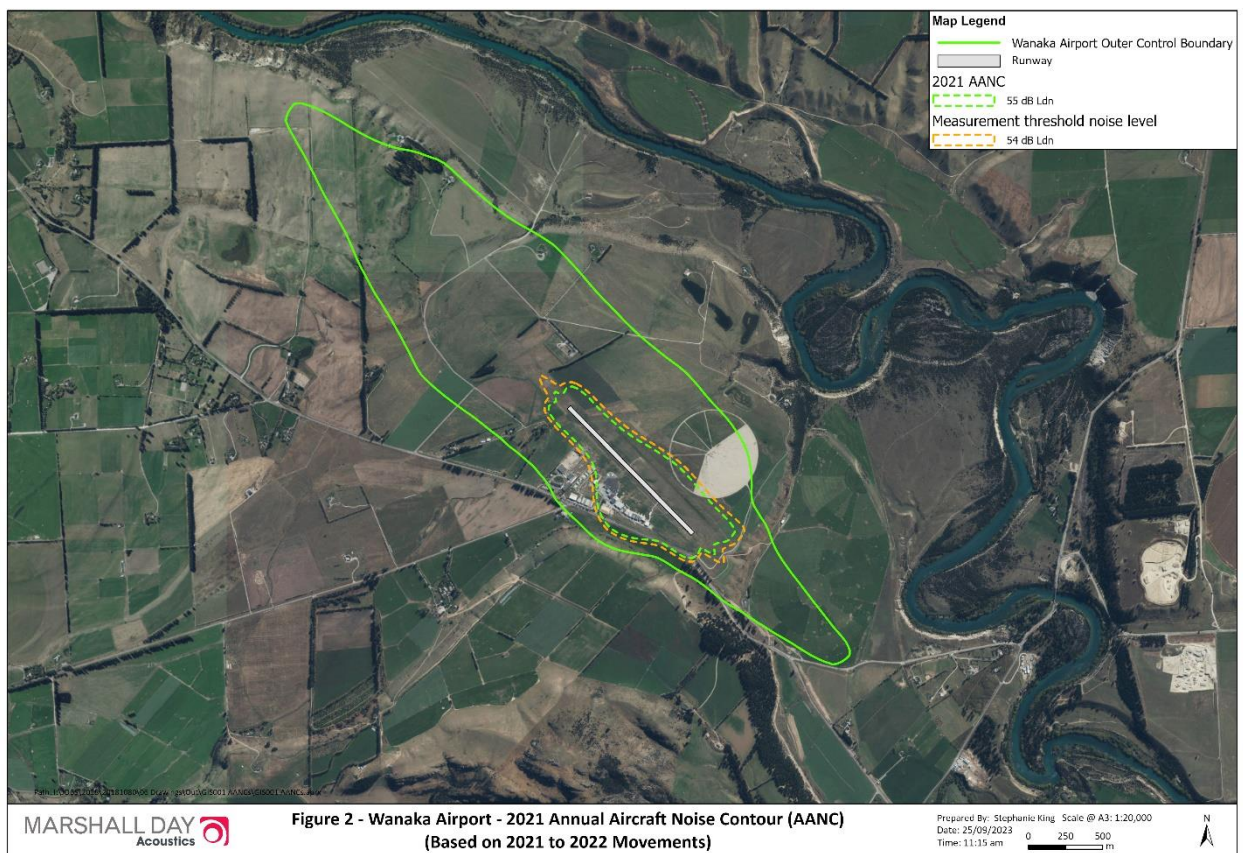
Table 2: Comparison of Busiest 3-months in 2019-2020 and 2021-2022

	Busiest 3 Months in 2019-2020 (Jan-Mar 2019)	Busiest 3 Months in 2021-2022 (Sep-Nov 2021)
Total	18,440	9,518
Fixed wing aircraft	13,619	3,221
Helicopter	4,821	6,297

Data provided by AIMMS includes actual runway usage data which has been used in the preparation of the 2021 AANC. The flight tracks used in the model are the same regular flight tracks as were used for the development of the Outer Control Boundary and the 2019 AANC. We have assumed these flight tracks remain the best approximation of flight tracks and therefore they remain a reasonable approximation of long-term average flight tracks flow.

In accordance with Rule 37(E1) 13 the 2021 AANC demonstrates 2021 and 2022 aircraft operations comply with the Outer Control Boundary as shown in Figure 2 below. Also shown in Figure 2 is the calculated 54 dB L_{dn} 2021 noise contour. This contour has not reached the Outer Control Boundary so in accordance with Rule 37(E1) 15, noise measurements are not required at this stage.

Figure 2: 2021 AANC and Outer Control Boundary



APPENDIX A GLOSSARY OF TERMINOLOGY

Noise	A sound that is unwanted by, or distracting to, the receiver.
Ambient	The ambient noise level is the noise level measured in the absence of the intrusive noise or the noise requiring control. Ambient noise levels are frequently measured to determine the situation prior to the addition of a new noise source.
dba	The unit of sound level which has its frequency characteristics modified by a filter (A-weighted) so as to more closely approximate the frequency bias of the human ear.
A-weighting	The process by which noise levels are corrected to account for the non-linear frequency response of the human ear.
L_{dn}	The day night noise level which is calculated from the 24 hour L _{Aeq} with a 10 dB penalty applied to the night-time (2200-0700 hours) L _{Aeq} .
SEL or L_{AE}	<u>Sound Exposure Level</u> The sound level of one second duration which has the same amount of energy as the actual noise event measured. Usually used to measure the sound energy of a particular event, such as a train pass-by or an aircraft flyover
NZS 6805:1992	New Zealand Standard NZS 6805:1992 <i>“Airport Noise Management and Land Use Planning”</i>

Wanaka Airport Liaison Committee

November 2023 Report

Part A Aeronautical Study

Civil Aviation Authority (CAA) Requirements

- > In 2022, QLDC received a letter addressed from the Director Civil Aviation (DCA) issuing the requirement for an aeronautical study to be conducted.
- > The Airport currently operates as a “non-certificated” facility meaning that it is not certificated by the CAA as an aerodrome under the Civil Aviation Rule (CAR) Part 139.
- > As there is now regular passenger transport, CAA required Council to conduct an aeronautical study to determine the level of operational risk, including:
 - > Assess existing infrastructure
 - > Assess proposed changes ensuring it provides a safe and efficient operational environment
 - > Consider requirements to provide RESA if regular passenger air transport services (with more than 30 passengers) commences
 - > Assess all applicable Civil Aviation Rules and compliance
 - > Undertake meaningful consultation with Users and Stakeholders

Qualifying Aerodrome Requirements

- > The intent of Qualifying Aerodrome certification is to provide a basic regulatory structure for the safe operation of an airport
- > It is essential to note that a Qualifying Aerodrome certification only permits scheduled operations of aircraft with 30 or fewer passenger seats (restricts growth to some degree)

Qualifying Aerodrome Requirements:

- 1) Personnel Requirements (requires competent “senior persons” to be nominated as the airport’s Chief Executive Officer and Airport Manager)
- 2) Limiting scheduled operations to aircraft with 30 or fewer seats
- 3) Public Protection (security fencing and barrier arm)
- 4) Notification of data and information
- 5) Revisited and tailored Safety Management System
- 6) Reporting to CAA (movement data)
- 7) Enhanced document management
- 8) Operational requirements

Refer to Part A Aeronautical Study Page 43 – 6.2.3 – Subpart G

Part A Aeronautical Study Recommendations

Part A Aeronautical Study Recommendations:

- > **Parallel Taxiway and Taxiway W connection** – current risk of runway incursion and delayed operations due to backtracking (if full length of runway is required for takeoff). Parallel taxiway and connection to Taxiway W to improve safety and operational efficiency
- > **Helicopter approach and take off relocation** – fixed wing and helicopter operations should be kept separate due to the rotor wash and propellor wash each can conflict on the other
- > **Aircraft parking location review** – including fixed tie down positions to ensure parking is parallel and close to fence line
- > **Runway repairs, upgrading and widening** – to reduce risk of aircraft damage and harm to occupants in a runway excursion
- > **Protect overrun areas** – graded and cleared of objects that may damage aircraft overrunning or undershooting the runway
- > **Aircraft runup area** – designated area to conduct extended pre-flight or post maintenance engine run-ups to avoid damage to adjacent aircraft and injuries to persons in the vicinity
- > **Access swipe cards, security fencing and barrier arm** - review all fencing in areas that the public can access to improve safety. 5 wire stock fencing on rural boundaries. Access swipe cards and barrier to prevent pedestrians and animals gaining airside access
- > **Review and update masterplan** – to reflect the expected future mix of operations and aspirations for the airport

TOTAL ESTIMATED CAPEX COST [REDACTED]

Part B Aeronautical Study

Part B Aeronautical Study

- > This report pertains to airspace designation and consideration of any Air Traffic Management that may be deemed necessary at Wanaka Airport.
- > Significantly fewer capital works recommendations compared to the Part A Aeronautical Study.

Wanaka Airport Airspace

- > Wanaka Airport is located within uncontrolled Class G airspace. No separation service for aircraft is provided in Class G airspace.
- > While not located in controlled airspace, Wanaka Airport is located within the Wanaka Common Frequency Zone (CFZ).
- > CFZ have been established to encourage pilots to use a single VHF frequency specified for the zone. Pilots should transmit their position, altitude and intentions relevant to prominent reporting points or features at entry, or at other times for traffic safety. CFZs are not mandatory and are advisory in nature.
- > In addition, Wanaka Airport has no automatically broadcasted information bulletin, or AWIB (Aerodrome and Weather Information Broadcast)

Part B Aeronautical Study Recommendations

Rec	Description	Status	CAPEX/OPEX
1	That NZWF management better monitor and enforce the requirements to conform with normal circuit procedures.	Ongoing	OPEX
2	That information regarding the reporting system is included on the Wanaka Airport website for itinerant pilots.	Complete	OPEX
3	That Airport Management immediately explore options for an AWIB (Automatic Weather Information Broadcast) at NZWF.		<u>CAPEX</u>
4	That Airport Management consider introducing an AFRU (Aerodrome Frequency Response Unit) at NZWF on the current CFZ frequency.		<u>CAPEX</u>
5	That the current Wanaka CFZ be designated MBZ, with airspace within this designated as TM from 2,500ft to the lower limits of the applicable controlled airspace. Recommend this be applied for immediately.		OPEX (review of MSA req)
6	That due to analysis of factors covered in Section 5.1, that NZWF consider introducing a UNICOM at NZWF once sustained movements indicate more than 50,000 movements per annum.		<u>CAPEX</u>
7a	That the NZAIP (Aeronautical Information Publication) is reviewed in line with the comments made in Section 5.2.1.		OPEX
7b	The Aerodrome Chart should make note of extensive paragliding activity in the vicinity of the aerodrome.		OPEX
7c	The Aerodrome Chart should state that all external lights, where fitted should be used when in the vicinity of NZWF, as is stated in the VFR arrival/ departure charts.	Complete	OPEX
8	That the VNC (Visual Navigation Chart) is reviewed in line with the comments made in Section 5.2.2. (VRP)		OPEX

Part B Aeronautical Study Recommendations

Part B Aeronautical Study Recommendations (CAPEX):

Recommendation 3

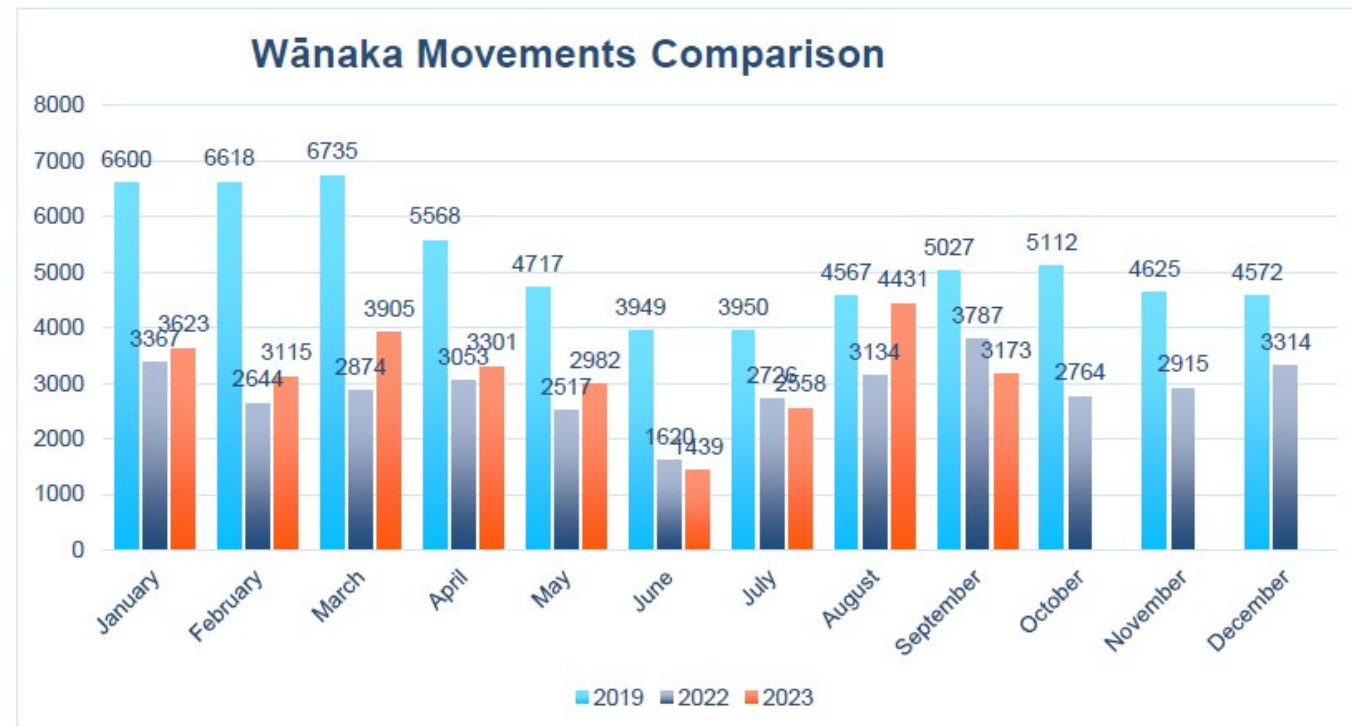
Explore options for an AWIB (Automatic Weather Information Broadcast) at NZWF - Automatic Weather Information Broadcast to improve radio communications and radio information to pilots.

Recommendation 4

Consider introducing an AFRU (Aerodrome Frequency Response Unit) at NZWF on the current CFZ frequency - Improves safety by confirming aircraft's radio is working and pilot has selected correct frequency.

Recommendation 6

Introduce a UNICOM once sustained movements indicate more than 50,000 movements per annum – 34,715 in 2022 and 28,527 at 30 Sept 2023. A UNICOM (Universal Communications) station is a non-government base station that offers ground to air and air to ground communication. It is a service provided at uncontrolled aerodromes that have become busy enough to warrant additional oversight of airfield action by a dedicated operator. It is not an air traffic service.



Part B Aeronautical Study

TOTAL ESTIMATED CAPEX COST = [REDACTED]

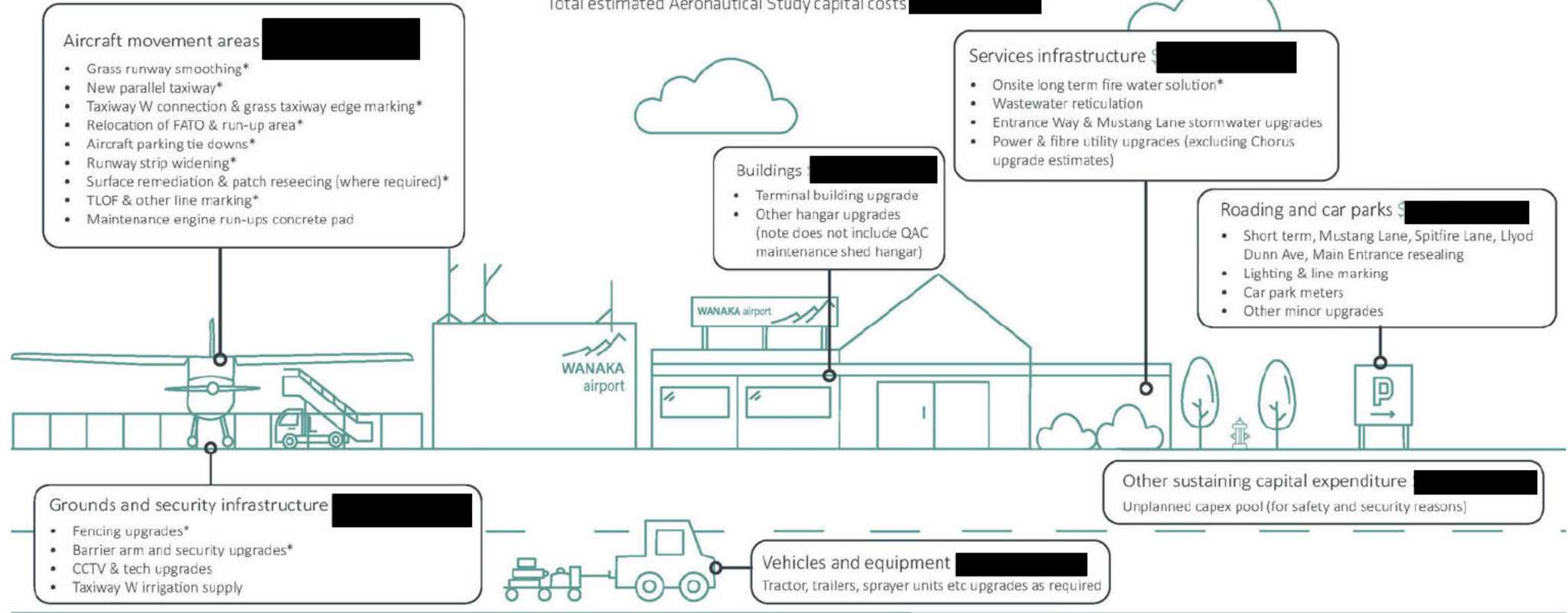
- > UNICOM costs are still being investigated which will involve OPEX for staffing and CAPEX for ensuring the renewed terminal building caters to the needs of a UNICOM service.
- > CAA are yet to respond as to what changes will be mandatory and the timeline to implement these changes.
- >

Capital Expenditure and Revenue

Wānaka Airport Capital Works Plan Summary

Total proposed capital expenditure over 10 years = [REDACTED]

Total estimated Aeronautical Study capital costs [REDACTED]



Wanaka Airport Proposed Capital Budget (FY25 – FY34)

	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	Total
Buildings	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Services Infrastructure	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Aircraft Movement Areas	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Other Sustaining Capex	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Roothing & Carparks	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Grounds & Security Infrastructure	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Vehicles & Equipment	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Total	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Table 7: Total Estimated Capital Expenditure

Notes and disclaimers:

- Based on assumptions outlined in Appendix One
- The Capital Works Plan is developed based on Council's strategies to plan for natural growth, and maximise revenue
- All costs are provisional estimates only
- Detailed design and costs are still to be investigated
- Projected costs subject to change. TPG reserve the right to review costs if base assumptions change
- Does not include any estimated costs for Part A Qualifying Aerodrome requirements and only selected Part B Aeronautical Study recommendations
- Refer to Capital Works Plan section of the Report for further information, including programme, critical success factors and budget implications etc
- Refer to Next Steps section of the Report which outlines our recommended short, medium and long term next steps
- Items highlighted with a * are compliance in nature (e.g. fire water, Part 139 requirements).

Revenue

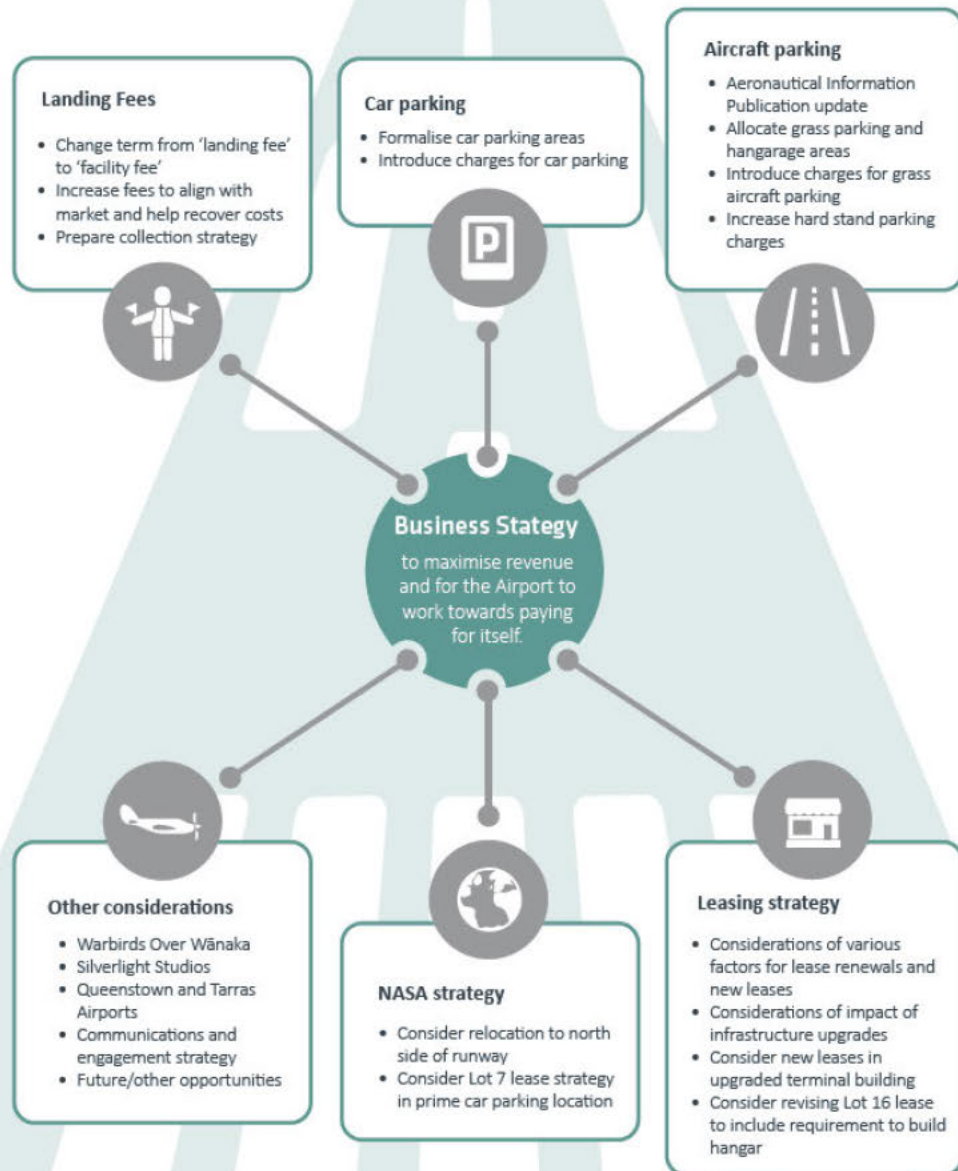
- > The Airport is a Community Asset and should cover its costs and generate a return if possible
- > Currently running at a loss, currently subsidised by rate payers from across the Queenstown Lakes District. and will continue to do so until revenue is increased.
- > Increased costs as a result of the CAA recommendations will increase the deficit.

OPEX P/L	2020/21	2021/22 Actuals (\$)	2022/23	2023/24 YTD
Net Operating Surplus/(Deficit) <i>*does not reflect CAPEX</i>	<i>Transfer period</i>	36,666	(72,259)	(129,810)

Revenue Opportunities:

1. Current and future leasing opportunities
2. Car Parking
3. Landing Fees
4. Aircraft Parking

Wānaka Airport Functional Strategy Summary



WĀNAKA AIRPORT PROJECTED BUDGET (FY25 - FY34)										
	FY25 \$	FY26 \$	FY27 \$	FY28 \$	FY29 \$	FY30 \$	FY31 \$	FY32 \$	FY33 \$	FY34 \$
General Aviation Landings	147,207	257,207	378,277	499,347	620,417	731,779	843,141	954,504	1,065,866	1,177,228
Total Aeronautical Revenue	147,207	257,207	378,277	499,347	620,417	731,779	843,141	954,504	1,065,866	1,177,228
Commercial Property Leasing	771,092	791,001	811,427	832,384	853,885	875,943	898,575	921,795	945,617	970,059
Commercial Other	177,966	206,119	234,271	262,424	261,332	295,320	329,308	363,296	397,284	401,692
Total Commercial Revenue	949,058	997,120	1,045,698	1,094,808	1,115,217	1,171,263	1,227,883	1,285,091	1,342,901	1,371,751
Corporate Revenue	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Total Corporate Revenue	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Total Revenue	1,106,265	1,264,327	1,433,975	1,604,155	1,745,634	1,913,042	2,081,024	2,249,595	2,418,767	2,558,979
Professional Services	120,000	105,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000
Management Fee	440,000	462,000	485,100	509,355	534,823	561,564	589,642	619,124	650,080	682,584
Repairs & Maintenance	157,000	177,000	181,500	186,135	190,909	195,826	200,891	206,108	211,481	217,016
Utilities	148,696	156,131	163,938	172,135	180,741	189,779	199,267	209,231	219,692	230,677
Administration & Other	84,200	99,150	94,364	105,866	101,685	113,852	110,400	123,366	120,791	134,720
Depreciation	289,114	323,634	326,630	330,641	333,560	337,024	339,006	342,080	343,984	345,077
Interest	281,852	375,332	384,812	393,492	400,172	411,452	421,932	429,612	434,292	437,692
Total Operating Expenditure	1,527,140	1,706,476	1,720,275	1,780,931	1,824,885	1,893,728	1,947,177	2,015,481	2,066,203	2,133,882
Projected Net Operating Surplus/(Deficit)	(420,876)	(422,150)	(286,300)	(176,776)	(79,251)	19,614	133,848	234,113	352,563	425,097

Table 28: Proposed budgets to FY34

Notes and disclaimers:

- Based on assumptions outlined in Appendix One
- The Functional Strategy is developed based on Council's strategies to plan for natural growth, and maximise revenue
- All costs are provisional estimates only
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- Projected costs subject to change. TPG reserve the right to review costs if base assumptions change
- Does not include any estimated costs for Qualifying Aerodrome requirements or Part B of the Aeronautical Study
- Refer to Functional Strategy section of the Report for further information, including critical success factors and budget implications etc
- Refer to Next Steps section of the Report which outlines our recommended short, medium and long term next steps.

- **Develop a Wanaka Airport Operational Plan**
 - Considers capex and opex costs, as well as funding opportunities
 - Considers user feedback and needs
- **Investigate airport management options**
 - Second busiest uncontrolled airport in the country
 - Significant Health and Safety obligations and risks
 - Complex commercial operating environment
 - CAA requirements will require higher standard of operational management