

Item 1: Wānaka Airport Projects Update

SESSION TYPE: Briefing

PURPOSE/DESIRED OUTCOME:

Provide the Infrastructure Committee with an update on capital works at the Wānaka Airport. Also likely future capital works required by the CAA and proposed in the draft LTP.

DATE/TIME:

30 April 2024 at 1.30pm

TIME BREAKDOWN:

Presentation: 20 min

Questions or Debate/Discussion: 10 min

Prepared by:



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Title: Property director
16 April 2024

Reviewed and Authorised by:



Name: Tony Avery
Title: GM P&I
16 April 2024

ATTACHMENTS:

A	Wānaka Airport Projects Update April 2024
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Attachment A

Wānaka Airport Projects Update

April 2024

Wānaka Airport Movements

Aircraft Movements

Wānaka is a Non-Certified General Aviation Airport. The easiest way to measure how busy the airport is by total annual movements.

A movement is either a take-off or landing of an aircraft.

Wānaka had its most aircraft movements in 2019. That year there were over 50,000 movements, with peak months recording more than 6,000 movements.

Covid-19 severely impacted Wānaka Airport. Reducing tourism and flight training.

We anticipate Wānaka Airport will achieve 50,000 aircraft movements over the next 12 months. Peak months are already recording 5,000 movements.



Aircraft Movements

- > The table below indicates approximate annual aircraft movements at some other busy NZ airports. This highlights that Wānaka is amongst the busiest in NZ.

Approx. Movements at busiest Certified Airports	Approx. Movements at busiest Non-Certified GA Airports
Auckland 54,000	Ardmore 140,000
Christchurch 42,000	Whanganui 75,000
Wellington 41,000	Wānaka 50,000
Tauranga 29,000	Oamaru 40,000 – 60,000 (not formally reported)
Palmerston North 23,000	Rangiora 40,000 – 60,000 (not formally reported)
Nelson 21,000	North Shore 40,000 – 60,000 (not formally reported)
Queenstown 17,000	Hastings 40,000 – 60,000 (not formally reported)
Hamilton 16,000	

Landing Fee Changes

Fee Change Consultation

- > QLDC is currently consulting on increases to Landing Fees at Wānaka Airport.
- > The current landing fees have been in place for more than 10 years and have not been adjusted, despite increased operational costs.
- > The current fees starting at \$10 per landing is amongst the lowest in NZ.
- > The landing fee consultation is on Let's Talk and submissions close 5th May 2024.
- > The table below indicates the proposed landing fee changes. Most aircraft landing are between 1000kg and 2500kg.

7. Wānaka Airport Landing Fees

	From *	To *	Change (\$)	Change (%)
0–1500kg	\$10.00	\$13.00	\$3.00	30%
1501-2500kg	\$15.00	\$19.00	\$4.00	27%
2501-3000kg	\$25.00	\$31.00	\$6.00	24%
3001-4000kg	\$35.00	\$43.00	\$8.00	23%
4001-5000kg	\$45.00	\$55.00	\$10.00	22%
5001-8000kg	\$95.00	\$112.00	\$17.00	18%
8001–12000kg	\$125.00	\$146.00	\$21.00	17%
12001–18000kg	\$175.00	\$204.00	\$29.00	17%
18001-20000kg	\$235.00	\$272.00	\$37.00	16%
20001–25000kg	\$315.00	\$362.00	\$47.00	15%

LANDING MOVEMENT CHARGE BY AIRPORT

Based on: Published Charges for Cessna 172 (MTOW: 1156kg) including GST, if any.



This is a comparison of published Landing Movement Charges in 2022 from 72 New Zealand airports of various sizes from small to large and with different use types representing a wide range of aerodrome types and functions.

The subject aircraft is a Cessna 172, chosen to represent a typical recreational or flight training aircraft.

For more information contact:
Lockie Airport Management
www.lockie.co.nz – info@lockie.co.nz



The chart to the left is from a recent independent review of landing fees across New Zealand.

This chart shows that for a Cessna 172 aircraft or similar the landing fee varies significantly.

The proposed Wanaka landing fee of \$13 would be mid-table and is aligned with expectations across New Zealand.

Workstream 1

Capital Project Updates

Capital Works Projects Updates

- > QLDC is currently undertaking several projects as a good steward of this community asset. These projects are focused on looking after what we already have, not on expanding the airport capacity in any way.
- > Animal Control Fencing – complete - \$37,000
- > Firewater Tank Farm –complete - \$98,000
- > Grass Taxiway Upgrades – concept phase - \$65,000
- > Café Carpark Reseal – concept phase - \$10,000
- > Mustang Lane Drainage – procurement phase – Cost to be confirmed after procurement complete – New sump pit and relocation of stormwater drainage on Mustang Lane to stop current flooding of hangars.
- > Trees Removal – procurement phase – Cost to be confirmed after procurement complete – Survey of OLS has identified trees impacting the OLS clearance. Project will remove trees and replant in areas outside the airport precinct.
- > Equipment Shed – not started – Estimate \$75,000 – New shed to accommodate the airport operations team equipment and vehicles. Will enable us to stop leasing hangar space from commercial operator.



Workstream 2

Aeronautical Study Updates

Aeronautical Study Update

- > The CAA have required QLDC to undertake an Aeronautical Study of Wānaka Airport. This Aeronautical Study has been completed in two parts. Part A addresses the ground issues, Part B addresses the airspace issues.
- > Part A has been with CAA for 12 months and the review is expected in April 2024. QLDC staff expect the draft recommendations in the aeronautical study to be largely adopted by the CAA.
- > Key draft recommendations are to move to a Part 139 Qualifying Aerodrome and to update the Airport Master Plan. Part 139 qualifying status requires changes to the management agreement at the aerodrome. We have started preliminary work to understand what this change in management agreement looks like. An updated Master Plan would require broad engagement with the community.
- > We have already completed some of the draft recommendations, other draft recommendations have had preliminary costs developed and are included in the draft Council LTP for consideration.
- > Part B has been received by CAA. Part B is on pause and the CAA have indicated that they will not review Part B until a Master Plan for Wanaka Airport has been completed.
- > Some of the draft recommendations in part B make sense to implement under all future scenarios. QLDC intends to act on those sensible low-cost actions as soon as possible.

Draft Recommendation Status

Complete	In Progress	Funding in LTP	Other
B1 NZWF monitor circuit procedures	A2 Relocation of FATO	A1 parallel Code B grass taxiway between stubs	A10 Prepare RESA if aircraft with more than 30 seats planned – Only if supported by Master Planning
B2 Website updated with reporting process	A5 Aircraft run up area improvements	A3 Taxiway W connected	Rec10 Prohibit hangar storage of helicopters in Taxiway Y – only if supported by Master Planning
B3 VFR arrival charts updated	A7 Runway strip widening tree removal	A4 Aircraft parking area and fixed tie downs	B6 Designate Wanaka CFZ, MBZ – only if directed by CAA
B8 Review NZAIP	B4 Install AWIB	A6 Grass runway smoothed	
	B5 Install AFRU	A8 Grade Runway Strip	
	B9 Review VNC	A9 Protect runway over run area and RESA	
		A11 QLDC update Master Plan	
		A12 upgrade security Fencing	
		A13 Vehicle Access Swipe Cards	
		A14 Airside Vehicle Permit System	
		A15 Part 139 Qualifying Aerodrome	
		B7 Introduction of UNICOM	

Workstream 3

Wānaka Airport Management Update

Wānaka Airport Management

- > QLDC has a Management Services Agreement (MSA) in place with QAC to manage the daily operations of the airport.
- > This is limited in scope and intended as an interim arrangement.
- > The CAA are likely to direct the airport to achieve Part 139 Qualifying status, due to the high number of movements already happening at the airport.
- > Moving to Part 139 Qualifying status will require changes to this MSA arrangement.
- > We have started early investigations to understand what those changes are likely to be.



Workstream 4

Wānaka Airport Future Options Update

Future Options Update

A likely outcome of the CAA review of the aeronautical study will be a requirement to update the Airport Master Plan.

Master Plan work is outside the MSA arrangement with QAC. QLDC would need to lead the development of future options and consultation for a Master Plan.

A start date for this work has not been confirmed.

