

Agenda for a meeting of:

Wānaka Airport Liaison Committee (WALC)

16 February 2026

QUEENSTOWN LAKES DISTRICT COUNCIL

WĀNAKA AIRPORT LIAISON COMMITTEE

COMMITTEE MEMBERS

Mr Rob Phillips (Chair)

Mr Tony Avery

Ms Juliet Breen

Mr Jon Brooks

Mr Simon Telfer

Agenda

DATE & TIME	Monday 16 February 2026, 11.00am-1.00pm
LOCATION	Alpine Helicopters Boardroom, Wānaka Airport
CHAIRPERSON	Rob Phillips
MEMBERS	<ul style="list-style-type: none"> • Tony Avery (General Manager Property & Infrastructure, QLDC) • Jon Brooks (Airways Corporation) • Juliet Breen (Airport Manager) • Simon Telfer (Wānaka-Upper Clutha Community Board)
APOLOGIES	•
ADDITIONAL ATTENDEES	<ul style="list-style-type: none"> • Paul Speedy (Strategic Project Manager, QLDC) OR • Roger Davidoson (Property Director, QLDC) • Georgia Pringle (Democracy Services Advisor, QLDC)

ITEM		PAGE	WHO
Opening Karakia			
Apologies			
Confirmation of Agenda			
Confirmation of Previous Minutes		4	Draft minutes of a meeting of the Wānaka Airport Liaison Committee held on 29 September 2025
Items			
1	Wānaka Airport Manager's Report	10	Juliet Breen
2	Wānaka Airport Future Review Community Engagement Summary	14	Paul Speedy
3	Discussion of Terms of Reference & Appointing of New Members to WALC	47	All
4	Other matters		All
5	Confirming date and location of next meeting		All
	Closing Karakia		

Confirmation of Previous Minutes

Draft minutes of the meeting of the Wānaka Airport Liaison Committee
held on 7 April 2025

Minutes of a meeting of the Wānaka Airport Liaison Committee held on Monday 29 September 2025 in the Wānaka Airport Alpine Helicopters Boardroom, beginning at 11.00am

Present

Mr Rob Phillips (Independent Chair), Ms Juliet Breen (Queenstown Airport Corporation - QAC) Mr Simon Telfer (Wānaka-Upper Clutha Community Board Chair) and Mr Tony Avery (General Manager, Property & Infrastructure, Queenstown Lakes District Council -QLDC).

In Attendance

Mr Paul Speedy (Strategic Project Manager, QLDC) and Ms Georgia Pringle (Democracy Services Advisor, QLDC)

Karaka Tīmatanga (opening karakia)

An opening karakia was presented by Mr Phillips.

Apologies

Mr Jon Brooks (Airways Corporation) was an apology.

It was noted that Mr Don Grant (Wānaka Airport Users Group/Deputy Chair) and Mr Andrew Crawford (Sounds Airs) have resigned from their respective roles, therefore are no longer part of the Wānaka Airport Liaison Committee (WALC) or the committee.

Confirmation of Agenda

Mr Phillips confirmed the agenda, noting that the resignations of Mr Grant and Mr Crawford, and discussion of the future of WALC would be discussed in Item 5 - Other Matters.

Appointment of New Deputy Chair

The Committee agreed that Mr Telfer would be the new Deputy Chair.

On the motion of Mr Phillips and Mr Avery it was **agreed** that Mr Telfer be appointed the new Deputy Chair of the Wānaka Airport Liaison Committee.

Motion was **carried** unanimously.

Confirmation of Minutes

On the motion of Mr Avery and Mr Telfer it was **agreed** that the minutes of a meeting of the Wānaka Airport Liaison Committee held on 7 April 2025 be confirmed as a true and correct record:

Motion was **carried** unanimously.

1. Wānaka Airport Manager's Report

The report was presented by Ms Breen.

In response to a question, Ms Breen advised that it is difficult to get consistent data to do an accurate forward projection as movement has been so inconsistent in the last 12 months. Ms Breen noted that movements will decrease by approximately 100 per year with the loss of Sounds Air.

Ms Breen advised the current action for QAC is to become CAA (Civil Aviation Authority) certified. Ms Breen noted that an Airport Manager is required to achieve the certification, and that QAC are currently recruiting for this role.

Mr Telfer asked about the gap in movement between 2019 and 2025. Ms Breen advised there were various aspects affecting the movement but noted that flight schools were a lot busier in 2019 compared with 2025, however New Zealand is starting to become attractive again for flight training schools.

On the motion of Mr Avery and Mr Telfer it was resolved that the Wānaka Airport Liaison Committee **note** the report.

Motion was **carried** unanimously.

2. Wānaka Airport 2024 Compliance Monitoring Report

Ms Breen presented the item and took the report as read.

On the motion of Mr Avery and Mr Telfer it was resolved that the Wānaka Airport Liaison Committee **note** the report.

Motion was **carried** unanimously.

3. Wānaka Airport Projects Update (from Queenstown Lakes District)

The report was presented by Mr Avery.

Mr Avery noted that Roger Davidson (Property Director, QLDC) was the report author and took the report as read.

On the motion of Ms Breen and Mr Telfer, it was resolved that the Wānaka Airport Committee **note** the report.

Motion was **carried** unanimously

4. Wānaka Airport Planning Process Update

The report was presented by Mr Paul Speedy (Strategic Project Manager, QLDC).

Mr Speedy noted that there had been fantastic community engagement with the community consultation about the future of Wānaka Airport. Mr Speedy also advised that Egis are currently collating the feedback to provide a report but noted that themes that have arisen are concern of overtourism and lack of sufficient infrastructure.

Mr Speedy advised that once Egis have collated the feedback, it will go to the incoming Council to workshop and start planning potential scenarios for the airport, noting it will provide a 20-30 year outlook.

WALC members commented on the success of the consultation, noting that having specific scenarios for people to engage with was very helpful. As per the WALC Terms of Reference, WALC members noted they continue to give support to the credibility and success of the community engagement.

On the motion of Mr Telfer and Ms Breen it was resolved that the Wānaka Airport Liaison Committee **note** the report.

Motion was **carried** unanimously.

5. Other Matters

There was discussion of the resignation of Don Grant (Wānaka Airport Users Group). It was noted that there is yet to be a replacement for Don and QAC are supporting the Airport Users Group to find a new Chair and Deputy Chair.

There was also discussion of the resignation of Andrew Crawford (Sounds Air), noting that Alpine Wānaka, Wānaka Helis, You Fly and End Zone are potential sources for a replacement for a new commercial airline representative for WALC.

There was brief discussion about the role of WALC once the new airport plan starts progressing, noting this is something the incoming Council may assess in the new triennium.

Mr Telfer requested the release of the financial statements for the Wānaka Airport over the last 12 months. Mr Avery agreed to release them and the Committee agreed to add them as an attachment to these minutes - see **Attachment A** included in these minutes.

On the motion of Mr Telfer and Ms Breen it was resolved that the Wānaka Airport Liaison Committee note the other matters discussed.

Motion carried unanimously.

6. Confirming Date and Location of Next Meeting

The next meeting of the Wānaka Airport Liaison Committee was confirmed to be held at 11am on Monday 16 February in the Alpine Helicopters Boardroom at Wānaka Airport.

Karakia Whakamutunga (closing karakia)

Ms Breen presented a closing karakia.

The meeting concluded at 12.08pm.

Confirmed as a true and correct record:

CHAIR

DATE

WĀNAKA AIRPORT MANAGER’S REPORT

1 Aircraft Activity.....2

2 Unplanned Engine Testing Incidents.....3

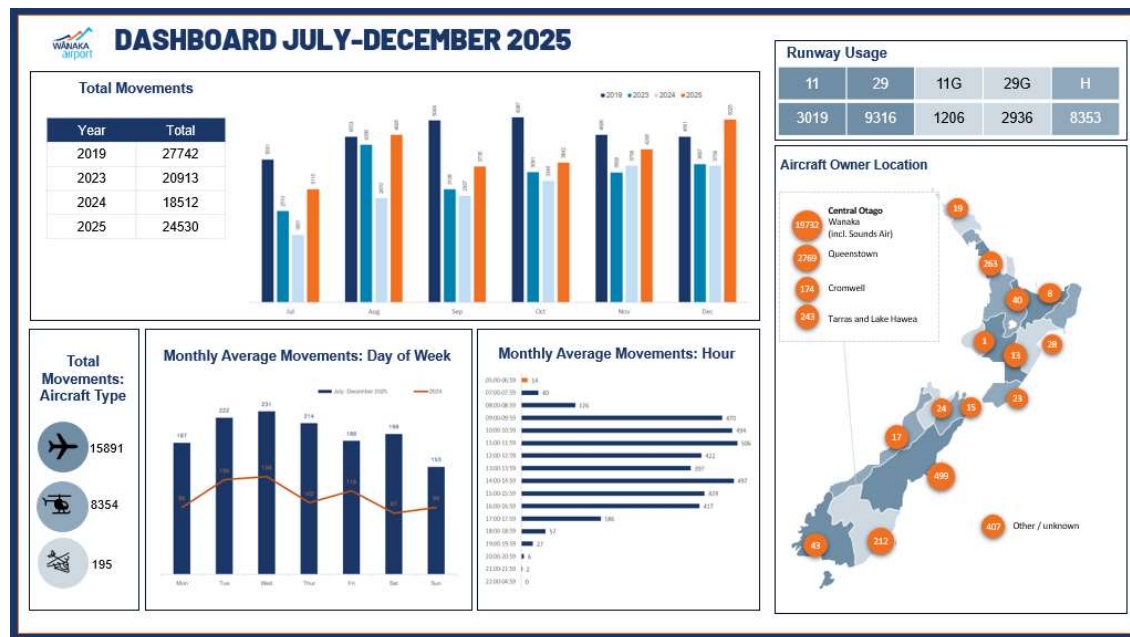
3 Complaints Register Summary.....3

 Noise Complaints.....3

 Operational Complaints4

4 Operational Report.....4

1 AIRCRAFT ACTIVITY



Total Movements

- Between 2024 and 2025, there was an increase of nearly 30% in movements for the period July to December. August and December movements were higher than pre-covid.

Aircraft Type

- Consistent with previous breakdown (likewise for RWY vs PAD numbers).

Runway Usage

- Relatively consistent with previous use with 29 the predominant RWY used. When 11 is in use, the proportion of movements on Grass RWY to Seal RWY is much higher.
- Slight increase in proportion of Grass RWY usage (just over 5%) from previous six months. This could be result of many factors (weather included) and we will continue to monitor.

Day of Week

WĀNAKA AIRPORT LIASON COMMITTEE – 16 February 2026

- 2025 saw more even spread across Mon-Sat compared to 2024 where movements were more concentrated on middle of week. Sun still remains quietest day.

Monthly Average Movements

- Pre 7am movements likely result of commercial “weather” emergencies (frost-fighting and drying for vineyards and orchards).

Aircraft Owner Location:

- Slight increase in the number / proportion of flights originating from WKA and surrounds (Queenstown and Cromwell) between first and last 6 months of 2025.
- Corresponding drop in surrounding regions (Canterbury, Dunedin, Southland and West Coast) – particularly Canterbury which saw more than 50% decrease in total movements.
- Other regions relatively consistent over time.

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

Two noise complaints were received between September 2025 and January 2026.

Date	Complaint	Response
23 Sep 2025 23:15hrs	An email was received advising that an aircraft was very low over Rob Roy Lane.	WKA Duty Manager reviewed available data, with no flights recorded for that time. Correspondent advised no flights recorded and that complaint could be raised with CAA.
8 Jan 2026 05:00hrs	A local resident called to advise of a low helicopter operation over the Hāwea township at 05:00hrs.	WKA Duty Manager reviewed available data and spoke with the Heli operating company. The operator dealt with the matter.

Operational Complaints

No operational complaints were received between September 2025 and January 2026.

4 OPERATIONAL REPORT

Safety

There were 19 Safety reports received between September 2025 and January 2026.

Five of these reports involved circuit irregularities, which is an increase from the previous period. Two reports related to wildlife intrusions onto the airfield. One incident is under investigation using the Incident Cause Analysis Methodology (ICAM) due to its impact on the operation.

Management

Rachel Sutherland was appointed as Airport Manager in mid-December. An Airport Manager role is required under Part 139 Qualifying. Rachel is leading the capital works required to meet the qualifying standard as well as overseeing the development and implementation of a Safety Management System (SMS).



Wānaka Airport Future Study

Engagement Results and Conclusions_

WANAKA AIRPORT

Purpose of the engagement

Quick Facts

- Wānaka Airport is owned by QLDC and operated by QAC.
- These works have included:
 - 2 Online surveys
 - In-person community workshops
 - User group workshops
 - + Multiple stakeholder group meetings
- There are no scheduled flights from the airport as Sounds Air ceased flights to Wānaka in September 2025.
- The airport currently supports over 200 local jobs.
- The airport is currently subsidised by QLDC.

This community engagement project aims to determine the local community, user groups, local business group and local stakeholders' preferred scenarios for the future of the Wānaka Airport.

This extends to providing credible, possible and reasonable options to consider to improve the financial performance of the asset and maximise the community benefit of the airport.

Further context for the works is that:

- QLDC has received formal notification from CAA that the airport must be managed under the authority of Part 139 Qualifying Aerodrome Operator Certificate by 1 July 2027
- Local stakeholder groups took QLDC to the High Court over the 99-year lease of Wānaka Airport to QAC

These works will provide independent recommendations on the future of Wānaka Airport and its management. We will provide advice to enable the community's vision of the future of the airport, land use considerations for the site and financial viability of the council asset.

Community Engagement Phases 1 and 2

Online Survey #2
29 August to 19 September
In-person workshop #2
29 and 30 August
Online Survey #1
16 June to 15 July
In-person workshop #1
27 and 28 June

PHASE 2

1,133

Online Survey
Responses

4,775

Project Page
Visits

3 weeks

of Online Survey
Uptime

2 days

of In-person Wānanga
Community Drop-in Sessions

90-100

Participants In
Person

3

Email
Submissions

PHASE 1

261

Online Survey
Responses

2,230

Project Page
Visits

4 weeks

of Online Survey
Uptime

2 days

of In-person Wānanga
Community Drop-in Sessions

90-100

Participants In
Person

5

Email
Submissions

Base Scenario **Results**

01

Overview of results

The most supported Scenario was Scenario 3: Wānaka Airport to be a General Aviation Airport with Domestic routes to Christchurch and/or Wellington.

The community enthusiastically endorses using the airport for more than just aviation activities. Landside development for the benefit of the community and local businesses is a clear direction that the community and airport stakeholders want the airport to go in. All Complementary Options had a level of positive support, showing that the community has a general positive view of using the site for broader benefits.

Scenario 3 preference was mostly preferred as it limits the risks around potential overtourism, population growth, overburdening of local utilities and services, environmental impact, airspace impact, and noise concerns. These were negatives that were associated with additional connections to other New Zealand cities.

There were many responses which wanted connections to Christchurch, especially for medical services. For this to be realised the airport will need to go into discussions with airlines and the central government to understand what could enable the revival of this route.

Future aircraft and innovation were popular themes, preparing the airport for electric aircraft and promoting their development in Wānaka were popular with the community.

Most to Least
Supported Scenarios

3

2

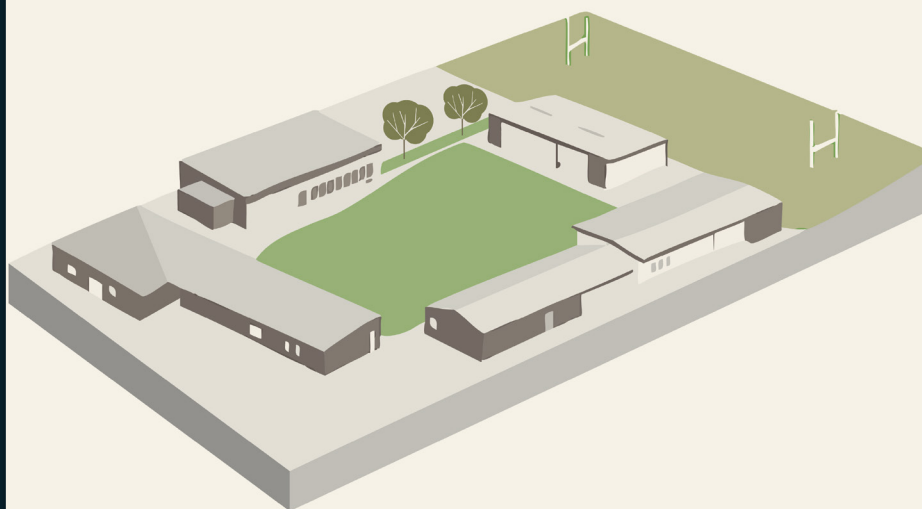
4

5

1

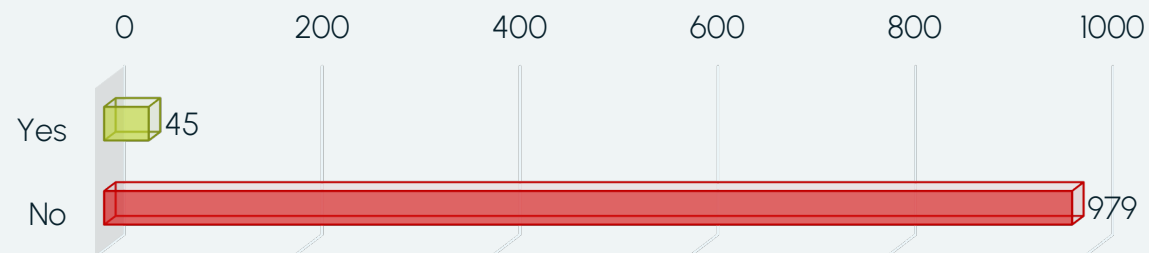
Number of "Preferred"
option responses in person:

0

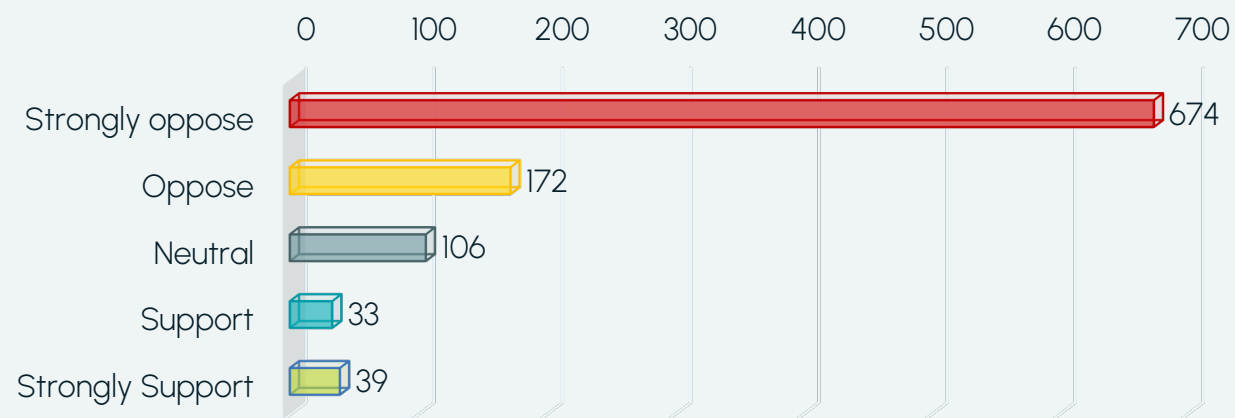


Scenario 1: Close Wānaka Airport

Do you support closing Wānaka Airport?



To what extent do you support or oppose this option?

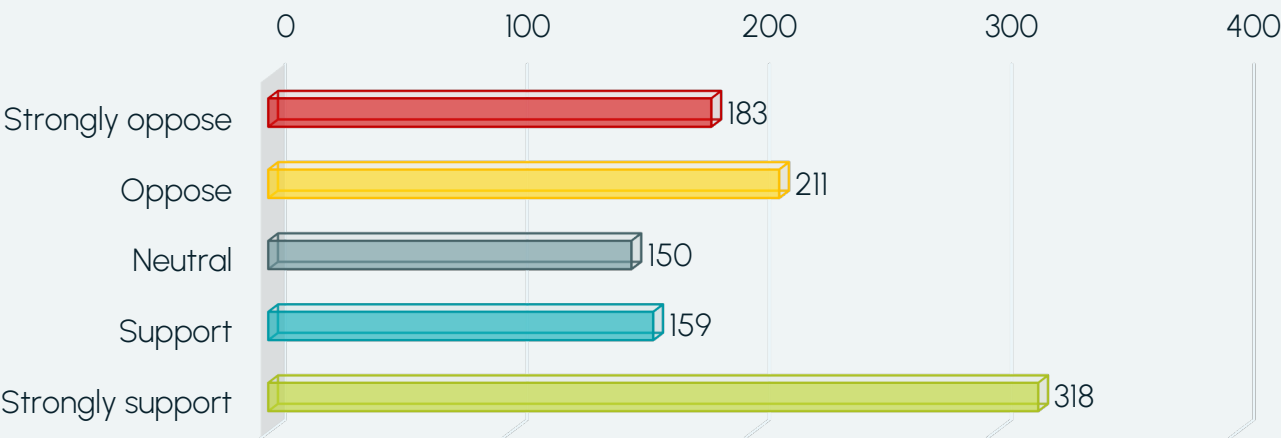


Scenario 2: Wānaka Airport to be a General Aviation Airport only

Do you support keeping Wānaka Airport as a general aviation airport only, with no scheduled services to other airports?



To what extent do you support or oppose this option?



Number of "Preferred" option responses in person:

1



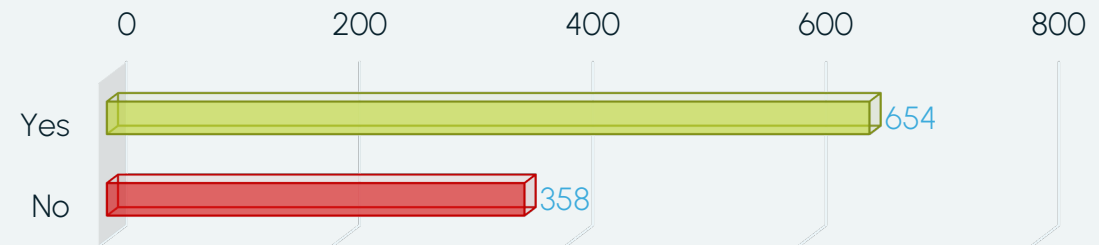
Number of "Preferred"
option responses in person:

51
(highest)

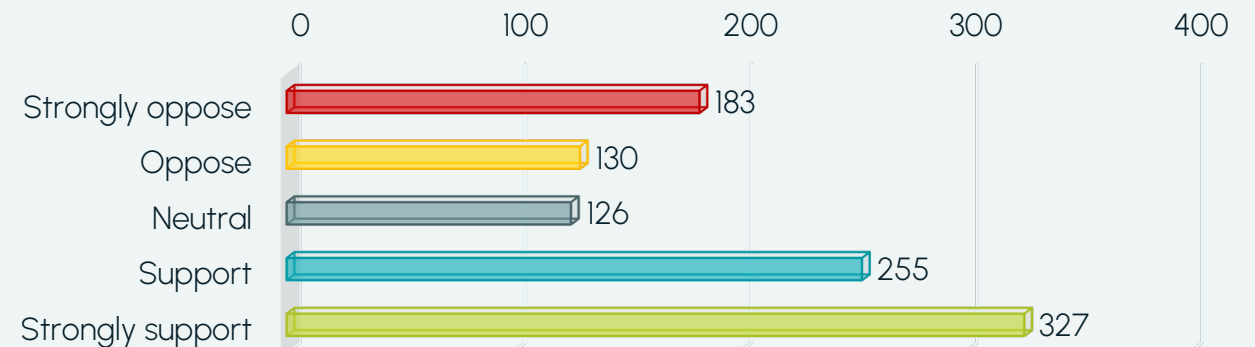


Scenario 3: Wānaka Airport to be a General Aviation Airport with Domestic routes to Christchurch and/or Wellington

Do you support planning to upgrade Wānaka Airport to include scheduled turboprop flights to Christchurch and/or Wellington, while keeping General Aviation as it is?

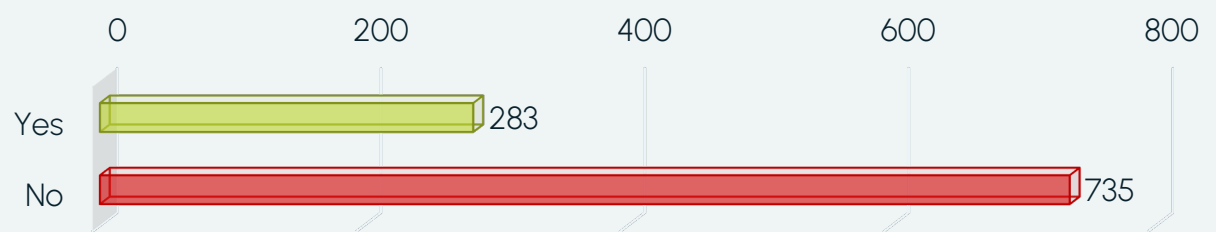


To what extent do you support or oppose this option?

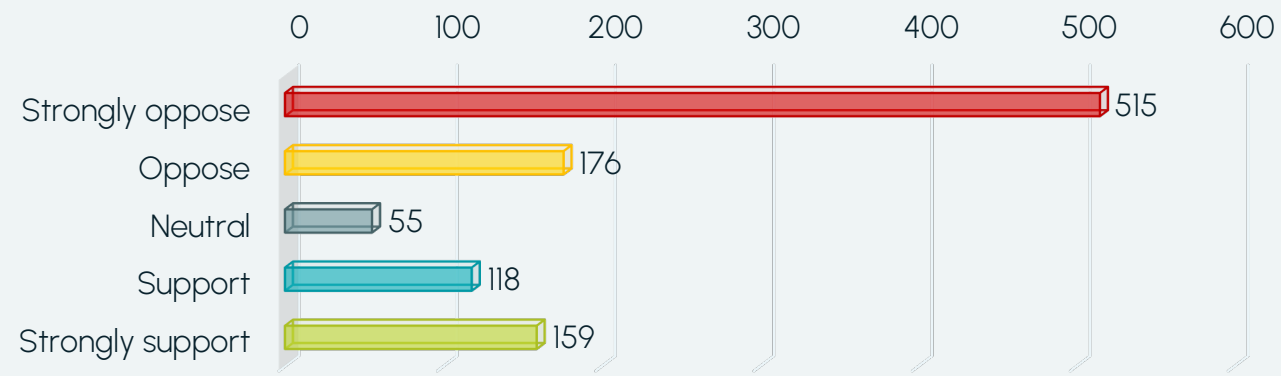


Scenario 4: Wānaka Airport to be a General Aviation Airport with Domestic routes including direct to Auckland

Do you support planning to upgrade Wānaka Airport to include scheduled flights as far as Auckland, which would require larger turboprop aircraft or jets carrying between 30–115 passengers, requiring the current runway to be extended and/or realigned and airport to be upgraded?

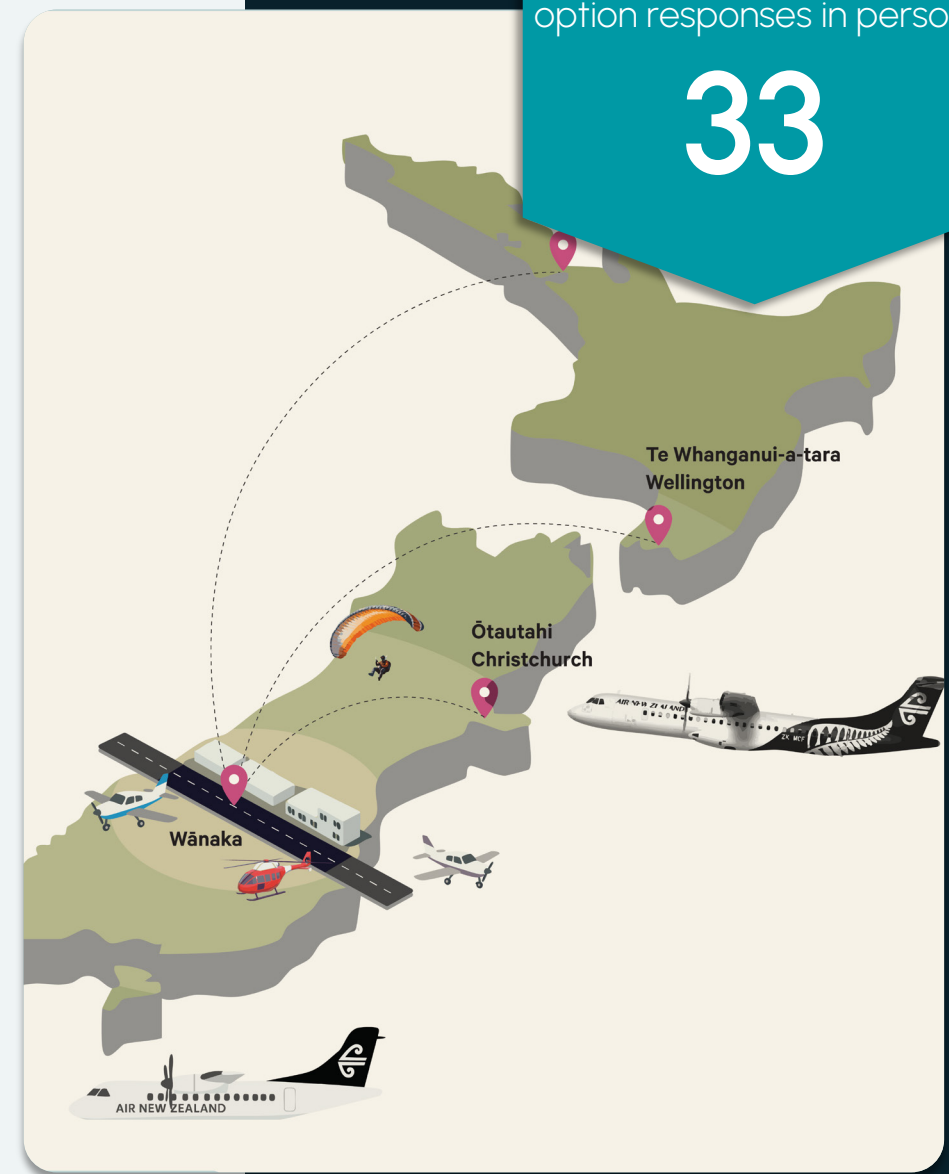


To what extent do you support or oppose this option?



Number of "Preferred" option responses in person:

33



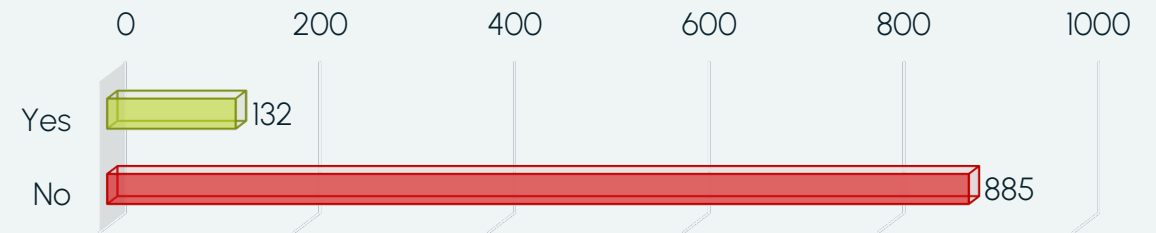
Number of "Preferred" option responses in person:

1

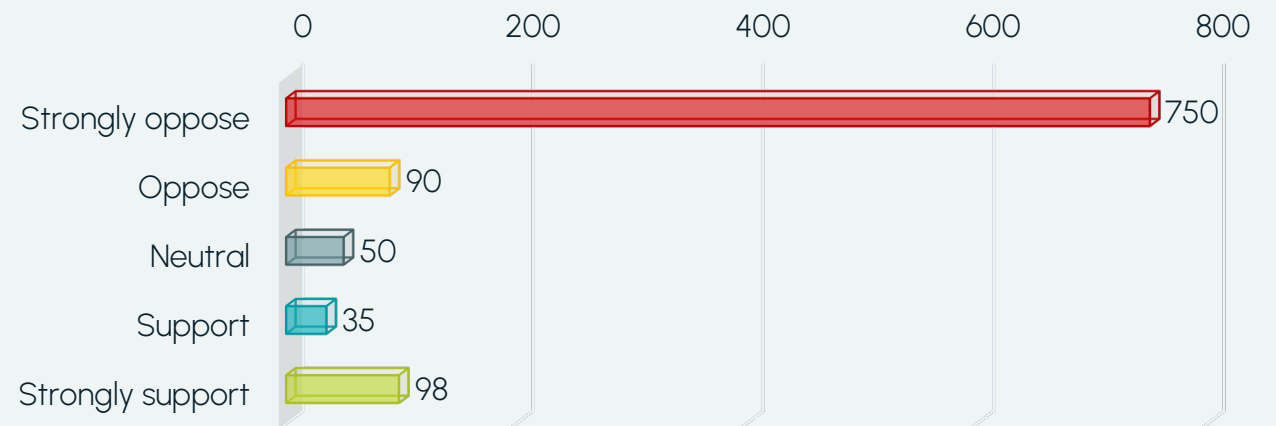


Scenario 5: Wānaka Airport to be a primarily domestic and international airport focused

Do you support planning for Wānaka Airport to become an international airport with connections to New Zealand cities, Australia or the Pacific?



To what extent do you support or oppose this option?



A group of people are gathered around a large table displaying a detailed map or plan. In the background, several large informational panels are mounted on the wall, featuring maps and text. One panel is titled "General Aviation with Regional Domestic" and another "General Aviation with Domestic Links Including Auckland". The people are engaged in discussion and looking at the displays.

Complementary Options

02

Complementary option 1: Wānaka Airport as a more prominent Community Asset

Quick Facts

72% of respondents stated that they do not use the airport

Wānaka Airport currently supports many aviation businesses, including scenic flights, flight training, parachuting, and the Warbirds Over Wānaka event. These activities provide local jobs and tourism benefits.

This option is aimed at evaluating the community's openness to extending the range of services at the airport to provide broader services, make better use of vacant airport land, and make the airport more relevant to more residents.

The Phase 2 Community Engagement asked the respondents to indicate their support or opposition to these main items:

- Extending the airport's services to provide wider benefits for the local community
- Wānaka airport as an emergency and medical response hub
- Events and recreation at Wānaka Airport
- Additional local community involvement in the oversight of the airport

Wānaka Airport is well located to serve as civil defence and emergency response hub for the Upper Clutha region. Emergency Management was considered a top 3 outcome for prioritisation from in-person and online engagement in Phase 1 of the Community Engagement.

Airports become critical infrastructure for emergency services in the case of wide-scale disasters, 86% of responses supported developing the airport to address civil defence and emergency services capabilities, and development of hangars, back-up power supplies and other enabling infrastructure.

One of the main uses for the previous Sounds Air connection was medical travel. This need for some residents to travel to Christchurch or further for medical treatment will now require people to travel via Queenstown. Options were presented to the community to aim to develop Wānaka to have medical facilities and a permanent flying doctor service or medical transfer service. These were strongly supported by the community with 78% support.

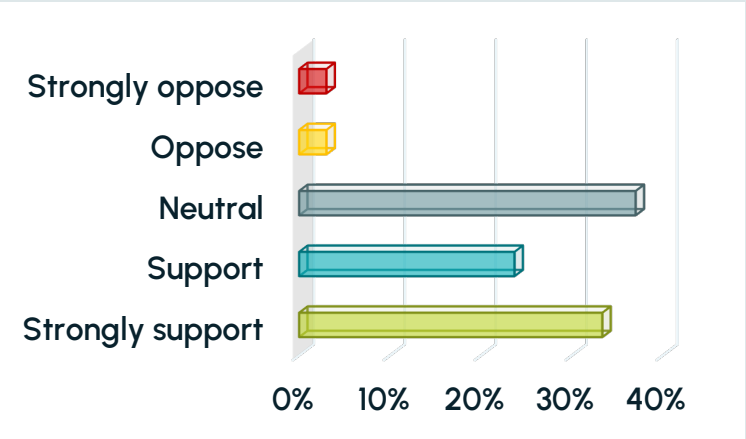
Other well-supported options were to encourage using the airport to host more events.

Management at Wānaka Airport

When asked about management at the airport, the idea of local oversight was popular. We interpreted some of this to be a result of low transparency with the current operating model and financial performance of the community asset. A lack of clarity on future airport development has created a vacuum of information and resulted in mistrust around the airport’s ambitions.

Question	Yes	No	Don't Know	No Opinion
Are you satisfied with the local representations in management at Wānaka Airport?	15%	43%	30%	12%
Would you want an additional Wānaka-based oversight for the airport?	61%	6%	22%	11%

To what extent do you support or oppose implementing an additional Wānaka-based oversight group for the airport?



Complementary option 2: Promote aero-related businesses - aviation excellence and innovation

Questions were aimed at whether the community wanted the airport to actively attract additional users and support the current users' growth, which includes investment into additional enabling infrastructure.

Develop local aviation businesses and promote industry and research

This Complementary Option is to measure support for initiatives which enable growth of current and future users through development of the site and development of hangars and utilities at the airport. Wānaka has an opportunity to be a centre of excellence for aviation ranging from aircraft development, training, unpowered flight, and maintenance.

Investment to enable the success of local aviation businesses was strongly supported across the engagement. Including infrastructure investment (hangars, services).

Industry, shows and research

Community-led environmental initiatives and conservation actions were among the strongest themes raised during Phase 1 engagement. Wānaka with its open airspace, established GA industry, world class scenery and established international airshow are in a good place to attract future aircraft innovation, testing and demonstrating. This was well supported.

Some of the most supported options are to enable more research and innovation, similar to the NASA balloon launches. There is also support for developing an airshow for future aircraft.

Community Comments on what services they want to see at the airport:

The land could well be used for festivals, concerts and show events.

Environmentally sustainable options.

The airport is an airport. A solar farm with opportunities to cheapen local power would be more than enough community service.

Please no solar farm - ruin the look of our beautiful spot.

Complementary option 3: Promote non-aviation services/businesses at Wānaka Airport

General industrial and non-aviation uses

Airports often have industrial parks due to the distance from town centres and both generally generating noise. The community was very consistent with support for allowing airport land to be used for general industrial or commercial use. Allowing these services to have a space outside of town but in close proximity will allow industry to grow without impact to the town centre. Changes in zoning to allow for this enables a separation between industrial uses and residential or low noise, low space commercial uses.

There was strong support for the airport using some of its land for general industrial or commercial use, such as warehouses, business parks, car dealerships, or distribution centres.

Community services, solar generation and community batteries

Many airports are now running solar farms and installing community batteries. This can support the local energy network with resilience and supply of green energy and can help manage future energy rates. Solar farms often work with airports as they are low profile and do not impact airport operations, making good use of otherwise unusable land. The community was supportive of a solar farm and community battery on site.

Complementary option 4: A financially self- sufficient Wānaka Airport

This complementary option gauges what financial motive the operational model of the community thinks that the airport should have, and where the community feels is most appropriate to fund the operations from.

Many services are not expected to return profits to the Council. Understanding that the benefit to the community for any service needs to be in relation with the costs associated with the service.

Wānaka Airport currently runs at a loss, which is subsidised by QLDC ratepayers. This is common for airports of a similar size in New Zealand and internationally. The main sources of revenue for the airport are rent from tenants and landing fees from GA users.

The community overwhelmingly wanted the airport to aim to fully cover its own costs in the future. This, coupled with the strong support for subsidising the airport when needed, indicates that the community places a high value on its asset, and that they want the asset to continue to support the local businesses currently using it, but that they want the airport to fund itself when possible.

This provides a strong basis for supporting the development of additional revenue streams through other diversified activities, in line with well-supported complementary options.

Conclusion

Through this engagement, we listened to Wānaka locals and user groups. There was a strong response from the community, which found that **the most supported Scenario was Scenario 3: Wānaka Airport to be a General Aviation Airport with Domestic routes to Christchurch and/or Wellington.**

The community was also supportive of:

- Upgrading Wānaka Airport to enable civil defence and emergency services
- Wānaka Airport to widen its services to include energy generation, energy storage, additional events and shows
- Additional investment to enable a centre of aviation excellence. This includes additional utilities connections, hangars and commercial space
- Attract innovation through attracting future aircraft testing and demonstration

The community wants proactive management of the airport to enable their future vision for the future of Wānaka and Wānaka Airport. The community is supportive of expanding the scope of the airport to better address its own financial performance, provide additional services to the community and continue to support the current events and users.

Recommendations

Egis recommends that QLDC proceeds with a masterplan using strong community participation and results from this engagement as a basis to realise Scenario 3.

Egis is confident that the current management structure could successfully deliver our recommendations. It is important that QAC is aligned with the community-supported scenario and masterplan. QLDC and QAC will need to work closely with the community to build trust as they develop a masterplan in line with Scenario 3 and the supported Complementary Options. With the current void in information and clear plans for the future of the airport, some of the community have made assumptions about what future plans there are for the airport. A master plan would address this issue.

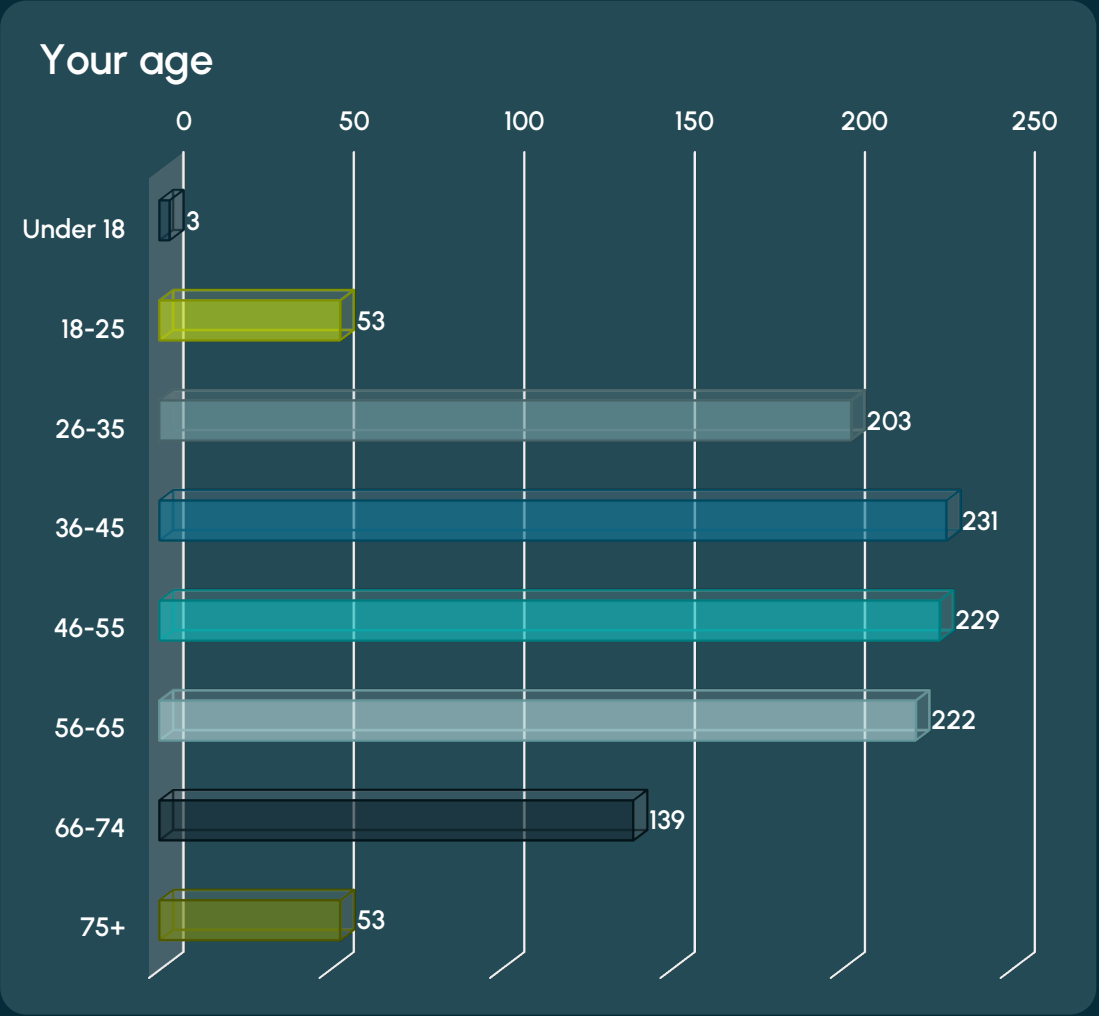
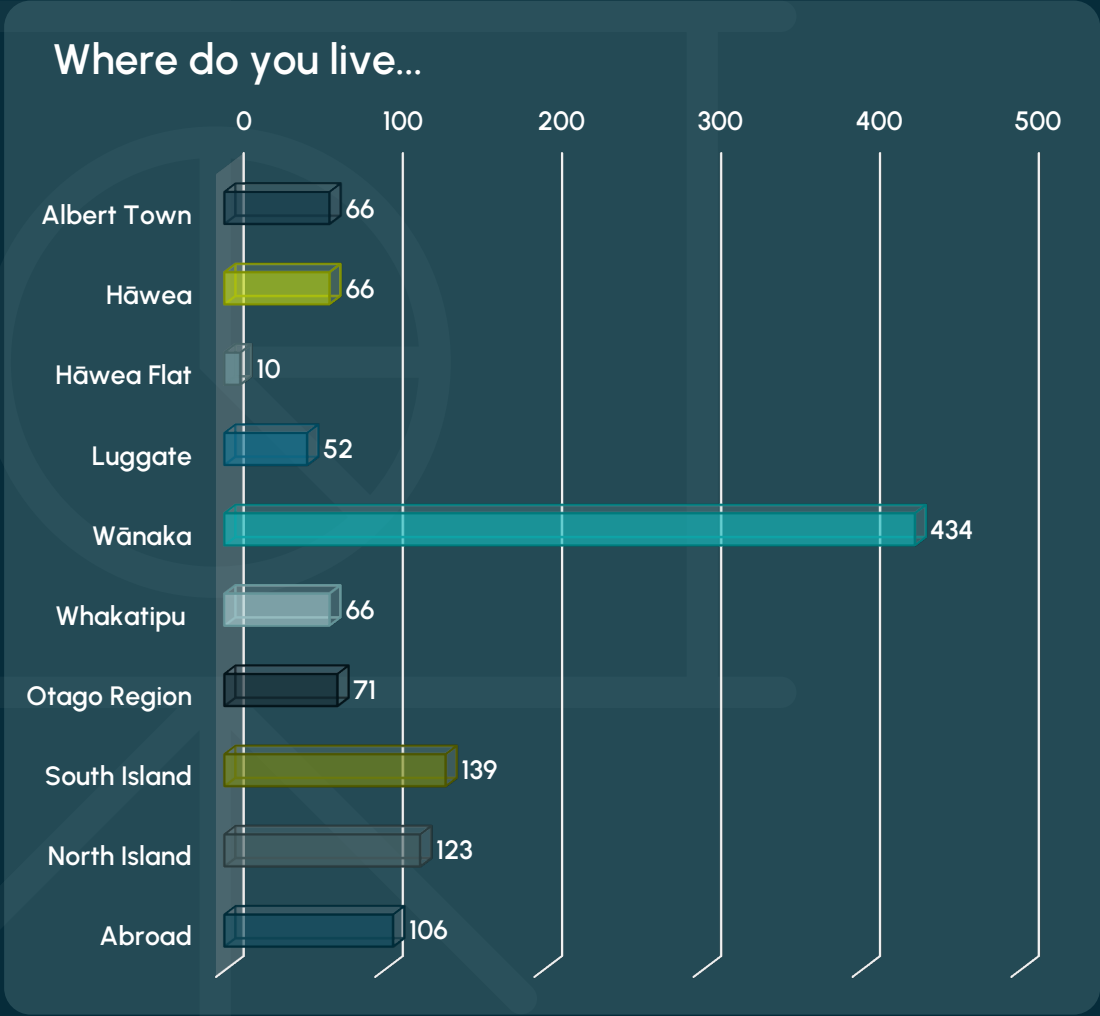
Potential benefits QAC can bring to Wānaka is the wide connections with airlines, which could help bring airlines back to Wānaka. It could also help to attract other innovative aviation opportunities. It has strong links to other aviation experts who can be called upon to assist with Wānaka Airport. QAC also has experience with developing supplementary revenue streams for other airports.

We recommend more transparency on the airport's financial performance and future ambitions to be documented in the masterplan. Some external specialist support will need to be brought in to achieve the community goals at the airport, such as land development, energy generation, civil defence, medical connections and central government funding.

Appendix

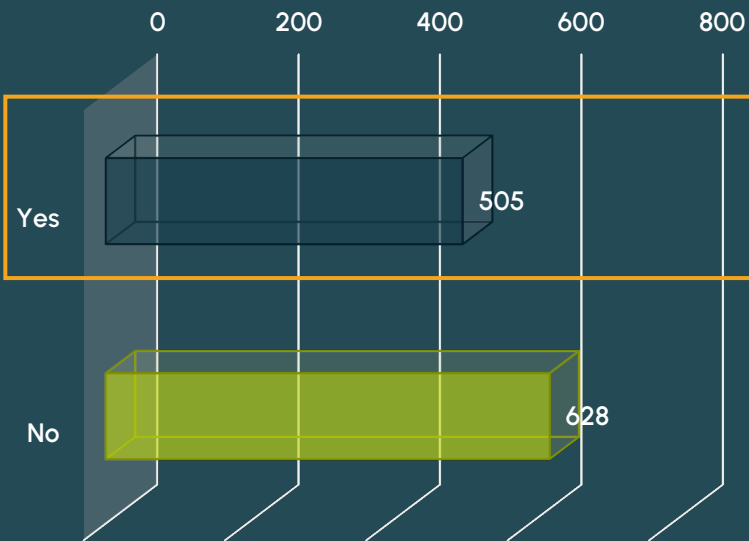


Snapshot of demographic participation

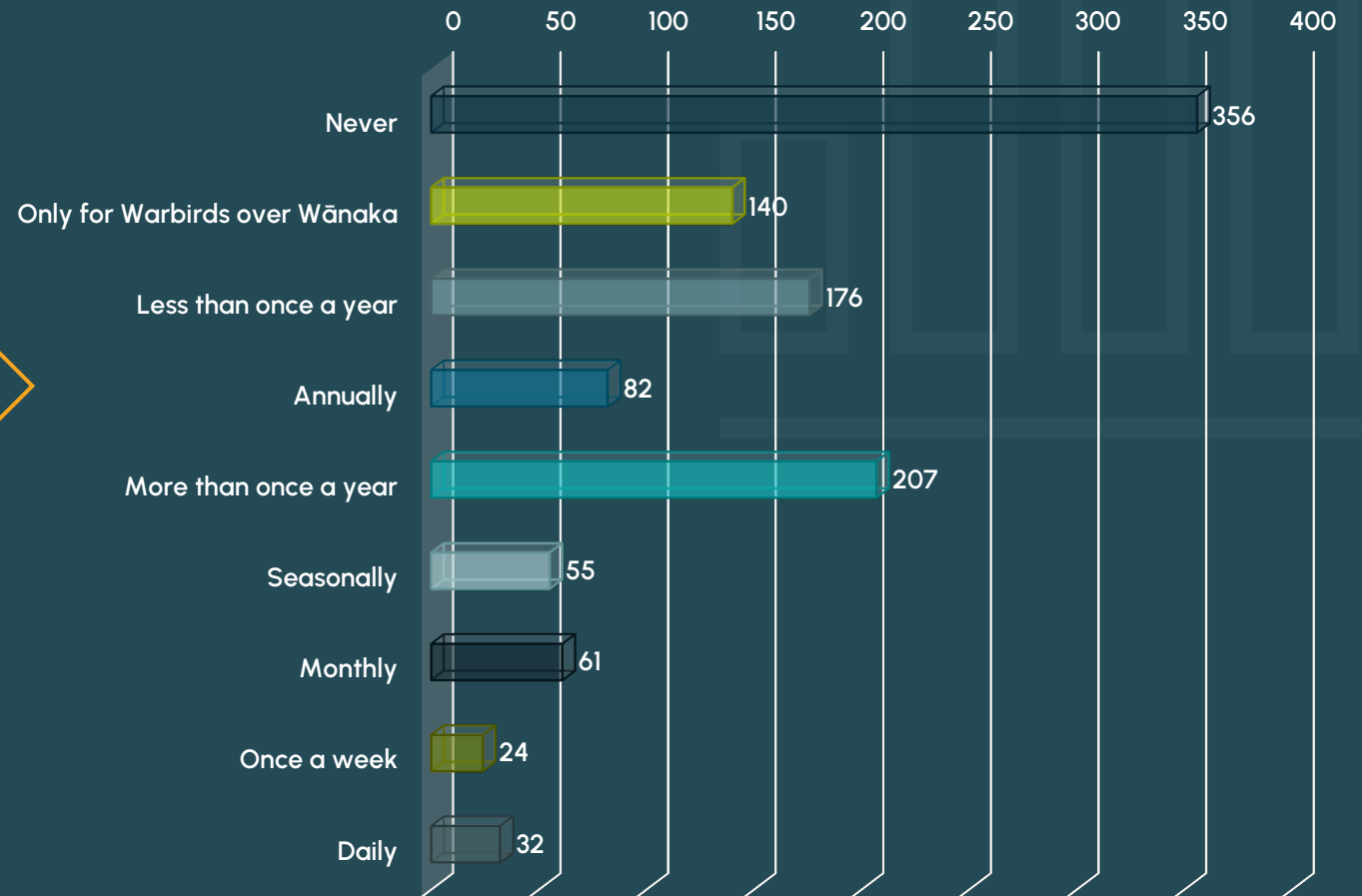


Do you use the airport?

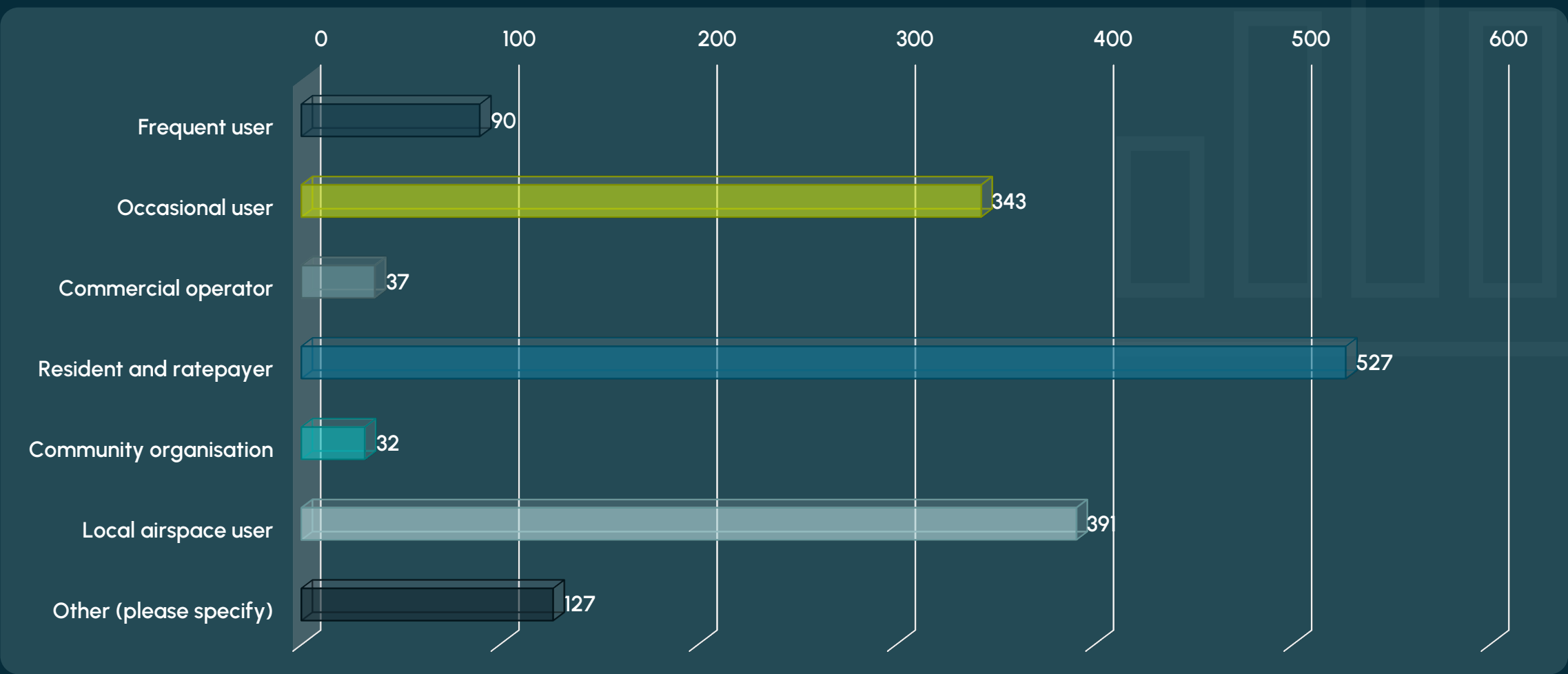
Do you currently use Wānaka Airport for any reason?



How often do you use Wānaka Airport for any reason?



What is your interest in Wānaka Airport? (Please tick that all apply)

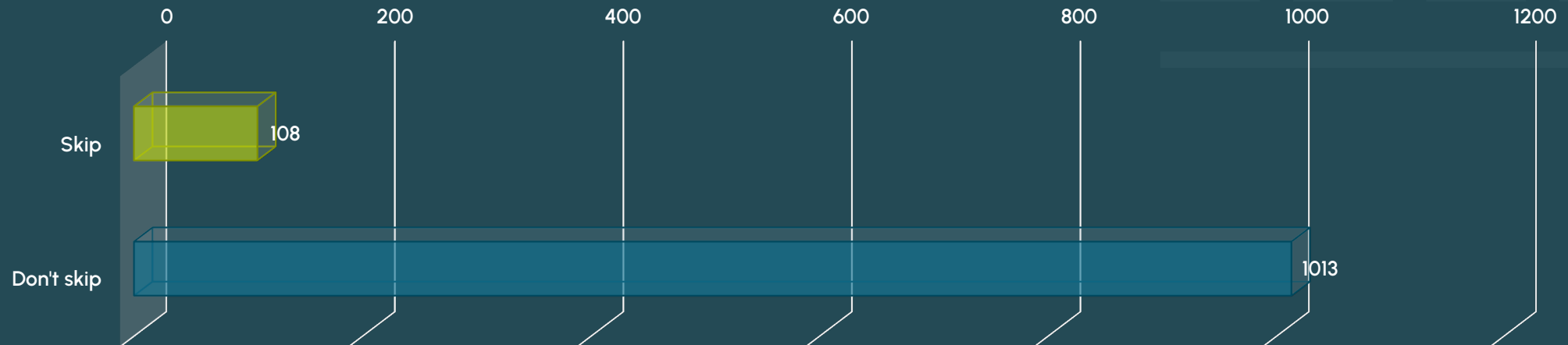


Participation

The vast majority of participants wanted to put input into the base scenarios. There was a lower participation rate on the Complementary Options of 17-27% of the total respondents.

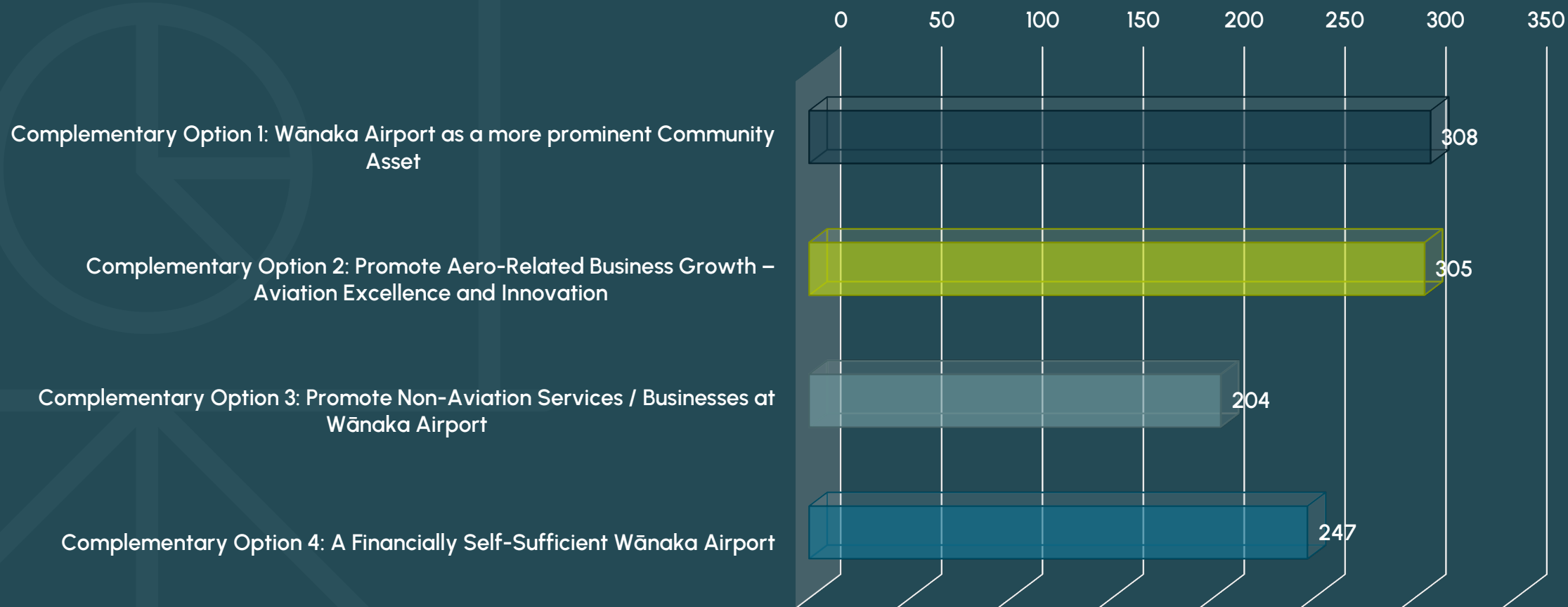
At QLDC request an option was added to skip the survey itself and instead submit a free text response. Free text results were interpreted and their responses matched to the relevant scenarios.

If you wish to skip the full survey and instead provide general feedback, please select the below.



Complementary options

Which complementary options do you wish to speak to? (Please select all that apply):



Complementary option 1: Wānaka Airport as a more prominent Community Asset

There was strong support for civil defence and emergency service enabling events. Support for additional events and many ideas on what could work were also presented. Sporting facilities at the airport had low but positive support.

Question	Yes	No	Don't Know	No Opinion
Do you support Wānaka Airport being developed to serve as an emergency response hub for the Upper Clutha?	86%	4%	7%	3%
Do you support developing Wānaka Airport to include additional emergency infrastructure (e.g. multi-use hangars, back-up power supplies) to strengthen community resilience?	86%	3%	8%	3%
Do you support developing Wānaka Airport to host medical facilities and a permanent flying doctor service?	78%	10%	8%	4%
Do you support Wānaka Airport being used to host additional events?	70%	14%	10%	7%
Do you support utilising the Wānaka Airport landholding to create sporting or recreational facilities?	56%	24%	12%	8%

Complementary option 2: Promote aero-related businesses - aviation excellence and innovation

Develop local aviation businesses and promote industry and research

Questions were aimed at whether the community wanted the airport to actively attract additional users and support the current users' growth, which includes investment into additional enabling infrastructure.

Question	Strongly support	Support	Neutral	Oppose	Strongly oppose
How important do you think the success of local aviation businesses is to Wānaka?	49%	42%	8%	0%	1%
Do you support investment in hangars and buildings to help local businesses grow?	34%	48%	16%	2%	1%
Do you support investment in utilities (internet, water, sewerage) to enable business growth?	33%	52%	13%	1%	1%
How supportive are you of investment into training facilities to enable flight training businesses to grow at the airport?	39%	44%	13%	3%	1%
How supportive are you of investment into accommodation facilities to enable flight training businesses to grow at the airport?	23%	36%	26%	11%	4%

Complementary option 2: Promote aero-related businesses - aviation excellence and innovation

Industry, shows and research

Community-led environmental initiatives and conservation actions were among the strongest themes raised during Phase 1 engagement. We measured the community support for the airport choosing to be a proactive participant in the energy transition by attracting manufacturers and innovators to test and prove new aircraft in Wānaka.

As the industry aims to decarbonise, places where manufacturing, testing and demonstration of new aircraft can occur are being sought out. Wānaka, with its open airspace, established GA industry, world-class scenery and established international airshow are in a good place to attract these businesses.

Question	Yes	No	Don't Know	No Opinion
Would you support Wānaka Airport actively attracting aircraft manufacturers to test and prove new small innovative aircraft here?	70%	9%	6%	14%
Would you support Wānaka Airport hosting a future aircraft airshow similar to Warbirds?	80%	5%	9%	6%
Do you support the airport seeking more research users (like NASA) for balloon launches or similar activities?	84%	8%	3%	5%

Warbirds over Wānaka was one of the main drawcards to Wānaka Airport, both for locals and tourists. This event is popular and there could be opportunities to use the site for more events

Complementary option 3: Promote non-aviation services/businesses at Wānaka Airport

Community services, solar generation and community batteries

Many airports are now running solar farms and installing community batteries. This can support the local energy network with resilience and supply of green energy and can help manage future energy rates. In addition, future aircraft are likely to require more electricity, so such investment would help prepare the airport for future needs. Solar farms often work with airports as they are low profile and do not impact airport operations, making good use of otherwise unusable land.

Community services which are normally restricted near town centres can also work well with the airport, the current Project Pure is a good example of using airport land with limited uses to meet community service demands.

Question	Strongly support	Support	Neutral	Oppose	Strongly oppose
Do you support developing a solar farm at Wānaka Airport?	35%	32%	22%	5%	6%
Do you support installing a community battery at Wānaka Airport?	32%	32%	26%	7%	4%
Do you support using the land at the airport to provide community services?	25%	34%	31%	7%	3%

Community Comments on what services they want to see at the airport:

The land could well be used for festivals, concerts and show events.

Environmentally sustainable options.

Please no solar farm - ruin the look of our beautiful spot.

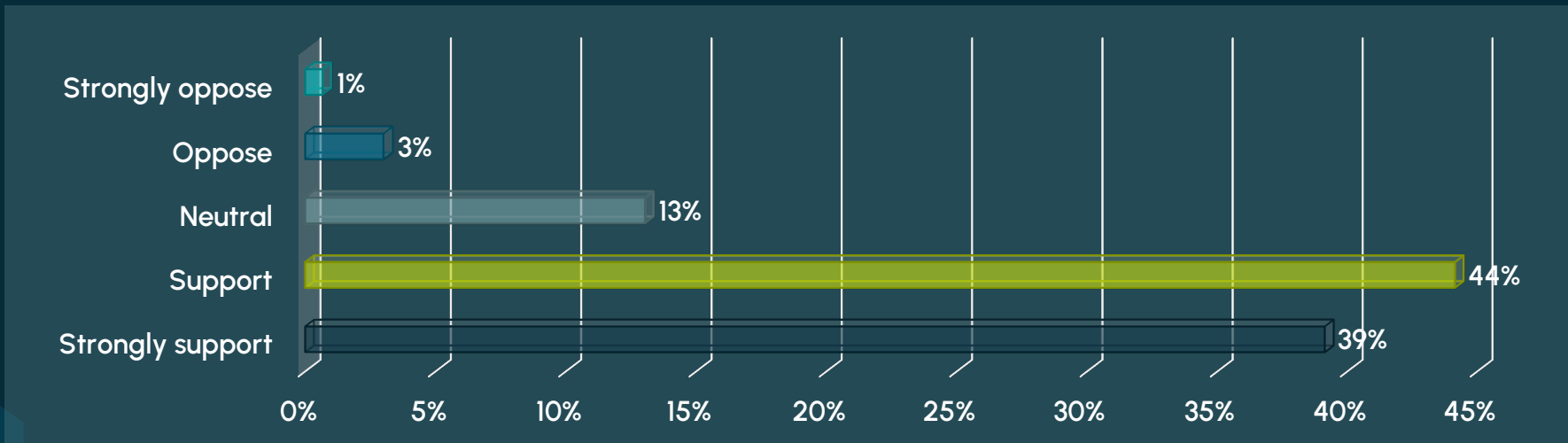
The airport is an airport. A solar farm with opportunities to cheapen local power would be more than enough community service.

Complementary option 3: Promote non-aviation services/businesses at Wānaka Airport

General industrial and non-aviation uses

Airports often have industrial parks due to the distance from town centres and both generally generating noise. The community was very consistent with support for allowing airport land to be used for general industrial or commercial use. Allowing these services to have a space outside of town but in close proximity will allow industry to grow without impact to the town centre. Changes in zoning to allow for this enables a separation between industrial uses and residential or low noise, low space commercial uses.

How supportive are you of the airport using some of its land for general industrial or commercial use, such as warehouses, business parks, car dealerships, or distribution centres?



Community Comments on what services they want to see at the airport:

Compatible ones that don't negatively impact its core function - aviation.

Lower rent options for local SMEs.

Emergency resource management

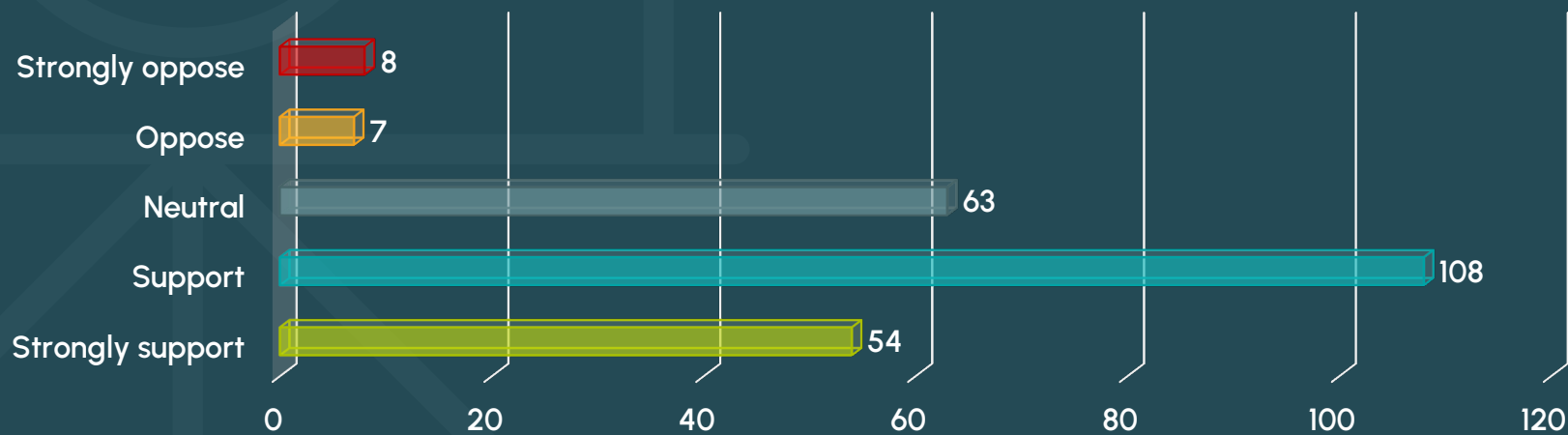
Civil defence purposes.

Museum or interactive attractions that require space. Eg kart track.

Complementary option 4: A financially self-sufficient Wānaka Airport

Wānaka Airport currently runs at a loss, which is subsidised by QLDC ratepayers. This is common for airports of a similar size in New Zealand and internationally. Since Sounds Air has announced it will no longer operate from Wānaka beyond 28th September 2025, there are no longer any scheduled services to Wānaka Airport. The main sources of revenue for the airport are rent from tenants and landing fees from GA users. The community was asked to indicate the extent to which they want the airport to cover its own day-to-day costs in general.

How important is it to you that Wānaka Airport covers its own operational costs (day-to-day running)?



This complementary option gauges what financial motive the operational model of the community thinks that the airport should have, and where the community feels is most appropriate to fund the operations from.

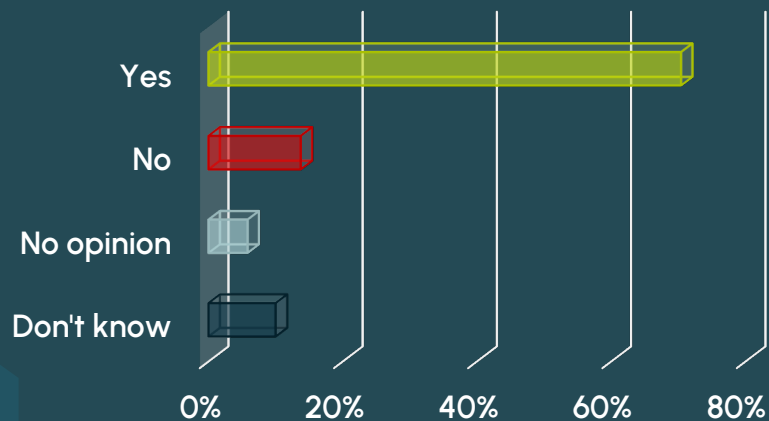
Many services are not expected to return profits to the Council.

Understanding that the benefit to the community for any service needs to be in relation to the costs associated with the service.

Complementary Option 4: A financially self-sufficient Wānaka Airport

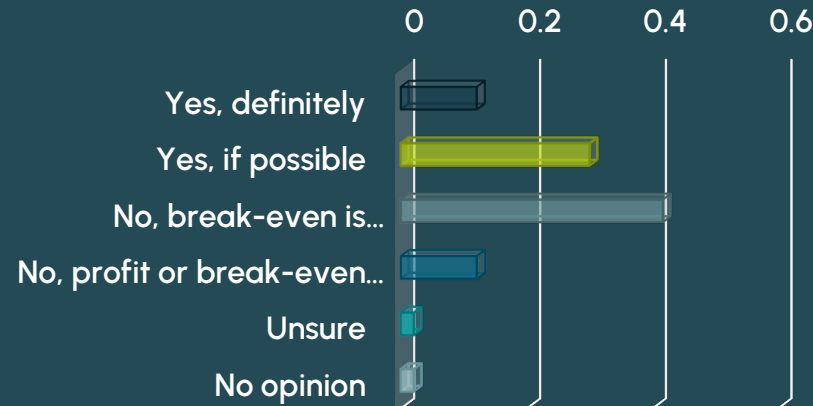
Financial motive for the airport

The community overwhelmingly wanted the airport to aim to fully cover its own costs in the future. This coupled with the strong support for subsidising the airport when needed indicates that the community places a high value on its asset, and that they want the asset to continue to support the local businesses currently using it, but that they want the airport to fund itself when possible.



Source of funding

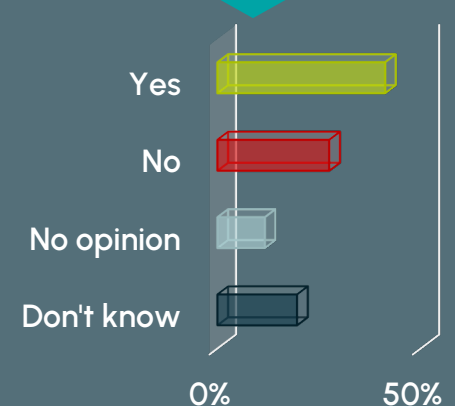
The community overall wanted the airport to consider its financial performance, were generally supportive of subsidising the airport and wanted the airport to aim for break even on costs, or a surplus if possible. This indicates that the community sees the airport as a community asset, which should be managed with considerations on the cost to the community.



When asked:

Do you support Wānaka Airport continuing to be subsidised by QLDC ratepayers at its current level?

Respondents were not told how much the airport is subsidised. No opinion and Don't know accounted for 1/3 responses.





Contact

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Wānaka Airport Liaison Committee

The Wānaka Airport Liaison Committee (Committee) is formed in accordance with conditions 10 and 11 of Designation #64 in the Queenstown Lakes District Council's (QLDC) Proposed District Plan.

QLDC is the Requiring Authority and Airport Authority responsible for Wānaka Airport.

Queenstown Airport Corporation has been appointed by QLDC to manage the Airport (Airport Manager).

Terms of Reference

MEMBERSHIP

Chairperson

Mr Rob Phillips

Deputy Chairperson

Mr Don Grant

Members

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, The Wānaka Upper Clutha Community Board, QLDC

Membership of the Committee must include (but is not limited to):

- a. an independent chair appointed by Queenstown Lakes District Council;
- b. the Airport Manager¹;
- c. Queenstown Lakes District Council²;
- d. Wānaka Airport Users Group;
- e. commercial airlines;
- f. Airways Corporation (if there is active air traffic control present at Wānaka Airport);
- and
- g. The Wānaka-Upper Clutha Community Board.

Appointment and removal

The independent chair must be appointed through the process set out in the QLDC Policy on the Appointment and Remuneration of Directors.

¹ Defined in Designation #64 as the "Airport Operator" but referenced as "Manager" in these Terms of Reference to reflect the role of Queenstown Airport Corporation acting under a Management Services Agreement.

² In its regulatory capacity

All other appointments (or their delegated alternate³) will be determined by each entity and is subject to the right of each entity to replace their appointee at any time.

A committee member shall cease to hold office if the member:

- i. resigns as a committee member by giving written notice to the Committee
- ii. completes his or her term of office in accordance with these terms of reference;
- iii. refuses to act;
- iv. dies while holding office;
- v. fails to attend three (3) consecutive meetings of the Committee without being granted written leave of absence by the Chair;

If removed from office (on the grounds of either 'iii' or 'v' above) this will be confirmed in writing by the Chair of the Committee.

Additional appointments, beyond those defined by a-g above in the *Members* section of this Terms of Reference and Designation #64, can only be made by the Requiring Authority on receipt of a recommendation of the Committee. Recommendations must include the reason for the appointment and the proposed term of office / duration of the appointment.

Additional appointments are not permanent. Committee members beyond those defined in these terms of reference will only remain on the committee at the discretion of the majority (>50%) of the Committee (including the Chair).

Term of Office

The role of the Chair will be for a fixed three-year term after which the Chair must step down but can then apply for re-appointment⁴.

All other roles will be for a maximum three-year term after which the appointing entity may re-appoint the incumbent appointee or make a new appointment.

All appointments made are for a maximum of two terms (i.e. no more than six years in total).

The term of office for an appointment may be for a lesser time period, or limited to a single term, to ensure minimum disruption and continuity of the committee and its activities.

Quorum

The quorum for every meeting shall be four members and must include:

The chair; and

At least one appointee (or delegated alternate) from **each** of:

- a. the Airport Manager;
- b. Queenstown Lakes District Council; and
- c. the Wānaka-Upper Clutha Community Board.

Frequency of Meetings

The Committee will meet at least once every six months.

³ A delegated alternate may be appointed by the appointee or their organisation as necessary, e.g to cover leave of absence, sick leave.

⁴ At the end of their first term of office only

The Chair may call meetings in addition to the Committee's biannual cycle where there are urgent or additional matters that the Chair believes warrant an additional meeting or greater meeting frequency. Notification and circulation of materials for additional meetings must meet the requirements of these Terms of Reference (see *Procedure*).

Parent Body

The Committee reports to the Queenstown Lakes District Council, the Requiring Authority for Designation #64.

Objective of the Committee

The objective of the Committee is to consider and make recommendations on matters within the Committee's responsibilities and key projects listed below.

In fulfilling their role on the Committee, members shall approach all matters with an open mind and treat each other with courtesy and respect at all times.

TERMS OF REFERENCE

Activity Areas

1. To ensure 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.

Responsibilities and key projects

2. Review any complaints or issues relating to the operation of the airport, and responses by the Airport Manager.
3. Assist the Airport Manager to develop procedures to minimise adverse environmental effects on the community.
4. Assist Queenstown Lakes District Council and the Airport Manager to communicate and engage with the community.
5. Provide input into the development of noise management procedures for unplanned engine testing of aircraft for scheduled passenger services (including preferred locations and times) and review any such occurrences.
6. Review progress on airport development and the master plan.
7. Encourage parties to work together co-operatively, sharing information and making recommendations by consensus and agreement.

Procedure

QLDC shall provide a council officer as secretariat to the Committee to call meetings, publish agendas and circulate minutes. Notice must be given to all members at least 14 days before the meeting, unless the date and time has already been set at the previous meeting.

The Chairperson will report back to the Council (through the Infrastructure Committee) with recommendations of the Committee (if any) at the next Infrastructure Committee meeting following each Committee meeting.

Agendas will be circulated 5 working days prior to the next Committee meeting.

A standing item on the agenda will be the Airport Manager's Report - The Airport Manager's report is a bi-annual report that provides an update on general airport activity. The report must record any unplanned engine tests carried out at Wānaka Airport, why the testing was required and what noise management practices were followed. The report must also detail any complaints received and steps taken in response to these complaints.

Agendas, minutes and documents shall be issued (or uploaded to the QLDC website and referred to from the Wānaka Airport website) 10 working days following a Committee meeting. Where necessary, some items may be withheld in full or in part if there are grounds for doing so under the LGOIMA⁵, for example where publishing the information may be likely to unreasonably prejudice the commercial position of the person / organisation that has supplied the information or the information relates to.

In the event of an issue not being covered by these rules, and for resolution of unsettled issues, the publication Guide for Meetings and Organisations (8th Edition) by N.E. Renton will be used.

Adopted by the Wānaka Airport Liaison Committee on [date].

Note, amendments to these Terms of Reference must be consistent with Designation #64 and approved by Council upon recommendation of the Chair.

⁵ Local Government Official Information and Meetings Act 1987