Attachment A: Wānaka Airport Future Review –
Community Engagement Results and Recommendations (Egis)

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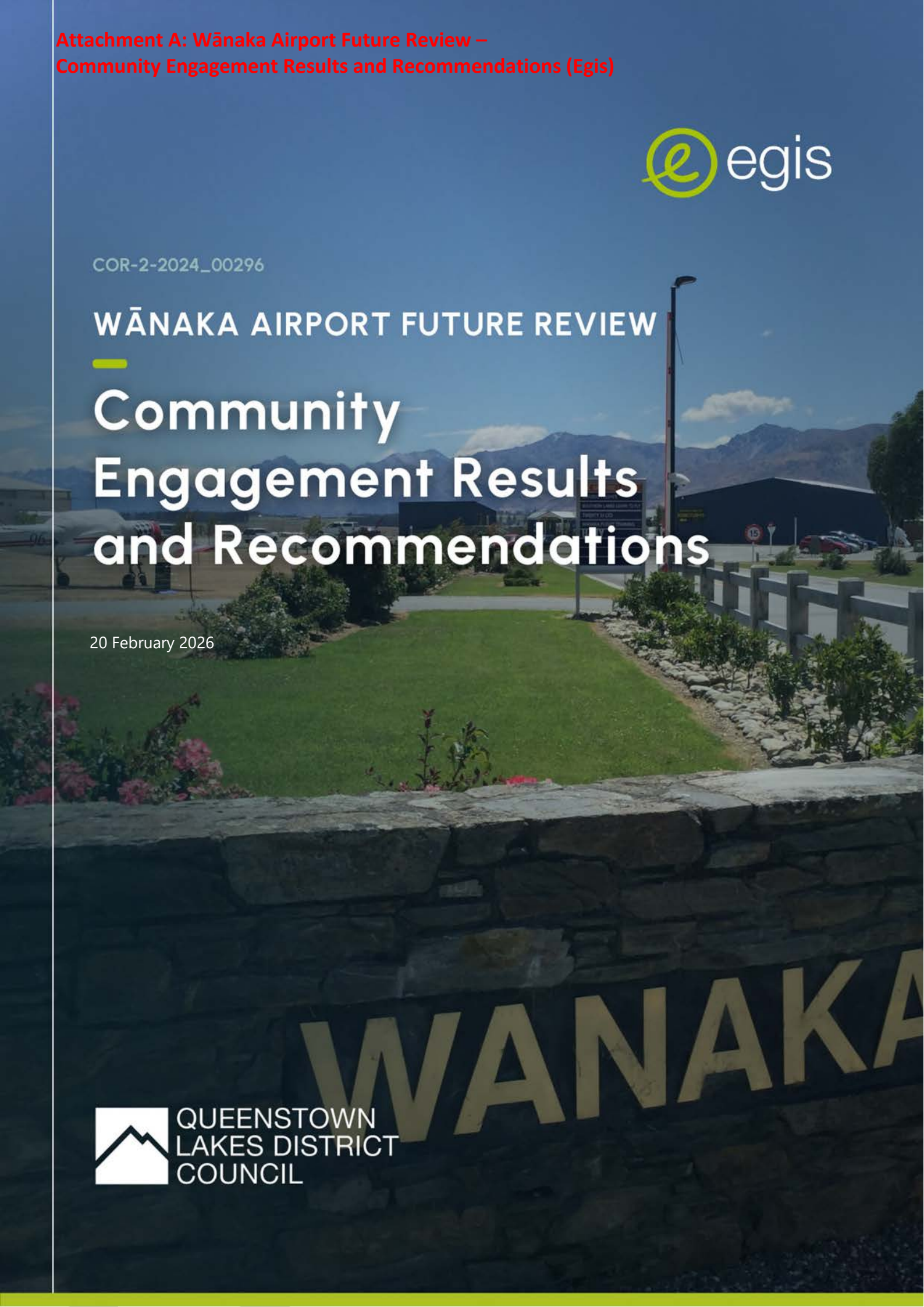
COR-2-2024_00296

WĀNAKA AIRPORT FUTURE REVIEW

Community Engagement Results and Recommendations

20 February 2026



QUEENSTOWN LAKES DISTRICT COUNCIL

Document information

GENERAL INFORMATION

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Section 1

Introduction and Context

This project aimed to listen to the community and help them define the vision for Wānaka Airport, exploring how it could best benefit the community as a whole.

1 EXECUTIVE SUMMARY, INTRODUCTION AND CONTEXT

1.1 Executive Summary

Wānaka Airport is a central part of the Upper Clutha story of pioneering. In the picturesque valley, surrounded by mountains, rugged terrain and ski fields, the airport has carved out a distinct identity and support from the local community. From an airport centred around deer hunting and backcountry access to hosting a major airshow, Wānaka Airport plays an important part in the character of Wānaka and the Upper Clutha.

This project was to listen to the community and to help the community define the vision for Wānaka Airport and how it should best benefit the community at large. Egis took the community visions and used them to develop 5 scenarios on how Wānaka Airport could function in the future. Egis provided independent expert advice to form operational scenarios and complementary options on which the community shared their views.

The process determined a clear preference for the preferred scenario, Scenario 3. Which is to limit the growth of the airport, limit changes in airspace use and aim to enable and provide limited scheduled services to New Zealand aviation hubs, such as Christchurch and Wellington. If Scenario 3 is adopted and commercial aircraft are limited to a maximum of 30 passengers, the certification requirements remain in line with the process already underway, risks of changes being required to the airspace are low.

To realise this preferred operational scenario, Queenstown Lakes District Council (QLDC) will need to work with their Council Controlled Trading Organisation (CCTO), Queenstown Airport Corporation (QAC), who help manage Wānaka Airport, to plan appropriate airport works, and attract airline(s) to operate a scheduled service from Wānaka Airport again. This scenario does not require any initial airside capital investment over that currently proposed at the airfield. Additional capital investment to upgrade the terminal building and onsite carparking would be required at such a point when the demand and delivery of the proposed regional service is well established.

The Scenario 3 preference was mostly based on a balance of community concerns and a desire to still have some access to major New Zealand population centres by air. The community was excited about potential opportunities in having scheduled connections again after the cessation of the Wānaka – Christchurch services in 2025. Concerns centred on potential overtourism, population growth, overburdening of local utilities, infrastructure and services. There were also significant concerns about the emissions and the environmental impact associated with potential airport expansion, and noise concerns. Existing airspace users had concerns about the potential loss of free airspace over Wānaka, which is one of the world's leading paragliding destinations.

Previous plans and reports for major development at Wānaka Airport, including enabling international and larger jet aircraft travel, likely played a part in the community preferences for Scenario 3, which would not see works that enable this travel profile. Community responses often centred around what level of growth Wānaka should be aiming for, and what level of tourism the region could handle while maintaining the Wānaka way of life. The most common response was to ensure that the airport enables the region to retain its character. This was true for responses from all local surroundings and Wānaka itself. Wānaka was described as having a unique, laid-back community culture that is precious to the locals. The regular theme from responses, was that the community wants the town to keep its character and placed a strong emphasis on retaining the community spirit of the town.

Egis has provided recommendations on how the airport can achieve the preferred scenario, Scenario 3. These are detailed in Section 6 of this report.

There is a clear desire to use the site for more than only 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 towards. 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, both for aviation and non-aviation purposes.

There is strong support for local businesses and current airspace users, as the community rallies behind local companies and service providers. The community strongly backs the development of the airport and its land for the benefit of local aviation businesses. To enable this growth, there will need to be a long-term plan that enables changes in:

- Utilities
- Hangars and commercial space
- Land ownership
- Connections between existing airport facilities and future development sites
- Land use
- Zoning
- General access

There is a sentiment against overtourism and anything that enables high-growth tourism in the Wānaka tourism sector. Rather, we heard the tourism industry supports the growth of high-quality tourism in the region. This is coupled with opposition to high growth in the local population and concerns for local infrastructure to be able to accommodate increases in local numbers. This was a major driver for opposition to Scenarios 4 and 5, which would require significant growth in the local tourism industry and local population to create the capacity to support the growth at the airport.

Scenarios 4 or 5 would require significant capital investment in the airport's airside facilities, runway and terminal. Respondents favoured landside facilities, which are not reliant on tourism growth and are less capital-intensive.

Scenario 2 mostly reflects the current airport use. This was the second most popular scenario and had a near equal support / don't support split. This indicates that the community has an opposition to being bothered by the airport, but a large segment of the population wants more from their community airport asset. There was strong community support to keep an operational Wānaka Airport, evidenced by the very low community responses for Scenario 1 – Close Wānaka Airport.

Governance of the airport was raised by some of the respondents. Overall, the community likes the idea of more local representation but does not have a strong opinion on what this should look like. There should be changes in the management incentives for Wānaka Airport to achieve the preferred Scenario 3. To help build trust between QLDC, QAC and the community, a local oversight committee should be considered. The governance structure, management incentives and skillsets of the Wānaka Airport management should align with the future plans of the airport as outlined in a future airport master plan, which should align with the community engagement responses.

The community engagement responses and recommendations from this report should be used as key inputs into the future Wānaka Airport Master Plan update, which is highly recommended as a next step following this report, given that the previous master plan was published in 2008. We recommend that the airport master planning process is lead and managed by an organisation with the appropriate aviation knowledge and skill set required to undertake this work.

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 master plan. QLDC and QAC will need to work closely with the community to build trust as they develop a master plan in line with Scenario 3 and the supported Complementary Options.

1.2 Project Context

Wānaka Airport is owned by Queenstown Lakes District Council (QLDC) and managed by Queenstown Airport Corporation (QAC) under a management services agreement with QLDC. QAC is responsible for the day-to-day operations of the airport and ensuring that the airport meets all relevant statutory obligations. QAC is a

Council-Controlled Trading Organisation (CCTO) which is majority owned by QLDC (75.01%) with the other shareholder being Auckland Airport (24.99%).

Two main factors drive this project, to understand the community's view of the future of the airport for QLDC:

- The Civil Aviation Authority (CAA) direction to be compliant with Part 139
- Provide a Wānaka Airport facility that best suits the community's needs and vision for the airport by understanding what the community wants from its airport in the future

This project addresses key questions for QLDC and the future of Wānaka Airport:

- What is the community and stakeholder vision for Wānaka Airport?
- What are the likely demands of the community for the Wānaka Airport over the next 10, 30 and 50 years?
- What does effective engagement with the community on this important asset look like?
- What technical analysis is required before potential scenarios are considered? Examples of relevant analysis:
  - Economic
  - Social
  - Commercial
  - Environmental
- What are the potential scenarios?
- What does future management look like?
- What is the future-focused 50-year framework for the Wānaka Airport?

The Long-Term Plan (LTP) released by QLDC in July 2024 makes clear that the Upper Clutha community should be part of shaping the development of a long-term plan for Wānaka Airport. As a district community-wide asset, this should be open to the wider community and stakeholders. The Wānaka Airport commercial users and user group are also integral to the future of Wānaka Airport and are essential to developing a plan that works for them and the airport.

1.2.1 Civil Aviation Authority (CAA) Direction

QLDC received formal notification from the Civil Aviation Authority (CAA) that Wānaka Airport must be managed under the authority of a Part 139 Qualifying Aerodrome Operator Certificate to come into effect by 1 July 2027. This meant that a mandatory safety and management review had to be undertaken and implemented. This certification is essential to ensure the airport meets national safety and operational standards. It will involve infrastructure upgrades, the implementation of a Safety Management System (SMS), and the appointment of qualified personnel.

This regulatory requirement presents the perfect opportunity for the community to help shape the airport's future. As Wānaka Airport reaches a pivotal point in its development, a clear and inclusive strategic vision is essential. This vision must be guided by an independent, expert-led and meaningful engagement with the community and stakeholders (this project), ensuring it is grounded in realistic aeronautical futures.

1.2.2 Provide The Airport Facility That the Community Wants and Supports

Upgrades required under the CAA direction make it an ideal time to also consider how the airport can better support the local community. This includes providing fit-for-purpose facilities and services for the existing tenants, airport users and potential new tenants and users. Understanding how the community currently uses and views the airport helps to drive decisions on the future of the airport. The long-term vision that the community has for the airport is important to establish before undertaking a wider airport Master plan update. Alignment between future development plans and community preferences is critical in any large-scale infrastructure or policy program.

QLDC granted a lease to QAC for the ongoing management of Wānaka Airport. In 2021, the High Court of New Zealand found that the decision that QLDC's granting of a 100-year lease of Wānaka Airport to QAC

was unlawful. This challenge was brought by the Wānaka Stakeholders Group (WSG), which opposed any development of the airport for jet services and the 100-year lease to QAC. The High Court came to the conclusion that the lease did not comply with the Local Government Act and that the correct transfer process had not been followed. This highlights the importance of aligning work, operations and long-term plans with the community involvement and support.

For successful planning for the future of Wānaka Airport, QLDC will need to understand the community's view on balancing between connection for locals and the ability of the local infrastructure and population to support additional tourism. Additionally, the airport needs to support local businesses and users who depend on the airport and airspace. The community's desire to support these businesses and users has financial implications on the community's appetite to fund the airport, and how the users contribute to the site costs is important to consider for future planning.

There are currently no scheduled connections from Wānaka Airport to any other airports. Previously, Sounds Air had a regular service between Christchurch and Wānaka. This provided important healthcare connections to Christchurch and also provided an additional tourism link directly to Wānaka. This scheduled service ceased operations in September 2025, with Sounds Air stating that higher costs associated with civil aviation fees and maintenance costs made the route unsustainable despite strong passenger demand. This growth in costs associated with air operations will impact any future scenarios for Wānaka Airport; economic feasibility for operators will need to form part of the future strategy alongside accommodating local community preferences. Input from the aviation industry and the current users is critical to planning the future of the airport.

QLDC and QAC are not considering international long-haul capable, wide-body jet services for Queenstown Airport or Wānaka Airport. This is based on an understanding that the community would not support these services to the region, that this would likely cause local environmental issues and that there is not enough demand to justify infrastructure to enable these services.

1.3 Current Airport and Surrounding Airspace Conditions

Wānaka Airport is a non-certificated aerodrome located 1.5 nautical miles (NM) west of Luggate in Central Otago. Wānaka Airport is owned by QLDC and operated by Queenstown Airport Corporation (QAC). The airport has 2 runways, a grass RWY 11/29 and a sealed 1200m runway RWY 11/29. These are parallel right-hand circuits. There are 4 taxiways and one apron, one wind direction indicator (windsock) and no ground-based navigation aids.

Currently, the airport is a non-certificated aerodrome, but it is undergoing the Part 139 Qualifying Aerodrome Operator Certificate, as required under direction from the Director of Civil Aviation by July 2027.

The airport has a NASA balloon launch pad to the East of the runways, which is used every 2 years. The launch pad is a permanent fixture at the airport, which requires access over the sealed and unsealed runways. This access necessitates the closure of the runways and any works at the airport.

The Airport no longer has any scheduled services with Sounds Air ceasing operations from Wānaka. Annual movements peaked in 2019 with over 60,000 total movements between helicopter and fixed-wing aircraft. Total movements for 2024 were 42,600.

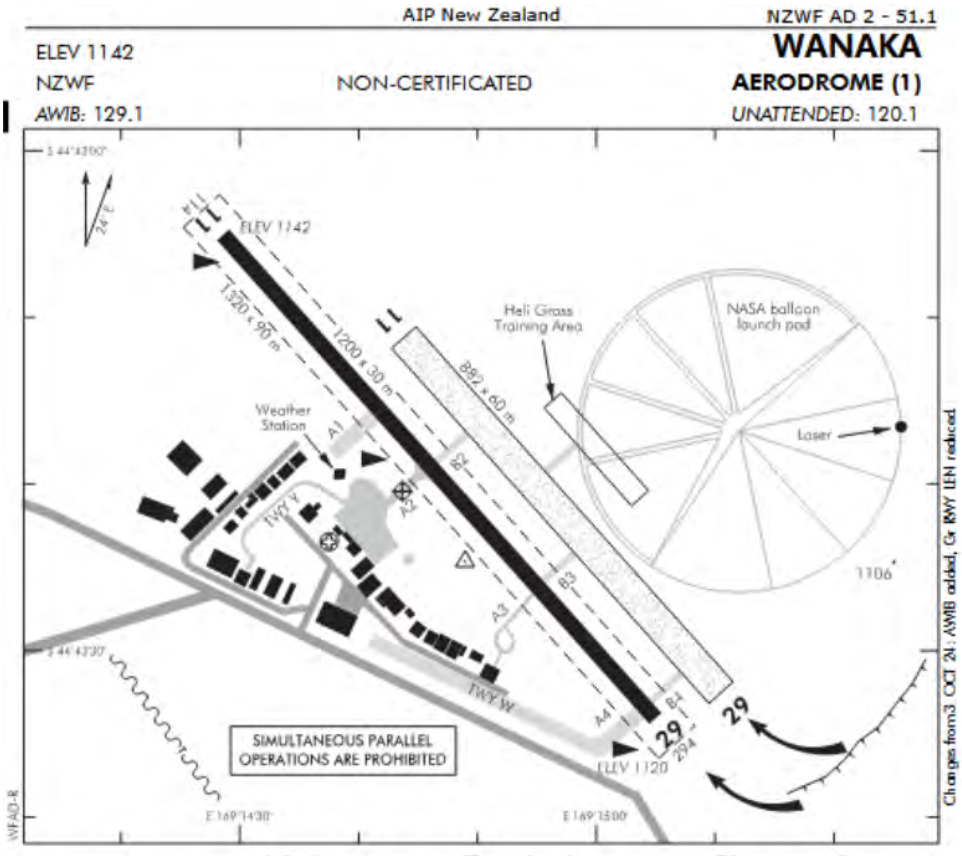


FIGURE 1-1 – WĀNAKA AIRPORT MAP FROM AIPNZ

Wānaka Airport is located in uncontrolled, Class G airspace, which extends over a large portion of the region. The region is one of the leading paragliding and hang-gliding regions in New Zealand and the world. This uncontrolled airspace is in part why the area is popular with paragliding and hang-gliding pilots; there are strong and consistent thermals, good scenery and cross-country flying conditions in open, uncontrolled airspace.

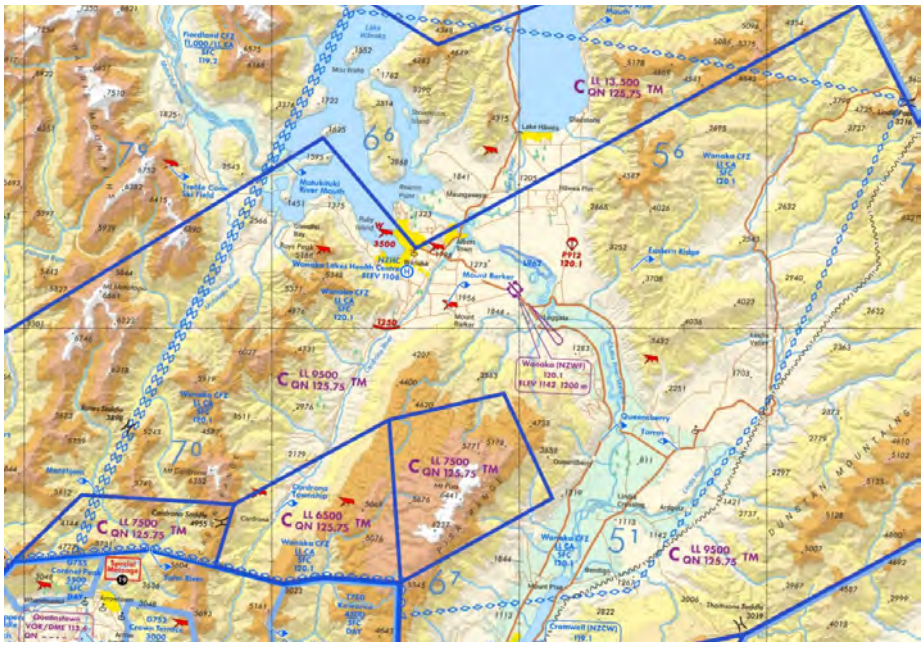


FIGURE 1-2 – AIRSPACE INFORMATION AROUND WĀNAKA

Detailed information on the current airport operations is detailed in Appendix A: Wānaka Airport Aviation Technical Report. These were used as the basis for scenario development and analysis of the airport's potential future.

Section 2

Methodology

This project aimed to listen to the community and help them define the vision for Wānaka Airport, exploring how it could best benefit the community as a whole.

2 METHODOLOGY

2.1 Egis

Egis generated this methodology based on experience working with a range of New Zealand, Pacific and international airports. As airport consultants, planners, economists, and community engagement professionals, we understand the unique needs and resource constraints of small regional airports and their role as vital transport, business and tourism hubs for local communities.

Egis recognises the sensitivity around growth and development within an outstanding natural landscape and how tourism can bring benefits and externalities to communities. Our approach took into account the challenges of rapid growth and the importance of preserving the local character and identity while enabling infrastructure and local business development. As the area evolves and integrates with surrounding communities, locals want to ensure that growth is sustainable and aligns with the essence of the place they love. This community engagement work was an opportunity to develop a vision and scenarios that enhance this value, while providing clear, technical advice on what is achievable both in the short and long term.

2.2 Egis Partners

2.2.1 Mike Haines

To best meet the needs of the community, QLDC and this project, Egis partnered with a local New Zealand aviation expert, Mike Haines. By partnering with a local expert that Egis had an existing relationship with, the team was able to leverage Mike's experience with local flight conditions, industry moves, proposed airport projects and relevant stakeholders. Mike led the technical discussions with the airport users' group to expedite the process and ensure that the project team had a high degree of pre-existing local aviation knowledge for completing the community engagement works.

2.2.2 Isthmus

Egis also partnered with Isthmus, a Te Waipounamu-based studio with extensive experience working in the Otago region. Isthmus has an urban design, landscape and design planning offering that combines town centre regeneration, transport infrastructure investment, adaptation and growth planning experience. Their local experience and bespoke and tailored 'participatory design' approach to engaging with communities complemented the Egis airport and community stakeholder engagement offering.

Isthmus' participatory design process is highly visual and hands-on. They use interactive elements for hui, wānanga / workshops and drop-in sessions that encourage participants to explore the potential of the site in its spatial context. From this mutual understanding and shared purpose, viable options emerge that can enable multiple benefits for the town and region. This was used in the in-person drop-in sessions for this project. Isthmus also helped to generate the first public survey, which sought to listen to the community, to understand what the community appreciated and valued most about Wānaka and what their ideas for the future of the airport were.

2.3 Current Airport Assessments

The project team conducted an assessment of the airport ahead of any community, stakeholder or user-based works. These assessments were reviews of the existing documentation for the technical, operational and regulatory features for Wānaka Airport. It was important that the internal team understood the airport operation in its current format ahead of community engagement works so that the stakeholder, user and community engagement input could best identify the reality of the current airport.

2.3.1 Technical And Operational Assessments

The technical and operational assessment began with a review of existing documentation for Wānaka Airport. This was to generate a baseline for the operations of the airport ahead of workshops with the user and stakeholder groups.

The aerodrome and aviation-specific assessment tasks focused on:

- Assessment of the current aerodrome infrastructure and operations, identifying any gaps or deficiencies.
- Evaluation of future aerodrome operational scenarios based on current strategic documents and exploring other potential options, such as Aero or Non-aero alternatives. This evaluation formed the assessment of what future scenarios and options the local community wanted
- Review of Wānaka aerodrome operations, including aircraft types, airspace needs, flight procedures (instrument and visual), and emerging aviation technologies like electric/hydrogen aircraft and alternative fuel systems.
- Assessment of proposed changes to the aerodrome infrastructure to accommodate current and future aircraft operations, including regulatory requirements.
- Examination of operational requirements for scheduled services, such as the Q300, ATR-72 and similar-sized aircraft.
- Identification of limitations for future aviation developments, including challenges like nearby terrain and mountainous areas that affect aircraft take-off and climb capabilities, along with potential solutions.
- The team conducted safety risk management assessments, including aerodrome-specific safety requirements and adherence to Aviation Safety Standards.

2.3.2 Regulatory Assessments

The New Zealand Civil Aviation Authority (CAA) formally notified QLDC to upgrade the airport's certification so that it is managed under the authority of a Part 139 Qualifying Aerodrome Operator Certificate by 1 July 2027. Understanding the impacts, obligations, limitations and constraints that this applies to the airport enables quality planning, engagement and recommendations for the airport's future state.

This Regulatory assessment also covered planning regulations. Planning and zoning are critical to airport operations, no matter the size of the airport. Airports work best when they are integrated into the planning of the local region, so understanding the local future plans, regulation and zoning enables quality recommendations.

These assessments centred around:

- Assessment of all applicable Civil Aviation Rules for current aerodrome operations and those required for certification, including full and qualifying aerodrome requirements.
- Review of aerodrome compliance areas, including future changes for obstacle limitation surfaces and new instrument flight procedure designs.
- Assessment of urban design, landscape and visual context within District Plan zones, policies, rules and requirements.

2.4 Stakeholder Identification

Relevant stakeholders were identified at the start of the project, and a stakeholder group was established to help build dialogue, trust, and open discussion on what relevant parties considered important about the airport to their respective organisations. The group was named the Key Stakeholders Advisory Group for this project and was comprised of:

- Wānaka Upper-Clutha Community Board (WUCCB) Chair
- Wānaka Stakeholders Group (WSG) Chair
- Queenstown Airport Corporation (QAC)
- Wānaka Airport Users Group (WAUG – Private User)
- Wānaka Airport Users Group (WAUG – Commercial User)
- Wānaka Business Chamber Chair (WBC)

Diverse groups and opinions were sought to minimise the risk of community segments and voices not being heard. This group was tasked with providing feedback to the project team to ensure that their respective group's views were represented. This group met regularly and were briefed at project milestones. The group

was established to have open dialogue between the groups and the project team early. This was to enable accurate information to be relayed to the groups and the community early, and also so that the project team understood the concerns from the stakeholders.

The project team briefed/consulted the Key Stakeholders Advisory Group on project updates, questionnaire and material content, community responses, and project direction. This feedback helped the project refine the engagement approach and content to ensure users, groups and community concerns could be measured and that the right feedback could be captured.

2.5 Community Engagement Strategy

The engagement strategy was developed to reach a broad cross-section of the local population, stakeholders and impacted communities. The overarching approach to the community engagement was to co-create a vision framework rather than plan the outcome of the engagement. To achieve this, the engagement was split into a listening to the community phase and a reflecting on what the community said phase.

The difference in approach for the two phases was to allow for the community to articulate what was most important to them so that the scenarios and options could be generated for the second phase. The scenarios and options in the second phase were based on technically, commercially and financially feasible avenues that the airport could be taken down in the future. These were to provide possible scenarios to realise the communities' aspirations presented in phase 1.

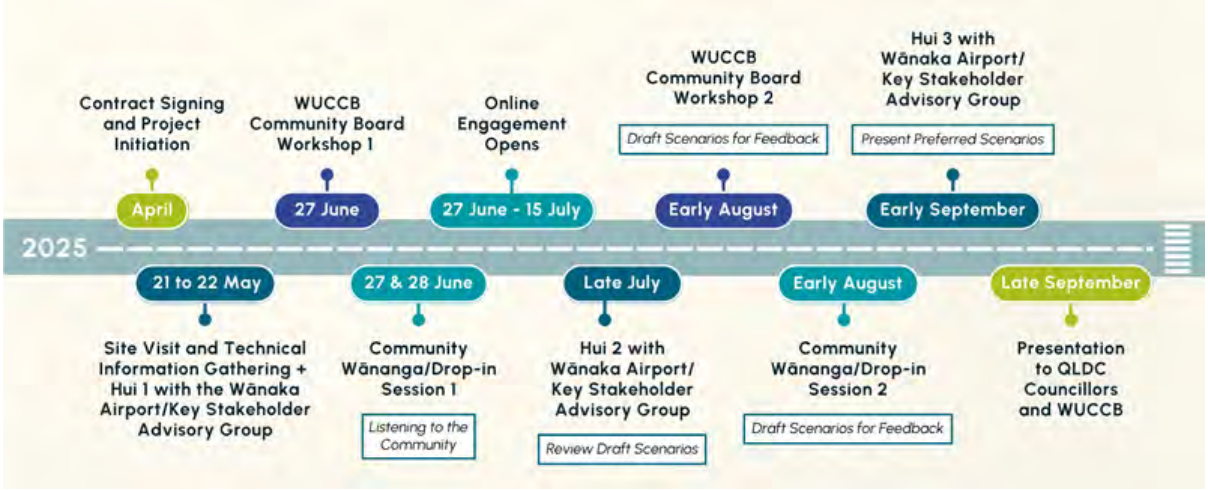


FIGURE 2-1 – INITIAL PROJECT TIMELINE

2.5.1 Phase 1: Listen To the Community

This phase was to understand the community's aspirations for the airport and any concerns that were raised. This initial phase was to listen to the community and not present any options for what could be done with Wānaka Airport in our surveys or workshops. By not leading the community, this engagement was able to set up co-creation of the future scenarios in line with community views/expectations.

Hui 1: The initial Hui was with the Wānaka Airport Users Group with a following session with the Key Stakeholders Advisory Group. This was held at the airport and hosted by the Project Team's lead experts. This session covered:

- Current Wānaka Aerodrome operations
  - Positives and challenges focused on the aerodrome infrastructure and airspace
- Operational lens for aerodrome and aviation operations for 2030, 2035 and beyond
- Overview of aviation infrastructure and operational changes that are occurring in New Zealand
- Options for Wānaka Aerodrome and airspace based on the aerodrome design and layout
- What the user group sees as the priorities for future outcomes.

Listening to the current users and understanding the opportunities and challenges that affect the current users is important to any consultative work on public infrastructure, but especially so in this case, as the airport is critical to many of the businesses that operate from there. Input and understanding from those most acutely affected by any changes enable future planning that already has support from and consideration of the local users.

Wānanga 1: A two-day open drop-in event for the community in a neutral, local space. Interactive 'activity stations' were used to engage participants in a current state information stocktake, where the project team talked through key information about the airport. Hands-on, interactive and highly visual materials were used to ensure that the workshops were accessible to the general public who may not be very familiar with the airport.

This initial workshop aimed to qualify what the local community saw as the differentiators for the town, the region and what made Wānaka special. This was to help understand what did impact and what did not impact the locals' own vision of the town and how the airport served them.

The participants were asked to complete a Strengths-Weaknesses-Opportunities-Threats (SWOT) analysis, where the participants provided free input about the airport. To better clarify the local understanding of Wānaka, what it offers to the community and why it is unique, a place values mapping exercise let the participants mark on maps important points of difference and what the airport needs to get right to best suit the region. This provided qualitative and quantitative results from the community that the project team could work into the airport's future scenarios and options.

Online Engagement 1: Following the Hui, an online survey was generated and hosted on the QLDC *Let's Talk* page. This opened concurrently with Wānanga 1 to maximise the number of respondents and voices heard on this first phase. The online survey provided respondents who could not come to the drop-in event an option to still participate in this community engagement exercise.

This was closely aligned with the in-person workshops and aimed to identify what made Wānaka special to the locals, what the airport meant to them and what the future people saw for the airport. This was to reach a broader cross-section of the community and to quantify the responses.

2.6 Phase 2: Reflect Back on What the Community Told Us in Phase 1

The Phase 1 questions and engagement were made to be open-ended and prompt the community to tell the project team what Wānaka, the surrounds and the airport meant to them. This was to build a case for understanding what the most important issues to the community were while minimising bias.

The community was coherent and consistent in what they opposed and what they supported. Technical experts worked with the Phase 1 data to develop the Phase 2 Scenarios and Complementary Options to be realistic, implementable and in line with supported requests. This included options that some parts of the community supported, and others opposed. The Scenarios and Complementary Options were aimed at addressing and assessing community support and opposition for the ideas presented.

Phase 2 was to develop a considered and robust dataset that showed both support and opposition for credible options for the Airport. This allows for a future master plan and future site development to have a clear understanding of what the community does and equally importantly, does not want from their asset.

Early assessment of Scenarios was tested with the Key Stakeholders Advisory Group to ensure that the Project Team was presenting the information gathered in line with community and community group expectations. The group worked with the Project Team to finalise the Scenario descriptions to ensure that information could be readily understood by the community and users.

Wānanga 2: A second two-day drop-in session allowed the community to evaluate scenarios and complementary options against the values and outcomes created in Phase 1. The Project Team attended

these in-person events to explain the process and provide any clarifications on the differences between the scenarios.

The second Wānanga was held at the airport and at the Wānaka Recreation Centre. The sessions promoted participants first assessing the 5 Scenarios before moving on to the Complementary Options and linking them to the Scenarios. This enabled feedback on every Scenario and allowed the community to define what Complementary Options they saw as best fitting with the Scenarios. Open feedback was encouraged through post-it notes, forms and links to the online survey.

Online Engagement 2: Opening concurrently with the in-person Wānanga 2 sessions, the second online engagement survey aimed to rank the community's preferred options and develop an evidence base for support and opposition. By having both of these, it enables planning to have a strong understanding of what the community will and will not accept.

Respondents provided some background information that was relevant to assessing the responses. These questions could be correlated with the responses. It is important to know where people are when assessing their responses to the future of a local asset. These were asked in case of a potential event where strong local support was for a Scenario and strong support for another Scenario was favoured by people in the wider region, the South Island or New Zealand overall. Similarly, age ranges were also asked for in case there were significant differences in responses based on the ages of the respondents.

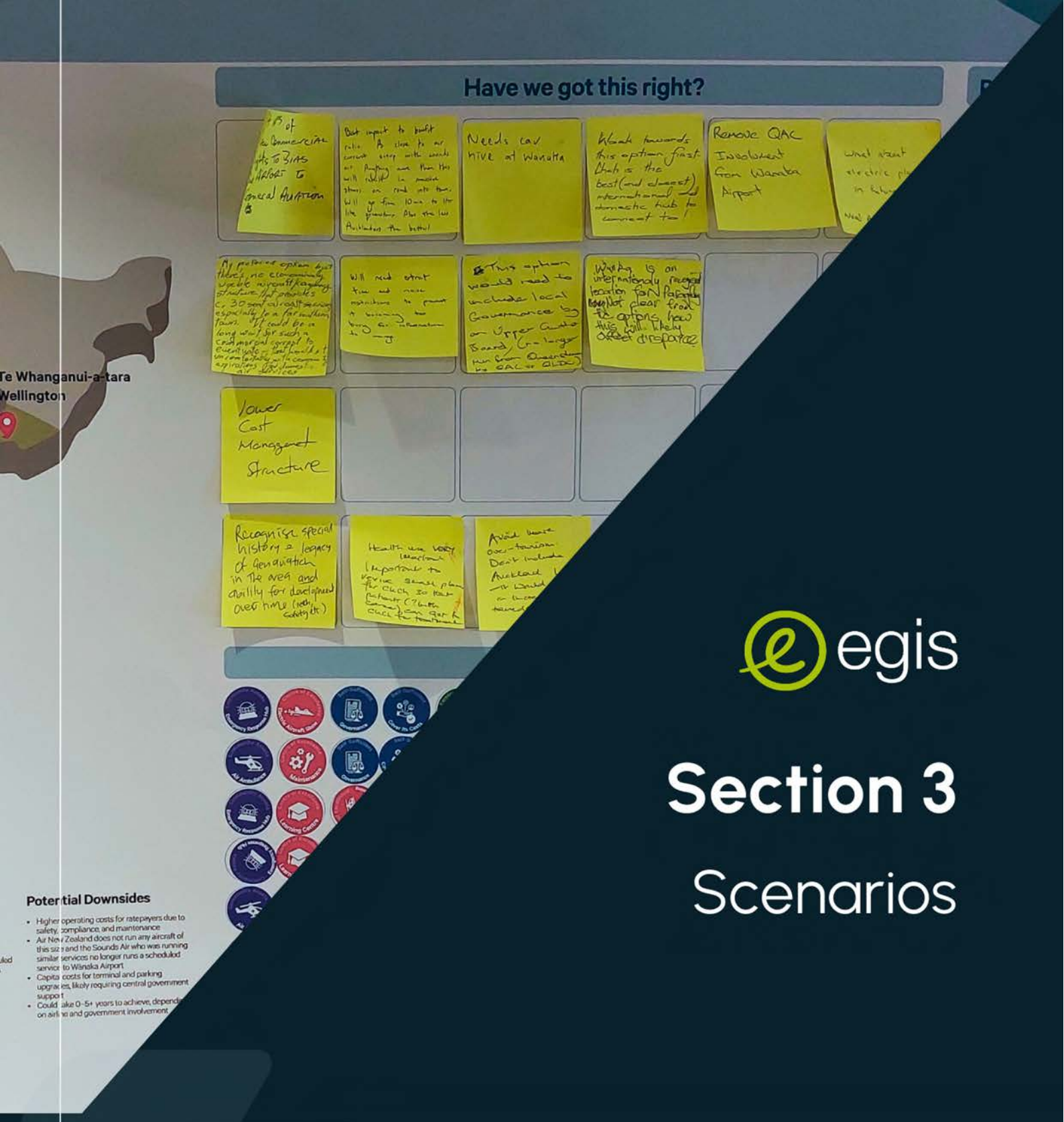
Respondents were asked to provide responses on the 5 airport future Scenarios. Each scenario has information provided as a background on the scenario ahead of the questions being asked. These were:

- What this scenario means
  - A short sentence to explain the scenario
- Background
  - More details on what each scenario would be in practice
- Potential benefits
- What would be required
  - To realise each scenario, this listed what the council would need to do
  - This also listed what the technical changes would need to occur
- Potential downsides

The questions were designed to measure support, with *Yes* and *No* being the only options and the extent of support or opposition on a 5-level scale. Each Scenario also provided free-text response options for respondents to provide comments and feedback on each Scenario.

Complementary Option responses were opted in; this was to maximise the number of respondents and minimise the risk of people not providing any feedback if they felt that the survey was too long. Similarly, the survey allowed for skipping of the survey altogether and provided free-text feedback at the end. These options were included on request by QLDC based on previous project experience, where some respondents pre-write their thoughts and prefer to copy and paste their response into a text box.

Complementary Options were more complex than the base scenarios, so there was more information and background provided for each question provided. This was to help respondents understand what they were providing feedback on. Questions were presented first with a *Yes / No / Don't Know / No Opinion* response, and then asked *to what extent you support or oppose this option?* This enabled the Project Team to measure how much support and opposition there was to each option, but also to measure how much the community was invested in the option in general. Open text comment boxes were presented after each section to capture further community responses and feedback.



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Section 3

Scenarios

This project recognises the sensitivity around growth and development within an outstanding natural landscape and how tourism can bring benefits and externalities to communities.

3 SCENARIOS

3.1 Phase 1 Scenario Development

In the first round of engagement, the community was asked to share their views on the future of Wānaka Airport. These questions were aimed at letting the community express and define what they thought made Wānaka unique and generally what they thought the future of the airport should be.

To better understand what the local community values from Wānaka and Upper Clutha, questions were asked about a Wānaka lifestyle, potential threats to the way of life, the local community and the local environment. Being able to define what made Wānaka unique, what made people live there, move there and travel there helps to lay the groundwork for what overall outcomes the community wants their airport asset to enable. This meant that scenario development could be tailored to local expectations and desired outcomes alongside technical parameters.

3.1.1 Online Survey

Over the 4 weeks of online survey uptime, there were 261 online survey responses and 90-100 in-person participants providing feedback across 2 in-person sessions on 27 and 28 June 2025. Respondents were asked whether they use the airport, and if so, what they use it for. The responses generally showed that the airport was not widely used, with 72% of respondents saying that they did not use the airport for any reason. The main cause for this was cost, followed by convenience. This was supported by 86% of responses stating that they drive and fly from another airport in the wider region – Queenstown Airport.

The free text response analysis was critical for this first stage of the community engagement, as it allowed respondents to highlight what was most important to them in their words. The respondents were very supportive of current users, general aviation, local business events, and some level of tourism. These categories were developed based on what the community raised. Free-text sections were optional, but most respondents chose to provide input.

Free text responses allowed the community to express what they cared most about when discussing Wānaka Airport; this resulted in broad strengths, weaknesses, opportunities, and threats being raised by the community. Egis categorised these free-text responses to highlight what the community raised in responses the most. Respondents raised what they felt was most important to them, enabling the responses to demonstrate what mattered most to the community and not only what is supported or opposed.

TABLE 3-1 – SUPPORTED USES AND ACTIVITIES THAT WĀNAKA AIRPORT ENABLES

USES AND ACTIVITIES	RESPONSES	RATE OF RESPONSES (%)
General aviation	76	29%
Local business development	42	16%
Tourism	34	13%
Paragliding	24	9%
Events	23	9%
Maintenance Facility	13	5%
Training Facility	13	5%
Science/Research	9	3%
Emergency Resilience	7	3%
Medical	3	1%
Agriculture / Horticulture	1	<1%

Concerns that the community raised were captured in the same way. The local residents were most concerned about the potential for the airport to enable large growth in tourism and overtourism, beyond what the current infrastructure could support or would require significant growth in the region to support. Airspace restrictions were the second most raised concern; paragliding groups raised concerns that development of the airport would necessitate changes in airspace that would be incompatible with their activities.

10% of respondents had concerns about the impact developing the airport would have on emissions or the environment. There were concerns that an increase in tourism and flights would generate more emissions globally overall while also damaging the local environment, especially Lake Wānaka. Emissions associated with travelling by car to Queenstown were also raised, and that the airport should enable people to fly from closer to where residents live and where tourists go for winter sports, instead of travelling over the hill to Queenstown. Concerns over noise, infrastructure, roads and utilities were also raised. Normally, noise is the number one issue that local groups have with airports; this was not raised as much as expected, likely due to the current users not having a significant noise impact on the region.

TABLE 3-2 – CONCERNS RAISED FOR WĀNAKA AIRPORT

CONCERNS AND ISSUES	RESPONSES	RATE OF RESPONSES (%)
Overtourism	38	15%
Airspace Restrictions	19	7%
Emissions	18	7%
QAC	17	7%
Environment	16	6%
Infrastructure, Roads and Utilities	14	5%
Noise	14	5%
Congestion	6	2%

No questions were posed about the current or potential future operations or development at the airport. But there were a lot of responses which discussed how the airport could or should be operated and what financial drivers the airport should have.

The current operator, Queenstown Airport Corporation (QAC), was raised as a concern by 16% of respondents. The concerns varied and included: suspicion that QAC wanted to develop Wānaka into an international airport, QAC's potential commercial interests, QAC raising user costs, distrust, potentially using Wānaka as an overspill for Queenstown Airport and a concern that QAC was motivated to increase tourism. Another common concern raised was a potential, perceived or misalignment between Queenstown Airport's management style and what local users want from the airport. Queenstown Airport has a different role in the local transport mix and community. Wānaka Airport is a community asset that provides local aviation activity and very little connectivity, while Queenstown Airport provides the local region's air connectivity to the rest of New Zealand and internationally.

Opportunities raised by respondents were generally on what the airport can enable from an aviation perspective. Tourism enabled by the current users was the most common response. Many want to enable the current tourist service providers to continue, and also want the region to attract longer stay guests and higher value tourists. Connectivity was the other equally most raised opportunity, with respondents mostly raising the potential to be connected with other New Zealand cities. The connections raised were most commonly Christchurch and Auckland.

TABLE 3-3 – OPPORTUNITIES RAISED FOR WĀNAKA AIRPORT

OPPORTUNITIES	RESPONSES	RATE OF RESPONSES (%)
Tourism	33	13%
Connectivity	33	13%

OPPORTUNITIES	RESPONSES	RATE OF RESPONSES (%)
Avoid driving to Queenstown	21	8%
Innovation	16	6%
Become Centre of Aviation Excellence	16	6%
Employment	10	6%
Safety	4	4%
Solar	2	2%
Freight	1	<1%

Avoiding driving to Queenstown via the Crown Range was seen as a positive for many respondents due to the difficult drive, dangers associated with weather conditions on the road and the time associated with the travel. By being able to fly directly from Wānaka, airport-related travel between the two towns could decrease.

The respondents also provided a vision of Wānaka being a hub, centre of excellence or innovation hot spot in the aviation industry. By leveraging off the existing advantages and potential that the respondents raised for the airport, the region and the industry in general, many respondents raised opportunities for the airport to become a general aviation centre of excellence. Respondents stated that the airport could provide regional-level maintenance for general aviation aircraft, be part of an innovation hub for light aircraft development and historic aircraft restoration.

Many respondents stated what they wanted from the airport in terms of connectivity and services for the future. These responses ranged from the airport should be aimed at the current local businesses and their operations to whether the airport should be aiming to be bigger and become more like Queenstown Airport. There was a lot of support for the current businesses using the airport, and there was support for more connectivity to be provided to locals via the airport. This was especially true for links to Christchurch and Auckland.

Most people responded with ideas about what scale and role the airport should be.

- 71% of respondents made a suggestion about the airport's future scale.
- The strongest support was for the airport to either remain as it is today or to stay similar but offer regular flights to some New Zealand cities. Together, these options were supported by 67% of total respondents and 94% of respondents who stated what they wanted the airport to become in the future.
- A small number supported other ideas, including closure of the airport (1.5%) or developing an international airport (3.1%).

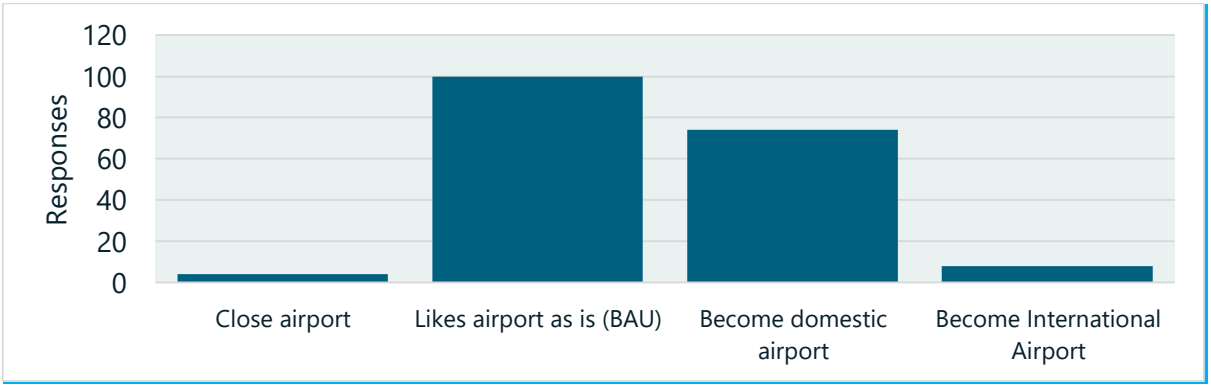

FIGURE 3-1 – INDICATED AIRPORT SCALE PREFERENCE

With Sounds Air ceasing operations after the first phase of this community engagement, the responses for business as usual (BAU) are harder to define. Scenarios 2 and 3 aim to clarify the scale of operations that the BAU responses see as their future for the airport.

3.1.2 In-Person

In-person workshops were held at the Wānaka Recreation Centre. In-person workshops were critical to building the understanding of what is most important to the local community and what concerns they had.

In-person workshops asked similar questions to the online survey and also asked additional questions to clarify what the community valued in the airport. The values compass used allowed for the community to show what was most important to them, but also what was important in general.

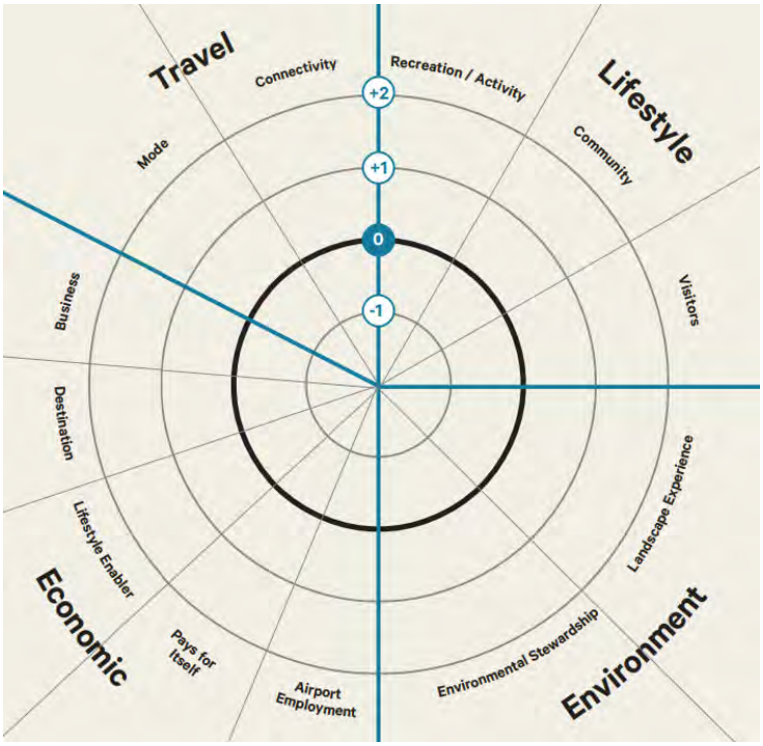

FIGURE 3-2 – WĀNAKA AIRPORT IN-PERSON VALUES COMPASS

The values compass also allowed for positive, negative and neutral responses to indicate how important concepts were to participants. Landscape Experience and Visitors had the highest negative responses, while Travel Mode had zero responses at all.

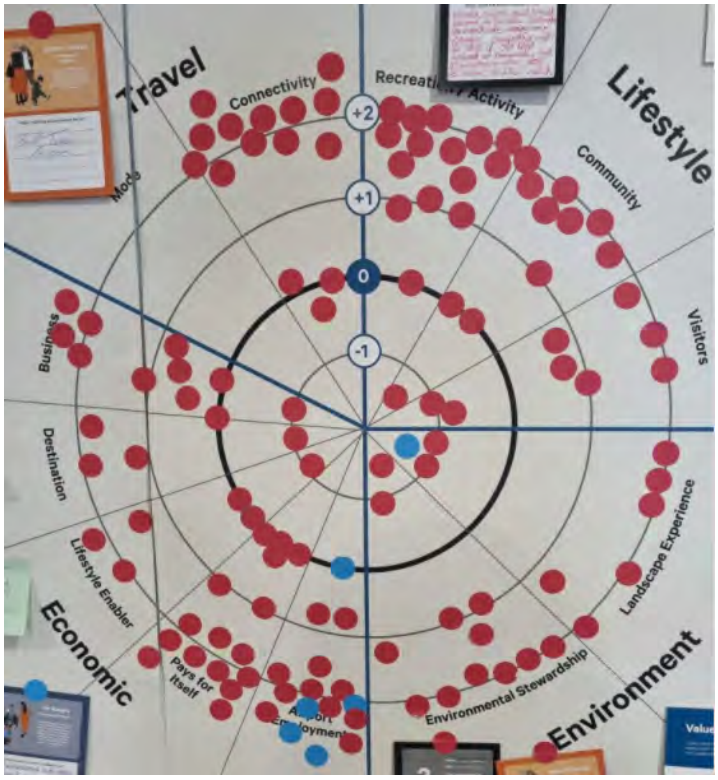

FIGURE 3-3 – ANNOTATED VALUES COMPASS

Airport Employment was listed as the most important outcome for this by the in-person participants. They said that the airport needed to continue to provide the jobs that are directly tied to the airport and that these have a positive impact on Wānaka. Participants wanted to expand the possible jobs at the airport, while keeping the airport similar to what it was currently, a mostly GA, tourism and adventure hub with some propeller aircraft connectivity.

The local community really values the recreation and active lifestyles that living in Wānaka enables, but for many, the people who come to Wānaka to experience this lifestyle are a detriment to this lifestyle for locals. Recreation / Activity had the second-highest response score; the airport enables these activities. Concern with overtourism and visitor numbers is a consistent theme in this community engagement. Many respondents linked an increased airport size with an increase in tourism, as the local population is insufficient to meet demand increases from airport expansion.

Connectivity was the third-highest-scoring response. People mostly wanted connectivity to other New Zealand locations, the most mentioned places being Christchurch and Auckland. Connectivity to Christchurch or Auckland enables access to international travel, specialised medical care, additional services and more tourism.

Pays for Itself also scored highly. Ratepayers want an airport to provide local services, and they expect that it is able to or at least aims to cover most of its own costs. This did not measure how people wanted it to pay for itself, but it does show that the local community expects it to be self-sufficient.

TABLE 3-4 – VALUES COMPASS RESULTS

CATEGORY	OPTION	SCORE
Travel	Mode	0
	Connectivity	**23**
Lifestyle	**Recreational Activity**	**25**
	Community	14

CATEGORY	OPTION	SCORE
	Visitors	7
Environmental	Landscape Experience	8
	Environmental Stewardship	14
Economic	**Airport Employment**	**28**
	Pays for Itself	**22**
	Lifestyle Enabler	5
	Destination	4
	Business	11

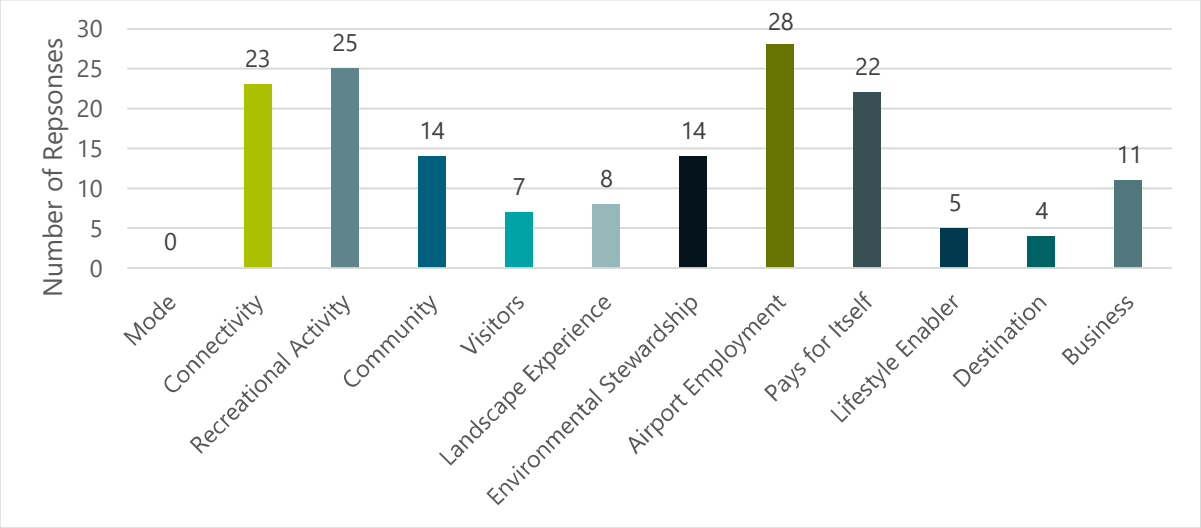

FIGURE 3-4 – VALUES TABLES RESULTS GRAPH

3.2 Phase 2 Scenarios

Phase 2 scenarios were developed based on responses from the in-person and online engagement, engagement with community and airport groups and technical advice based on what is possible at Wānaka Airport. From the community responses and stakeholder input, along with our independent technical advice, Egis developed five future scenarios that reflected a range of possible futures for Wānaka Airport. These scenarios were built on community input and provided a way to confirm which options best reflect the community's vision for the airport.

Some scenarios were more aligned with community preferences than others, but for completeness and to have a strong evidence base for future planning, the less supported ideas were also captured as scenarios to be tested in phase 2. This allows for a clear understanding and evidence base on what should be ruled in or ruled out as part of planning for the airport's future.

These scenarios will take time to realise and were developed with a 20-year development horizon in mind. By planning the future use of the airport, the community, the users and businesses can have confidence in what the airport will provide in the future.

The scenarios are to plan for infrastructure, as QLDC ultimately owns the airport, scenarios have been developed to target what activities the QLDC can promote, enable and prevent at its airport. QLDC can choose to upgrade the runway to allow for larger aircraft, but the area is also limited due to terrain. The council can upgrade to attract larger aircraft, but it does not guarantee that airlines will use the airport, as the local demand may not be sufficient for airlines to have commercially viable routes.

The airport currently supports general aviation and helicopter activities; small scheduled services ran with Sounds Air until September 2025. There are currently no airlines stating that they want to open a scheduled route to Wānaka, and the overall industry has changed since 2019. The future of aviation is looking to electric, hydrogen and SAF aircraft, for which Wānaka Airport's current runway is likely to be sufficient for small aircraft.

The scenarios developed were based on the data generated in Phase 1 of these works. The scenarios represent the broad outcomes that the community indicated that they wanted from the airport. The range represented enables future decision makers to have access to supported and opposed scenarios and the community's preferences between them. This will enable future planning works to be in line with community expectations.

3.2.1 Scenario 1: Close Wānaka Airport

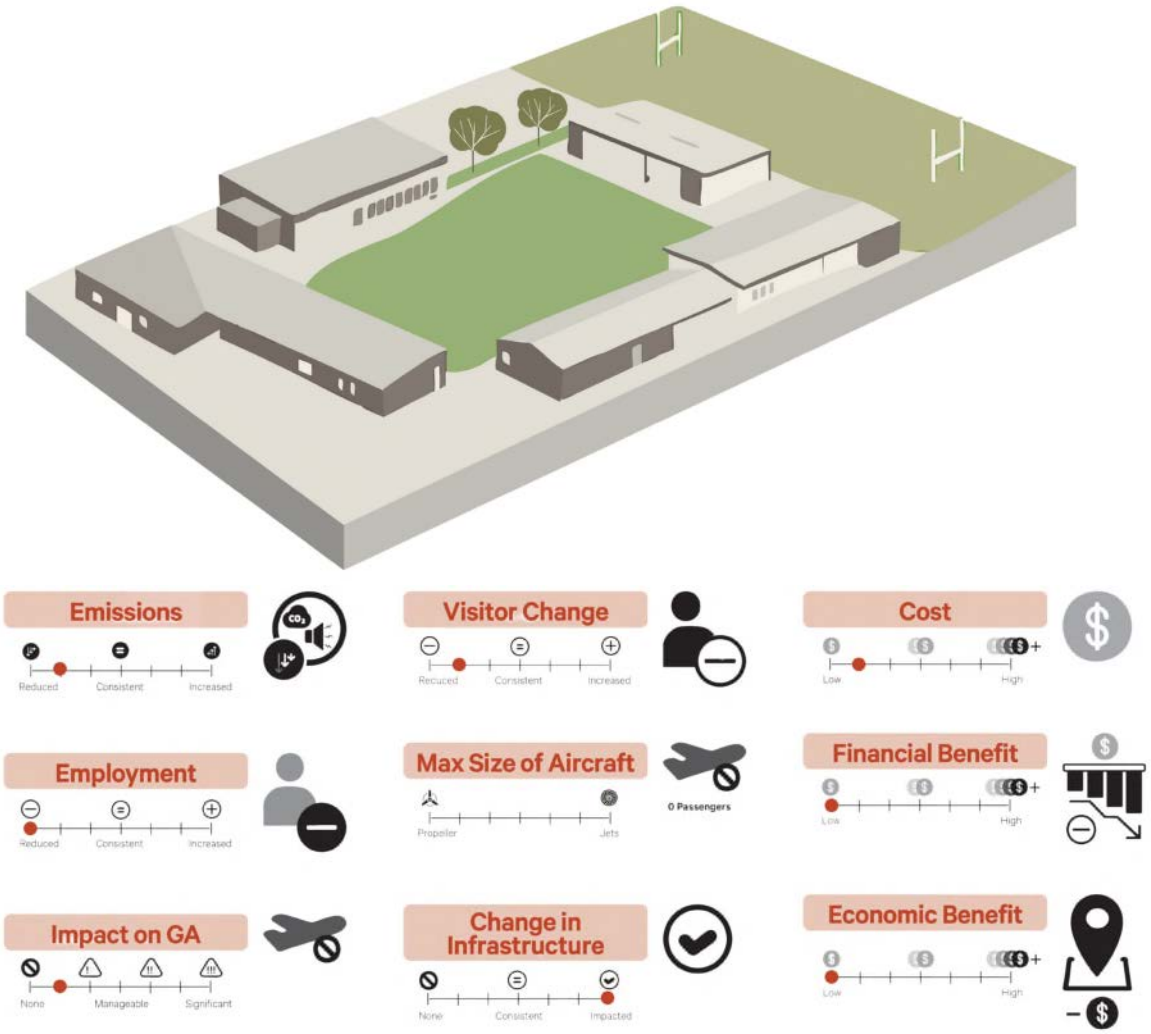

FIGURE 3-5 – SCENARIO 1: CLOSE WĀNAKA AIRPORT

3.2.1.1 Background

Under this scenario, Wānaka Airport would be permanently closed, and no aviation activity would take place at the site. This was the least supported option based on the first round of survey engagement, with only 1.5% of respondents showing support for this option.

This option would eliminate operational costs of the airport, as well as reduce emissions and noise generated by the airport's activities. This would come at the cost of the loss of connectivity, local aviation jobs and activities, tourism spend and events, with reduced emergency resilience, and the end of aviation heritage in Wānaka. It would also require investment in the decommissioning of the airport and transitional planning for the land and services currently provided by the airport.

3.2.1.2 Potential Benefits

There are some potential benefits associated with closing Wānaka Airport. These is a reduction in operational expenses associated with operating and maintaining an airport. Renewal costs for electrical, safety and airside assets would no longer be required, which would also reduce future costs associated with the airport.

Closing the airport would lower the emissions generated by aircraft use associated with Wānaka Airport. This would also likely have an overall emissions reduction, as many flights would likely not be replaced.

There would be less noise in the local area from aviation sources. By closing the airport, companies currently operating from Wānaka Airport would either need to shut down or relocate. In either case, there would be a reduction in noise associated with the airport in the local area.

There would be more certainty on the future of airspace in the region, as there would be no airport and less air traffic. This would reduce the risk for unpowered flight activities for which Wānaka is known for. This could have a positive impact on local paragliding and hang gliding. Wānaka is a world-renowned location for these activities, and this scenario would ensure the uncontrolled open airspace would continue.

Closing the airport would help to address some of the strongest concerns that the community raised in the first phase of the community engagement. The most prominent community concern was overtourism. Closing the airport would likely have an impact on the length of time that tourists spend in Wānaka. It is not clear how much overall impact this would have, as most tourists come in via road access and are in Wānaka for snow activities or road trips.

3.2.1.3 What would be required

To realise this scenario, QLDC would need to make a formal decision to permanently close the airport. The site would need to be decommissioned, and much of the airport infrastructure, such as the runway, pavement, hangars, and fuel supplies, would need to be removed, made safe or abandoned.

To make use of the land and utilities, there would need to be effective transition planning for the site. The current businesses, aviation operators and community groups who rely on the airport would need to relocate or cease their activities. Current emergency and resilience services, such as air ambulance, would need alternative arrangements.

3.2.1.4 Potential Downsides

There would be no air connectivity to Wānaka for this scenario; there would be no options for future flight services to and from Wānaka. These services would all need to be completed via Queenstown or other regional airports.

General Aviation in Wānaka would cease almost completely. Tourist flights might continue based out of other airports in the region, which would result in there being fewer overall tourist flights, but the flights would be longer. This would mean that there is a higher carbon emission per person for these activities, but the number of these activities would likely be reduced.

Local Wānaka aviation jobs and activities would be lost. Approximately 250 local jobs that are directly supported by the airport would be lost or relocated. The associated tourism spend in the local economy would likely be reduced.

Warbirds on Wānaka would be lost, 9% of respondents to the Phase 1 engagement highlighted this event as a significant community benefit. Closure would mean that this event would not be able to be held in Wānaka, and there may not be a good location to replace it nearby. Similarly, this would be an end to the long heritage of aviation in Wānaka.

In large-scale emergencies, local airports often end up being crucial connections for emergency services, supplies, and resilience activities. Closure of the airport would severely impact these emergency services, supply links and having a civil defence hub for Wānaka.

3.2.1.5 Phase 2 Responses

Scenario 1 had very low support and very high opposition. This is consistent with the Phase 1 results and shows that the community supports the existence of its local airport, the services it offers, the employment and the utility that it provides for the community.

90% of people responded to this scenario online, and 96% of them were opposed to this Scenario, as shown in Figure 3-6. Similarly, all demographic groups showed strong opposition to this option, as seen in Figure 3-7.

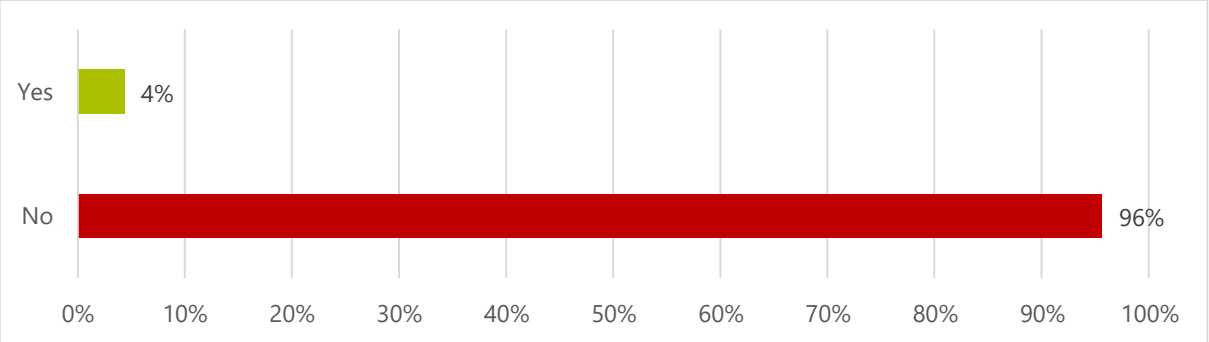

FIGURE 3-6 – SCENARIO 1: RESULTS "DO YOU SUPPORT CLOSING WĀNAKA AIRPORT?"

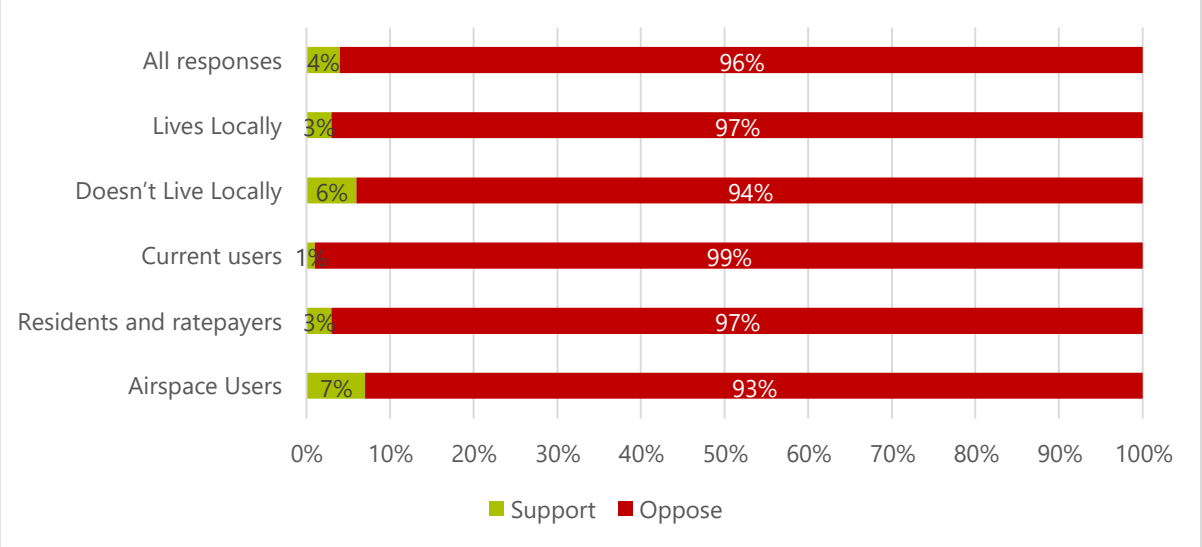

FIGURE 3-7 ANALYSIS OF SUPPORT AND OPPOSITION FOR RESPONSES BASED ON RESPONDENT CHARACTERISTICS – SCENARIO 1

There was no segment of the population which showed a double figure rate of support for this Scenario. The highest levels of support came from very small numbers of people who did not identify as living locally, were airspace users or both.

Of the 45 responses in support of Scenario 1, 6 made comments that do not support this position. There were also 2 responses that stated they would personally prefer the airport to close, but do not think that this would be right for the community overall. There was also 1 response that said the airport can only be viable for emergency services and that regular General Aviation should be mandated to move to electric, as recreational aircraft using leaded fuels are not justifiable with the current climate collapse.

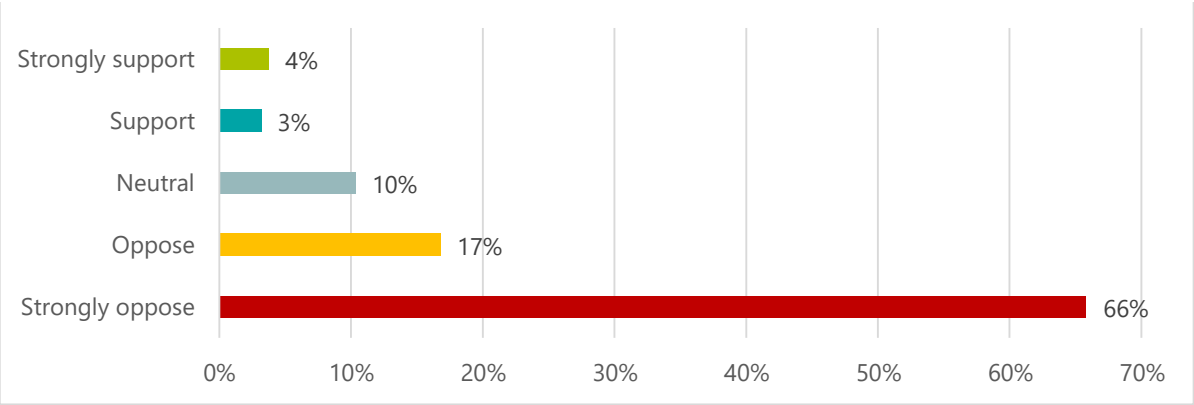

FIGURE 3-8 – SCENARIO 1: TO WHAT EXTENT DO YOU SUPPORT OR OPPOSE THIS OPTION? RESULTS

The in-person workshops only measured support and not opposition. There were zero responses for Scenario 1 being the preferred option. Community in-person feedback opposed this scenario. The community appreciated the benefits that the airport brings, from Warbirds over Wānaka, tourism, and local jobs. These sentiments were shared in the online responses, where people pointed out the benefits of keeping the airport and planning for what the airport can bring to Wānaka.

3.2.2 Scenario 2: Wānaka Airport to Be a General Aviation Airport Only

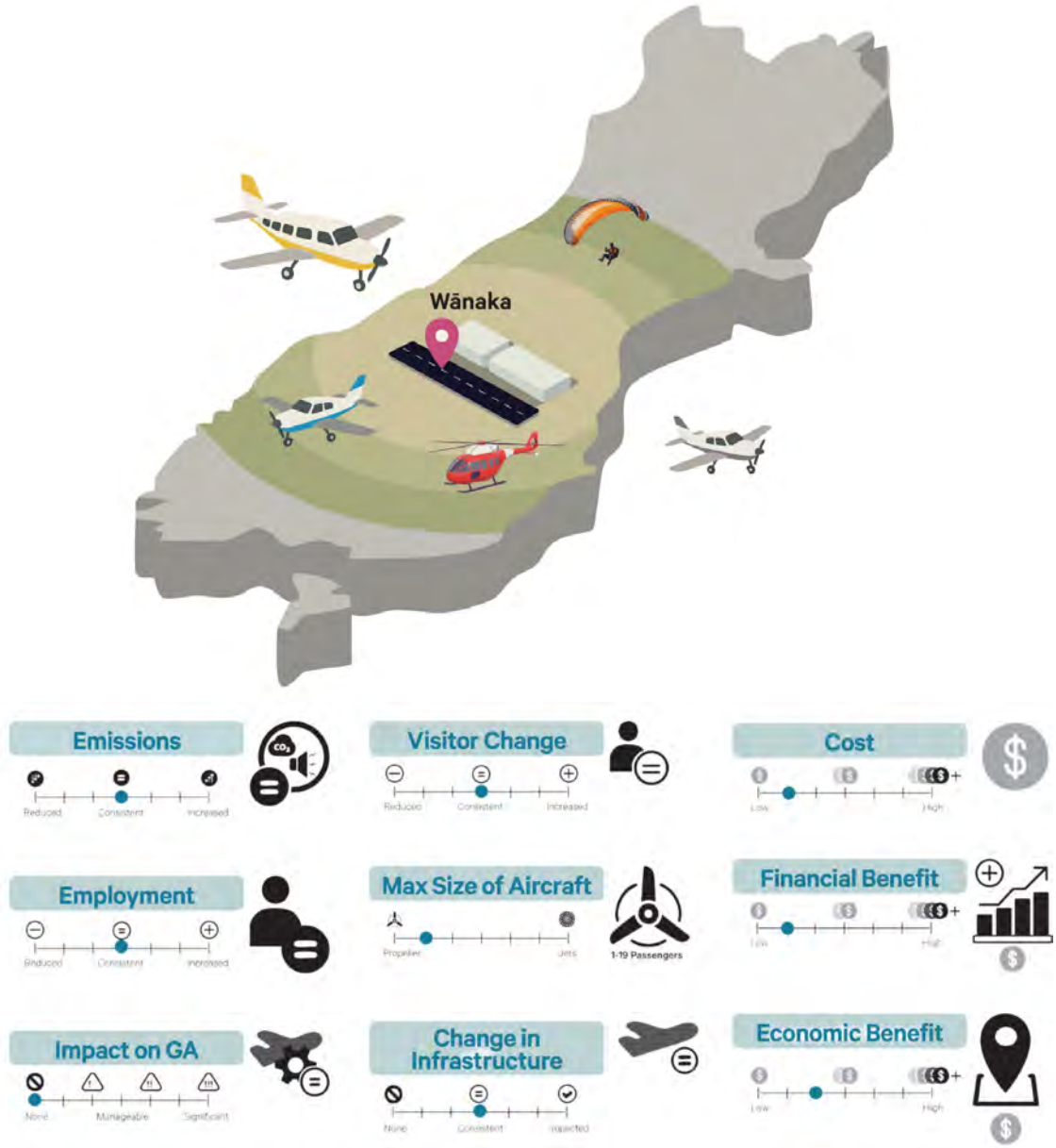

FIGURE 3-9 – SCENARIO 2: WĀNAKA AIRPORT TO BE A GENERAL AVIATION AIRPORT ONLY

3.2.2.1 Background

This scenario would see Wānaka Airport as a general aviation airport only, with no scheduled passenger services. This is primarily in line with the current operation of the airport, following Sounds Air ceasing services to Wānaka from 28th September 2025. The focus of this option would remain on light aircraft, training and recreational flying.

In the first round of engagement, the most common response was to keep the airport "as it is' with no major changes (39%). People who supported this option often said they were satisfied with the current situation and wanted to avoid overtourism, jets, environmental impact and extra noise. Additionally, 29% of respondents also highlighted the airport's use as a general aviation facility.

3.2.2.2 Potential Benefits

There are a number of benefits associated with making the airport general aviation only. This option provides certainty to the community and the businesses and operators that use the airport. This option aligns with the

current operation of the airport, so both the community and the operators at the airport know what to expect, meaning there will be no surprises going forward.

In keeping with this, it also means the airport is already set up with what it needs to operate as a general aviation airport. This means that there will be less upfront capital investment required for things such as a new terminal and a longer runway.

This scenario would eliminate the possibility of commercial jets operating out of Wānaka, which was a common response in the first round of engagement, with 15% of respondents specifically saying that they do not want jets operating in Wānaka. This would also mean there would be no requirement for increased airspace restrictions in the area, and that the airspace could continue to operate as Class G.

3.2.2.3 What Would Be Required

To realise this option, QLDC would need to make a formal decision to eliminate the possibility of commercial operators running scheduled flights to Wānaka. Ongoing maintenance of the existing airport facilities would be required, including the runways, hangars and parking. It is likely that funding from QLDC ratepayers may be required to cover any operational/capital cost shortfalls, as airport income from current revenue sources may not cover costs in some years.

QLDC would also need to create a long-term plan for the airport to provide certainty for the community, and the businesses and operators that use the airport.

3.2.2.4 Potential Downsides

This scenario would mean that Wānaka would lose scheduled air connectivity, meaning that access to Wānaka for residents and tourists would be limited to the road. In the first round of engagement, 32% of respondents wanted future connectivity, with 29% preferring New Zealand domestic flights only.

Any shortfalls in funding for maintenance works or capital works would likely have to be paid for by QLDC ratepayers, even though 73% of respondents during the first round of engagement said that they do not personally use the airport.

3.2.2.5 Phase 2 Responses

This scenario showed very divided support and opposition. 91% of people responded to this scenario online, of which the responses were divided almost equally between support and opposition, with 50% each. There were 3 more preferences for support, as shown in Figure 3-10. This aligns well with themes identified in previous engagement, which showed a strong support for both general aviation (29%) and domestic connectivity (13%). This scenario only caters to one of these, and there is an evident divide between respondents who want to use the airport for recreation and those who want to use it for domestic connections.

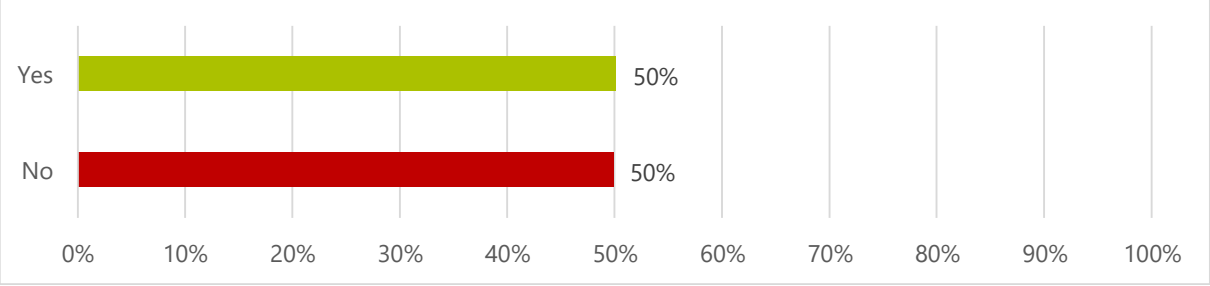

FIGURE 3-10 – SCENARIO 2: RESULTS "DO YOU SUPPORT KEEPING WĀNAKA AIRPORT AS A GENERAL AVIATION AIRPORT ONLY, WITH NO SCHEDULED SERVICES TO OTHER AIRPORTS?"

When asked to clarify the level of support or opposition for Scenario 2, there is higher support for this Scenario than Opposition as 15% of responses are neutral. There is significantly more support and strong

support for the Scenario than opposition, with 47% showing support, of which 31% is strongly support compared to 39% overall opposition.

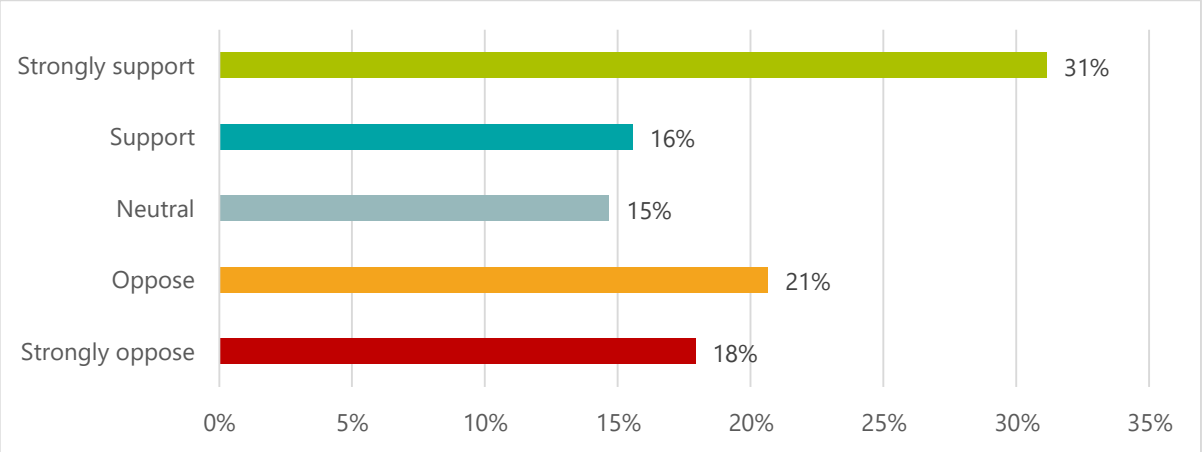

FIGURE 3-11 – SCENARIO 2: OVERALL LEVEL OF SUPPORT AND OPPOSITION RESPONSES

Based on the comments provided, a common theme among respondents who showed support for this scenario is that this option does not impose any restrictions on the local airspace, such that it "*protects the current paragliding and hang-gliding activities in the wider area.*" This is reflected in the strong support for this scenario that was shown by the 35% of respondents who said their interest in the airport is as users of the local airspace (81% support and 19% oppose). Other respondents also said that "*it is fine the way it is*", and that this option "*will allow some of the current businesses to have the certainty they need to grow.*"

Opposition to this scenario was shown by the 47% of respondents who said they were residents and ratepayers (64% oppose and 36% support) and the 45% of respondents who said they currently use Wānaka Airport (63% oppose and 37% support). Opposition was mostly from locals and current users of the airport, if this was the most preferred option there would be a case for responses to be weighted such that who have a greater stake in the airport have a greater say in its future, this was not required due to the overall results of this engagement but should be considered in any future community engagement works.

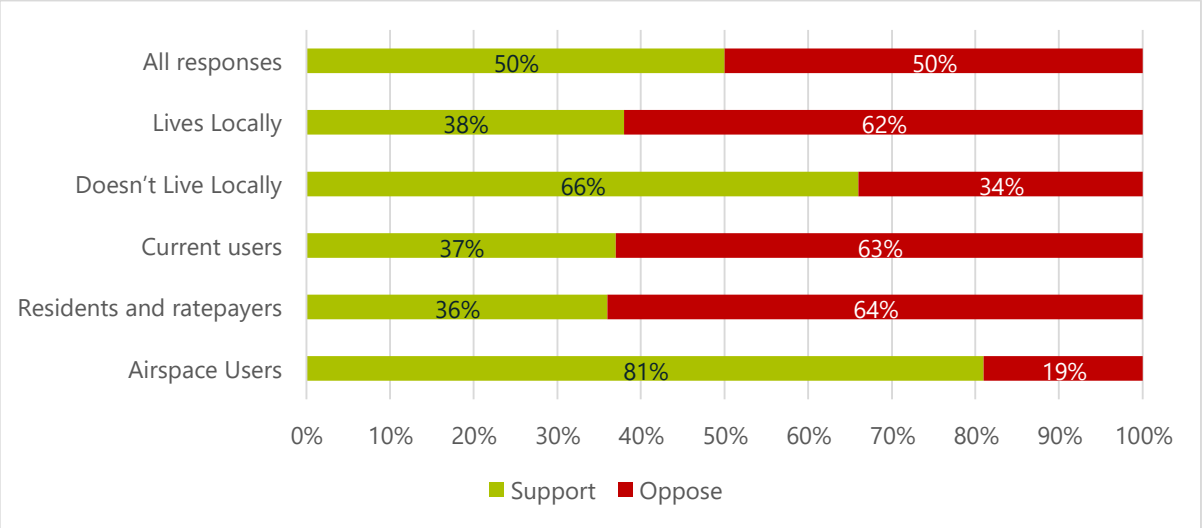

FIGURE 3-12 – SCENARIO 2: ANALYSIS OF SUPPORT AND OPPOSITION FOR RESPONSES BASED ON RESPONDENT CHARACTERISTICS

Analysis of the responses by demographics shows that of the 55% of respondents who said they lived in one of the towns local to the airport (Albert Town, Hawea, Hawea Flat, Luggate, or Wānaka), 62% showed opposition to this option, with 34% showing support (excluding blank responses). This is compared with the other 45% of respondents who said they did not live locally (Whakatipu, Otago Region, South Island, North

Island, Abroad), 34% of whom showed opposition to this option, with 66% showing support (excluding blank responses).

There was strong support for this option from airspace users who generally preferred this scenario as it had minimal impact on the current operations of the airport, airspace and current activities.

Respondents opposed to this option often said that they desire the connectivity that scheduled services would bring. This aligns with the results of the first round of engagement, where 13% mentioned this as a desired outcome. Another common theme among these responses was growth, with some saying that "*Wānaka area is growing fast and needs an airport to support community and business needs.*"

The in-person workshops measured the most preferred option; there was only one response for Scenario 2 being the preferred option. This indicates that, despite the overall support for this in the online survey, when presented with the 5 scenarios, the people who support this Scenario do not prefer this Scenario over the others.

3.2.3 Scenario 3: Wānaka Airport to Be a General Aviation Airport with Domestic Routes to Christchurch (and potentially Wellington)

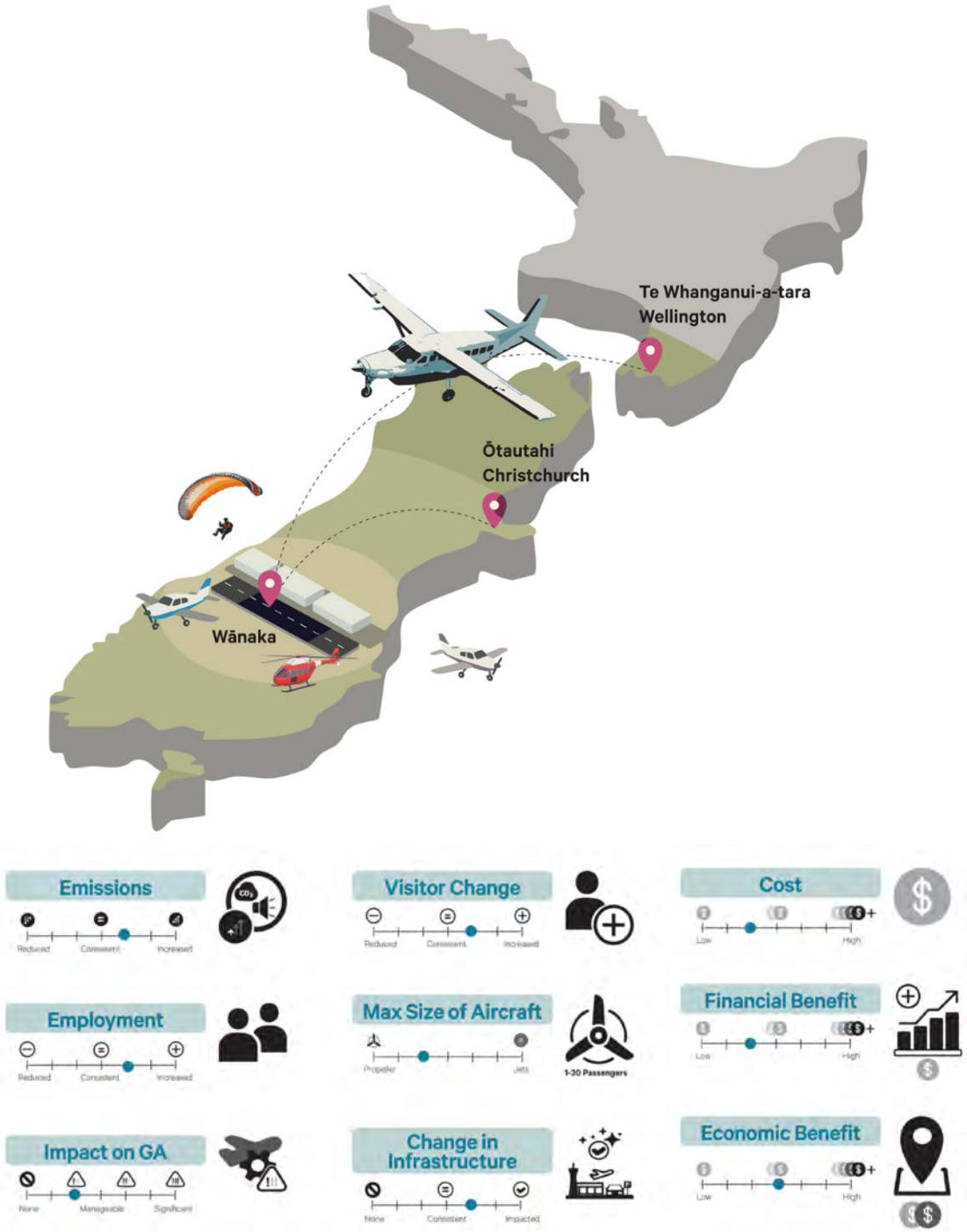

FIGURE 3-13 – SCENARIO 3: GENERAL AVIATION WITH REGIONAL DOMESTIC LINKS

3.2.3.1 Background

For this scenario, Wānaka Airport would remain a general aviation airport but would also look to host scheduled regional flights to Christchurch (and Wellington or other South Island towns if there is sustained demand). Large jets like A320s or B737s and any planes with over 30 PAX (i.e. ATR's) would not operate under this scenario.

In the first round of engagement, 32% of respondents wanted more connectivity, and 29% said this should only be to New Zealand cities such as Christchurch or Wellington. With Sounds Air recently ceasing operations at Wānaka Airport, there are currently no scheduled passenger flights to or from Wānaka.

To achieve this scenario, the airport would need to attract and work with airline operators (such as Air New Zealand, or other smaller regional airlines, or charter airlines) in the short to medium term (0–5 years). The viability of a route would depend on sustainable passenger numbers and willingness to pay.

This scenario would use turboprop aircraft or small jet aircraft, typically carrying between 8 and 30 passengers. This is the typical size limit of aircraft that could fly to Christchurch or Wellington with the existing runway at Wānaka Airport staying the same length.

3.2.3.2 Potential Benefits

This scenario would enhance connectivity for residents and visitors in Wānaka, without requiring significant changes to the airport. This scenario enables this to happen alongside ongoing general aviation, which would be able to continue with minimal disruption. This option is in keeping with the operation of the airport that many are currently accustomed to, prior to Sounds Air ceasing services in Wānaka in September 2025.

Short-haul domestic flights would likely be performed by turboprop aircraft only, with no larger jet aircraft operations (e.g. A320s or B737s), which 15% of respondents specifically opposed during the first round of engagement. The use of smaller aircraft (8-30 PAX) would also mean this scenario could be achieved with the current runway length and would mean the current proposed level of CAA accreditation is suitable.

In keeping with maintaining general aviation at the airport, this scenario would ensure minimal change to local airspace management, a concern that was specifically raised by 7% of respondents during the first round of engagement.

Additionally, the ability to host scheduled domestic flights would allow the airport to better cover its operational costs through airline and passenger charges, strengthening its financial sustainability.

3.2.3.3 What Would Be Required

To enable this scenario, no capital works would be required initially. At such a point when a viable service is confirmed and demand is steady, then a small terminal upgrade for passenger handling alongside carparking upgrades would be required. There would also be the potential need for a shuttle/bus service to transport passengers to/from the Wānaka town centre. Alongside this, there would be ongoing basic safety and compliance requirement upgrades for the airport.

The key challenge would be attracting an airline to operate scheduled services following Sounds Air's departure from Wānaka Airport. Currently, no forthcoming plans exist, and there are a limited number of commercial domestic airline operators in New Zealand to re-introduce services to and from Wānaka Airport.

3.2.3.4 Potential Downsides

The downsides of this scenario are some limited capital costs for the terminal and carpark upgrades, which would likely require local / Central Government support, along with potentially increased operating costs for ratepayers for safety, compliance and maintenance if the airport cannot maintain financial self-sufficiency.

Along with this, as described above, is the challenge of finding an airline operator to run scheduled services out of Wānaka. Air New Zealand, which has run services from Wānaka in the past, currently does not run any aircraft in the 8-30 PAX size, and Sounds Air, who were recently running similar services, have ceased scheduled services from Wānaka. To find a viable airline operator to run scheduled services could take 0-5+ years to achieve.

3.2.3.5 Phase 2 Responses

Responses showed more support than opposition to this scenario, as shown in Figure 3-14. Of the 91% of respondents who responded to this scenario online, 65% were supportive of this scenario, while the other 35% were opposed. This scenario received the most support compared to the other scenarios, likely due to the fact it satisfies most of the highly ranked desired outcomes identified during the first round of engagement; general aviation (29%), connectivity (13%), no large jet aircraft (15%), impact to airspace restrictions (7%) and minimises the risk of overtourism (15%).

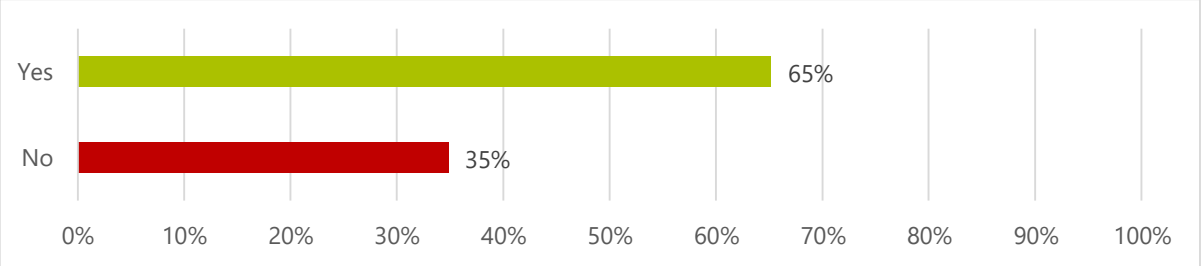

FIGURE 3-14 – SCENARIO 3: RESULTS "DO YOU SUPPORT PLANNING TO UPGRADE WĀNAKA AIRPORT TO INCLUDE SHORT SCHEDULED TURBOPROP FLIGHTS, WHILE KEEPING GENERAL AVIATION AS IT IS?"

Breaking the responses down by demographics, of the 55% of respondents who said they lived in one of the towns local to the airport (Albert Town, Hawea, Hawea Flat, Luggate, or Wānaka), 76% showed support for this option, with 24% being opposed (excluding blank responses). This is compared with the other 45% of respondents who said they did not live locally (Whakatipu, Otago Region, South Island, North Island, Abroad), who showed an evenly divided response between support and opposition to this option (50% each).

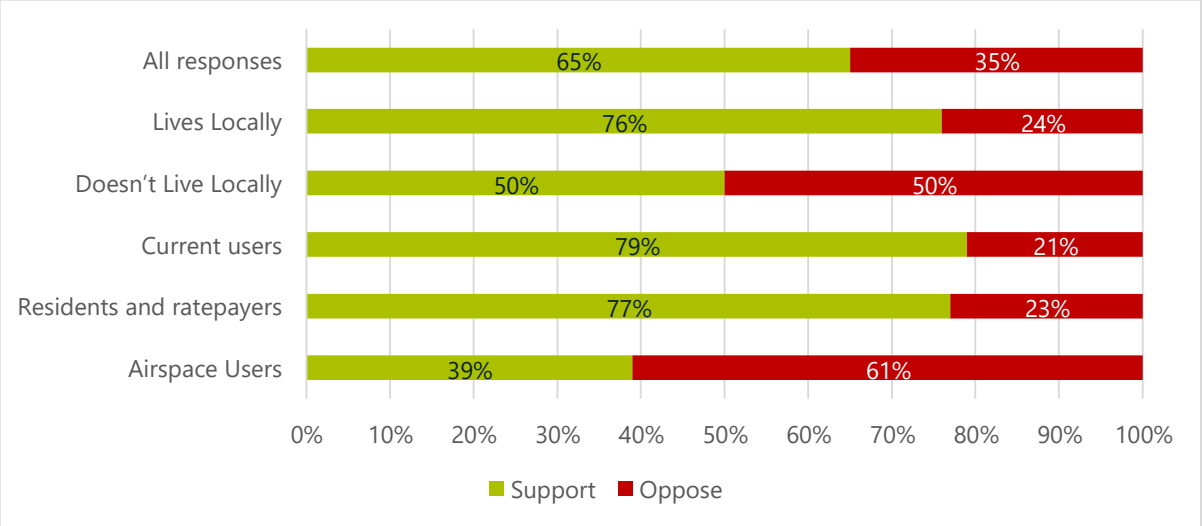

FIGURE 3-15 – SCENARIO 3: ANALYSIS OF SUPPORT AND OPPOSITION FOR RESPONSES BASED ON RESPONDENT CHARACTERISTICS

Scenario 3 achieved the overall highest level of support, which was also shown in responses from locals, current users, residents and taxpayers. There was an even split between people who were not full-time locals and opposition from airspace users who are worried about potential impacts to their ability to continue free flight activities as they are now. Strong support for this scenario was shown by the 47% of respondents who said they were residents and ratepayers (77% support and 23% oppose) and the 45% of respondents who said they currently use Wānaka Airport (79% oppose and 21% support).

Comments provided by those who opposed this option showed a common theme of concern that this option would require airspace implications and impact on the current airspace users. This is also reflected in the opposition to this scenario that was shown by the 35% of respondents who said their interest in the airport is as users of the local airspace (61% support and 39% oppose).

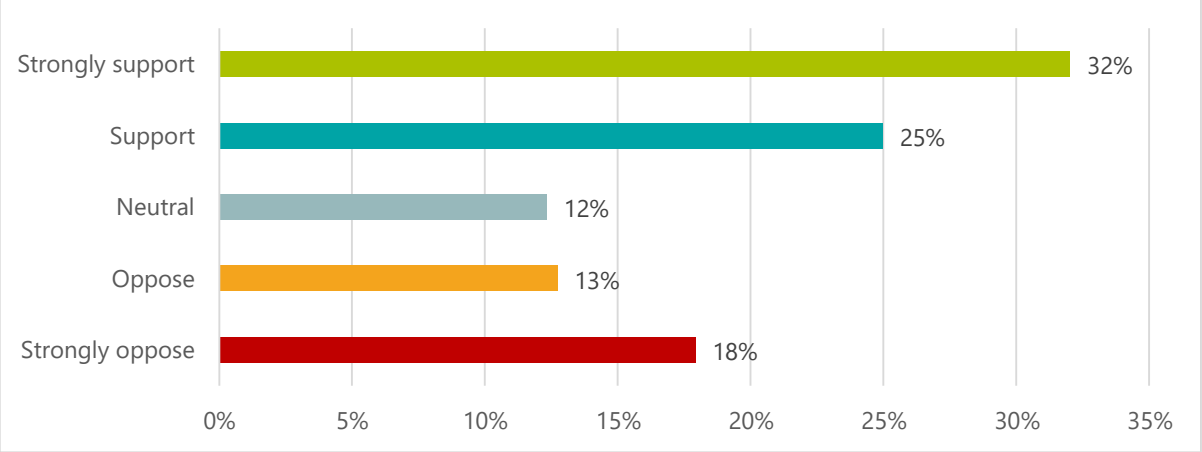

FIGURE 3-16 – SCENARIO 3: OVERALL LEVEL OF SUPPORT AND OPPOSITION RESPONSES

When clarifying the level of support and opposition, the strongly support option is significantly preferred by the community. Overall opposition is 31%, which is significantly less than the 57% support, even with a small shift from support to neutral responses.

The in-person workshop also showed Scenario 3 as being the preferred option, receiving 51 votes as the preferred option of the total 86 votes. Visitors to the workshop, and respondents online, said this was their preferred option because it meets their requirements of connection, and medical services to Christchurch, and potentially Wellington. Respondents preferred that this Scenario limit larger commercial services to retain general aviation services at the airport, which would have an impact on tourism numbers in Wānaka, and negate the need for commercial jets at the airport.

3.2.4 Scenario 4: Wānaka Airport to Be a General Aviation Airport with Domestic Routes Including Direct to Auckland

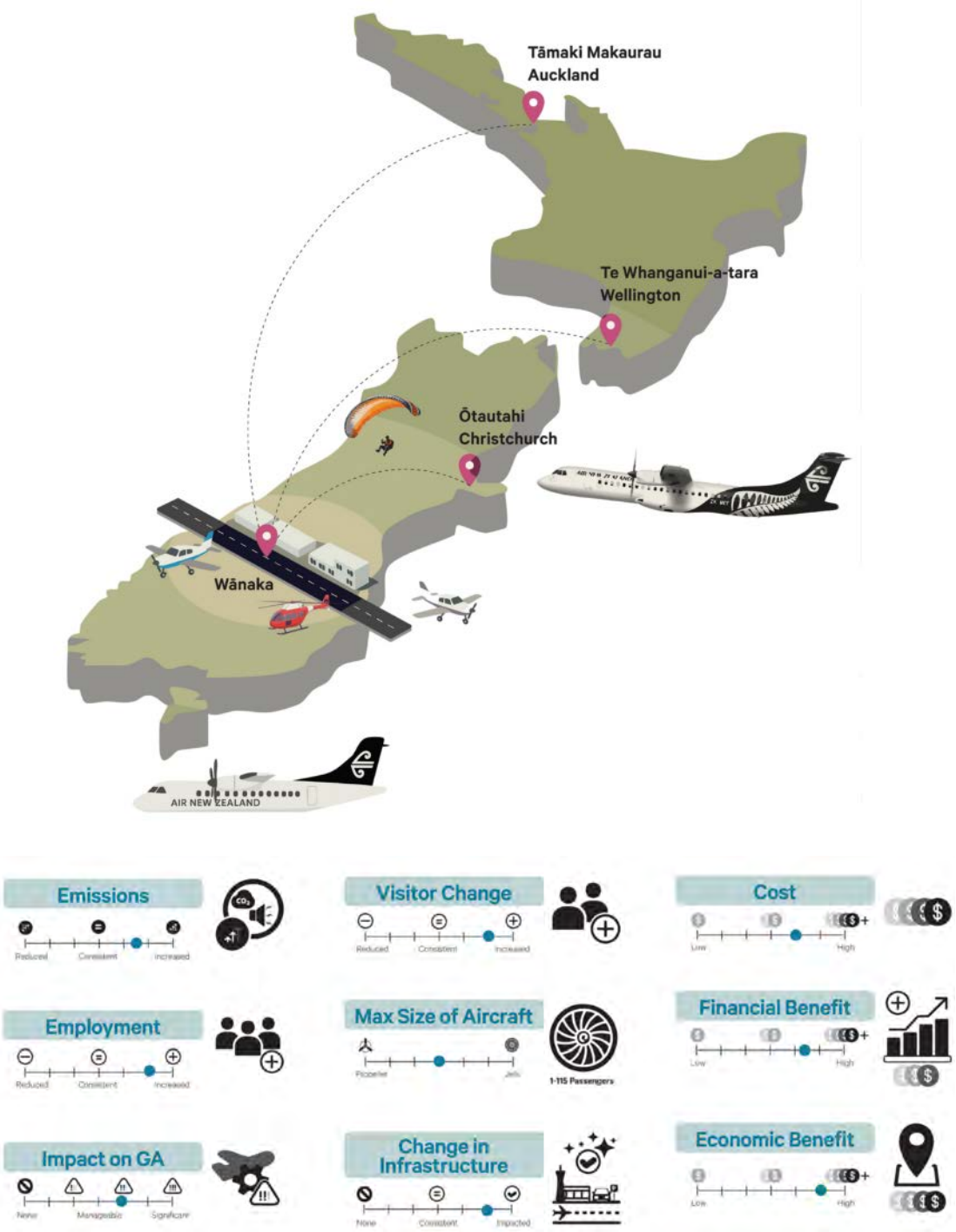

FIGURE 3-17 – SCENARIO 4: GENERAL AVIATION WITH DOMESTIC LINKS INCLUDING AUCKLAND

3.2.4.1 Background

Like Scenario 3, this option would ensure Wānaka Airport remains a general aviation airport, while introducing scheduled domestic passenger services. This scenario expands on Scenario 3 by including larger aircraft and potentially longer-haul domestic flights, including a potential for a direct route to Auckland.

Services would be operated by larger aircraft than in Scenario 3, using aircraft that carry more than 30 passenger seats: Q300 (50 passengers), ATR72 (68 passengers), or possible new aircraft types to the NZ market, including mid-size regional jets like some of the Embraer fleet (30–115 passenger aircraft).

Small regional jets could be considered by airlines for the direct Auckland route to comfortably cover the distance in quicker timeframes than turboprop aircraft. No airlines run these in New Zealand, so in the case of Scenario 4, the focus would be on turboprop services to Christchurch and Wellington. A turboprop service from Wānaka to Auckland would take approximately 3 hours, compared to 1 hour 45 minutes by jet from Queenstown to Auckland. It is unlikely for this route to be competitive enough to be viable, as the most expensive option would also take longer.

The current terrain and instrument flight procedures are challenging for these-sized aircraft and may limit operations to specific cloud base and visibility. Aircraft with more than 30 passenger seats require full CAA Aerodrome Certification and audits. The airport may also require airfield lighting for poor weather or night operations (though night operations are unlikely due to terrain and lighting requirements). Larger aircraft such as A320 or B737 jets would not be possible at Wānaka in this scenario due to infrastructure, terrain, and airspace limitations.

3.2.4.2 Potential Benefits

This scenario would significantly improve connectivity for Wānaka residents and visitors by introducing direct domestic flights to further afield major cities like Auckland and Wellington. This aligns with what was heard during the first round of engagement, where 13% of respondents said that connectivity is an outcome they'd like to see for the airport. This increased connectivity to the rest of the country also opens access to improved health services in larger centres around New Zealand.

This scenario allows for General Aviation to continue with manageable disruptions to its existing model, something that was shown to be important to 29% of respondents during the first round of engagement. Local business was also raised as an important factor in Wānaka Airport. This scenario offers certainty to local businesses through the implementation of a clear long-term plan for the airport.

Like Scenario 3, the ability to host scheduled domestic flights would allow the airport to better cover its operational costs through airline and passenger charges, strengthening its financial sustainability. This would also allow Queenstown Airport to move some domestic services to Wānaka and increase international services to Queenstown.

3.2.4.3 What Would Be Required

To implement this scenario, a significant change would be required at the airport. Terminal upgrades, along with improvements to the airport carparking and local road network, would be required for handling in/outbound passengers. Additionally, runway lengthening, strength improvements, and possible realignment would be needed to support the longer routes and higher traffic. To manage the higher air traffic, some air traffic control requirements may be needed, along with some airspace changes, including flight path redesign and instrument procedures.

Due to the larger aircraft for longer haul, and higher volume flights, security screening and additional infrastructure would be required for aircraft above 90 passengers. Along with this, these upgrades would require the airport to achieve full CAA Aerodrome Certification and would require ongoing audits to ensure standards are maintained.

To support the increase in inbound tourism, there would need to be investment in increased/upgraded local infrastructure, such as accommodation and attractions. There would also need to be upgrades to local utilities and services to accommodate larger numbers of people in the region.

Like Scenario 3, this option would require attracting an airline(s) to operate these scheduled domestic services in Wānaka, which would require the routes to maintain consistently higher numbers to ensure the services are viable. To maintain demand, there would need to be consistent, region-wide growth to account for services to Wānaka and Queenstown.

3.2.4.4 Potential Downsides

The increase in connectivity of this scenario also holds the risk of leading to a growth rate in tourism that is misaligned with local sentiment. Concerns around overtourism were raised by 15% of respondents during the first round of engagement, most of whom feel that Wānaka's local character and community values would be put at risk by large volumes of tourists.

While General Aviation activities would aim to be retained at Wānaka Airport, the changes to local airspace management and shift towards a more commercialised airport also hold the risk of some of these activities relocating to other nearby aerodromes. General Aviation was ranked as one of the most important outcomes of the airport during the first round of engagement, with 29% of respondents highlighting this. Additionally, the changes in airspace management also risk impact on the local non-powered aviation community (paragliders, hang gliders, etc.), which was also highlighted by 9% of respondents during the first round of engagement.

3.2.4.5 Phase 2 Results

Responses showed more opposition than support to this scenario. Of the 95% of respondents who responded to this scenario online, 72% were opposed to this scenario, while the other 28% were in support. This was the 3rd most supported Scenario overall.

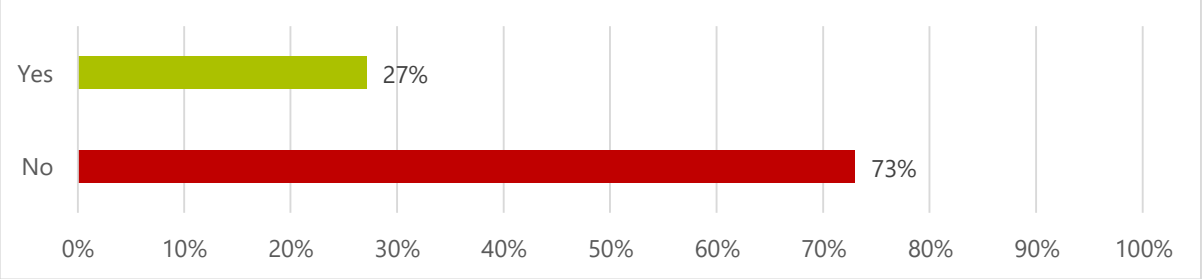

FIGURE 3-18 – SCENARIO 4: RESULTS "DO YOU SUPPORT PLANNING TO UPGRADE WĀNAKA AIRPORT TO INCLUDE SCHEDULED FLIGHTS AS FAR AS AUCKLAND?"

Strongly oppose was by far the most common response to Scenario 4, with 67% of responses opposing and over 50% of responses stating strong opposition to this option. It is very clear that development in line with this Scenario will not be supported by the community and that overall, there is strong opposition across the community for this Scenario.

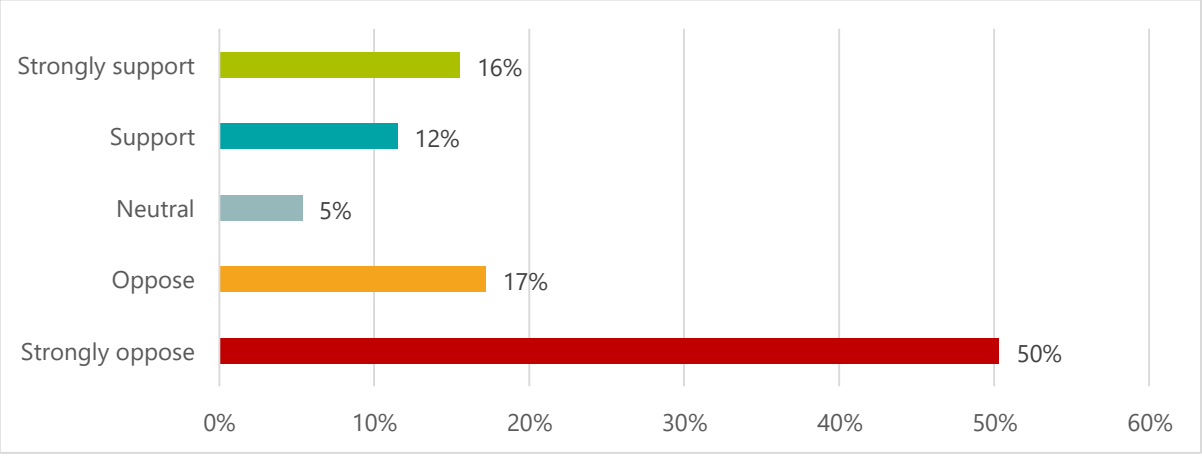

FIGURE 3-19 – SCENARIO 4: OVERALL LEVEL OF SUPPORT AND OPPOSITION RESPONSES

Breaking the responses down by demographics, respondents who live locally to the airport show slightly more support for this option than those who don't, though the difference is not significant (32% support locally vs 22% support non-locally) compared to the level of opposition.

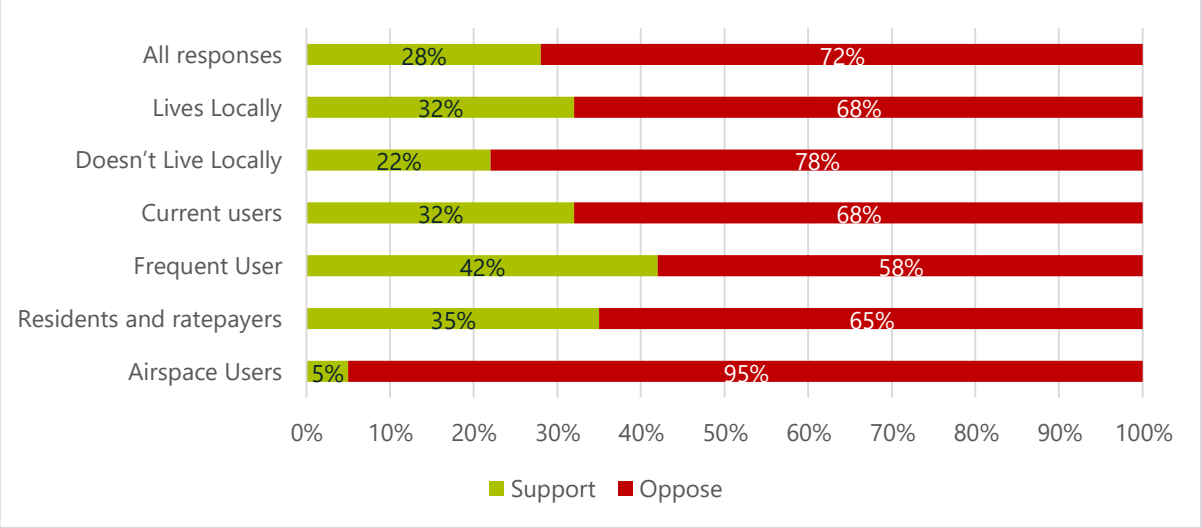

FIGURE 3-20 – SCENARIO 4: ANALYSIS OF SUPPORT AND OPPOSITION FOR RESPONSES BASED ON RESPONDENT CHARACTERISTICS

Common themes among those who supported this option were that costs would be excessive for the needs of the community, opposition to large jet aircraft, the resultant noise and emissions, and airspace restrictions. Many also stated that they would prefer either using Queenstown airport or taking a connecting flight from Christchurch for longer-haul flights.

Overall opposition to this scenario was shown by all groups. The highest support for this option was shown by those who indicated that they were frequent users of the airport (42% support vs 58% opposed), while respondents who said they were users of the local airspace were the most opposed to this option (5% support vs 95% opposed).

From analysis of the comments on this Scenario, some respondents' opposition is based on an opposition to allowing for wide-body jets or aircraft capable of reaching Australia or other international locations. Under this scenario, the airport would not be able to sustain international travel or travel by wide-body jet aircraft such as the A320. This scenario accounted for airport upgrades to enable potential routes to use small jets to reach Auckland and larger turboprop aircraft for other flights. It is difficult to disentangle the public's understanding of aircraft propulsion, aircraft passenger capacity and aircraft size in the responses, but with the strong support of Scenario 3 and the information presented ahead of each scenario, the community response to Scenario 4 is valid.

The in-person workshop showed this as being the second most preferred option, with 33 votes as preferred of the 86 total votes. Having in-person people clarify the differences between aircraft types and spending a longer time with the information material may have been a contributing factor to this difference in online and in-person preferences. Similarly, as the in-person workshops measured the most preferred options and in-person demographics could have resulted in a subset of the population who are more passionate about potential enhanced connections around New Zealand. Comments provided on this option indicated that some people would be interested to see more links opened up to other centres, countered by comments that there are enough airports already, and some expressing opposition to jets in Wānaka.

I prefer this option but keep the Jets in Queenstown and limit Wānaka to smaller aircraft.

I would love to be able to fly to Auckland, but the frequency of flights over Luggate would not outweigh the convenience.

Does not justify extending runway. Just allow commercial flights from any location if airlines can make them viable with infrastructure for option 3.

No need for this service as Queenstown is not far away and already offers these services.

"Most people have chosen to live in Wānaka because it's NOT Queenstown. If residents want to live by an airport they can move there.

This would be the most logical plan for our airport.

Please don't ruin the Wānaka airspace for free flight tourism.

What the community said

"The expansion of infrastructure necessary for jet services would eventually create pressure to expand services to Australia and lead to increased tourism which Wānaka is not equipped to handle and does not want.

This option is ridiculous. Wānaka does not need a better connection to Auckland or any other city in New Zealand. Queenstown airport is less than an hour away. That is perfectly close enough for all travel requirements. If people want better access to regional and internationals flight this should be done by creating better public transport connections from Wānaka to Queenstown Airport. Wānaka Airport has a long history of GA activities, and it would be outrageous if some of these activities are pushed out due rising costs and air traffic changes caused by the disillusion that Wānaka needs to be better connected to other airports. Wānaka & Hawea are the centre for cross country paragliding in New Zealand. The continued use of these areas for free flight is dependent on the current airspace management remaining open to users such as these.

Due to the increased number of people in this area and to take off pressure on the single lanes to ZQN airport over the Crown range there should be direct access to CHC with connections to other regional ports and Australia plus a direct link to AKL for access to NZ biggest city for heath / commerce and links internationally.

Does not serve or support the tourist image of the Wānaka basin, which brings risks to the local economy. Does not align with the priorities and preferences of the local community for the lifestyle they have chosen in Wānaka.

3.2.5 Scenario 5: Wānaka Airport to Be a Primarily Domestic and International Airport Focused

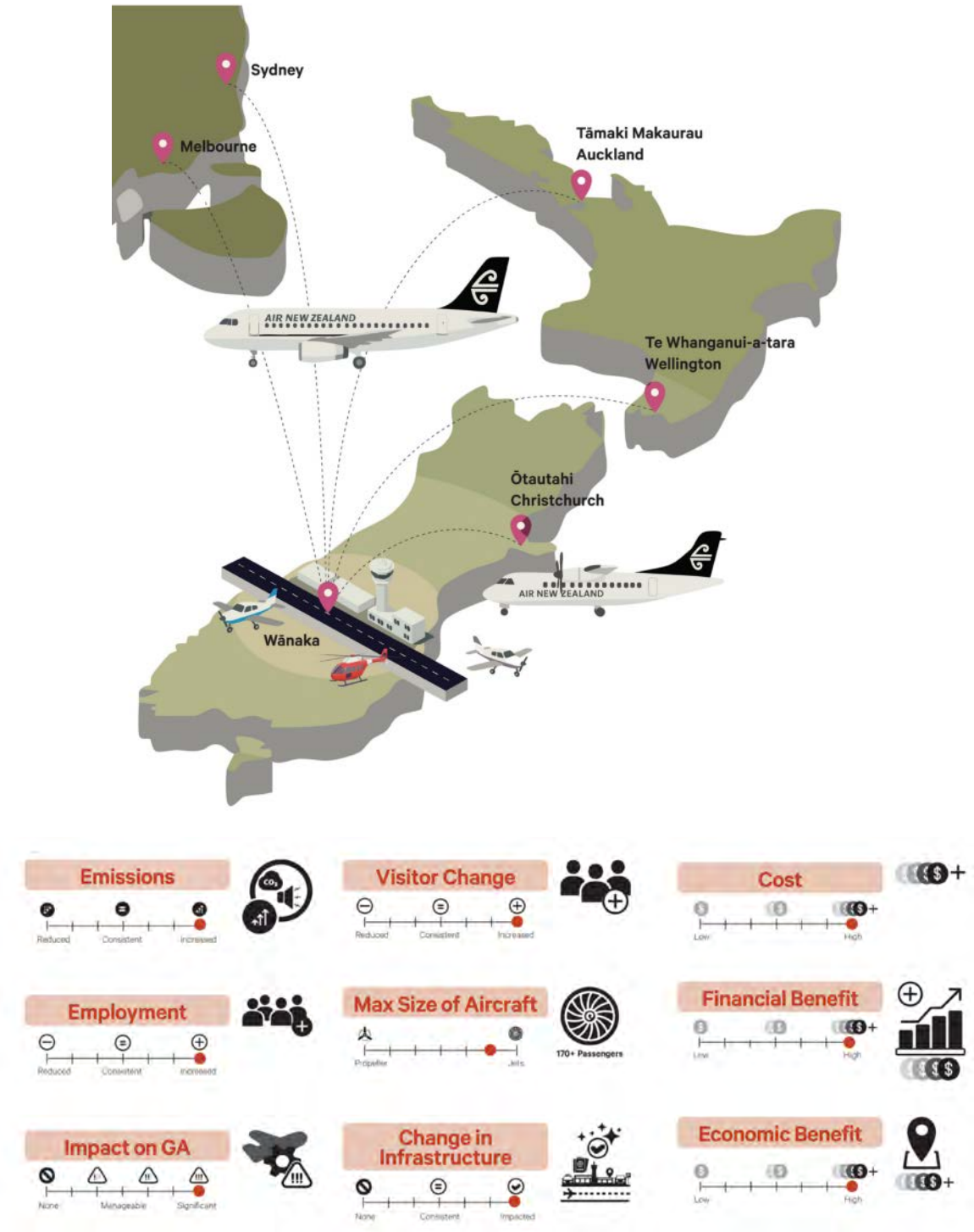

FIGURE 3-21 – SCENARIO 5: WĀNAKA AIRPORT AS AN INTERNATIONAL AIRPORT

3.2.5.1 Background

For this scenario, Wānaka Airport would become an international airport, offering trans-Tasman and Pacific travel. This would require significant investment and a focus on tourism markets.

In the first round of engagement, only 3.1% of respondents supported an international airport. At the same time, 15% of respondents raised concerns about overtourism, and another 15% said they did not want large jets—both of which would be necessary for international services.

3.2.5.2 Potential Benefits

This scenario would provide direct domestic and international air connections, making travel easier for residents and visitors in Wānaka. Direct access to Wānaka from overseas markets would improve convenience and access for international tourists to Wānaka and local ski fields.

Increased tourism and growth in visitors could benefit the local economy through new business opportunities and increase hospitality jobs. It would also allow the airport to generate more revenue from passenger services, airline charges and related business activities.

3.2.5.3 What Would Be Required

To support international services, this scenario would require significant infrastructure investment, including major terminal upgrades to accommodate customs, immigration, security, and quarantine facilities. The airport would also need to meet more complex air traffic control requirements and undertake substantial upgrades to the runway, taxiways, apron, and airfield to handle larger jet aircraft.

Larger aircraft and more regular flights would result in much higher tourist numbers, which Wānaka does not currently have the infrastructure to handle. The airport would require local road and carparking upgrades, along with new transport services into Wānaka (e.g. buses, shuttles, taxis). Wānaka and the surrounding areas would also require more accommodation options to facilitate the high tourist numbers.

Like Scenarios 3 and 4, this scenario would require attracting an airline(s) to operate domestic scheduled services out of Wānaka, but also the potential to look further afield for international airlines outside of New Zealand to operate international routes. Attracting airlines would require the airport and the routes it services to maintain consistently high tourist numbers to make operating at Wānaka Airport viable.

3.2.5.4 Potential Downsides

Converting Wānaka Airport to be capable of international services would require significant capital investment and would likely require major government or private investment. The scale of upgrades required, as described above, is substantial and would require 10-20+ years to implement before the airport could be serviceable as an international airport, during which time there would likely be significant disruption to the ongoing activities of the airport.

Increased aerodrome compliance, security, customs, and quarantine requirements and costs would also significantly increase operational costs of the airport, though they would likely be covered by the airport's income.

Medium to large jets (e.g. A320 / B737) would be required for international (trans-Tasman) travel, which would result in increased noise to the community, which was specifically expressed as a concern by 5% of respondents during the first round of engagement.

Attracting airlines to Wānaka Airport may be difficult due to the existing, well-established services that operate from Queenstown, which is only approximately an hour's drive from Wānaka.

The changes to airspace regulations required for an international airport would also have a significant impact on the general aviation users of the local airspace, including non-powered users (paragliders, hang gliders, etc).

3.2.5.5 Phase 2 Results

Responses showed significant opposition to this scenario. Of the 95% of respondents who responded to this scenario online, 87% were opposed to this scenario, while the other 13% were in support. Scenario 5 was the second most opposed and second least supported Scenario. Scenario 1 was less supported and more opposed.

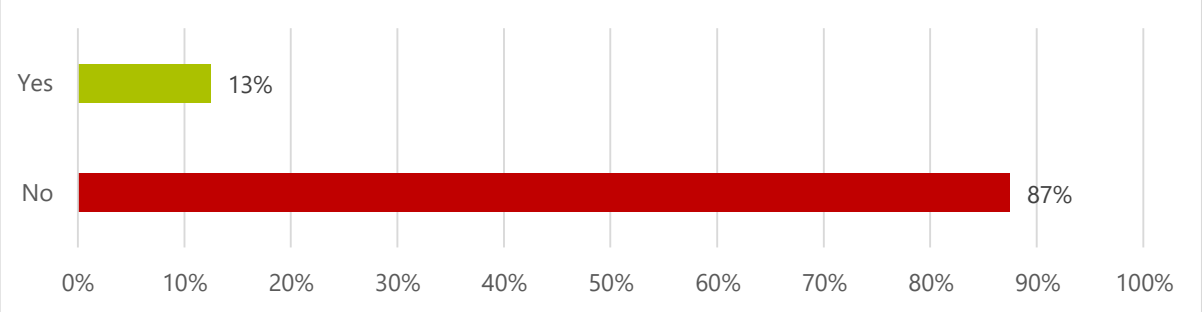

FIGURE 3-22 – SCENARIO 5: RESULTS "DO YOU SUPPORT PLANNING FOR WĀNAKA AIRPORT TO BECOME AN INTERNATIONAL AIRPORT WITH CONNECTIONS TO NEW ZEALAND CITIES, AUSTRALIA OR THE PACIFIC?"

These results align with the first round of engagements, where only 3.1% of respondents specifically expressed a desire for an international airport in Wānaka. Further to this, 15% expressed opposition to jet aircraft, 15% expressed concerns with overtourism, 7% expressed concerns with airspace restrictions, and 29% said they want general aviation and the forefront for the future of the airport.

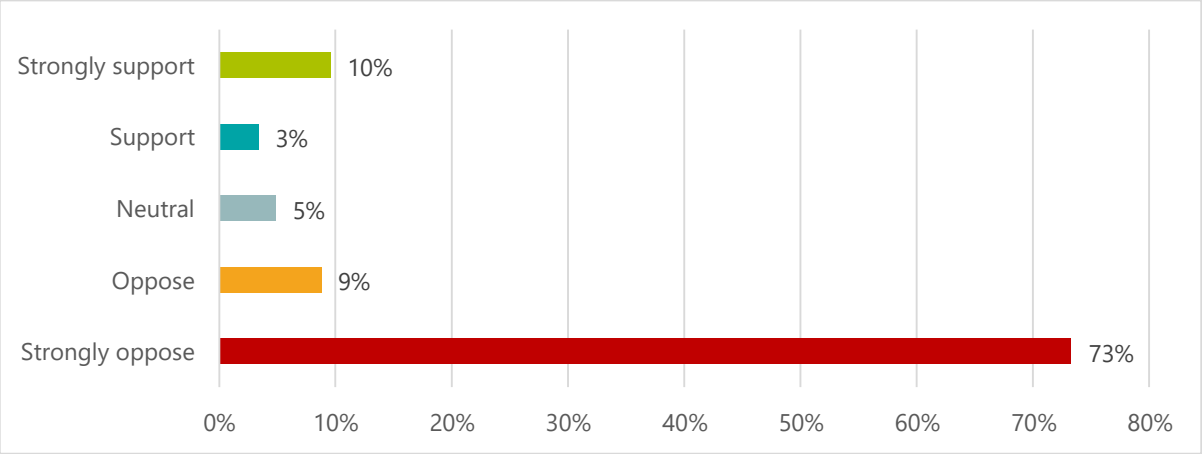

FIGURE 3-23 – SCENARIO 5: OVERALL LEVEL OF SUPPORT AND OPPOSITION RESPONSES

82% overall opposition is very close to Scenario 1's 83% overall opposition, but Scenario 5 has the highest Strongly opposed response of any scenario, with 73%, the next highest being 66% for Scenario 1. This strong opposition and low neutral response rate are indicative of the extent to which the community is passionate about this scenario not coming to pass.

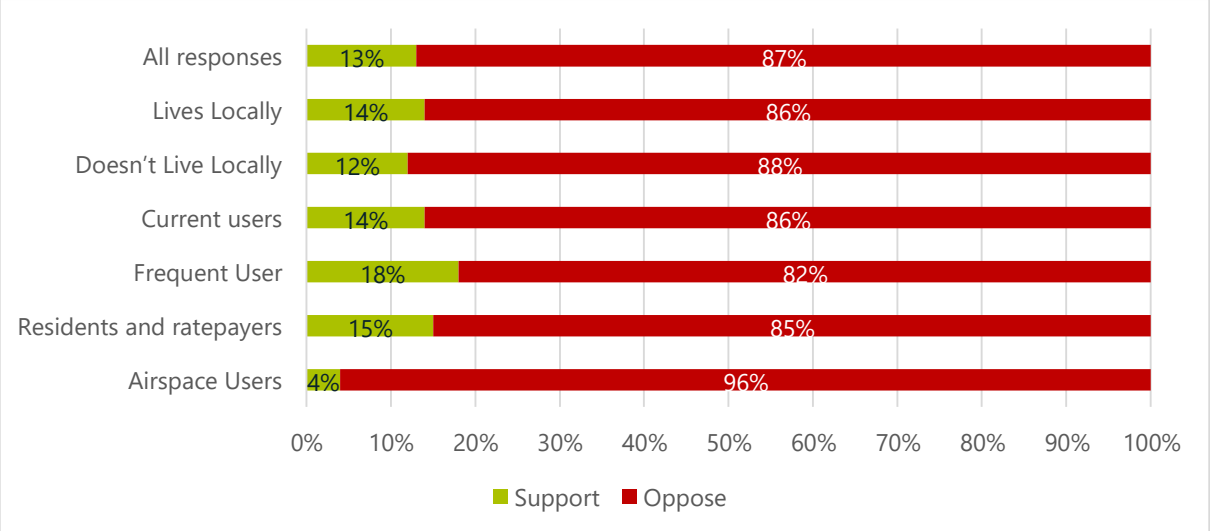

FIGURE 3-24 – SCENARIO 5: ANALYSIS OF SUPPORT AND OPPOSITION FOR RESPONSES BASED ON RESPONDENT CHARACTERISTICS

Demographically, there is little difference between groups, with all groups showing more than 80% opposition to this option, as shown in Figure 3-24. Respondents who showed support for this option indicated that they would welcome the international connectivity and the potential for growth that would come with it, though many indicated that they would want to see this as a long-term vision rather than a part of an immediate solution.

The in-person workshop also showed this as an unsupported option, with only 1 person placing this as their preferred scenario. Despite this, comments provided during the workshop on this option did not express the same level of opposition, with some stating that, in the long term, this may be what the future looks like, considering current growth rates of Wānaka and Queenstown.

People in support of this scenario indicate that this could be a good idea in the future, which could account for some of the differences between those who support and those who oppose. Some opposition was based on the current infrastructure not being able to cope with additional tourism demand; an international airport would necessitate a long and extensive planning process and would not be feasible in the short term. This would require Wānaka and the surrounding areas to be upgraded to attract, facilitate and enable higher tourism numbers. The overwhelming opposition to this Scenario makes nuances in differences of understanding of planning horizons irrelevant.

3.3 Phase 2 Complementary Options

Beyond the 5 Scenarios developed, which cover the scale of the airport in terms of investment, services and infrastructure to continue its current aviation uses, Egis developed complementary options which can accompany the base scenarios. These are four optional Complementary Options that could sit alongside any of the five future scenarios and are aimed at providing broader community benefit. More than one complementary option could coexist with any of the future scenarios.

These complementary options have been developed from feedback received during Round 1 engagement and Egis' aviation knowledge and expertise. These Complementary Options are developed to help with future planning for the airport, looking forward with a 5, 10 and 20+ year window. But to best achieve positive outcomes, planning can start earlier.

Airports are large land holdings with additional building, noise and use requirements, which have resulted in airports globally looking to diversify their services and activities to better service their local community and improve performance on internal business goals. This has also resulted in airports across New Zealand and the world looking at everything from business parks to renewable energy to diversify their activities and serve local needs.

Wānaka Airport is owned by QLDC and operated by QAC. QAC is a Council-Controlled Trading Organisation (CCTO) which is majority owned by QLDC (75.01%) with the other shareholder being Auckland Airport (24.99%). As the majority stakeholder of the operations and the owner of the asset, QLDC has a opportunity to provide community services via the Airport. These complementary options presented will enable QLDC to provide credible and demonstrably supported services from Wānaka Airport.

The Complementary Options are to provide future direction for the airport; these are to provide reasonable options for the development of the airport and its role in the Wānaka community. In future planning works, these will provide an evidence base for the community support or opposition to viable use cases for the airport.

Complementary Options had lower response rates than the airport scenarios. The average response rate to the complementary options was 24.9%. This was expected based on the number of questions and the community responses in Phase 1 of the Community Engagement process. Phase 1 showed that the greatest concern the respondents had was overtourism. The community had further concerns about the potential for the airport to expand to facilitate greater numbers of tourists. The Complementary Options are supplementary in nature and are all about how the operations of the airport in the future can better serve the community, regardless of the airport's scale, so it was expected that this would drive less urgency/participation from the community.

TABLE 3-5 – COMPLEMENTARY OPTION RESPONSE RATES

COMPLEMENTARY OPTION	PERCENTAGE OF RESPONSES	AVERAGE NUMBER OF RESPONSES
1: Wānaka Airport as a more prominent Community Asset	26.6%	302
2: Promote Aero-Related Business Growth to become a Centre of Aviation Excellence and Innovation	26.3%	298
3: Promote non-aviation services/businesses at Wānaka Airport	19.7%	224
4: A financially self-sufficient Wānaka Airport	21.2%	240
Overall average response rate	**24.9%**	**282**

3.3.1 Complementary Option 1: Wānaka Airport as A More Prominent Community Asset

Wānaka Airport currently supports a number of aviation businesses, including scenic flights, flight training, parachuting, and the Warbirds Over Wānaka event. These activities provide local jobs and tourism benefits. Despite this, 72% of respondents to the first round of community engagement indicated that they do not currently use the airport, mainly due to convenience and cost. 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:

- 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

The leading question of whether to extend Wānaka Airport's services to provide wider benefits for the community was to gauge overall sentiment on whether the community was interested in the Airport being treated more like a public asset. Currently, the airport is almost exclusively used to support local aviation activities. The community response to the question indicates that there is a strong base for broadening the use case of the airport, with 77% of responses supporting extending the airport's services.

TABLE 3-6 – RESULTS: "DO YOU SUPPORT EXTENDING WĀNAKA AIRPORT'S SERVICES TO PROVIDE WIDER BENEFITS FOR THE LOCAL COMMUNITY?"

POTENTIAL RESPONSES	RESPONSES	RATE OF RESPONSES (%)
Yes	231	77%
No	32	11%
Don't know	26	9%
No opinion	12	4%
Total Responses	**301**	**26.6%**

When asked to clarify how much people support this, some of the support moves to neutral (22%), but there is still a 69% support for the option. The responses being centred around support, instead of strongly support, indicate that the respondents support the idea of wider benefits, but the details of implementation are what is important to the respondents, and there is no clear understanding of what this will mean for Wanaka Airport.

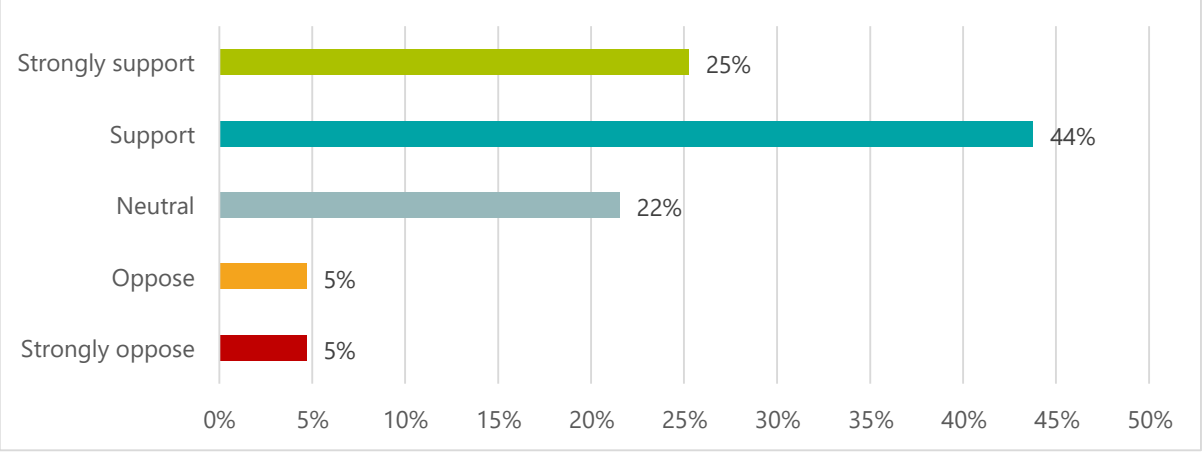

FIGURE 3-25 – TO WHAT EXTENT DO YOU SUPPORT EXTENDING WĀNAKA AIRPORT'S SERVICES TO PROVIDE WIDER BENEFITS FOR THE LOCAL COMMUNITY?

3.3.1.1 Wānaka Airport as an Emergency and Medical Response Hub

Wānaka Airport is well located to serve as a 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.

Wānaka sits on a fault line, so there is a risk of earthquakes and the local town being disconnected from the rest of the country by road. The airport and local population could benefit from being classified as a civil defence airport that can aid with emergency responses. Investment in additional multi-use hangars, which could be used in the case of an emergency, could also include back-up power supplies for the airport, such as batteries and generators.

Airports become critical infrastructure for emergency services in the case of wide-scale disasters. This is especially true for events that cut off emergency services, primary freight and transport options. In the potential case of a significant earthquake event, it is possible that road access to Wānaka or surrounding towns could become limited. Having the airport available as an emergency response hub and civil defence national emergency management hub will allow the area to respond to a number of potential threats.

The community was asked questions about prioritising emergency and civil defence investment into the airport. Question 1.3: *Do you support Wānaka Airport being developed to serve as an emergency response hub for the Upper Clutha?* Had the highest positive response from all Complementary Option questions. This shows that the community in general is interested in having the airport as an emergency response hub. The follow-up question is regarding similar community resilience and emergency infrastructure to bolster these services for the community: Question 1.4: *Do you support developing Wānaka Airport to include additional emergency infrastructure (e.g. multi-use hangars, back-up power supplies) to strengthen community resilience?*

TABLE 3-7 – RESPONSES TO QUESTION 1.3: DO YOU SUPPORT WĀNAKA AIRPORT BEING DEVELOPED TO SERVE AS AN EMERGENCY RESPONSE HUB FOR THE UPPER CLUTHA?

POTENTIAL RESPONSES	RESPONSES	RATE OF RESPONSES (%)
Yes	261	86%
No	12	4%
Don't know	20	7%
No opinion	10	3%
Total Responses	**303**	**26.7%**

TABLE 3-8 – RESPONSES TO QUESTION 1.4: DO YOU SUPPORT DEVELOPING WĀNAKA AIRPORT TO INCLUDE ADDITIONAL EMERGENCY INFRASTRUCTURE (E.G., MULTI-USE HANGARS, BACK-UP POWER SUPPLIES) TO STRENGTHEN COMMUNITY RESILIENCE?

POTENTIAL RESPONSES	RESPONSES	RATE OF RESPONSES (%)
Yes	260	86%
No	10	3%
Don't know	23	8%
No opinion	9	3%
Total Responses	**302**	**26.7%**

The responses indicate that the community considers there to be a role for the airport in improving civil defence and resilience for the region. Question 1.4 considers additional discussion on what could be implemented to assist in developing regional-level resilience services. Multi-use hangars and sites set aside for emergency services to provide services from a base in Wānaka.

Back-up power supplies are a broad scope that encompasses airport back-up power all the way to limited town supply power (see Questions 3.1 and 3.2). In this context, it is assumed that people understood this to mean power supplies that enable an emergency response hub to be viable and useful. A resilient airport enables the site to provide resilient emergency services.

Wānaka has limited access to specialist medical facilities. In Phase 1 and especially at in-person workshops, people raised that Sounds Air was being used to get to specialist medical appointments in Christchurch. As these services have now ceased, the only options left for people to get to Christchurch are via Queenstown or driving the entire way. Wānaka Airport could also host a permanent medical presence to improve community access to emergency and specialist healthcare. This could include developing a small medical facility and new hangar space, and working with the NZ Flying Doctor Service, private operators and the Central Government to establish a permanent medical transfer facility in Wānaka. This would be able to accommodate a regular appointment service and emergency transfer services while fitting in well with the community preference for Scenario 3.

The community support for this option is again one of the strongest from the Phase 2 responses. Additionally, 27 respondents raised enabling medical services as a necessary function of the community's airport in the second phase of online responses in free text submissions. The people who used the Sounds Air services to go to medical appointments will be most impacted by the airline ceasing the service. These results show that there is a desire from the community to work with the Central Government and airlines to enable the airport to resume services that will enable medical connectivity.

TABLE 3-9 – RESPONSES TO QUESTION 1.5: DO YOU SUPPORT DEVELOPING WĀNAKA AIRPORT TO HOST MEDICAL FACILITIES AND A PERMANENT FLYING DOCTOR SERVICE?

POTENTIAL RESPONSES	RESPONSES	RATE OF RESPONSES (%)
Yes	237	78%
No	29	10%
Don't know	24	8%
No opinion	12	4%
Total Responses	**302**	**26.7%**

3.3.1.2 Events and Recreation at Wānaka Airport

Events, specifically Warbirds over Wānaka, are a point of pride for the Wānaka community. This airshow exhibits historic aircraft and modern aircraft in the skies over Wānaka. The 3-day event brings the aviation industry to Wānaka every 2 years.

Many residents in Phase 1 stated that they did not use the airport, but they did like Warbirds over Wānaka. One of the responses for: *How often do you use Wānaka Airport for any reason?* was *"Only for Warbirds over Wānaka."* 108 respondents who stated that they did not use the airport for any reason also said that they only use the airport for Warbirds over Wānaka. This indicates that there is a strong community support for this event, but that a significant portion of the community does not use the facility outside of this one event.

TABLE 3-10 – RESPONSES TO QUESTION 1.7: DO YOU SUPPORT WĀNAKA AIRPORT BEING USED TO HOST ADDITIONAL EVENTS?

POTENTIAL RESPONSES	RESPONSES	RATE OF RESPONSES (%)
Yes	212	70%
No	42	14%
Don't know	29	10%
No opinion	20	7%
Total Responses	**303**	**26.7%**

Wheels on Wānaka and NASA balloon launches were also raised as positive events in the region. Airports can be home to other events, as there are large land holdings with a lot of flat, accessible land. As Wānaka does, there is room to promote landside areas for car shows, festivals, or markets.

Some community ideas that could work well with the site as event-only or permanent activities include:

- Car shows
- Drone racing
- Food festival
- Music festival
- Markets
- Balloon festival
- Paragliding and hang-gliding competitions

Events could have a positive impact, allowing event organisers to host events at the site, but would need to work with operators and local businesses to determine what an appropriate level of disruption is. A community benefit for an event brings wider benefits, but long-term planning for both events and aviation operations is critical to businesses as they need certainty to invest.

Sporting facilities did not receive the same level of support from the community, as shown in Table 3-11. The strongest response was neutral, and in general, the community did not have a consistent response on what facility could fit in well with the site. No clear direction for using the site for sporting and additional recreational facilities came from the data.

TABLE 3-11 – RESPONSES TO QUESTION 1.9 DO YOU SUPPORT UTILISING THE WĀNAKA AIRPORT LANDHOLDING TO CREATE SPORTING OR RECREATIONAL FACILITIES?

POTENTIAL RESPONSES	RESPONSES	RATE OF RESPONSES (%)
Yes	170	56%
No	72	24%
Don't know	37	12%
No opinion	23	8%
Total Responses	**302**	**26.7%**

The most commonly raised options were for a golf course, ice rink, pool or running facility. Ice rinks are expensive facilities to operate due to the maintenance of ice. A facility of this type would not be council-operated, so QLDC's responsibility would lie only with planning and leasing. QLDC recently built a new swimming pool in Wānaka, so a second pool is unlikely to bring much benefit, especially given the distance to Wānaka town centre itself. Running facilities are to encourage locals to get active and run. These facilities usually work best where people can travel to the site by active transport, or near schools and town centres. It is unlikely that the airport would be a good location for such a facility. Golf courses are common at airports, as the land use restrictions on airports generally work well with golf facilities. The most common response to the free-text question was opposition to a golf course; the land area could also likely be put to a use that serves the community more broadly, as the town already has many golf courses.

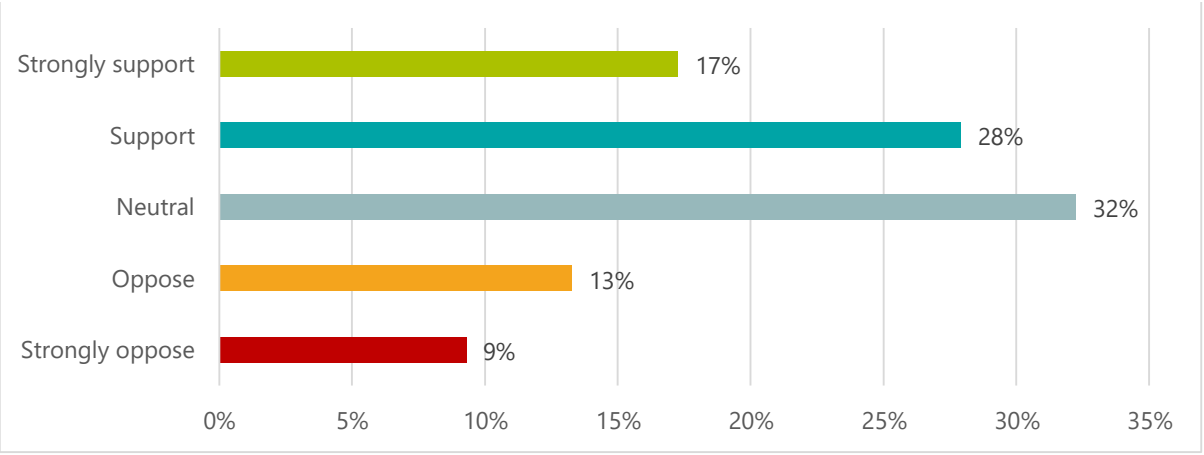

FIGURE 3-26 – RESPONSES TO QUESTION 1.10 TO WHAT EXTENT DO YOU SUPPORT OR OPPOSE USING WĀNAKA AIRPORT AND ITS LANDHOLDINGS FOR MORE EVENTS AND RECREATIONAL FACILITIES?

3.3.1.3 Local Community Involvement in the Oversight of the Airport

In Phase 1, 6% of respondents stated that they were unsatisfied with the local level of representation in the operation of Wānaka Airport. Stakeholder groups also raised concerns with the management of the airport in relation to the users of the airport.

The community overall did not have a positive opinion on the current management and oversight of the airport. There are community groups, user groups and individuals who all have issues with the operations management. The reasons given for this vary, but in general, the main issues raised were:

- QAC is Queenstown-based, which caused concern for some respondents
- 24.09% of ownership of QAC is from Auckland Airport
- General distrust of QLDC and QAC
- Perceived lack of financial transparency

Results shown in

Table 3-12 show that overall the community has a level of dissatisfaction with the current management, but that this dissatisfaction is less than half of the respondents. Of the 303 respondents, 131 stated that they were not satisfied with the current management, which is 43% of the respondents. 'Don't know' was the next highest with 30% of responses. 'Yes' was the lowest with 15% of responses.

TABLE 3-12 – RESPONSES TO QUESTION 1.11: ARE YOU SATISFIED WITH THE LOCAL REPRESENTATION IN MANAGEMENT AT WĀNAKA AIRPORT

POTENTIAL RESPONSES	RESPONSES	RATE OF RESPONSES (%)
Yes	44	15%
No	131	43%
Don't know	92	30%
No opinion	36	12%
Total Responses	**303**	**26.7%**

TABLE 3-13 – RESPONSES TO QUESTION 1.12: WOULD YOU WANT AN ADDITIONAL WĀNAKA-BASED OVERSIGHT FOR THE AIRPORT?

POTENTIAL RESPONSES	RESPONSES	RATE OF RESPONSES (%)
Yes	186	61%
No	19	6%

Don't know	66	22%
No opinion	32	11%
Total Responses	**303**	**26.7%**

Many of the responses are based around the community not being heard or around the management of the airport being perceived as not being in the interest of Wānaka. An additional Wānaka-based oversight group is popular with the community and exceeds the negative response from Question 1.12.

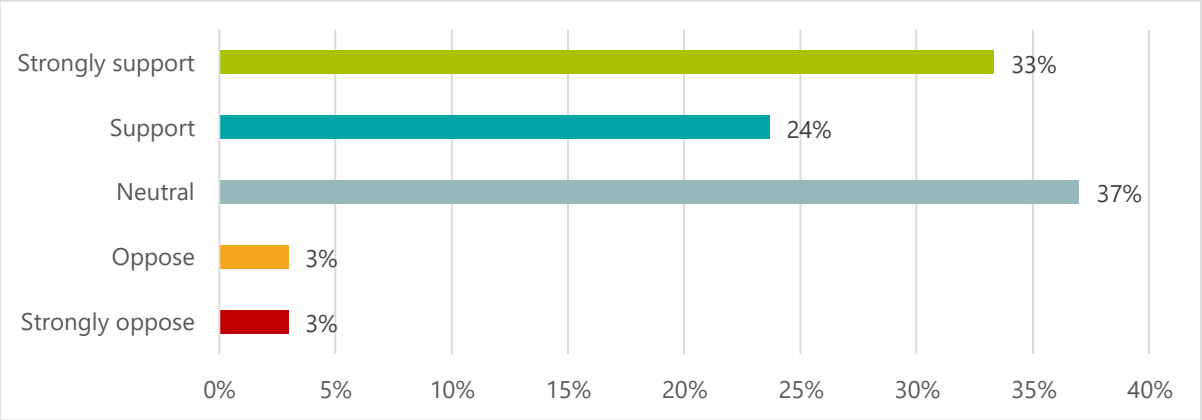

FIGURE 3-27 – RESPONSES TO QUESTION 1.13: TO WHAT EXTENT DO YOU SUPPORT OR OPPOSE IMPLEMENTING AN ADDITIONAL WĀNAKA-BASED OVERSIGHT GROUP FOR THE AIRPORT?

This is one of 2 responses where neutral was the highest community response. With this neutral support of 37% and a slight reduction in support between questions 1.12 and 1.13, it appears that while people like the idea of more local involvement in oversight of the airport, this is not as important as other considerations when they reflect on how the airport impacts them. Overall support of 57% shows that the community has a preference for a Wanaka-based oversight group for the airport; there is also extremely low opposition to this, with 6% overall opposition to the establishment of an oversight group.

Free text responses about the airport management demonstrate that there are many differing opinions in how airport management and local representation are considered in the community, and there is no clear preferred model or consistent vision in how this would be implemented. It is evident that there is a breakdown of trust between segments of the community and both QLDC and QAC. There are also very passionate groups and individuals who focus on the management of the airport. It will be a long process to rebuild this trust in the community, but working towards achieving the preferred outcome for Wanaka Airport will help to rebuild this.

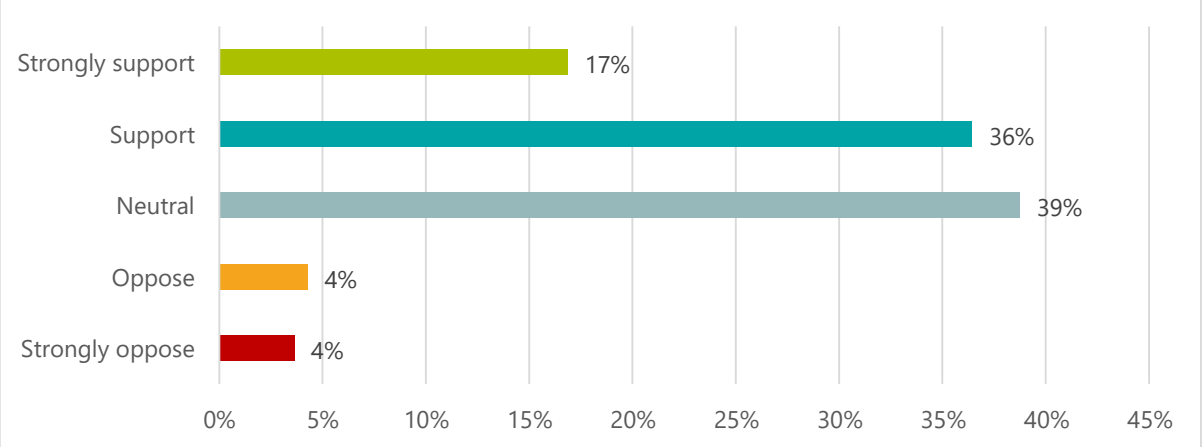

FIGURE 3-28 – RESPONSES TO QUESTION 1.14: HOW IMPORTANT IS IT TO YOU THAT WĀNAKA AIRPORT DEVELOPS AS A WIDER COMMUNITY ASSET (NOT JUST AN AVIATION FACILITY)?

This had the highest neutral response from this community engagement work. Overall, there is support with 53%, but this support does not translate to a very strong engagement with this concept.

The responses do indicate that the community wants the airport to better serve the community's needs. Some respondents believe that the current management does not achieve this, and there is a sentiment for more local involvement.

What the community said

QAC currently manages Wanaka airport operations at the behest of the democratically elected district council which directs and approves its operations. In a democracy, community members will seldom all agree on anything - consensus is rare. Airports are better managed by experienced aviation specialists without the constant oversight/meddling of community groups with their own agendas. This current arrangement is short-sighted. Councils shouldn't run airports. If we want people to believe in a successful airport, be prepared to invest in it, attract aviation users and businesses, it needs to be returned to a CCO.

The community Is generally unaware of QLDC/QAC's hidden agent with respect to expanding WKA, hence they may not have been aware that there is an alternative to Council control - i.e. Community control. That may well have resulted in the small response percentage. The WALC should become a much more effective governing body rather than the stupid token effort that was made to set up WALC with limited representation and no 2-way consultation.

The community needs to see the accounts for the airport, and especially whether it is being heavily subsidised. I have a suspicion that the fees charged to airport users are not at commercial rates for historical reasons.

Does Heathrow have a local community involvement oversight board? Just a way to block progress.

Wanaka airport was set up by local people as a community asset for local users. It needs local management involvement.

Any oversight has to have veto power and maintain local accountability. E.g. the facility was built with community stakeholder support. This was not cheap R&D for the benefit of future corporations accountable only to shareholders. Oversight also has to have forward-aware aviation subject matter expertise, otherwise it's just another real estate management exercise instead of a community access asset akin to a public utility.

We need to treat Wanaka like a community facility: transparent costs and modest GA-scale recovery - if Wanaka residents feel they are in control and have ownership of outcomes around this airport - its value to the community will grow.

3.3.2 Complementary Option 2: Promote Aero-Related Business Growth to Become a Centre of Aviation Excellence and Innovation

Wānaka Airport currently supports a range of aero-related businesses, with the most common activities being General Aviation, local business operations, and tourism. These businesses enjoy strong community support and are primarily focused on tourism and flight training. 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. These would provide ongoing benefits to the community, but will need support from the QLDC and airport management to realise.

Wānaka's unique natural environment drives demand for scenic flights and parachuting, while its uncontrolled airspace and mountainous terrain make it a world-class location for mountain and rescue flight training. The airport also serves agricultural and conservation aviation services. This point of difference for Wānaka, coupled with a rich and established General Aviation history and user base, could be leveraged to proactively build the Wānaka aviation industry. Proactively seeking out additional flight schools and considering allowing on-site accommodation could make Wānaka a strong and consistent flight training area.

This Complementary Option also seeks to address the community's desire for electric aircraft. In Phases 1 and 2, many people raised concerns about the environmental and climate impacts of additional aviation activity in the area. In the listening phase, 10% of respondents raised the environment or emissions as considerations for the future of Wanaka Airport. People raised the opportunity that Wānaka has to enable the transition to electric or future fuel aircraft. Wānaka Airport has an opportunity to use its picturesque location, existing airshow and uncontrolled airspace to become a development, testing and demonstrating site for electric, hydrogen or SAF aircraft.

These options consider both near-term and long-term horizons to ensure that the airport continues to meet the needs of the community and local businesses. A long-term plan (10–20+ years) would require careful planning and staged investment to enable these activities to grow sustainably over time. The questions covered 2 main themes:

- Develop local aviation businesses
- Promote industry and research at Wānaka Airport

3.3.2.1 Develop Local Aviation Businesses

Aviation in Wānaka has developed from tourism, hunting, agriculture and winter sports. The pioneers of aviation in the region and the small-scale operations that started around the airport have worked well with the town and community. The Warbirds over Wānaka show has been running in the town since 1988, and really started from a local, Tim Wallis, deciding to host an international standard airshow over Wānaka. This airshow brings in crowds, industry, and historical aircraft to the town at great benefit to Wānaka's economy.

As the airport is a Council asset, it is the council that will need to enable businesses to make long-term investments in developing their businesses at the airport. The response from the community in general is to support the growth of local businesses on the site. For all 5 questions on how supportive people are to provide investment in hangars, buildings, utilities, training facilities and accommodation, respondents were all in the majority supportive.

At the user group meetings, the airport users stated that the current hangar facilities were inadequate and a limiting factor on their activities. The users expressed interest in developing the airport as a general aviation maintenance centre of excellence, which supports flight training and current activities. The main site utility issues to address were the capacity of power, fibre, sewage and water. The local support for investment into their local airport, which is a significant local place of employment, shows general support for the current airport users.

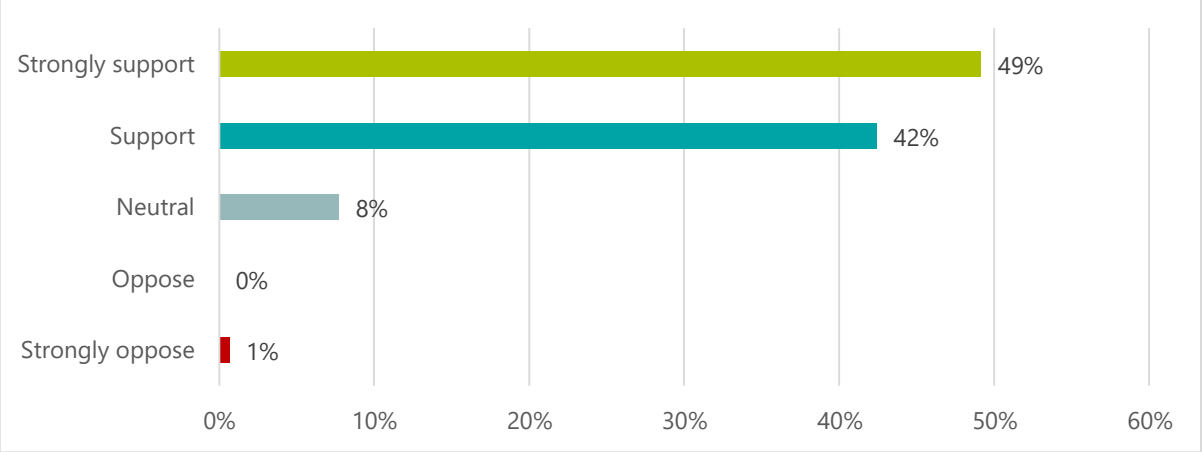

FIGURE 3-29 – RESPONSES TO QUESTION 2.1: HOW IMPORTANT DO YOU THINK THE SUCCESS OF LOCAL AVIATION BUSINESSES IS TO WĀNAKA?

There was very clear, consistent and evident support for the success of local aviation businesses being important to the community as shown in Figure 3-29.

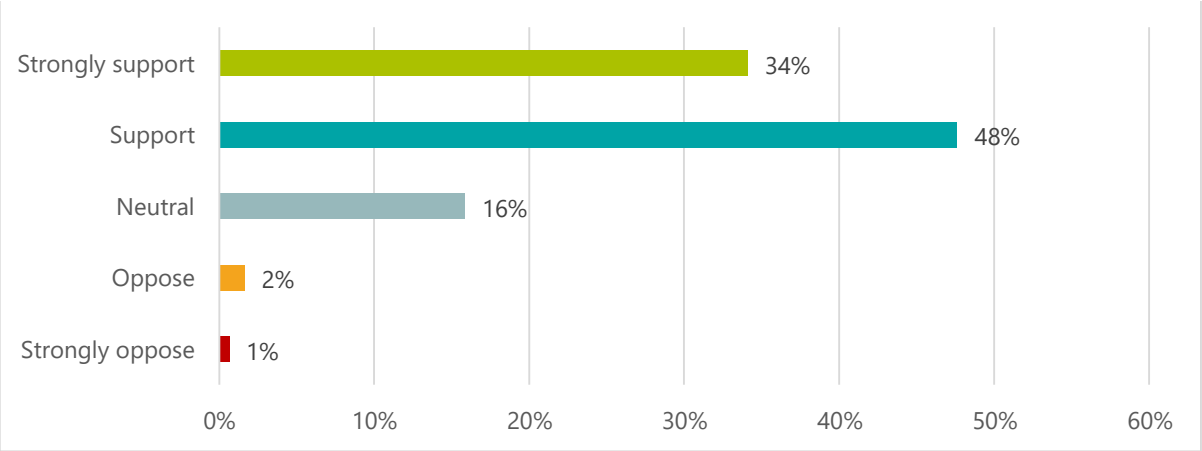

FIGURE 3-30 – RESPONSES TO QUESTION 2.2: DO YOU SUPPORT INVESTMENT IN HANGARS AND BUILDINGS TO HELP LOCAL BUSINESSES GROW?

Support for investment in hangars and buildings showed the strong support sway a little to support, but there is very little opposition to investment in hangars and buildings to help local businesses grow while there is a 82% support for this investment.

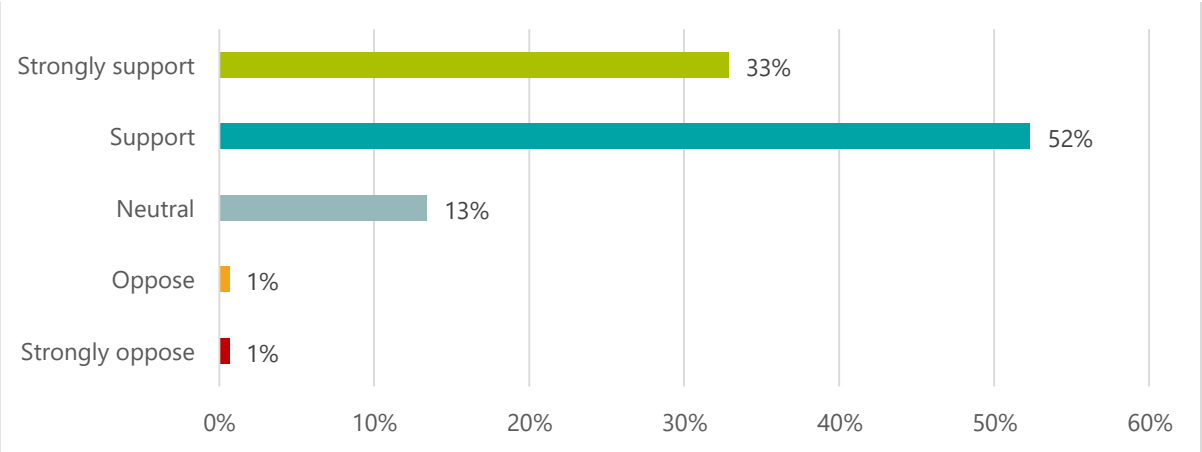

FIGURE 3-31 – RESPONSES TO QUESTION 2.3: DO YOU SUPPORT INVESTMENT IN UTILITIES (INTERNET, WATER, SEWERAGE) TO ENABLE BUSINESS GROWTH?

The lowest support was for accommodation at the airport, which fits in with the Phase 1 and Phase 2 concerns with overtourism. This accommodation would specifically be to support local flight training centres, and QLDC's responsibility would be to enable but not supply this accommodation.

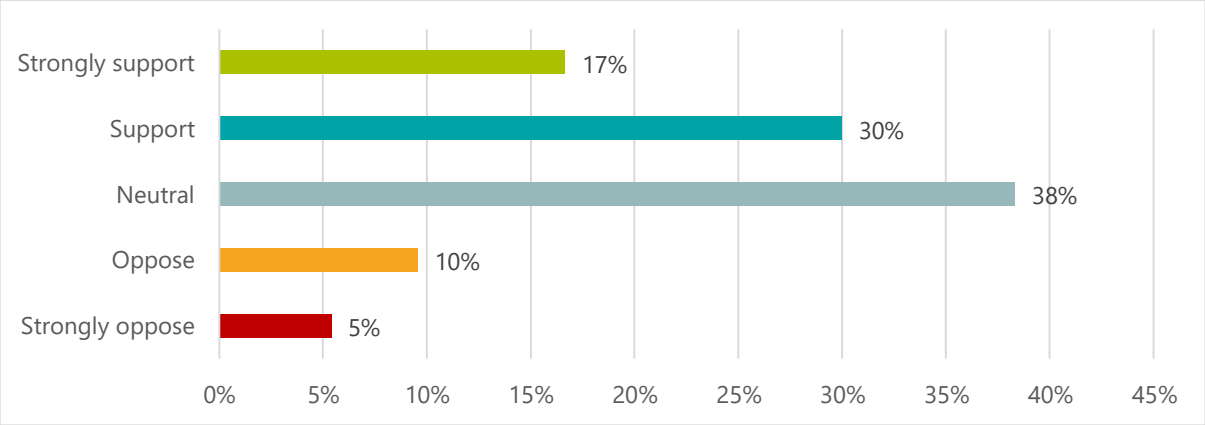

FIGURE 3-32 – RESPONSES TO QUESTION 2.4 HOW SUPPORTIVE ARE YOU OF INVESTMENT INTO TRAINING FACILITIES TO ENABLE FLIGHT TRAINING BUSINESSES TO GROW AT THE AIRPORT?

3.3.2.2 Promote Industry and Research at Wānaka Airport

Community-led environmental initiatives and conservation actions were among the strongest themes raised during Phase 1 engagement. Emission reduction incentives were also seen as important, with emissions and environmental impacts ranking just behind overtourism as key community concerns. Wānaka Airport has the opportunity to be part of the global shift towards lower-emission aviation by supporting users and businesses focused on sustainable technologies. The aviation industry is transitioning from traditional fuels to alternatives such as electric aircraft, hydrogen-powered aircraft or sustainable aviation fuels (SAF) aircraft.

Questions in Complementary Option 2 were to assess if the community supported 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.

The community was positive on Wānaka Airport being part of the future of aviation and attracting aircraft manufacturers to test and prove new, small and innovative aircraft in Wānaka. In Phase 1, Phase 2 and discussions with user groups, many people raised that the airport aligns well with smaller electric aircraft. Support for attracting aircraft manufacturers to test and prove new small innovative aircraft was strong, with 70% of people supporting the idea in Question 2.6. Hosting a future aircraft airshow similar to Warbirds over Wānaka was one of the most supported options in the online questionnaire, with 80% support from respondents. The responses from the community were overwhelmingly positive on Warbirds over Wānaka across the questionnaire responses.

TABLE 3-14 – RESPONSES TO QUESTION 2.6: WOULD YOU SUPPORT WĀNAKA AIRPORT ACTIVELY ATTRACTING AIRCRAFT MANUFACTURERS TO TEST AND PROVE NEW SMALL INNOVATIVE AIRCRAFT HERE?

POTENTIAL RESPONSES	RESPONSES	RATE OF RESPONSES (%)
Yes	210	70%
No	28	9%
Don't know	42	14%
No opinion	18	6%
Total Responses	**298**	**26.3%**

TABLE 3-15 – RESPONSES TO QUESTION 2.7: WOULD YOU SUPPORT WĀNAKA AIRPORT HOSTING A FUTURE AIRCRAFT AIRSHOW SIMILAR TO WARBIRDS?

POTENTIAL RESPONSES	RESPONSES	RATE OF RESPONSES (%)
Yes	238	80%
No	15	5%
Don't know	19	6%
No opinion	27	9%
Total Responses	**299**	**26.4%**

This support is less clear when the community was asked if they are supportive of the airport seeking to attract these businesses and activities. This indicates that the community is open to an additional air event in line with Warbirds on Wānaka with future aircraft.

CASE STUDY

One of the responses to the survey was a General Aviation aircraft manufacturer: Australian Aircraft Kits, who had considered manufacturing, servicing and having support services based out of Wānaka. Ultimately this company did not open operations in Wānaka, in part due to hangar space and confidence in the long-term direction of the airport.

Small, nimble manufacturers like this, who are working on aircraft that fit in with Wānaka's GA industry and are developing conventional and electric aircraft, are a good fit for activities that the community says it wants.

NASA currently uses Wānaka Airport for high-altitude balloon launches every two years. The area set aside for these launches remains unused at other times. This creates an opportunity for the airport to attract additional research and launch users, and strengthen Wānaka's role in supporting science, innovation, and aerospace activity.

Support for the airport seeking more research users, similar to the NASA balloon launch, was the second most supported function for the airport, behind emergency services, with 84% support. Research users will need to fit into the current GA model and any small-scale services models, so the work will likely need to be aimed at weather balloons, atmospheric measurements or anything that fits in well with GA operations.

The community's free-text comments on Complementary Option 2 were generally positive, as the community is supportive of additional activity that fits in with the current airport operations.

Wānaka Airport is already a thriving general aviation hub. The airport presently provides significant employment opportunities for the local community. Providing additional opportunities within this sector would generate further revenue for airport operations and provide further skilled employment opportunities.

It is already on that path and should be encouraged. Aviation pioneers with initiative have developed businesses at the airport and that entrepreneurial type and individual create an environment for excellence and success. The airport has that history and opportunity, which would be compromised by domestic flights like any other airport.

What the community said

Happy for Wānaka Airport to carefully develop further to take advantage of the natural/environmentally sustainable opportunities that exist - in the same way that the Snow Farm/vehicle testing station up the Cardrona Valley has made careful use of its niche winter tyre testing services.

I came from the North Island specifically to train at Wānaka because of the environment and the high level of expertise and reputation the school, airport and region have. I'm not sure if you understand just how big of a deal that is. I first got interested in aviation after going on a scenic flight in Queenstown and the pilot said he trained in Wānaka.

3.3.3 Complementary Option 3: Promote Non-Aviation Services/Businesses at Wānaka Airport

Fundamentally, airports are land holdings that enable and support specialised aviation businesses, but with the associated noise, space and distance from town, many other uses work well with airports. Community services are sometimes provided at airports, as they are large land holdings that are near communities. What community services are available usually depends on proximity to the local town, how accessible the location is for local residents, and how the services fit in with the airport's operations.

There were fewer responses for Complementary Option 3 compared to Complementary Options 1, 2 and 4, with a 17-18% response rate for most questions. This is likely due to this scope being less contentious with the general community than other sections. Survey fatigue is also possible, as this is the second-to-last section.

3.3.3.1 Solar Generation, Community Batteries and Community Services

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. There could also be future options to partner with neighbouring farms to expand solar farms and integrate them into a larger system. This would be a future option to consider if the Lakes District region becomes power-constrained. Community batteries are also good options at airports, especially when paired with solar farms. While these provide some grid and power costs benefits, the ability to store energy will be important for future aircraft. Batteries also provide a level of resilience to the airport's power supply, which bolsters emergency and civil defence capabilities at the site.

The results from questions 3.1 and 3.2 indicate that there is support for a solar farm and community battery with 67% and 64% support, respectively. The relatively high neutral response, high support, and low opposition show that the community is open to these systems being implemented when and if this is a good fit for the town's needs. A master plan for the airport should take this into account and fit in with wider plans for Wānaka and the region to ensure that the electricity supply is upgraded with evolving demands, population growth and transport mode changes. Planning for future energy stability as road and air fleets change will be important to Wānaka's success.

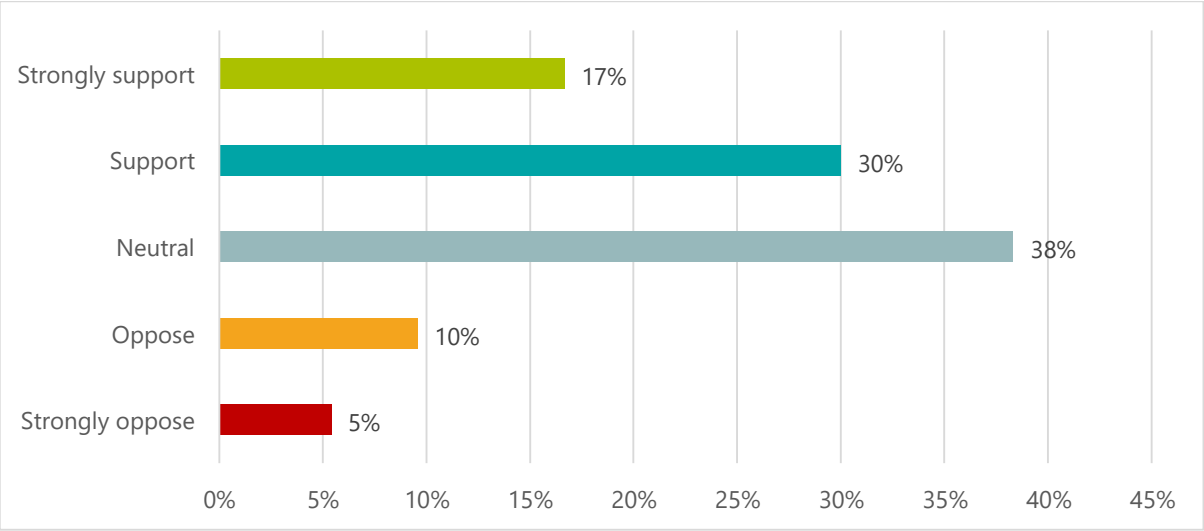

FIGURE 3-33 – RESPONSES TO QUESTION 3.1 DO YOU SUPPORT DEVELOPING A SOLAR FARM AT WĀNAKA AIRPORT

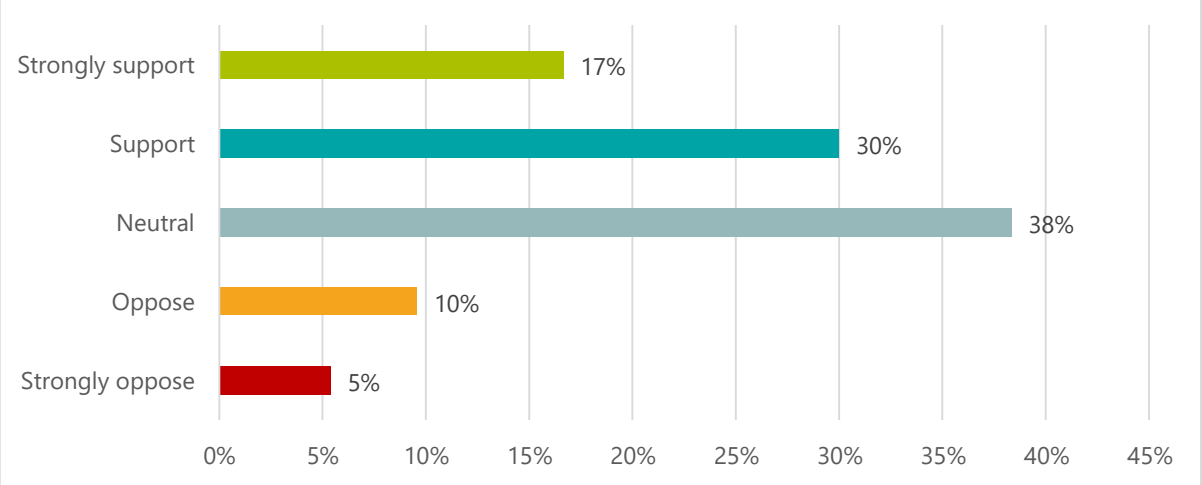

FIGURE 3-34 – RESPONSES TO QUESTION 3.2: DO YOU SUPPORT INSTALLING A COMMUNITY BATTERY AT WĀNAKA AIRPORT?

Community services are sometimes provided at airports, as they are large land holdings that are near communities. What community services are available usually depends on proximity to the local town, how accessible the location is for local residents, and how the services fit in with the airport's operations. Noise restrictions can limit some community services in town but fit in well at airports. Question 3.3 surveyed the level of support for community services at the airport, and 3.4 asked what the respondents would like to see at the airport. There was a low strongly support for this with 25%, and a high level of 31%, the free text responses highlight what the general thinking was for the respondents well, where people are open or neutral depending on what is being introduced and depending on whether it makes more sense to offer these services from the airport rather than in town.

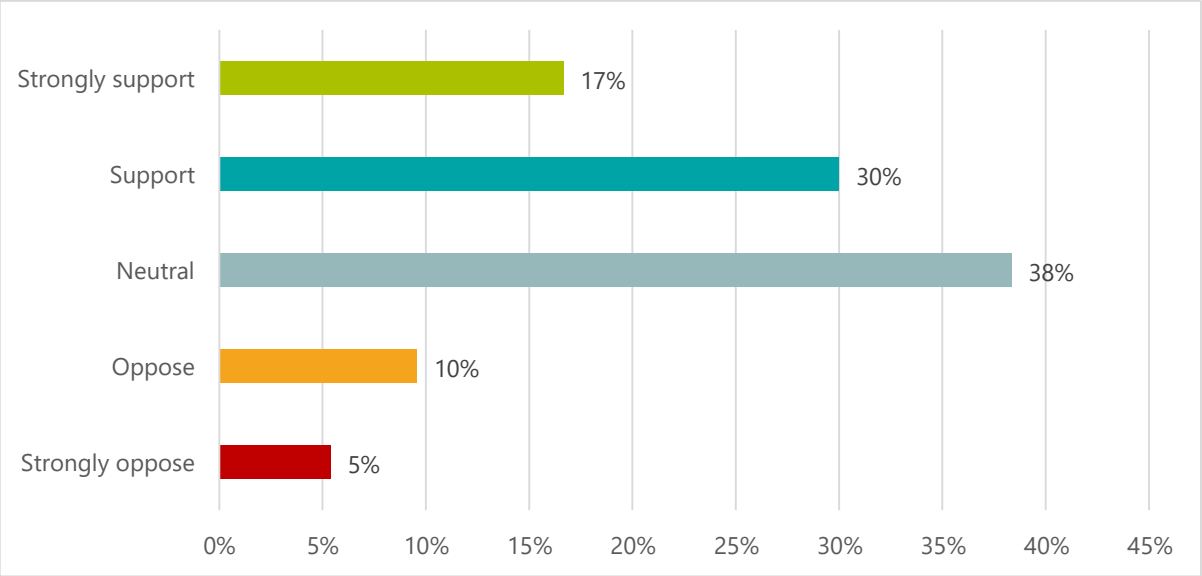

FIGURE 3-35 – RESPONSES TO QUESTION 3.3 DO YOU SUPPORT USING THE LAND AT THE AIRPORT TO PROVIDE COMMUNITY SERVICES?

3.3.3.2 General Industrial and Non-Aero Uses

Airports often have industrial parks due to the distance from town centres, and both generally generate noise. The community was very consistent with support for this, with 39% strongly supportive and 44% supportive of 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 an impact on the town centre. Changes in zoning to allow for this enable a separation between industrial uses and residential or low noise, low space commercial uses.

The community was asked what type of non-aero uses they would like to see at Wānaka Airport or the surrounding land. The community had many ideas that could be implemented with airport operations and under the same constraints that the airport faces. Some of these were contingent on particular scenarios, such as car hire; this would likely only have enough demand if Scenarios 4 or 5 were to eventuate. Noisy activities such as transport hubs, karting or motorbike tracks, festivals and concert facilities were all raised as potentially fitting the noise level profile. The airport may not own appropriate land for these activities, but council-level rezoning can be used to allow for these uses to be realised in the area.

Through in-person consultation, it was raised that being a centre of excellence could also extend to agri-business. The area around the airport has the opportunity to provide space for these activities and would work well with the profile of the airport and the surrounding farming areas. This would require zoning for these operations and allowing for investment in the surrounding area for development. A future master plan for the airport will need to work with a spatial plan and planning team for Wānaka to improve the airport's services to the community and ensure that these work with regional businesses, community expectations and the local environment.

With Wānaka Airport being a council-owned airport, there is an opportunity for the council to provide services from the airport, but there were not many potential uses for this raised in any forum of this community engagement. Many responses indicated that people were concerned with the potential impact on the current aviation businesses if other businesses also use the airport as an industrial estate; there were also concerns about the impact on the scenery and local environment.

3.3.4 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.

Airports the size of Wānaka Airport generally struggle to cover their own costs. This is due to many factors, but overall, the lack of scheduled services and passenger-generated income can make it difficult to collect enough revenue to cover the maintenance costs of such a large asset. Additional costs associated with regulatory changes mean that airports need to manage more safety and compliance requirements, which additionally adds costs. Passenger charges, on-site spending, rents, and diverse income streams are generally how airports generate enough income to cover costs or drive profit. Wānaka Airport does not currently have a diverse income stream, resulting in a net loss.

Many local government services are not expected to generate a profit. Instead, they are funded because they provide wider community and economic benefits. Wānaka Airport supports approximately 250 local jobs and enables activities that contribute to the local economy.

Future capital maintenance on the site would currently be funded by the QLDC. Operational maintenance is managed by QAC with associated management charges flowing through to QLDC. Certification and safety requirements mean that airport operation and costs have gone up across the industry. The current CAA certification that Wānaka is undergoing will also make it difficult to make large reductions in operational cost while maintaining safe operations.

The community was asked to indicate the extent to which they want the airport to cover its own day-to-day costs in general. The response rate for these questions was 21% of respondents and 240 responses per question. 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.

Question 4.1 shows a general support for Wānaka Airport to cover its own operational costs, but this support weakened to less than half of respondents in support when capital investment costs (e.g. upgrades, compliance works) were included. Free text responses show that significant numbers of respondents believe that the current operational costs are inflated, that the work for CAA compliance is not needed or that the community needs access to complete funding breakdowns to fairly make a response.

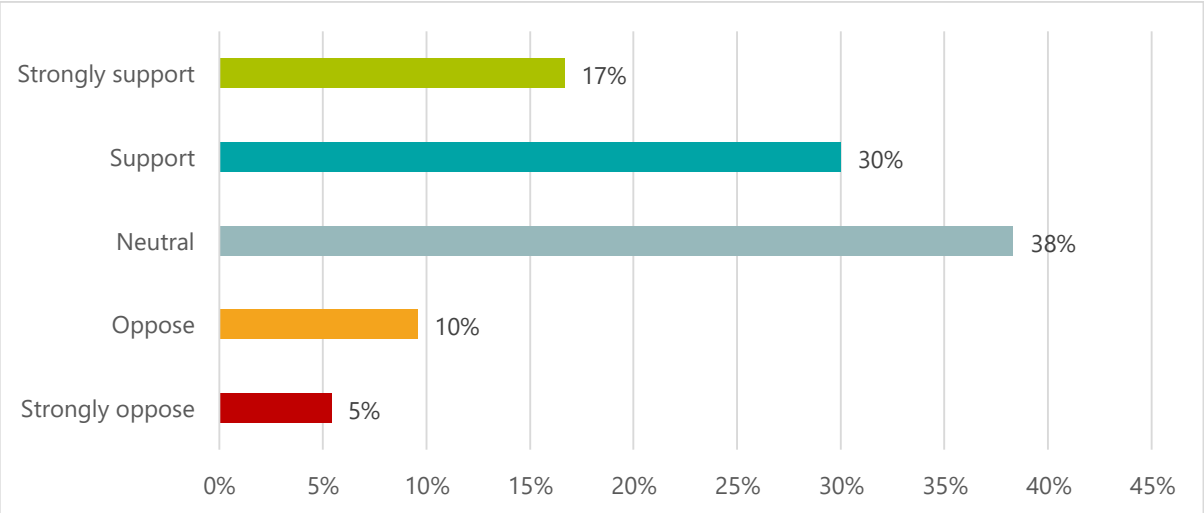

FIGURE 3-36 – RESPONSES TO QUESTION 4.1 HOW IMPORTANT IS IT TO YOU THAT WĀNAKA AIRPORT COVERS ITS OWN OPERATIONAL COSTS (DAY-TO-DAY RUNNING)?

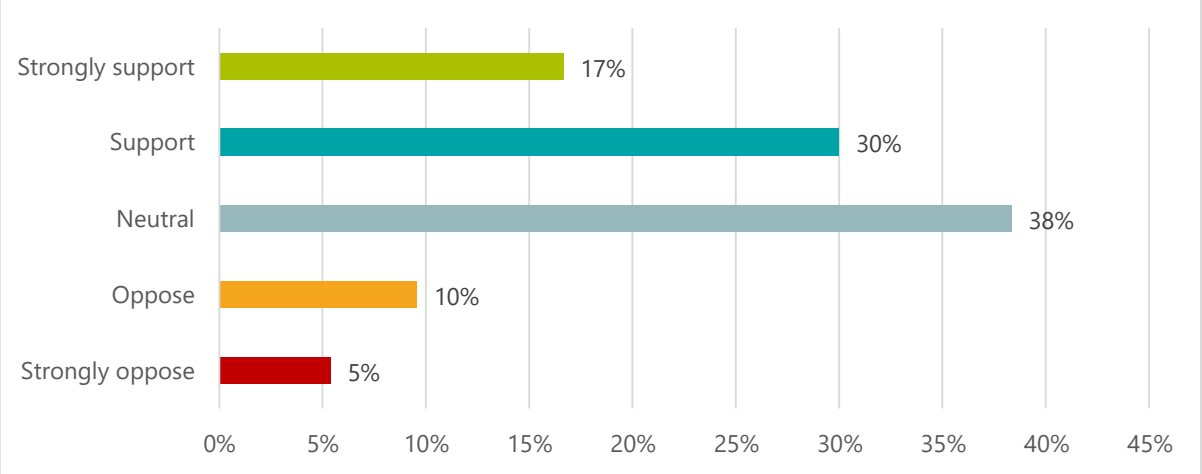

FIGURE 3-37 – RESPONSES TO QUESTION 4.2 HOW IMPORTANT IS IT TO YOU THAT WĀNAKA AIRPORT COVERS ITS OWN CAPITAL INVESTMENT COSTS (E.G. UPGRADES, COMPLIANCE WORKS)?

The final 3 questions were to determine a community view on revenue level targets for the airport, ranging from being subsidised for general operations, to covering its own costs or generating a financial surplus.

The community overall indicated support for the airport covering its own operational cost but is split on whether they support QLDC subsidising the Airport at current levels. The most common response was for '*Yes*' with 41%, which does not represent a majority but does show that many ratepayers support the local taxpayer funds being used to ensure that the ongoing operation of the airport is supported. 32% of responses were for *No opinion* or *Don't know,* which while reasonably high, does show that overall the community does not know the funding structure of the airport. The '*No*' response was least represented with 28% of responses. Overall there is support for local government funding and support for the airport, with a significant portion of the community unsure or have no opinion on this. There are others also opposed to subsidies for the airport at the current level.

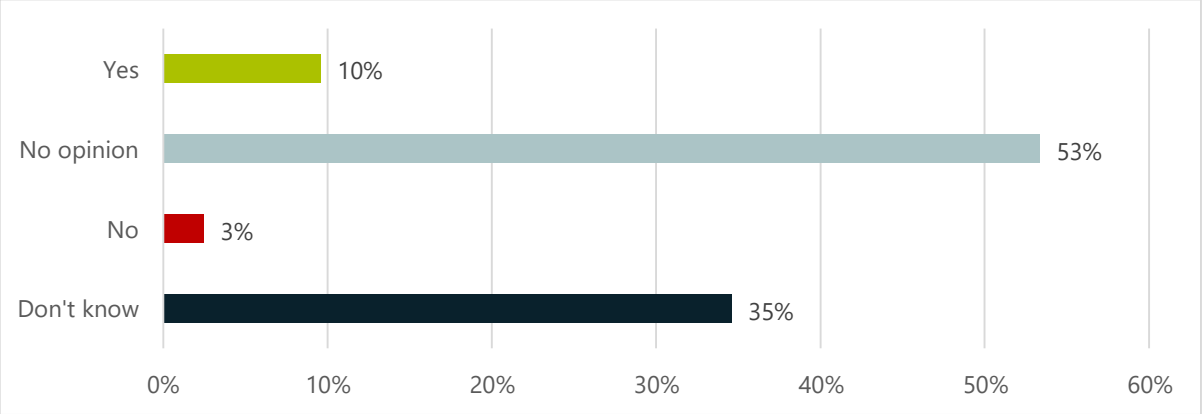

FIGURE 3-38 – RESPONSES TO QUESTION 4.4 DO YOU SUPPORT WĀNAKA AIRPORT CONTINUING TO BE SUBSIDISED BY QLDC RATEPAYERS AT ITS CURRENT LEVEL?

This divide in community responses is also shared in terms of where potential increases in revenue come from. 53% of people want a mix of both generating additional income through diversified activities (e.g. hangar rental, business rental, events) and increasing fees on current airport users (e.g. higher landing or parking charges). 35% of people want increased revenue to come from diversified activities, and 23% want neither or are unsure. This is in line with the responses from this engagement more broadly, where the local community is open to more services being supplied from their airport.

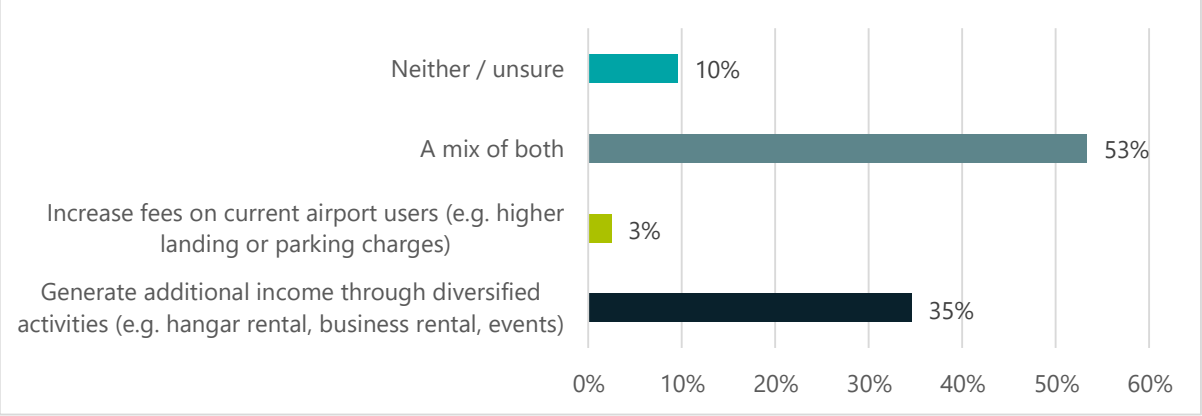

FIGURE 3-39 – RESPONSES TO 4.3 IF THE AIRPORT NEEDS TO INCREASE REVENUE, WHICH APPROACH DO YOU PREFER?

When asked if the airport should aim to fully cover its own costs in the future, 70% of people responded with '*Yes*'. This question is aimed to develop the understanding of what the community sees as an appropriate financial driver for the airport operations. Very few respondents had '*No Opinion*' with only 6% of the responses but 10% stated '*Don't know*'. The '*No Opinion*' and '*Don't know*' responses were low on this question, the community evidently has an opinion on this and they want the airport to be able to cover its own costs in the future. 14% of respondents selected '*No*' in response to the question.

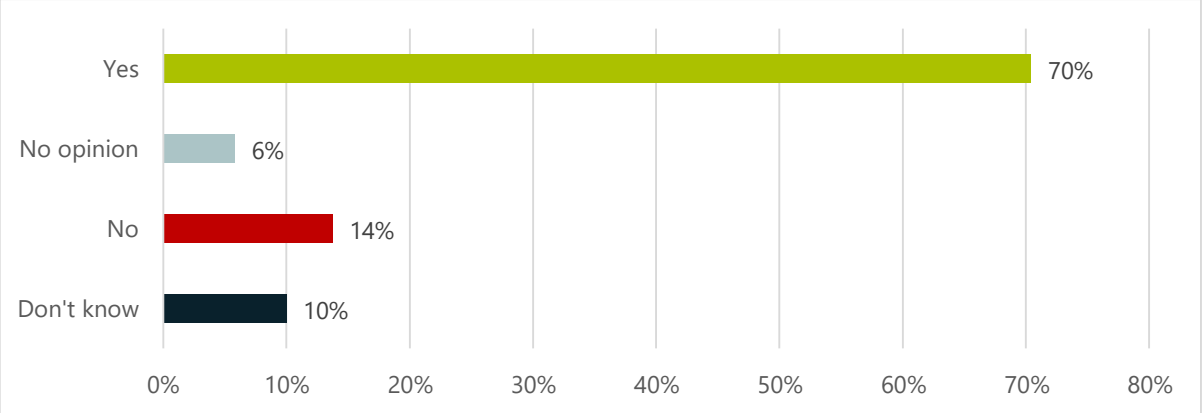

FIGURE 3-40 – RESPONSES TO 4.5 DO YOU THINK WĀNAKA AIRPORT SHOULD AIM TO FULLY COVER ITS OWN COSTS IN THE FUTURE?

The final financial question asked the community if they think that Wanaka Airport should generate a financial surplus (profit). The most common responses were compatible with 72% of responses, ranging from *No, break-even is sufficient* and *Yes, if possible*. A break-even or small financial surplus target, while having the stability of QLDC funding available, will enable the airport to have stable long-term plans, which will help to support service delivery and local investment. Responses for *Yes, definitely* and *No, profit or break-even should not drive airport activity,* had identical response rates from the community. Overall, the results trended to the middle options, which is consistent with the rest of the survey results. The community was asked about subsidising, covering costs and generating a profit and what the airport should be across questions in this section. This final question was to help clarify what financial motive the airport should have.

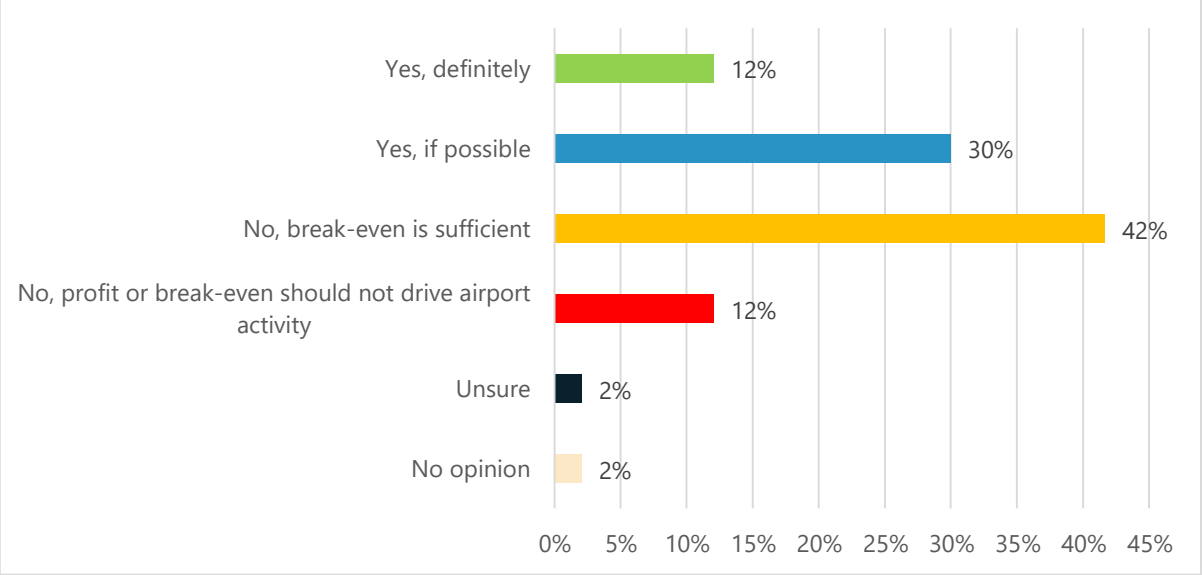

FIGURE 3-41 – RESPONSES TO 4.6 DO YOU THINK WĀNAKA AIRPORT SHOULD AIM TO GENERATE A FINANCIAL SURPLUS (PROFIT)?

3.3.5 Further General Feedback

The survey had a final question, which was available to everyone, including those who skipped the bulk of the survey. Open-ended responses allow for community concerns that may not have direct questions to be captured and addressed in the final report.

These responses generally had people expressing what they wanted most or what they opposed most about the airport. These responses were generally in line with Phase 1, Phase 2, online and in-person responses.

1. Strong opposition to jets, international connections or any large expansion

A dominant theme was widespread opposition to developing Wānaka Airport into a jet-capable, international or developing it to a similar size and scope to Queenstown Airport. Many respondents fear development that would rely on high tourism demand and bring noise, pollution, and over-tourism; fundamentally changing Wānaka's character and lifestyle. Residents consistently state that Queenstown Airport already provides sufficient jet and international services for the region, and expanding Wānaka would duplicate resources and undermine what makes Wānaka special. The phrase "No jets at Wānaka Airport" recurs throughout the responses, reflecting a clear community consensus against large-scale commercial airport development.

2. Support for general aviation (GA) and a desire for compatible regional connectivity

There is significant support for maintaining Wānaka as a general aviation (GA) airport, focusing on small aircraft, flight training, adventure sports, and limited regional connections (especially to Christchurch and Wellington). Many see value in restoring or maintaining small-scale, non-jet commuter services, particularly to support healthcare access and local businesses. The community values the airport as a hub for training, maintenance, and events like Warbirds over Wānaka, and as a resource for local aviation businesses and recreational users. This is in line with Scenario 3, which was the most supported scenario.

3. Preservation of free flight and open airspace

A major concern raised was the potential loss or restriction of Class G (uncontrolled) airspace, which would severely impact current paragliding, hang gliding, and gliding activities. Wānaka is internationally recognised as a world-class free flight destination, attracting pilots from around the globe. Respondents stress that changes to airspace, such as introducing controlled zones or mandatory radio/transponder requirements, would severely harm the unique value of the area for non-powered aviation.

4. Demand for local governance and transparent management

There were many responses which expressed distrust towards the current airport management by QAC and

QLDC, calling for greater transparency, accountability, and community control. There is some support for establishing a local board with Upper Clutha representation to oversee airport operations, finances, and future planning. There were calls for annual public financial reporting and additional community consultation, with the view that the airport should be run as a community asset, not a profit-driven enterprise. A contributing factor appears to be the Wānaka Stakeholders Group providing group members with a template to input into the survey; this is discussed further in Special Interest Group Submissions.

5. Environmental sustainability and community wellbeing
Residents emphasise the need to protect Wānaka's natural beauty, tranquillity, and environmental values. Concerns about increased noise, pollution, and infrastructure strain are common, with many arguing that airport development would bring tourism and population growth, which is incompatible with what makes Wānaka special. The well-being of residents and the sustainability of the town are raised as more important than maximising visitor numbers. Many urge decision-makers to prioritise long-term, intergenerational thinking, ensuring that any development balances economic, social, cultural and environmental outcomes.

3.4 Respondent Characteristics

The online survey for this second round of engagement received a total of 1133 responses, a significant increase from the 262 responses to the online survey during the first round of engagement. This second survey captured more details from respondents to be able to determine if there were correlations between location and preferences.

At the beginning of the survey, all respondents were asked to answer some questions about themselves to provide some background information to their responses, including their age, where they live, if they currently use the airport and how often, and what their interest in the airport is.

3.4.1 Age

The age distribution was well spread with an approximate bell curve shape, with ages in the range 26-35, 36-45, 46-55 and 56-65 all achieving over 200 respondents each. Overall responses between age groups were similar, with some small variances. Younger respondents showed more support for Scenarios 2 and 4 than older respondents, while the older respondents showed more support for Scenario 3 than younger respondents. Younger respondents showed more divided support across Scenarios 2, 3, and 4, while older respondents showed more definitive support for Scenario 3.

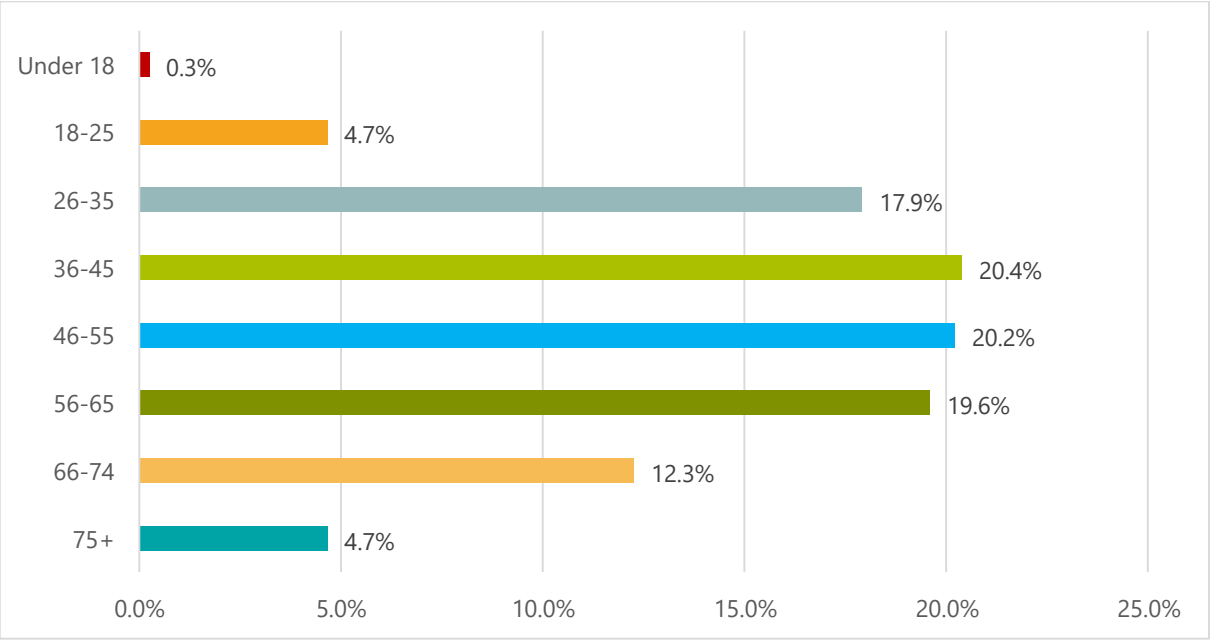

FIGURE 3-42 – RESPONDENT AGE DISTRIBUTION

AGE	NUMBER	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4	SCENARIO 5
Under 25	56	2%	50%	78%	44%	16%
26-35	203	3%	57%	59%	36%	20%
36-45	231	8%	59%	55%	32%	18%
46-55	229	7%	55%	61%	22%	10%
56-65	22	2%	44%	68%	26%	12%
66-74	139	1%	31%	77%	18%	5%
75+	53	0%	28%	80%	22%	3%

FIGURE 3-43 – PERCENT OF RESPONDENTS SUPPORTIVE OF EACH SCENARIO BY AGE

3.4.2 Residence

There was an approximately even split between respondents who live local to the airport (55%) and those who do not (45%). The high rate of responses from people who do not live locally, in particular those who live only in the South Island, North Island, or Abroad (accounting for 32% of responses), is likely due to the popularity of hang gliding and paragliding in the area, with some respondents saying things such as "*I want to paraglide around Wānaka in the future*" and *"It is my dream to free fly paragliding in Wānaka"*. While this somewhat dilutes the responses from the local community, it highlights the importance of unpowered aviation activities in the local area.

Respondents who did not live locally, in general, showed more support for Scenario 2, where no airspace restrictions were in place, compared to Scenarios 3, 4, and 5, where respondents felt there may be a risk of airspace restrictions due to scheduled commercial services. Respondents who live locally showed the most support for Scenario 3, with primarily opposition to the other scenarios.

TABLE 3-16 – RESPONDENT RESIDENCY

LOCATION	RESPONSES	RATE OF RESPONSES (%)
Local	**628**	**55%**
Albert Town	66	6%
Hāwea	66	6%
Hāwea Flat	10	1%
Luggate	52	5%
Wānaka	434	38%
Non-Local	**505**	**45%**
Whakatipu	66	6%
Otago Region	71	6%
South Island	139	12%
North Island	123	11%
Abroad	106	9%

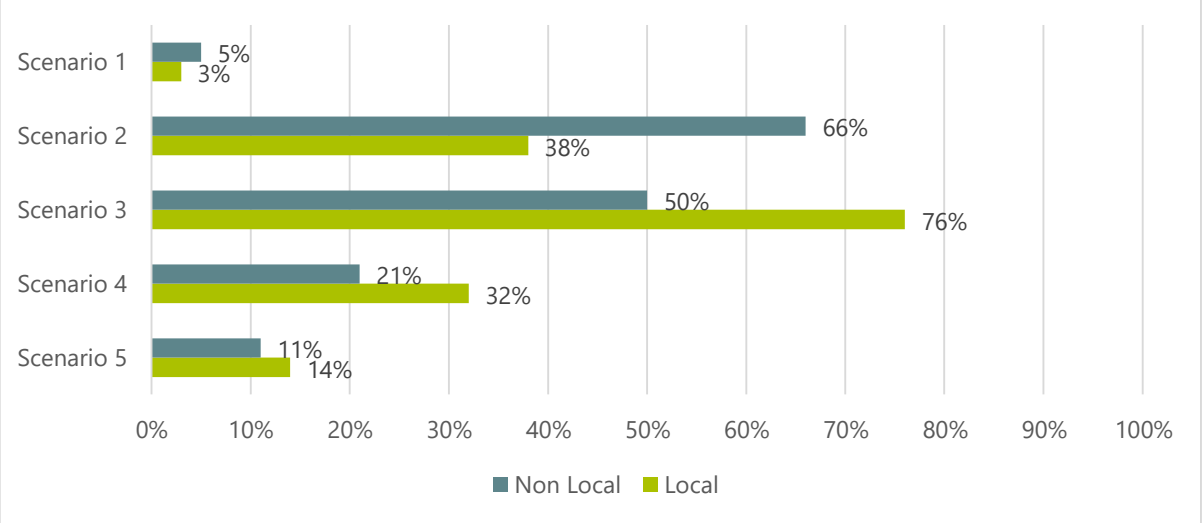

FIGURE 3-44 – COMPARISON OF SUPPORT FOR EACH SCENARIO BETWEEN RESPONDENTS WHO LIVE LOCALLY AND THOSE WHO DO NOT

3.4.3 Use of the Airport

Of the 1133 respondents, 505 (45%) said that they currently use the airport. As shown in the Table 3-1731% of respondents stated that they never use the airport for any reason, while only 10% of respondents use the airport at least monthly.

Respondents who currently use the airport were more likely to support Scenarios 3, 4, and 5 compared to non-users, while non-users showed greater support for Scenarios 1 and 2. This indicates that people who currently use the airport are keen for the increased connectivity that would be gained by including scheduled services out of Wānaka.

TABLE 3-17 – HOW OFTEN RESPONDENTS USE WĀNAKA AIRPORT

AIRPORT USE	RESPONSES	RATE OF RESPONSES (%)
Daily	32	3%
Once a week	24	2%
Monthly	61	5%
Seasonally	55	5%
Annually	82	7%
More than once a year	207	18%
Less than once a year	176	16%
Only for Warbirds	140	12%
Never	356	31%

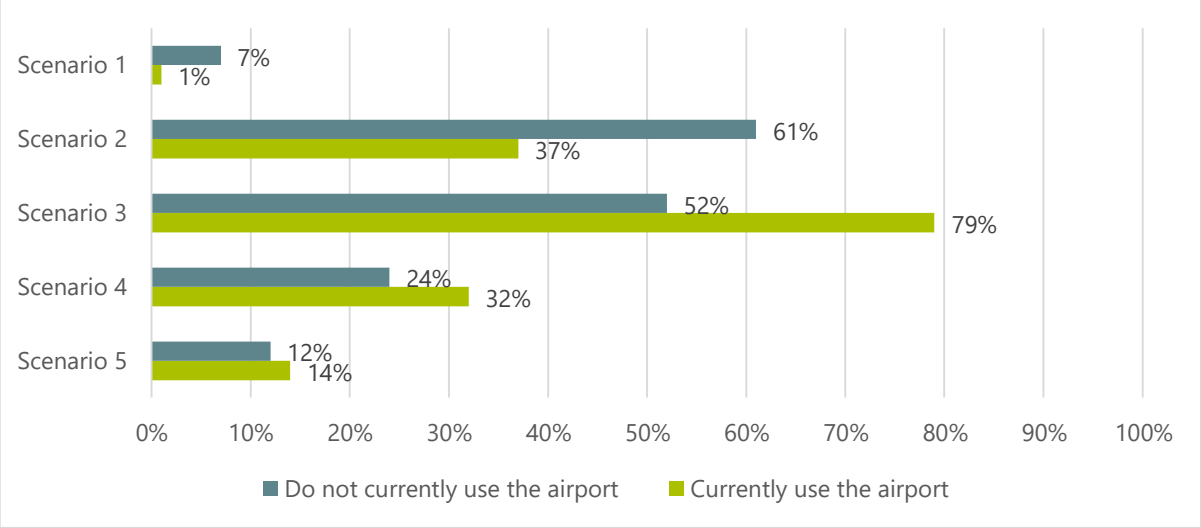

FIGURE 3-45 – COMPARISON OF SUPPORT FOR EACH SCENARIO BETWEEN RESPONDENTS WHO DO AND DO NOT CURRENTLY USE WĀNAKA AIRPORT

3.4.4 Interest in the Airport

Respondents were asked to indicate their interest in Wānaka Airport. Interest groups were not mutually exclusive in the survey, and respondents could choose multiple options, while equally some respondents did not choose any. As per Table 3-18 below, the most common interest groups were residents and ratepayers (47%), local airspace users (35%), and occasional users (30%), while frequent users (8%), commercial operators (3%) and community organisations (3%) were much less common.

In general, commercial operators, residents and ratepayers, and occasional and frequent users showed similar support for each of the scenarios, with Scenario 3 being the clear preferred option, with some support for Scenarios 2 and 4.

Local airspace users and respondents, part of community organisations, showed the most support for Scenario 2, with some support for Scenario 3, and little support for Scenarios 1, 4, and 5.

TABLE 3-18 – RESPONDENTS' INTEREST IN WĀNAKA AIRPORT

INTEREST GROUP	RESPONSES	RATE OF RESPONSES (%)
Commercial operator	37	3%
Resident and ratepayer	527	47%
Occasional user	343	30%
Frequent user	90	8%
Local airspace user	391	35%
Community organisation	32	3%

TABLE 3-19 – SCENARIO SUPPORT PER INTEREST GROUP

INTEREST GROUP	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4	SCENARIO 5
Commercial operator	0%	42%	87%	39%	16%
Resident and ratepayer	3%	36%	77%	35%	15%
Occasional user	0%	32%	80%	36%	17%
Frequent user	0%	31%	89%	42%	18%
Local airspace user	7%	81%	39%	5%	4%
Community organisation	11%	67%	57%	11%	6%

3.5 Special Interest Group Submissions

Special interest groups have made submissions to highlight the aspirations, concerns, wants, and expectations of their communities and users. This includes submissions from local airspace users, local stakeholders and other regional groups who have interests in Wānaka Airport and the broader impact on the region.

For Phase 1 and Phase 2, the project team took submissions from the public, users and also from community groups, which made group submissions. These submissions helped to build scenarios and options. Some of these groups represented a broad array of locals, others represented specific groups that are impacted by Wānaka Airport, the airspace and the surrounding policy.

These group submissions were all respectful of the community engagement works that were being undertaken. The groups were requested to alert their members to the online survey and in-person workshops to ensure that the group's members could provide their own inputs, as group submissions could not form quantitative data on preferred scenarios.

3.5.1 Airspace User Groups

3.5.1.1 Southern Hang Gliding & Paragliding Club (SHGPA) and New Zealand Hang Gliding and Paragliding Association (NZHGPA) joint submission

FIGURE 3-46 AIRSPACE USER GROUP LOGOS FROM SUBMISSION

The Southern Hang Gliding & Paragliding Club (SHGPA) and New Zealand Hang Gliding and Paragliding Association (NZHGPA) submitted an email submission, as shown following members making informal, detailed submissions in Phase 1 through the online survey and the Wānaka Airport Users Group.

Egis analysed responses in Phase 2 to understand the impact of this user group in the overall data, there were 150 responses which mentioned that respondents were involved with unpowered flight. This is a significant portion of the responses and highlights that potential changes in the airport operations will also have impacts on unpowered flight in the region. The current open airspace enables this sport to function very freely across Wanaka and the surrounds, and the users and user groups highlight the importance of the region for the sport and the global reputation that Wanaka has, especially in paragliding.

Respondents to phase 2 of the online survey, who mentioned concerns for non-power aviation or airspace restrictions, showed strongest support for Scenario 2: *Wānaka Airport to Be a General Aviation Airport Only,* as shown in Figure 3-27. These unpowered airspace users expressed that they wanted the airport to be aimed at general aviation only so that there was minimal impact to the future of the sport in the region.

Users also showed minor support for Scenario 3: *Wānaka Airport to Be a General Aviation Airport with Domestic Routes to Christchurch and/or Wellington*. The joint SHGPA and NZHGPA submission preferred Scenario 3 as a balanced option for the region as it would be a return to a similar operations model to pre-September 2025 when Sounds Air ceased operations from Wānaka. It is assumed that the group submission was able to take more time in assessing the scenarios and understand the implications of any changes on the sport, while the users were more conservative in what they supported to ensure that there was less risk of any changes to the airspace. Many respondents who opposed Scenario 3 mentioned airspace restrictions as their primary concern for this scenario, despite this scenario being the most similar to how the airport has operated in the past and being the preferred option in the group submission. Both users and the group

submission had near outright opposition to Scenarios 1, 4 and 5, citing the need for and benefits from general aviation in the region and an opposition to largescale airport operations growth.

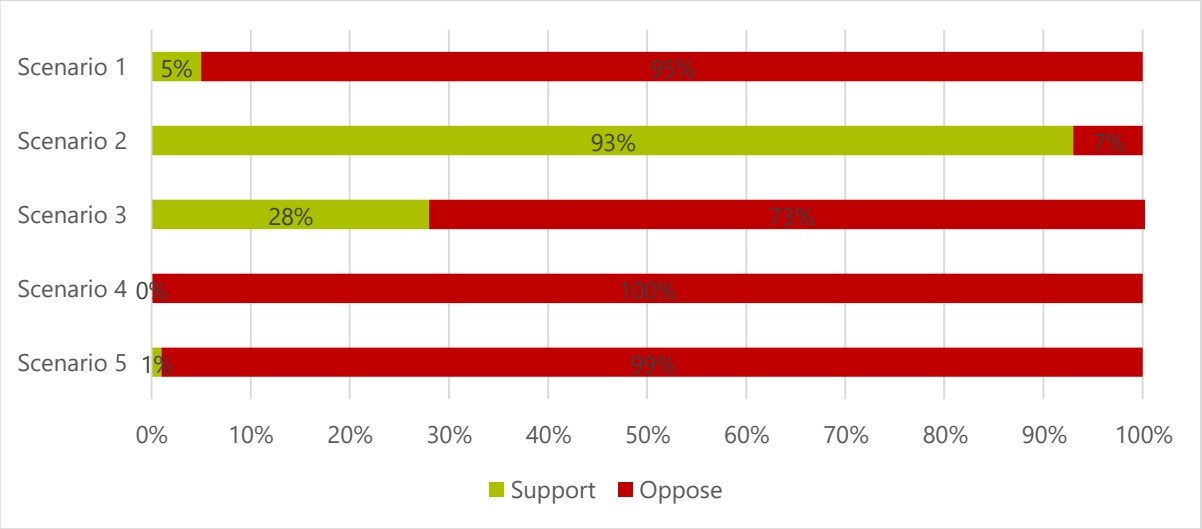

FIGURE 3-47 – SCENARIO SUPPORT FROM RESPONDENTS WHO MENTIONED NON-POWERED AVIATION OR AIRSPACE CONCERNS

3.5.1.1.1 Southern Hang Gliding and Paragliding Association (SHGPA)

The SHGPA are an unpowered flight group with over 300 members across the Southern Lakes. The group provides local information for paragliding and hang-gliding pilots who are flying in the area, inclusive of visiting pilots. The group works to help pilots fly safely in the region, promote flying in the region and aims to keep airspace available for their activities in the region. The group maintains launch and landing sites across QLDC and provides resources to help pilots safely access these sites.

The group provides material and resources to help pilots, such as providing advice on local conditions, providing information on radio use, keeping in line with local rules and regulations and linking people to local paragliding pilots and schools. The group highlights the history of paragliding and hang-gliding in Wānaka and its surrounds since the 70s and 80s and promotes Wānaka as one of the world's best areas for free and open paragliding and hang gliding.

3.5.1.1.2 New Zealand Hang Gliding and Paragliding Association (NZHGPA)

The NZHGPA is the governing body of paragliding and hang gliding in New Zealand and exists to develop, protect and promote the sport of hang gliding and paragliding in New Zealand. The Civil Aviation Authority (CAA) regulations require that all hang gliding and paragliding pilots be current members of this organisation before flying anywhere in New Zealand, which includes visiting international pilots.

The organisation is a non-profit Incorporated Society and is also a recreational aviation organisation authorised under Part 149 of the NZ Civil Aviation rules to administer hang gliding and paragliding pilot certificates and equipment standards.

The NZHGPA provides resources to hang gliding and paragliding pilots about the New Zealand flying regulations, procedures and community standards. The association also provides safety information and a directory to instructors, examiners and a member's directory.

3.5.1.1.3 Phase 2 Submission: Stage Two Feedback Wānaka Airport Future Review

"Wānaka, with its spectacular landscape, is the beating heart of free flight in New Zealand and a site of international significance. Any expansion that compromises this unique airspace poses an existential risk to our sport of Hang Gliding and Paragliding and jeopardises the natural values of peace and tranquillity that attract so many visitors to the region. The New Zealand Hang Gliding and Paragliding Association (NZHGPA) strongly supports the submission from the Southern Hang Gliding and Paragliding Club (SHGPC), and urges the Council

*and others to **preserve Wānaka as a low-impact general aviation hub,** one that reflects community values and protects this beautiful, world-class flying environment for future generations." – Nick Taber, CEO NZHGPA.*

The hang gliding and paragliding groups' joint submission directly addresses the scenarios being evaluated with the community in Phase 2 of the community engagement. They show support for Scenario 3, which allows for the status quo and under 30 pax scheduled services. This support is contingent on no changes to the airspace. This is broadly in line with the results from the community engagement, where Scenario 3 had the most support overall, and Scenario 2 had the second most support.

The group opposes development which would enable larger aircraft and request for more details on airport financials, future capex and more detailed scenarios for the public to evaluate.

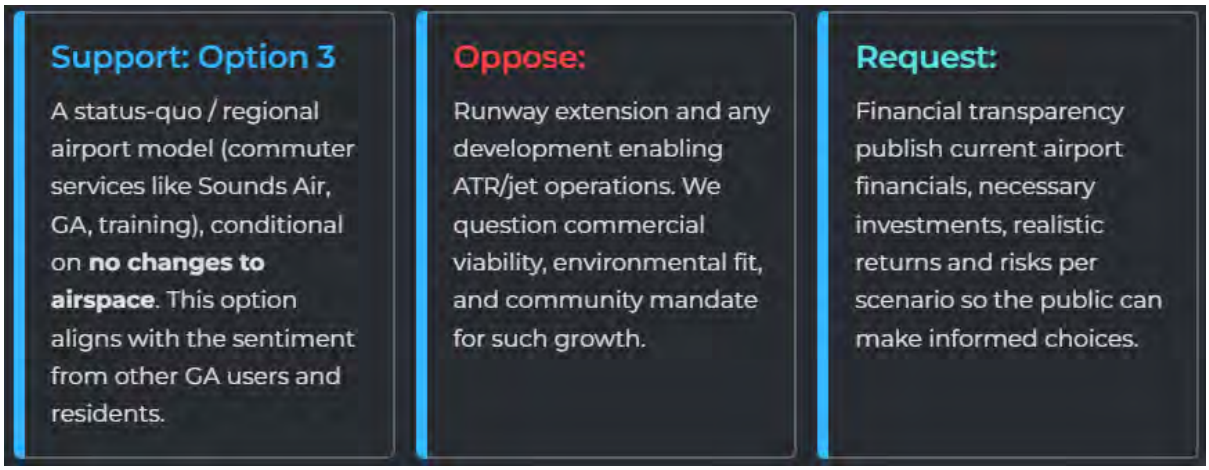

FIGURE 3-48 – SHGPA & NZHGPA POSITION ON DEVELOPMENT (TAKEN DIRECTLY FROM SUBMISSION)

Opposition to development to enable larger planes is based on the likelihood that these will have a significant impact on the airspace in the area. Larger aircraft will require the Wānaka region to have controlled airspace, restriction zones and greater restriction requirements; this is for the ultimate safety of aircraft and airspace users.

The associations highlight that the Wakatipu Basin once had more free flight before the expansion of Queenstown Airport's services. With the expansion of the services for ZQN, the airspace available for hang gliding and paragliding has reduced. With these concerns in mind, the groups request that future works that impact airspace in the region publish airspace and approach implications associated with any changes as part of the community consultation. The submission requests that any future work or master plan consider the impact on the airspace users, especially for Mandatory Broadcast Zones (MBZ) and non-transponder users.

The history of free flight in Wānaka and the Southern Lakes region is highlighted as an important part of Wānaka and New Zealand's aviation story. With hang gliding starting in the local region in the 1970s and paragliding following in the 1980s, the region has become on the world's most attractive free flight areas. This is due to its mountains, thermal patterns and natural beauty.

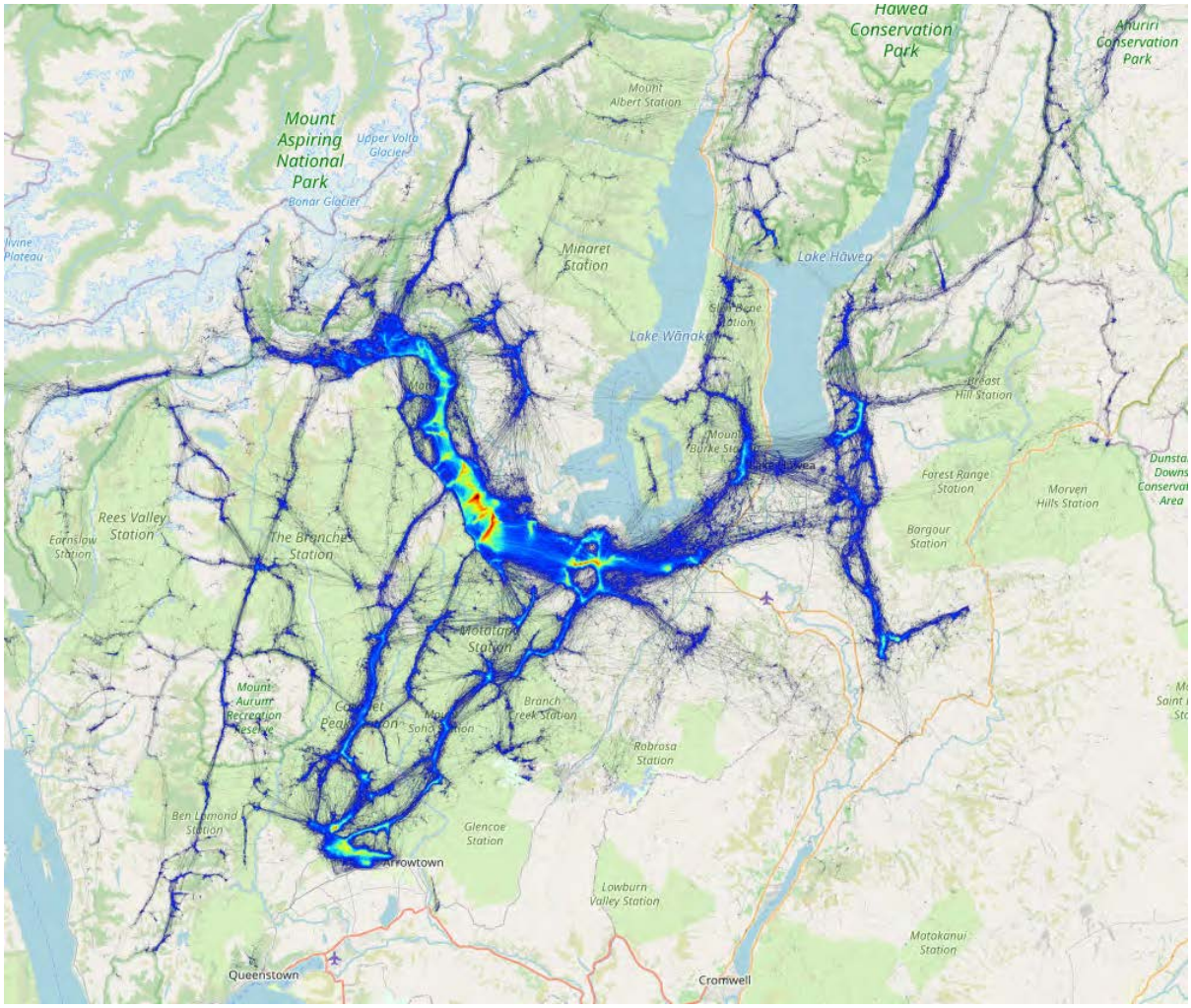

FIGURE 3-49 – MAP OF HISTORICAL FLIGHT TRACKS, ACCESSED VIA THERMAL.KK7.CH ON 24 OCTOBER 2025

Unpowered flight maps of the region highlighted in the submission show that the region hosts many different flight paths and launch sites across the local mountains and Wānaka. Flight records show that the area has a larger variation in flight paths compared to any other site in New Zealand, and that it is one of the most flown areas in the country. Other sites that are commonly flown are Nelson Lakes and Arthur's Pass, with Wānaka representing almost all flight activity south of Christchurch.

The SHGPA and NZHGPA both support events in Wānaka which promote the region as a premier destination for the sport. The Hike and Fly Race, which is held from Wānaka, is an annual, three-day race across the Southern Alps aimed at top pilots and enthusiasts. There is also a paragliding and helicopter festival, Magic Land Festival, which further promotes aviation sports such as base jumping, wing suiting, aerobatics, and skydiving.

Request for financial transparency from the organisations is to:

- Publish current financial position
- Capex/Opex needs
- Demand assumptions
- Commercial viability analysis per scenario
- Full, transparent breakdown of all airport-related council charges, including depreciation, overhead, and management fees

The group points to Protect Wānaka as a lead for this request. The submission highlights that paragliding provides low environmental impact tourism to the region, that the activity is regularly used in promotional material for the region and that the sport does not receive funding from the local government.

The group aligns with Complementary Option 2 in that they want Wānaka to be positioned as an aviation centre of excellence, including for safety leadership, training and education, sustainable, low-impact aviation tourism and community-driven innovation. The submission highlights that the sports have a lot to offer the community and that they fit in well with the Scenario 3 option for Wānaka Airport.

The summary position of the groups is:

1. **Keep Wānaka regional (status quo)**
   - commuter services, GA, training; no runway extension, no ATR or jet operations
2. **Publish the numbers**
   - transparent financials and risk/return for each scenario
3. **Design Airspace with users**
   - show explicit airspace changes
   - reject Mandatory Broadcast Zones
4. **Protect free flight routes**
   - Respect soaring corridors shown by historical tracks, thermal maps, and launch sites
5. **Integrate all users**
   - procedures that work for GA, gliding and foot-launched aircraft that are non-transponder equipped
6. **Rebuild trust**
   - Local, transparent governance with formal free flight representation
7. **Measure what matters**
   - include free flight tourism in economic analyses
8. **Climate & wellbeing**
   - recognise free flight as low-impact aviation aligned with Wānaka's brand and goals

Some of these requests go beyond the scope of this Community Engagement work but they may be useful to integrate in a future Airport Master Plan, the Wānaka Long Term Plan and community engagement strategies.

3.5.2 Local Community Organisations

3.5.2.1 Wānaka Stakeholders Group

The Wānaka Stakeholders Group (WSG) made submissions for both phases of the community engagement future review. The WSG is an incorporated group made up of Upper Clutha locals. The group is active in the community, especially on matters concerning Wānaka Airport.

The WSG took a case to the High Court regarding the QLDC lease of Wānaka Airport to QAC for 100 years in Wānaka Stakeholders Group Incorporated vs Queenstown Lakes District Council and Queenstown Airport Corporation Limited (CIV 2019-425-000112). This found that the granting of the lease of Wānaka Airport to QAC was unlawful and the lease was set aside with no legal effect.

The WSG had a member on the project stakeholders group for these works and provided valuable inputs throughout this community engagement process. Having a member being included in the project works enabled the project to understand and address WSG concerns and the opportunities that they raised. WSG provided both inputs directly into the project via the project stakeholder group, wrote letters to QLDC regarding the project and provided their positions on potential future airport works through their news releases.

3.5.2.1.1 Wānaka Stakeholders Group Community-Provided Online Survey Responses

In the second phase of the community engagement, the Wānaka Stakeholders Group provided a copy-and-paste response for its members to use in the responses, which was described as Scenario 6. In total, 12 people either pasted the content or referenced the scenario which accounts for 1% of results.

WSG Scenario 6 is largely the same as Scenario 3, with options from the Complementary Options added in. There are some specific items added to the WSG submission text, in addition to the Complementary Options provided in the online questionnaire. As the WSG Scenario 6 was largely the same as Scenario 3, participants who skipped the survey and pasted in the provided text were attributed to supporting Scenario 3 and opposing all other scenarios. This is based on the support for resuming a Wānaka – Christchurch connection and opposition to any development which could enable jets.

The group response also largely supports with many parts of with Complementary Options 1, 2, 3 and 4, but there are some additional ideas raised. The response has an explicit no jets response, whereas this future review links to aircraft size instead of propulsion system as results from the initial works linked more to concerns about over-tourism based on aircraft size rather than aircraft propulsion system. The WSG has proposed a model for a board for Wānaka Airport which includes elected and council appointed members. The WSG response requests that the airport land owned by QAC comes under control of the proposed board.

WĀNAKA STAKEHOLDERS GROUP SCENARIO 6 TEXT

No jets at Wanaka Airport

Financial accounts for Wanaka Airport to be publicly available on an annual basis.

Airport management and planning to support the existing general aviation businesses, private users and Warbirds over Wanaka event that are based at Wanaka Airport.

The management of Wanaka Airport to be subject to greater transparency and oversight by a local board.

That a (cost-effective) board for Wanaka Airport future planning and management be established which includes equal numbers of elected members from the Upper Clutha (3) and members appointed by Council (3).

That each of the above, and real community consultation complete with full scenario analysis, are absolute requirements for any significant development at Wanaka Airport.

Resumption of regular scheduled flights to Christchurch (& possibly Wellington) to be investigated and planned for if there is clear support from an airline/airlines and if the community is able and willing to fund the infrastructure investment required.

A vision for the airport becoming a high tech aviation R&D hub as well as a training centre of excellence.

A values-driven approach to airport operations, with the wishes of the Upper Clutha community in mind, and the airport continuing its legacy as an important community resource.

That planning for scheduled services clearly factors in and quantifies the implications for the Upper Clutha in terms of costs, infrastructure, tourism, traffic, noise and the environment, as well as the benefits.

Long term intergenerational thinking central to all of this, with the airport's direct and indirect impact on the environment carefully considered and balanced.

That QAC ownership of land surrounding the airport be resolved given the perceived conflict of interest, and that this land comes under the control of the Wānaka Airport board, with the best interests of the local community in mind.

3.5.2.1.2 14 July WSG letter to QLDC about Wānaka Airport Future Review

This submission came for Phase 1 of the project; this was the listening to the community stage of the project. WSG requested that the WSG vision for the airport, as outlined in "A community vision for Wānaka Airport", be taken into consideration when developing scenarios.

WSG outlined that they have a high membership with 3,172 member and that they surveyed their membership, which resulted in 459 responses, which found that:

- 89.9% are against the development of Wānaka Airport for jets
- 93.1% want general aviation and associated businesses to thrive at the airport
- 96.2% agree that it does not make sense to duplicate Queenstown Airport at Wānaka Airport.
- 87% support Warbirds over Wānaka at the airport
- 90.8% say that our community airport should be governed by a local (Upper Clutha) elected board
- 91% say that Wānaka Airport should be completely independent of Queenstown Airport and Queenstown Airport Corporation (QAC)
- 91.6% are concerned about QAC's conflict of interest owning all the land around Wānaka Airport
- 93.7% are concerned about overtourism and 89.3% about sustainability
- 83% say developing Wānaka Airport should not be an infrastructure priority right now
- 95.2% say QLDC should provide full transparency around Wānaka Airport finances
- 92% are happy to continue to travel for Queenstown Airport for jet services

The WSG points were integrated with the results from Phase 1 when scenarios for Phase 2 were generated. These scenarios were presented to the community for feedback in Phase 2 of the works.

3.5.2.2 Wānaka Airport User Group

The Wānaka Airport User Group provided feedback on their vision for the future and provided their 5–10-year vision of the airport from 2024. This was provided as part of the initial scoping of the work. The WAUG vision is centred around the airport being a community asset and thriving hub for general aviation. The group advocates for the airport to be a centre of excellence for scenic and charter flights, flight training, aircraft maintenance, repair and restoration services. The group raises the 250 jobs that the airport currently provides as a valued employer for the region.

The group supports regional connectivity and developing the airport to support employment opportunities, emergency services and civil defence capability. They are cognisant of the potential impact on paragliding and gliding activities and want to ensure that any future changes to the airport do not result in the loss of these activities in the region.

The WAUG wants a change in the management of the airport to a management board that operates transparently with users and the community. User costs, rents and a collaborative management approach are requested to have a trusted operator. The group also requests that the land QAC owns around the airport be returned to airport use to allow for growth in the number of hangars.

Broadly, the group wants a trusted relationship with management, with clear communication and infrastructure improvements that are in line with the community expectations.

3.5.2.3 We Love Whakatipu Inc / Protect Queenstown

We Love Whakatipu / Protect Queenstown made a submission for the first phase of this engagement. Their submission broadly wants the region to consider airport planning at a regional level. The submission asks for planning to take into account that many people headed to Wānaka are coming through Queenstown, which pushes externalities associated with incoming travel onto Queenstown residents. The submission asks for a fairer application of the considerations for pain and gain between Queenstown and Wānaka.

The submission highlights that wider perspectives would be appreciated in airport planning on a national level and regionally. They suggest that a new airport in the region would enable both Wānaka and Queenstown to have the benefit of an international airport without as many of the drawbacks. The group asks for consideration of climate change mitigation, over tourism, disaster resilience, land use, local community and fairness to be part of the national airport planning process and considerations for development of airports in the region.

3.5.2.4 Kelvin Peninsula Community Association (KPCA)

The KPCA submission highlighted previous works that the group had been part of in relation to aviation and airports at a regional level. The submission requested that the review include:

- Diversion of services to other existing regional airports – Christchurch, Dunedin and Invercargill
- Potential development of a new international airport, such as the Christchurch International Airport Limited (CIAL) proposal for an international airport in Tarras

KPCA highlighted that the community had given KPCA a clear and strong mandate to oppose any extension to the Aircraft Noise Boundaries that control the number of aircraft movements at the airport at Frankton during the public consultation in the middle of 2018. KPCA have been pressing the Council to respect the Community opposition in its dealings with the Queenstown Airport Corporation, as its Council-Controlled Trading Organisation.

3.5.2.5 FlightPlan2050

FlightPlan2050 is an independent incorporated society and registered charity whose purpose is to advocate for the Central Lakes' future airport infrastructure to ensure it best promotes the whole region's future environmental, social, cultural, and economic well-being. FlightPlan2050 expressed concern that the Wānaka Airport Future Review was being undertaken without using a holistic regional approach. FlightPlan2050 believe that developing and expanding Wānaka Airport, rather than pursuing alternative regional strategies, could lead to the most suboptimal outcome for the region's social and economic growth, while also contributing to increased long-term carbon emissions.

FlightPlan2050 highlighted their 2 previous reports, which were:

- May 2020 analysis of alternative airport scenarios for the Southern Lakes region
  - This found that closing Queenstown Airport and instead building a single regional airport in the Cromwell-Tarras Valley would lead to social, economic and environmental benefits for the region
- May 2023 report
  - This highlighted that a structural change to the district's urban spatial framework would systematically enable greater prosperity for the local residents while reducing their greenhouse gas emissions.

FlightPlan2050 requested that the 2020 Martin Jenkins alternative airport analysis and Air New Zealand's 2019 submission to QAC's air noise boundary expansion proposal form be taken into account for this review.

3.5.3 New Zealand Transport Association (NZTA)

The NZTA provided a brief comment on the works after receiving the questionnaire for the second phase of these works. This comment did not weigh in on which Scenario was preferred by NZTA or their views on Complementary Options, but did highlight that the NZTA was willing to work with QLDC to enable works that would have a positive impact on congestion in the region.

NEW ZEALAND TRANSPORT ASSOCIATION SUBMISSION

Parts of the state highway network within the Queenstown Lakes area, including around Wānaka, are known to be adversely affected by congestion at times. Enabling people to access Wānaka and the surrounds via flights to and from Wānaka Airport is likely to reduce, to some extent, the use of private vehicles and thereby reduce known traffic congestion issues on parts of the land transport system to some extent. For this reason, NZTA is supportive of those options that would introduce additional passenger flights to and from Wānaka Airport. We would welcome the opportunity to work with the Council as it progresses its preferred option for Wānaka Airport.

egis

Section 4

Economic Assessment

The economic appraisals for each scenario provided a structured framework to evaluate how different choices could influence regional connectivity, economic development, employment generation, land use, and community benefit.

4 ECONOMIC ASSESSMENT

An economic appraisal was undertaken for each of the Scenarios that were to be presented to the public as part of the survey material in Phase 2. At this stage, these economic appraisals are high-level and are to provide general guidance ahead of master planning works.

4.1 Scenario Description

To provide credible options for the future of Wānaka Airport, the economic appraisals for each scenario had to make assumptions based on the changes required to achieve each scenario's outcome.

Each scenario reflects a different strategic direction, level of infrastructure investment, and degree of aviation activity. Together, they provide a structured framework to evaluate how different choices could influence regional connectivity, economic development, employment generation, land use, and community benefit. Table 4-1 outlines the future scenarios considered for Wānaka Airport.

TABLE 4-1 – FUTURE SCENARIOS

SCENARIO	DESCRIPTION
1 – Close Wānaka Airport	The airport is closed, and aviation operations have ceased. This option would eliminate operational costs of the airport, as well as reduce emissions and noise generated by the airport's activities. This would come at the cost of the loss of connectivity, local aviation jobs and activities, tourism spend and events, with reduced emergency resilience, and the end of aviation heritage in Wānaka.
2 – Wānaka Airport to be a General Aviation Airport Only (Business as Usual)	The airport continues operating at its current scale and standard, with only essential maintenance and the existing upgrades to obtain a 'Qualifying Aerodrome Operator Certificate'. Retains basic general-aviation capability (charter, private, training flights). No significant expansion or diversification of service offering.
3 – Wānaka Airport to be a General Aviation Airport with Domestic routes to Christchurch (and Wellington)_	Wānaka Airport would remain a general aviation airport but would also host scheduled regional flights to Christchurch (and Wellington or other South Island towns if there is sustained demand). To enable this scenario, a small terminal upgrade for passenger handling alongside carparking upgrades would be recommended. These upgrade works would only be required once a critical level of demand was reached. The existing terminal and carparking is sufficient for establishing an initial service.
4 – Wānaka Airport to be a General Aviation Airport with Domestic routes, including direct to Auckland	This option would ensure Wānaka Airport remains a general aviation airport, while introducing scheduled domestic passenger services. Services would be operated by larger aircraft than in Scenario 3, using aircraft that carry more than 30 passenger seats: Q300 (50 passengers), ATR72 (68 passengers) Terminal upgrades, along with improvements to the airport carparking and local road network, would be required for handling in/outbound passengers. Additionally, runway lengthening, strength improvements, and possible realignment would be needed to support the longer routes and higher traffic. To manage the higher air traffic, some air traffic control requirements may be needed.
5 – Wānaka Airport to be a Primarily Domestic and	Wānaka Airport would become an international airport, offering trans-Tasman and Pacific travel. This would require significant investment and a focus on tourism markets.

SCENARIO	DESCRIPTION
International Airport focused	This would require significant infrastructure investment, including major terminal upgrades to accommodate customs, immigration, security, and quarantine facilities. The airport would also need to meet more complex air traffic control requirements and undertake substantial upgrades to the runway, taxiways, apron, and airfield to handle larger jet aircraft.

4.2 Complementary Options

The complementary options were also appraised to provide a very high-level indication of what financial impacts these may have on the region and the airport.

TABLE 4-2 – COMPLEMENTARY OPTIONS

OPTIONS	DESCRIPTION
Complementary Option 1: Wānaka Airport as a more prominent Community Asset	This option proposes Airport land to be redeveloped for community and civic uses. Allows for an emergency services hub, sports and recreation, education, or a renewable-energy precinct.
Complementary Option 2: Promote Aero-Related Business Growth to become a Centre of Aviation Excellence and Innovation	This Complementary Option is to measure support for initiatives which enable the growth of current and future users through the development of the site and the development of hangars and utilities at the airport. Wānaka has an opportunity to be a centre of excellence for aviation, ranging from aircraft development, unpowered flight, and maintenance. These would provide ongoing benefits to the community, but will need support from the QLDC and airport management to realise.
Complementary Option 3: Promote non-aviation services/businesses at Wānaka Airport	Activate surplus airport lands to generate diverse employment land. Allowing for business parks and light industries to operate together with the airport.

4.3 Key Operating Framework Parameters

4.3.1 Economic Parameters

Economic parameters used for the economic analysis are based on operating assumptions, which are based on relevant New Zealand references.

TABLE 4-3 – ECONOMIC PARAMETERS

OPERATING ASSUMPTIONS	VALUE	REFERENCE
Economic Discount Rate:	2%	NZ Transport Agency
Financial Discount Rate	7%	NZ Transport Agency
Time Horizon / Evaluation Period	40 years	NZ Transport Agency
Value of Time	$50 per hour	NZTA Monetised Benefits and Costs Manual v1.7.2

4.3.1.1 Scenario Appraisal Parameters

For the purposes of the economic appraisal, parameters on what will be assessed and how this feeds into the economic appraisal modelling have been defined. These parameters are based on current known information and are used to build the indicative economic impacts of each scenario.

Scenario 1 considers closing the airport; no aviation or business would take place at the site. It is described by the following:

- Revenue Loss: the airport would shut down, meaning it would lose all revenues consisting of Landing Charges, Property Leading, and Corporate Revenue.
- Avoided Operating Expenditure: It would avoid paying future operating expenditure such as overhead, airport operating and maintaining costs and personnel costs.

Scenario 2 describes the 'Business as Usual' Scenario. This assumes the Wānaka Airport continues functioning as a 'General Aviation' airport. The business-as-usual scenario provides the following operational services:

- Tourist services (scenic flights, private operator bookings)
- Training services (Helicopter Training & Fixed Wing pilot training)
- Private Flights and Charter
- Parachuting and Skydiving
- Other Services

Scenario 3 describes minor investment into Wānaka Airport, upgrading it to allow for Regional Domestic travel. It is envisioned that there will be some limited investment in the terminal and associated airside infrastructure. This investment would only be required at a point in time when a stable demand for the regional service was established. The existing terminal building and carparking is sufficient for establishing an initial service.

- Investment will allow for regional domestic travel between Wānaka and other regional airports in New Zealand's South Island or potentially Wellington. This regional travel will generate additional users for the airport's other General Aviation services. This includes additional:
  - Scheduled fixed-wing and Helicopter services
  - Tourism visits

Scenarios 4 and 5 require are a significant step-up from Scenario 3 and would facilitate an increase in user travel due to the allowance for ATR's and Jet Aircraft, which support significantly more passengers. The considered scenarios are described in the table below.

TABLE 4-4 – OPERATING PARAMETERS

OPERATING ASSUMPTIONS	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4	SCENARIO 5
Short Description / Scope	No airport	General Aviation only, with no scheduled connections	Regional Airport with connections to Christchurch and potentially Wellington	Regional domestic airport with connections to Christchurch, Wellington and potentially Auckland	International airport
Design Aircraft	N/A	General Aviation	General Aviation	ATR72/Q300 or similar	A321 Jet or similar

OPERATING ASSUMPTIONS	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4	SCENARIO 5
Design Aircraft Propulsion	N/A	General Aviation	General Aviation	Turboprop	Turboprop and Jet
Pax Travellers per year	0	-	38,325	175,200	438,000
Plane capacity	0	-	8-30	30-115	115-200
Number of flights: (inbound and outbound)	0	-	2 Inbound 2 Outbound	2 Inbound 2 Outbound	4 Inbound 4 Outbound
Plane Utilisation:	N/A	-	75%	75%	75%
Operating days in a year:	0	365	365	365	365
Added aircraft movements:	N/A	-	1460	1460	2920

4.3.1.2 Complementary Option Appraisal Parameters

These are four optional Complementary Options that could sit alongside any of the five future scenarios and are aimed at providing broader community benefit. More than one complementary option could coexist with any of the future scenarios. Complementary Option 4 *A Financially Self-Sufficient Wānaka Airport* is not separately assessed as there are no associated spending, saving or other assumptions related to achieving this Option. The Complementary Options include investments that range from investment in local employment and industry, investment in community assets and investment in infrastructure that supports Wānaka as a 'centre of excellence' hub in the region. These are to complement the operational scenario for the airport and improve services for the region.

The purpose of this exercise is to assess each option and outline the indicative scope and potential economic benefits that could be achieved. No engineering feasibility assessments have been completed for these items, and each remains conceptual in nature.

Further details on each complementary option are provided in TABLE 4-5. For this economic appraisal, our team has applied indicative assumptions for rough order of magnitude (ROM) costs and corresponding revenue estimates for each infrastructure component. Operating assumptions for each of the complementary options are included in the tables below.

TABLE 4-5 – COMPLEMENTARY OPTION 1 – OPERATING ASSUMPTIONS

OPERATING ASSUMPTIONS	DESCRIPTION
Description / Scope	<u>Complementary Option 1: Wānaka Airport as a more prominent Community Asset</u> This scenario includes investment in non-aero related infrastructure that would support the community in responding to emergencies, building up its resilience to natural disasters and improving community services. This includes the following hypothetical infrastructure: Emergency response hub and community resilience facility Medical connectivity hub Run more events (Warbirds over Wānaka, NASA Launch). Continue with one/two per year.

TABLE 4-6 – COMPLEMENTARY OPTION 2 – OPERATING ASSUMPTIONS

OPERATING ASSUMPTIONS	DESCRIPTION
Description / Scope	Complementary Option 2: Promote Aero-Related Business Growth to become a Centre of Aviation Excellence and Innovation This scenario includes investment in non-aero related infrastructure that would support Wānaka as a 'Centre of Excellence'. This includes the following hypothetical infrastructure: Plane Testing supporting emerging technology (Electric/SAF/H2) Mountain flying terrain test ground Maintenance hub for small aircraft and helicopters Delivery of Hangars Accommodation and 'Packages' for flight training. $200 daily rate, 50% occupancy. 4 units Attraction of additional NASA balloons (or equivalent 'Space association' event)

TABLE 4-7 – COMPLEMENTARY OPTION 3 – OPERATING ASSUMPTIONS

OPERATING ASSUMPTIONS	DESCRIPTION
Description / Scope	Complementary Option 3: Promote non-aviation services/businesses at Wānaka Airport This scenario includes investment in non-aero-related infrastructure that would support job growth in the region. This includes the following hypothetical infrastructure: Build 1 x Facility to attract non-aero revenue sources Attract 1 x additional event (similar to Warbirds over Wānaka) Accommodation and 'Packages' for flight training. Solar generation and community batteries Hangars, factories and commercial spaces These have been raised as a current limitation on the existing businesses operating from the airport Enable a distribution centre/warehouse

4.4 Project Benefits

We have identified and considered multiple forms of benefit types to be considered for the Wānaka Airport Economic Appraisal.

4.4.1 Project Benefits Development Approach

This section outlines the approach used to undertake the high-level economic appraisal. Each scenario is guided by general user requirements and scenario development; no detailed engineering design has been developed at this stage. It is important to note that all benefits are indicative only and represent conservative rough order of magnitude (ROM) estimates. Benefit calculations were informed by relevant benchmarks, comparable studies, and industry data.

The Benefits Framework is structured around two main categories:

- Airport Travel-Related Benefits – representing benefits derived from improvements to aviation infrastructure such as the runway, taxiway, and terminal
- Non-Travel-Related Benefits – representing benefits associated with non-aviation investments such as tourism facilities, events, and other community infrastructure

A summary of all considered benefits is provided in the table below.

TABLE 4-8 – BENEFIT TYPES

BENEFIT TYPE	DESCRIPTION
Airport Travel Related Benefits	
Travel time savings from Wānaka to Queenstown.	Represents travel time savings for residents who currently drive or bus to Queenstown Airport to access flights. A regional domestic airport would save travellers several hours per trip.
Revenue Growth – Landing Charges	Revenue generated from landing charges for domestic flights operating at Wānaka Airport.
Revenue Growth – Aircraft Parking Charge	Revenue generated from aircraft parking fees for domestic flight operations.
Revenue Growth – Carparking	Revenue generated from public car parking facilities associated with airport operations.
Revenue Growth – Retail/Shops	Assumes development of limited retail or commercial tenancies within the terminal precinct, generating approximately $50,000 per annum in leasing revenue.
Revenue Growth – Fixed Wing Movements	An improved airport is expected to attract additional fixed-wing flight movements, with an assumed 5% uplift.
Revenue Growth – Helicopters	An improved airport is expected to attract additional helicopter movements, with an assumed 5% uplift.
Non-Travel Benefits	
Tourism Visitation	Increased tourist visitation to the region, driven by improved air connectivity, compared to the current baseline.
Other non-aero revenue sources – Museum Economic Impact	Revenue generated from leasing a facility (e.g. hangar, warehouse, or distribution centre) associated with a museum or aviation-related attraction.
Warbirds over Wānaka (or equivalent event)	Additional annual event attracting approximately 30,000 visitors with an average spend of $220 per person, generating measurable consumer surplus.
Accommodation and 'Packages' for flight training.	Revenue generated from four accommodation units supporting flight training, assuming a $200 daily rate and 50% occupancy.
Emergency response hub and community resilience	Operational savings generated through faster response times — assumed at 30 events per year, saving 0.25 hours per event, equating to $4,000–$6,000 per flight hour.
Medical connectivity	Operational savings arising from improved aeromedical response capabilities. Based on ~2,000 helicopter rescue missions per year regionally, with a proportion benefiting from time savings at Wānaka.
Hangars – Lease out	Lease revenue of approximately $150 per square metre for a 1,000 sqm hangar facility.

BENEFIT TYPE	DESCRIPTION
NASA balloons – NASA Expenditure (or equivalent – 'Space association')	Increased regional expenditure through one additional NASA balloon or equivalent space-related event annually.
Electric/SAF/H2 plane testing	Increased flight-testing activity associated with a regional 'centre of excellence', assumed to generate 50% of fixed-wing movement training revenue.
Mountain flying terrain test ground	Revenue generated from mountain flying tests, assuming similar landing volumes to fixed-wing movements, is approximately $235 per parking.
Maintenance hub for small aircraft and helicopters	Lease revenue from dedicated maintenance facilities for different aircraft types (jet, propeller, fixed-wing, and helicopter), estimated at $3,360 per month each.

Benefits applicable to each scenario and option were modelled in line with Table 4-9.

TABLE 4-9 – BENEFITS INCLUDED FOR EACH SCENARIO

BENEFIT TYPE	1. CLOSE AIRPORT	2. GENERAL AVIATION	3. REG. AIRPORT	4. REG. AIRPORT+	5. INTL AIRPORT	COMP OP 1 – COMM. ASSET	COMP OP 2 – CENTRE OF EXCELLENCE.	COMP OP 3 – BUSINESS
Travel time savings from Wānaka to Queenstown.			✓	✓	✓			
Revenue Growth – Landing Charges			✓	✓	✓			
Revenue Growth – Aircraft Parking Charge			✓	✓	✓			
Revenue Growth – Carparking			✓	✓	✓			
Revenue Growth – Retail/Shops			✓	✓	✓			
Revenue Growth – Fixed Wing Movements			✓	✓	✓			✓
Revenue Growth – Helicopters			✓	✓	✓			✓
Loss in Real Revenue	✓							
Savings in Real Opex	✓							
Tourism Visitation			✓	✓	✓			✓
Other non-aero revenue sources – Museum Economic Impact								✓

BENEFIT TYPE	1. CLOSE AIRPORT	2. GENERAL AVIATION	3. REG. AIRPORT	4. REG. AIRPORT+	5. INTL AIRPORT	COMP OP 1 – COMM. ASSET	COMP OP 2 – CENTRE OF EXCELLENCE.	COMP OP 3 – BUSINESS
Warbirds over Wānaka (or equivalent event)						✓		✓
Accommodation and 'Packages' for flight training.							✓	✓
Emergency response hub and community resilience						✓		
Medical connectivity						✓		
Hangars – Lease out						✓	✓	
NASA balloons – NASA Expenditure (or equivalent – 'Space association')							✓	
Electric/SAF/H2 plane testing							✓	
Mountain flying terrain test ground							✓	
Maintenance hub for small aircraft and helicopters							✓	

4.4.2 Economic Benefits Results

Total Indicative Economic Benefits for each Scenario

A summary of calculated economic benefits for Stage 2 Scenarios, as well as the Complementary Options are presented in TABLE 4-10.

TABLE 4-10 – ECONOMIC BENEFIT RESULTS – SCENARIOS

SCENARIO	NAME	TOTAL BENEFITS
Scenario 1	Close Wānaka Airport	-8M to -11M
Scenario 2	Wānaka Airport to be a General Aviation Airport Only Base Case – BAU	-
Scenario 3	Wānaka Airport to be a General Aviation Airport with Domestic routes to Christchurch and/or Wellington	40M to 60M
Scenario 4	Wānaka Airport to be a General Aviation Airport with Domestic routes, including direct flights to Auckland	130M to 190M

Scenario 5	Wānaka Airport to be a Primarily Domestic and International Airport focused	170M to 250M

TABLE 4-11 ECONOMIC BENEFIT RESULTS –COMPLEMENTARY OPTIONS

SCENARIO	NAME	TOTAL BENEFITS
Comp. Option 1	Community Assets	12M to 17M
Comp. Option 2	Aviation Centre of Excellence	23M to 33M
Comp. Option 3	Business/Local Employment	15M to 22M

4.5 Project Costs

4.5.1 Purpose

The purpose of this section is to outline the approach used to develop the cost estimates for Wānaka Airport and to present the resulting cost outcomes. The costing methodology applies a preliminary Rough Order of Magnitude (ROM) approach, intended to provide an indicative assessment suitable for early-stage analysis. The primary objective is to establish a broad understanding of the potential Benefit–Cost Ratio (BCR). This assessment considers capital costs only, with operational and maintenance expenses excluded from the analysis.

4.5.2 Economic Cost Development Approach

Egis adopted a broad-based approach to developing cost estimates, aiming to establish a cost range that was fit for purpose for this stage of analysis. The intent was to provide strategic, community-facing insights—offering the public an indicative understanding of the likely capital investment required for various initiatives and the potential benefits that could be realised.

To develop these estimates, Egis relied heavily on comparable benchmarks, considering factors such as geographical location, comparable scope (including design aircraft type and airfield infrastructure elements), airport size, and operational context (e.g. a smaller tourist town supporting a larger regional hub such as Queenstown). Benchmarks were sourced from regional airports across New Zealand and Australia, with multiple reference points reviewed to determine an appropriate capital cost range.

It was assumed that capital expenditure would be distributed over a two-year period, representing an initial high-level assumption for modelling purposes. It is important to note that no engineering design or quantity surveying analysis was undertaken to develop these cost estimates.

4.5.3 Economic Cost Summary

Total Economic Costs for each Core Scenario

A summary of capital expenditure costs that were used for the economic appraisal is summarised in TABLE 4-12. These assessments were assessed over a 40-year time horizon.

TABLE 4-12 – EXPECTED COST RANGE FOR ASSESSED SCENARIOS

SCENARIO	NAME	TOTAL COSTS
Scenario 1	Close Wānaka Airport	-
Scenario 2	Wānaka Airport to be a General Aviation Airport Only Base Case – BAU	BAU
Scenario 3	Wānaka Airport to be a General Aviation Airport with Domestic	9 to 15M

SCENARIO	NAME	TOTAL COSTS
	routes to Christchurch (and Wellington if demand allowed)	
Scenario 4	Wānaka Airport to be a General Aviation Airport with Domestic routes, including potential for direct flights to Auckland	60M to 75M
Scenario 5	Wānaka Airport to be a Primarily Domestic and International Airport focused	200M to 300M

*Base case scenario is where every scenario was compared to; there is no additional costs associated with this Scenario. Other estimates represent investment that is required additional to the base case scenario.

4.5.4 Total Economic Costs for each Complementary Option

Summary of Economic Costs for Complementary Options 1 through 3 is included in TABLE 4-13.

TABLE 4-13 – EXPECTED COST RANGES FOR ASSESSED COMPLEMENTARY OPTIONS

SCENARIO	NAME	TOTAL COSTS
Comp Op 1	Community Assets	3M to 5M
Comp Op 2	Aviation Centre of Excellence	3M to 5M
Comp Op 3	Local Employment	2M to 5M

4.6 Results

Using the economic benefits and cost estimates outlined, the Net Present Value (NPV) and Benefit–Cost Ratio (BCR) have been calculated for each Scenario. The results are summarised in the tables below, covering both the core Stage 2 Scenarios (Scenarios 1 to 5) and the Phase 2 Complementary Options (1 to 3).

It should be noted that these results are based on preliminary assumptions and are subject to refinement through detailed analysis, further cost development, and finalisation of the economic benefit analysis.

Our results indicate that Scenario 3, Wānaka Airport, to be a General Aviation Airport with Domestic routes to Christchurch and/or Wellington, presented the strongest economic feasibility results with a BCR in the range of 2.7-6.7 and an NPV of between $25 to $45 million. This is followed by Scenario 4, Wānaka Airport to be a General Aviation Airport with Domestic routes including direct to Auckland, and Scenario 5 (International Airport Jet Aircraft). Note that these results are preliminary, and further analysis is required to validate the economic benefits and costs.

TABLE 4-14 – SCENARIO ECONOMIC RESULTS

SCENARIO	NAME	NPV	BCR
Scenario 1	Close Wānaka Airport	-8M to – 11M	N/A
Scenario 2	Wānaka Airport to be a General Aviation Airport Only Base Case – BAU	-	-
Scenario 3	Wānaka Airport to be a General Aviation Airport with Domestic routes to Christchurch (and Wellington if demand allowed)	25M to 45M	2.7 to 6.7

SCENARIO	NAME	NPV	BCR
Scenario 4	Wānaka Airport to be a General Aviation Airport with Domestic routes, including potential for direct flights to Auckland	55M to 115M	1.7 to 3.2
Scenario 5	Wānaka Airport to be a Primarily Domestic and International Airport focused	-130M to -50M	0.6 to 1.0

Egis developed complementary options which can accompany the base scenarios. These are optional complementary options that could sit alongside any of the five future scenarios and are aimed at providing broader community benefit. More than one complementary option could coexist with each future scenario.

Our results indicate that the Complementary Option 2 (Aviation Centre of Excellence) presented the strongest economic returns with a BCR of approximately 5.9 to 11.0 and an NPV of $18 million to $28 million. This is followed by Option 3 (Local Employment) and Option 1 (Community Assets). Note that these results are preliminary, and further analysis is required to validate the economic benefits and costs.

TABLE 4-15 – COMPLEMENTARY OPTION ECONOMIC RESULTS

SCENARIO	NAME	NPV	BCR
Complementary Option 1	Community Assets	7M to 12M	2.4 to 5.7
Complementary Option 2	Aviation Centre of Excellence	18M to 28M	4.6 to 11.0
Complementary Option 3	Local Employment	10M to 17M	3.0 to 11.0

Section 5
Conclusion

Establishing Wānaka Airport as a centre of aviation excellence in innovation, airshows, aircraft maintenance and aviation businesses is strongly supported across the region.

5 CONCLUSION

The community has provided a clear preference for Wānaka Airport to strive to achieve Scenario 3: *Wānaka Airport to be a General Aviation Airport with Domestic routes to Christchurch (and potentially Wellington)*. This Scenario is very similar to what Wānaka has had up until 2025. This preference for a return to an airport operational scenario, which was well used and provided critical links to Christchurch without associated airport expansions, is largely based on protecting a comfortable and relaxed town character.

Responses also provide a clear direction to expand the scope of services that Wānaka Airport provides. Many locals never use the airport but still place a high value on its place in the Upper Clutha. The community supports the airport being used to provide wider benefits to the community and use the airport for civil defence and emergency services.

Establishing Wānaka Airport as a centre of aviation excellence in innovation, airshows, aircraft maintenance and aviation businesses is strongly supported across the region. Being part of the aviation industry shift to lower-carbon future aircraft and being active in emissions reduction and environmental preservation is important to the community. With this comes the potential for the development of solar farms and battery storage, with direct benefits being fed into the local township.

The current governance model, where QLDC owns 75.01% of the airport operator is considered acceptable to enable the recommendations from this report. This is based on airport industry norms and examples in the region where smaller regional airports are operated by larger airport operators. This allows for specialist works, compliance and technical advice available for airport operations. We note that QLDC has Wānaka representation through the Wanaka based locally elected members. There is also an existing Wānaka Airport Liaison Committee that should continue to be involved with oversight of the airport, the scope and level of input from this group should be clarified to maximise benefits to both the airport and the community.

Wānaka Airport is at an exciting junction where the future of the airport can have a significant impact on the region and New Zealand's aviation industry. There will need to be open, honest and respectful dialogue between users, stakeholders, the operator and the airport owner to realise the community vision for the future of Wānaka Airport **together**. The cohesive vision for what the airport can bring to the Upper Clutha should be used to bring these parties together and develop a broadly united and cooperative approach to the future of the Upper Clutha.

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Section 6

Recommendations

Wānaka Airport is currently a critical employment enabler in Wānaka; the use of this airport can broaden and benefit more of the community.

6 RECOMMENDATIONS

6.1 QLDC to Commission a Master Plan for Wānaka Airport to enable Scenario 3 - Wānaka Airport to Be a General Aviation Airport with Domestic Routes to Christchurch (and potentially Wellington)

We recommend the next stage following this review will be to commission a Master Plan for Wānaka Airport. Wānaka Airport is currently a critical employment enabler in Wānaka; the use of this airport can broaden and benefit more of the community. Vital to the success of this is a clear and concise master plan for the airport. This will outline how the airport will be operated, what investments are needed, and how the airport will be managed to realise the community's vision of Wānaka Airport in the future.

It is critical that the master plan is used to help build trust between the community and the airport owner and operator. This process will build on the work from this Future Review and community engagement works. This will finalise and address the points that have been raised in these works and have a solid future vision for the airport that the airport operator and QLDC can work towards, with support from the community.

The Master Plan will need to have a vision with a 5-year and 20-year horizon to be revisited with community engagement periodically on an approximately 5-year cycle. This will be to ensure continual alignment of the airport's future with the community vision for Wānaka. This process should include consultation on land-use, noise, airspace and flight path boundaries to help inform broader zoning rules and spatial planning.

At a minimum, the master plan will need to cover:

- Economic plan for the airport
- Land use for the airport land and precinct planning
- Growth plan in local aviation businesses enabling Wānaka Airport to be a centre of aviation excellence
- Growth plan in local non-aviation businesses
- Community, user and stakeholder consultation

We recommend that the airport master planning process is lead and managed by an organisation with the appropriate aviation knowledge and skill set required to undertake this work.

6.1.1 Master Plan to define a mission statement for Wānaka Airport

Suggested themes for this mission statement should cover the:

- Regional connectivity without requiring enlarging the airport and keeping in the spirit of the airport today
- Sustainable, high-quality tourism
- Centre of aviation excellence
- Continuation of support for existing users, Warbirds Over Wanaka, local aviation businesses, general aviation, helicopters and open airspace
- Civil defence and medical connectivity
- Innovative, local business hub
- Work in with the natural surroundings and environment

A mission statement should come out of the master plan works and be tested with the community. This is an opportunity to build trust with the community and see that the mission statement for the airport is consistent with community expectations and aspirations for the airport. The void of plans and information on the long-term direction for the airport, coupled with various proposals such as an international airport in Tarras, contribute to distrust and misinformation in the community. A clear, tested mission statement that is in line with the results of this Wanaka Airport Future Review results will help to bring the users, businesses and the community on side and build trust in the management of the airport.

Egis has created an example short mission statement as a potential starting point:

Wānaka Airport is dedicated to re-establishing regional connectivity with small aircraft and supporting civil defence, infrastructure and medical needs, while preserving the unique character and scale of the airport as it stands today. The airport will support sustainable, high-quality tourism and serve as a centre of aviation excellence, nurturing innovation and supporting local businesses. Wānaka Airport's commitment is to operate in harmony with Wanaka's culture and natural surroundings, ensuring that growth benefits the community without compromising the environment.

6.1.2 Master Plan to Work to Enable Wānaka Airport to Have Regular Scheduled Connections to Christchurch

The master plan will need to consider the current situation, as there are no scheduled connections to or from Wānaka. The master plan will need to provide certainty to potential airline operators that operating from Wānaka will be viable.

Realising the community's desire to have low passenger number aircraft that run regular services, the airport will rely on the airport being proactive, creative and flexible with potential operators. Scenario 3 was the most supported option, which means the airport should plan to enable aircraft movements of planes capable of up to 30 passengers. The master plan will need to have a plan on how the airport can show that it can enable up to 30-seater aircraft to operate efficiently from the airport, and outline what timeframe it expects to be ready for these operations. Given that the airport was successfully operating a similar daily route with Sounds Air up until September 2025, we envisage that limited works would be required to enable this service initially.

It will help to understand where the demand for these passengers will come from; the current indicated demand came from tourism, medical care and internal New Zealand travel. The previous operator, Sounds Air, indicated that they had enough demand to fill their 9-seater aircraft but the economics of operating this fleet for this route were not feasible. Wānaka Airport, QLDC and QAC will not be able to address all the operational barriers to a new route from Wānaka Airport, but they can outline how they plan to enable these operations.

We recommend that efforts are made to engage with central government and the wider New Zealand aviation industry on this topic. Regional connectivity and the commercial viability of the smaller routes is a New Zealand wide issue and is likely best addressed with support from central government to help act as an enabler.

6.1.3 Master Plan to Work to Enable Wānaka Airport to Provide Civil Defence Services

The Upper Clutha region would benefit from a resilient airport for civil defence in the case of earthquakes or other major emergencies. Wānaka Airport is well located to serve as a civil defence and emergency response hub for the Upper Clutha region, which lies across a fault zone. Roads and bridges are subject to failure in the case of a severe earthquake event, and the region could be isolated for an extended period of time. Prioritising development at the airport that enables emergency services, civil defence services, storage, and improved infrastructure resilience at the site would improve the region's ability to respond in an emergency.

Upgrading the airport to support emergency management and resilience was the most supported item in the Complementary Option section of the online survey and emergency management was considered a top 3 outcome for prioritisation from in-person and online engagement in Phase 1 of the Community Engagement. The community understands the value in upgrading the airport and its associated facilities to ensure that it is ready to provide logistics, services and connections in the case of a major emergency.

Airports become critical infrastructure for emergency services and emergency response teams in the event of major disasters. This is especially true for events which isolate the community from the rest of New Zealand's energy, freight and transport connections. The Upper Clutha has the potential to experience significant isolation in the event of a major earthquake. Utilising the airport as a base for potential responses will be most effective with additional hangar, storage and logistics space. These spaces can also be utilised for other services and businesses in normal operation, thereby making efficient use of the airport land and resilience preparedness.

Providing this resilience also works well with other community benefits. Back-up electrical power for the airport can be achieved through generators in the short term, but there is a significant opportunity to deliver multiple community benefits in integrating a community battery and on-site solar generation. These would enable a low-carbon airport, a more stable and more resilient electricity supply to the region and have the airport ready for the introduction of future aircraft, which will require more electricity regardless of whether they are hydrogen, electric or SAF powered.

6.1.4 Master Plan to Work to Enable Wānaka Airport to Provide Emergency and Medical Transfer Services

The Wānaka community placed value on the airport being capable of providing medical services, including non-emergency transfers. With 78% of respondents supporting developing medical facilities and a permanent base for the New Zealand Flying Doctor Service (NSFDS), there is a strong desire to enable this at Wānaka Airport.

Medical connectivity can be a driver for a sustainable operational model for small scheduled connections between Wānaka and Christchurch. This will likely require cooperation and funding from the Central Government to achieve long-term sustainability; QLDC will need to advocate for this. Medical connectivity also enables the airport to develop and become a maintenance hub for these services. The community and user groups advocate for Wānaka's potential to be a maintenance and innovation hub. Having medical and flying doctor-based services using Wānaka as a home base will enable maintenance works and jobs to develop at the airport.

There are two main categories of what should be considered:

- Enable the NZ Flying Doctor Service to station in Wānaka
- Enable regular patient transfer services

In order to achieve these, the master plan will need to outline how to achieve them and in what timeframe. The airport management and QLDC will need to align funding and investment to enable these developments. The master plan should set out long-term funding, land use planning and development plans to account for these services.

These services can be an enabler for an airline to have a regular connection from Wānaka to Christchurch. Advocacy for the Central Government to help fund national medical transfer services would help to create long-term funding stability for the services.

6.1.4.1 Enable New Zealand Flying Doctor Service

Enabling and establishing New Zealand Flying Doctor Service or similar transfers will take coordination between management at Wānaka Airport, the NZFDS and potentially the Central Government. Enabling the airport to host facilities forms part of the requirements of this being established; the exact requirements for the NZFDS will need to be agreed between QLDC and the NZFDS.

6.1.4.2 Enable Regular Patient Transfer Services

Specialist medical care is often not available in the region, causing patients to need to fly or drive to Christchurch for specialist medical care. This may not be able to be covered by the NZFDS, which generally focuses on emergency and urgent transfers. Patient transfers for elective medical and non-emergency specialist treatment are supported by the community and were one of the drivers for previous connections to Wānaka. The recommendation for the master plan is to plan for non-emergency transfers alongside any development in enabling emergency transfers and regular connections. Connections for non-emergency patient transfer should be considered as part of the initial strategy to enable an airline to operate small planes between Wānaka and Christchurch.

6.1.5 Master Plan to Work to Enable Wānaka Airport to Provide Services Beyond Aviation-Based Activity

The community was clear in wanting more from their airport than just aviation-based activity. The master plan should work with local business owners, local aviation businesses and prospective businesses that want to work in Wānaka to use the land holding to enable an expansion of services that the airport can enable.

6.1.5.1 Energy Generation and Storage

Airports are strong candidates for both local solar generation and community batteries. Airports need significant areas free of vegetation, buildings or potential obstacles. Across the industry, airports are using these areas to generate electricity to lower their energy costs, provide energy to the local area, and be prepared for future aircraft which will need more electricity.

When coupled with on-site energy storage, airports can also be used as local resilience hubs, depending on how much storage is used. With the dropping prices of energy storage, onsite generation and storage can enable airports to be local energy market players and reduce energy prices for the local area.

On-site energy generation and storage are also a part of sustainability efforts for many airports, which are seeking Airport Carbon Accreditation (ACA) or achieving Science-Based Target initiatives (SBTi). The potential benefits will need a detailed cost-benefit analysis and will need to work in with the long-term plan for the region in regard to electricity supply, resilience and investment.

The community is generally supportive of addressing emissions and the environment at the airport. In the initial Phase 1 works, 10% of the community raised the environment or emissions as drivers for what should happen with the airport. In Phase 2, 67% of respondents were supportive of a solar farm, with 11% opposed, and 64% of respondents supported a community battery, with 11% opposed.

6.1.5.2 Events and Shows

Wānaka Airport hosts one of the most unique and celebrated airshows globally with Warbirds over Wānaka. The local community places a high value on this event, and the continued operation of this event needs to be part of the master plan for the airport. 12% of respondents stated that their only interaction with the airport is Warbirds over Wānaka. Management for the airport will need to continue to enable, prioritise and support ongoing Warbirds over Wānaka events.

There is also an opportunity to promote additional shows at the airport, 80% of respondents stated that they supported hosting a future aircraft airshow similar to Warbirds over Wānaka. This is in conjunction with 70% of respondents supporting Wānaka Airport actively attracting aircraft manufacturers to test and prove new, small and innovative aircraft at Wānaka Airport. A future mobility airshow at Wānaka Airport would promote the region as a centre of aviation excellence, would enable airshows every year and would drive aviation innovation in Wānaka. QLDC and management for Wānaka Airport should work with event organisers, future air mobility companies and local businesses to host a future aircraft airshow. This will support the community and user groups' vision for Wānaka Airport becoming an aviation centre of excellence.

Non-aviation shows were also raised by the community as potential good fits for Wānaka Airport. With the significant, currently unused land holding, there are options to host events such as car shows, food or music festivals. These events cannot be a high priority for the airport, but should be considered if options are viable.

6.1.6 Master Plan to Include Input from Local Aviation and Non-Aviation Businesses and Enable Growth of Local Aviation Operators

The Master plan needs to outline how the airport will be managed and invested in to achieve its objectives. There is a clear direction from the community that one of these objectives should be to invest in the airport to enable local businesses which rely on the airport to prosper. As the airport currently has no connections and has never been a connection-oriented airport, it is important to ensure that the current general aviation businesses can continue to operate and grow with the ability to invest in their business at Wānaka Airport.

Support for the success of local aviation businesses in Wānaka was very strong, 91.5% of respondents supported the success of local aviation businesses in Wānaka. 82% of respondents also supported additional hangars and buildings to support these local businesses, and 85% of respondents supported investment into utilities that will enable these businesses to grow.

Hangar space was pointed out as being a limiting factor for the users of the airport. It was raised that planes are moving to other airports in the region as hangars are more available or most cost effective. To support local aviation businesses, any future plans for the airport need to consider hangar space at Wānaka. As General Aviation is seen to be such an important part of Wānaka Airport, it is important that it continues to support the local towns, local tourism and local jobs. Increasing the number of hangars could also be a cost-effective way to raise income for the airport while growing local businesses.

Local aviation and non-aviation-based businesses should be regularly consulted through the master plan process and normal operations to maximise opportunities as they arise. There are natural opportunities for investment in utilities, hangars and growth to also co-enable farm, logistics, research or other activities in the airport precinct. Understanding what would empower current and potential future users to develop their businesses and services will help to shape the development and investment strategy for the master plan.

6.1.6.1 Centre of Excellence: Maintenance

Enabling maintenance facilities and working with potential aircraft maintenance providers at Wānaka Airport would generate quality jobs in the region while also helping to address potential maintenance for local general aviation, potential connecting airlines and potential medical transfer operators. By leveraging the existing focus on general aviation at Wānaka, the airport would be able to enhance its reputation as a regional supplier for aircraft maintenance works.

Additional facilities will need to be built to realise a maintenance centre for Wānaka. The community shows strong support for these, but detailed costing, funding models and long-term rental agreements will need to be developed for any business to be able to establish itself as this regional maintenance supplier. The master plan should investigate these options ahead of the development of a business case for these investments.

6.1.6.2 Centre of Excellence: Innovation and Future Aircraft

Electric aircraft are on the near horizon, and there are manufacturers developing small and medium-sized electric aircraft across the globe. These range from small manufacturers and startups all the way up to major aircraft and engineering manufacturers. With the existing prominence of the Warbirds over Wānaka show, the open airspace over the region and flexibility in operations on site, Wānaka could be a proactive player in the development of electric, SAF and hydrogen aircraft.

Wānaka Airport has the opportunity to attract aircraft manufacturers to test and show their future aircraft in Wānaka. Over a long horizon, this will also help to establish the infrastructure and knowledge needed to have an electric airline connection from Wānaka. There are currently prototype projects across the world which are aimed at developing small commercial flight capabilities in electric aircraft. This includes an electric aircraft project between Air New Zealand and BETA Technologies as a demonstrator programme.

Wānaka Airport management should seek to actively promote future aircraft manufacturers to test and develop at Wānaka Airport. The open airspace and mountainous terrain make for a good proving ground for small aircraft. These operations will likely also help to drive tourism to train in, use, see and experience the future of air movements.

6.1.7 Master Plan to Include Clear Specifications for Airspace Around Wānaka

The master plan for Wānaka Airport should acknowledge the history and current strong community which uses the airspace for unpowered flight, especially paragliders and hang gliders. Wānaka and the Upper Clutha are a premier location for these activities and are globally renowned due to the natural beauty, open airspace and good flight conditions for these sports.

Paragliding and hang gliding bring specific, longer-stay tourists to the region who come for flight training and the flying conditions. QLDC should seek to continue and empower these airspace users. Representatives for this community should also be considered for future stakeholder groups in the airport master planning stage.

6.1.8 Master Plan to Promote Mixed Use of Airport Land to Best Meet Community Needs

As a significant land holding, away from town and with airport-related noise, there are non-aero opportunities which can co-exist with the space. Developing Wānaka Airport as a hub for commercial activity, logistics, and community needs beyond aviation will diversify the revenue stream for Wānaka Airport while providing space for the town to grow.

The master plan needs to consider areas on site where investment into hangars, factories and space can be utilised to address community and business needs. Services, spaces and utilities that could work well at the site and support the site as a centre of services, aviation, agriculture, or business should be considered.

6.2 Master Plan to Work Closely with the QLDC Long-Term Plan

The community has made it clear that they support the airport becoming a more prominent and utilised community asset. Therefore, it should be planned alongside the rest of QLDC's assets. Incorporating Wānaka Airport into the holistic planning for the region will help to realise the airport as an asset for aviation, local energy generation, business development, civil defence and emergency response. Land zoning outside of the airport should consider enabling an innovation hub, agriculture and general commercial spaces.

Transport planning for the airport should also be considered in the QLDC long-term plan. Public transport to and from the site should be planned for when the airport re-establishes scheduled connection flights. Safer access to the road network from the site should also be considered.

6.3 QLDC Spatial Planning Team to Be Integrated into the Master Plan Works

QLDC planning team should provide valuable input into the airport master plan so that they can co-enable outcomes for the local community. QLDC spatial plan should consider zoning of land adjacent to the airport to enable the area to be a hub for business, innovation and development of local works.

6.4 QLDC and QAC to Work Together to Use Land Holdings to Realise the Community Goals, Preferred Scenario and Future Operations

QLDC and QAC management for the airport will need to set up a management model which prioritises realising the community goals, preferred scenario and complementary options. QLDC and QAC should align their operational goals for the airport such that the community's preferred scenario is prioritised in the ongoing management and development of the airport.

6.5 Wānaka Airport Operator to Engage and Attract Airline Operators to Plan Future Operations of Scheduled Services

Air New Zealand does not currently operate any aircraft that fits the preferred community scenario. Air New Zealand is currently working on electric aircraft demonstrations; there is an opportunity to attract Air New Zealand and its partners to use Wānaka Airport as a proving ground and eventual home base for electric aircraft activities.

There are other operators, such as Sounds Air, Originair and Air Chatham, which operate conventional aircraft that fit in with the community's preferred operational Scenario 3. There are significant, systematic and industry-wide issues that will impact these airlines' ability to operate a sustainable route from Wānaka. The Wānaka Airport Operator and, or appropriately qualified support partners should advocate to the Central Government and the CAA to help address these fundamental barriers to these operators being able to operate routes to Wānaka, see Recommendation 6.6.

There are also operators which complete medical flights, such as the New Zealand Flying Doctor Service, enabling these to establish maintenance works and medical travel from Wānaka would benefit both the NZFDS in having new high-quality maintenance facilities while providing Wānaka with a reliable medical link.

6.6 Joint Advocacy Approach with NZAA, Wānaka Airport Operator, and other regional airports to Have a Joint Industry Approach to Development of a New Zealand Smaller Airport Network

Wānaka Airport Operator, with support from an appropriately qualified party should push for a group of New Zealand airports to partner and create a viable operational demand and model for 10-30 PAX aircraft to operate to similar smaller airports. These will require a general market shift in the New Zealand aviation industry, so there will need to be cooperation across multiple local governments, airports and the Central Government.

New Zealand currently has a lack of operators running aircraft in this size bracket which is an issue for all regional airports. There are challenges to start and operate a profitable service to these regional locations in New Zealand, including Wānaka, joint advocacy will help to develop a national approach to regional connectivity.

This advocacy will be asking for assistance from the Central Government to help fund connections between New Zealand's more isolated towns and cities to services in larger cities.

6.7 Wānaka Airport Operator to Advocate to Minimise Impact of CAA Changes

Advocacy to the Central Government and CAA to help reduce the cost burden on these regional airfields, operators and connections will be needed to have a resilient and reliable service. The increase in CAA costs was cited as one of the contributing factors behind Sounds Air ceasing Wānaka – Christchurch services. This has resulted in 2 main impacts on Wānaka, in that there is a loss of regular air connections from Wānaka Airport, whilst they are moving to be compliant with CAA regulations.

Wānaka Airport's need to follow the CAA direction to be compliant with Part 139 now needs to be funded and completed without any scheduled flights coming to the airport. This raises the costs associated with the airport for QLDC and the local taxpayer without additional services or benefits being realised by the community.

6.8 Wānaka Airport Operator to Plan Funding Models and Options for Long-Term Development of Wānaka Airport with oversight from QLDC

The community was supportive of Wānaka Airport, aiming to cover its own day-to-day operational costs. 68% of respondents supported the airport covering its own costs, while only 6% opposed this; there was majority support for the airport being able to generate a break-even financial position. The community supported seeking this revenue growth from a mix of user charges and generating income through diversified activities on site.

To realise the community's future vision for the success of local aviation businesses, it will be important to ensure that any cost increases placed onto these businesses are gradual, predictable and in line with being able to achieve local business growth on site. The community has a general openness to Wānaka Airport being subsidised, even with their preference for the airport being able to fully cover its own costs.

6.9 QLDC to Consider Operations and Management Structure of the Wānaka Airport to Realise the Community Vision for the Future of Wānaka Airport

The community was clear that they wanted operations and management of the airport to be as local as possible. From an operational perspective, a Wānaka Airport-based airport manager with a clear purpose to realise the community vision of the airport will help to tailor operations in line with development on the site.

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 master plan. QLDC and QAC will need to work closely with the community to build trust as they develop a master plan in line with Scenario 3 and the supported Complementary Options.

Potential benefits QAC can bring to Wānaka Airport include their 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 whilst they also have experience with developing supplementary revenue streams for other airports.

6.10 QLDC to Consider Governance Structure for Wānaka Airport to Enable the Airport to Develop in Line with Community Preferences

QLDC, as the owner of the asset, will need to continue to drive the future direction of the airport. As the majority shareholder in QAC, QLDC should align QAC incentives with the realisation of the community's vision for the future of Wānaka Airport.

There was support for the implementation of an additional Wānaka-based oversight group for the airport. The exact model of such a group will need to be considered to ensure that the group works in line with QLDC in enabling the community's vision for the airport. This is not a common or widespread operational model for airports, regardless of ownership or operational status, but in highlighting Wānaka Airport as a community asset, this could help to rebuild trust between the airport owner, operator, users and community.

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Appendix A

Wānaka Airport Aviation Technical Report

Wānaka Airport is at an exciting junction where the future of the airport can have a significant impact on the region and New Zealand's aviation industry.

Wanaka Aerodrome

Aviation Technical Report

June 2025

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Definitions

2D instrument approach operation *means an approach and landing using lateral navigation guidance only:*

3D instrument approach operation *means an approach and landing using both lateral and vertical navigation guidance:*

Aerodrome flight information service (AFIS) *means a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights in the vicinity of an aerodrome.*

Aeronautical information publication *means a publication issued by, or with the authority of, a State and containing aeronautical information of a lasting character essential to air navigation.*

Aeronautical Information Publication New Zealand *means the AIP for New Zealand published by the Civil Aviation Authority.*

Area navigation (RNAV). *A method of navigation which permits aircraft operation on any desired flight path within the coverage of the station-referenced navigation aids or within the limits of the capability of self-contained aids, or a combination of these.*

Decision altitude (DA) or Decision Height (DH): *A specified altitude or height in a 3D instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established. Note: DA is referenced to mean sea level and DH is referenced to the threshold elevation.*

Holding procedure. *A predetermined manoeuvre which keeps an aircraft within a specified airspace while awaiting further clearance.*

Initial approach fix (IAF). *A fix that marks the beginning of the initial segment and the end of the arrival segment, if applicable. In RNAV applications this fix is normally defined by a fly-by waypoint.*

Instrument approach operations. *An approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations:*

a) a two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and

b) a three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance.

Instrument approach operation type A *means an instrument approach procedure with a minimum descent height or decision height at or above 75m (metric) or 250ft (imperial):*

Instrument approach operation type B *means an instrument approach procedure with a decision height below 75m (metric) or 250ft:*

(imperial):Instrument approach procedure (IAP). *A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply. Instrument approach procedures are classified as follows:*

Non-precision approach (NPA) procedure. An instrument approach procedure designed for 2D instrument approach operations Type A.

Approach procedure with vertical guidance (APV). A performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A.

Precision approach (PA) procedure. An instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS CAT I) designed for 3D instrument approach operations Type A or B.

Instrument approach operation type A *means an instrument approach procedure with a minimum descent height or decision height at or above 75m (metric) (or 250ft (imperial):*

Instrument approach operation type B *means an instrument approach procedure with a decision height below 75m (metric) (or 250ft (imperial):*

Instrument runway *means one of the following types of runways intended for the operation of aircraft using instrument approach procedures:*

> *(1) Non-precision approach runway: A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type A and a visibility not less than 1,000 m (metric):*
>
> *(2) Precision approach runway, category I: A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) not lower than 60 m (metric) or 200 ft (imperial) and either a visibility not less than 800 m or a runway visual range not less than 550 m (metric):*

Minimum decision altitude (MDA) or minimum decision height (MDH): *A specified altitude or height in a 2D instrument approach or circling approach operation below which descent must not be made without the required visual reference. Note: MDA is referenced to mean sea level and MDH is referenced to the aerodrome or threshold elevation.*

Missed approach point (MAPt). *That point in an instrument approach procedure at or before which the prescribed missed approach procedure must be initiated in order to ensure that the minimum obstacle clearance is not infringed.*

Non-precision approach procedure *means an instrument approach procedure designed for 2D instrument approach operations type A.*

Obstacle clearance altitude (OCA) or obstacle clearance height (OCH). *The lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria.*

Standard instrument departure (SID). *A designated instrument flight rule (IFR) departure route linking the aerodrome or a specified runway of the aerodrome with a specified significant point, normally on a designated ATS route, at which the en-route phase of a flight commences.*

Terminal Arrival Area (TAA) *is a part of an RNAV (GPS) instrument approach procedure designed to transition aircraft from the en route structure to the terminal environment, providing minimum altitudes for obstacle clearance within specific boundaries.*

1 Overview

Wānaka Airport is a non-certificated aerodrome located 1.5 nautical miles (NM) west of Luggate in Central Otago. This report reviews the current aerodrome aviation technical areas and then assess future aviation operational scenarios.

Wānaka Airport is owned by the Queenstown Lakes District Council (QLDC) and the aerodrome is shown in QLDC District Plan Maps as 18a – Wānaka Airport[1].

Figure 1 – QLDC PDP Decisions Version Map18a – Wanaka Airport

The Airport is currently managed by Queenstown Airport Corporation (QAC) under a Management Services Agreement which has been place since 2010.

QAC owns 150ha of land around the aerodrome, in particular 75% of the NASA pad and all farmland, to the east and west, bordering the aerodrome.

The building and land which houses Twenty 24, Warbirds over Wānaka Office and the cafe is privately owned by Bluebird Sky Ltd. The land around this building (excl 2 metres from the building) is QLDC land.

Although currently a non-certificated aerodrome the Director of Civil Aviation has required the airport to have acquired a Part 139 Qualifying Aerodrome Operator Certificate by 1 July 2027[2].

[1] https://www.qldc.govt.nz/media/llcf0tlg/pdp-decisions-map-18a-wanaka-airport.pdf

[2] Letter from Paul Tench, Technical Specialist, Aeronautical Services dated 24 July 2024. 23/139/41 - Qualifying Aerodrome Certificate Determination – Wanaka Airport.

2 Published data

2.1 AIPNZ Information

Aerodrome Name	Wanaka Aerodrome
ICAO Designator	NZWF
Location	1.5 NM W of Luggate
Date and time	21 May 2025 1000-1400
Owner	Queenstown Lakes District council
Operator	Queenstown Airport Corporation Ltd
Contacts	Juliet Breen
Aeronautical Information Publication New Zealand (AIPNZ)	Available for general use without prior permission
Runway Vectors	11/29
Lighting	Nil
CAA Certificated	No
Instrument procedures	Yes
Facilities	Fuel Hangars Maintenance Fire extinguishers and fuel spill kit
Supplementary	Operator details Landing fees Aerodrome Limitation Aeronautical conditions of use

2.2 AIPNZ Information

Two runways:

- Grass RWY 11/29 882 x 60 m
- Seal RWY 11/29 1200 x 30 m

Grass and seal Runway 29 are a right hand circuits.

Four taxiways or one main apron.

One windsock located at each threshold of sealed RWY 11/29.

There are no ground based navigation aids.

The aerodrome is uncontrolled with no air traffic service.

There is one instrument approach procedure and two standard instrument departures.

Helicopter training area to the east of grass RWY 11/29

NASA balloon launch pad also east of grass RWY 11/29.

There are 17 notes for Wanaka published on the Aerodrome Chart page.

AIPNZ Information as at the date of Inspection is included as Appendix A.

2.3 AIPNZ Sections

AIPNZ Page	Details
NZWF AD 2 - 31.1	Arrival and Departure Procedures
NZWF AD 2 - 35.1	VFR PREFERRED ARRIVAL/DEPARTURE ROUTES RWY 11 (1)
NZWFAD 2 - 35.3	VFR PREFERRED ARRIVAL/DEPARTURE ROUTES RWY 29 (1)
NZWF AD 2 - 45.1	RNAV (GNSS) RWY 29
NZWF AD 2 - 51.1 NZWF AD 2 - 51.2	Aerodrome Chart
NZWF AD 2 - 52.1	Aerodrome Operational Data
NZWF AD 2 - 61.1	Standard Route Clearances
NZWF AD 2 - 62.2	RNAV (GNSS) SID RWY 11
NZWF AD 2 - 62.3	RNAV (GNSS) SID RWY 29

2.4 Instrument Flight Procedures

Instrument approach

There is one instrument approach procedure for Wanaka being a performance based navigation (PBN) instrument approach using global navigation satellite systems (GNSS). Appendix B has the instrument approach procedure in both the published details and an overlay on Google Earth.

The instrument approach procedure is restricted to Category A and B aircraft and has a missed approach point at SAGEM which is 2.5 NM from the runway 29 threshold. The missed approach procedure requires the aircraft to turn over Wānaka and then fly back up the valley to the south. The aircraft is required to climb back to the IAF at PASMU, to commence another approach or use the associated holding pattern.

The procedure is a non-precision instrument approach operation, type A (above 250 ft) and 2D (lateral only).

The approach is Lateral navigation (LNAV) which is a type of instrument approach procedure that provides horizontal guidance, but not vertical guidance, to the runway. Figure 2 shows some different types that can be used[3].Due to terrain the current instrument approach procedure is limited to Cat A & B aircraft only;

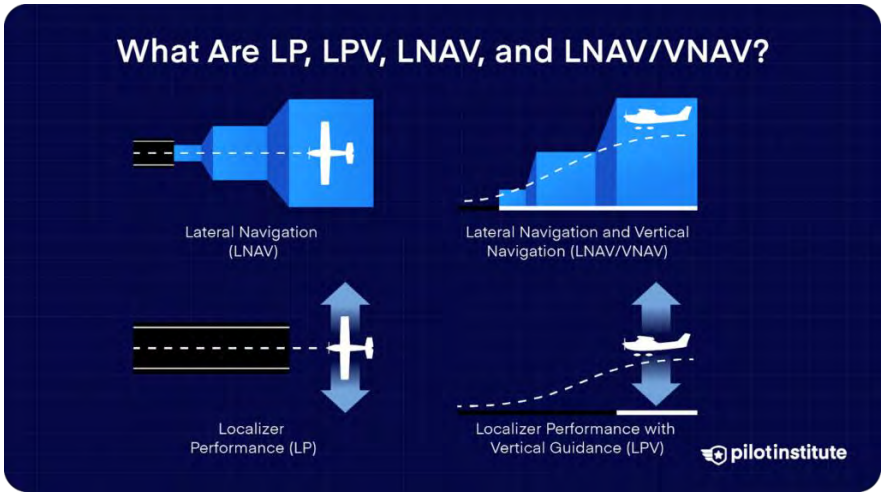


Figure 2 - Schematic of instrument approach types

[3] © Copyright 2025 Pilot Institute. All Rights Reserved

Normally instrument procedures will be designed for aircraft up to Cat D. Aircraft categories as published by the International Civil Aviation Organisation (ICAO)[4] are:

Category A — less than 169 km/h (91 kt) indicated airspeed (IAS) e.g. Cessna 172

Category B — 169 km/h (91 kt) or more but less than 224 km/h (121 kt) IAS e.g. Q300

Category C — 224 km/h (121 kt) or more but less than 261 km/h (141 kt) IAS e.g. ATR 72[5], B737 , A320

Category D — 261 km/h (141 kt) or more but less than 307 km/h (166 kt) IAS

Category E — 307 km/h (166 kt) or more but less than 391 km/h (211 kt) IAS

Due to the terrain the missed approach altitudes vary based on the aircraft climb capability.

Operation	Missed approach climb gradient	MDA[6]/MDH
LNAV 2.5%	150 ft/NM	**2870** (1750) - 5
LNAV 4.0%	250 ft/NM to 4100 ft	**2170** (1050) - 5
LNAV 5.5%	340 ft/NM to 3600 ft	**2100** (980) - 5

There are many clues on the approach chart why instrument approaches by higher performance aircraft are not possible. For example the Missed approach point is 2.5NM from threshold, the MDA/H has two additional MACG and the higher 5.5% MACG is outside ICAO PANS OPS maximum permitted 5.0% (303.8ft/NM).

The standard minimum climb gradient for a missed approach procedure is 2.5%. This means that aircraft are required to climb at a rate that provides a minimum obstacle clearance of 98 feet (30 meters) above the missed approach point or decision altitude (DA). If an aircraft cannot achieve this gradient, it may be necessary to increase the DA or MDA to ensure obstacle clearance.

Even with the higher climb gradient the lowest MDH 980ft which is reached at 2.9NM from threshold, the missed approach indicated air speed (IAS) is restricted to 140 kt until back at waypoint KAKVA. It would be difficult or very limiting on passenger capacity for the ATR-72, A320 and B737, to meet all these operational requirements.

Other indications of the difficulties in instrument procedure design because of terrain for the current Cat A & B are the stepped Minimum Safe Altitudes (MSAs) on the three terminal approach areas, a 25NM minimum sector altitude (MSA) based on the aerodrome reference point (ARP) and 'No Circling' southwest of RWY 11/29. See Instrument Chart in Appendix B.

Instrument departure

There is one SID for each runway published and these have higher end climb gradients and requirement to fly visual segments to initial departure fix (IDF).

2.5 Airspace

Wanaka is located in uncontrolled airspace, Class G, with the lower level of controlled airspace above the aerodrome starting at 9500 feet. There is a common frequency zone for the area named Wanaka CFZ from the surface to the lower level of controlled airspace using radio frequency 120.1, this is the same as the

[4] ICAO Document 8168, Procedures for air navigation services, Aircraft Operations. Volume II – Construction of Visual and Instrument Flight procedures, Seventh Edition, 2020.

[5] ATR-72 is technically Cat B but Air NZ fly Cat C by default and only Cat B for RNP-AR and conventional if there is an MDA advantage.

[6] MDA is referenced to mean sea level and MDH is referenced to the threshold elevation which is 1120 ft.

aerodrome radio frequency. It is noted that a mandatory broadcast zone (MBZ) was applied to the Director of Civil aviation but was declined.

There four visual reporting points; west, northwest, east and southwest, of the aerodrome. A parachute drop area, P912, is to the northeast across the river and hang gliding is noted to the west, north and southeast of the aerodrome.

Wanaka Lakes Health Centre heliport (NZHC) is located 4.7nm to the west of NZWF. The airspace is not complex apart from the terrain, and the aerodrome has no air traffic service.

Appendix C shows the Wanaka are as published in the 28 November 2024 Visual Navigation Chart (VNC) C17: Queenstown.

2.6 Obstacle Limitation Surfaces

Overview

Obstacle limitation surfaces (OLS) are internationally accepted areas to protect aircraft operations in and around an aerodrome. The surfaces are primarily intended to protect for the arrival and departure of aircraft using a runway in the critical operational areas.

The relevant international aviation document is the International Civil Aviation Organisation (ICAO) Annex 14 to the Convention on International Civil Aviation – Aerodromes. This contains the Standards and Recommended Practices (SARPs) for aerodromes and defines the obstacle surfaces SARPs to be applied by States including the applicable heights, slopes and radius.

In New Zealand, the ICAO SARPs have been adopted and are included in CAR Part 139 which relates to certificated aerodromes that have aircraft operations using aircraft that have a certified seating capacity of 30 passenger seats or greater. CAR Part 139 Appendix D.1 contains the following requirements for the establishment of obstacle limitation surfaces at an airport.

D.1 Obstacle limitation surfaces

(a) The following obstacle limitation surfaces must be established for a runway—

(1) conical surface; and

(2) inner horizontal surface; and

(3) approach surface; and

(4) transitional surfaces.

CAA Advisory Circulars (AC) provide acceptable means of compliance and guidance material for operators.

CAA AC139-6 Aerodrome Design Requirements is for CAR Part 139 certificate holders and aerodromes used by aeroplanes conducting air transport operations under Part 121 (more than 30 passenger seats). It is also recommended for any other aerodromes used by aeroplanes conducting air transport operations under Parts 125 (10-30 passenger seats) and 135 (9 passenger seats or less).

CAA AC 139-7 Aerodrome Standards and Requirements is for aerodromes serving aeroplanes at or below 5700 kg MCTOW on non-air transport operations.

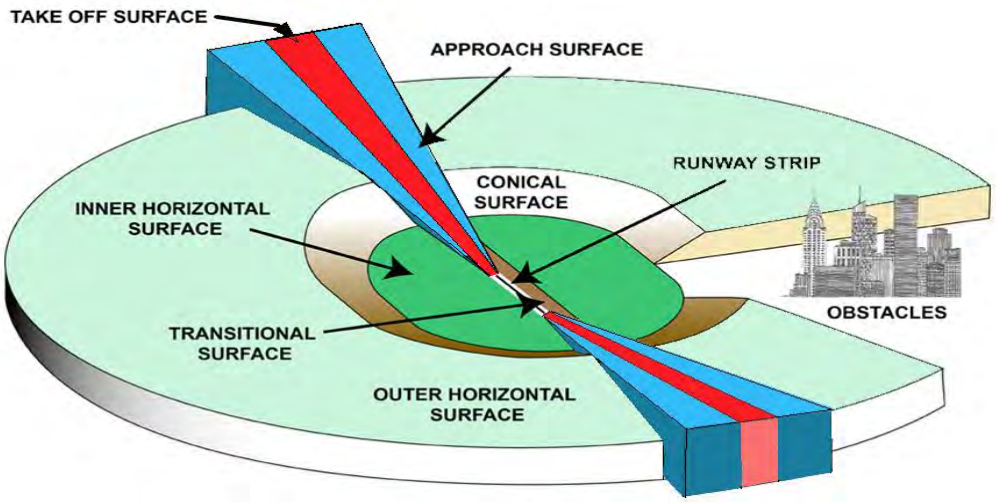


Figure 3 - Aerodrome obstacle surfaces

Wanaka Requirements

For Wānaka the OLS requirements for the main sealed runway would be based on CAA AC 139-6 and the grass runway possibly CAA AC139-7.

The main sealed runway is Code 3 runway as it is 1200 m and has a 150 m wide runway strip. The grass runway is shown as the runway strip at 882 m so is Code 2.

The Queenstown Lakes Operative District Plan includes height restrictions in Volume 1 Appendices, Appendix 1 Designations, E Wanaka Airport[7].

Volume Three: Operative District Plan Maps includes two figures for Wanaka airport:

Figure 3 - Wanaka Airport - Airport Approach & Protection Measures

Figure 4 - Wanaka Airport - Airport Protection Inner Horizontal & Conical Surfaces

The height restrictions are based on the aerodrome obstacle limitation surfaces for a code 3 non-precision approach runway and Code 3 Take Off runway, that is they cover only the sealed runway OLS.

The protection area maps are included in Appendix D.

3 Onsite Visit

3.1 Overview

An onsite visit was made on Wednesday 21st May and included a meeting with the Wanaka Airport Staff who are employed by QAC.

This included Juliet Breen - Head of Operations, Compliance & Safety – QAC, Rushlee Smith and Jeff Hair - Wānaka Airport Duty Managers, and Rowena Nelson - Wānaka Airport Safety Co-ordinator

Discussions were held on the current operations and also Part 139 certification and documentation requirements. They reinforced aviation user engagement important as there are varying views and a mix of operators on the aerodrome. It was noted the strong helicopter operational presence, mixed with a variety of general aviation activity and the Sounds Air scheduled service. The aerodrome layout has several challenges for operations both ground and air, with a varied mix of aircraft operational requirements.

[7] Accessed 19 June 2025 https://districtplan.qldc.govt.nz/operative/rules/0/221/0/10307/0/89

3.2 Operations

Weather

Generally good weather with light winds but in June/July an inversion layer can form over the river area. This can last days or several weeks and is above the instrument approach missed approach point so no instrument flights operate, and most VFR aircraft also cannot operate.

Regular Air Transport

Since November 2020 Sounds Air have operated a Pilatus PC12 regular scheduled passenger services. The aircraft is configured with 9 passenger seats with up to 6 movements per day and 8 movements in summer. Sounds Air don't park overnight normally especially in winter due to inversion layer preventing departure.

Operations

Runway 29 mainly used around 80% of operations with a 40% Helicopters and 60% Fixed wing mix. There are several itinerant aircraft operations and operators from Queenstown who use Wanaka. Some corporate jet operate along with military aircraft.

All aircraft follow circuit patterns including helicopters. In general operations include:

- Scheduled turboprop air transport operations (Sounds Air),
- Commercial parachuting operations – Use Parachute drop zone P912 off airport.
- Commercial fixed wing charter activity and flight training - C172, Cessna caravan
- Commercial helicopter activity including charter, medical flights, agricultural activity – 350 Squirrel, BK117
- Flight training and general charter and commercial activity,
- Military aircraft
- General aviation fixed wing and helicopter,
- Corporate jet operations
- Itinerant aircraft
- Commercial hot air balloon operations can occur.

NASA Balloons

The NASA high altitude balloon launches occur every two years normally from March to end of May, with the last launch in 2025. There are normally two balloons launches, and the operation requires four months of preparation. Ground operation supporting the balloon launch are based at a hangar north of the terminal and requires the NASA team to cross from the terminal to the NASA area which causes some disruptions and as they need to cross the runway the risk of foreign object debris (FOD). Cranes are used as well which require special arrangements to reduce disruptions. The launch day closes the airport until early afternoon.

Military

Frequent NZ defence force (NZDF) operations including C130 Hercules and also the T-6C Texan II. Skytrain military training exercises are an annual training event where the NZDF tests and improves its ability to deploy and support airborne operations often using Wanaka.

Wings over Wanaka

Held over Easter every two years (even years) and closes the airfield for the weekend.

Movements

Annual movements in 2019 were around 64,000 and post COVID 19 have been increasing with approx. 42,000 in 2023 and 45,000 in 2024.

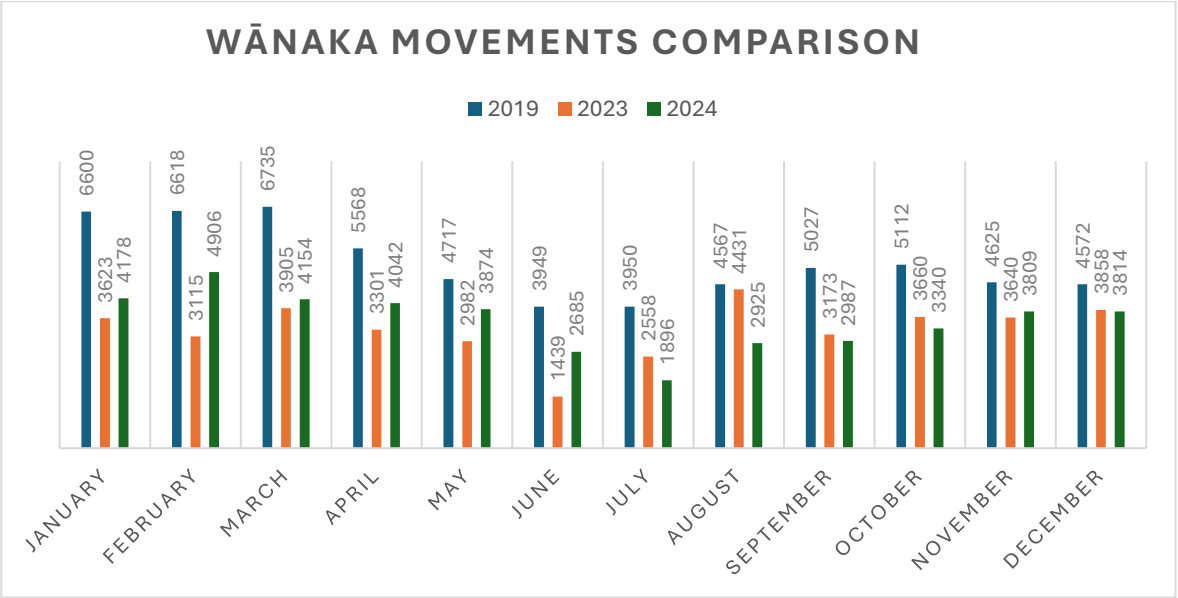


Figure 4- Wanaka Airport Movements 2019, 2023, 2024

Airfield Inspection

An inspection of the aerodrome was carried out both on foot and by vehicle.

- Runway overlay 2022 by Fulton Hogan and BECA. Some humps and cracks appearing.
- Some rubber buildup RWY 11 from the C130.
- NASA launch area means ground operations must cross runway from the NASA hangar
- Project Pure, Council water treatment project can supply some water for irrigation.
- Radio traffic issues – applied for MBZ but refused by CAA.
- Preparing for Qualifying Airport certification in 2027.
- Movement data from AIMM – not accurate use mix of ADS-B data and voice calls.
- All recommendations from aeronautical study being implemented as per CAA requirement.

The photos taken onsite are in Appendix E.

4 Relevant aviation studies

4.1 Master Plan

The only published Master Plan was completed in 2008[8].

In July 2001, the Wanaka Airport Manager commissioned Peak Projects International Ltd to assist in the preparation of an Outline Master Plan for the future development of Wanaka Airport.

Specific issues addressed then included:

[8] Wanaka Airport, Master Plan, Wanaka Airport Management Committee, Revision 2.41, 11 September 2008. Prepared by Peak Projects International Ltd.

- Allocation of new leased sites for tandem parachute operators and for other potential new commercial and private tenants;
- Identification of key planning issues to facilitate the future introduction of scheduled air services; and
- Preparation of an initial plan in sufficient detail to secure funding for a full master plan and feasibility study.

This Master Plan report updates the Outline Plan (2002) and incorporates significant components/aspects of the airport's development since that time, including:

- Purchase of an additional 90 hectares of land;
- The commencement of scheduled air passenger services; and
- Additional survey and runway planning.

This expanded Master Plan forms the basis for planning the development of Wanaka Airport with the intention that both the Master Plan and the associated Air Traffic Forecasts be updated on a regular basis.

The key recommendations of the Master Plan detailed in section 1 are:

1.1 Development and Planning Tasks

i. Undertake consultation with airport users and stakeholders based on the Master Plan presented herein.

ii. Complete the designation process and implement changes to the District Plan for revised airspace designation and noise boundaries.

iii. Review and make recommendations regarding the most appropriate governance structure for the airport.

iv. Prepare a comprehensive development report and business case study for the development of the northern hangar area.

v. Prepare a long - term business plan.

vi. Negotiate lease termination to secure site for future passenger terminal building.

vii. Prepare all documentation and complete the full process for certification of the airport under CAA Part 139[9].

viii. Ensure adequate protections are put in place to ensure the on-going future of the War birds Over Wanaka Air show event due to the significant economic benefits for the Wanaka, Queenstown Lakes District, and surrounding districts.

1.2 Major Capital Works Items

i. Seal access roads - Spitfire and Mustang Lanes.

ii. Seal Taxiway to Southern Hangars.

iii. Construct access road to northern hangar development.

iv. Construct passenger terminal building.

v. Extend main aircraft apron.

vi. Construct new car parks.

vii. Extend runway as required

[9] In this report and the aeronautical studies reference is made to CAA Part 139 or CAA Rule Part 139. This in incorrect and should be Civil Aviation Rule Part 139 as the rules are made by the Minister of Transport under the Civil Aviation Act. The CAA's role is to apply the Civil Aviation Rules including certification and approvals.

Section 6 of the Master Plan provided growth figures and projections. These are provided for information.

A summary of the aircraft and passenger movements (landings and takeoffs) for the years 2006, 2016, 2026 and 2036 are shown in Table 6-4 Summary of Forecast Annual Aircraft Movements and Figure 6-1 Aircraft movements per annum. It was noted ATR72 movements are forecast to operate between 2017 and 2025.

Table 1 - 2008 Master Plan annual aircraft movements forecast

Aircraft Type	2006	2016	2026	2036
Scheduled A/C				
B737/AS320	nil	nil	2,254	2,999
ATR72	nil	nil	nil	nil
Dash* Q400			2,190	2,915
Dash8 Q300	nil	2,555	nil	nil
Beech1900D	850	nil	nil	nil
Non-Scheduled Charter A/C				
Convair 580/ATR 72 etc	12	26	54	71
Flight seeing A/C				
BN2-A Islander	165	nil	nil	nil
Cessna 206/185	2,390	nil	nil	nil
Cessna 177	770	nil	nil	nil
Cessna Caravan		1,014	1,689	2,039
Airvan GA8		1,014	1,689	2,039
Pilot Training A/C				
Cessna 172	2,148	3,499	5,531	6,676
Light Sports A/C	1,494	2,434	3,847	4,644
General Aviation A/C				
Cessna etc	3,195	5,885	8,912	10,757
Skydiving A/C				
Cresco etc	4,600	7,493	11,845	14,298
Warbirds + Adventure A/C	314	478	663	801
Helicopters				
R22/44	3,384	6,352	11,448	14,301
H500/AS350	2,110	3,961	7,138	8,917
Total	21,432	34,711	57,260	70,457

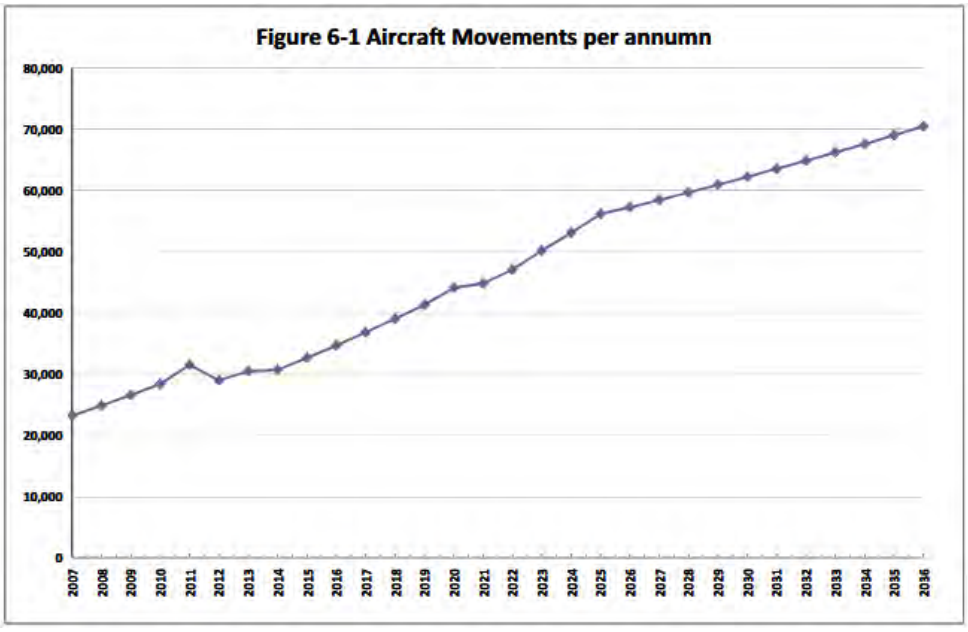


Figure 5 - 2008 Master Plan Aircraft movements per annum

Passenger numbers were forecast as per are shown in Table 6-5 Summary of Forecast Annual Passenger Movements and Figure 6-2 Pax movements per annum.

Table 2 - 2008 Master Plan annual passenger movements forecast

Aircraft Type	2006	2016	2026	2036
Scheduled A/C				
B737/AS320	nil	nil	214,534	305,924
ATR72	nil	nil		
Dash8 Q400	nil		113,442	155,297
Dash 8 Q300		89,425		
Beech1900D	11,628	nil	nil	nil
Non-Scheduled Charter A/C				
Convair 580/ATR 72 etc	510	1,105	2,274	3,027
Flight seeing A/C				
BN2-A Islander	989	nil	nil	nil
Cessna 206/185	8,963	nil	nil	nil
Cessna 177	1,732	nil	nil	nil
Cessna Caravan	nil	9,128	15,203	18,352
Airvan GA8	nil	4,563	7,600	9,173
Pilot Training A/C				
Cessna 172	2,685	4,374	5,531	6,676
Light Sports A/C	1,868	3,042	3,847	4,644
General Aviation A/C				
Cessna etc	6,390	11,770	17,823	21,514
Skydiving A/C				
Cresco	13,800	22,479	35,534	42,894
Warbirds + Adventure A/C	314	478	663	801
Helicopters				
R22/44	5,076	9,528	11,448	14,301
H500/AS350	4,115	7,723	13,919	17,388
Total	58,070	163,615	441,818	599,991

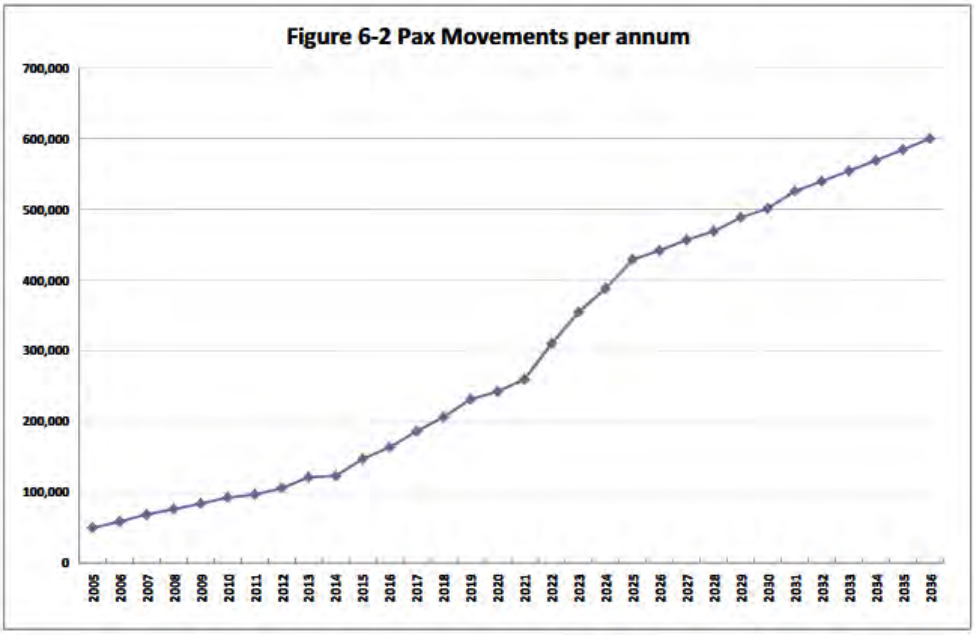


Figure 6 - 2008 Master Plan forecast passenger movements

4.2 Aeronautical Study

Overview

An Aeronautical Study was conducted, at the request of Wanaka Aerodrome and QLDC, to predominantly assess aerodrome layout and design, requirements for certification under Part 139, airspace issues in the areas surrounding Wanaka Aerodrome and whether any form of Air Traffic Management was warranted at Wanaka Aerodrome.

Theis consisted of two reports; one on the aerodrome and one on air traffic services.

Aerodrome Design and Certification Requirements

Wanaka Airport – Aerodrome Design and Certification Requirements, Final Report (Version 2), 6th March 2023 produced by Quality Aviation Consulting.

This Aeronautical Study is limited to aerodrome design requirements pertaining to the scheduled operation of turboprop aircraft (Code 3C) with a seating capacity of up to 90 seats. The scope was detailed as:

- An assessment of existing aerodrome infrastructure,
- A gap analysis between the current operating conditions and the requirements for certification as a qualifying aerodrome operator as per CAR Part 139 including certification requirements, operating requirements, and aerodrome security,
- An assessment of any proposed changes to existing aerodrome infrastructure ensuring any new aerodrome infrastructure provides a safe and efficient operational environment for aerodrome users,
- Consideration of the requirement to provide RESA acceptable to the Director if regular passenger air transport services (RPT) with aircraft having a certificated seating capacity of more than 30 passengers commences,
- An assessment of the applicable Civil Aviation Rules to ensure operations at the aerodrome remain compliant throughout,
- Meaningful consultation with Users and Stakeholders.

The report makes 15 recommendations mainly related to the aerodrome design and layout (recommendations 1-10, 12-14). Recommendation 11 QLDC review and update the 2008 Master Plan. Recommendation 15 was to seek certification under Part 139 as a Qualifying Aerodrome.

Recommendation A1: A parallel Code B taxiway is developed between stubs A2 and A4 with its centreline 87m south of the runway centreline, and an equipment/parked aircraft clearance line a further 20m south. This can be a grass taxiway so long as drainage permits its use in all but the wettest weather.

Recommendation A2: The FATO is moved to the south side of the sealed runway as shown in diagram 5, with an air taxiway connection to the parallel taxiway.

Recommendation A3: Taxiway W is connected to the rest of the airport via the proposed parallel taxiway and is restricted to Code A aircraft unless accessing Twenty-24 for which special procedures should be developed.

Recommendation A4: An aircraft parking area east of Skydive Wanaka, as shown in diagram 5 should be marked out and shown in the AIP. If required additional “parallel parking” for aircraft with wingspan 10m or less can be along the access road fence line. Fixed tie down positions should be provided here to ensure parking is parallel and as close to the fence as practicable.

Recommendation A5: The area identified in diagram 5 for runups should be designated as such on the AIP ground movements chart, suitable for short duration runs by Code A aircraft only.

Recommendation A6: The grass runway is restored to a smooth condition at the 11 end. Meanwhile its rough condition should be NOTAM'd.

Recommendation A7: Increase the width of the runway strip to 150m by removing the trees and any other significant obstructions within it and grading the embankment.

Recommendation A8: Grade the full 150m strip width, including culverting the water race, to remove the level transitions.

Recommendation A9: Protect the overrun areas at each sealed runway end, including allowance for a future 550m runway extension at the 11 end, for future RESA.

Recommendation A10: Should regular operations of aircraft with 30 or more seats be planned then prepare RESAs at each sealed runway end in compliance with CAR139 Appendix A.1. and obtain CAA's approval for it.

Recommendation A11: QLDC urgently reviews and updates the 2008 Master Plan to reflect the expected future mix of operations and its aspirations for the airport, ensuring that fixed wing and helicopter operations and basing are separated as far as practicable.

Recommendation A12: Review all fencing and upgrade to the standard in diagram 10 in areas that the public can easily access and between hangars, and robust 5 wire stock fencing on rural boundaries.

Recommendation A13: Change all vehicle access to swipe card and upgrade barrier arms airside to prevent pedestrians and animals gaining airside access around or beneath the barrier.

Recommendation A14: Implement an airside vehicle permit system to only permit vehicles and drivers airside for bonafide purposes relating to aircraft or airside operations.

Recommendation A15: That NZWF seek certification under Part 139 as a Qualifying Aerodrome.

Airspace Designation and Consideration of Air Traffic Services

Wanaka Airport – Airspace Designation and Consideration of Air Traffic Services, Final Report, 2nd February 2024 produced by Quality Aviation Consulting.

The scope was detailed as:

We would be gathering information that would be the basis for which a long-term airspace management plan for the aerodrome could be developed. This would include but not be limited to:

- The effects the aerodrome design or use has on the safe and efficient use of the aerodrome by aircraft, and on the safety of persons and property on the ground.
- Assessment of the airspace safety and risk based on current and forecast traffic density and complexity of activity type, acknowledging the impact of the Covid-19 pandemic over the past 2 years and the potential recovery to pre-pandemic volumes.
- Identification of future 'trigger points', including traffic density, a change in size and frequency of RPT, and other risk factors, at which point there would be a requirement to consider a change in airspace designation including:
    - A change from uncontrolled Class G to controlled airspace
    - A change from a CFZ to MBZ
- An assessment of traffic density to provide sufficient information to the Director of Civil Aviation enabling a consideration of CAR Part 71.157.
- Assessment of the appropriate size of an MBZ if a change in designation was considered.
- Current and proposed risk mitigation measures.
-

The report made nine recommendations.

B1. That NZWF management better monitor and enforce the requirements to conform with normal circuit procedures.

B2. That information regarding the reporting system is included on the Wanaka Airport website for itinerant pilots.

B3. That NZWF consider redesigning the VFR Arrival and Departure charts and procedures, so that arrivals for both RWYs, and departures for both RWYs are depicted on separate charts.

B4. That Airport Management immediately explore options for an AWIB[10] at NZWF.

B5. That Airport Management consider introducing an AFRU[11] at NZWF on the current CFZ frequency.

B6. 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. We recommend that this be applied for immediately.

B7. That due to analysis of factors covered in Section 5.1, that NZWF consider introducing a UNICOM[12] at NZWF once sustained movements indicate more than 50,000 movements per annum.

B8. That the NZAIP is reviewed in line with the comments made in Section 5.2.1.

B9. That the VNC is reviewed in line with the comments made in Section 5.2.2.

The report included an interesting table comparing annual movements to other aerodromes including:

- Napier, New Plymouth and Gisborne with an aerodrome control service as they have scheduled Q300 and/or ATR 72 services.
- Paraparaumu with an aerodrome flight information service – AFIS.
- Whanganui with an air/ground radio communications service - UNICOM
- Taupo, Whangarei and Kerikeri that are uncontrolled aerodromes.

Although this data is from 2019 it provides a useful generic comparison, but each aerodrome, traffic and operating profile does differ with traffic volume only one measure.

[10] CAR Part 1 defines an AWIB Service as an automatic broadcast of aerodrome and weather information provided specifically for the facilitation of aviation, and for the avoidance of doubt, an AWIB service is not an air traffic service.

[11] CAR Part 1 defines an Aerodrome Frequency Response Unit as a ground based VHF radio, which on receipt of a modulated VHF transmission from an aircraft on the appropriate frequency, automatically transmits either a voice or a tone response to confirm the pilot's radio frequency selection:

[12] CAR Part 1 defines a UNICOM Service as a ground radio communications service in the aeronautical mobile service providing local aerodrome information for the facilitation of aviation, and, for the avoidance of doubt, a UNICOM service is not an air traffic service.

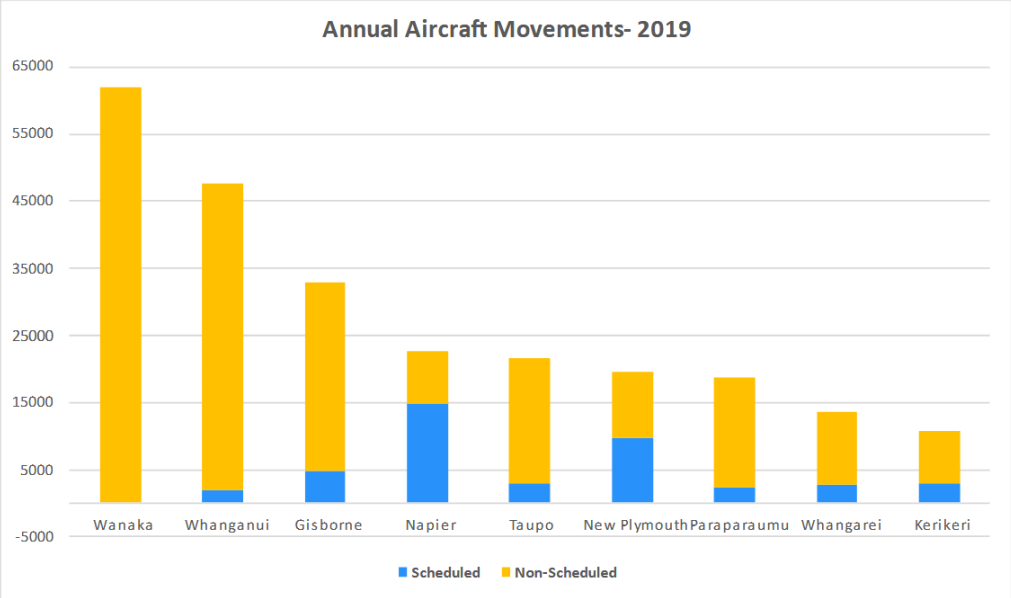


Figure 7 - Wanaka movements compared to other aerodromes - 2019

Section 3.14 of the study included information on CAA Incident Reports for the last five years – it was not detailed what the actual dates were but did note 296 reports which were filtered to 78.

No specific statistical analysis was made of the data. Using Diagram 13 from the report it is estimated from 2017-2021 there were 215,000 total movements. Using 296 reported incidents means 1.38 x 10^{-3}, and if 78 are relevant then this moves 3.6 x 10^{-4}.

5 Movement Data

5.1 QLDC Capital Works Plan

Background

There are a range of current movement data sources, and the data is generally sourced from the AIMM, Aircraft Movement Monitoring system. The system records voice communications and ADS-B[13] data to provide information for aircraft billing and statistics.

The QLDC "Wānaka Airport – Draft Capital Works Plan and Functional Strategy", August 2023, provides some aircraft movement data. Council engaged TPG as a lead consultant to manage the drafting of a Functional Strategy and Capital Works Plan, with assistance from Astral Limited (Astral) for aviation and commercial advice.

Aircraft movements at the Airport are recorded by the "AIMM" automated recording system. Astral has extracted and analysed the Airport's annual movements from Calendar Year (CY) 2016 to CY22 (the latest data available). For this Report's purposes, the CY equates to the corresponding end of that year's Financial Year (FY), i.e. CY23 is FY24.

From Astral's analysis, it has determined that years CY20, CY21 and CY22 were affected by Covid-19 restrictions but are showing evidence of rebuilding, with total movements in CY22 being 34,800 (44% down on the peak of 61,800 in CY19). See Figure 7.

[13] Automatic Dependent Surveillance-Broadcast (ADS-B) is an aircraft system that broadcasts aircraft information on its identification, position, altitude and speed.

Figure 8 - Total aircraft movements (Astral)

Astral has broken down CY22 movements by type of operation which indicates that:

- Whilst fixed wing flying comprised about 75% of all aircraft movements in CY16-18, by CY22 the fixed wing share had reduced to 50% of movements for various reasons.
- Fixed wing movements are dominated 75% by training and private flights, increasing to 84% when tourist flights are included.
- Scheduled air transport only makes up 6% of fixed wing movements.
- Helicopter operations are dominated by training and commercial operations making up 92% of the total.

See Figure 8. Note that these statistics are approximate as the type of operation has been inferred from the operator's main type of operation e.g., some tourist flights may be included in the pie charts as commercial flights if the operator's main type of work is general commercial aviation, and vice versa.

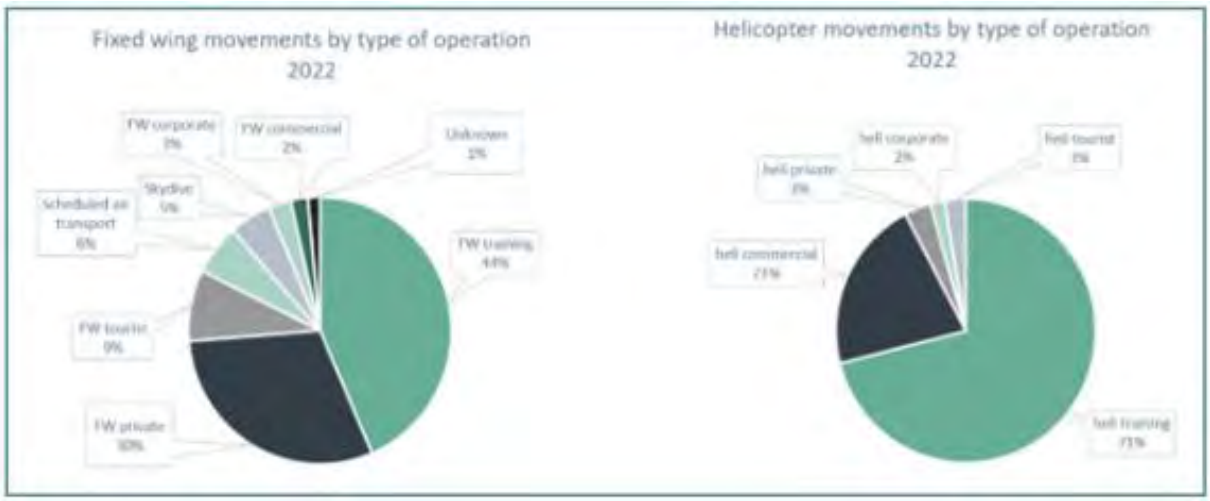


Figure 9 - Aircraft movements by type of operations (ASTRAL)

Future projections

Astral considered it is prudent to base projections of future aviation activity growth at the Airport on CY22 as a base year rather than simply assume CY19 levels will resume in the near future.

Please note that these are only projected movement numbers (not a forecast), based on Astral's in-depth understanding of the Airport operations and anticipated future markets, however they are relatively subjective and are subject to change.

Table 3 - Future projections (Astral)

	Historic activity		Projected activity				Assumed growth % (annual compounding)
	CY19	CY22	CY25	CY28	CY31	CY33	
Scheduled movements	-	1,100	2,300	3,100	3,800	3,800	14%* pa Sounds Air PC12: 1.8 average daily departures until 2025 increasing to 5.0 by 2033. All +5% for ad-hoc charters.
All commercial movements	51,700	27,700	34,600	43,500	57,300	70,900	4%* pa for Fixed Wing (FW) and Heli training and commercial, 23%* pa for FW tourist (predominately China market), 9%* for Heli
All corporate aviation movements	4,100	1,900	4,100	4,500	5,000	5,300	3%** for corporate FW, 4%** for Heli
All private aviation movements	5,500	3,900	4,700	5,500	6,400	7,100	4%** for private FW and 10%* for Heli
All unidentified aircraft	500	300	-	-	-	-	0%
Total fixed wing	**41,500**	**16,900**	**24,700**	**32,500**	**44,600**	**56,400**	
Total helicopters	**19,800**	**17,600**	**21,000**	**24,100**	**27,900**	**30,700**	
Total unidentified	**500**	**300**	-	-	-	-	
Total movements	**61,800**	**34,800**	**45,700**	**56,600**	**72,500**	**87,100**	
Projected pax numbers In+Out	-	**7,600**	**16,600**	**22,100**	**27,600**	**27,600**	

** compound growth from CY22 movements level*

*** compound growth from CY25 forecast recovery back to 2019 level*

Total movements

In summary, total movements in CY33 / FY34 are projected to be 87,100 compared to 61,800 in CY19 / FY20 (pre Covid-19) which is not a substantial increase. Growth is in Fixed Wing tourist and training and helicopter training. Heli tourist grows too but off a low base so doesn't make a big difference. The projection assumes Fixed Wing tourist movements, which were 80% Chinese tourists, will recover to their 2019 level by CY33 / FY34. That requires more than 20% per annum growth from 2022 levels. If tourists don't return in expected volume, it will make a big downwards difference to the CY33 / FY34 movements numbers.

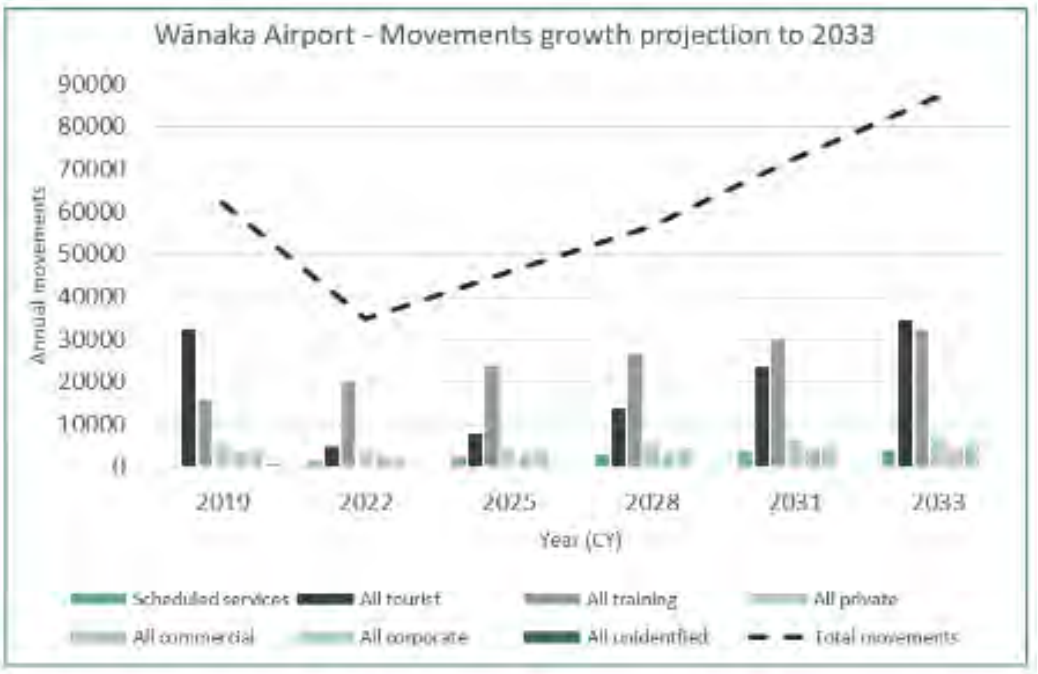


Figure 10 - Movements growth projection to 2033 (Astral)

5.2 Wanaka Airport Statistics

The following data is provided by Wanaka airport in June 2025:

Table 4 - Wanaka Airport Movements 2024

WANAKA AIRPORT MOVEMENT DATA													
As per AIMM reporting	2024												
	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sept-24	Oct-24	Nov-24	Dec-24	
Aircraft Type													
Aeroplane/Fixed Wing	2539	3160	2310	2414	2066	1592	1055	1316	1369	1661	2274	2266	
Helicopter/Rotary	1542	1643	1604	1460	1753	1050	815	1563	1587	1630	1496	1485	
Microlight/Gyroplane	68	67	52	42	34	26	11	27	13	21	18	36	
Unknown/Other	29	36	188	116	21	17	15	19	18	28	21	27	
Total Movements	**4,178**	**4,906**	**4,154**	**4,032**	**3,874**	**2,685**	**1,896**	**2,925**	**2,987**	**3,340**	**3,809**	**3,814**	**42,600**
Aircraft Weight													
Up to 600kg	109	95	81	58	48	54	36	32	21	34	44	65	
600-2,900kg	3589	4309	3387	3399	3406	2343	1649	2523	2600	2922	3281	3257	
2,900 - 5,700kg	443	472	491	475	399	271	196	351	345	360	463	457	
5,700kg - 15T +	8	4	10	2				1	3	1		9	
Unspecified	29	30	194	108	21	17	15	18	18	23	21	26	
Sounds Air / Scheduled Services	100	86	92	90	85	63	58	83	88	132	153	152	**1182**

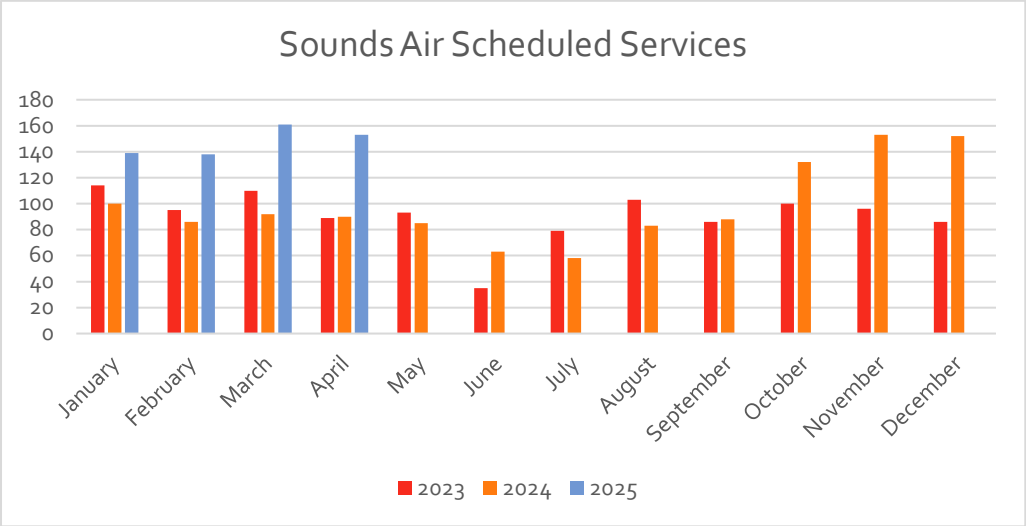


Figure 11 - Sounds Air Wanaka Airport Movements 2023-2025

6 Wanaka User Group Vision

6.1 Overview

The Wānaka Airport (WAUG) represents the interests of the businesses, employees and private individuals who make up the 150-person community at the airport. In October 2024 WAUG approached Shaping our Future and requested that they help the group define a long-term vision that provided a consensus view of "success".

The reason for this was in anticipation of a QLDC master planning exercise which was due to be held for the airport at some point in the future. An in-person workshop was held at the airport on 28th August, attended by 38 persons, and an online survey gathered input from 99 participants.

6.2 Outcomes

WAUG themes prioritised by votes at the workshop were:

Purpose/character statement

A GA airport 21

Local management board 18

A shared long term plan 10

Community benefits – SAR, training, tourism 7

Warbirds 6

Emergency response AF8 4

Part of the community 4

Retain current mix, allow for growth 3

A hub for the aviation community 2

Small, friendly, accessible, very Kiwi 1

Airpark facility 1

Recreational hangar area 0

Fire fighting 0

Planned 0

ROI 0

Success descriptors

No QAC – effective local governance arrangements 20

Security of tenure with long term leases 15

Stability of management / future 11

Wanaka airport thriving and vibrant committed to GA 10

Viability for all users 5

Diversity, family owned businesses 4

Functional and sustainable 4

Infrastructure to sites inc fibre, taxiways 3

7 Future Options

Air Park

Flying School

Fixed Base Operator

Hangars

7.1 Instrument Approach Types and Systems

LNAV, LNAV/VNAV, LPV and LP are different levels of approach service and are used to distinguish the various minima lines on the RNAV (GNSS) chart. The minima line to be used depends on the aircraft capability and approval.

Localizer Performance without Vertical Guidance (LP) and Lateral Navigation (LNAV) are non-precision approaches with lateral guidance normally from GNSS. They are flown to a minimum descent altitude (MDA).

LNAV – Lateral Navigation.

The minima line on the chart for RNP Approaches without vertical guidance. LPs are non-precision approaches with satellite based augmentation system (SBAS) lateral guidance. They are added in locations where terrain or obstructions do not allow publication of vertically guided LPV procedures.

LNAV/VNAV – Lateral Navigation/Vertical Navigation.

LNAV/VNAV approaches provide both horizontal and approved vertical approach guidance. Vertical Navigation (VNAV) utilises an internally generated glideslope based on SBAS or Baro-VNAV systems. Minimums are published as a decision altitude (DA). If Baro-VNAV is used instead of SBAS, the pilot may have approach restrictions as a result of temperature limitations and must check predictive GNSS RAIM (Receiver Autonomous Integrity Monitoring).

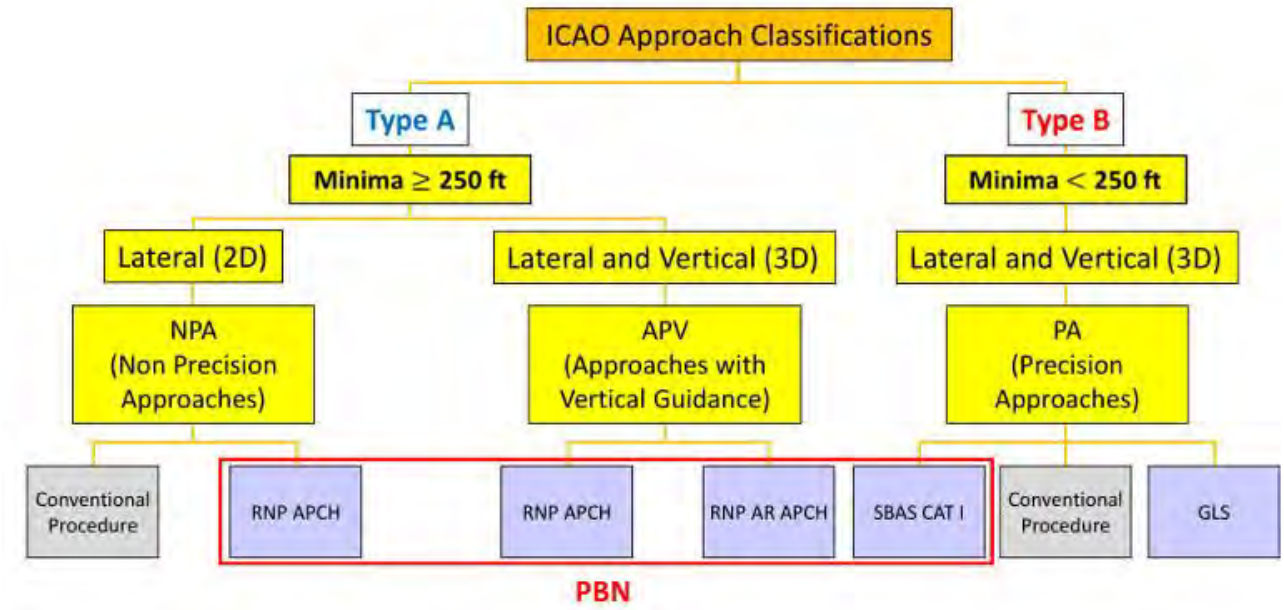


Figure 12 - Approach procedures classification[14]

ICAO strategic objectives include the increase of safety, airport accessibility and pilot situational awareness, so they support implementation of performance based procedures and operations.

Widespread availability of GNSS-based RNAV and VNAV capability on many types of aircraft along with more PBN instrument procedures is assisting the implementation of PBN.

7.2 Runway extension

As QLDC has available land to the north out a runway extension to the north is possible.

Appendix F shows possible options of 1400 m and 2000 m.

Aerodrome Reference Code

The current runway code is 3 and if extended to 2000 m would be Code D. This would require changes to taxiway and associated apron design.

Code element 1		Code element 2		
Code Number	**Aeroplane reference field length**	**Code letter**	**Wing span**	**Outer main gear wheel span /[a]**
1	Less than 800 m	A	Up to but not including 15 m	Up to but not including 4.5 m
2	800 m up to but not including 1 200 m	B	15 m up to but not including 24 m	4.5 m up to but not including 6 m
3	1 200 m up to but not including 1 800 m	C	24 m up to but not including 36 m	6 m up to but not including 9 m
4	1 800 m and over	D	36 m up to but not including 52 m	9 m up to but not including 14 m
		E	52 m up to but not including 65 m	9 m up to but not including 14 m
		F	65 m up to but not including 80 m	14 m up to but not including 16 m

*ICAO Annex 14 no longer uses OMGWS

[14] ICAO approach classification model (ICAO, Eurocontrol, & EASA, 2017)

Runway Width

The runway width would ned to increase to 45 m if Code 4 aircraft were to be catered for.

Code Number	Code Letter					
	A	B	C	D	E	F
1	18[a] m	18[a] m	23 m	-	-	-
2	23[a] m	23[a] m	30 m			-
3	30 m	30 m	30 m	45 m	-	-
4	-	-	45 m	45 m	45 m	60 m

*ICAO Annex 14 uses OMGWS not Code Letter. Column D is 9m up to 15m. No Column E or F.

Instrument Runway

The runway would remain a non-precision approach runway unless an instrument landing system or ground based augmentation system was installed However based on the terrain a precision approach runway at a less than 250 ft decision height would not be possible based on current instrument approach design criteria.

Instrument runway means one of the following types of runways intended for the operation of aircraft using instrument approach procedures:

1. Non-precision approach runway: A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type A and a visibility not less than 1,000 m:
2. Precision approach runway, category I: A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) not lower than 200 ft and either a visibility not less than 800 m or a runway visual range not less than 550 m:
3. Precision approach runway, category II: A runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) lower than 200 ft (imperial) but not lower than or 100 ft (imperial) and a runway visual range not less than 300 m:

Runway Strip

The runway strip width would remain as 75 m per side or 150 m overall being a non-precision instrument approach runway Code 3 or 4.

Aerodrome Reference Code Number	Runway Type	Distance
3 or 4	Precision approach	150 m
3 or 4	Non-precision instrument approach	75 m
3 or 4	Non-instrument approach	75 m
1 or 2	Precision approach	75 m
1 or 2	Non-precision instrument approach	75 m

The runway strip length would remain as current at a distance of at least 60 m where the aerodrome reference code number is 3 or 4.

Taxiway

There would need to be consideration of a parallel taxiway for a Code 3 or 4 aircraft. Between 15-23 m.

Code letter	Taxiway width
A	7.5 m;
B	10.5 m;
C	15 m
D	18 m if the taxiway is intended to be used by aircraft with an outer main gearwheel span of less than 9 m; or
	23 m if the taxiway is intended to be used by aircraft with an outer main gearwheel span equal to or greater than 9 m.
E	23 m
F	25 m

Taxiway – Runway Separations

There would need to be consideration of a parallel taxiway at the prescribed distance of 93 or 101 m from the runway centreline.

	Distance between taxiway centre line and runway centre line (m)											
	Precision runway				Non-precision runway				Non-instrument runway			
	Code number				Code number				Code number			
Code letter	1	2	3	4	1	2	3	4	1	2	3	4
A	82.5	82.5			82.5	82.5			37.5	47.5		
B	87	87			87	87	87		42	52		
C			168		48	58	93	93			93	
D			176	176			101	101			101	101
E				182.5			107.5	107.5				107.5
F				190			115	115				115

* Appropriate figures for a 150 metre strip width in red new combinations for 3B, 1C, 2C, 4C, E3 and F3 in green.

Instrument procedure for extended runway

A runway extension will give a longer landing or take off run distance but shift either end but at the northern end would bring the terrain at the end of the runway closer in regard to instrument procedure design.

So moving closer towards high terrain; approach, missed approach and departures have to fit into the same tight airspace available.

See Appendix G which shows the distance to the high terrain to the north.

If Boeing have done an assessment that indicates that B737 will fit into Wanaka with acceptable payload, then Queenstown Airport Company should perhaps Commission Boeing (or GE Aviation) to undertake necessary design.

Extension either way will take you closer to terrain. Clue there is that the holding pattern could not be placed at KAKVA or SUPIM, it is located at the southern IAF PASMU, even then it couldn't be aligned with the initial segment track 024 degrees.

Mike Haines

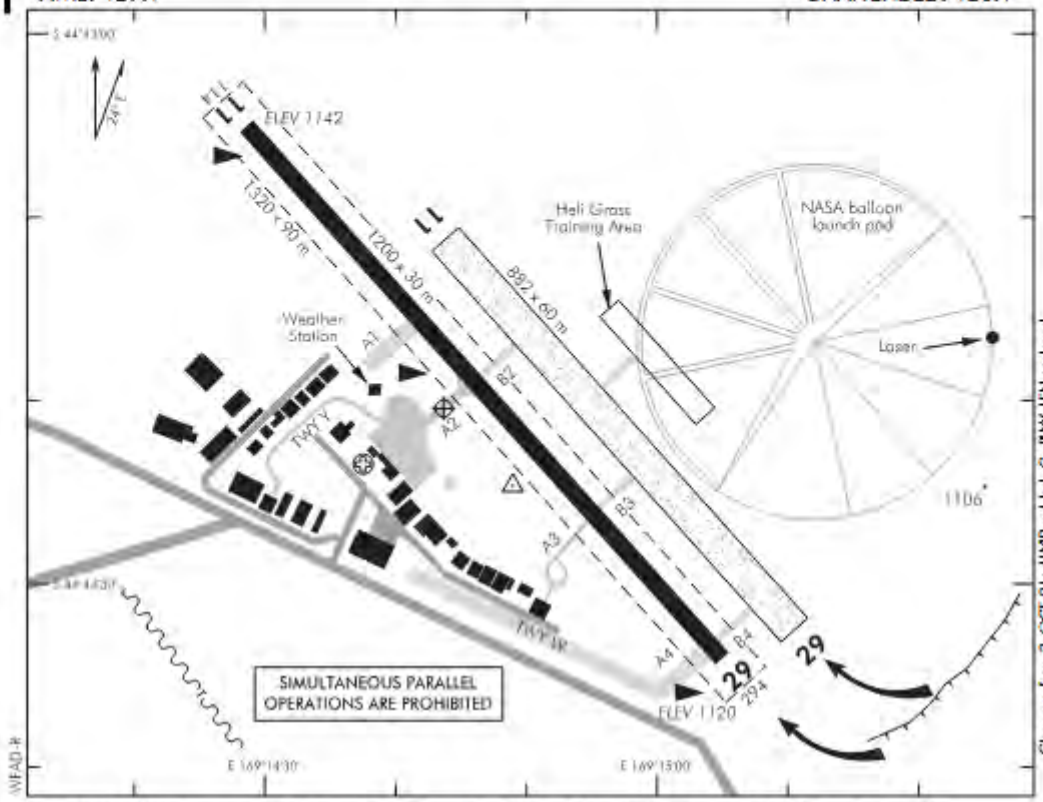
Aviation Consultant
22 May 2025

Appendix A – Wanaka AIPNZ Information

ELEV 1142
NZWF
AWIB: 129.1

NON-CERTIFICATED

WANAKA
AERODROME (1)
UNATTENDED: 120.1



1. **CAUTION:** Commercial skydiving operations (from altitudes up to 17,000 ft) are in regular operation NE of the aerodrome circuit. Skydiving activity is broadcast on 120.1 MHz.
2. Simultaneous parallel operations are prohibited. Aircraft are not to land or take-off on paved RWY 11/29 or grass RWY 11/29, FATO or the helicopter grass training area while aircraft are landing or taking off on a parallel runway/FATO or the helicopter grass training area.
3. Circuit: RWY 11 and Grass RWY 11 — Left hand
   RWY 29 and Grass RWY 29 — Right hand
4. Approaches, landings, take-offs and departures for all aircraft **including helicopters** must be via the runways and normal circuit patterns. Helicopters must enter or exit the runway via a taxiway or the helicopter FATO.
5. Intensive helicopter training operations on and adjacent to aerodrome.
6. Grass RWY 11/29 has non-prepared surface suitable for light aircraft only.
7. **CAUTION:** Light aircraft on opposite THR are not always visible to each other due to hump in RWY.

(continued)

*S 44 43 20 E 169 14 44**

Effective: 20 FEB 25

WANAKA
AERODROME (1)

8. **CAUTION:** Tow launched paraglider operations between Oct and May (7 days), at Roys Bay, Lake Wanaka within an area defined as east of a line drawn north–south through Ruby Island and north to Beacon Point.

   Tow heights up to 3500 ft AMSL. Landing area on beach front at Pembroke Park. Paragliding activity broadcast on 120.1 MHz.

9. Irrigation guns and hoses may change daily. May present an obstacle to taxiing aircraft.

10. The grass area immediately adjacent to the southern edge of the sealed RWY 11/29 **is not available** as a taxiway while RWY 11/29 is active due insufficient clearance.

11. NORDO operations are not permitted.

12. Gliders, parapente, banner-towing and balloon operations at the aerodrome are not permitted unless in an emergency or with prior approval from Queenstown Airport Corporation on Tel (03) 443 1112.

13. Aircraft arrivals and departures between 2200 hours local to 0700 hours local not permitted unless an emergency.

14. Itinerant light fixed wing aircraft to park in designated light aircraft parking area on TWY W. Access to TWY W is via taxiing along the seal runway and TWY A4. Itinerant helicopters to park in designated helicopter parking area adjacent TWY A1. Aircraft above 5700 kg MCTOW to obtain parking approval from aerodrome operator. Refer to Wanaka Ground Movements chart.

15. Dogs must be restrained.

16. Landing lights and/or anti-collision lights should be used at all times in the vicinity of Wanaka aerodrome.

17. Intermittent handheld laser activity for stargazing will take place at S44 43 15.28 E169 15 27.05 approximately 735 m NE of RWY 29 threshold. Laser light shutdown is available — Tel 027 249 9774.

18. AWIB information includes: wind speed and direction, QNH, temperature, relative humidity, state of sky, visibility, present weather and other relevant messages.

19. Aircraft operators wanting to park on the main apron may only do so with prior approval from airport management, obtained via a Movement Request at least 72 hours before arrival.

20. No rotorcraft operations permitted on either TWY W or TWY Y without approval of the aerodrome operator.

Non-Certificated Aerodrome 1.5 NM W of Luggate

WANAKA

NZWF

OPERATIONAL DATA

RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance 1:20	1:30	1:40	LDG DIST
11 29	B	PCN 12 F/B/X/T	8	0.55D 0.55U	1200			1200	1200
11 29	Gr	ESWL 2565	6	0.56D 0.56U	882			882	882

Runway conditions not monitored

LIGHTING

Nil

FACILITIES

Fuel: There are two Air BP fuel sites available with Jet A1, Avgas 100 and swipecard. The eastern site is reserved for helicopters only.

GOfuel Avgas 100 and Jet A1, access via GOfuel card.

Limited hangarage.

Light aircraft maintenance.

RFS: Fire extinguishers located at Southern Alps Air building, BP and GOfuel pumps on the main apron.

Fuel spill kit located at Southern Alps Air/Sounds Air building.

Airport Manager's office located adjacent to apron parking near taxiway.

SUPPLEMENTARY

Operator: Wanaka Airport Operations,
Queenstown Airport Corporation Ltd,
16 Lloyd Dunn Place,
RD2 State Highway 6 Wanaka.
Tel (03) 443 1112
Email: admin@wanakaairport.com
Website: www.wanakaairport.com

Landing fees: Payable for all aircraft. Landing fees will be charged by invoice to the registered owner of the aircraft.

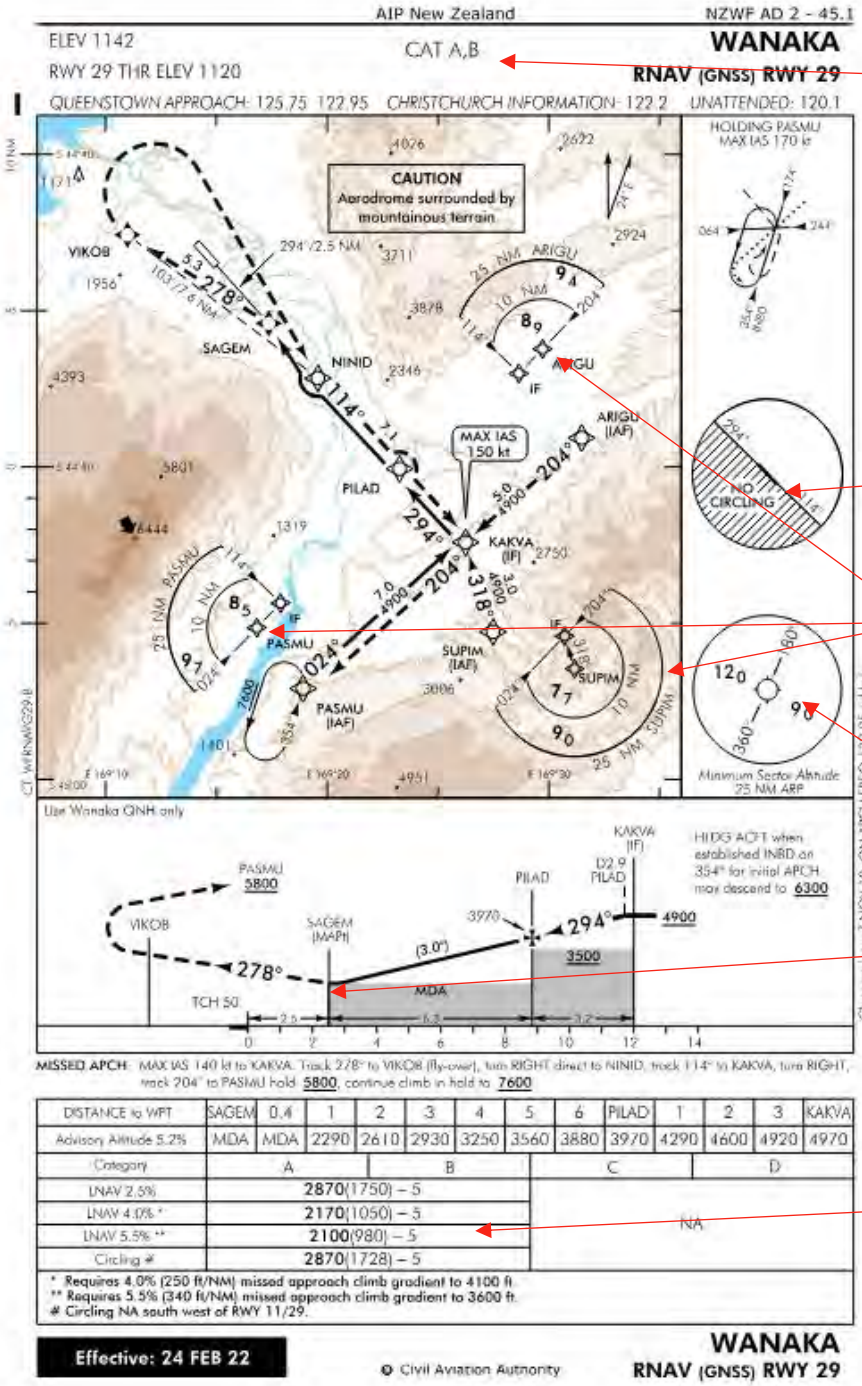
An automatic recording system for monitoring landings is installed.

Aerodrome Limitation: Operations by civil and military aircraft above 5700 kg MCTOW require specific approval from Wanaka Airport Operations.

All aircraft operations at the aerodrome are subject to the standard aeronautical conditions of use as published on Wanaka Airport's website www.wanakaairport.com

Appendix B – Wanaka Instrument Procedures

Published RNAV (GNSS) APPROACH RWY 29



DISTANCE to WPT	SAGEM	0.4	1	2	3	4	5	6	PILAD	1	2	3	KAKVA
Advisory Altitude 5.2%	MDA	MDA	2290	2610	2930	3250	3560	3880	3970	4290	4600	4920	4970
Category	A			B				C			D		
LNAV 2.5%	2870(1750) – 5												
LNAV 4.0% *	2170(1050) – 5												
LNAV 5.5% **	2100(980) – 5									NA			
Circling #	2870(1728) – 5												

* Requires 4.0% (250 ft/NM) missed approach climb gradient to 4100 ft.
** Requires 5.5% (340 ft/NM) missed approach climb gradient to 3600 ft.
# Circling NA south west of RWY 11/29.

Restricted to Cat A and B aircraft

Holding pattern is right back at the start of the instrument approach at PASMU Initial Approach Fix. Normally KAKVA or SUPIM could have the holding pattern.

No circling to the west and south of the airport due terrain

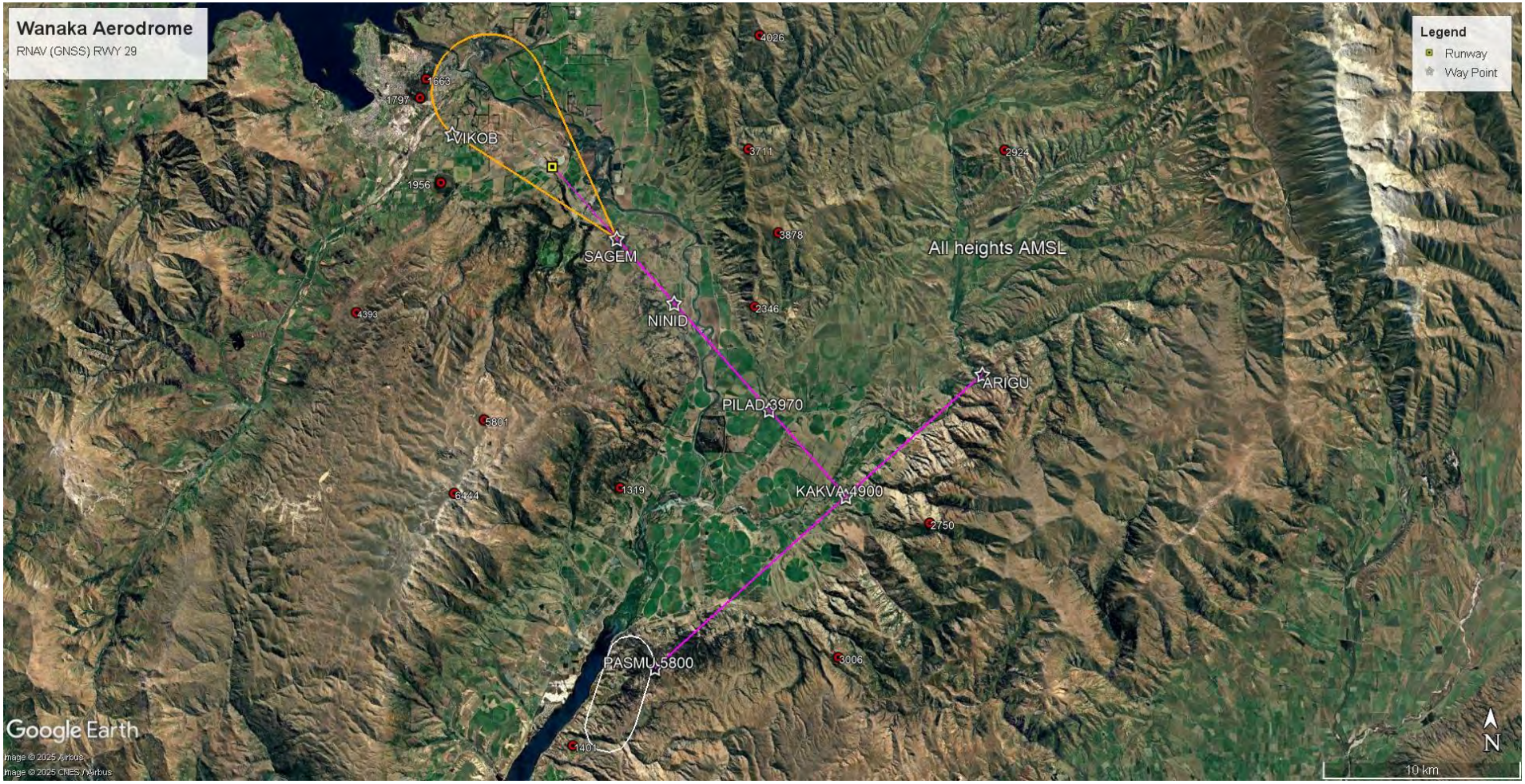
Three separate terminal approach areas due to terrain

Minimum Sector Altitude is 25 NM from the aerodrome reference point.

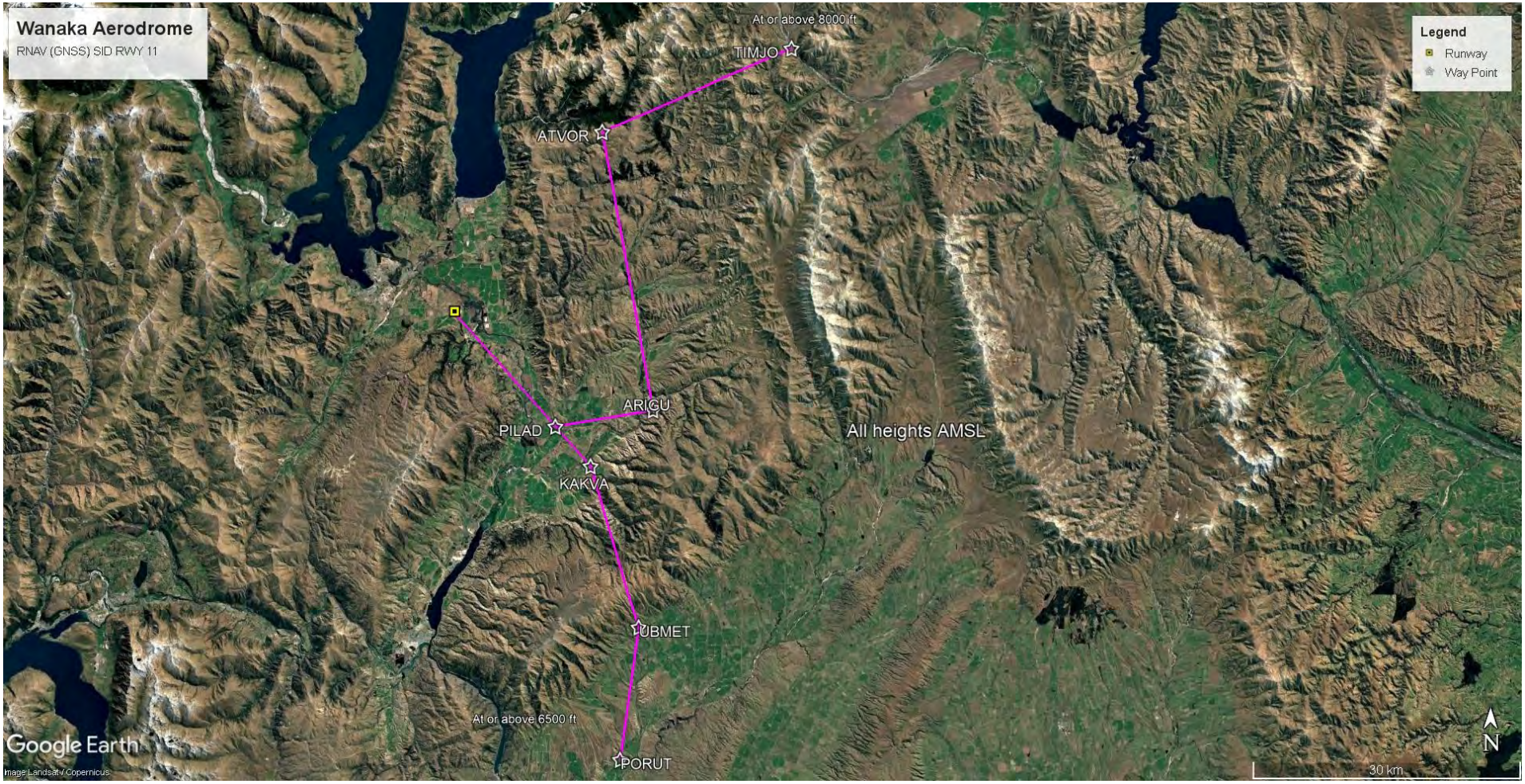
Missed approach point is 2.5 NM from the threshold due to the terrain and climb gradient needed.

Normally only one only one minimum climb gradient but there are three. The highest at 5.5% is outside normal design standards.

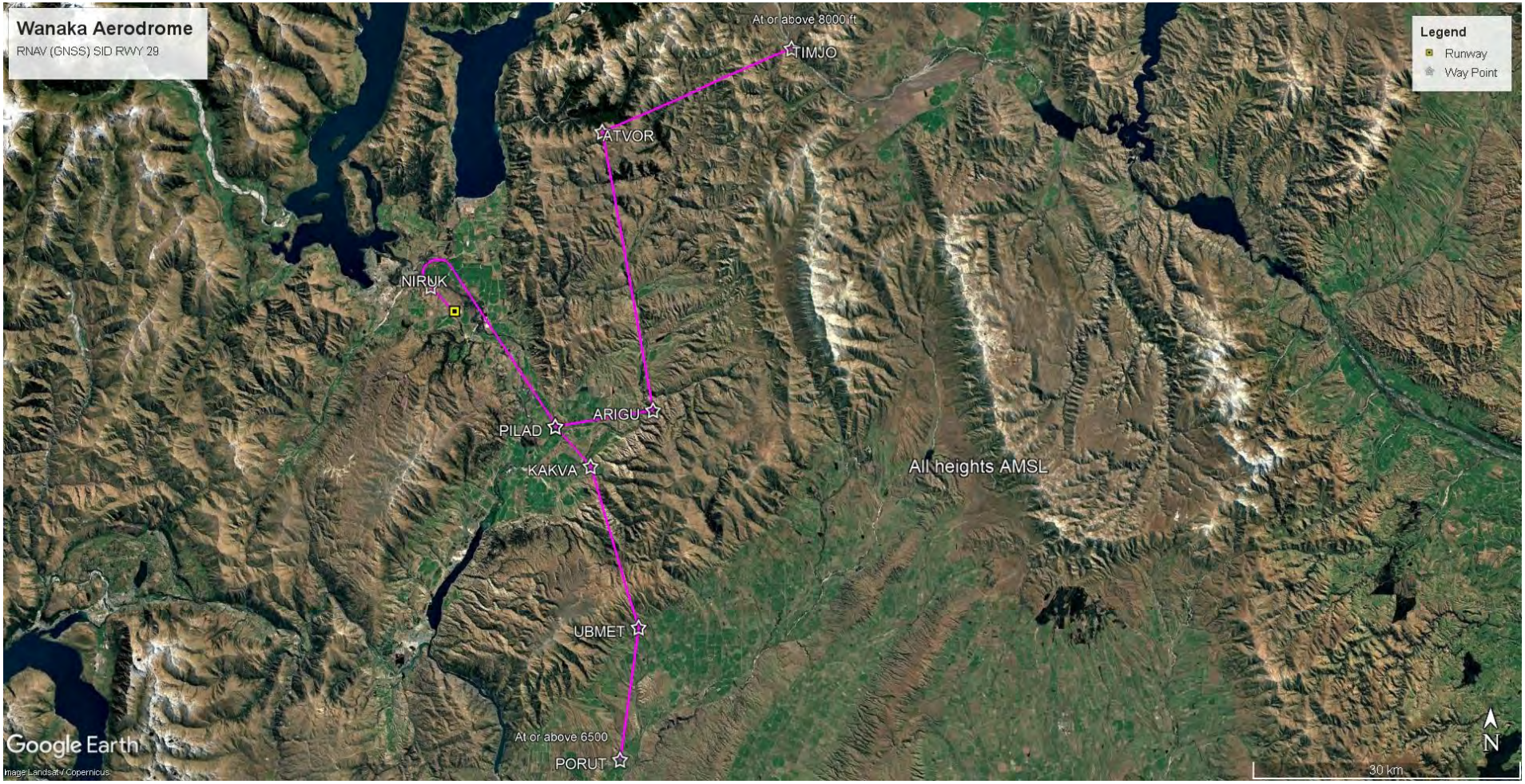
RNAV (GNSS) APPROACH RWY 29 - SCHEMATIC



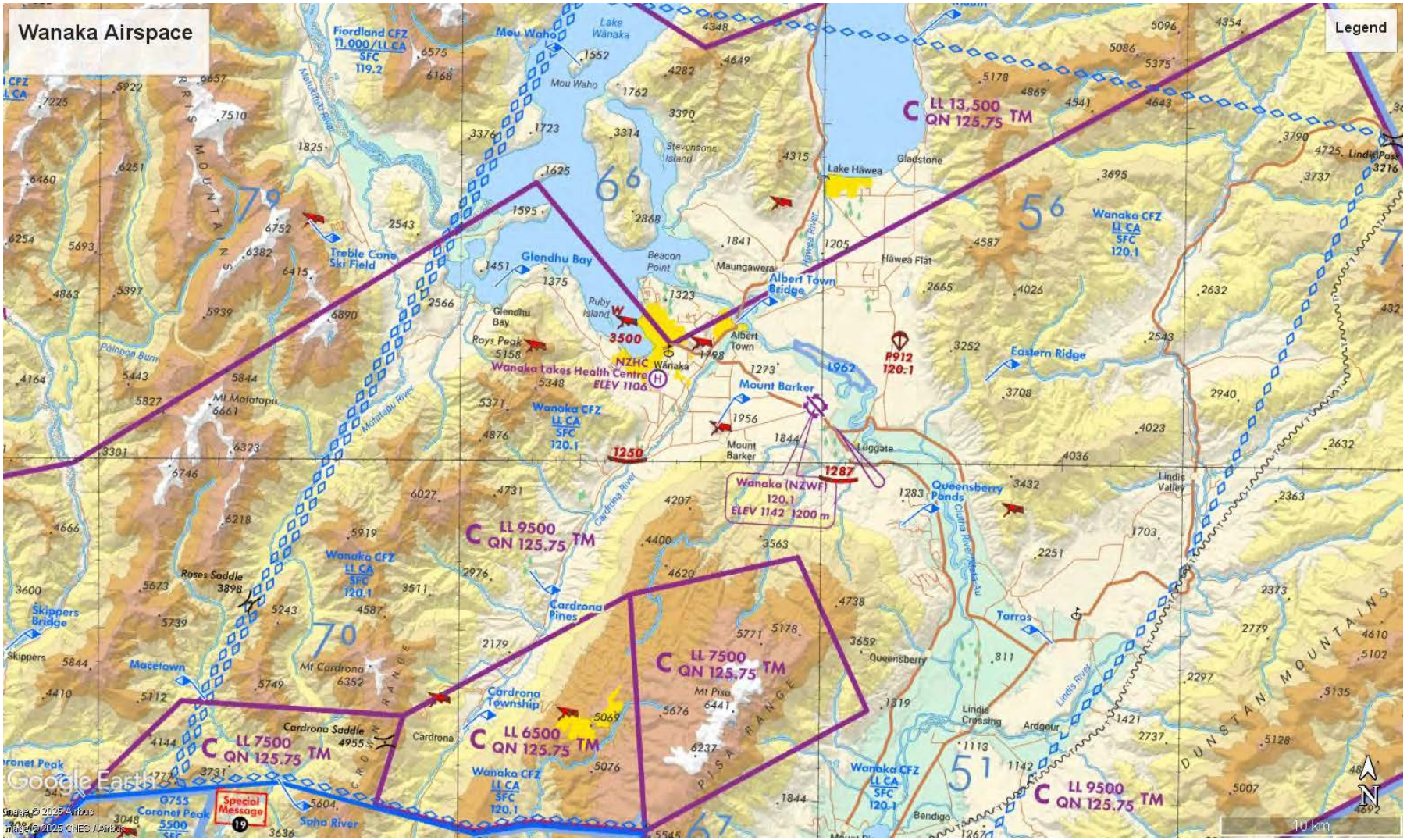
RNAV (GNSS) DEPARTURE RWY 11 - SCHEMATIC



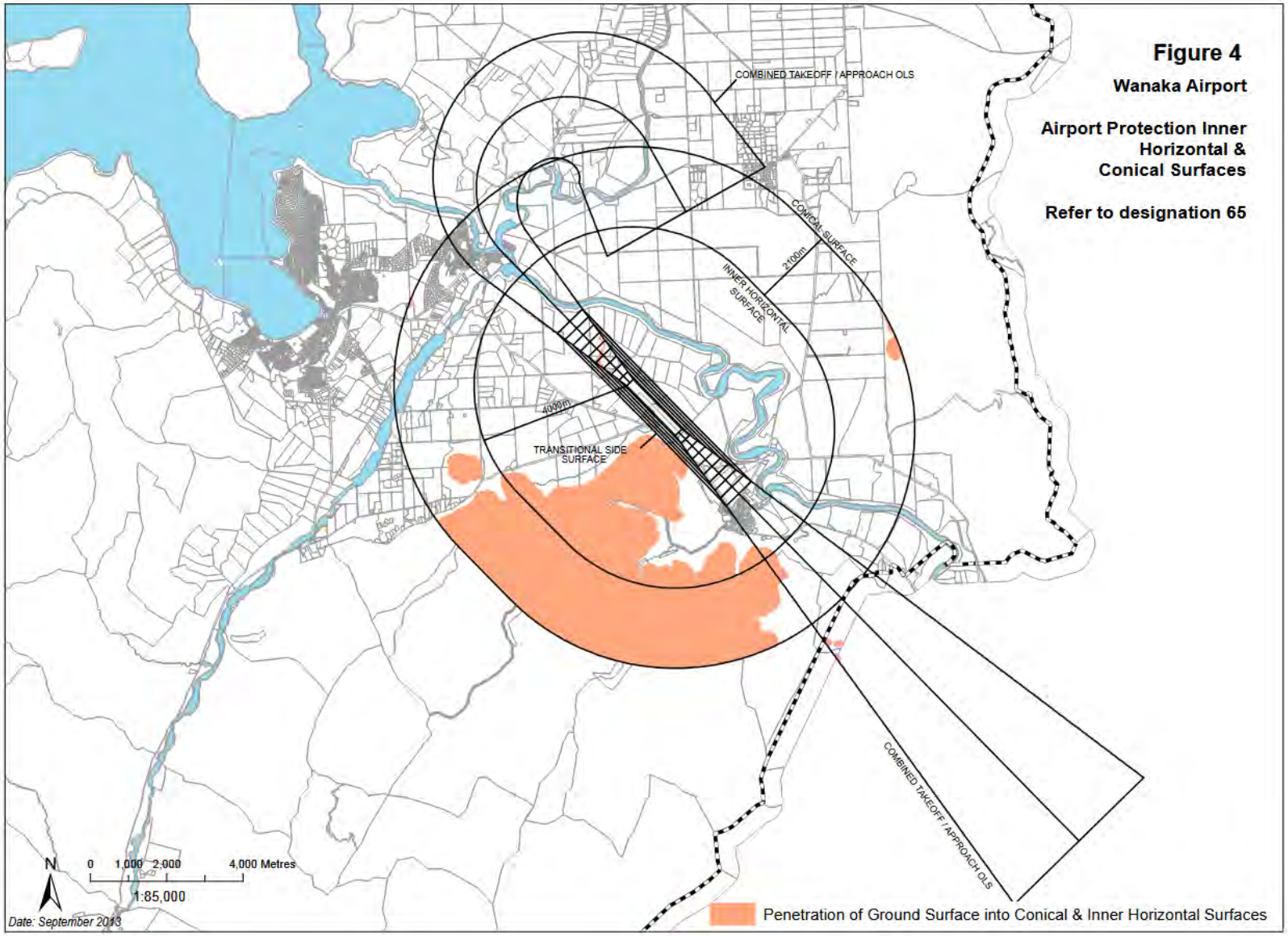
RNAV (GNSS) DEPARTURE RWY 29 - SCHEMATIC



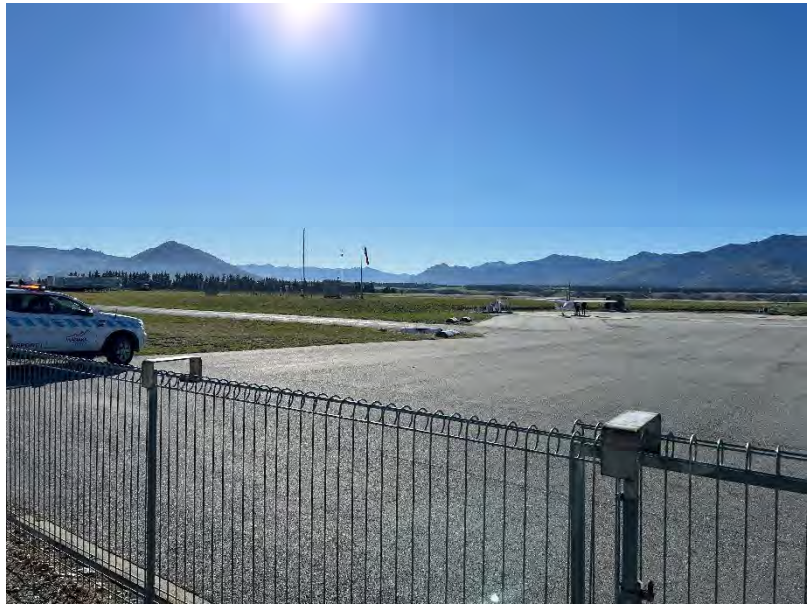
Appendix C – Wanaka Airspace



Appendix D – Current Airport protection areas

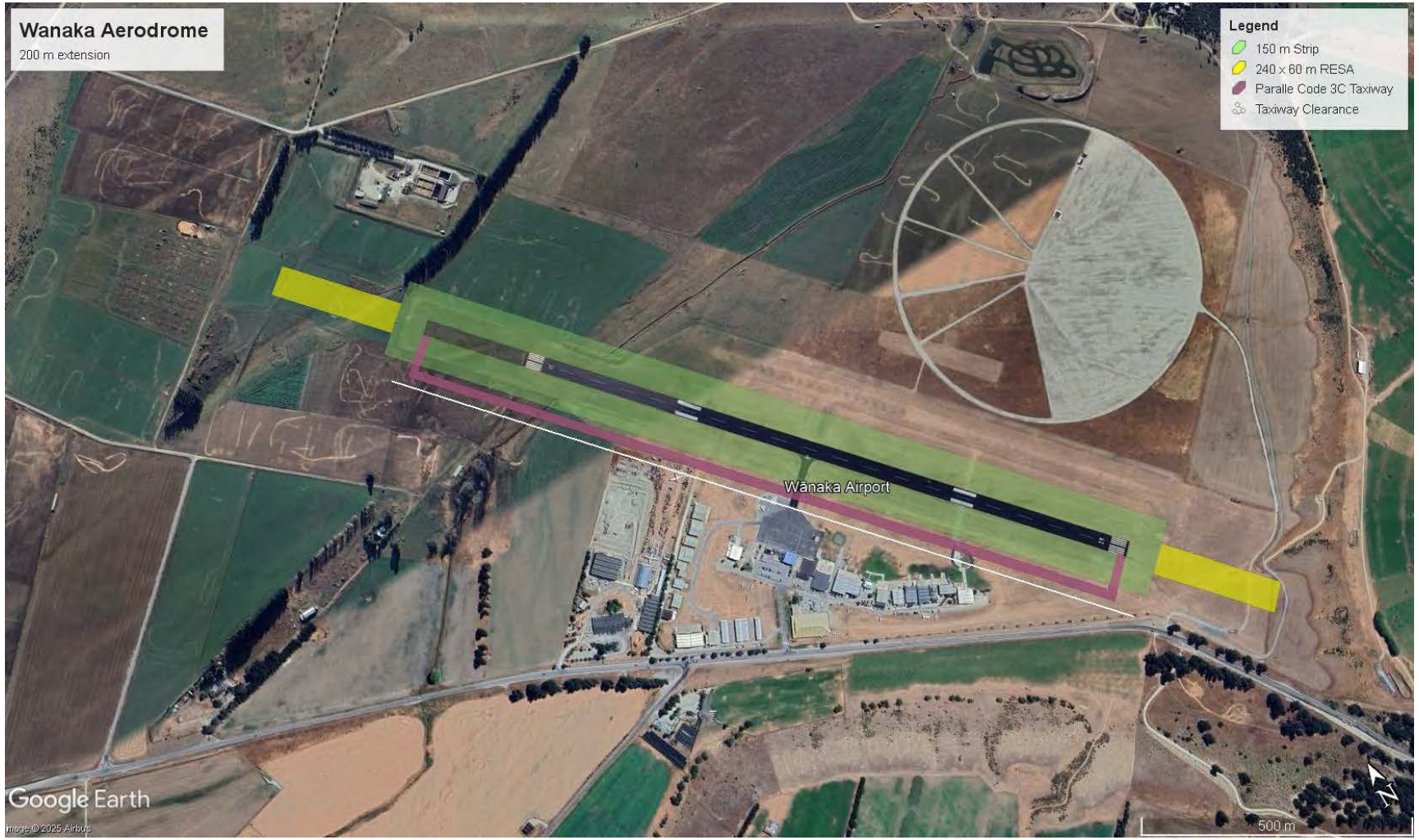


Appendix E – Aerodrome Photos



Appendix F – Runway Extensions

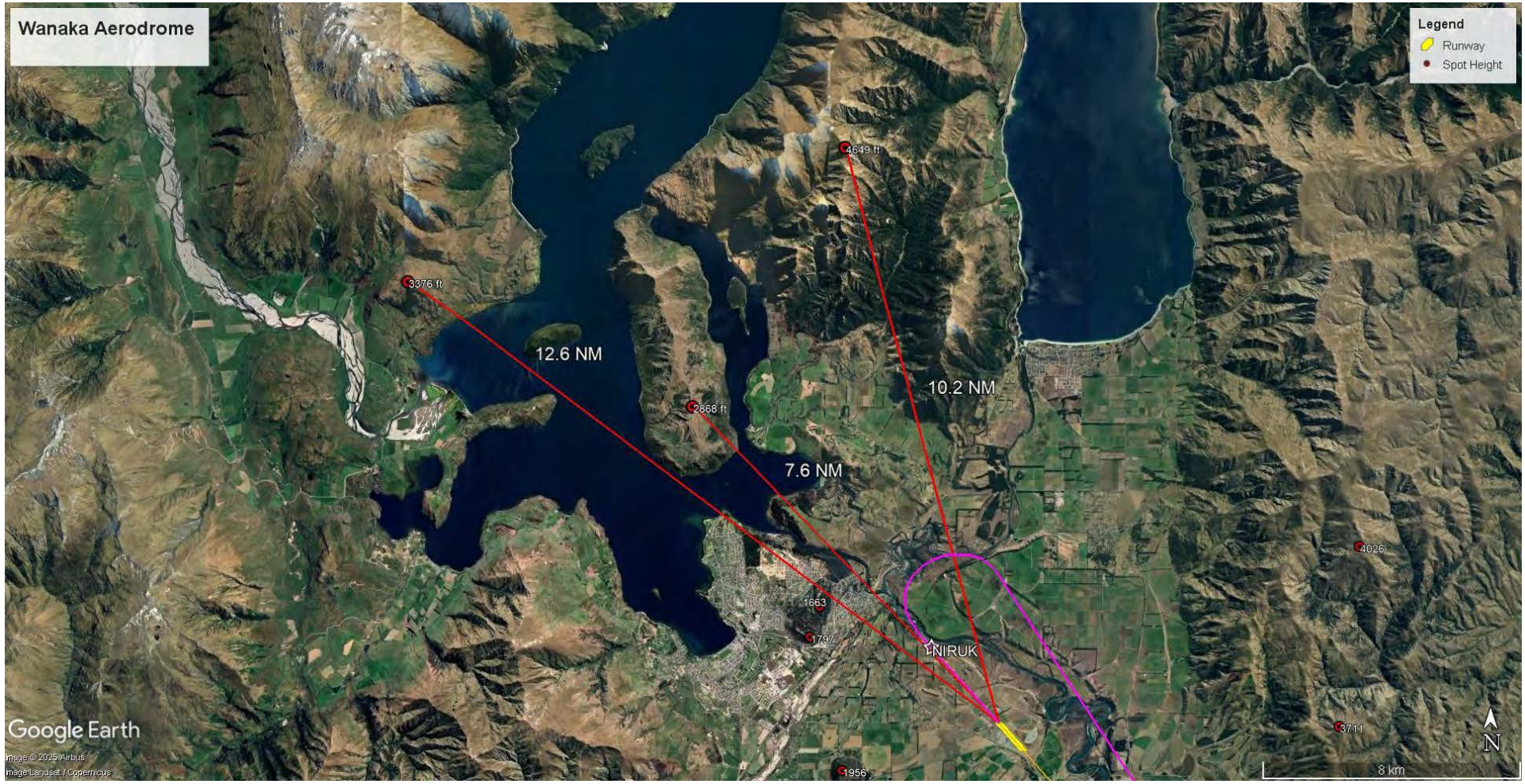
200 m Extension to 1400 m



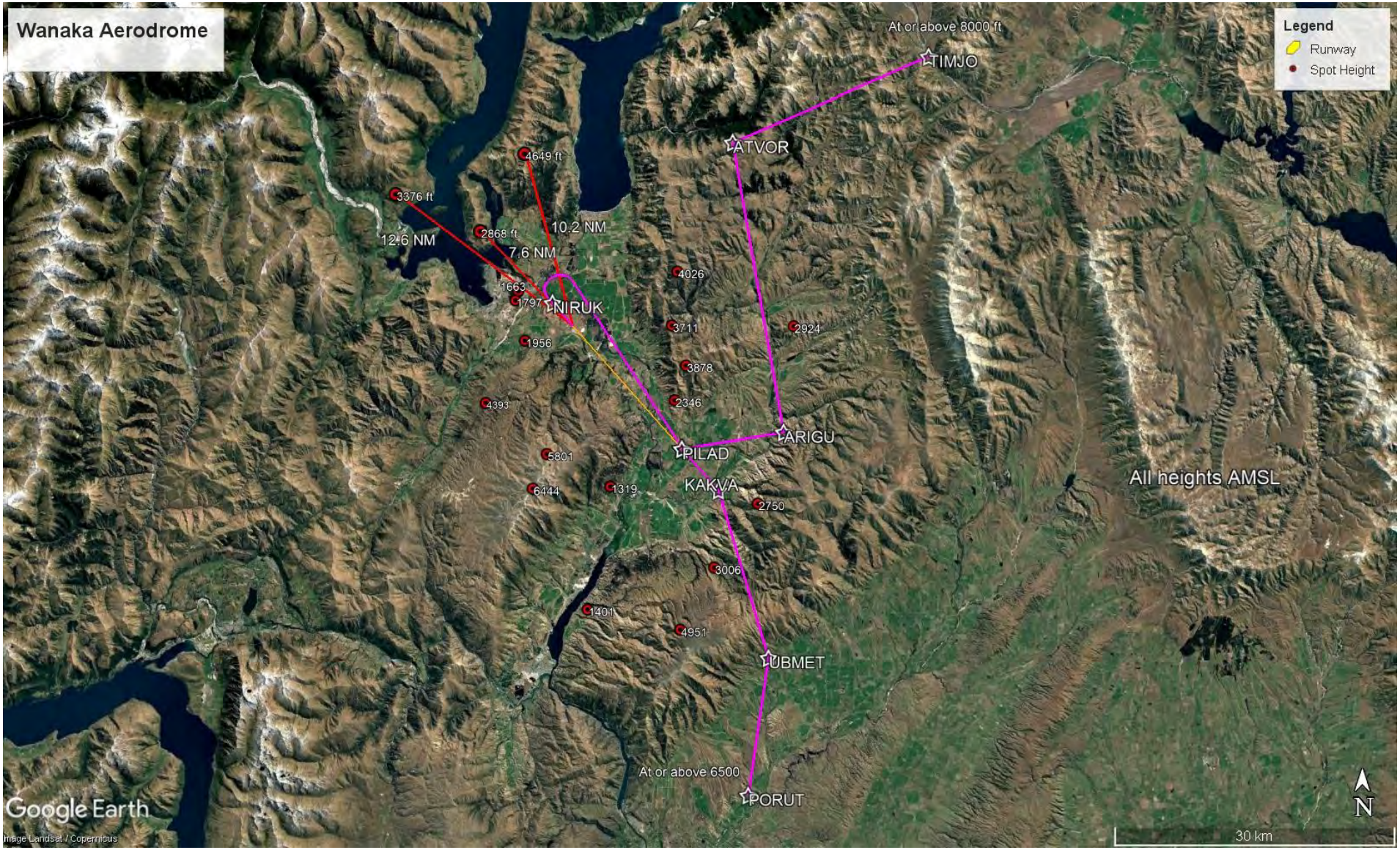
800 m extenstion to 2000 m

Appendix G – Terrain obstacles to the north

Obstacles north of the runway



Runway 29 instrument departure in relation to the terrain



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