

Agenda for a meeting of:

# Wānaka Airport Liaison Committee (WALC)

29 September 2025

QUEENSTOWN LAKES DISTRICT COUNCIL

WĀNAKA AIRPORT LIAISON COMMITTEE

COMMITTEE MEMBERS

Mr Rob Phillips (Chair)

Mr Tony Avery

Ms Juliet Breen

Mr Jon Brooks

Mr Andrew Crawford

Mr Don Grant

Mr Simon Telfer

# Agenda

<b>DATE AND TIME</b>	29 September 2025, 11.00am-1.00pm
<b>LOCATION</b>	Alpine Helicopters Boardroom, Wānaka Airport
<b>CHAIRPERSON</b>	Rob Phillips
<b>MEMBERS</b>	<ul style="list-style-type: none"> <li>• Tony Avery (General Manager Property &amp; Infrastructure, QLDC)</li> <li>• Jon Brooks (Airways Corporation)</li> <li>• Juliet Breen (Airport Manager)</li> <li>• Andrew Crawford (Commercial Airlines)</li> <li>• Don Grant (Wānaka Airport Users Group)</li> <li>• Simon Telfer (Wānaka-Upper Clutha Community Board)</li> </ul>
<b>APOLOGIES</b>	•
<b>ADDITIONAL ATTENDEES</b>	<ul style="list-style-type: none"> <li>• Paul Speedy (Strategic Project Manager, QLDC)</li> <li>• Georgia Pringle (Democracy Services Advisor, QLDC)</li> </ul>

ITEM		PAGE	WHO
Opening Karakia			Rob Phillips
Apologies			
Confirmation of Agenda			
Confirmation of Previous Minutes		4	Draft minutes of a meeting of the Wānaka Airport Liaison Committee held on 7 April 2025
<b>Items</b>			
1	Wānaka Airport Manager's Report	9	Juliet Breen
2	Wānaka Airport 2024 Compliance Monitoring Report	13	Juliet Breen
3	Wānaka Airport Projects Update (from Queenstown Lakes District Council)	22	Tony Avery (QLDC)
4	Wānaka Airport Planning Process Update	33	Paul Speedy (QLDC)
5	Other matters		All
6	Confirming date and location of next meeting		All
7	Closing karakia		Rob Phillips

# Confirmation of Previous Minutes

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

## **Wānaka Airport Liaison Committee**

**7 April 2025**

**Page 1 of 4**

**Minutes of a meeting of the Wānaka Airport Liaison Committee held on Monday 7 April 2025 in the Wānaka Airport Alpine Helicopters Boardroom, beginning at 11.00am**

### **Present**

Mr Rob Phillips (Independent Chair), Mr Simon Telfer (Wānaka-Upper Clutha Community Board Chair), Mr Tony Avery (General Manager, Property & Infrastructure, QLDC), Mr Juliet Breen (Queenstown Airport Corporation), Mr Andy Wilton (Wānaka Airport Users Group), Andrew Crawford (Sounds Air).

### **In Attendance**

Mr Matthew Hulscher (Democracy Services Advisor, QLDC), Jon Winterbottom (Democracy Services Team Leader, QLDC), Mr Paul Speedy (Strategic Project Manager, QLDC), and one member of the public.

### **Acknowledgement of Mr Don Grant**

Mr Phillips acknowledged the accident that Mr Grant was recently involved in and passed on the thoughts and best wishes of the Wānaka Airport Liaison Committee to Mr Grant and his family. Mr Phillips also acknowledged that Mr Wilton is attending on Mr Grant's behalf to represent the Wānaka Airport Users Group.

### **Opening Karakia**

An opening karakia was presented by Mr Phillips.

### **Apologies**

Mr Don Grant (Wānaka Airport Users Group) and Mr Jon Brooks (Airways New Zealand) were in apology.

### **Confirmation of Agenda**

Mr Phillips confirmed the agenda, with the addition of two items to be discussed in 'Other matters' following questions received from the public: Financial Statements for Wānaka Airport and Meeting Information and Accessibility.

### **Confirmation of minutes**

On the motion of Mr Telfer and Mr Avery it was agreed that the minutes of a meeting of the Wānaka Airport Liaison Committee held on 18 November 2024 be confirmed as a true and correct record subject to the following amendments:

### Future direction of the WALC

There was discussion about how members considered the WALC was going and ways of adding value to meetings. There was general agreement that meetings had been of limited value to date but this meeting had considered more meaningful matters and members were excited that QLDC ~~QAC~~ seemed to be preparing to engage with the Upper Clutha community on the future of Wānaka Airport.

Motion was **carried** unanimously.

### **1. Wānaka Airport Manager's Report**

The report was presented by Ms Breen.

Discussion was held around the forecasted and actual airport usage, and the drivers of the predicted increase in demand. Drivers noted included weather conditions, events (e.g. Warbirds), increased commercial activity, and an increase in tourism numbers.

Mr Crawford noted that Sounds Air recorded their largest number of flights ever in March 2025, with an increase of over 70 flights compared to March 2024 and only a marginal decrease in the occupancy rate per flight.

Ms Breen noted that NASA declared readiness for two balloon flights last week, and that (weather pending) they will take place in the coming weeks. Discussion was also held regarding firewater capacity, with Mr Telfer requesting that the firewater storage capacity numbers be confirmed. It was confirmed by Ms Breen after the meeting that Phase 2 will see an additional 4 x 30,000l tanks installed taking the total firewater capacity to 300,000l.

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

Motion was **carried** unanimously.

### **2. Wānaka Airport Projects Update**

The report was presented by Mr Avery.

Mr Avery provided an update on several key projects at the airport and noted concerns that have been raised about the long-term durability of the replacement seal on the main runway.

## **Wānaka Airport Liaison Committee**

**7 April 2025**

**Page 3 of 4**

It was confirmed that the original sealing of the runway was conducted in 2022, and that there is a warranty period for the service.

Members discussed the upcoming recruitment of a dedicated Wānaka Airport Manager from Queenstown Airport Corporation (QAC). It was noted that having a dedicated manager is a requirement to achieve CAA Qualifying Status, and that it is hoped the manager will be recruited by July 2025. It was also clarified that QLDC will not be involved in the recruitment process.

On the matter of the Wānaka Airport Masterplan Mr Speedy outlined that a consultant has been selected, following a competitive and comprehensive application process, to lead the process. Mr Speedy also noted that this will be discussed further at an upcoming Full Council workshop on Tuesday 15 January 2025 which is open to the public.

Mr Telfer requested that QLDC consider holding Full Council workshops in the Upper-Clutha more regularly, particularly when the agenda items concern matters of the Upper-Clutha region.

Discussion was also held around the proposed landing and parking fee charges. Mr Avery noted that this is part of an annual review of user fees and charges across the district for a range of services, and that public feedback can be submitted on the proposed changes.

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

Motion was **carried** unanimously.

### **3. Other matters**

#### **Financial Statements for Wānaka Airport**

Mr Phillips noted that he has received several questions recently regarding the lack of transparency and visibility over the financial position of Wānaka Airport. It was agreed that Mr Avery would follow up on this matter with the QLDC Finance team.

#### **Meeting Information and Accessibility**

Mr Philips also noted the lack of readily available information to the public about meetings of Wānaka Airport Liaison Committee, notably information on the date/time/location of meetings and the accessibility of agendas. Mr Telfer requested that changes be made to allow for this information to be more readily accessible to the public. Mr Winterbottom confirmed that the Democracy Services Team at QLDC will follow up on this.

### **4. Confirming date and location of next meeting**

**Wānaka Airport Liaison Committee**

**7 April 2025**

**Page 4 of 4**

The next meeting of the Wānaka Airport Liaison Committee was confirmed to be held at 11.00am on Monday 29 September 2025, in the Alpine Helicopters Boardroom at Wānaka Airport.

**Closing Karakia**

Ms Breen presented a closing karakia.

*The meeting concluded at 12.04pm.*

**Confirmed as a true and correct record:**

---

**CHAIR**

---

**DATE**



WĀNAKA AIRPORT MANAGER’S REPORT

1 Aircraft Activity .....2

2 Unplanned Engine Testing Incidents .....3

3 Complaints Register Summary.....3

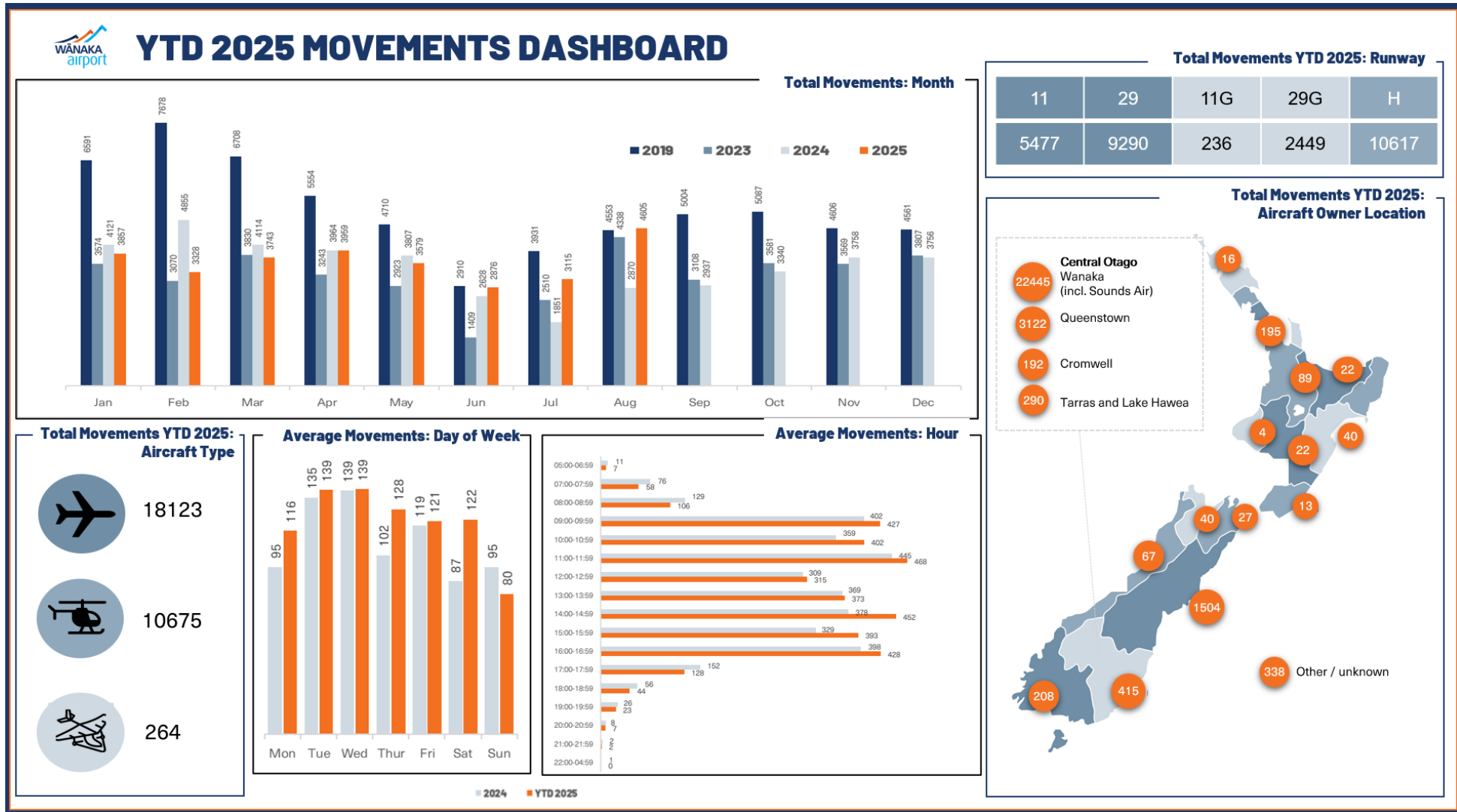
    Noise Complaints.....3

    Operational Complaints .....3

4 Operational Report.....3

# WĀNAKA AIRPORT LIASON COMMITTEE – 29 September 2025

## 1 AIRCRAFT ACTIVITY



## 2 UNPLANNED ENGINE TESTING INCIDENTS

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

## 3 COMPLAINTS REGISTER SUMMARY

### Noise Complaints

Two noise complaints were received between April and August 2025.

Date	Complaint	Response
8 <sup>th</sup> April 2025 1700hrs and 5 <sup>th</sup> May 2025 1614hrs	A Luggate resident complained about an orange aircraft flying low on approach.	WKA Duty Manager spoke with two WKA operators.

### Operational Complaints

No operational complaints were received between April and August 2025.

## 4 OPERATIONAL REPORT

### Safety

There were 13 Safety reports received between April and August 2025. Three of these reports involved circuit irregularities, this is a reduction from the previous period.

A pilot was issued a trespass notice from the Aerodrome following repeated non-standard arrivals and departures that contravened the established circuit pattern. Despite prior written warnings and a history of circuit and compliance breaches, the pilot continued to operate outside of approved procedures.

### NASA Campaign

NASA completed two successful Super Pressure balloon launches in April and May.

### Noise Management

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

The Designation conditions require that “*the airport shall be managed so airport noise does not exceed a day/night level of 55dBLdn outside the Outer Control Boundary (OCB).*”

The NMR for 2023 and 2024 was undertaken by Marshall Day Acoustics (MDA). The NMR provides an overview of the noise compliance programme for the period, including the calculation of noise contours known as the Annual Aircraft Noise Contours (AANC) to determine compliance or otherwise with the aircraft noise.

The 2024 AANC demonstrates that 2023 and 2024 aircraft operations comply with the Outer Control Boundary.

The MDA Wānaka Airport Compliance monitoring report is attached as an appendix.





**Project:** **Wanaka Airport Noise Monitoring Report**

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

**Attention:** **Juliet Breen**

**Report No.:** **Rp 001 20250606**

#### **Disclaimer**

Reports produced by Marshall Day Acoustics Limited are based on a specific scope, conditions and limitations, as agreed between Marshall Day Acoustics and the Client. Information and/or report(s) prepared by Marshall Day Acoustics may not be suitable for uses other than the specific project. No parties other than the Client should use any information and/or report(s) without first conferring with Marshall Day Acoustics.

The advice given herein is for acoustic purposes only. Relevant authorities and experts should be consulted with regard to compliance with regulations or requirements governing areas other than acoustics.

#### **Copyright**

The concepts and information contained in this document are the property of Marshall Day Acoustics Limited. Use or copying of this document in whole or in part without the written permission of Marshall Day Acoustics constitutes an infringement of copyright. Information shall not be assigned to a third party without prior consent.

#### **Document Control**

<b>Status:</b>	<b>Rev:</b>	<b>Comments</b>	<b>Date:</b>	<b>Author:</b>	<b>Reviewer:</b>
	-	Client Draft	17 July 2025	Steve Peakall	Stephanie King

## TABLE OF CONTENTS

1.0	INTRODUCTION .....	4
2.0	STATUTORY REQUIREMENTS.....	4
2.1	Noise Limits - Aircraft Operations .....	5
3.0	OPERATIONAL NOISE .....	6
3.1	Summary of Operational Aircraft Movements.....	6
3.2	Modelling Methodology .....	6

## APPENDIX A GLOSSARY OF TERMINOLOGY

## 1.0 INTRODUCTION

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

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

This report has been prepared by Marshall Day Acoustics (MDA) on behalf of QAC and provides an overview of the noise compliance programme for 2023 and 2024 including calculation of noise contours known as the Annual Aircraft Noise Contours (AANC) to determine compliance or otherwise with the aircraft noise monitoring related designation conditions applicable to the airport.

A glossary of terms is provided in Appendix A.

## 2.0 STATUTORY REQUIREMENTS

The full list of Designation conditions (Chapter 37, Designation E, E1.12 to E1.17 of the QLDP) relating to airport noise compliance at Wanaka is given in below:

### *Airport Noise*

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



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

The following noise monitoring report details information required under Designation conditions E1.12 to E1.17 of the QLDP. The purpose of this report is to assess compliance of aircraft operations with Rule E1.13 for the period of 1 January 2023 to 31 December 2024.

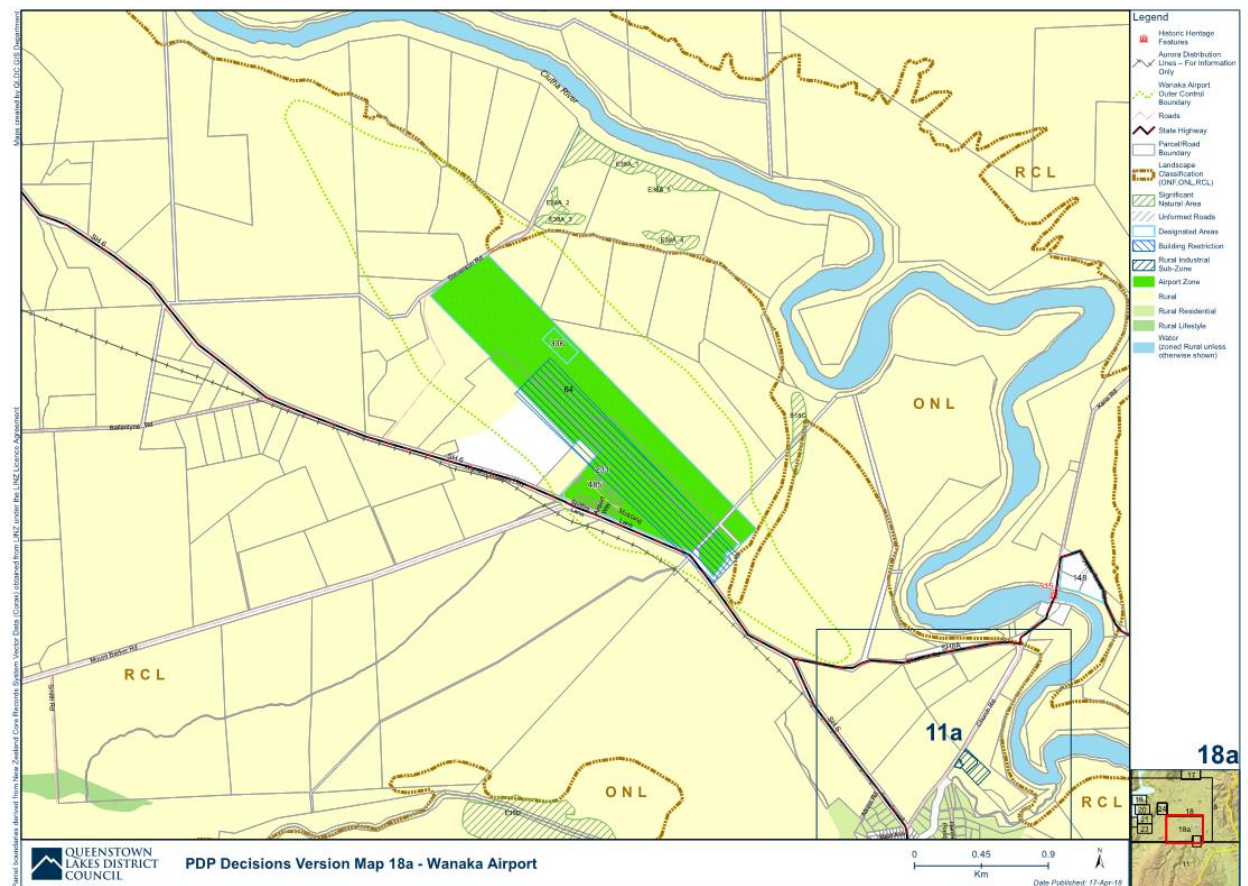
## 2.1 Noise Limits - Aircraft Operations

Aircraft operational noise limits are set in Condition E1.13:

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

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

**Figure 1: QLDP Map showing Outer Control Boundary**



### 3.0 NOISE MODELLING

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

We have reviewed the full operational movement data (AIMMS data) for Wanaka for the entire 2-year period to which this report relates (2023 and 2024), in accordance with Designation condition E1.14.

#### 3.1 Summary of Operational Aircraft Movements

Based on information provided by QAC and derived from the AIMMS data, for the year 2023 there were 20,925 fixed wing movements and 18,037 helicopter movements at Wanaka, with a total number of 38,962 movements.

Based on information provided by QAC and derived from the AIMMS data, for the year 2024 there were 24,763 fixed wing movements and 17,238 helicopter movements at Wanaka, with a total number of 42,001 movements.

The number of movements at Wanaka over the last two years remains lower than that experienced in 2019 prior to the global COVID-19 pandemic (53,195 movements).

The busiest three months for aircraft movements in the 2-year monitoring period subject to our assessment is shown to be January 2024 to March 2024.

We note that this period also includes the Warbirds over Wanaka Airshow at Easter, movements for which are explicitly excluded from the compliance calculations (refer condition E1.17.g). The movements over this period (March 29<sup>th</sup> to March 31<sup>st</sup>) have been excluded from both the determination of the busiest three months, and then subsequently from the compliance calculations. This also means that the total operations considered in the compliance calculations are those in the period January 1<sup>st</sup> to March 28<sup>th</sup> inclusive.

A summary of the movement data input into the Integrated Noise Model (INM) used to produce the 2024 Annual Aircraft Noise Contours (AANC) is provided in Table 1 in the next section of this report.

#### 3.2 Modelling Methodology

To ensure consistency with the Outer Control Boundary in the QLDPA and in accordance with condition E1.14, the 2024 AANC has been calculated using version 7b of the Integrated Noise Model (INM) developed by the US Federal Aviation Authority.

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

We note that since the time the Designation was confirmed, the FAA replaced the INM (in 2015) with new software called the Aviation Environmental Design Tool (AEDT). The AEDT includes up-to-date aircraft noise data including data for modern aircraft types that are not available in the INM. However, this generally applies to the commercial jet aircraft and is of less relevance for smaller GA aircraft, such as those that more regularly use Wanaka Airport.

To comply with the designation requirements, we have calculated the 2024 AANC contours using INM v7b.

The 2024 AANC is based on aircraft movements provided by AIMMS. This data includes all movements of aircraft fitted with a transponder. Some general aviation (GA) aircraft do not have transponders and therefore data for these movements is unavailable.

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

**Table 1: Summary of Modelled Aircraft Movements**

	<b>Busiest 3 Months (1<sup>st</sup> January to 28<sup>th</sup> March 2024)</b>
Total Movements	12,744
Day-time Movements	12,667
Night-time Movements	77

We note that these movements are approximately two thirds of those in the busiest 3-month period of 2019-2020 used to prepare the 2019 AANC (see Table 2 below). This decrease in movements is largely due to the global COVID-19 pandemic, although we do note a similar number of helicopter movements.

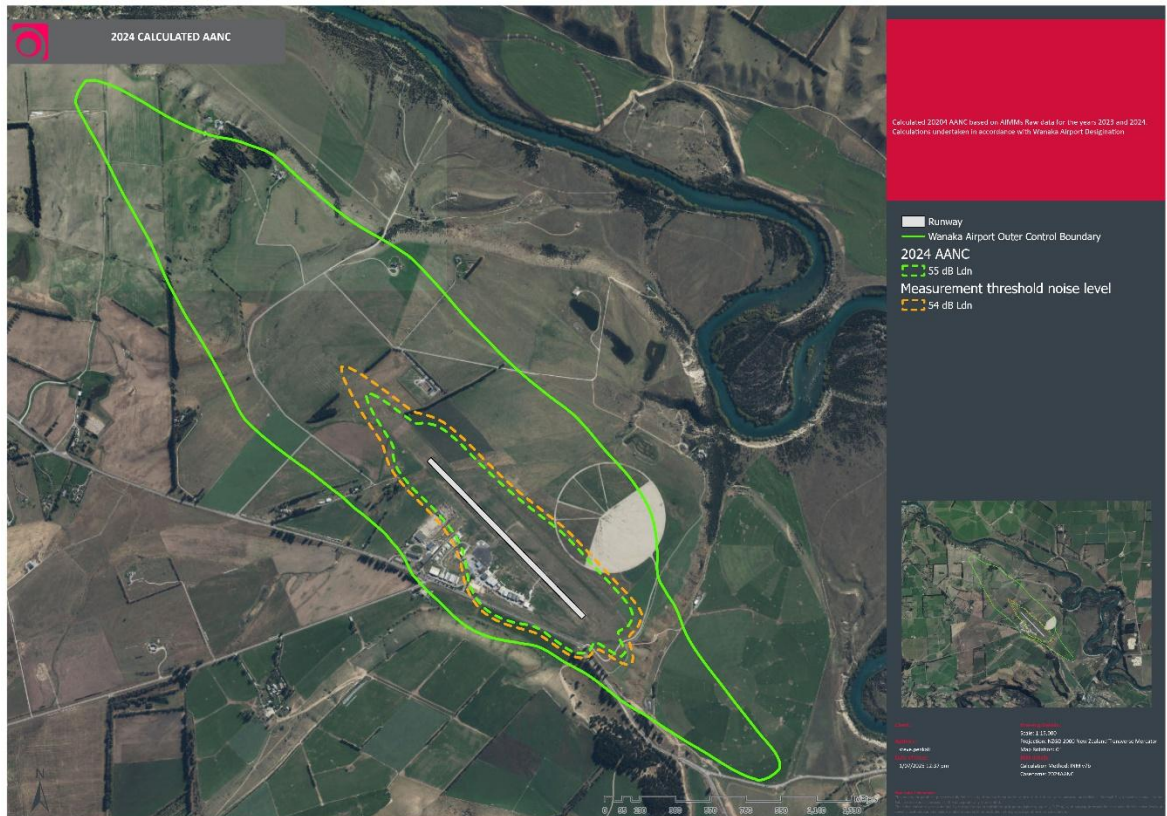
**Table 2: Comparison of Busiest 3-months in 2019-2020 and 2023-2024**

	<b>Busiest 3 Months in 2019-2020 (Jan-Mar 2019)</b>	<b>Busiest 3 Months in 2023-2024 (1<sup>st</sup> Jan-28<sup>th</sup> Mar 2024)</b>
Total	18,440	12,744
Fixed wing aircraft	13,619	8,100
Helicopter	4,821	4,644

Data provided by AIMMS includes actual runway usage data which has been used in the preparation of the 2024 AANC. The flight tracks used in the model are the same regular flight tracks as were used for the development of the Outer Control Boundary and the 2019 AANC. We have assumed these flight tracks remain the best approximation of flight tracks and therefore they remain a reasonable approximation of long-term average flight tracks flown.

In accordance with Condition E1.13 the 2024 AANC demonstrates 2023 and 2024 aircraft operations comply with the Outer Control Boundary as shown in Figure 2 below. Also shown in Figure 2 is the calculated 54 dB L<sub>dn</sub> 2024 noise contour. This contour has not reached the Outer Control Boundary so in accordance with Condition E1.15, noise measurements are not required at this stage.

Figure 2: 2024 AANC and Outer Control Boundary





## APPENDIX A GLOSSARY OF TERMINOLOGY

---

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

---

# Wānaka Airport Liaison Committee

September 2025



# Contents

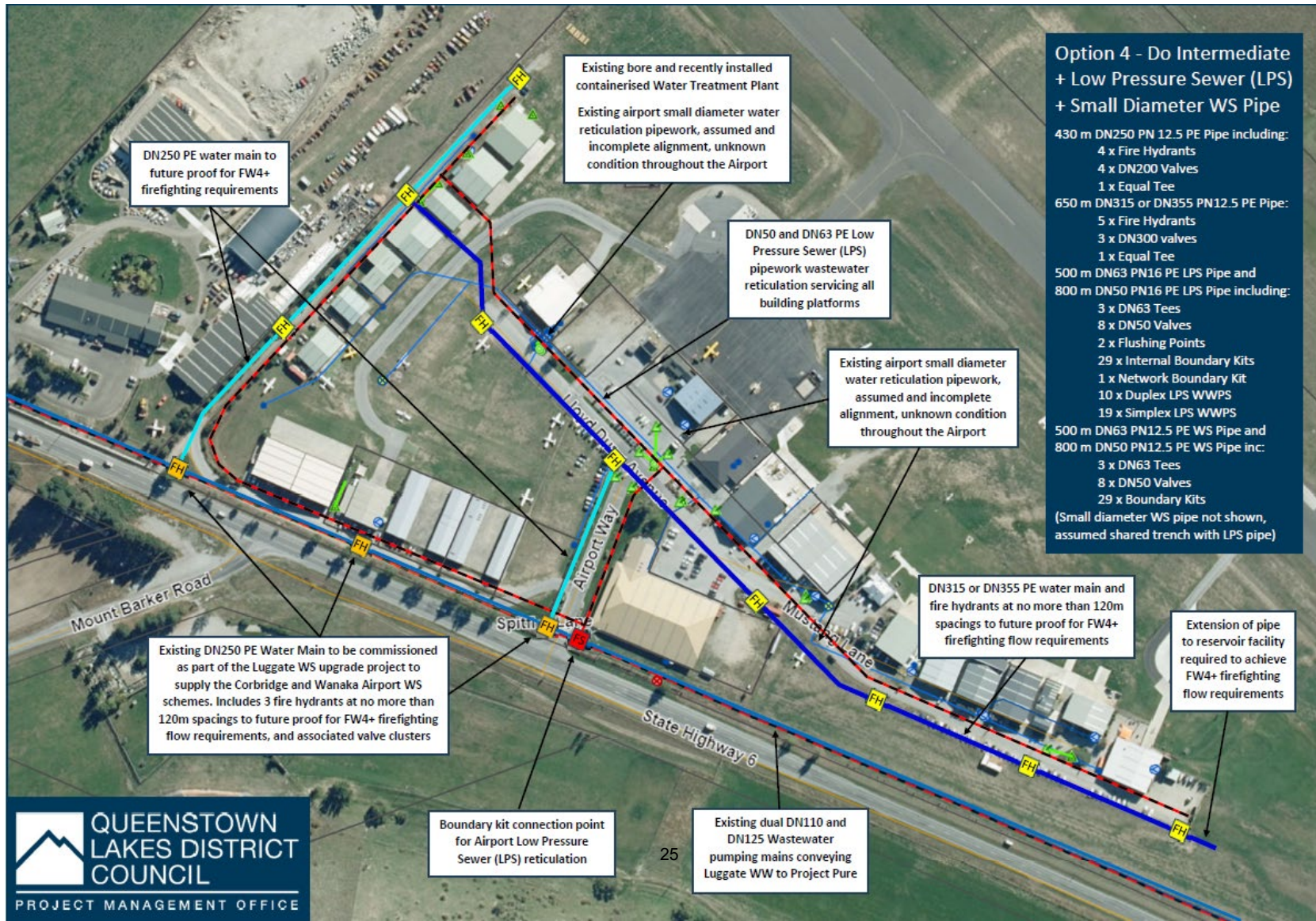
- Airfield Update
- Aircraft Movements
- Airfield Management
- Airport Masterplan
- Landing Fee Changes

# Airfield Update

- Capital Projects have been divided into the following work streams:
  - CAA Compliance & Safety Improvements (*required before 01 July 2027*).
  - Planned renewals.
  - Sewer & Water upgrades linking into Project Pure and Luggate Water Supply.
- QLDC and QAC are reviewing the 3-year capital budget to undertake the above planned works.
- TDZ Projects have been engaged by QAC to deliver the majority of the compliance and safety improvements. These works are predominantly airside.
- QLDC is in the process of appointing an engineer to design the requirements for sewer and water infrastructure. Fibre and electricity connections will be incorporated into this body of work (*concept plans on the following page*).
- Main Runway Remediation:
  - Core samples have been taken and analysed by Canterbury University.
  - AECOM are finalising their draft report, based on the lab results. This report will inform on the issues and provide recommendations on resolving the matter.



# Infrastructure Concept Designs



# Further Airfield Updates

- NASA undertook balloon launches during March/April.
- Planning is underway for Warbirds Over Wānaka 2026:
  - A renewed licence agreement has been drafted.
  - A new Health & Safety document has also been drafted to clearly outline responsibilities over the airshow period.
- Additional CCTV coverage provided at the airport.
- BP are in discussions to invest in new underground fuel tanks.
- Lease discussions:
  - The Private User Group has now agreed with our valuer's methodology and rental assessment.
  - The main item not agreed is the offer of alternative premises, if existing areas are required for airport redevelopment. We cannot provide a guarantee, as requested by the Private User group, of the provision of alternative premises over a 20 year lease period.
  - QLDC will use best endeavours to offer alternative premises, but must have flexibility to balance this with the protection of General Aviation, local businesses and possible expanded air travel links to other cities.
  - Many of the commercial users have agreed to new lease terms.

# Aircraft Movements

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

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

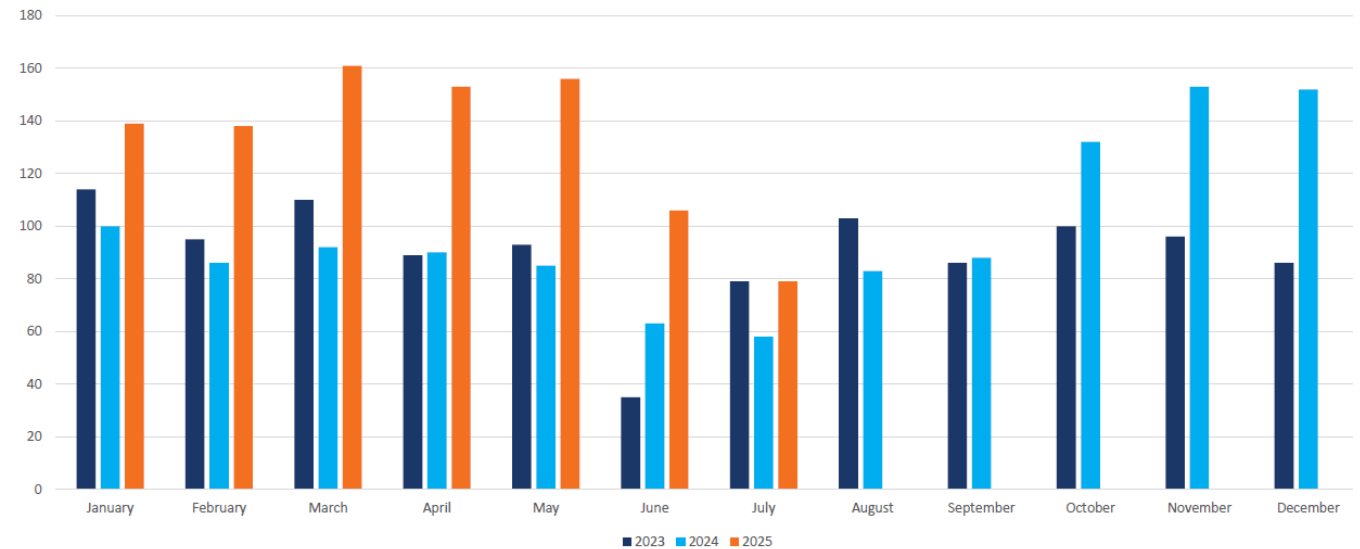
Wānaka had its most aircraft movements in 2019. That year there were over 50,000 movements, with peak months recording more than 6,000 movements.

The annual movements for 2024 were comparable to the 2017 year.

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

Unfortunately, Sounds Air have decided to withdraw from the Wanaka – Christchurch route. Although they were achieving great patronage, wider underlying costs in the aviation sector have resulted in Sounds Air reducing their business operations.

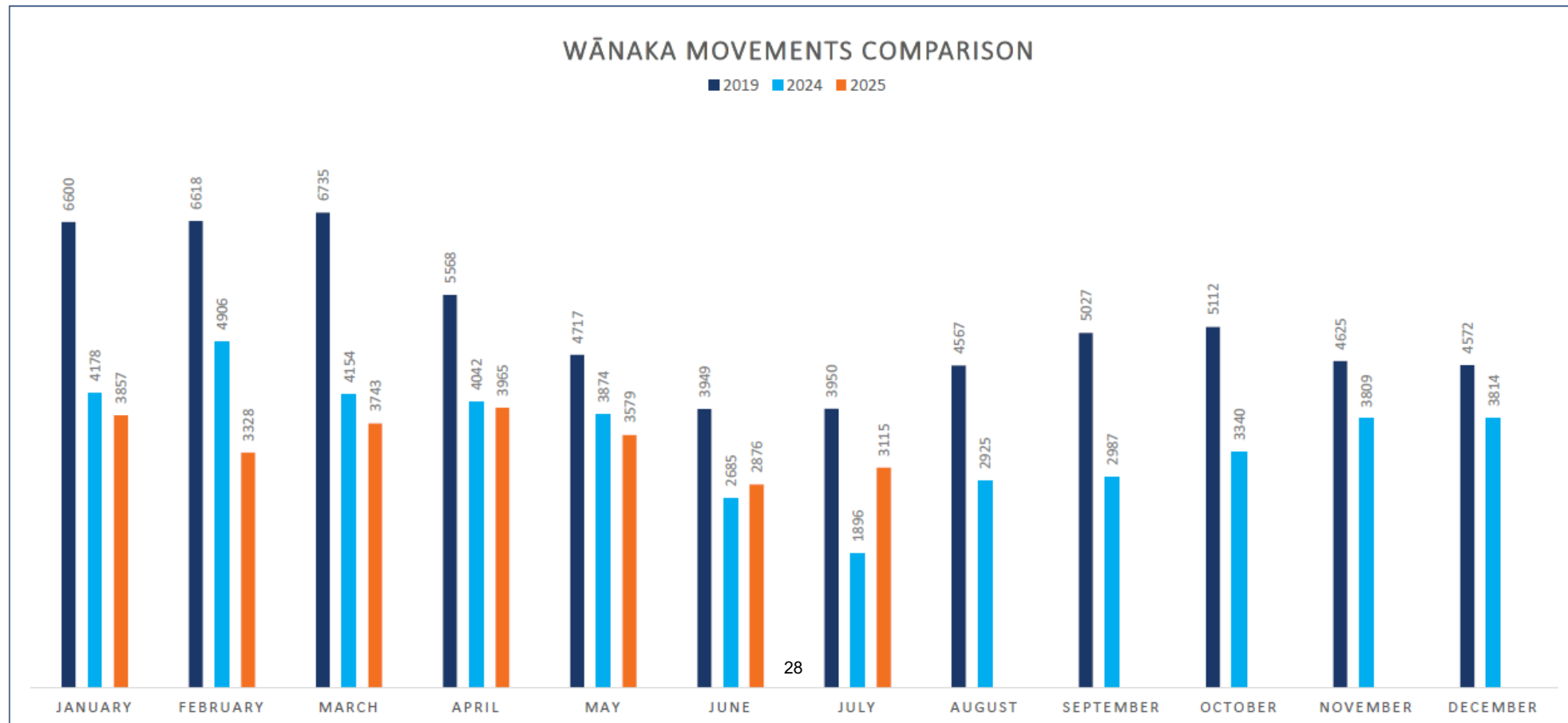
Sounds Air Scheduled Services





# Aircraft Movements

- The table below indicates monthly landings at Wānaka Airport through to July, compared to 2019 & 2024. Landings remain comparative to 2024 figures.
- The month of July 2024 was impacted by the inversion layer. February 2025 was impacted by a nationwide AIMMS recording issue.



# Wānaka Airport Management

- QLDC has a Management Services Agreement (MSA) in place with QAC to manage the daily operations of the airport.
- Moving to Part 139 Qualifying status has necessitated minor changes to this MSA arrangement.
- As at March 2025, the QAC Board agreed to modify the MSA to undertake the process for achieving CAA Qualifying Status by 01 July 2027.
- QAC involvement is essential as they have the necessary aeronautical expertise to support achieving Qualifying status.
- QAC expect to appoint a Wānaka Airport Manager in October.
- The Airport Manager will coordinate and manage the CAA qualifying requirements.
- This will include the coordination of capital works; particularly airside.



# Wānaka Airport Masterplan

- QLDC will lead the development of future options and consultation for a Strategic Plan/Master Plan.
- The consultation process is being coordinated by EGIS Group.
- Consultation has occurred with numerous stakeholder groups, including users of the airport, and the wider community.
- Initial feedback was sought from all interested groups, and a second round of consultation is underway to receive input on the 5 future scenarios.
- A presentation of feedback/recommendations will be provided to QLDC Councillors and WUCCB after October.



# Landing & Parking Fee Changes

# Fee Change Consultation

- The following fees were adopted on 01 July 2025.
- The fees were independently assessed by an Aviation expert and the increases are recommended based on comparisons to similar airports.
- We will engage the same consultant over the Oct/Nov period to assess if any change in fees is required for the 2026 Council Fees & Charges consultation.

## 7. Wānaka Airport Landing Fees

	From *	To *	Change (\$)
0–1500kg	\$13.00	\$ 16.00	\$ 3.00
1501-2500kg	\$19.00	\$ 22.00	\$ 3.00
2501-3000kg	\$31.00	\$ 35.00	\$ 4.00
3001-4000kg	\$43.00	\$ 55.00	\$ 12.00
4001-5000kg	\$55.00	\$ 70.00	\$ 15.00
5001-8000kg	\$112.00	\$ 135.00	\$ 23.00
8001–12000kg	\$146.00	\$ 180.00	\$ 34.00
12001–18000kg	\$204.00	\$ 260.00	\$ 56.00
18001-20000kg	\$272.00	\$ 330.00	\$ 58.00
20001–25000kg	\$362.00	\$ 420.00	\$ 58.00

## Wānaka Aircraft Parking

	From *	To *	Change (\$)
<b>Grass Apron*</b>			
0-1500kg	\$ -	\$ 10.00	\$ 10.00
<b>Asphalt Apron</b>			
0-1500kg	\$ 10.00	\$ 20.00	\$ 10.00
1501-2500kg	\$ 15.00	\$ 25.00	\$ 10.00
2501-3000kg	\$ 25.00	\$ 35.00	\$ 10.00
3001-4000kg	\$ 35.00	\$ 50.00	\$ 15.00
4001-5000kg	\$ 45.00	\$ 60.00	\$ 15.00
5001-8000kg	\$ 95.00	\$ 110.00	\$ 15.00
8001-12000kg	\$ 125.00	\$ 145.00	\$ 20.00
12001-18000kg	\$ 175.00	\$ 200.00	\$ 25.00
18001-20000kg	\$ 235.00	\$ 260.00	\$ 25.00
20001-25000kg	\$ 315.00	\$ 350.00	\$ 35.00



### Latest Fortnightly Update for the Wānaka Airport Future Review



Geoff Anderson

Advisory Lead - NZ & Pacific

#### Work Completed to Date/Last Fortnight

- Online engagement platform 'Let's Talk' finished up for the second round on 18 September 2025. We received a total of 1,133 submissions for the online survey. This is in addition to the in-person drop-in sessions in Wānaka on 29 and 30 August which had approximately 90-100 people attended across the two sessions.
- We are really pleased with these numbers from the second round of engagement. They show we have managed to achieve a broad community response, and it will provide us with a robust data set for reporting and informing the recommendations. The community is very engaged on this project and has taken the opportunity to provide us with lots of excellent feedback.
- We also received three email submissions from Wānaka Stakeholders Group, Southern Hang Gliding and Paragliding Club + NZ Hang Gliding and Paragliding Association and NZTA.
- Responding to queries and questions as they come through on the online platform and via email.
- Continued promotion of engagement and media releases to promote engagement.

#### Work Planned for the Upcoming Fortnight

- Issue a media release to confirm success of next round of engagement.
- Update programme and wording on 'Let's Talk' page to reflect current project status.
- Review of information collected from the in-person sessions.
- Collate and review data from online surveys.
- Plan for a next steps discussion with Queenstown Lakes District Council.
- Working towards generating a summary of the second round of engagement in a similar format to that which we produced for the first round.
- Plan a date to present draft of first round results to the Project Advisory Group.