

Agenda for a meeting of:

Wānaka

Airport

Liaison

Committee (WALC)

18 November 2024

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

DATE AND TIME	18 November 2024, 11.00am-1.00pm
LOCATION	Armstrong Room, Lake Wānaka Centre, Wānaka
CHAIRPERSON	Rob Phillips
MEMBERS	<ul style="list-style-type: none"> • Tony Avery, General Manager Property & Infrastructure, QLDC • Jon Brooks, Airways Corporation • Juliet Breen, The Airport Manager • Andrew Crawford, Commercial Airlines • Don Grant, Wānaka Airport Users Group • Simon Telfer, Wānaka-Upper Clutha Community Board, QLDC
APOLOGIES	<ul style="list-style-type: none"> • Juliet Breen • Jon Brooks
ADDITIONAL ATTENDEES	<ul style="list-style-type: none"> • Roger Davidson, Property Director, QLDC • Todd Grace, Chief Operating Officer, Queenstown Airport Corporation • Jane Robertson, Senior Democracy Services Advisor, QLDC

	PAGE	WHO
ITEM		
Opening Karakia		Rob Phillips, Chair
Apologies		Juliet Breen and Jon Brooks
Confirmation of Agenda		
Confirmation of Previous Minutes	5	Draft minutes of a meeting of the Wānaka Airport Liaison Committee held on 29 April 2024
Items		
1	Wānaka Airport Manager's Report	9 Todd Grace to present on behalf of Juliet Breen
2	Wānaka Airport Projects Update (from Queenstown Lakes District Council)	13 Tony Avery and Roger Davidson to present.
3	Wanaka Airport November Update	26
4	Update on recent correspondence	Rob Phillips to present
5	Other matters	All
6	Confirming date and location of next meeting	All
	Closing Karakia	Rob Phillips, Chair

Confirmation of Previous Minutes

Draft minutes of the meeting of the Wānaka Airport Liaison Committee
held on 29 April 2024

Wānaka Airport Liaison Committee

29 April 2023

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Minutes of a meeting of the Wānaka Airport Liaison Committee held on Monday 29 April 2024 in the Alpine Helicopters Board Room, Wānaka Airport, Wānaka beginning at 11.23am

Present

Mr Rob Phillips (Independent Chair), Mr Quintin Howard (Property Director, Queenstown Lakes District Council ('QLDC')), Ms Juliet Breen (Airport Manager), Mr Don Grant (Wānaka Airport Users Group), Mr Andrew Crawford (Commercial Airlines), Mr Jon Brooks (Airways Corporation) and Mr Simon Telfer (Wānaka-Upper Clutha Community Board Chair).

In Attendance

Ms Jane Robertson (Senior Governance Advisor)

Opening Karakia

An opening karakia was presented by Ms Breen.

Apologies

An apology was received from Tony Avery. It was noted that Mr Howard was attending in his place.

Confirmation of Agenda

The agenda was confirmed without addition or alteration.

Confirmation of minutes

It was moved (Mr Telfer/Mr Crawford):

That the minutes of a meeting of the Wānaka Airport Liaison Committee held on 23 November 2023 be confirmed as a true and correct record.

Motion carried.

1. Wānaka Airport Manager's Report

A report from Juliet Breen presented the following information about Wānaka Airport:

- a. Aircraft Activity
- b. Unplanned Engine Testing Incidents
- c. Complaints Register Summary (incl. noise and operational complaints)
- d. Operational Report (incl. environmental effects, noise, fuelling and fire)

Ms Breen spoke to the report. She noted that the graphs showed that activity was starting to return to 2019 figures (i.e. pre-pandemic). The recent spike in graph 1.4 was Warbirds Over Wānaka.

More detail was provided for each complaint in accordance with the request made at the previous meeting. New complaints were shaded. Three of the four noise complaints were from the same individual. One complaint was for an event outside the operating hours and despite extensive efforts, no aircraft had been located.

It was moved (Mr Telfer/Mr Grant):

That the Wānaka Airport Liaison Committee note the report.

Motion carried.

2. Noise Monitoring

It was noted that the monitoring report was received every two years and had been presented at the previous meeting.

3. Wānaka Airport Projects Update

Mr Howard spoke to a PowerPoint presentation.

Aircraft movements

Wānaka was deemed a non-certified General Aviation Airport with its current activity being about 40,000 aircraft movements per year and it was anticipated to achieve 50,000 movements over the next 12 months. Accordingly, it was deemed a 'busy' airport and in the future CAA may require its status to be changed to a qualifying or certified airport.

Landing Fee Changes

The proposed increase to landing fee charges at Wānaka Airport was currently open for consultation as part of a larger group of Council fees and charges (closing 5 May 2024). The fees had not increased for 10 years and a 30% increase was deemed reasonable and aligned fairly with the rest of New Zealand. In the future, more frequent reviews (with possibly small increases) would be undertaken.

Mr Howard confirmed that the increased landing fees would not make Wānaka Airport 'break even'. Landing fees were just one of a number of income streams which also included commercial leases and carparking, both of which had been identified as possible future income streams. Carparking needed to be part of a future master planning process because it had its own expense to implement.

NASA provided three main rental incomes: lease of hangar, launch pad (on QLDC land) and launch pad (on QAC land). Rental income from the launch pad (QAC land) was not shown in QLDC balance sheet as it was allocated to Queenstown Airport. Hangar lease income and the launch pad on QLDC land appeared in QLDC financials. It was felt that there were better ways of showing this revenue.

Capital Projects

Staff had divided the projects into four work streams (a-d below).

(a) Capital Projects

These projects had approved funding and were all works that QLDC needed to undertake as a good steward of Wānaka Airport.

(b) Aeronautical Study Updates

CAA would confirm by letter which recommendations from the aeronautical study (Part A: Ground Issues) needed to be undertaken and the Council would be required to complete these projects. Part B (Airspace Issues) had not been adopted and was on hold to be considered as part of a master planning process.

CAA had indicated that its response to the aeronautical survey should not be a surprise to the Council and the developments proposed would largely result in Wānaka Airport continuing to operate in a similar way.

Some of recommendations were funded in the QLDC's Long Term Plan and Part A would be undertaken over the next two years. QLDC recognised the importance of the Wānaka Airport master plan but the 2024-34 QLDC Long Term Plan was the current focus of the Council. After adoption of the LTP in September 2024, work could begin on the Wānaka Airport master plan.

(c) Wānaka Airport Management Update

Wānaka Airport Management: QLDC recognised that the current management agreement with QAC was not fit for purpose if Wānaka Airport was a qualifying aerodrome.

(d) Wānaka Airport Future Options

Members asked QLDC to make master planning a priority once there was capacity. The master plan needed to have enough detail to provide some structure but with sufficient latitude to encourage meaningful engagement.

It was agreed:

That the Wānaka Airport Liaison Committee note the Council report.

4. Other matters

Mr Howard advised that the Council had been approached by Wānaka Airport lessees for the Council's valuation methodology but this had been refused due to commercial sensitivity. The lessees had decided to get their own valuation and if there was a disparity with the Council's figures, the parties could enter mediation.

A safety concern was raised about a large hole in the Wānaka Airport taxi way (Taxiway Yankee) which could result in a wing strike. This needed to be repaired urgently. Ms Breen undertook to follow up on this concern as there was funding available to repair the hole.

The only negative feedback about Warbirds Over Wānaka had been with traffic management on the practice day but learnings meant that Saturday and Sunday had run more smoothly.

5. Confirming date and location of next meeting

Monday, 14 October 2024 in the Alpine Helicopters Board Room, Wānaka Airport.

6. Closing Karakia

Ms Breen presented a closing karakia.

The meeting concluded at 12:33pm.

Confirmed as a true and correct record:

CHAIR

DATE

WĀNAKA AIRPORT MANAGER'S REPORT

1 Aircraft Activity2

2 Unplanned Engine Testing Incidents3

3 Complaints Register Summary3

 Noise Complaints3

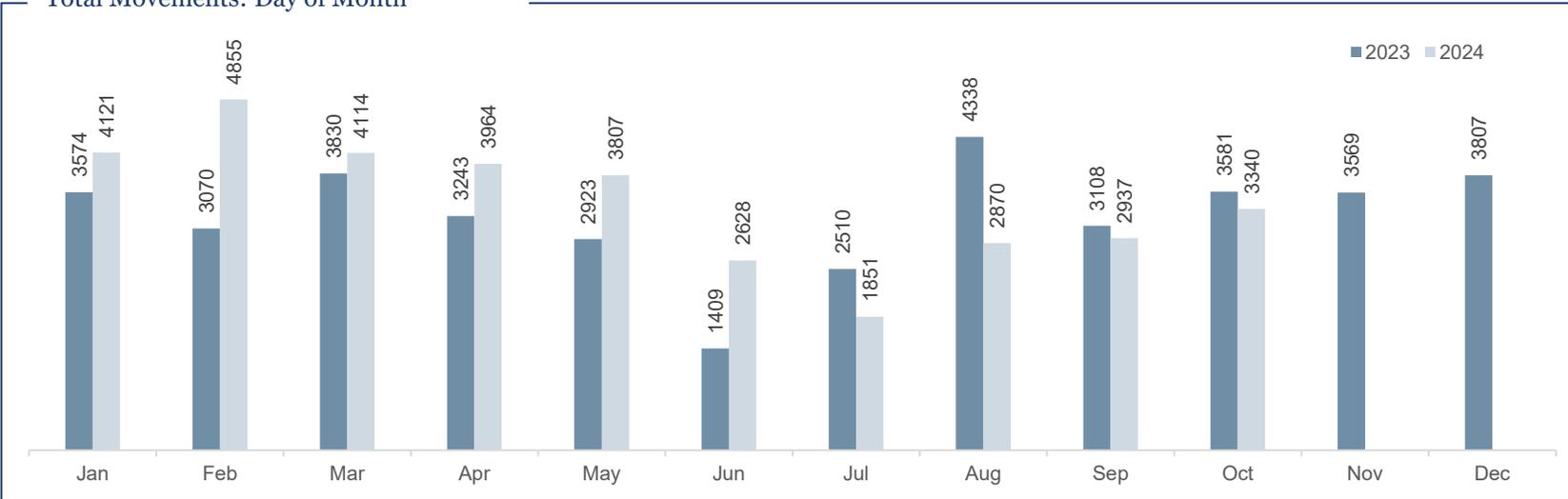
 Operational Complaints3

4 Operational Report3

1 AIRCRAFT ACTIVITY

YTD 2024 MOVEMENTS DASHBOARD

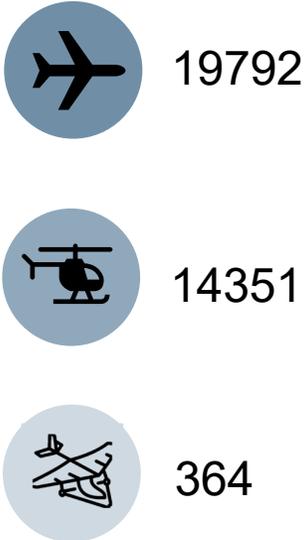
Total Movements: Day of Month



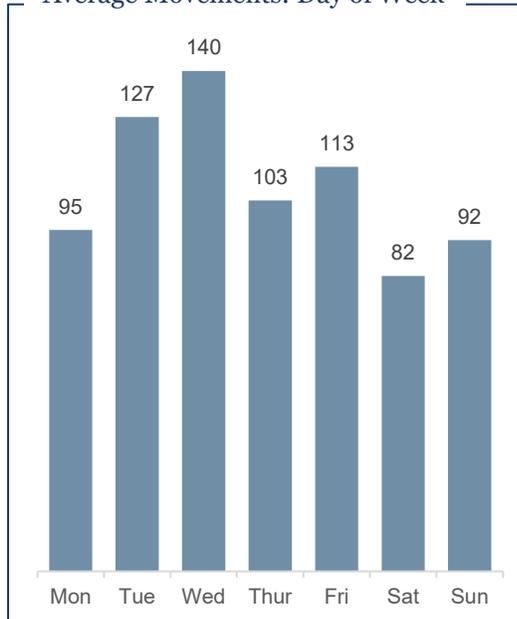
Total Movements: Runway

11	29	11G	29G	H
4605	10555	1261	3748	14318

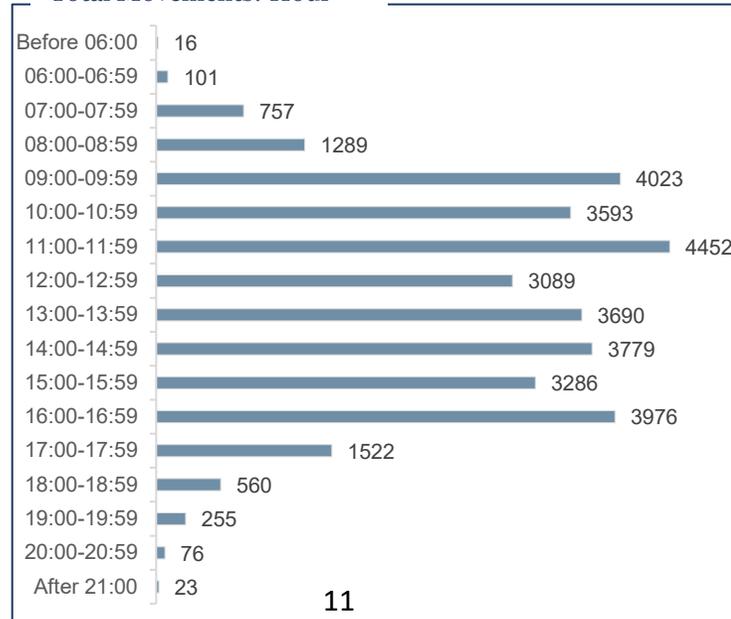
Total Movements: Type



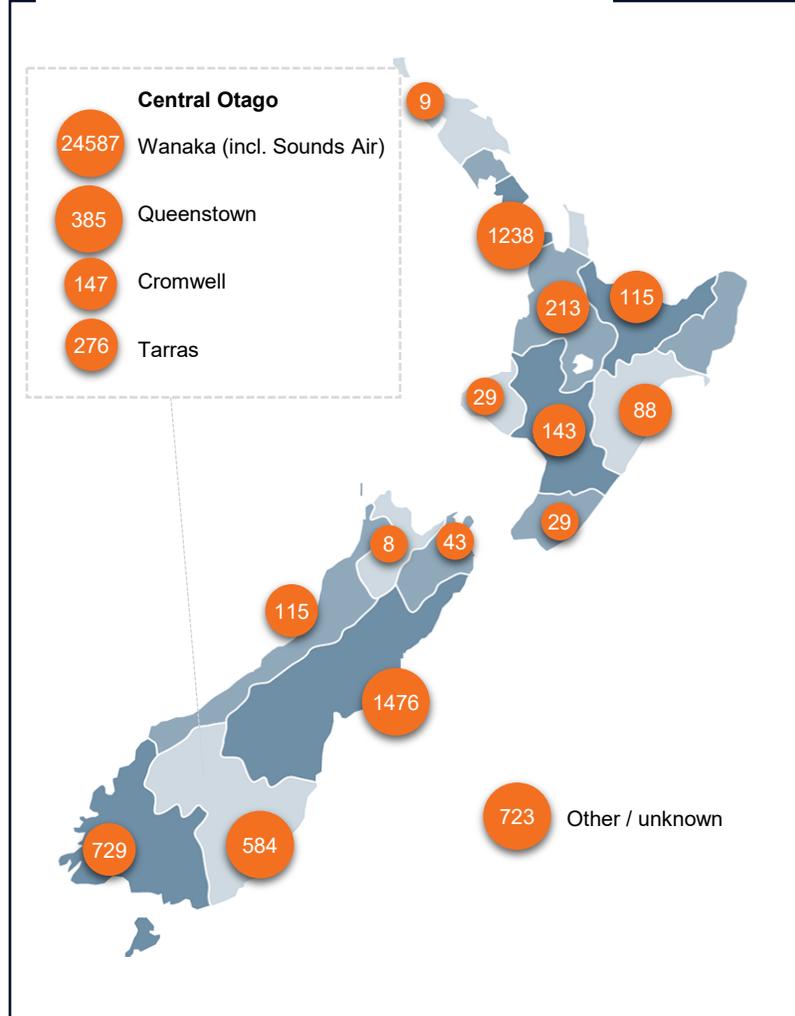
Average Movements: Day of Week



Total Movements: Hour



Total Movements: Aircraft Owner Location



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

There were no noise complaints received between April and October 2024.

Operational Complaints

There were no operational complaints received between April and October 2024.

4 OPERATIONAL REPORT

Drainage Improvements

A new soak pit was installed to improve the drainage between Llyod Dunn Ave and Mustang Lane. This appears to have resolved the hangar flooding issue regularly experienced following heavy rainfall.

Hangar Roof Damage

On the 1st of June at approximately 6am during a high wind event the entire northern side of the NASA hangar roof was blown off spreading debris across the adjoining carpark and aircraft parking area. No one was injured however several vehicles were damaged.

Taxiway Y Extension

The extension to Taxiway Y to remediate rough grass condition has progressed through the approvals and vendor selection process. It is expected that this work will be completed prior to the end of 2024.

Safety Reporting and Safety Campaign

There continues to be reports of circuit irregularities occurring at Wānaka. Safety reporting has improved enabling investigation and follow up with involved parties. CAA conducted three safety seminars at Wānaka over the year as part of their Work Together Stay Apart campaign which is aimed at reducing the likelihood of mid-air accidents and the number of near collision and air proximity events within the circuit at unattended aerodromes.

Wānaka Airport Liaison Committee

November 2024



Contents

- Aircraft Movements
- Landing Fee Changes
- Capital Projects Update
- CAA Determination

Aircraft Movements

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

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

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

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

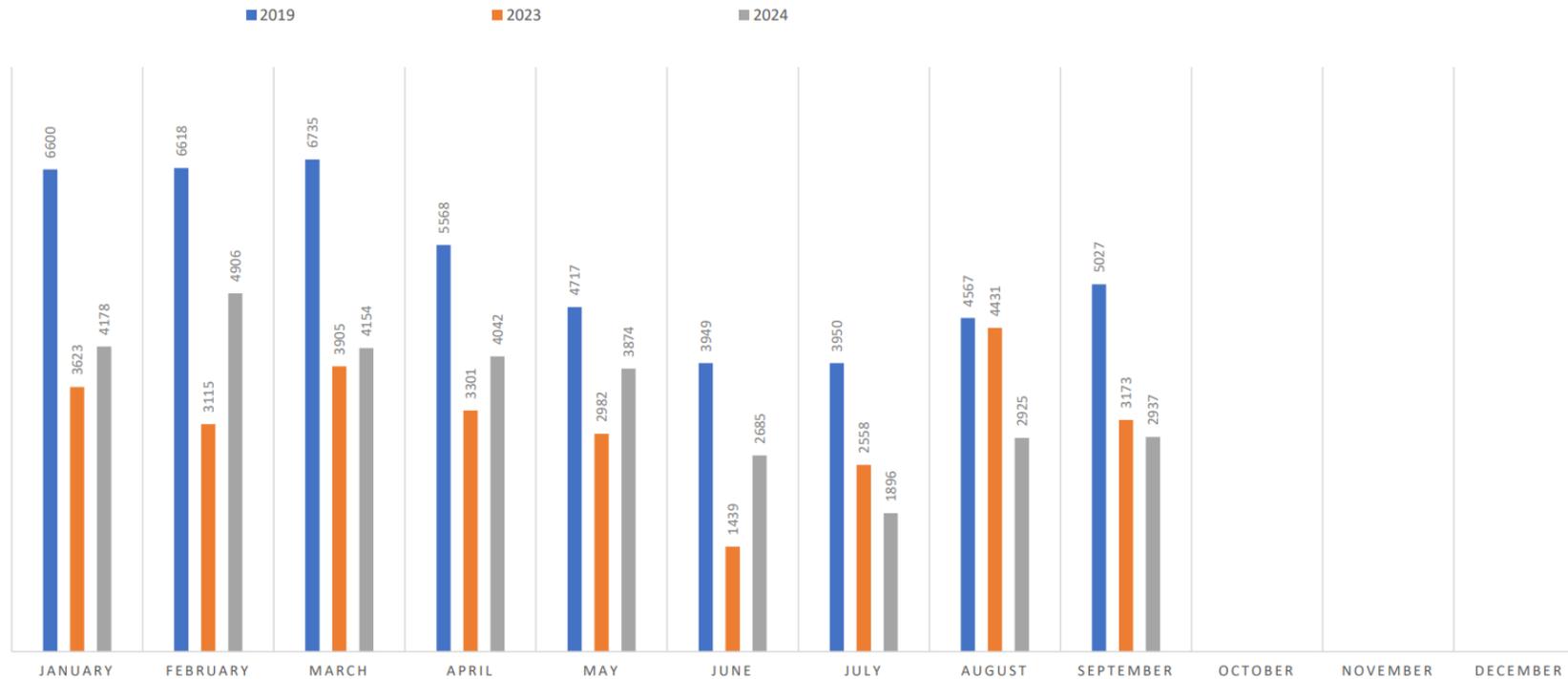
We anticipate Wānaka Airport will achieve 40,000 aircraft movements over the next 12 months. Peak months are already recording 5-6000 movements.



Aircraft Movements

- The table below indicates monthly landings at Wānaka Airport through to September, compared to 2019 & 2023.
- The month of August was impacted by numerous days with an inversion layer.

WĀNAKA MOVEMENTS COMPARISON



Landing Fee Changes

Fee Change Consultation

- QLDC approved the below increases to Landing Fees at Wānaka Airport.
- The current landing fees have been in place for more than 10 years and have not been adjusted, despite increased operational costs.
- Aircraft parking fees have not been accessed.

7. Wānaka Airport Landing Fees

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

Capital Project Updates

Capital Works Projects Updates

- Mustang Lane drainage. Works have been completed on the new sump pit and relocation of stormwater drainage. At the same time the carpark area was expanded to offer increased parking.
- Tree removal and cutting works are well underway, with a significant amount of the works completed.
- Taxiway Y extension; work has been approved to proceed. Main contractor has been engaged. Works due to start before the end of the year.
- Firewater tank farm, stage 2, agreement has been reached on the location and size of the second tank farm. Quotes are being obtained for the civil construction and tank supply.



Aeronautical Study Updates

Aeronautical Study Update

- The CAA have required QLDC to undertake an Aeronautical Study of Wānaka Airport. This Aeronautical Study has been completed in two parts. Part A addresses the aerodrome ground issues, Part B addresses the airspace issues.
- Part A has been reviewed by CAA and they have advised QLDC that Wānaka Airport must be managed under the authority of a Part 139 Qualifying Aerodrome Operator Certificate. The date for achieving this status is 01 July 2027.
- Key recommendations involve changes to the airport management structure, airport documentation and some capital works to improve safety (e.g. fencing, taxiways and smoothing land adjacent runway). Further details are outlined on the following page.
- *Note: Part B has been received by CAA. Part B is on pause and the CAA have indicated that they will not review Part B until a Master Plan for Wānaka Airport has been completed.*

Draft Recommendation Status

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

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 will require changes to this MSA arrangement.
- We have started early investigations to understand what those changes are likely to be.
- QAC have been assisting with the development of a work program to achieve Qualifying status.
- QAC involvement is essential as they have the necessary aeronautical expertise to support achieving Qualifying status.



Wānaka Airport Future Options

- One of the CAA recommendations for achieving Qualifying status is a requirement to update the Airport Master Plan.
- Master Plan work is outside the MSA arrangement with QAC.
- QLDC will lead the development of future options and consultation for a Strategic Plan/Master Plan.
- This body of work will commence in December 2024.
- Consultation will be with numerous stakeholder groups, including users of the airport, and the wider community.



Wānaka Airport update

Queenstown Lakes District Council (QLDC) is in the early stages of two separate but important workstreams relating to Wānaka Airport. This information sheet provides a summary of each piece of work and outlines at a high-level what airport users and the community can expect.

1. WĀNAKA AIRPORT OPERATIONAL SAFETY REVIEW

Wānaka Airport (the airport) has reached a threshold of activity which requires it to be managed under the authority of a Qualifying Aerodrome Operator Certificate. As a result, the Civil Aviation Authority (CAA) has issued a letter notifying QLDC that it requires the airport to achieve qualifying status under Part 139 of the Civil Aviation Rules. The agreed deadline to achieve qualifying status is 1 July 2027.

Importantly, not achieving qualifying status would mean a significant reduction in activity at the airport which QLDC does not support as an option as it would adversely affect airport business, users, and locals.

This will require changes to the way the airport operates, as outlined in the CAA rules Part 139, sub part G & H. Scan for more detail on the requirements.



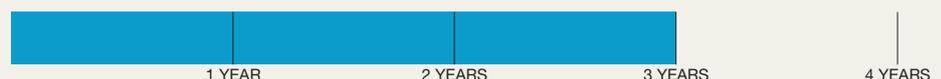
As a first step, a mandatory operational and safety review has been completed. This outlines a range of improvements required to achieve qualifying status and improve safety for all users.

KEY WORK INCLUDES:

Appointing suitable senior people to specific roles. This requires a change to the current Management Services Agreement (expected to take approx. 12-18 months).



Physical works to provide a safe operating environment e.g. tree removal, strip widening and new fencing to support safe access to the airstrip (expected to take approx. 2-3 years).



Prepare a Safety Management System that includes specific policies, procedures and documentation (10-12 months work).



WHAT WILL IT COST?

Budget has been allocated in the Long Term Plan 2024-2034 to complete agreed work required to achieve a qualifying aerodrome status. The LTP can be read in full at www.qldc.govt.nz/ltp

WORKING WITH QUEENSTOWN AIRPORT CORPORATION (QAC)

QAC holds the current management services agreement for Wānaka Airport and has been assisting QLDC with specialised aeronautical expertise to develop a work programme to support achievement of the qualifying status.

WORKING WITH YOU

It is essential we work closely with existing airport users as safety improvements and operational changes are implemented. QLDC and Wānaka Airport operational staff will communicate changes in advance and maintain an open-door policy to discuss any concerns you might have. We've also set up a web page to provide updates as the work progresses, visit www.qldc.govt.nz/wanaka-airport-certification



2. WĀNAKA AIRPORT FUTURE REVIEW

In July 2024 as part of LTP consultation, QLDC signalled its intent to begin a process to develop a long term plan for the Wānaka airport. The future of the airport is an important topic for the district and it's essential that the Wānaka-Upper Clutha community is part of shaping it.

While in the very early stages, there are many key questions to consider as the review progresses:

- What is the community and stakeholder vision for Wānaka Airport? 
- How can we ensure engagement with the community on this important topic is effective? 
- What are the potential scenarios and what could future management look like? 
- What technical analysis is required before we consider potential scenarios?
Economic, Social, Commercial, Environmental, etc. 

WHAT TO EXPECT:

QLDC will soon begin a procurement process to seek the independent delivery of the Wānaka Airport Future Review. The intended response being sought includes a mix of aeronautical, social, economic, legal and consultation/strategic communication expertise.

COMMUNITY ENGAGEMENT

This proposed process is intended to involve extensive engagement with key stakeholders, the Wānaka-Upper Clutha community and wider Queenstown Lakes District.

Confirmed details of the proposal will be shared in more detail subject to a workshop on 12 November 2024.

WHERE TO FIND MORE INFORMATION

We've set up a web page to share news and updates as the review progresses. Visit www.qldc.govt.nz/wanaka-airport-future-review

