

## **Wānaka Airport Liaison Committee**

**18 November 2024**

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**Minutes of a meeting of the Wānaka Airport Liaison Committee held on Monday 18 November 2024 in the Armstrong Room, Lake Wānaka Centre, Wānaka 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 Todd Grace (Queenstown Airport – via Teams), Mr Don Grant (Wānaka Airport Users Group).

### **In Attendance**

Ms Jane Robertson (Senior Democracy Services Advisor).

### **Opening Karakia**

An opening karakia was presented by Mr Phillips.

### **Apologies**

Ms Juliet Breen (Queenstown Airport), Mr Jon Brooks (Airways New Zealand) and Mr Andrew Crawford (Sounds Air). It was noted that Todd Grace from Queenstown Airport is attending for Ms Breen.

**It was moved (Mr Phillips/Mr Grant):**

**That the apologies be accepted.**

**Motion carried.**

### **Confirmation of Agenda**

The agenda was confirmed with the addition of a discussion regarding the future direction of the Wānaka Airport Liaison Committee (WALC).

### **Confirmation of minutes**

**It was moved (Mr Grant/Mr Telfer):**

**That the minutes of a meeting of the Wānaka Airport Liaison Committee held on 29 April 2023 be confirmed as a true and correct record.**

**Motion carried.**

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

A report presented by Todd Grace, on behalf of Ms Breen, discussed the following 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)

It was also noted that the increase in traffic at Wānaka Airport supports the move towards obtaining a Qualifying Aerodrome Operator Certificate. Additionally, those unfamiliar with Wānaka Airport may not be aware that it is unmanned and there may be value in sharing with users where owners or aircraft have originated from. For example, approximately 276 aircraft have landed at Wānaka Airport from Tarras year to date, with one aircraft making multiple landings during this period.

It was suggested that unplanned engine testing should be removed as an agenda item for the report, as it is not currently occurring. It was noted that it is a requirement of the terms of reference.

**It was moved (Mr Avery/Mr Grant):**

**That the Wānaka Airport Liaison Committee note the report.**

**Motion carried.**

**2. Wānaka Airport Projects Update**

Mr Avery spoke to the report provided in the agenda.

Aircraft movements

It was noted that the report should have previous year's numbers, and that August movements were down but largely due to weather.

Landing Fee Changes

The grass runway needs to be fixed because it is rough, and it was noted that some aircraft should land on grass.

The development of a contingent runway was noted. Citing the need for additional revenue, an annual increase to landing fees was suggested. Other potential revenue opportunities include a parking charge.

**It was moved (Mr Avery/Mr Telfer):**

**That the Wānaka Airport Liaison Committee note the Council report.**

**Motion carried.**

**3. Wānaka Airport November Update**

There was discussion of change management processes to ensure the needs of the Civil Aviation Authority (CAA) and users are met.

Part B of the Aeronautical Study, which addresses airspace issues, has been received by the CAA. Hang gliding was also discussed, and submissions from interest groups were noted.

The role of the WALC and the masterplan were discussed, alongside questions about change management and how it will impact operations.

Safety requirements and the regulatory environment were also discussed.

**4. Update on recent correspondence**

It was noted that financial information provided will be of a general nature, and not in detail.

Revenue streams from NASA were discussed.

Wānaka Airport and Queenstown Airport Corporation (QAC) as leaseholder, and the two separate lease agreements and revenue streams, were discussed. It was noted that Wānaka Airport is owned by QLDC and operated by QAC under a management services agreement whereas Queenstown Airport is owned and operated by QAC in its capacity as a Council-Controlled Trading Organisation and QLDC is the majority shareholder; these two arrangements should not be conflated.

It was noted that a conversation with the community about consultation and change management is needed, and that QAC will recommend how it believes this should be done. It was also noted that the QAC would also have a role in providing advice on the consultation and engagement required.

**5. Other matters**

**Future direction of the WALC**

Questions were raised about how the WALC is going, and how it could potentially add value in any other way.

It was suggested that previously it would have been considered a waste, but that this has been a more meaningful meeting and the community have shown a good level of engagement.

**6. Confirming date and location of next meeting**

Monday, 7 April 2025 at 11.00am in the Alpine Helicopters Board Room, Wānaka Airport.

**Closing Karakia**

Ms Robertson presented a closing karakia.

*The meeting concluded at 12.13pm.*

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

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**CHAIR**

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**DATE**