

Submissions presented during hearing

Hello. My name is Andrew Bartholomew and I am an ordinary resident of Wanaka. I have over 30 years experience working as a professional in the public sector and I can smell a rat a mile off and there is certainly one within the presentation of the council's preferred option for changing the way Wanaka airport is managed and governed. The Consultation summary is heavily biased in favour of option 3 and as such, does not allow the ordinary reader to fairly decide between the options. The layout of the five options guides the reader to the centre option 3 which is housed in a text box twice the size of the next largest text box. It has a white type face on a calm blue background and the image of a blue plane heading into the sunset. The other four options are in harsher type face on a glarey white background and their white planes appear in formation behind the Council's preferred, blue leader. This is highly manipulative imagery and should put the wary reader on their guard from the outset.

If you then look at the content, you learn that the disadvantages of option 2, my preferred option, is that not enough incentive has been offered for the manager to drive significant change or growth. If that is the only thing holding this person back then offer them appropriate incentive and yes, if that person or their team then needs funding then they will feel sufficiently empowered and confident to compete against other council priorities. After all, Wanaka airport is, as the summary stipulates "already internationally renowned" and has the likes of NASA making use of it for scientific aviation activities. We then learn, from the background of the Astral report, that this same Wanaka Airport Manager suggested the need for the Astral report in the first place. Now, this manager is either incompetent in his or her duties in failing to make the most of the many opportunities that Wanaka airport offers or is being prevented from doing so by QAC or QLDC or perhaps both and as such, has been set up to fail. My belief is the latter as once again the reader is given misleading information to support QAC and QLDC's aspirations. The summary states that under the existing management agreement, QAC agrees to run the airport in an "efficient and compliant manner" with the caveat that "the existing management agreement is limited because the three year term promotes short term commitment and vision". If the Astral report is to be believed then it states that the "day to day management is done under the original 5 year agreement which does not appear to be signed". So whichever way you want to look at this, the arrangement has been purposefully inadequate from the outset to the point that nobody has been prepared to put their names to it. The sceptic and indeed the realist can only conclude that this is by design to force failure and to precipitate this situation.

Despite QAC and QLDC professing their desire for the "economic and social well being of Wanaka and surrounding districts" and to address the "growing needs of the community" we learn the truth about what they hope to achieve through this process. This is in black and white under the "Role of the Airport" in the final report of Astral. Wanaka airport is seen solely as complementary and supplementary to Queenstown airport able to support overspill from Queenstown. Nothing, absolutely nothing about the "growing needs of the community" nothing, absolutely nothing about the "economic and social wellbeing of Wanaka" and, almost unbelievably for anywhere in New Zealand, absolutely no mention about the environmental impact of increased air traffic and all that goes with it.

The overwhelming conclusion that one is lead to is that both QLDC and QAC are in a cartel to try and get them out of the ^{PROBLEMS} mess they have together created in Queenstown and dump it here in Wanaka.

If you want to seek further evidence to support ^a the cartel theory, then you would sensibly ask yourself the question why has no competition has been introduced. The general public would have far more confidence if QAC had to bid competitively against a well prepared tender, detailing exactly what QLDC and the Wanaka Community expects from a successful tender in terms of service, growth, economic, social and environmental wellbeing for the population who will both benefit from but also have to endure the development of Wanaka airport. Competition is the only certain way that QLDC and QAC can resist claims of collusion and cartel and ensure value for money as well as regulatory control.

If, as a result of its deliberations QLDC remains determined to press on with Option 3, I believe it can only justify this by offering the residents of Wanaka a yes/no referendum for this option. Thank you.

Andrew

Bartholomew

Nick Page

Wanaka Airport Verbal Submission Notes – Monday 13th Feb 2016

Hello. My name is Nick Page. Thank you for the opportunity to make this submission. I have no personal or commercial connection with Wanaka airport but I am a Wanaka property owner & QLDC ratepayer.

I strongly oppose the proposed change of direction for management of Wanaka airport and I consider it vital that the community, through QLDC, maintain control of the airport rather than "influence" over it as proposed in the document.

Wanaka airport is a community airport not a fully commercial airport and should remain so. One fully commercial airport is more than sufficient for the Queenstown Lakes area and that is Queenstown. Council and QAC should focus on making that operation and the associated council infrastructure efficient, not try to spread its commercial operation to Wanaka and Glenorchy, with all the major negative environmental effects that would bring. *After all it takes less time for me to get to the airport from Wanaka than my house on North Shore in Auckland to Auckland airport.* I fully agree that Wanaka airport needs to be efficiently managed, as does any other council operation. This certainly does not mean it needs to be fully commercialized or set up to incentivize growth and commercial profitability above all else as is proposed by the preferred option.

The expertise of QAC can be utilized without the loss of control proposed by the management changes.

Capital requirements for the airport need to be considered by council along with all the other capital demands council faces, and their viability measured against those. Council should not commercialize the operation to avoid these decisions.

Council zones land, and rightly so, to selectively allow uses while minimizing impacts and development sprawl and protecting the environment. It should consider Wanaka airport in the same light. Queenstown has the regional commercial airport, limit it to that.

It is like asking

Do we want highrise hotels from Rippon to Glendhu Bay to provide an opportunity for Wanaka to grow and attract capital expenditure?

Of course not. But that is the logic used in the proposal to justify the preferred airport management option. It is just wrong.

We want long term planning and direct answerability to council for planning decisions at the airport. We want these to promote carefully controlled use and growth of a community asset.

We do not want virtually uncontrolled rampant commercialization of the airport by a management structure set up specifically to incentivize growth with almost no real community control nor appropriate consideration of the consequences for the community such as noise pollution.

In reviewing the other submissions on this issue I note that the majority of submitters share the view that the airport should be protected as an affordable community asset, not a fully commercial operation, and I believe that this would also be true of the wider Wanaka community. While the method of achieving this may not be clear in all submissions the essence of the communities submissions is clear.

Be careful of change and avoid any change where council loses real control of the airport.

So in conclusion

- I ask council to reject the proposed option for the management of the airport, which would hand over long term control to an organization incentivized to promote commercial growth of Wanaka airport, regardless of the environmental and community consequences.
- Wanaka airport is a community airport and asset and should remain so. It should be managed for the benefit of the community, not the benefit of corporate profitability
- There can only logically be one commercial airport for Central Otago Lakes region and that is Queenstown.
- Whatever future management structure is used it must focus on operation of the airport that protects the community and minimizes its environmental effects.

Thank you

Re Airport Development and Administration

My name is Trevor Duncan, long-time resident of the Upper Clutha, aircraft owner, hanger owner and concerned airport user.

Thank you for giving me the time to put my views and concerns with regards to the new administration and control structure proposed for Wanaka Airport.

Firstly, let me say that I have been involved with the airport from the very beginning having pulled the original fencing out, picked stones for the formation of the runway, relocated Peter Plew's building from the old strip and spent a lot of time getting the place up and running along with the rest of that small but dedicated group.

The original concept and endeavour was to take the noise away from Wanaka township, provide a facility for flight training. Aspiring air operations and as a hub for the local recreational pilots and aircraft in a centrally located facility. *FOR THE AREA*

It was also envisaged that there would be hangarage and basic amenities in place and allowances made for commercial development down the track, all of which has happened and operated without problems up to this day, hence the reason we see no need for commercial intervention.

②

It became a major hub for pilot training both aircraft and helicopters and has churned out some very well respected personnel over the years and is still doing so.

I would like to point out and emphasize that this has not changed and that without a strong recreational base there is no commercial arm given that all commercial pilot, engineers and all associated personnel started with basic training in an environment they could afford and was sympathetic to their needs.

As a group of recreational aircraft owners and pilots we have no problem with progress and realise that it is inevitable and a natural progression in the world we live in but do not see that this, has to be at the expense of the very people the airport was setup to support and encourage in the first place.

We also have no qualms with paying a fare market rental for the footprint we occupy but once again the words recreational and private, have to be acknowledged and taken into account as we regard ourselves as no different to any other Kiwi with recreational interests be it boating, golfing, skiing or whatever and any charges associated with it have to be separated out and not considered in the same light as a commercial ~~ENTERPRISE~~ enterprise that ^{HAS} ~~have~~ the ability to pass on these costs. A case in point is the charges asked of Wanaka golf club, the yacht club and numerous others all classed as recreational in nature.

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Likewise, with landing fees which given that we put in the grass strip by providing manpower and machinery, ^{THIS} ~~and~~ along with a wind sock, are all we require to operate out of Wanaka, we are of the opinion, that we should be afforded a landing card with unlimited landings for a nominal fee that we would be quite happy to administer thus cutting out a lot of admin costs that exist at present. This works well in a lot of other places in NZ and would save a lot of the embarrassment and resentment with erroneous charges as at present by a badly disjointed system. This would be in the form of a non-refundable annual card and would make no allowance for the fact of whether you may make only two landings or sixty.

There have been a lot of verbal assurances given to the recreational sector that our interests will be looked after and respected but as of today, there has never been anything put down on paper that would reassure us that this is indeed so. In light of, this I am sure we can be forgiven for being somewhat sceptical and cynical, given what transpired in Queenstown on an airfield born out of similar circumstances and ending up being overwhelmed by commercialisation and the need to keep shareholders happy at any cost. We along with many others affected by all this ^{view} ~~view~~, this whole exercise as academic and being conducted simply because it is mandatory for a consultation process to be seen to be in place but we would love to be proven wrong.



TRANSPERIENCY AND HONESTY

This is probably one of the most important issues that needs to be addressed in order to instill some degree of confidence that both parties are on the same page and working in harmony on these matters. As in the end, it is far better that we work together to achieve a successful outcome rather than have one sector feeling they are being dictated to by faceless beurocrats a long way from the point of impact and with no local ties.

We also have a huge issue with the way visiting aircraft and pilots are treated which is both a disgrace and embarrassment to all concerned and affecting the way these people are starting to view Wanaka as a destination or stop off point .This is in regard to what they describe as over the top charges in relation to the amenities provided ~~by~~ i.e. parking and landing fees.

Another strong belief held by the User Group and Recreational Community is that we should be afforded the privilege to have a panel represent us and our interests at any planning or strategic decision making meetings held by the new administrators on an on-going basis if only to afford a degree of

transparency and open up debate on the workability of proposals affecting us.

In summation, we as locals, need to be assured that our interests and the part we play at the airport are recognised and not just be dictated to by big brother and commercial interests from outside our domain.

We are more than happy to aid in the development and betterment of Wanaka Airport for the benefit of the entire community and not to line share holder pockets but suspect that this is what will happen despite anything we may say or do, however, I will ask once again that our interests are taken seriously and viewed as genuine.

Many thanks for the time and patience afforded me and for giving me the chance to air the views and concerns we have as a User Group and as Recreational aircraft owners and pilots.

Wanaka Airport Governance Hearing

Oral Submission of: *Sustainable Glenorchy Incorporated*

Address: [REDACTED]

Email: [REDACTED]

Contact Ph: [REDACTED]

We **OPPOSE** Option 5 of the Wanaka Airport Proposal.

We neither support nor oppose the preferred option (Option 3)

Good afternoon Chair and commissioners, my name is Niki Gladding and I'm speaking on behalf of Sustainable Glenorchy Inc.

Firstly, our organisation has no position with regards to the recommended option (Option 3), we have however submitted in **opposition to Option 5**.

Option 5 was the 'runner-up' in Rationale's business case analysis; it proposes that the Glenorchy Airstrip be included with Wanaka airport as part of "Integrated District-Wide Air Services" under the governance of Queenstown Airport Corporation (QAC).

Although Option 5 has not been recommended, it is a very small step from Option 3 to Option 5, and because the benefits were considered greater and because many people submitted in favour, we felt the need to submit in person.

To begin, we'd like to comment on those submissions in support of Option 5, many of which commented along the lines that it 'just makes sense' to include the Glenorchy Airstrip under QAC governance. With respect, those submitters showed no understanding of the Reserve or its Management Plan and it's our position that the costs and benefits of option 5 must be considered in light of that Plan and in proportion to the significance of the decision.

Currently, the Glenorchy Airstrip is operated under a Reserve Management Plan which was consulted on as recently as 2015.

The **Governance Objectives** under that plan are as follows:

- 1. The Council's governance role is clear and distinct** with QLDC having ultimate responsibility to maintain and manage the airstrip.
- 2. Management arrangements** for activities at the reserve that are **inclusive of input from community representatives**.
- 3. Coordination of aviation activities** in a way that maximises the airstrips use and enjoyment for all users at **current intensity levels**.
- 4. An Airstrip Governance Committee** (with representation from council, the community association and authorised airstrip users) to advise the Council on management and maintenance matters and potential future development.

Under this plan the community and users enjoy the benefits of QAC's expertise in terms of the management of the Airstrip, while retaining the ability to influence the use and development of the

airstrip, and its user charges, via the Governance Committee, the long term and annual plans and Council's significance and engagement policy.

Option 5 the and the benefits of that option are contrary to the Glenorchy Airstrip Reserve Management Plan:

Option 5 is contrary to the Vision, and to the Governance objectives and policies of that Management Plan. Accordingly, QLDC has acknowledged (without giving specifics) that should Option 5 be approved it would require "reconsideration" of the plan.

What we *know* is that under QAC, the level of consultation that is required under Council governance would be lost; the aerodrome would have to be commercialised in line with QAC's statutory obligations; and any net *benefit* to the Glenorchy Community seems unlikely given that the community doesn't wish to grow the airstrip but rather to maintain the use of the airstrip at current intensity levels for amenity reasons.

Any benefit to the wider district from including Glenorchy in "an Integrated District Wide Air Service" have not been detailed.

Given the above and that that the primary benefit of QAC governance – that QAC better incentivised to increase capital expenditure and profitability – is not compatible with the Management Plan we submit that this option should not be approved.

Failure to consult on Option 5

Finally, while we *oppose* Option 5 because it does not align with the Reserve Management Plan, we also support the right of other Glenorchy residents to be informed and submit their opinions whatever they may be; and we are very aware that on this matter many people did not have the opportunity.

Option 5 is essentially 'Option 3 plus Glenorchy' and it's the second preference in terms of the business case analysis. However, most residents (and Glenorchy's Council representative) had no idea there was an Option 5 that included Glenorchy. Council has even told is that Option 5 *"is not something that QLDC has sought or indeed fully understands or agrees to. In that sense the community were no less informed than Council"*.

This matter was presented as a Wanaka Airport Governance issue and all consultation was directed at Wanaka and its surrounding towns as per the consultation plan. Glenorchy was not mentioned in that consultation plan.

The Glenorchy Community Association should have been informed and potential changes to the Reserve Management Plan should have been highlighted so that people could make informed submissions.

Therefore, we consider that QLDC has not met the requirements of either the Special Consultative Procedure or section 82 of the LGA and that this may be grounds for review if Option 5 were to be approved.

Oral submission – Wanaka Airport Governance

Glenorchy aerodrome should definitely not be included in the arrangement to provide integrated district-wide air services.

Consultation

Poor consultation and confusion:

- The main concern with Option 5 being included in this proposal is Glenorchy people were surprised, there was no warning that it would be included and it was only by luck that we found that it was. We had 2 days to write submissions. You would have to ask yourself why? Was a last minute addition that someone thought of?
- Glenorchy was only a very small part of the proposal being included only in Option 5 but it was one of two questions asked on-line giving the impression it's involvement was more significant than I believe it is.
- Since the submissions were called we have heard informally (through the Glenorchy Community Assoc) that Option 5 is not likely to happen. The impression was that we probably don't need to submit.

Potential loss of consultation:

I'm concerned that if Option was taken up we could lose our right to consultation on the direction of the airstrip

Disadvantages

The disadvantages are stated:

- Losing control of the airstrip's strategic direction – QLDC and the Glenorchy community
- Perceived profit ahead of the outcomes
- Asset no longer wholly owned by QLDC
- Require reconsideration of the Glenorchy Airstrip Management Plan – which parts?
- Concern about commercialisation.

TrisL Fraser

Don and Christine Kelly

Further to our written Submission

The question that sits with us is this: Would governance under a QAC work better for the Glenorchy Airstrip?

As it stands at present, the "Reserve Management Plan for the Glenorchy Airstrip" was adopted by council in August 2016.

It was concluded at the council Meeting that the "Plan was a high level strategy that aims to improve the management of the Reserve".

Since August 2016 council has engaged an aviation consultant to advise QLDC on Licenses and Future Operation on the Airstrip, including setting up a Governance Committee.

Council has liaised with operators to determine flight levels and begin the licensing process.

And a meeting in Glenorchy Hall is scheduled for tomorrow Tuesday 14th for community, users and residents interested in the plan and management of the airstrip.

Today this hearing in Wanaka is largely about the Wanaka airport and the council preferred option to enter into a long term lease and management arrangement with QAC Ltd a CCTO.

"The lease would be structured to incentivise investment by QAC in Wanaka Airport to enable the airport to meet the projected growth in the Districts air services over the next decade or longer".

Glenorchy Airstrip was added into the choice mix for governance and somehow Glenorchy Interests ended up at this hearing.

I am here today because I am a resident of Glenorchy and have been for 25 years. I also am a client of an operator that is a user of the airstrip.

You could say I have a personal and a business interest in what happens to the Glenorchy airstrip now and in the future.

At the weekend I took a brief look backwards to review the submissions on the Draft management plan for the airstrip. To read the content is to understand the many controversies that surrounded the GY airstrip during the many years it was being tossed between DOC and Council. Growth no growth, new operators, noise issues, flight paths, infrastructure and buildings, what does existing use rights mean, and the general disagreement of community members and associations. *safety*

The main thrust from the Glenorchy community is that the airstrip should remain at a low operational level.

Maybe now the community is headed in the right direction with the "Reserves Management plan for the Glenorchy Airstrip". We would like to think so but at present the structure is only being put into place and there are still questions to ask.

Who would be on the Governance Committee?

What legal standing does the committee have to turn away operators, that may find themselves being spilled over from Queenstown or Wanaka. Or in fact any new operators that might see Glenorchy as the ideal place to start up, such as the several operators who did this, just prior to the August 2016 "existing use" cut off point, when things regarding Glenorchy airstrip use and their effects were at the unplanned worst.

So how can the Governance committee legally limit further competition from new commercial operators under the Reserves Act ?

How does the management of the every day operations of the busy little airstrip occur?

Who pays for the infrastructure that is mooted in the Reserve management plan i.e. the legal road and the facilities hub for leaseholders? Should the "existing users" group be required to fund the legal road formation and their own facilities as is mooted at the moment: and does this send a signal that the airstrip is then becoming privatised by a select group of either lucky or pushy commercial operators.

I will attend the Tuesday meeting in Glenorchy and may find some of the answers to these questions.

But we are here to day because we see a bigger picture emerging. We see that the council is wanting to consolidate a district wide airport strategy looking forward.

We see that Glenorchy Airstrip also is effected by these changes. It is 45 mins from Queenstown and ideal for hungry operators to go to when they are spilled out of Queenstown Airports Jet zone and Wanaka is that little bit further away. Glenorchy is strategically placed and still very available.

We see that the districts airports are specialising and that may be a good thing.

Glenorchy is the nearest outpost to the Aspiring National Park and a World Heritage Area. Glenorchy Airstrip is a "Green Field". It could be an appropriate Heli-port as it is indeed already.

We also see that some forms of aviation may not be so appropriate, some that are noise rich, have repetitive flight plans or produce safety issues for other airport users. They can not operate efficiently or effectively in our prevailing weather systems, or remain nosily in the proximity of residents and Glenorchy Township where once the beautiful peace and quiet complemented so well with the organic landscape and native forests. These activities are not bound to the area only the airstrip and can also be done anywhere.

So we have asked ourselves if a Long Term Lease and Management arrangement with QAC would provide a better ongoing visionary plan for the Glenorchy Airstrip.

The Glenorchy community has lobbied hard to be heard in a governance document we are under at present. And they believe that they have some form of control to manage and limit aviation activity and its effects from the Gy Airstrip.

Therefore the words the panel is considering today for the Wanaka airport situation "the lease would be structured to incentivise Investment by QAC in Wanaka Airport to enable the airport to met the projected growth in the districts air services over the next decade or longer" may be a little terrifying for the Glenorchy Airstrip situation. However the Planning direction for the next 10 years under a lease agreement may be a prudent and thought provoking answer for the Glenorchy Airstrip if it could be done in consultation with the community and with the expertise of the QAC.

- Planning would become proactive not reactive.
- It could possibly be cost effective for council.
- Help with legislative issues.
- Confirm community ownership of the airstrip and the mooted facilities (ie road and buildings) which could be funded by the community and be available via a lease arrangement to airport users present or future.
- *Safety*

We actually don't know the answer to the question should Glenorchy be included with the Wanaka Airport lease situation and we will leave it up to the hearings panel. We just wanted to say that for Glenorchy there are opportunities and challenges to either form of governance. And Finally that we can see that a District Wide Aviation Plan, that includes the smaller communities could be beneficial.

BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL

IN THE MATTER

of the Statement of Proposal for
Wanaka Airport: a long term lease?

BY

**JEREMY BELL INVESTMENTS
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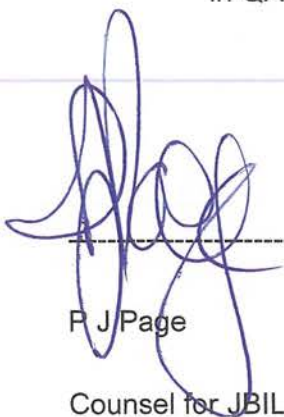
Why is JBIL interested?

1. JBIL is interested in the promotion of Wanaka as a tourism destination in its own right. The question for JBIL is will the preferred option be the best way to advance Wanaka's economic development? Will any of the options studies be the best option?
2. MBIE's Monthly Regional Tourism Estimates data for December 2016 showed that Wanaka had the highest year-to-year growth of any regional in New Zealand, at 18.8% (compared to Queenstown's 12.6%). Sooner or later that growth is going to run into infrastructural constraints. One of those constraints will be airport services. How will that be overcome?
3. Is QAC best placed to deliver the infrastructure necessary to support Wanaka's tourism growth?
 - a) QAC is responsible for the management of the Queenstown Airport and it is also engaged by the council to provide airport and property management for the Wanaka Airport. QAC, as outlined in its Statement of Intent of 2017-2019, is especially devoted to the commercial development of the Queenstown Airport. The four strategies mentioned in the Statement of Intent ('Aeronautical', 'commercial', 'property' and 'one team') predominantly focus on the growth, efficiency and effectiveness of the Queenstown Airport. There is nothing in the statement of intent pointing to any intention to support the "growth, efficiency and effectiveness" of Wanaka airport.
 - b) Further support can be found in the final report for the Wanaka Airport Planning and Development, which was prepared by Astral Limited for the Council and QAC. A number of times the role of the Wanaka Airport was identified as being *"complementary and supplementary facility to Queenstown Airport"*. The primary purpose of the Wanaka Airport was referred to as being to absorb the overflow capacity from Queenstown, both general aviation and air transport, in the foreseeable future. This indicates that QAC will use Wanaka airport as a management tool to protect the commercial performance of Queenstown Airport.

4. What are the other options considered? Did QAC consider:
 - a) Selling Wanaka Airport outright?
 - b) Floating a new company and seeking investors? Would the local business community support the Airport with development capital?
 - c) Seeking a strategic anchor shareholder with capital and industry expertise, such as QAC did with Auckland Airport Holdings No.2 Limited? Would Christchurch, Wellington, Sydney, or Singapore have been interested? Has anyone asked?
5. There is no indication that any of these options have been given serious consideration. None of the options in the Statement of Proposal result in a structure that does not have QAC as Wanaka Airport's manager. Why not? When one studies QAC's 2017-2019 Statement of Intent, that is not good news for Wanaka.

What if the recommended option is adopted?

6. If the Council follows the preferred option recommendation, Councillors have a major task on their hands to influence the governance direction of QAC. Directors appointed by the QLDC are required to act in the best interests of the company. QAC's performance as a company and Wanaka's growth interests do not necessarily align. It may suit QAC and its shareholders, especially Auckland International Airport Limited, that Wanaka is NOT allowed to grow and compete with Queenstown and Auckland for inbound air traffic. That may be a perfectly rational decision in the interests of protecting QAC's value.
7. QAC's directors have no political accountability to the people of Wanaka. Wanaka's aspiration to be a tourism destination in its own right need not feature in QAC's board decisions.



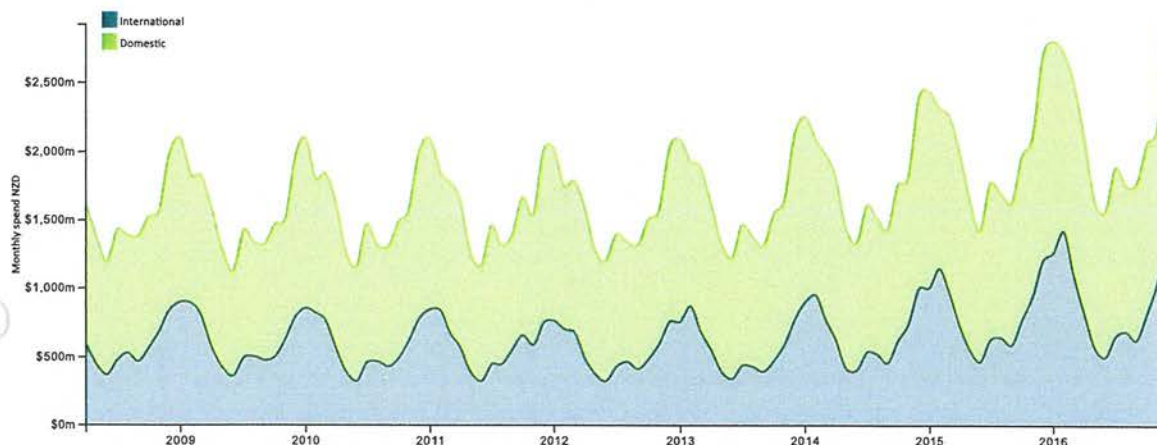
P J Page
Counsel for JBIL

Monthly Regional Tourism Estimates

The Monthly Regional Tourism Estimates (MRTes) provide an estimate of regional monthly expenditure on tourism from both international and domestic consumers.

Monthly Regional Tourism Estimates December 2016

Overview



The MRTes for December 2016 show tourism spend of \$2,927m, with \$1,368m being contributed by international visitors and \$1,560m by domestic tourists. Total tourism spend increased eight per cent from December 2015, with international tourism growing by four per cent and domestic tourism growing by 14%.

Data for the MRTes are available back to April 2008. The interactive graphics in the MRTes pages allow users to dynamically filter the data based on Region, Regional Tourism Organisation (RTO), Country of Origin, Product grouping, and year of data depending on what page is used.

Pivot tables are available to download and contain combinations of data including Domestic spending by RTO and product, International spending by RTO and product, and International spending by RTO and country of origin.

The MRTes replace the previously produced Regional Tourism Indicators (RTIs). The MRTes were developed based on recommendations from the RTI review completed with tourism industry stakeholders in 2015.

- Regional tourism indicator review (<http://www.mbie.govt.nz/info-services/sectors-industries/tourism/tourism-research-data/monthly-regional-tourism-estimates/previous-regional-tourism-series/regional-tourism-indicators/documents-image-library/rti-review-final-recommendations.pdf>)

Regional Summary

[Explore by RTO](#)
[Explore by Region](#)

In the table below, the column "Year to Year Growth" refers to the growth in expenditure of the last year compared to the previous year. For example, for the month of December 2016, this column represents the growth in expenditure of the year ending December 2016 compared to year ending December 2015.

The column "Month to Month Growth", represents the growth in expenditure for the latest month, compared to the same month in the previous year. In this case December 2016 is compared to December 2015.

The table below can be sorted by each column by clicking on the header. This will sort each column from highest to lowest values, or alphabetically.

RTO	Spend \$Billion	Year to Year Growth	December Spend	Month to Month Growth
Auckland RTO	\$7,514 m	8.0%	\$794 m	9.2%
Bay of Plenty RTO	\$802 m	9.3%	\$99 m	4.7%

Central Otago RTO	\$180 m	12.9%	\$24 m	8.0%
Christchurch	\$2,175 m	6.4%	\$236 m	1.9%
Clutha	\$62 m	4.4%	\$7 m	16.5%
Coromandel RTO	\$413 m	7.1%	\$62 m	11.4%
Dunedin RTO	\$694 m	8.7%	\$76 m	13.3%
Fiordland RTO	\$217 m	14.9%	\$31 m	14.1%
Gisborne RTO	\$159 m	7.0%	\$24 m	3.2%
Hawke's Bay RTO	\$583 m	8.2%	\$74 m	6.9%
Kapiti-Horowhenua RTO	\$252 m	8.7%	\$31 m	17.5%
Kawerau-Whakatane	\$131 m	10.0%	\$19 m	11.3%
Lake Taupo RTO	\$578 m	8.0%	\$77 m	17.4%
Lake Wanaka RTO	\$460 m	18.8%	\$54 m	30.0%
Manawatu RTO	\$538 m	7.8%	\$59 m	13.1%
Marlborough RTO	\$376 m	7.9%	\$47 m	3.9%
Nelson Tasman RTO	\$627 m	12.0%	\$89 m	14.7%
North Canterbury	\$335 m	3.7%	\$27 m	-28.0%
Northland RTO	\$1,037 m	8.3%	\$135 m	9.9%
Queenstown RTO	\$2,109 m	12.6%	\$233 m	5.9%
Rotorua RTO	\$769 m	6.6%	\$90 m	9.5%
Ruapehu RTO	\$180 m	5.5%	\$14 m	10.9%
South Canterbury	\$709 m	6.7%	\$79 m	5.2%
Southland RTO	\$391 m	3.9%	\$46 m	12.9%
Taranaki RTO	\$335 m	4.7%	\$41 m	15.7%
Waikato RTO	\$1,385 m	8.1%	\$154 m	8.8%
Wairarapa RTO	\$162 m	8.9%	\$19 m	11.0%
Waitaki RTO	\$173 m	8.5%	\$20 m	9.1%
Wellington RTO	\$2,033 m	5.2%	\$191 m	1.4%
West Coast RTO	\$488 m	12.7%	\$63 m	24.0%
Whanganui RTO	\$123 m	11.9%	\$14 m	3.6%
National	\$25,988 m	8.3%	\$2,927 m	8.2%

Filed under: Recent data release (/search?Subject%3Alist=Recent%20data%20release)

Last updated: 26 January 2017

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Wanaka Airport Submission - Shaun Gilbertson 20 November 2016

I wish to raise my concerns for the options of governance of the Wanaka Airport going forward, especially for the recreational pilot and the costs incurred.

I am an avid recreational pilot, who also flies commercially on a part time basis for one of the local operators. My association with Wanaka Airfield goes back a long way. As a young boy I assisted my father in putting the septic system at the Mt Iron airfield. My father was instrumental in assisting Peter Plew in getting Aspiring Air off the ground, supplying aircraft from the Southern Districts Aero Club. I am also on the AOPA (Aircraft Owners and Pilots Association) executive of NZ representing over 1000 pilots.

My primary focus is for affordable flying for the recreational pilot, being landing fees, parking fees and ground levies for both Wanaka based and visiting pilots.

Remembering that primarily we require a grass runway of some 600m by 10m wide. We don't really want to use the asphalt one, it wears tires out and secondly it's more difficult to keep the aircraft straight during take off and landing causing accidents. Any capitalization over and above this are seen as added cost centres that we don't necessarily require. We could mow the grass ourselves.

I will point out as a council, you have a responsibility to foster recreation in the community. For example, the Wanaka Golf Club pay \$9,800.00 pa and Wanaka Yacht Club pay \$1.58 pa, very modest amounts for their ground rental.

So effectively seeing no difference between those recreations and ourselves, our ground costs need to be considered. If we need to form a bona fide club, then so we shall to represent our interests.

Landing fees need to be kept at a low cost for recreational users and possibly reinstate an annual fee. This could be administered by ourselves through the formation of a local flying members group.

The overnight parking fees should be altered so that we encourage people to come and stay in our beautiful town. Not discouraged by what most visitors see as being excessive. I have personally received emails regarding this from visiting pilots.

We should consider giving the first 4 nights FOC. We don't charge for car parking in Wanaka.

Land rentals also need to be reasonable, and inline with other similar airfields. We will be happy to share some of these cost structures with you.

I would also like to point out that the QAC have not been considerate of recreational users at the Queenstown airport. They have driven the costs up to such an extent that many have left and some are going to, or already have already relocated to Kingston and Alexandra. That revenue has gone.

They have also encouraged maintenance and training providers to set up in Wanaka. These industries will also have a threshold for sustainable rentals and there is a possibility that they or their competition could be advantaged by being located at Cromwell or Alexandra. And these jobs will move.

The council may have a concern that presently the airport is operating at a loss of approximately \$100,000. One could see that this is a price to pay for the \$3 million dividend it received from Queenstown Airport. I think there are ways for Wanaka to increase its revenue, and also reduce its cost structure.

Having read the Astral report, I feel they have not really considered the recreational pilots and whether they can sustain increased charges.

A landing fee over \$10.00 becomes quite a component when doing short flights. I have seen charges too high at other airfields and people don't even bother landing there. They also talk about certifying the airport in the future. This is not necessary for smaller and scheduled operators and will only increase the operating costs substantially with electric gates etc.

Scheduled flights or chartered flights is a way to increase revenue. However these operators will only come when they have a sustainable revenue stream. The last operator wasn't even making a \$2 profit per person when they discontinued the service and I will point out this information came to hand as the airport built its extensive car park. It was being laid as the operator was making plans to leave.

Another issue regarding scheduled flights is the NASA balloon launch. This would disrupt any scheduled operator in the future with the many postponed launches the program has. It's revenue stream needs to be considered in any long term planning.

The Warbirds over Wanaka is an integral part of the Wanaka Airport and this town bringing in many tourist dollars. However there is a significant amount of display area that has been set aside for the three days every two years when this area could house future hangars and auxiliary flying businesses. Should we consider that these areas are that important to Warbirds and the town, then the town should assist with subsidizing these areas as part of the greater good.

The catastrophic event that has just happened in Kaikoura is another example of where a strategic asset such as the airport becomes of vital importance to a region like ours. And once again, the greater good must be considered for Wanaka's wellbeing by supporting the cost structures.

In finalising my submission, I want to reiterate the importance of affordable recreational flying in the Wanaka community and that we are vital for the sustainable growth of the Wanaka airfield. I would also point out that I'm certainly not against progress, having managed Cardrona Alpine Resort some twenty years and presently in my eleventh year managing the Southern Hemisphere Proving Grounds.

I want to see that the airport is managed in a way that supports the day to day operations and manages future development and planning. At this stage I'm not sure if the QAC is the right vehicle for this.

END

15 February 2017

Since my submission was written, a lot has happened at the airport. \$6m spend by QAC acquiring land, NASA getting a long term lease. All without consultation with the local users. We understand QAC has the rights and powers to do this.

What happens to the lease holders at ZQN airport in 2019 when their leases expire?
What are the actual intentions and long term plan for Wanaka and is it what Wanaka wants?
New and existing infrastructure that is above and beyond a grass runway and windsock ??

What is the motive for QAC to operate Wanaka airfield and are they the right body to govern?

The recently formed Wanaka Recreational Flying Group consists of 60 members to advocate for affordable, recreational flying at Wanaka Airport and we want to be involved in the consultation process.

Airstrip	Landing fees per landing	Landing fees per annum	Overnight fee	Ground lease pa private	Ground lease pa commercial	Rates per annum
Tairei	\$10.00 or \$ 0.00 fee*		Nil	\$9.50m2		Nil
Dunedin Int	\$13.22		\$15.00			
Northshore	\$10.00		Nil			
Omaka	\$10.00	\$100.00	Nil	\$2.50 m2	\$5.50 m2	
Timaru	\$10.00	\$150.00	Nil	\$2.10 m2 pa	\$ 5.00 m2	\$90.48 for 286m2 (0.30c m2)
Te Kuiti	Nil	\$ 60.00	Nil	\$2.50 m2		
Whakatane	Nil	\$200.00	Nil	\$4.60m2		
Alexandra	\$10.00 **	\$170.00	Nil	\$6.80m2 pa		\$200 per hangar site

NOTES:

*if landing for maintenance

** nil landing fee if fuel purchased

Regards
Shaun Gilbertson



Affordable Recreational Aviation

- Recreational Pilot, Aircraft Owner (co owner with brother Peter) and keep our aircraft on the airfield in leased hanger space
- Moved to Wanaka around 18 years ago for reasons like most of us in this room, to enjoy the outdoor life style in this BIG playground of ours
- Member Wanaka Recreational flying group (around 60 members)
- Advocate affordable flying for recreational pilots
 - Reasonable landing fees, inline with other similar sized airfields in the country
 - Reasonable overnight parking fee's for visiting GA and recreational aircraft
 - Land lease's affordable
- Wanaka airport built on General Aviation. Wanaka area aviation is well known as having a very unique environment, attracting aviation enthusiasts world wide for the bi-annual Warbirds over Wanaka airshow and for the area's diversified flying opportunities which includes recreational flying. Wanaka' GA is acknowledged on a worldwide platform and contributes significantly towards local tourism.
- Just take a look at a tourism stand in town and see how many brochures are related to aviation; scenic flights, skydiving, trail flights and air safaris etc.

- I'm not sure how many of you saw the last WOW airshow, but one of the most popular attractions of the show was a STOL competition performed by a group of recreational pilots demonstrating short takeoff and landing techniques in their privately owned aircraft. This is the spirit that we want to protect and preserve.
- Cost of operating recreational aircraft as a private owner prohibitive if airport fixed costs, i.e. landing fees' and hanger rental costs escalate as a result of airport expansion.
- As a group we don't require the same level of infrastructure that commercial operators do, all we require is a grass strip, windsock and hanger space.
- We should not be bundled into the same group as the Commercial operators on the field who use more of the infrastructure and have the ability to absorb cost increases by passing these on to the customer, this is not so with recreational pilots we are the end users
- There tends to be within the public a misconception that if you can afford to own an aircraft you are well-off and can easily absorb increased costs.
 - This is not necessarily the case; the capital cost of most recreational aircraft is less than the majority of recreational boats that are tied up in marinas around the country. With the introduction of sports aircraft, the initial purchase of an aircraft has become a lot more

affordable, many of which are built by the owner.

- As a group we choose flying as our area of interest and need to be able to afford this hobby by being charged reasonable costs to use airport facilities.

In summary

- I would like to see a strategic plan from the council that includes and accommodates our user group and we as a group have input in the formulation of that plan
- Personally I'm not apposed to change, growth and advancement of the Wanaka airport, however we need assurances from the QLDC that our needs are heard and acted on so we are able to continue to affordably enjoy our chosen recreation
- General Aviation has been a large part of Wanaka's heritage and provided significant financial contribution to our community, therefore the importance of it being specifically protected to ensure it continues to be that way

Thank you for the opportunity to discuss our submission

Bruce Clulow
Option II preferred