

Wanaka Airport Governance Options

Created Thursday, October 13, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/20011c4495>

Page 1

Any person or organisation is welcome to make a submission on the governance options for Wanaka Airport. The Council encourages everyone with an interest to do so.

Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Craig

Last Name:

McFadyen

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

*Queenstown airport is a proven success for the area. If we can make Wanaka commercial it will only boost the surrounding area and benefit not only land owners, business owners but also visitors and tourism for the area.
As a business owner I believe in using people with a proven track of success rather than make the same mistakes again!*

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

Yes because this will not only help grow the area but will also assist with connections to main hubs and emergency services.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Tuesday, October 25, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/78841fdb47>

Page 1

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I am submitting as:

An individual

First Name:

Leigh

Last Name:

Overton

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO wish to be heard in support of my submission at a public hearing.

Contact Number:

Please enter a contact phone number.
(This will not be made public.)

[REDACTED]

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

*Having been a member of the Wanaka Airport Management Committee for 9 years and Chairman for 3 years I have had a full experience of working with the Queenstown Airport Corporation for 6 of those years. As a result I see the lease to QAC as totally logical, and have faith in the knowledge and expertise of the Corporation to run the Airport with a long term view, and in the best interests for both the District and Wanaka community.
I also see the definite need for the purchase of more land to enable future development at Wanaka Airport.*

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

This inclusion may be necessary at some later date but I believe it to be premature at this stage. The view of QAC should be sought in this matter.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Wednesday, October 26, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/303b9bec24>

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Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Mark

Last Name:

Taylor

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

2 fundamental characteristics of airports is;

1. They require long term planning to achieve the best outcomes

2. They are specialist assets that benefit from being managed by specialists

A long lease to QAC will capitalise on both these attributes. The lease should be a perpetual ground lease with 7 year rent reviews and

include a use provision limiting use to aerodrome so as to ensure the use remains and that the ground rent does not escalate beyond that which is affordable by a aerodrome.

QAC to the best of my knowledge manages Wanaka airport because from a community wide perspective it should because it has the expertise to do so efficiently. The current fee is of no real commercial value to QAC and could be considered a distraction. The management of the airport was taken over during my tenure as Chairman of QAC.

If QAC has long tenure of the Wanaka Aerodrome it will then have an incentive to manage for the creation of long term value for not only Wanaka Aerodrome but also Queenstown aerodrome. Component parts of the Aerodrome will be able to be moved around in a controlled environment (i.e. QAC has long term control of both aerodromes) to the benefit of the region wide e.g. relocation of surplus GA, maintenance & club activities from Queenstown to Wanaka.

Any loss of competition between the facilities will be more than recouped from the efficiencies of QAC being able to focus in generating long term value from Wanaka. Direct passenger services to Wanaka by first tier airlines has been tried and failed at current population levels. Since then Air NZ has in 2014 lifted the population minimum that it is willing to services and halted services to many previously services provincial towns. Accordingly it is decades into the future before this perceived "competition" will become real. In the interim I would expect QAC would be naturally biased to encouraging a regional commuter airline to commence options. QAC will be able to offer a lower cost base and remove parking pressures on its Queenstown facilities. This ability to offer a long term differential service/facility will exist across the spectrum of aerodrome services and facilities.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

The same logic for Wanaka applies to GY, whether QAC would want the obligation is another question.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Thursday, October 27, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/048e573ad5>

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I am submitting as:

An individual

First Name:

Andrew

Last Name:

Bartholomew

Email Address:

[Redacted]

Please select the statement that applies to you.

I DO wish to be heard in support of my submission at a public hearing.

Contact Number:

Please enter a contact phone number.
(This will not be made public.)

[Redacted]

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

The consultation summary is heavily biased in its construction and reasoning in recommending Option 3. Doing so is to devolve responsibility for future management and governance of Wanaka Airport to QAC once and for all.. It presents a thinly veiled guise of a Council abrogating itself of its responsibilities for this Wanaka Community resource under the pretext that it "COULD provide increased services to the Wanaka area and ALSO reduce pressure on Queenstown Airport. There can be no reasoned argument that catering for " Spill - over of general aviation services from Queenstown" equates to informed and evidence based planning for the needs of Wanaka residents and businesses. If Wanaka airport is to be developed then the scale and shape of such development must be based on robust and reproducible evidence of the needs, wants and views of the residents and businesses of Wanaka balanced by the environmental impacts of any such development. Dumping Queenstown's problems on Wanaka is not acceptable. This Council should not support option 3 but instead should support option 2 and carry out its SCP with this as its preferred option.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

2. Status quo with enhanced planning and governance

Please explain why you prefer this option

This would be a logical next step. It retains full control by the accountable council and keeps it local to the people. It gives time for robust and reproducible evidence to be gathered and then for local people and businesses to become educated and familiar with how any airport development will directly affect them and their businesses. It is really up to the people of Wanaka to determine the future of the airport. Once Wanaka has determined what the future of the airport looks like, it may want to work collaboratively with Queenstown. But it has to come this way round not Queenstown airport telling Wanaka, it's airport airport, its residents and businesses, what it is going to get.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

(No response)

Please elaborate.

(No response)

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Friday, October 28, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/498e1ebda9>

Page 1

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I am submitting as:

An individual

First Name:

tony

Last Name:

McCutcheon

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

(No response)

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

(No response)

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Friday, October 28, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/1bb93af930>

Page 1

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I am submitting as:

An individual

First Name:

Graham

Last Name:

Taylor

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

Wanaka Airfield has developed steadily in the time I have been involved (since 1991) It is one of the few airfields in the country that is progressing, and there is no indication that it will be otherwise into the future. The commercial activities are a major employer of skilled staff. The recreational use puts the airfield right up there and will only attract more "Sport Flying" as time goes on. Fuel usage has steadily grown in the six years I have been doing the fuel checks at Z. Wanaka Airfield has the location and weather going for it,

that will not change, it is a safe area to fly in and the approaches are clean.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

While Glenorchy is considered to be a non commercial airfield of strictly limited use , this is head in the sand stuff, and the airstrip must be available especially for recreation and as a safety alternative for light GA aircraft.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Friday, October 28, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/4fa5db4b0c>

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I am submitting as:

An individual

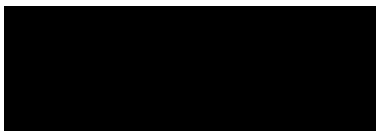
First Name:

Hugh

Last Name:

McLellan

Email Address:



ent that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

*QAC are anti private aircraft and training organisations, they demonstrated this at Queenstown Airport by closing down the Wakatipu Aero Club which had been training pilots since the 1970's.
Don't let them lease or buy Wanaka Airport!*

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

1. Status quo (Wanaka airport continues to be managed on the Council's behalf by Queenstown Airport Corporation)

Please explain why you prefer this option

It is better than QAC selling out to users other than aviation related organisations, ie, rental cars etc.!

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

This sounds like a ploy by the Council and QAC to remove all small and private operators from Queenstown Airport!

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Monday, October 31, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/078cb83d09>

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I am submitting as:

An individual

First Name:

Steve

Last Name:

Hamilton

Email Address:



Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

Fully support improvement and development of Wanaka Airport, as a viable alternative backup when needed for Qtn Airport. As stated, needs the expertise of those who know how to handle and operate an airport such as QAC.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

(No response)

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Tuesday, November 01, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/09f20b3d5d>

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I am submitting as:

An individual

First Name:

Kevin

Last Name:

Banaghan

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

This seems to be the most sensible option with maximum benefits for the community. Given the growth of the district leasing is the best option as changes may be required which will benefit Wanaka therefore we do not support a sale.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

It seems to large to take this on at the same time. We should see how this works and then look to grow to Glenorchy.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Tuesday, November 01, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/da7c8965c7>

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I am submitting as:

An individual

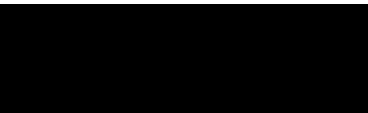
First Name:

Chris

Last Name:

English

Email Address:



Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

Queenstown has seen the positive effects of a successful, commercial based airport. The increase in visitor numbers via the airport has been the most significant factor in Queenstown's recent growth.

For Wanaka to also progress, its airport also needs to be managed in a strategic, commercial manner which would see larger aircraft from main centres being attracted to the region. Wanaka is equally as attractive to tourists as Queenstown, for different reasons and

needs increased flights with larger aircraft to reach its potential.

The current growth without any scheduled flights points to its potential to be a complimentary visitor destination to Queenstown.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

An integrated aerodrome/airport approach to the regions prime destinations is logical. If each entity remains autonomous and does its own thing the regions potential will not be realised or maximised. A strategic approach including all 3 destinations under the control of 1 entity seems an obvious way forward.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Saturday, November 05, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/89fe73e584>

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I am submitting as:

An individual

First Name:

Dr Blair

Last Name:

Treadwell

Email Address:



Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

*Queenstown Lakes District Council
www.qldc.govt.nz*

6 November 2016

Dr Blair Treadwell

RE: WANAKA AIRPORT SUBMISSION

This submission is presented in writing. Preferences are for either of options 3 or 4.

I believe that Wanaka Airport should receive commercial flights on a scheduled basis from everywhere practical. In the past when it did, I, and many others, used it on a regular basis. I never felt any qualms about takeoff and landing, unlike the use of the Queenstown airport.

Wanaka seems to be significantly safer regarding adjacent hills, runway approach and cloud.

For travellers to Wanaka, this airport is more convenient, even if it involves a stop in Christchurch, provided it is brief.

Wanaka runway could be extended, unlike Queenstown runway. On a recent flight, the full length of the latter was used.

Blair L.J. Treadwell

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

I don't have a view on this

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Sunday, November 06, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/668652df02>

Page 1

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I am submitting as:

An individual

First Name:

Rob

Last Name:

Perriam

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

Going forward the success of the Queenstown Airport may mean an overflow situation occurring which an upgraded Wanaka Airport could easily accommodate.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

Deal with Wanaka first because of its location.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Sunday, November 06, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/95f99b2513>

Page 1

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I am submitting as:

An individual

First Name:

Nick

Last Name:

Page

Email Address:

[Redacted]

Please select the statement that applies to you.

I DO wish to be heard in support of my submission at a public hearing.

Contact Number:

Please enter a contact phone number.
(This will not be made public.)

[Redacted]

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

I strongly disagree with the preferred council option. I prefer the status quo. I believe that the preferred option, and indeed this whole process, is predicated on the incorrect assumption that Wanaka airport need to focus on growth and expand to meet whatever commercial demand can be generated. This is fundamentally wrong. One of the joys of Wanaka is the environment and an important part of this is the sound environment. As I sit here today in my house in Wanaka the only sound that dominates is not birdsong, not traffic, not mowers, not simple peace and quiet, it is the noise of planes flying over. Not one but a sequence of several. The other week we climbed Mt Roy. A tough but beautiful "wilderness" walk up through the tussock. It was a calm day like today and like many days here. I would estimate that for at least half the time we were on the walk (6 hours) the dominant sound was aircraft and helicopter noise. It did not ruin the experience but it certainly devalued it.

I acknowledge that the airport exists and is an asset but it is an asset that needs to be carefully governed and controlled to LIMIT its growth, allow its users to function but with minimised impact on the rest of Wanaka's environment and population. The commercial airport for the Lakes region is Queenstown and should remain so. We do not need a second full commercial airport within an hours drive in a small and sensitive area like Queenstown Lakes. We do not need to develop & grow Wanaka airport just because we can. Just as QLDC protect and is attempting to minimise the loss of environment through urban sprawl we should actively minimise airport sprawl and keep Wanaka airport as a small, semi commercial operation with carefully controlled and minimised growth and work hard to reduce, not increase, the impact that its operations have on the surrounding area.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

1. Status quo (Wanaka airport continues to be managed on the Council's behalf by Queenstown Airport Corporation)

Please explain why you prefer this option

As per above

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

Similar reasoning to that above. Queenstown is the commercial airport for the region and should remain so.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Sunday, November 06, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/8bd32878bf>

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I am submitting as:

An individual

First Name:

Bryan

Last Name:

Morton

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

I would prefer that the Wanaka airport was sold an organisation not connected with the QAC. This will provide more competition in the market place and I believe a better outcome for the people of Wanaka. Your options you have listed below if you state "no" in the above question are very limiting and look like they are contrived so the QLDC gets the results that they want.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

(No response)

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

(No response)

Please elaborate.

(No response)

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Sunday, November 06, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/bf079a5a78>

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I am submitting as:

An individual

First Name:

Alan

Last Name:

Collie

Email Address:



Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

My wife Barbara and myself live in Auckland and own a holiday house at Wanaka. Prior to AIRNZ stopping scheduled flights into Wanaka we used this service ex Christchurch 5 times a year. We understand the main reasons for stopping the AIRNZ flights into Wanaka was ...

1.. the low passenger loadings in/out of Wanaka.

2.. the increased landing fees into Wanaka.

We have read through the 7 pages in the Scuttlebug re the reorganisation at the Wanaka Airport and nowhere does it mention these two important points..... We support QLDC's preferred option, but with caution in regard to points one and two. Why would QLDC or anyone want to operate Wanaka airport while flights in and out of Queenstown are, through competition, much cheaper than into Wanaka. Many residents of Wanaka prefer to drive to Queenstown.. We realise that considerable rent/rates are generated from the buildings and business's at Wanaka, but as Wanaka expands a commercial air operator is again well overdue proceed with caution !!!

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

We do not know enough about Glenorchy aircraft loadings etc etc.....therefore no comment. We suspect loadings would be minimal.... Proceed ... again with caution....

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Monday, November 07, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/c43f15fe2f6>

Page 1

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I am submitting as:

An individual

First Name:

Geoff

Last Name:

Dickey

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

The Luggate airport is in competition with Queenstown airport, why would you let the competition control the development of our business(airport)? I suggest the airport be run by the council using a co operative type governance. Made up of elected airport users and council members representing non airport users. The noise from airports effect us all. Perhaps the people of Wanaka might not want major development at Luggate.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

(No response)

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

Glenorchy should run there own ship.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Monday, November 07, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/24e30d142f>

Page 1

Any person or organisation is welcome to make a submission on the governance options for Wanaka Airport. The Council encourages everyone with an interest to do so.

Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Myles

Last Name:

Lind

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

QAC knows how to run a commercially viable airport - leave them to get on with it.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

All of QLDCs airport/airstrips should be operated by those best skilled and motivated to do so. This is obviously QAC for our district. We don't need council staff or elected members meddling in what are commercial affairs. For example - QLDC leases its land to Skyline - we don't see QLDC meddling in their business.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Tuesday, November 08, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/181573c3cf2>

Page 1

Any person or organisation is welcome to make a submission on the governance options for Wanaka Airport. The Council encourages everyone with an interest to do so.

Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Barry

Last Name:

Bruce

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

Wanaka Airport is integral to the Wanaka community as an aviation facility, including tourism, engineering and maintenance, private aircraft and flight training- consequently there is a large number of people employed in these activities there now.

Wanaka Airport has the potential to grow exponentially but needs commercial expertise, timely funding and strategic planning to achieve full potential.

QAC have proven experience,systems and the ability to make timely decisions that would ensure Wanaka Airport is operated complimentary to Queenstown Airport whilst maximising commercial and employment opportunities for Wanaka.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

Not sure on this as my focus in on Wanaka ,therefore my opinion is neutral.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Wednesday, November 09, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/32c34aac3cc>

Page 1

Any person or organisation is welcome to make a submission on the governance options for Wanaka Airport. The Council encourages everyone with an interest to do so.

Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Ross

Last Name:

Black

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

I strongly agree that a long term lease to QAC will likely maximise future development potential of Wanaka airport for the benefit of the Wanaka community.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

(No response)

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Thursday, November 10, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/9de89e852c>

Page 1

Any person or organisation is welcome to make a submission on the governance options for Wanaka Airport. The Council encourages everyone with an interest to do so.

Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Sue

Last Name:

Black

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

As a Wanaka resident I would like to see our airport in the control of the QAC which appears to run a very well organised airport at Queenstown. With the increasing population in Wanaka I would hope for some regular air services out of Wanaka to at least Christchurch and Auckland in the future.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

(No response)

Please elaborate.

(No response)

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Thursday, November 10, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/7fe97c9373>

Page 1

Any person or organisation is welcome to make a submission on the governance options for Wanaka Airport. The Council encourages everyone with an interest to do so.

Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An organisation

Name of Organisation:

Pembroke Hangers Limited

(No response)

Email Address:

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

The SCP dated 29-09-2016 states that the QAC to improve profitability. Pembroke hangers has a number of members who have come to Wanaka due to being forced out of Queenstown airport. These are general aviation users. The feeling is that this will happen again and the GA users will suffer from having a base close to the main centres.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

(No response)

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

Pembroke Hangers is a general aviator plane storage company. Flight distances are shorter for these aircraft hence the need for a network of similar type airports.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Tuesday, November 15, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/bd89ac7803>

Page 1

Any person or organisation is welcome to make a submission on the governance options for Wanaka Airport. The Council encourages everyone with an interest to do so.

Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

James

Last Name:

Burn

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

QAC clearly has little understanding of Wanaka and New Zealanders. It hired consultants to make a management plan according to the website.

The airports are diametrically opposed. NZQN (Queenstown) is focused on scheduled major airlines, executive jets and marketing to overseas well heeled customers. It has pushed out Wakatipu Aeroclub according to Carlton Campbell in The latest Vector from CAA.

General Aviation has been pushed out!

NZWF (Wanaka) is a general aviation airport , encouraging sport aviation, flight school and opportunities for locals to learn and enjoy aviation at a sensible price. Excursions to remote strips and fishing spots or to visit farms are all easily possible for locals. One day there may be another attempt at a scheduled air service, although this has been tried even as far back as 1990 with a Piper Chieftain. Air NZ failed and has interests in Queenstown as its "champagne" route. Do we want Wanaka used as a backstop for Queenstown. I say NO!

Keep Wanaka as a place for New Zealanders to enjoy , paying landing fees but not discouraging visitors by charging parking fees for planes on the grass.

The non-notified fees instituted by the current management are unnecessary and excessive. Christchurch International Airport does not charge for this but even the ground rental for hangers is less than casual charges by QAC / QLDC. I have never been charged for parking on the grass anywhere in NZ except Wanaka, and this has just started after 21 yrs of no parking fees.

I pay rates to QLDC on 2 properties, so speak as a resident.

Wanaka Airport should be seen as an infrastructure asset, capable of bringing in money to the community by encouraging visitors, a place where the air ambulance can land, not as a way to generate a profit by visitor parking fees!

Keep it friendly and a local "asset" to all.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

1. Status quo (Wanaka airport continues to be managed on the Council's behalf by Queenstown Airport Corporation)

Please explain why you prefer this option

QAC has no interest in the Wanaka community. It is a company to make a profit for it's shareholders, including the Auckland Airport!

If the Wanaka library was run by QAC , the library would fold as the users would have to pay huge fees to rent a book! The community is happy to subsidize as benefits are not just the bottom line!!

Wanaka should be run by the Council and local users group to keep it "protected" as a great little friendly airport.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

Glenorchy should be run along the same lines as Wanaka and leave Queenstown to face all the problems and expenses associated with being an INTERNATIONAL airport which is significant. Their rules are governed by overseas administrations, such as standards of security etc. Little chance of airshows etc . Leave Queenstown Airport to be run like Auckland Airport and keep our community airfields under local control.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Wednesday, November 16, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/708ac1ce9c>

Page 1

Any person or organisation is welcome to make a submission on the governance options for Wanaka Airport. The Council encourages everyone with an interest to do so.

Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

rob

Last Name:

jewell

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

QAC will have incentive to obtain competitive market rates and introduce some innovation to help drive future commercial returns

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

This would provide opportunity to have a bigger picture view and to understand the different market segments and locations and which could be targeted for best commercial returns

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Wednesday, November 16, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/0f6b2e78d8>

Page 1

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Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

John

Last Name:

Glover

Email Address:

[Redacted]

Please select the statement that applies to you.

I DO wish to be heard in support of my submission at a public hearing.

Contact Number:

Please enter a contact phone number.
(This will not be made public.)

[Redacted]

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

(No response)

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

The Glenorchy Community expressly do not want any escalation in the level of use of this airstrip. The recently adopted reserve management plan for the strip is based on an "as was, as is" level of continued use.

As an owner of residential land in the community and a small business in the township, I am opposed to any growth in the level of use of the aerodrome at Glenorchy. Integrating the Glenorchy strip in to a district wide business will inevitably grow the use of the strip.

Council have at no point raised this proposal with the community or given any publicity to the Glenorchy aspect of what was a publicised consultation around Wanaka airport. To include a proposal around Glenorchy in this manner is duplicitous and falls well short of what is required under the LGA.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Thursday, November 17, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/dce81608c7>

Page 1

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Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Barbara

Last Name:

Chinn

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

This seems to me to be the best option as it retains ultimate control of both the economics and the use and planning for the future in the hands of the population of Wanaka, through the QLDC.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

Eventually; not necessarily immediately, but if the need arises in future.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Thursday, November 17, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/b806a7630d>

Page 1

Any person or organisation is welcome to make a submission on the governance options for Wanaka Airport. The Council encourages everyone with an interest to do so.

Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Brian

Last Name:

Hore

Email Address:

[Redacted]

Please select the statement that applies to you.

I DO wish to be heard in support of my submission at a public hearing.

Contact Number:

Please enter a contact phone number.
(This will not be made public.)

[Redacted]

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

Having a hangar and several aircraft I consider myself and son users of Wanaka airport on a regular basis. As existing users we feel capital expenditure debt from further development of the airport will make it too expensive for the existing users to pay the servicing of the debt and a dividend to QLDC. The services that exist are more than adequate for the existing users. There is no doubt that airline type aircraft would require a larger runway and other services which is a different business model from what we have now.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

2. Status quo with enhanced planning and governance

Please explain why you prefer this option

Wanaka airport needs more input from local people and users to get the best outcome. The report has too much emphasis on the benefits of the spillovers from Queenstown rather than what is best for Wanaka.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

(No response)

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Thursday, November 17, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/4d52a09610>

Page 1

Any person or organisation is welcome to make a submission on the governance options for Wanaka Airport. The Council encourages everyone with an interest to do so.

Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Iain

Last Name:

Valentine

Email Address:



Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

This option appears to provide the greater potential for development of facilities at Wanaka - enhancing tourism and Wanaka resident's access to the world - and to the rest of NZ.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

Quite a different management style required - perhaps QAC not equipped to do this.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Thursday, November 17, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/8c260b5d91>

Page 1

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Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Peter

Last Name:

Pont

Email Address:

[Redacted]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

The proposal as published provides scant information, even less on the future plan or how funds are to be generated. Queenstown is an International Airport that has priced out much of the General Aviation, probably understandable considering the Airspace constraints and traffic differentials. Wanaka is, and without significant infrastructure upgrading, always will be. General Aviation is surviving at Wanaka, space is limited but there are lots of options, including cooperation with private landholders. Significantly improving the

airport will not necessarily increase revenue, and to increase charges has a limit before much of those using the airfield cross the boundary to more affordable options. You don't have the management of Vector Arena managing schoolboy Rugby pitches and then expecting them to cover the costs. QAC is a business and needs to generate income, there is not enough activity to reasonably support the costs.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

2. Status quo with enhanced planning and governance

Please explain why you prefer this option

There is vast past and current aviation experience and knowledge in the Wanaka area. QLDC could oversee an Airport Committee comprising of this experience, probably at no cost, to provide the strategies and governance. A commercial business whose mantra is profit is inappropriate. The quality of the public presentation and information provided was very poor and biased towards getting the desired result. You don't find any other airports of similar size or facilities have such a structure.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

If the idea of a committee to provide strategy and guidance is accepted, then Glenorchy should be arranged in the same manner. Otherwise NO.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Thursday, November 17, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/b346431c56>

Page 1

Any person or organisation is welcome to make a submission on the governance options for Wanaka Airport. The Council encourages everyone with an interest to do so.

Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An organisation

Name of Organisation:

Glenorchy Community Association

(No response)

Email Address:

[Redacted]

Please select the statement that applies to you.

I DO wish to be heard in support of my submission at a public hearing.

Contact Number:

Please enter a contact phone number.
(This will not be made public.)

[Redacted]

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

It does not include the proposal to integrate the Glenorchy airstrip, outside of that the GCA does not have a view on the management of the Wanaka airport.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

The Glenorchy Community Association represents the communities view that integration into district wide management by the QAC is undesirable. We believe that this would result in a loss of community influence over the activities on the airstrip. The community has invested considerable time and effort in the recently notified Glenorchy Airstrip Reserve Management Plan and it is generally pleased with its outcomes. The option to include Glenorchy in the District wide services would put this management plan at risk if it has to be reconsidered. The QAC is a commercial operation that raises funds from commercial activities, this situation may motivate the QAC to increase commercial activities on the airstrip and this would go against the communities wishes. The management of the level of commercialisation of the airstrip is now set out and we do not believe there is any further benefit to Glenorchy's community if it were to be managed by QAC.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Sunday, November 20, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/eb79c8a4c4>

Page 1

Any person or organisation is welcome to make a submission on the governance options for Wanaka Airport. The Council encourages everyone with an interest to do so.

Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Bruce

Last Name:

Hebbard

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO wish to be heard in support of my submission at a public hearing.

Contact Number:

Please enter a contact phone number.
(This will not be made public.)

[REDACTED]

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

I think the Q.A.C. could bring quality new expertise to running Wanaka Airport.

The Q.A.C. must treat Wanaka Airport as a separate independent entity and NOT as a competitor to Queenstown airport.

It will need to encourage airlines to provide a service to Wanaka once viable and make sure the infrastructure is in place to enable that to happen.

The Q.A.C. must acknowledge the importance of Warbirds over Wanaka to the district and allow for its operation bi-annually. It also needs to allow for the NASA balloon programme for as long as it is operationally possible.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

The question of Glenorchy aerodrome is one to be addressed in Queenstown.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Monday, November 21, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/fa9a1a180ef>

Page 1

Any person or organisation is welcome to make a submission on the governance options for Wanaka Airport. The Council encourages everyone with an interest to do so.

Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Jim

Last Name:

Ledgerwood

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO wish to be heard in support of my submission at a public hearing.

Contact Number:

Please enter a contact phone number.
(This will not be made public.)

[REDACTED]

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Don't know

Please explain your answer above.

I attended the public meeting last week in Wanaka. From that I learnt that the QAC are the organisation that have been running the Wanaka airport (at a large loss) for six years. I understand that they also run the Queenstown airport, at a small profit considering the value of the Airport and the turn over. I would like to know, if they are to be allowed a long term lease what their plans to improve the service and profitability of the Wanaka Airport are. Has anyone thought of having a contract that covers both airports?

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

(No response)

Please elaborate.

I do not know enough about the Glenorchy situation.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Tuesday, November 22, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/cde6733377>

Page 1

Any person or organisation is welcome to make a submission on the governance options for Wanaka Airport. The Council encourages everyone with an interest to do so.

Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Doran Family Trusts

Last Name:

Doran

Email Address:

[Redacted]

Please select the statement that applies to you.

I DO wish to be heard in support of my submission at a public hearing.

Contact Number:

Please enter a contact phone number.
(This will not be made public.)

[Redacted]

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

As an existing hanger and lease owner at Wanaka airport, our support is conditional on :

1 We would require that all lease holders are given the option of a renewal that aligns with the QLDC lease to QAC. Our current lease expires June 2024.

2 Our annual lease has found to be higher than other airports of similar size throughout the country. QAC needs to be accountable and any significant increase in costs justified.

3 We would very much like to see Wanaka retained as a recreational centre for aviation in the area.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

As Glenorchy is a recognised airfield surely it is under the same umbrella as Queenstown and Wanaka.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Tuesday, November 22, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/e0de5f82e54>

Page 1

Any person or organisation is welcome to make a submission on the governance options for Wanaka Airport. The Council encourages everyone with an interest to do so.

Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Arthur

Last Name:

Dovey

Email Address:



Please select the statement that applies to you.

I DO wish to be heard in support of my submission at a public hearing.

Contact Number:

Please enter a contact phone number.
(This will not be made public.)



Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

QAC has some expertise in International airports but none in General aviation airports.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

1. Status quo (Wanaka airport continues to be managed on the Council's behalf by Queenstown Airport Corporation)

Please explain why you prefer this option

None of the options provides Wanaka with allowing it to best serve the local interests. Queenstown will always be a rival for Wanaka and will ensure that it doesn't get the best interests of Wanaka.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

To think that Glenorchy would be tied up with district wide services in the next 20 years or ever for that fact is just nonsense. It seems to me that QLDC is just going through the motions of submissions with these questions which are to produce the answers which QLDC wants.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Tuesday, November 22, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/4068811b21>

Page 1

Any person or organisation is welcome to make a submission on the governance options for Wanaka Airport. The Council encourages everyone with an interest to do so.

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The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Greg

Last Name:

Doran

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO wish to be heard in support of my submission at a public hearing.

Contact Number:

Please enter a contact phone number.
(This will not be made public.)

[REDACTED]

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

My support is conditional on the following :

1 I would like to see the enhancement and protection of the status quo of the users at both Queenstown and Wanaka airports.

2 I do not want to see any restrictions for the type of aircraft flown, eg slow flying aircraft and microlights.

3 The continued promotion of the airport for recreational use, eg private flying, training and maintenance.

4 Warbirds over Wanaka has been a great asset to the Wanaka district and I would like to see that this continues without restriction as it has on the past.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

As Glenorchy is a recognised airport, surely it is under the same umbrella as Queenstown and Wanaka.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Tuesday, November 22, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/ac532119e2>

Page 1

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The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Greg and Karelán

Last Name:

Doran

Email Address:

[Redacted]

Please select the statement that applies to you.

I DO wish to be heard in support of my submission at a public hearing.

Contact Number:

Please enter a contact phone number.
(This will not be made public.)

[Redacted]

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

Our support is conditional on the following.

1 A strategic plan by QAC must be submitted to the Wanaka community for their approval prior to the new lease being put in place.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

As a recognised airfield any planning for this site must be incorporated into the strategic plan

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Tuesday, November 22, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/2a24401b56>

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I am submitting as:

An individual

First Name:

Murray

Last Name:

Paterson

Email Address:



Please select the statement that applies to you.

I DO wish to be heard in support of my submission at a public hearing.

Contact Number:

Please enter a contact phone number.
(This will not be made public.)



Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Don't know

Please explain your answer above.

I do have reservation in QAC being the leasee as they have always operated in a CASH positive environment and I am very mindful that Wanaka is a long way from that.

We have to be mindful of the facilities that GA require, Hangerage, Parking and a patch of grass to operate from. If all these things are not affordable then GA aviators will leave the area and find other places to operate from and that would be very sad.

If the community expect to have parking for lots of Cars, Coaches, Private Jets then that should be a community cost and not lumbered on to the Local Hangar lease holders or landing fee payers.

The suggestion that the Ground lease go from its present charge to \$10 per square Mt will drive Hangar owners away faster than ever, particularly when you consider the income from the lease of the Golf Course, the Yacht Club and Rodeo Club.

Many of the suggested improvements at the Wanaka Airport such as Sewage, Water, Power, Internet, roading and Parking should all be covered as they are in town in the Rates Take if council supplied as being council owned facility.

We are not "Rich Kids" playing a game. We are genuine Rate payers with homes in Wanaka and have Aviation as a Hobby. Be mindful also that the training and interest does flow on to Commercial Pilots who have started at Wanaka and become pilots who have the ability to fly into Queenstown at a later date.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

Once again if Glenorchy Aerodrome was to have improvements made they would need to be considered a council responsibility.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Wednesday, November 23, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/a0a05b9f83>

Page 1

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I am submitting as:

An individual

First Name:

Marguerite

Last Name:

Galloway

Email Address:



Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

I am very concerned that this large corporate body will only be interested in the dollar. We are part of a recreational group of pilots that fly for fun based at the Wanaka airport. It is our sport and as such, like any other sport, we enjoy reasonable ground lease and rates for our hangar. We would like this to continue but are concerned our lease will rise excessively to cover the proposed QAC administration costs.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

1. Status quo (Wanaka airport continues to be managed on the Council's behalf by Queenstown Airport Corporation)

Please explain why you prefer this option

We don't sell land, so that rules out no. 3

No.2: sounds like it will cost us!

Which leaves no.3. Leases for us will remain the same we hope.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

It's a grass paddock.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Wednesday, November 23, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/dc3b5c8d30>

Page 1

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I am submitting as:

An organisation

Name of Organisation:

Wanaka Helicopters Ltd

(No response)

Email Address:

[Redacted]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Don't know

Please explain your answer above.

The lease to QAC does seem the best of the options given, but the reason we have indicated that we 'don't know' if we agree with the Council's preferred option is because over the 20 years we have been operating from Wanaka Airport, we have not experienced much help or support from QAC, in terms of looking after the tenants and users.

The early development of the airport was largely funded by the current tenants. Some examples are: The original tenants together

funded the stone entrance wall. Wanaka Helicopters funded the road sealing surrounding its building, funded its own water storage and septic tank systems and has had to mow and irrigate its own leased area, plus part of the airport airside area for many years. Wanaka Helicopters have provided and erected its own fences and barriers. Wanaka Helicopters has had to develop its own helicopter training area north of the runways.

Landing and lease fees are considerable but it appears to us that these fees are not spent on looking after the airport tenants.

The feeling derived over the past decade, is that QAC is not interested in looking after or promoting Wanaka Airport, because either they don't want an competition to Queenstown Airport, or they are too busy to care.

If Council do want to lease Wanaka Airport to QAC, then Council should stipulate clear and strong guidelines of what it expects in regards to development of Wanaka Airport.

Flight training providers should have a different (cheaper) landing fee structure than commercial operators, as commercial operations yield a higher revenue per hour than flight training ops. The Wanaka environment allows flight training providers (fixed wing and helicopters) to teach skills not able to be taught anywhere else in NZ and brings in many students and associated personnel who live and contribute to the community for up to 18 months. It would be a real shame to lose these very valuable contributors to the community, because of unrealistic landing and lease fees.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

(No response)

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Thursday, November 24, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/99324f8e4a>

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I am submitting as:

An individual

First Name:

Brendan

Last Name:

Sheehan

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

I support the proposed development of Wanaka Airport

Recommended long term changes to enhance Wanaka Airports capability and link it to Queenstown Airport and local region growth expectations will require a high level of airport management and governance experience. QAC are well experienced and positioned to

provide this ongoing service. Diverted flights from Queenstown i.e. inclement weather, parking for private jets etc., are also areas where QAC can quickly enhance growth at Wanaka Airport.

However, it is difficult to see from the literature provided (QLDC's consultants reports - Astral & Rationale) how QAC would make a reasonable return on investment if they are to be asked to make such a significant capital contribution? Astral's report indicates a CAPEX injection of \$15.4M is needed at Wanaka Airport over the next 15 years with \$2m in the next two years.

QLDC are currently land and infrastructure owners at Wanaka Airport with private hangers located on council land. Any significant future development of the airport will require additional land to be purchased, existing runways and aprons to be widened, existing infrastructure to be upgraded and new infrastructure (e.g. terminal building). There is currently no provision in the council's budget to support these types of major airport enhancements.

I believe QAC need to be given the opportunity to prepare a response to QLDC's consultants reports as they will inevitably be asked to sign up to a long term lease that promotes significant development at Wanaka Airport. This can only be achieved as outlined above by a large Capital contribution. Are QAC prepared to commit to this commercial arrangement ? Is it commercially viable ? What is the commercial impact to the existing aviation/hanger owners at Wanaka Airport?

Wanaka Airport land/infrastructure 'ownership rights' need to be carefully considered in any proposed long term lease arrangements between QLDC & QAC.

Thank you for the opportunity to provide a submission.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

Aircraft movements are insignificant by comparison with QAC and Wanaka Airport. This can be reviewed 10 yearly to ensure Glenorchy aviation needs are being met in the future.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Thursday, November 24, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/77f3ca1fa3d>

Page 1

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I am submitting as:

An individual

First Name:

Raewyn

Last Name:

Calhaem

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

There is little to no benefit for Wanaka itself in becoming a spill-over airport for Queenstown. Wanaka would receive all the negative effects of having increased aviation activity and large aircraft overhead and landing (noise, pollution, roading and infrastructure pressures) with none of the benefits of having visitors stay in the town. Plane passengers would simply be shipped to Queenstown via road on arrival. Additionally, there would be little job security as spill-over due to weather events would not be able to be predicted.

With Auckland International Airport being a part-owner of Queenstown Airport their interests lie in developing AIAL and QAC; not in investing strategically in Wanaka, which could be considered competition for these destinations. They are unlikely to support Wanaka as a destination in its own right. This has been obvious in the years that QAC have been managing the airport on behalf of QLDC and the loss of scheduled AirNZ flights.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

2. Status quo with enhanced planning and governance

Please explain why you prefer this option

*Wanaka airport needs to be a destination in its own right. It would be better suited for private aviation companies and scientific aviation activities. These are not necessarily compatible with scheduled services e.g. can't imagine AirNZ would allow NASA to close the airspace for an indeterminate number of days while it attempts a balloon launch.
If Wanaka was opened up for scheduled flights then it should be providing competition to Queenstown airport, giving consumers a choice in destination, price and services.*

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

(No response)

Please elaborate.

(No response)

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Thursday, November 24, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/a2d1c8a2ed>

Page 1

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I am submitting as:

An individual

First Name:

Geoffrey

Last Name:

Rogers

Email Address:



Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

Personal interest and background: I am a recreational aviator who frequently visits Wanaka airport. I own a residential property in Mt Barker Rd, Wanaka. Periodically, I store my aircraft at Wanaka airport.

Response to Option 3:

I find the case for option 3 heavy on economic ideology and light on fiscal and monetary reality. For instance, the SCP document

states... “The interest in the Airport granted by the lease would incentivise QAC to make a significant capital investment in the Airport to improve its profitability.” Conceptually, what investment scenarios are possible and what manifestation of increased services and profitability are likely? The rationale for “capital investment” and “improve(d) profitability” is missing.

Recreational aviators may have no desire or need to utilise new services from capital investment but we just don’t know based on the limited detail. Further, voluntary use provisions of new services can with time be corrupted into compulsory use and payment realities using safety arguments. I am suspicious that a QAC lease governance model will lead to price gouging of a captive, recreational clientele.

As Queenstown airport shows, the ultimate manifestation of an unbridled pursuit of profitability on the public good dimensions of community owned airports has resulted in the ousting of the Wakatipu Aero Club by QAC at Queenstown. I have no faith in reassurances that Wanaka airport will remain a Council- and therefore a Community-owned asset with that governance influence. Queenstown airport no longer provides a social focus for recreational aviators because of loss of the aero club. Even in the absence of an aero club, Wanaka airport presently provides that social dimension for private aviators.

Under the present governance setup, both public good facilities such as public toilets, carpark, and scenic and amenity embellishment have increased along with commercial business services such as cafes and aviation industry services...all this in the absence of a pure profitability-driven governance structure.

Thus, I do not support Option 3.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

2. Status quo with enhanced planning and governance

Please explain why you prefer this option

Alternatively, as a matter of principle, I support option 2 and would welcome fuller exploration and consultation on that model. A community-influenced balance between short-term management and long-term planning can be achieved with Option 2. I agree with the stated advantages of Option 2 but disagree with the stated disadvantages: lack of managerial incentive for growth; constant competition for Council funds. A managerial prescription incentivising growth and services but influenced by a community/stakeholder-influenced governance structure is plausible. The present competition for Council funds may have restrained recent service and facility improvements but apparently not seriously so.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

Glenorchy does not represent a convenient base for recreational aviation ousted from Queenstown airport. It should be managed as a stand-alone facility.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Thursday, November 24, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/516f80eef3c>

Page 1

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I am submitting as:

An individual

First Name:

Errol

Last Name:

Carr

Email Address:

[Redacted]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

Wanaka airport needs to have a long term management and development plan established - and this will be facilitated by having the proposed leasing option in place. I am an active airport user and there is need for a long term plan to be put in place to ensure that additional land can be acquired and airspace protected for the future. All users should have an opportunity to participate in the planning process. Care needs to be taken to ensure that airspace in the Upper Clutha area remains generally unrestricted so that

general aviation and training activities are not inhibited. If this airspace is not protected, there is a risk that these activities will gradually shift to airfields in the Mackenzie Basin and Alexandra areas.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

Glenorchy, like Wanaka can provide for the growth in general aviation and aviation training activities in the QLDC district in the future - as Queenstown increasingly becomes restricted to national and international passenger transport flights and commercial tourism activities.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Friday, November 25, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/30451e23ea>

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I am submitting as:

An organisation

Name of Organisation:

Wanaka Airport Users Group

-
- Please also include my name on this submission.
-

First Name:

Bill

Last Name:

Day

Email Address:



Please select the statement that applies to you.

I DO wish to be heard in support of my submission at a public hearing.

Contact Number:

Please enter a contact phone number.
(This will not be made public.)



Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

The Wanaka Airport Users Group (WAUG) consider that leasing of Wanaka Airport to QAC is an acceptable (and probably preferable) decision but are also open to other options.

WAUG accept that there will be change with growth and with any new operator. Nonetheless hanger and building owners consider that they have a property right in their buildings which they constructed in the reasonable expectation that ground rents would be rolled over at market rates forever. Those rights should be recognised in any long term lease agreement with an operator. Ground rents should be matched with rents at comparable airfields to prevent the operator unfairly using a monopoly position.

WAUG wants it recognised that Wanaka Airport has developed and grown with General Aviation, training and maintenance services. In our view it would be unreasonable if these areas of aviation were priced such that they could no longer afford to operate at Wanaka Airport.

In particular the private flyers at Wanaka Airport feel that they do not need any additional services. They currently have everything that meets their needs and they are concerned that the airfield development will increase the operating costs of their recreation.

WAUG group has a safety committee representing all aspects of aviation on the field . That group will be pleased to work with any new operator. The safety committee currently works well with QAC.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

Yes

Please elaborate.

We do not have a strong view on this matter

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Friday, November 25, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/1af6cc42e30>

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I am submitting as:

An individual

First Name:

stu

Last Name:

moore

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

I am recreational pilot and own an aircraft hangared at Wanaka, we only have to look at what QAC has done in Queenstown and pushed small sports pilots and Aero clubs out of the area. All we want is a small grass strip to operate from and low cost hangar rents and I feel QAC would not have our interest in mind at all. The landing fees are already too high and I would like to see the reinstatement of an annual fee. For a lot of us we are already at the point of flying being unaffordable and I don't wish to fund

development of the airport.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

(No response)

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

(No response)

Please elaborate.

(No response)

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Friday, November 25, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/287f01d141>

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I am submitting as:

An individual

First Name:

Lars

Last Name:

Thomsson

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Yes

Please explain your answer above.

(No response)

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

(No response)

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Friday, November 25, 2016

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The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Mark

Last Name:

Hardman

Email Address:

[Redacted]

Please select the statement that applies to you.

I DO wish to be heard in support of my submission at a public hearing.

Contact Number:

Please enter a contact phone number.
(This will not be made public.)

[Redacted]

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

I oppose any decision which will lead to a loss of QLDC's control of the strategic direction of Wanaka airport.

Growth of Queenstown airport has resulted in a loss of the freedom and privileges once extended to paraglider pilots. Should Wanaka airport grow, I hope QLDC can incorporate the recreational aviation community (who do not operate from the airport) into their strategic plan. The preferred option will not achieve this.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

1. Status quo (Wanaka airport continues to be managed on the Council's behalf by Queenstown Airport Corporation)

Please explain why you prefer this option

Ensures control of strategic direction is maintained.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

(No response)

Please elaborate.

(No response)

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Friday, November 25, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/a2eddf80c3>

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Any person or organisation is welcome to make a submission on the governance options for Wanaka Airport. The Council encourages everyone with an interest to do so.

Submissions close at 5pm Friday 25 November, 2016. Your name and comments will be public information, however we will not disclose your contact details.

The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An individual

First Name:

Andrew

Last Name:

Wilton

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Don't know

Please explain your answer above.

I am concerned about the affordability of GA in the area. The Council's preferred option appears to be to make Wanaka airport a profitable operation which I have no dispute with. How this is to be achieved has not been clearly explained although it would appear that the first cut of this is to increase ground rents. Already those of us who own hangars on airport land have experienced QAC trying to impose ground rents that are out of all proportion with other areas in the country (example North Shore aerodrome in Dairy Flat,

some of the most expensive land in NZ with massive housing pressures, \$5.50 per m2 compared to the recent attempt by QAC to put mine to \$12.80 per m2.)

There is also no plan communicated to make land available for those of us that would like to build hangars to fit larger aircraft.

I would want to see a lot more detail about the Councils preferred proposal before I could agree with any of it.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

(No response)

Please elaborate.

(No response)

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Friday, November 25, 2016

<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/3b091533c7>

Page 1

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I am submitting as:

An organisation

Name of Organisation:

Heli Tours Queenstown

(No response)

Email Address:

[Redacted]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

(No response)

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

2. Status quo with enhanced planning and governance

Please explain why you prefer this option

Preferred choice

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

Preferred choice

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

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I am submitting as:

An individual

First Name:

Peter

Last Name:

Williams

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

I am a property owner in Wanaka. I visit the town regularly and travel there via Queenstown Airport.

It is very obvious that Queenstown Airport is close to capacity. More significantly, the surrounding infrastructure is ill equipped to cope with future growth in traffic - both air and road.

Therefore Queenstown Lakes District needs a second airport offering regular, scheduled commercial services using planes up to and

including Airbus A320s.

Wanaka Airport is ideally situated to be that second airport.

It could offer direct flights to the town for residents and tourists as well as taking any overflow from Queenstown.

Wanaka's permanent population is increasing rapidly. Many of those residents require regular travel to northern centres for business.

While the commute to Queenstown is a pleasant enough experience, the traffic jams around Queenstown Airport are creating increasing frustrations.

But Wanaka Airport needs major development and investment, including a new terminal building and an upgraded runway.

QLDC should continue to own the land but find a governor and manager of the airport business who can provide that major investment, while maintaining the current private, tourist and historical flight business.

Despite QLDC's preferred option of a long term lease to QAC, I disagree with this concept.

I believe that if QAC is allowed to take over the long term lease of the airport, it will not be in the best interests of the Wanaka Community.

Our need for regular and scheduled services will not be best met by having a manager who will always treat Wanaka as a "little sister" and not push the case for Air New Zealand and/or Jetstar to run regular services into Wanaka.

QAC's major interest will always be Queenstown Airport and will not want the competitive tension that an upgraded Wanaka Airport could provide for air travellers into the region.

I believe the best interests of Wanaka and Wanaka Airport would be best served by putting the governance and management (on a long term lease) out to tender.

The land will always remain in QLDC ownership.

But the operating company at the airport should be put up for tender.

You say in your consultation documents that selling the airport would not be in the best interests of the Wanaka Community. This is of course a purely ideological and political statement.

While I am not suggesting the land be sold, the best interests of the Wanaka community and its airport are best served by a sound commercial operation of the airport which can combine the current recreational, tourist and historical flights from the airport with an increased commercial schedule to make life more convenient for residents and tourists.

The question is - who is best placed to offer that sound commercial operation and make the appropriate investment?

I believe airport operation is best left in the hands of experienced airport operators who can do the job without meddling from their political owners.

The most successful airports in New Zealand (Auckland and Wellington) have only minority political (i.e. council) ownership. Indeed, Auckland International Airport - one of the most successful companies in New Zealand - does not even have an Auckland Council representative on its board despite the council owning 22 percent of the company and is its largest shareholder.

What I'm saying is that a successful airport is best run independently of its political owners, especially ones who already have a considerable interest in an existing airport.

Wanaka residents deserve better air services than they have at present. That will only happen when the airport is operated independently of Queenstown and there is competitive tension in the offers to the airlines to provide services to the region.

I believe that putting the operation and governance of Wanaka Airport to tender in the hope of attracting interest and subsequent investment from say AIA, Infratil or Christchurch City Holdings would offer the potential of better outcomes for the Wanaka Community.

Thank you for reading this submission.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

(No response)

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

No

Please elaborate.

(No response)

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

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<https://fluidsurveys.com/account/surveys/1090178/responses/export//surveys/qldc/wanaka-airport-governance-options/a817ae5c89>

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I am submitting as:

An organisation

Name of Organisation:

The Southern Hang Gliding and Paragliding Club

(No response)

Email Address:

[Redacted]

Please select the statement that applies to you.

I DO wish to be heard in support of my submission at a public hearing.

Contact Number:

Please enter a contact phone number.
(This will not be made public.)

Not available

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

I oppose any decision which will lead to a loss of QLDC's control of the strategic direction of Wanaka airport.

Growth of Queenstown airport has resulted in a loss of the freedom and privileges once extended to paraglider pilots. Should Wanaka airport grow, I hope QLDC can incorporate the recreational aviation community, who do not operate from the airport, into their strategic plan. The preferred option will not achieve this.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

1. Status quo (Wanaka airport continues to be managed on the Council's behalf by Queenstown Airport Corporation)

Please explain why you prefer this option

Ensures control of strategic direction is maintained.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

(No response)

Please elaborate.

(No response)

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

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I am submitting as:

An organisation

Name of Organisation:

Jeremy Bell Investments Limited

(No response)

Email Address:

[Redacted]

Please select the statement that applies to you.

I DO wish to be heard in support of my submission at a public hearing.

Contact Number:

Please enter a contact phone number.
(This will not be made public.)

[Redacted]

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

Don't know

Please explain your answer above.

Jeremy Bell Investments Limited owns land adjacent to Wanaka airport. For many years JBIL has supported the growth and development of the airport as vital to Wanaka's economic growth as an inbound tourism destination in its own right. Crucial to this is the establishment of scheduled passenger and freight air services. Wanaka Airport also has physical advantages over Queenstown in terms climatic issues, obstacle clearances, runway extension, and suitability for development for night flights. JBIL does not accept that Wanaka Airport's future should be limited to "spill-over" functions from Queenstown. In some respects, Wanaka's future competes with Queenstown, both in terms of air services and access to development capital.

There are obvious benefits to a co-ordinated management approach to the District's airport infrastructure, which is currently assured by the Council maintaining a governance function as ultimate owner. However this presents capital raising constraints.

What this means is that there is a tension between Wanaka's aspirations for development and the value of co-ordination. Whether that tension is best resolved through leasing Wanaka Airport to QAC cannot be reliably determined from the information provided. This is because the proposal has been developed by QAC and its consultants, who lack the independence to objectively evaluate their own capacity to serve Wanaka's interests independent from Queenstown's interests, especially with regarding air services and access to capital.

What is required is a process conducted entirely independently of QAC and its shareholders and consultants, in which alternative models for Wanaka Airport can be designed and evaluated. For example, none of the options proposed offer an ownership or management model independent of QAC and the interests of that company's shareholders in protecting Queenstown airport as the District's principal tourism transport hub. That may turn out to be rational and justifiable, but JBIL does not think that QAC and its consultants are sufficiently independent to evaluate options in which QAC has a stake.

No decision should be made until a thorough independent review of all options is available.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

(No response)

Please elaborate.

(No response)

Press the 'Submit' button below to complete your submission.

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I am submitting as:

An individual

First Name:

Jan

Last Name:

Scown

Email Address:

[REDACTED]

Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

I believe that before any thing is decided (re lease to QAC or another option) that the Council needs to have ensured a strategic plan is developed and that this is developed involving the local community from the beginning. Only once the strategic direction has been agreed should decisions be taken about the management of the Wanaka Airport, otherwise it's possible that decisions taken now prevent or at least impede achieving what the strategic plan identifies as needed.

I have not answered the supplementary question below. Which of the options presented here, or others, is best will only be known after some strategic planning has been done.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

(No response)

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

(No response)

Please elaborate.

Again, some strategic planning would help determine whether Glenorchy aerodrome should be managed alongside Queenstown and Wanaka airports as a regional asset.

Press the 'Submit' button below to complete your submission.

Wanaka Airport Governance Options

Created Friday, November 25, 2016

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The Council will make its decision after considering formal submissions and holding a public hearing, likely to be in early 2017.

I am submitting as:

An organisation

Name of Organisation:

New Zealand Hang gliding and Paragliding Association (NZHGPA)

-
- Please also include my name on this submission.
-

First Name:

Nick

Last Name:

Taber - The NZHGPA Airspace Officer

Email Address:



Please select the statement that applies to you.

I DO NOT wish to be heard in support of my submission at a public hearing.

Do you agree with the Council's preferred option (leasing Wanaka Airport to QAC)?

No

Please explain your answer above.

The NZHGPA oppose any decision which will lead to a loss of QLDC's control of the strategic direction of Wanaka airport. Growth of Queenstown airport has resulted in a loss of the freedom and privileges once extended to paraglider and hang glider pilots. Should Wanaka airport grow, then the NZHGPA requests that it be included and consulted by QLDC on any airspace changes, this is to include flight paths for departure and arrivals.

If you answered no, which option do you prefer for the future management and governance of Wanaka airport?

1. Status quo (Wanaka airport continues to be managed on the Council's behalf by Queenstown Airport Corporation)

Please explain why you prefer this option

Ensures control of strategic direction is maintained.

Should Glenorchy aerodrome be included in this arrangement to provide integrated district-wide air services?

(No response)

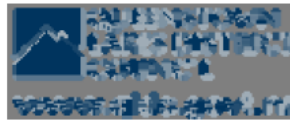
Please elaborate.

No response but again any proposed change to airspace should include notification and consultation with the NZHGPA including any change of flight paths.

Press the 'Submit' button below to complete your submission.

November 2016 10:54 AM

port submissions. [#2DD9DL]



From: QLDC Services [<mailto:SERVICES@QLDC.GOV.T.NZ>]

Sent: Wednesday, 23 November 2016 10:36 AM

To: Kacie English

Subject: FW: Wanaka airport submissions. [#2DD9DL]

-----Original Message-----

From: "Arthur Dovey" [REDACTED]

To: "Services@qldc.govt.nz" <Services@qldc.govt.nz>

Subject: Wanaka airport submissions.

Dear Sir,

I am not in favour of the preferred lease to QAC.

QAC has already destroyed the General Aviation operations out of Queenstown airport by cancelling the Wakatipu Aero Club lease. QAC have no interest in General aviation activities and have no knowledge of them. They run an International airport and that is where their expertise lies although it hasn't shown much competence at Queenstown. The continued expansion of the terminal piece meal due to poor planning and the lack of airport parking is a shambles with not enough parking to cater for the passenger numbers. The lack of aviation technical knowledge with regard to International airports regarding "runway end safety areas" is just an example.

The fact that if Wanaka airport was expanded it could offer a longer runway and hence significantly larger airline services and would be a rival to Queenstown airport.

Some servicing companies have already moved to Wanaka from Queenstown because of the high leasing costs at Queenstown. If QAC has an input Wanaka airport is liable to have higher lease rates as QAC does not have any local interest.

Wanaka has a local General Aviation activity which is suitable for the local operators. QLDC has never actively supported Wanaka airports activities and has always seen Wanaka as a rival. The input from QLDC has seen a lease not in accordance with the other leases at Wanaka, namely that they have to be aviation related. A ski company is not, and currently occupies the largest hangar when there is a shortage of hangar space.

I have a small hangar and pay a significantly greater lease cost than if I were at similar general aviation fields in the South Island. The road to my hangar is gravel and there is no sewage facilities.

The grass strip was put in by local volunteers with little assistance from QLDC. So why is QLDC now expecting that we should believe that they can do anything for us now. The promise of grater revenues from Jet chartered operations will arrive without QLDC's help as parking space at Queenstown is limited. What we need at Wanaka is for much greater local input so that we can operate the Wanaka airport as a local General Aviation airport which is what it is.

Yours Faithfully.

A.E.Dovey

[Redacted Signature]

er
vember 2016 8:07 AM

Airport Submission"



From: QLDC Services [<mailto:SERVICES@QLDC.GOV.TZ>]
Sent: Friday, 25 November 2016 8:03 AM
To: Therese Visser
Subject: FW: "Wanaka Airport Submission" [#2DECBA]

-----Original Message-----

From: "Caro Rennebeck" [REDACTED]
Sent: Thursday, 24 November 2016 7:09 PM
To: "services@qldc.govt.nz" <services@qldc.govt.nz>
Subject: "Wanaka Airport Submission"

I am a Glenorchy resident. I am opposed to shifting the governance of the Glenorchy Airstrip from QLDC to QAC as per Option 5 of the Wanaka Airport Proposal.

That shift would require "reconsideration" of the recently completed Glenorchy Airstrip Reserve Management Plan. That plan currently gives the community and authorised users of the airstrip the ability to advise the Council on management and maintenance matters and potential future development of the Airstrip. It also ensures that Council will "regulate the use of the Glenorchy Airstrip Reserve in a manner that ensures that nature, scale and intensity of the use of the airstrip remains generally unchanged"

However, under QAC's governance we could expect growth and development of the Airstrip without any requirement to consult. As a Glenorchy resident I believe that any growth at the airport is a matter for the community to decide as that growth will affect the amenity and safety of the township.

I'd also like to point out that Council have at no point raised this proposal with the community or given any publicity to the Glenorchy aspect of what was a publicised consultation around Wanaka airport.

Furthermore is it for us as a growing community necessary to decide within our own Town about the use and management of such an asset. I Future the need of a local organized and Airstrip will add an benefit and will allow future generations to use the opportunities of this asset.

I wish not to speak at the hearing.

Blessings for your day and Beyond
Caro Rennebeck



November 2016 2:27 PM

airport Submission [#2DE7DK]



From: QLDC Services [<mailto:SERVICES@QLDC.GOV.NZ>]
Sent: Thursday, 24 November 2016 1:09 PM
To: Lea Pooley
Subject: FW: Wanaka Airport Submission [#2DE7DK]

-----Original Message-----

From: "Christine Kelly" <christine.kelly@qldc.govt.nz>
Sent: Thursday, 24 November 2016 1:07 PM
To: "services@qldc.govt.nz" <services@qldc.govt.nz>
Subject: Wanaka Airport Submission

I am submitting as an individual

name; Dan and Christine kelly

[Redacted text block]

No comment re councils preferred option regarding Wanaka Airport

My focus is on the option 5 to include Glenorchy in a district wide aviation plan.

I make note here that the process for public consultation regarding Glenorchy has not been transparent.

Yes I wish to be heard at a public meeting.

Yes Glenorchy should be included in the arrangement to provide integrated district wide air services

Glenorchy
airstrip has over the last several years attracted commercial
tourism operations. The Glenorchy Airstrip Management Plan policies that
state that "the nature scale and intensity of the Glenorchy Airstrip
use should remain essentially unchanged" has already been challenged.

Glenorchy Airstrip Management Plan seeks to limit operations to the
existing users (dating back from ?).

Commercial operators that are not able to operate out of Queenstown and
Wanaka will seek to operate from other airports or airstrips.

The Glenorchy Airstrip management Plan Vision is not legally binding
and will be open to challenge from any operator wishing to relocate.

The governance of the airstrip is cited as being under the the council
and CAA. CAA focus is on the principle purpose of aviation, in a manner
that is safe and equitable to all users and to other rate payers of the
District. Environmental effects from aviation such as noise, operational
hours, and proximity to the town ship of Glenorchy and the national
parks are not considered. Nor is conflicting commercial activities for
example the airstrip being used as a landing zone for sky diving while
helicopter are operating.

I support a Glenorchy community decision regarding the governance of the
airstrip. Glenorchy will be effected by the outcome of the district
wide aviation decision making process. I wish to have this made in a
considered way rather than by default.

Christine Kelly

[REDACTED]

[REDACTED]

[REDACTED]

November 2016 4:25 PM

port Submission [#2DE68R]

W.



From: QLDC Services [<mailto:SERVICES@QLDC.GOV.NZ>]
Sent: Thursday, 24 November 2016 1:07 PM
To: Rhea McLean
Subject: FW: Wanaka Airport Submission [#2DE68R]

-----Original Message-----

From: "Bartholomew Andrew" <[REDACTED]>
Sent: Thursday, 24 November 2016 12:15 PM
To: "services@qldc.govt.nz" <services@qldc.govt.nz>
Subject: Wanaka Airport Submission

I have read the October issue of Scuttlebutt , attended the meeting held in the Wanaka Events Centre and read the Astral Limited Final Report on Wanaka Airport Planning and Development.

I wish to make the following submission but do not wish to present this submission in person.

Janet Bartholomew [REDACTED]

Wanaka Airport (WA) is one of Wanaka's greatest assets it should not be squandered. Wanaka is developing at a staggering rate. This is not necessarily a bad thing if development is planned for carefully and negotiated with its community.

All strategic planning relating to WA should be open and transparent to the community of Wanaka. Presenting preferred options to a community with minimal consultation and meaningful debate is inappropriate.

Strategic planning begins with goals. In this case these should be agreed by the people of Wanaka.

QLDC and QAC appear to have been unable (to date) to provide governance and management of WA. This

does not bode well for a similar partnership which could run for 99yrs.

Good business models direct and measure future growth. Such a business plan has to be in place to enable interested development partners to identify if or when they would be able to achieve stated goals.

Any development project, business or domestic, responds to needs and desires which should be identified by all those who will be affected. Clear and open communication at the beginning of the process, not half way through it,

is essential. All Wanaka residents, as C Tax payers, should have knowledge of long term visions/possibilities, financial considerations and asset evaluation as part of the consultation process.

QTC(Queenstown Airport) should not be engaged further, or attend local meetings (as they did recently at the airport) until they are able and willing to share detailed future plans for Wanaka and Queenstown which address the Wanaka

communities (business and residential) stated needs and desires.

QLDC should tender for future prospective development partners. Not to invite other tenders would on both a business and legal footing be insecure.

A sensible home owner would gather at a minimum three quotes for simple repairs and developments. Why has QLDC not done the same?

Other partnerships outside the region could possibly provide a wider prospective.

Competition is vital in obtaining the best available. As in a simple job interview QDC should at the very least construct a list of criteria which each applicant for partnership should be measured against. Criteria should include

excellent record of previous achievement and the ability to meet set targets

If a partnership between QLDC and QAC has to date failed to meet sustainable and suitable development how can the Wanaka community trust or agree to a continuation of that partnership?

A 30 to 99 year lease (referred to in a recent meeting held in Wanaka) to accommodate and provide for QAC overspill is not appropriate. QAC is setting an agenda. The Wanaka community must have an understanding of lease length implications before any agreement is approved with any development partner.

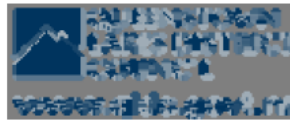
In recent Council elections many Councillors announced their belief that Wanaka should not develop as Queenstown has. The people of Wanaka will need to be assured and promised this is not going to happen. The preferred QTDC plan for the Airport currently suggests QAC overspill will be mopped up by WA for the next 30 to 99yrs. Will this not place Wanaka at the mercy of Queenstown and so create not a replica of Queenstown but a

'poor cousin' battling with all the issues of road transport links and limited affordable housing etc., that Queenstown is now enduring?

Please acknowledge receipt of this submission.

ber 2016 10:43 AM

port Submission [#2DEC6I]



From: QLDC Services [<mailto:SERVICES@QLDC.GOV.NZ>]
Sent: Friday, 25 November 2016 10:37 AM
To: Louise Gill
Subject: FW: Wanaka Airport Submission [#2DEC6I]

-----Original Message-----

From: "Juliane Pfeifer" <[REDACTED]>
Sent: Thursday, 24 November 2016 7:23 PM
To: "services@qldc.govt.nz" <services@qldc.govt.nz>
Subject: Wanaka Airport Submission

I am a Glenorchy resident. I am opposed to shifting the governance of the Glenorchy Airstrip from QLDC to QAC as per Option 5 of the Wanaka Airport Proposal. That shift would require "reconsideration" of the recently completed Glenorchy Airstrip Reserve Management Plan. That plan currently gives the community and authorised users of the airstrip the ability to advise the Council on management and maintenance matters and potential future development of the Airstrip. It also ensures that Council will "regulate the use of the Glenorchy Airstrip Reserve in a manner that ensures that nature, scale and intensity of the use of the airstrip remains generally unchanged". However, under QAC's governance we could expect growth and development of the Airstrip without any requirement to consult. As a Glenorchy resident I believe that any growth at the airport is a matter for the community to decide as that growth will affect the amenity and safety of the township. I'd also like to point out that Council have at no point raised this proposal with the community or given any publicity to the Glenorchy aspect of what was a publicised consultation around Wanaka airport.

Juliane Pfeifer
[REDACTED]

No Reply Requested

K. Sutherland

QLDC
28 OCT

Sir / Madam,

Queenstons
WANAKA Airport

Thank you for giving me a chance to have my say on the Wanaka Airport. Six months before even Jim was elected Mayor I wrote to him suggesting the Airport becomes an International. I don't know if the new giant planes could land in the Valley but if they could - Why

- 1) Take pressure of Grouse Airport

- 2) Take pressure of Grouse infrastructure

- 3) Distribute the population - Wanaka would become larger than Grouse.

- 4) With proposed Gondola up one of the glaciers on the West Coast and the proposed (hopefully) direct rail link from the West Coast to Milford Park will be able to do the ultimate circle - Wanaka - West Coast - Milford

To Cuan and Qunuo, World Heritage Route?

Chinese workers/companies are
known world wide for their
quickness and excellent constructions
eg. Skyscrapers, Roading, Rail, Bridges
etc.

The Contract to be awarded to the
chinese with the following stipulation.
That they are free from any N.Z.
regulations, Red Tape etc etc.

Only then can they proceed to get
the Wanaka Airport up and running.

Wanaka could then become a jump
off point for china Travellers going to
South America or flight seeing over
Antarctica.

When I was in Malaysia 2 months
ago I was lucky enough to be shown
around a Chinese/Malaysian
development on the East Coast
called Kuantan - its enormous
built to develop the East as to the
overcrowded West Coast.

One only has to look at what Chinese engineers are doing world wide, from Africa, Burma, Cambodia and especially the new canal above the Panama Central America.

New Zealand has done this before
- Mangapouzi Hydro, Built by Americans,
Clude Dam, Built by Germans

If you are serious about thinking 30 years ahead This is it. Like I suggested in the letter to Jim 6 months ago - The Airport would be Chinese controlled on a 99 year lease then returned to Q.L.D.C.

What a Bonus for our Grand - children.

The whole region then called The Great Southern Lakes as opposed to North America's Great Lakes.

Mangapouzi, Te Anau, Wanaka, Dunstan and Wakatipu are some of the largest in the Southern Hemisphere. Have you the courage - That's The Question Rit

3/11/2016

K. Sutherland

Sir,
Further to my earlier submissions on an International Airport at Wanaka constructed by Chinese on a 99^{yr} lease, I've just watched T.V. where at the NZ Tourism conference they wanted all N.Z. to share - not just Rotorua / Queenstown.

If the Chinese had the contract to build the ~~Kaituma~~ Bridge at Teanuku it would be up and running by now - 2 years plus for a Kiwi outfit to do it!

Chinese have a 24/7 operation. This is how the Kiwis work - 8AM start, the workers saunter in 8:50AM - not told off because supervisors

gets on the pass with them every Friday and they are "good guys"
10am smoke starts 9.50 because the workers have to walk to Diving area. After 10.20 They saunter back - Same for lunch and afternoon Tea - Knockoff 5pm but Kiwis will start "failing off" 4.45pm. Chinese have their morning Tea / afternoon Tea / and lunch on the spot they are working.

What is holding N. 2 Tourism back is Kiwi culture because everything takes forever.

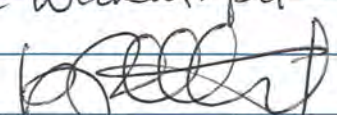
The Chinese are building the Hyatt in Auckland - it will be built in a $\frac{1}{3}$ of the time a Kiwi outfit would take.

The Chinese in Wanaka would build a Airport Hotel first to house the workers and it would

be operational within 18 mths.

Then Central Otago fruit can be exported directly from those regions as well as goat meat to NZ Malaysia, lobsters from Fiordland, chilled meats, ~~etc~~ wine etc etc.

Please don't "dilly-dally" around like Warren Cooper who gave the Airport extensions to Jon Davies which ended up having to be done all over again a few years later.

If you're serious about a 30 years vision — get Civil Aviation approval, hop on a jet to Shanghai and get things rolling. The shift of local population* will hopefully ~~to~~ stop the concrete slab which is now the Wakatipu basin from growing. 

* To Wanaka

November 2016 8:57 AM

Airport Submission [#2D477A]



From: QLDC Services [<mailto:SERVICES@QLDC.GOV.NZ>]
Sent: Monday, 7 November 2016 8:01 AM
To: Helen Parr
Subject: FW: Wanaka Airport Submission [#2D477A]

-----Original Message-----

From: "Nigel Cory-Wright" [REDACTED]
Sent: Saturday, 5 November 2016 6:17 PM
To: "services@qldc.govt.nz" <services@qldc.govt.nz>
Subject: Wanaka Airport Submission

Submitter Nigel Cory-Wright
[REDACTED]

I am concerned that the preferred option 3, signs over on a long term lease , operation of Wanaka airport to QAC - which is an entity in direct competition with Wanaka. QAC has a substantial investment in Queenstown airport. It logically does not want Wanaka to potentially divert any traffic away from its main hub. For the residents of Wanaka it would mean any return of commercial flights to their local airport would be unlikely to take place as QAC could just sit on the lease and ensure that no development takes place. This may be good news for QAC but not good news for Wanaka.

As tourist numbers grow in NZ there could well be smaller airlines or charter operators who might want to operate out of Wanaka in the winter ski season. Having QAC in a position to be able to actively discourage them from using Wanaka is not in the interests of Wanaka locals.

QLDC does not make clear what the term of the lease would be. It appears to be contemplating entering into the lease for very little financial benefit, while potentially hindering their ability to make future decisions that could benefit Wanaka residents and visitors.

Auckland airport as a minority shareholder has proved itself adept over the years at maximising shareholder returns through development of retailing, increasing car parking charges, and increasing landing charges. I am not convinced that their objectives are aligned with the people of Wanaka.

Regards
Nigel Cory-Wright

[REDACTED]
mber 2016 8:08 AM

re wanaka airport proposal



From: QLDC Services [<mailto:SERVICES@QLDC.GOV.T.NZ>]
Sent: Friday, 25 November 2016 8:03 AM
To: Therese Visser
Subject: FW: submission re wanaka airport proposal [#2DED9M]

-----Original Message-----

From: "Paul Fraser" [REDACTED]
Sent: Friday, 25 November 2016 7:59 AM
To: "Services - Queenstown Lakes District Council" <services@qldc.govt.nz>
Subject: submission re wanaka airport proposal

I wish to submit on the Wanaka Airport proposal .My focus is on option 5 to include Glenorchy in airport aviation plan . I make note that the process for public consultation for Glenorchy has not been transparent . I wish to be heard in public meeting . I believe Glenorchy should not be included in the arrangement to provide district wide air services .i believe that Glenorchy has more than enough air activity and my concern that any action to increase air traffic and increasing noise pollution is unacceptable to residents and tourists . Due to the close proximity of mountain ranges aircraft noise is amplified . What we have is marginally tolerable .Regards Paul Fraser

--
Paul Fraser
Glenorchy Electrical Ltd
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

1 November 2016 8:47 AM
er
a airport submission [#2DBE1C]

ory



From: QLDC Services [<mailto:SERVICES@QLDC.GOV.NZ>]
Sent: Monday, 21 November 2016 8:06 AM
To: Helen Parr
Subject: FW: Wanaka airport submission [#2DBE1C]

-----Original Message-----

From: "Anne Pridham" [REDACTED]
Sent: Sunday, 20 November 2016 5:05 PM
To: "services@qldc.govt.nz" <services@qldc.govt.nz>
Subject: Wanaka airport submission

As ratepayers of Queenstown Lakes District Council. We would like to make a submission AGAINST the complete commercialisation of Wanaka airport to the detriment of Private and Leisure aircraft owners and operators.

We feel we have been pushed out of Queenstown Airport due to high charges and we would hate to see the same thing happen at Wanaka.

Golf and other leisure activities in the district do not pay high charges to Queenstown Lakes District Council for the use of Council land.
We would like to keep our charges comparable with other small airports around the country,
ie: Timaru and Omarama.

Ross and Anne Pridham
[REDACTED]
[REDACTED]

2016 8:36 AM

Submission [#2DBDCT]



From: QLDC Services [mailto:SERVICES@QLDC.GOV.NZ]
Sent: Monday, 21 November 2016 8:05 AM
To: Helen Parr
Subject: FW: Wanaka Airport Submission [#2DBDCT]

-----Original Message-----

From: "Shaun" [redacted]
Sent: Sunday, 20 November 2016 1:36 PM
To: "services@qldc.govt.nz" <services@qldc.govt.nz>
Subject: Wanaka Airport Submission

I wish to raise my concerns with the options of governance of the Wanaka airport going forward. Especially for the recreational pilot, and the costs that are incurred. Being an avid recreational pilot, who also flies commercially on a part time basis for one of the local operators. My association with the 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 Aspining 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.

My primary focus is for affordable flying for the recreational pilot, being landing fees, parking fees, and ground leases. Both Wanaka based and visiting pilots. Remembering that primarily we require a grass runway of some 600 m by 10 m wide. We don't really want to use asphalt as one it wears the tires out, and secondly it more difficult to keep the aircraft straight during take off and landing, causing accidents. So any capitalisation over and above this are seen as added cost centres that we don't necessarily require. We could have mow the grass ourselves.

I will point out as a council you responsibility to foster recreation in the community. For example the Wanaka golf club and Wanaka yacht club pay very modest amounts for their ground rental. So effectively seeing no difference between those recreators and ourselves, our ground costs need to be considered. And if we need to form a Bon fide club, then so we shall, to represent our interests.

Landing fees need to be kept at a low amount for recreational users, and possibly reinstate an annual fee. This could be administered by ourselves thru the formation of a local flying club.

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 personally been sent emails regarding this from visiting pilots. We could consider giving first four nights FOC. We don't change for carparking 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 have already relocated to Kingston and Alexandra. That revenue is gone.

They also have encouraged the maintenance, and training providers to set up in Wanaka. These industry's also will 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 receives from Queenstown airport. I think there are both ways for Wanaka to increase its revenue, and also reduce its cost structure. Or maybe the balance between the two is OK.

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 of over \$10 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 operators. And will only increase the operating costs substantially. With electric security 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. 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 this program has. Its 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 hangers, and auxiliary flying businesses. Should we consider that these areas are that important to Warbirds and the town. Then the town should assist with subsidising these areas. As part of the greater good.

The catastrophic event that has just happened in Kiakoura, 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 well being. By supporting the cost structures.

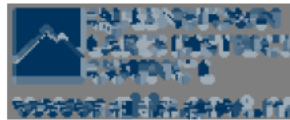
In finalising my submission, I want to reiterate the importance of affordable recreational flying in the Wanaka community. And that we are vital for the sustainable growth of the Wanaka airfield. I would also point out that I'm certainly not against progress, having managed Cardrona Alpine Resort some 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 its 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.

Regards,

Shaun Gilbertson



December 2016 4:39 PM
er
a Airport Submission [#2E222J]



From: QLDC Services [<mailto:SERVICES@QLDC.GOV.NZ>]
Sent: Thursday, 1 December 2016 4:38 PM
To: Helen Parr
Subject: FW: Wanaka Airport Submission [#2E222J]

-----Original Message-----

From: "Southern Alps Air" <services@qldc.govt.nz>
Sent: Thursday, 1 December 2016 4:36 PM
To: "services@qldc.govt.nz" <services@qldc.govt.nz>
Subject: Wanaka Airport Submission

Dear Sir/Madam

Please find below our Wanaka Airport Submission – Please accept our apologies for you receiving this after submissions have closed - I am aware that the due date for submissions was last Friday – however I have been un-well and the person who was supposed to send this through has failed to do so as I have just found this un-sent in our out-box. I hope you will accept this as a late submission as it is very important that we can be involved in the process:

Wanaka Airport Submission from Paul Cooper – Southern Alps Air – Wanaka Airport

We operate a scenic flight company from Wanaka Airport and have had aircraft based here for many years. We are very concerned at the prospect of QAC taking over management of Wanaka Airport because of what has happened to the general aviation sector in Queenstown under QAC. We are also concerned about the high likelihood of rental price hikes which are likely to be unsustainable as aviation is a business that is relatively fragile due to the factors such as weather and visitor numbers which are entirely out of our control. The Wanaka ratepayers and airport users need to be consulted and have in-put into how the airport is run. Would this happen if QAC takes control?

We would like to be heard during the Hearings process.

Thank you.

Regards

Paul Cooper

Southern Alps Air / Siberia Experience

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



November 2016 2:39 PM

Airport Submission [#2DF41J]



From: QLDC Services [<mailto:SERVICES@QLDC.GOV.NZ>]
Sent: Friday, 25 November 2016 2:38 PM
To: Helen Parr
Subject: FW: Wanaka Airport Submission [#2DF41J]

-----Original Message-----

From: "Stu Moore" <[REDACTED]>
Sent: Friday, 25 November 2016 2:37 PM
To: "services@qldc.govt.nz" <services@qldc.govt.nz>
Subject: Wanaka Airport Submission

To whom it may concern,

As a founding member and on behalf of the newly formed Wanaka Recreational Flying Association I wish for our voice to be heard at the hearing.

This group has been formed in the interests of trying to keep flying affordable for the recreational pilots.

Thanks.

Stu Moore
Heavy Diesel Resident Field Service Technician - Gough Cat



GOUGH

CAT

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November 2016 8:27 AM

on on Wanaka Airport Governance Options [#2DE12G]



From: QLDC Services [<mailto:SERVICES@QLDC.GOV.NZ>]
Sent: Thursday, 24 November 2016 8:02 AM
To: Kacie English
Subject: FW: Submission on Wanaka Airport Governance Options [#2DE12G]

-----Original Message-----

From: "TukuwahaGlenorchy" [REDACTED]
Sent: Wednesday, 23 November 2016 9:46 PM
To: "services@qldc.govt.nz" <services@qldc.govt.nz>
Subject: Submission on Wanaka Airport Governance Options

Submission on Wanaka Airport Governance Options

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

The Glenorchy Community do want any increased activity at the airport and we support this position. We own commercial and residential property in Glenorchy and we really appreciate a low level of aircraft noise around the town. Aircraft noise is very invasive and takes away from why people come to Glenorchy and why we and others live in Glenorchy and that is because it is a beautiful small place that is very peaceful. Actually there is already more than enough aircraft noise here.

We think if Glenorchy were to be included in a district-wide air service it would be inevitable that it would grow significantly.

We would like to speak to our submission.

Kind regards

Trish



[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]



Warbirds Over Wanaka Community Trust

Submission to QLDC

Re: Wanaka Airport Governance Options

Introduction

The biennial Warbirds Over Wanaka International Airshow has been held at Wanaka Airport since 1988 and remains one of the largest events in the South Island in terms of visitor numbers and economic benefit.

Each airshow attracts around 50,000 visitors over three days and has an estimated economic impact of \$20million across the wider region (around 30% of our visitors stay in Queenstown). Over the years the number of international visitors to the airshow has ranged from 10 to 20% of the total audience. The majority of these visitors come on package tours which range between 5 and 13 days and include visits to other local destinations such as Queenstown, Te Anau and further afield.

Over the past 28 years the airshow has been the major funding source for numerous local community groups and has been credited with being the one single event which has done more than any other to put Wanaka on the tourism map.

The Trust has an on-going Deed of Licence with Queenstown Lakes District Council which gives the Trust control of Wanaka Airport for five days every second Easter to allow it to hold the event. When Warbirds Over Wanaka was first held there were only a couple of buildings and little other infrastructure at Wanaka Airport. Over the years the airport has grown and Warbirds Over Wanaka has adapted to meet those changes.

The Trust is supportive of growth at Wanaka Airport and is keen to work with whoever runs the airport to ensure the airshow is able to grow with it.

Interests for noting

- WOWCT Chairman John Gilks is also Chairman of QAC
- WOWCT General Manager Ed Taylor is a member of the Wanaka Community Board



Future Governance of Wanaka Airport

In broad terms the Trust supports the recommended option which is the issuing of a long-term lease to QAC to operate Wanaka Airport. However, the Trust has some concerns about how this will work:

- We would seek protection around the future of our Deed of Licence.
- We would seek that QAC must continue to include a clause in all land/hangar leases to third parties in relation to the airshow. This clause to match current wording which states WOW control of the Airport for 5 days every second year. This clause restricts the ability of airport businesses to function although WOW works closely with them to allow to do so where it does not impact on the safe and effective operation of the airshow.
- We would seek the lease to contain provisions which protect the right of the airshow to continue as per the Deed of Licence provisions. In addition QAC would need to satisfy its majority shareholder QLDC that there was a compelling reason to initiate a move which would see the airshow licence revoked.
- QAC is obliged to consult WOW management on proposed new development at Wanaka Airport at the concept stage. While WOW would not be able to stop development it may be able to offer suggestions which could possibly lessen any negative impacts on the event.
- Warbirds Over Wanaka is opposed to any future building development on the eastern side of the runway while options remain on the already built up western side on current airport land and adjacent land which may be purchased. Any development on the eastern side of the runway would have a significantly detrimental effect on the event.

The Warbirds Over Wanaka Community Trust would like the opportunity to speak to this submission.

For further information contact: Ed Taylor, General Manager, WOW Community Trust on

[REDACTED]

[REDACTED]

[REDACTED]

Queenstown Lakes District Council

By Email: services@qldc.govt.nz

WANAKA AIRPORT SUBMISSION

The Wanaka and Districts Chamber of Commerce Inc. (*Chamber*) makes the following submissions in respect of the proposed options to change the way Wanaka Airport is managed and governed.

1. The Chamber considers that the public and interested parties have been given insufficient time to consider the various options, particularly given the time of year, and have been given insufficient information about the different options in order for them to come to an informed opinion. For example analysis of the past and current financial performance and an asset valuation. We understand the airport operates at a \$100k loss. How will a lease impact on any future return to the QLDC and ratepayers.
2. In particular, the various affected parties have been given no information regarding any structured plan (strategic plan or otherwise) for the long term future of the airport, and there has been no consultation with the affected parties. For example, does the Council or QAC (whoever is to manage and govern the airport) foresee the return of scheduled services by Air New Zealand or another airline? What services should the airport try to cater for, and how are these to complement the services provided by Queenstown Airport? What is the mix of uses to be at the airport, i.e. tourism/training/servicing of aircraft/use by private jets etc.? QAC are currently developing a 30 year master plan. How does Wanaka airport integrate into this. We also understand QAC has entered into contacts to purchase land surrounding the airport. How does this integrate into the long term future of the airport and what happens if QAC are not the preferred lessee?
3. The Chamber believes that the Council should obtain expert advice regarding the future use of the airport, and then engage with the various stakeholders before considering whether to grant a long term lease to QAC.
4. If a long term lease to QAC is entered into, then there should be a requirement in the lease for QAC to keep the various stakeholders in the Upper Clutha region informed and to consult with them regarding future plans for the airport. Consideration should be given to a requirement in the lease for the establishment of an advisory board involving representatives of the various stakeholders and QAC.
5. The Council and QAC should consult with the Chamber about all future plans for business and economic development at the airport to ensure that any business and economic development at the airport links in and is not in conflict with the economic and business development of the rest of the town.
6. The public should be given more information before a decision is made on the proposed lease as to how the value of the consideration for the grant of the lease was assessed.

The other main terms of the proposed lease (term, rental, etc.) should also be advised to the public before the closing date for submissions.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'A King', with a stylized flourish at the end.

Alistair King – Chairman, Wanaka and Districts Chamber of Commerce Inc

N.B. We would like to speak to our submission.

November 14, 2016

Bruce Clulow
[REDACTED]

Peter Clulow
[REDACTED]

Queenstown Lakes District Council
Private Bag 50072
Queenstown

Reference: Wanaka Airport Submission

Attention: QLDC

This submission is in regard to the future ownership, growth and governance of Wanaka Airport. We are two of many aircraft owners and recreational pilots who use Wanaka airports facilities and have a vested interest in insuring that the facilities we presently have continue to be supported and financially viable under any changes in the airport management and structure.

The recreational pilots, hangar owners and private aircraft owners have recently played a large part in the formation and construction of the new grass runway which is the main requirement for the General Aviation (GA) and recreational community. We mention this to make the point that without the GA and recreational community this Airport would not have evolved to the point it is at today.

Wanaka Airport is a unique entity and plays a major role in the financial wellbeing of the area with the bi-annual Warbirds Over Wanaka Air Show, the employment of over 200 locals in maintenance, commercial aircraft operations and administration staff. All of which have been born out of local input and foresight and therefore deserves to be protected from corporate and commercial oblivion in pursuit of the bottom line of shareholders.

As a group, we are not opposed to change, growth and advancement of the Airport but see a need to ensure that our place is taken into consideration and our needs are included into the revised scheme.

Regarding the lease arrangements and charges associated with the hangars we own of which there are many, we need surety that the status quo is maintained and our land lease is ensured beyond the present lease periods and charges are maintained to a fair and reasonable level.

We also would like to see the implementation of a landing card system with a fixed annual fee regardless of the number of landings. This would apply to all local GA and recreational aircraft and as a group we would be happy to administer and operate on behalf of the Governing Body. Similar systems are operational around the country now with a high degree of success. Charges to visiting GA and recreational aircraft for picketing to be set at a more conducive level to encourage visitors to stay in Wanaka and not drive them away as of present.

We would like to point out that our requirements are minimal but essential for our continued existence at Wanaka Airport where we enjoy a great deal of goodwill and cooperation now and hopefully into the future.

As we have a vested interest in the decisions being made and implemented on our behalf, we expect to be included in the these decisions via our groups representatives at these meetings.

In summation, we would like these points to be addressed and acknowledged in writing before any further assignments of control or governance are made.

Thank you for your attention to these matters. We look forward to working with you in the future in a way that mutually benefits both of us.

Yours faithfully,

Bruce S Clulow

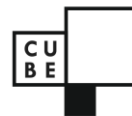
Peter I Clulow

Email:

[REDACTED]

Phone:

[REDACTED] (Bruce Clulow)
[REDACTED] (Peter Clulow)



23 November, 2016

Queenstown Lakes District Council. By Email:

WANAKA AIRPORT SUBMISSION

The Centre of Unique Business Evolution (CUBE) makes the following submissions in respect of the proposed options to change the way Wanaka Airport is managed and governed.

1. The CUBE considers that while QLDC have presented several options (and a preferred option) for the future management/governance, there is insufficient detail in what has been presented and therefore insufficient information for the public and interested parties to make informed decisions around the future of the Wanaka Airport.
2. In particular, there is no detailed information on the proposed future (from a strategic perspective) on Wanaka Airport should a long-term lease be entered into with QAC (or any other party). It is felt that before decisions around the long-term future of Wanaka airport can be made there is a need to have sufficient meaningful consultation and the articulation of the strategic priorities for airport (including future uses and services that the airport will engage in).
3. The CUBE believes that an expert 3rd party should be engaged by QLDC to facilitate a consultation process with key stakeholders with regard to developing a clearer picture around the future strategic priorities of Wanaka Airport. Importantly, it is proposed this engagement and strategic refinement process should occur prior to entering in a long-term lease agreement.
4. Should a long-term agreement be entered into, it should be a requirement of the lease that the lease holder is mandated to keep identified key stakeholders consulted and informed around future plans for the Wanaka Airport.
5. Should a long-term lease be entered into it is proposed that QLDC and the lease holder should consult the CUBE regarding future plans that involve business and economic development initiatives. This consultation will ensure that there is alignment with the Wanaka Airport and broader business and economic development strategy for the Upper Clutha.
6. In the spirit of transparency and robust decision making it is strongly recommended that the public and key stakeholders are well informed around the key elements and terms of any proposed lease and that these should be advised prior to the closing date on any public round of consultation and submission prior to the confirmation of the lease.
7. The CUBE wishes to make a verbal submission at a public hearing.

Yours faithfully

Jason Watkins
Business Development Manager: Centre of Unique Business Evolution

Wanaka Airport submission

Submitters: Ivan & Mary Strang

Glenorchy

om

QLDC
29 NOV 2016
QUEENSTOWN

We wish to **oppose** the change to the management of the Glenorchy Airstrip as proposed in the Wanaka Airport proposal, Option 5.

We are **ambivalent** about the remainder of the proposal.

We **do not** wish to appear at the hearing.

Option 5 of the Wanaka Airport Proposal is contrary to the Vision, and to the Governance objectives and policies of the Glenorchy Airstrip Management Plan which has recently been agreed with the community.

The proposal, if successful in achieving its objectives, will have effects which the Management Plan was designed to mitigate.

We are also concerned Queenstown District Council appears to be acting in an untrustworthy manner by attempting to *override* the Management Plan.
Such behaviour destroys the trust which should exist between ratepayers and QLDC.

QLDC
15 NOV 2016
QUEENSTOWN

7 Rodeo Drive

The C.E.O.

Greenstown Lakes District Council

P.O. 50072

Greenstown.

Dear Sir/Madam

Re Wanaka Airport Submissions.

Name John Edward Barton

Address

Phone

E mail

I do not wish to present this submission at a hearing.

I support your offered option 4.

By adopting 4 the Council are acknowledging that they have full confidence in G.A.C Ltd to progress the airport. Your information notes make it clear that your councillors do not have knowledge or expertise in airport strategies, and that G.A.C Ltd have proved their competence through their profitable managing of the Greenstown Airport over the years.

Yours faithfully
John Barton

Queenstown Lakes District Council

By Email: services@qldc.govt.nz

Wanaka Airport Submission

Peter Marshall ratepayer in Wanaka makes the following submission regarding the proposed changes in the way the Wanaka Airport is managed and governed.

Wanaka airport is a very valuable strategic asset for the district and especially Wanaka.

From what has been proposed to date and the recommendation to enter into a long term lease with QAC I have the following concerns.

1. Wanaka Airport is secured so as to not conflict or compete with the commercial activities of the Queenstown Airport.
2. Wanaka Airport is used as a dumping ground of services that QAC wants to remove from Queenstown Airport so as to free up space for more valuable services to QAC.
3. No incentive or drive from QAC to add value to the Upper Clutha once they have secured Wanaka Airport. This is reinforced by the fact that there is no strategic plan to work from supplied by QAC.
4. What is the return that Wanaka can expect.

In summary I feel that this decision is being rushed with very little information on the outcome if a lease is entered into.

This should be delayed and a proper consultative approach taken. Christmas time is a bad time to try and get this decision passed.

Wanaka deserves transparency in this decision process.

Yours faithfully

Peter Marshall



SUBMISSION ON WANAKA AIRPORT GOVERNANCE

To

Wanaka Governance Options
Queenstown Lakes District Council
Private Bag 50072
Queenstown 9348

Submitter: Queenstown Airport Corporation Limited

Address: Queenstown Airport Corporation Limited

This is a submission on the publicly-notified Statement of Proposal regarding the future governance of Wanaka Airport.

Queenstown Airport Corporation (QAC) supports Queenstown Lakes District Council's (QLDC) preferred option of a long term lease of Wanaka Airport to QAC.

1 QAC currently provides management expertise at Wanaka Airport

QLDC owns Wanaka Airport. QAC provides management services and expertise to QLDC in relation to Wanaka Airport. The key elements include:

- **Operational management:** QAC view safety and operational integrity as key focus areas;
- **Regulatory planning and property management:** QAC is active in protecting the airport's position through district planning and identifying land acquisition opportunities;
- **Commercial leasing:** QAC was instrumental in bringing the NASA space balloon launch to Wanaka and provided support with planning, logistics, communications and co-managed community engagement;
- **Financial management and reporting;**
- **Technology services; and**
- **Communication and stakeholder engagement.**

QAC is paid an annual fee by QLDC to cover the cost of these services. No margin or profit is made on this fee.

The current management services arrangement has a defined and limited scope. It does not enable QAC to manage capital investment or provide broader strategic/master planning and business development activities.

2 QAC's governance ensures the community's best interests are represented

QAC is owned 75.01% by QLDC and 24.99% by Auckland International Airport Limited. QAC is governed by an independent board of directors and operated by an experienced local management team. The directors are appointed by QLDC.

QAC submits a Statement of Intent for Queenstown Airport every year to QLDC and reports on performance against agreed objectives. This approach enables QLDC to influence investment decisions and the direction of the airport company to ensure QAC meets agreed objectives. QAC would envisage the same guidelines be adopted should a long term lease for Wanaka Airport be granted.

3 QAC operates a successful, world-class international airport at Queenstown

QAC operates Queenstown Airport to provide sustainable air connectivity to the wider Southern Lakes region. This includes Queenstown, Wanaka and other destinations in the lower South Island. QAC's focus is on providing a safe, commercially-focused, environmentally-conscious and community-orientated airport. The QAC team has deep experience in airport infrastructure, property and financial management and has delivered exceptional performance over the past five years.

QAC has an excellent health and safety record (including aviation safety) with no lost time or medical treatment injuries for over two years. The business encourages and receives high levels of proactive incident reporting and is focused on the analysis and review of critical business risks and risk controls. With effective safety systems and clean audits, the business continues to lead and develop a positive safety culture across the whole airport community – both in Queenstown and Wanaka.

QAC has successfully managed substantial visitor growth in the last six years and is now the fourth busiest airport in the country. Passenger numbers have doubled in that time and increased by 38% in the last three years supporting regional growth.

QAC has reported strong financial performance throughout this period. The year-end result for 2015/16 year reported revenue of \$31.5 million and net profit after tax of \$7.8 million. QLDC received a dividend payment of \$4.7 million for the 2015/16 year, which equated to around \$202 per rateable property in the district. Over the last five years QAC has paid QLDC \$17.2 million in dividends.

The balance of profits have been reinvested in the airport. QAC has invested approximately \$55million in capital projects in the past five years including the international terminal expansion and the runway widening and lighting. QAC funds its capital investment programme through its own operating cash flows and raising debt and has not required any shareholder contribution in this high growth period.

4 QAC will engage with the local community in developing a long term master plan for Wanaka Airport

QLDC has identified Wanaka Airport as an important and complementary facility to Queenstown Airport, to cater for the increased numbers of residents and domestic and international visitors. If QAC is granted a long term lease, it would engage with the local community in developing a long term master plan for Wanaka Airport which would be designed to:

- Provide improved, well-aligned and fully-integrated air services for the district across both airports;
- Give people more flexibility and connectivity across the Southern Lakes region;
- Support the growth of existing airport businesses and embrace new innovative businesses;
- Support regional economic growth, particularly in Wanaka; and
- Improve financial performance of both Wanaka and Queenstown Airports and grow dividends for the whole district.

QAC is currently developing a long term master plan for Queenstown Airport. In conjunction with staff and stakeholders, QAC has developed guiding principles which could also be applied to the development of a master plan for Wanaka Airport:

- **SUSTAINABLE**
Support a safe, commercially-focused, environmentally-conscious and community-orientated business
- **ADAPTABLE**
Allow for staged growth and innovative solutions aligned to visitor and community needs
- **AFFORDABLE**
Recognise the economic challenges and opportunities associated with growth
- **MEMORABLE**
Provide our visitors with an exceptional service experience representing the best of the region and a sense of place.

Wanaka Airport would be fully-integrated into the strategic development of the wider region's air services. This approach would in turn provide the opportunity for improved connectivity and services for both Wanaka residents and visitors alike.

5 QAC requires a long term lease to have confidence to invest in long term Infrastructure

To be able to plan long term and invest with confidence at Wanaka Airport, QAC would need long term tenure and lease terms in line with those for equivalent infrastructure in New Zealand and globally. This would enable QAC to:

- Sustainably grow Wanaka Airport in line with a new master plan (which would be developed with community engagement as referred to above);
- Make quality long term investment decisions; and
- Attract funding for long term infrastructure investment.

6 QAC can deliver substantial community benefits by operating two airports as one

QLDC has identified in the Statement of Proposal (*in italics*) a number of **advantages** of QAC leasing the airport with which QAC concurs:

- *QLDC would receive regular income from leasing agreement as well as 75.01% share of dividend payments.*
- *QAC has expertise and experience to make quality investment decisions.*
- *QLDC and community able to influence investment decisions and direction of airport through Statement of Intent and Letter of Expectation.*
- *More focused approach to governance and best opportunity to achieve strategic aims- (when assessed against the current management contract which, because of its confined scope, has no strategic focus).*
- *QAC better incentivised to increase capital expenditure and profitability.*
- *QAC already has personnel capable of meeting Civil Aviation Act requirements for Part 139 certification.*

QAC notes the **disadvantages** listed in the Statement of Proposal (*in italics*) and comments as follows:

- *Potential community concern around losing control of the airport's strategic direction. As explained above, QAC would engage with the community during the development of a long term master plan. QAC also provides an annual Statement of Intent to QLDC for consultation, enabling QLDC to influence investment decisions and the direction of the airport company on an on-going basis.*
- *Potential resistance from lease / licence holders and operators to any increases in fees resulting from a more commercially-focussed operation (although this is already a function of the existing management agreement). By operating Wanaka Airport commercially, QAC can fund further development of services and infrastructure for the community without having to turn to ratepayers for funding. This model has worked well at Queenstown Airport which has been invested heavily in over the last five years with no drawing of cash from shareholders. The development of a new master plan will require funding and it is appropriate that this funding cost is shared between its users (airlines, existing businesses and new businesses) on a user-pays basis.*
- *A perceived profit ahead of outcomes for the Wanaka community. The proposed change in governance is about providing a long term financially-sustainable development path for Wanaka Airport and improving the efficiency and choice of air services for the region as a whole, as outlined above.*

QAC notes that there are **other advantages** for the community to the long term lease proposal:

- QLDC and the community retain ownership of the airport and can influence the airport's direction and decisions.
- QLDC and ratepayers would avoid having to fund the substantial capital expenditure required to develop the airport.

- QAC has the expertise to meet and exceed increasing Health & Safety legislative requirements.

7 QAC welcomes the opportunity to serve the community

QAC welcomes the opportunity to serve the Wanaka community and wider Southern Lakes region to develop together an airport at Wanaka that we can all be proud of into the future. Our guiding philosophy would be - one region, one provider, two airports.

Signature: _____

A handwritten signature in blue ink, appearing to read "Colin Keel", written over a dotted line.

Colin Keel
Chief Executive
Queenstown Airport Corporation Limited

Date: 23 November 2016

Wanaka Airport Submission

Submission of: Sustainable Glenorchy Incorporated

[REDACTED]

[REDACTED]

[REDACTED]

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

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

We **DO** want to present our submission at the hearing.

Sustainable Glenorchy was incorporated with the purposes of ensuring outcomes for Glenorchy that are consistent with the principles of sustainable management and The Head of the Lake Glenorchy Community Plan; and ensuring that local government decisions that affect the people and the environment of Glenorchy are made with meaningful public involvement and discussion. The organisation currently has a membership of 46 Glenorchy residents.

Sustainable Glenorchy Inc. wishes to submit its opposition to Option 5 of the Wanaka Airport proposal; Option 5 proposes that the Glenorchy aerodrome be included as part of “Integrated district-wide air services” under the governance or ownership of Queenstown Airport Corporation (QAC).

Earlier this year, QLDC completed a Reserve Management Plan for the Glenorchy Airstrip as required under the Reserves Act 1977. The Management Plan – prepared in consultation with the community - describes the general intentions for the use, governance and development of the airstrip through a series of objectives and policies. The purpose of those objectives and policies is to assist with decision making regarding development and use of the Glenorchy Airstrip Reserve. The Vision and Governance policies are described below:

GLENORCHY AIRSTRIP MANAGEMENT PLAN:

VISION: *“To maintain and manage the airstrip to an appropriate standard for low intensity emergency, community and commercial tourism aviation activities.”*

GOVERNANCE POLICIES:

- **The Council’s governance role is separate to that of the Queenstown Airport Corporation.** Council has ultimate responsibility to manage the airstrip under its legislative responsibilities under CAA in a way that promotes the principle purpose of aviation, in a manner that is safe and equitable to all users and to other ratepayers of the District.

- *In terms of aviation activities on the airstrip, primary responsibility for adherence to operational rules and procedures rests with each separate operating body.*

- **An Airstrip Governance Committee made up of the Councillor designated to the Glenorchy community, representation from the Glenorchy Community Association and representation from authorised users of the airstrip shall advise the Council on management and maintenance matters and potential future development of the Airstrip.** Council will make decisions on these matters taking into account such advice together with budgetary requirements and all user feedback.

Option 5 of the Wanaka Airport Proposal is contrary to the Vision, and to the Governance objectives and policies of the Glenorchy Airstrip Management Plan. Accordingly, QLDC has acknowledged that should Option 5 be approved it would require “reconsideration” of the management plan.

Of particular concern to us is:

1. The loss of community involvement in decision-making which would result from QAC governance and changes to the governance objectives and principles in the Glenorchy Airstrip Reserve Management Plan;
2. That the decision – made in consultation with the community under the Reserves Act 1977 - to *“regulate the use of the Glenorchy Airstrip Reserve in a manner that ensures that nature, scale and intensity of the use of the airstrip remains generally unchanged”* could be reconsidered to accommodate growth in line with the stated benefits of Option 5; and
3. That the Glenorchy Community was not notified of its inclusion in the Wanaka Airport proposal through Option 5. We consider that with regard to Option 5, 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.

We would like to point out:

- That the principle benefit of leasing or selling an airstrip to QAC - the opportunity for the airport to grow by providing incentive for the capital expenditure – is contrary to the Glenorchy Airstrip Reserve Management Plan (which states that the nature, scale and intensity of its use should remain essentially unchanged); and that
- Option 5 is contrary to the Vision Statement as stated in the Head of the Lake Glenorchy Community Plan (which requires consideration as an assessment matter within the District Plan):
“The community to be involved in decision making regarding development of the area”

The use and development of the Glenorchy Airstrip will of course impact on the amenity and development of the township itself. Therefore, Sustainable Glenorchy supports a governance structure for the Glenorchy Airstrip that enables and encourages the community and authorised users to participate fully in decision-making regarding its use and development. Therefore, we submit that Option 5 should not be approved.

Executive Committee

Sustainable Glenorchy

Tim Roberts

25 November 2016

Private Bag 50072
Queenstown,

By email services@qldc.govt.nz

Wanaka Airport Submission

To whom it may concern

By way of background I currently reside in Australia although relocating to the Queenstown in the near future. As such I will be seeking to also accommodate my aircraft and require hangarage facilities.

Accordingly, in discussion with Queenstown Airport Corporation Limited (QAC) the opportunity to develop hangarage and corporate jet facilities at Queenstown Airport could be some time off.

Given this understanding, we have undertaken review of other nearby facilities which has included Wanaka Airport (WKA). As such we register our interest to assist in the expansion of WKA's key runway and associated infrastructure as we would like this to occur at the very earliest opportunity. Our interests would also include the opportunity to own and operate a corporate jet centre facility, apron parking and hangarage at WKA.

It is in this capacity that we prepare this submission, which extends our full support for the Queenstown Lake District Councils (QLDC) preferred option of entering a long-term lease and management agreement with Queenstown Airport Corporation Limited (QAC) over Wanaka Airport (WKA) on the basis that;

1. The agreement has positive and enforceable obligations on QAC to expediently develop the existing infrastructure, airport certification status and services at WKA to enable large corporate jet access and hangarage to occur.
2. The agreement provides the flexibility for QAC / QLDC to bring in suitable development partners who can assist in the expedient upgrade of infrastructure and services offered at WKA.
3. QAC are mandated to operate WKA and ZQN as complimentary but also autonomous businesses, giving consideration to anti-competitive actions that seek to unreasonably use a monopolistic advantage over the two key airports servicing the region.

We note the background paper refers to a \$1.5M capital program allocation being set within the QLDC's long term capital plan, to maintain the existing infrastructure. The paper acknowledges that this level of expenditure is insufficient to achieve development required over the next decade or so, that will be required to provide for the expected growth of the airport.

We acknowledge the constraints that QLDC operate within, hence our desire to explore development partnerships with QLDC and QAC (if appointed as airport manager) that will enable private capital to assist in the immediate development of WKA infrastructure including:

1. Extension of the runway, taxiway and apron areas (in stages as demand dictates) suitable for private and RPT jet aircraft. Refer notes below on the airport requirements to become jet capable;
2. Expansion of the refuelling facilities;
3. Upgrade to the lighting, navigation aids and airport ratings;
4. Development of corporate and private jet facilities and hangarage.

These activities would significantly open the range of airport services available from WKA, providing immediate relief to some ZQN crowding issues and enable the long-term master planning of ZQN to occur without being hindered.

We are very willing to present a proposal to partner with QLDC in this regard, and look forward to the opportunity to discuss further.

Yours sincerely



Tim Roberts

PRELIMINARY OVERVIEW OF WANAKA AIRPORT SUITABILITY FOR PRIVATE AND RPT JET AIRCRAFT

Present airport specifications:

- Wanaka has one runway 11/29 with a take-off distance of 1200 m with a runway width of 30m.
- There is one sealed taxiway (Bravo) which is 15m wide, leading to an apron area of approximately 75m x 35m with a fuel browser on the south-eastern corner.
- Runway 11/29 has a PCN of 12 F/B/X/T
- there is a gradient of 0.55% on the runway down to the south-east



Runway specifications required for Global 6000:

- take-off distance required using a temperature of 20°C (not considering single-engine climb performance)
 - At maximum take-off weight, the aircraft will require a take-off distance of 2,133 m using flap 6.
 - Using flap 16 the maximum take-off weight is 94,000 lbs and the take-off distance is 1,933 m. Note, that this weight could be further reduced due to single-engine climb performance.

- Take-off weight of 82,000 lbs (which is sufficient fuel to fly to Perth) is 1,488m using flap 6.
- The landing distance required at maximum landing weight is 1,355m on a dry runway but if the runway is wet the distance increases to 1,620m
- The minimum runway width for the Global 6000 is 30m and the turning pavement width to conduct a 180° turn at the end of the runway is 21m. The present runway meets the specifications. Please see the comment under PCN requirements for the runway threshold.
- PCN requirements for Global 6000.
 - The ACN for Global 6000:
 - maximum take-off weight ACN 27
 - take-off weight 94,000 lbs ACN 25.8
 - take-off weight 82,000 lbs ACN 22
 - PCN requirements for a runway are based on significant wear and tear of the runway due to continual use. If a runway is not continually exposed to aircraft with high ACN's, then aircraft with higher ACN's can utilise a runway under a pavement concession. This can be determined by a suitably qualified engineer.
 - The potential area for damage on a runway with a low PCN is generally caused by significant braking and 180° turn being conducted on the runway. All crews will be well briefed to use appropriate braking to restrict the possibility of runway damage during landings. They will also use maximum radius turns on the runway. Consideration should be given to having turning nodes installed at either threshold to allow maximum radius turns and therefore reduce potential runway damage.

Runway requirement for RPT jet aircraft (A320 and B737 – 800)

While it is difficult to determine the exact requirements for each airline's aircraft, a generalisation based on a similar runway and location can be made with Queenstown. The airfield elevations are similar (Wanaka 1,142 and Queenstown 1,171), temperature and environment are similar and the airline departure/destination profiles would be the same.


- The recommended runway length to accommodate the RPT jet aircraft would be 1800m. This runway length would satisfy both take-off and landing distance requirements for the airline's jet aircraft.
- The strength of the runway to accommodate the large aircraft would be based on the specific ACN for the aircraft type. At maximum take-off weight the ACN for the A320 - 200 is 47 while for the B737 – 800 is 51. Note, that these values are for maximum take-off weight and would be lower at the operating weights into and out of Wanaka. Both the A320 and the 737 have an ACN of 24 at their empty weights. For comparison the PCN for the runway at Queenstown airport is 47.
- The minimum runway width for both aircraft types is 30m.
- Turning nodes will be required on each threshold to allow the RPT jet aircraft to turn on the runway

Other airport considerations

- Due to the terrain in the area, a survey will be required for each aircraft type to determine the maximum take-off weights in the take-off splay for each runway in the event of an engine failure.
- Taxiway Bravo is 15m is suitable for the Global and the RPT jet aircraft. The strength of the taxiway will have to be equal to the runway.
- The present ramp would not be suitable for the Global or RPT jet's due to the limited size of the area. The ramp will have to be large enough to accommodate two RPT jet size aircraft with sufficient manoeuvring space for aircraft to taxi on to the ramp.
- A sufficient fuel supply will be required at Wanaka with a suitable refuelling system.
 - Presently jet A1 fuel is available through a single point refuelling system attached to a fuel browser on the main apron. A mobile fuel system will be required for the new ramp or if feasible, a fuel hydrant system could be installed during the ramp modification.
 - The minimum capacity of a tanker would be 12,000 L to a maximum capacity of 22,000 L to refuel the Global. The RPT jet aircraft could require up to 12,000 L of jet A1 for each operation into Wanaka.
 - Sufficient storage capacity will be required to be installed.
- A visual approach lighting system, such as a PAPI is required on all runways used by RPT jet aircraft. Therefore, this system will need to be installed on each runway.
- Presently Wanaka has two RNAV (GNSS) aerodrome approaches for category A and B aircraft. One approach allows the aircraft to descend to 2,588 feet above the runway with a standard missed approach angle, while the second approach can descend to 1,358 feet above the runway, but requires a missed approach angle 5.5%. These approaches will need to be reviewed to allow category C and D aircraft to utilise the approaches. Consideration should be given to survey the approaches for RNAV (GNSS) runway approaches.

12th Nov 2016

Trevor J Duncan



QLDC
16 NOV 2016
QUEENSTOWN

To Whom it may concern

This submission into the future administration of Wanaka Airport is submitted by one of the few original contributors in the formation of the area into what we see today as Wanaka Airport.

I have been involved with the removal of the original fencing, picking stones, relocation of Peter Plew's building from the old strip behind the golf course to its present site.

The recreational pilots, hangar owners and private aircraft owners have also played a large part in the formation and construction of the new grass runway which is the main and most essential requirement for the GA and recreational community. I mention these facts to make the point that without the GA and recreational community this Airport would not have evolved to the point it is at today.

Wanaka Airport is a unique entity and plays a major role in the financial wellbeing of the area with Warbirds, the employment of over 200 locals in maintenance, commercial aircraft operations and administration staff. All of which have been born out of local input and foresight and deserve to be protected from corporate and commercial oblivience in pursuit of the bottom line of shareholders.

As a group, we are not opposed to change, growth and advancement of the Airport but see a need to ensure that our place in the scheme of things are taken into consideration and acknowledged.

Regarding the lease arrangements and charges associated with the hangars we own of which there are many we need surety that the status quo is maintained and our land lease is ensured beyond the present lease periods, charges are maintained to a fair and reasonable level.

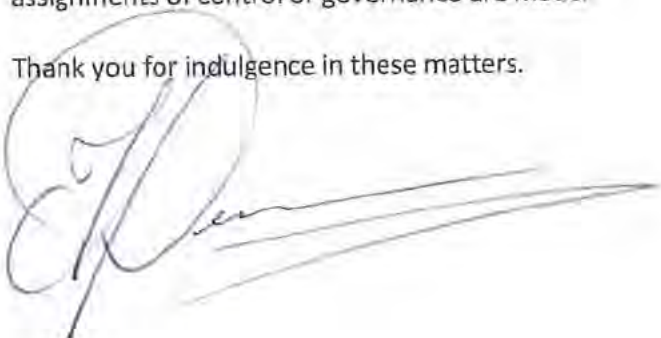
We also see a need for landing cards for all local GA and recreational aircraft which we as a group would be happy to administer and operate on behalf of the Governing Body. This system operates around the country now with a high degree of success. A suggested rate of \$150.00 per aircraft per annum with unlimited landings. Charges to visiting GA and recreational aircraft for picketing to be set as a more conducive level to encourage visitors to stay in Wanaka and not drive them away as of present.

I would like to point out that our requirements are minimal but essential for our continued existence at Wanaka Airport where we enjoy a great deal of goodwill and cooperation now and hopefully in to the future.

As we have a vested interest in the decisions being made and implemented on our behalf we would like to have a degree of input into these decisions via our groups representatives at these meetings.

In summation, we would like these points to be addressed and acknowledged in writing before any further assignments of control or governance are made.

Thank you for indulgence in these matters.



Wanaka Luxury Villas



Wanaka Manager :
Sue Cross

ph [REDACTED]

SUBMISSION WITH REGARD TO WANAKA AIRPORT

4th November 2016

Dear Sirs

Our company provides luxury accommodation to people from over seas during the High season (Winter) and to NZers Who have business needs in Wanaka during the Low Season (summer)

We rank among the top 10 destinations in Wanaka both in terms or the quality of the Premises together with the Resort facilities available to visitors.

We have been in business in Wanaka for 12 years now and have witnessed an extraordinary grow in tourism to Wanaka particular and the Otago lakes district generally.

As we live in Wellington and employ local management we are faced with long and increasingly longer delays in travelling from Queenstown to Wanaka. The Crown Range road while very well managed is becoming more congested with the influx of visitors. The Wanaka infrastructure (commercial services) has reach a peak. As a result major development in commercial services coupled with three very substantial housing projects will see permanent population growth increase from 6500 to a little over 12,000 by 2022. This relates to a doubling of resident population and approximately 25% to 40% increase in casual stay usage in an expanded Wanaka metro area.

Furthermore the growth in other towns and villages in the Clutha valley will further increase pressure on public facilities



Master Queen bedroom



6 setting outdoors



1 of two pools plus hot spas

With this projected increase in all communal facilities, the pressure on incoming visitors to Wanaka and other towns in the immediate geographical area will place huge increases current resources in Queenstown, which is the primary entrepot to the Otago basin.

Simply Stunning Wanaka

It is with this projection becoming a real concern in the next three years that the re development of Wanaka Airport to handle local Air NZ and Jetstar feeder services will play a major part in releasing Queenstown Airport pressures.

The prospect of handing Governance of Wanaka Airport to QAC is a logical move and will remove Council of responsibility for a management of the airport discipline that currently is limited in experience. Airport revenues historically show well above average growth and capital revaluation when compared with Social Services that every Local Authority is encumbered with.

My submission then and in relation to the forgoing, is for an immediate establishment of a working group to plan for a redevelopment of Wanaka Airport.



The master lounge

With both Airports being geographically close to each other, the logistics to say nothing of governance , would be a very wise move. The Council will be well provided with a satisfactory income as the inbound market continues to exceed estimates. My recommendation is to relate its dividend to the flow of arrivals and departures. This will then not put either Council or QAC into conflict as to how profits are generated. Growth in revenue to QDC will automatically increase as visitor numbers move through both Airports

Wanaka airport offers many aviation benefits, including flat land where expansion may be required, very safe approach and pull out features of the landscape for aircraft, existing infrastructure to provide ground services for planes and passengers, ease of transport into Wanaka and villages within a 25 to 50km Km circle.

Road traffic over the Crown Range would be reduced, reducing the traffic issues that a now afflicting Queenstown. The redevelopment of Wanaka Airport for local feeder flights to divert to a near field would obviate the need for local feeder prop aircraft to divert to Dunedin and in some cases Christchurch

The additional benefit to Wanaka's commercial heart would receive an immediate boost and the ski industry for one, would take some of the pressure off existing fields around Queenstown.

Simply Stunning Wanaka

With Emirates Airlines now bringing in A380 traffic, (up to 625 passengers per flight) the opportunity for moving very large numbers of arrivals to a selection of two domestic locations in the greater Otago basin will enable an ease in handling logistics.

In conclusion, as a business manager in Wanaka and Commercial Marketing Consultant in Wellington where I live permanently, I see a paradigm change in the attractiveness of New Zealand and Otago Lakes District in particular looking out 8 to 10 years.

We as managers of infrastructure, need to encompass the macro dynamics of Asia based wealth growth and its immediate impact on New Zealand's tourist and local authority managers.

Regards



Business Manager
Wanaka Luxury Villas
MBL [REDACTED]