



# **ATTACHMENTS**

**UNDER SEPARATE COVER 1**

**Ordinary Council Meeting**

**28 February 2023**

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TAUPŌ AIRPORT  TE TAUNGA WAKA  
RERERANGI O TAUPŌ

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Taupō Airport Authority

Draft Statement of Intent  
for the period 1 July 2023 to 30 June 2026

Taupō Airport  
929 Anzac Memorial Drive  
RD 2  
TAUPŌ  
Website: [www. Taupōairport.co.nz](http://www.Taupōairport.co.nz)

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## 1. INTRODUCTION

This Statement of Intent (SOI) is presented by Taupō Airport Authority (TAA) in accordance with the requirements of Section 64(1) of the Local Government Act 2002. It represents the objectives, nature and scope of activities to be undertaken and performance targets by which TAA will be measured.

It covers the three years of operations from 1 July 2023 to 30 June 2026 and supersedes the previous SOI.

### 1.1 The Local Government Act

The Local Government Act 2002 requires Council Controlled Organisations to:

- Review their SOI prior to the commencement of each financial year
- Have a financial year ending 30 June each year

Schedule 8 of the Local Government Act 2002 states that the purpose of an SOI is to:

- State publicly the activities and intentions of the Council Controlled Organisation (CCO) for the year and objectives to which those activities will contribute
- Provide an opportunity for the shareholders to influence the direction of the organisation
- Provide a basis for accountability of the CCO governing body for the performance of the organisation

### 1.2 Responsibilities

The Aerodrome certification, operation and use are governed by the New Zealand Civil Aviation Authority (CAA) and TAA is currently the Aerodrome Operator Certificate (AOC) holder. TAA will manage the Taupō Airport operations, will be responsible for the ongoing capital development and will be responsible for the maintenance of the Airport assets and core infrastructure, ensuring full compliance with CAA Rule Part 139.

TAA's primary goal is to operate the Airport on a sustainable commercial basis, to optimise the use of its assets and to ensure the ongoing safe and successful operation of the Airport.

### 1.3 Contact details

Chair

Acting General Manager Wayne Wootton

Address: Taupō Airport Authority  
929 Anzac Memorial Drive  
RD 2  
TAUPŌ

## **2. TAUPŌ AIRPORT AUTHORITY (TAA)**

### **2.1 Establishment of TAA**

TAA is the name given to the Joint Venture (JV) relationship between Taupō District Council (TDC) and the Ministry of Transport (MoT), representing the New Zealand Government, under a Deed drafted in 1973. Each partner has a 50% share in the JV and TAA manage the Airport operations on behalf of the JV partners.

TAA is a Council Controlled Organisation (CCO) as defined under the Local Government Act 2002 and was established to manage the full operations of Taupō Airport. The Airport General Manager reports to the TDC General Manager (Operations and Delivery) rather than the Chair of the TAA governing body.

### **2.2 The Organisation / Objectives**

TAA is governed by a Standing Committee of TDC with powers delegated by the Council to the Committee as necessary to operate the Airport.

The Committee is a mix of TDC and independent skills-based local representatives. The Council, as co-owner of TAA, elects the Chair and TAA operates under this SOI as agreed to by the Standing Committee members and TDC.

All Airport operations and assets are managed by the TAA General Manager who has overall responsibility for implementing the strategic direction and reports to the TAA Committee members and TDC through regular Committee meetings.

The passenger terminal, airside infrastructure, car parking areas, roading and underground utilities form the assets within TAA's financial accounts. These facilities are sited on land owned by TDC that is designated for Airport use.

The Airport provides services to allow the safe and efficient facilitation of travellers and freight and, ancillary to this, it leases terminal space and land at the Airport.

TAA's prime objectives are to:

- operate the Airport in full compliance with the regulations set down by the New Zealand Civil Aviation Authority
- ensure that the business is run on a sustainable commercial basis
- optimise the use of its assets and generate a reasonable rate of return on investment

The key to this is to ensure the ongoing safe and successful operation of the Airport, whilst also facilitating the growth of tourism and trade by working collaboratively with key stakeholders to sustainably increase passenger numbers.

In the management of the Airport operations, TAA can set the following charges at the Airport subject to the approval of the TAA Committee, TDC and the MoT (in the case of landing charges):

- all fees and associated charges in respect to vehicle parking
- all landing and parking charges from regular passenger transport services
- all landing and parking charges from general aviation aircraft
- all revenue from tenant's leases and rents, licences, concession-based contracts and lessees outgoings

The Airport is viewed as an essential infrastructure asset for Taupō and the wider region and has a key role to play in the economic performance, growth and development of the area. TAA will work collaboratively with TDC, Destination Great Lake Taupō (Taupō tourism), Amplify (Taupō economic development agency), Taupō Town Centre, the Taupō Chamber of Commerce and other key stakeholders, ensuring a combined approach to achieve the region's desired strategic goals.

### 3. TAUPŌ AIRPORT

Taupō Airport was originally constructed in 1963 and provides a complimentary mix of aviation and commercial activities. This includes scheduled regular passenger transport services, general aviation, skydiving adventure operations, scenic flights, agricultural aviation operations as well as non-aviation commercial and retail offerings.

Since the relaxing of the air travel restrictions following the COVID-19 pandemic, Taupō Airport is also beginning to see an increase in the number of jet charters bringing high value customers to the region, particularly international passengers.

In 2017, the Airport was identified as a critical piece of transport infrastructure, requiring urgent investment through the District Economic Strengthening Strategy (produced by Taupo District Council) and the Bay of Plenty Visitor Economy Strategy (produced by the Bay of Connections and partially funded by MBIE).

Subsequently, finance was successfully attained through the Government's Provincial Growth Fund scheme and, with the aid of both MoT and TDC funding as JV partners, a new terminal and associated infrastructure project was completed in early 2022.

The opening of the new terminal and much needed upgrade of infrastructure provides an incredible asset for the region and a community experience that is authentic, safe and efficient. It will ensure a great experience not only for the travelling public but is also a destination in its own right.

















































































