GREAT LAKE TAUPŌ
Taupō District Council

ATTACHMENTS

Taupo Airport Authority Committee Meeting

1 May 2017

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TAUPO DISTRICT COUNCIL
MINUTES OF THE TAUPO AIRPORT AUTHORITY COMMITTEE MEETING
HELD AT THE TAUPO AIRPORT , ANZAC MEMORIAL DRIVE, TAUPO
ON MONDAY, 13 MARCH 2017 AT 11.00AM

PRESENT: Mr Chris Johnston (in the Chair), Mr John Funnell, Ms Kathy Guy, Cr Christine Rankin

IN ATTENDANCE: Group Manager: Business & Technology, General Manager Taupō Airport, Airport Operations Manager, Executive Assistant

MEDIA AND PUBLIC: Nil

1 APOLOGIES

TAA201703/01 RESOLUTION

Moved: Ms Kathy Guy
Seconded: Mr John Funnell

That the apology received from Mayor David Trewavas and Cr Jollands be accepted.

CARRIED

2 CONFLICTS OF INTEREST

Mr J Funnell declared a conflict of interest at the time of discussion on lease renewals in item 4.1.

3 CONFIRMATION OF MINUTES

3.1 TAUPO AIRPORT AUTHORITY COMMITTEE MEETING - 13 FEBRUARY 2017

Councillor Rankin requested a correction to attendees recorded in the present section, her applogies had been received in the meeting.

TAA201703/02 RESOLUTION

Moved: Ms Kathy Guy
Seconded: Mr John Funnell

That the minutes of the Taupo Airport Authority Committee meeting held on Monday 13 February 2017 as amended be confirmed as a true and correct record.

CARRIED

4 REPORTS

4.1 GENERAL MANAGER'S REPORT

The General Manager – Taupō Airport spoke to his report and made the following comments:

- New dashboard being developed for reporting which would give a quick overview of statistics.
- Substantial increase to baggage handling during the Ironman period.
- CAA in public consultation stage on issuing "notices". TAA to submit as required.
- Car Park: in the short term road markings would be updated. At peak periods approximately 150-160 cars may utilise the parking area with the drop off and pick up area experiencing high usage.
- Concrete was the preferred option for Southern Apron Extension. Agreed the General Manager to engage with Crown on the matter.
- Leases were up for renewal, with two leasees having given notice to continue at this time. It was noted that tenants were required to give notice of their intention to renew.

- Request to build a private hanger on leased site tabled [A1891771].

Members discussed the lease renewal process and having the sites assessed for market value.

TAA201703/03 RESOLUTION

Moved: Cr Christine Rankin
Seconded: Mr John Funnell

That the Taupo Airport Authority Committee receives the General Manager's report.

CARRIED

4.2 FINANCIAL REPORT - JANUARY 2017

In discussion members noted the following:

- High monthly rental cost associated with the baggage area tent.
- Landing fees were based on plane weight; recently there had been an increase in large planes landing.
- Cash positive with reserves growing.

TAA201703/04 RESOLUTION

Moved: Mr John Funnell
Seconded: Cr Christine Rankin

That the Taupo Airport Authority Committee receives the January 2017 Financial report.

CARRIED

4.3 HEALTH AND SAFETY

The General Manager provided the following update:

- No incidents had been reported.
- Risk Register was tabled [A1892471]. Members requested this information be provided as part of the item going forward.
- Public domain was the committee's concern, however private areas were not.
- Safety Management System [SMS] plan was being developed, due 2018. An external party had approached the General Manager to assist with writing the SMS.
- SMS and Health & Safety were separate matters.

TAA201703/05 RESOLUTION

Moved: Ms Kathy Guy
Seconded: Mr John Funnell

That the Taupo Airport Authority Committee receives the information relating to health and safety.

CARRIED

5 CONFIDENTIAL BUSINESS

RESOLUTION TO EXCLUDE THE PUBLIC

I move that the public be excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48[1] of the local government official information and meetings act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
Agenda Item No: 5.1 Confirmation of Confidential Portion of Taupo Airport Authority Committee Minutes - 13 February 2017	Section 6(a) - the making available of the information would be likely to prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial	Section 48(1)(a)(i)- the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6
Agenda Item No: 5.2 Receipt of Unconfirmed Minutes of the Taupo Airport Operational & Safety Committee - 18 January 2017	Section 7(2)(d) - the withholding of the information is necessary to avoid prejudice to measures protecting the health or safety of members of the public	Section 48(1)(a)(i)- the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7
Agenda Item No: 5.3 Receipt of Unconfirmed minutes of the 2015/2016 AGM Taupo Airport Users Group Incorporated	Section 7(2)(d) - the withholding of the information is necessary to avoid prejudice to measures protecting the health or safety of members of the public	Section 48(1)(a)(i)- the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7

I also move that *[name of person or persons]* be permitted to remain at this meeting, after the public has been excluded, because of their knowledge of *[specify]*. This knowledge, which will be of assistance in relation to the matter to be discussed, is relevant to that matter because *[specify]*.

The Meeting closed at 12.24pm.

The minutes of this meeting were confirmed at the Taupo Airport Authority Committee Meeting held on 1 May 2017.

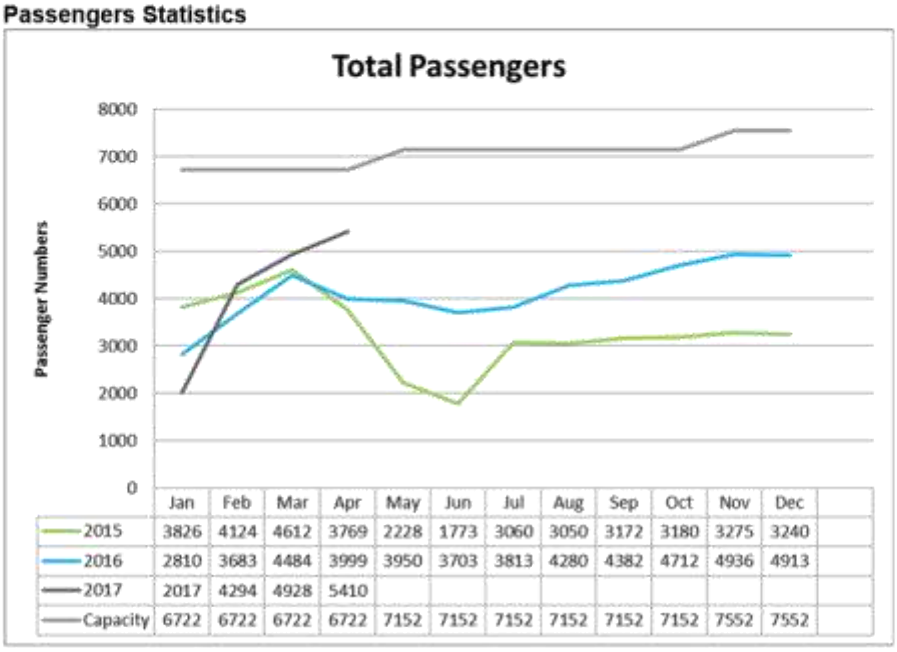
.....
CHAIRPERSON

TO: TAUPŌ AIRPORT AUTHORITY COMMITTEE

FROM: Taupō Airport Manager

SUBJECT: General Manager's Report

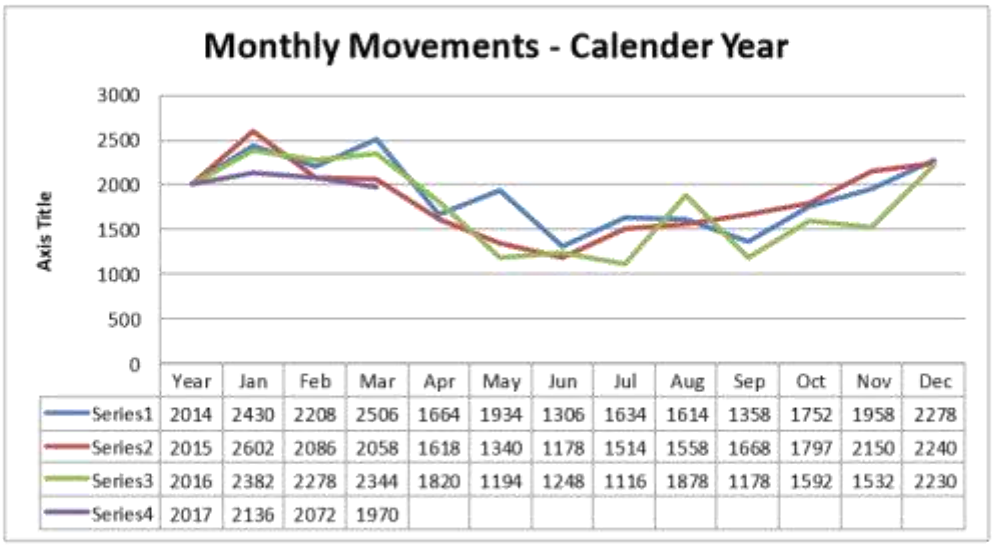
Passengers Statistics



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2015	3826	4124	4612	3769	2228	1773	3060	3050	3172	3180	3275	3240
2016	2810	3683	4484	3999	3950	3703	3813	4280	4382	4712	4936	4913
2017	2017	4294	4928	5410								
Capacity	6722	6722	6722	6722	7152	7152	7152	7152	7152	7152	7552	7552

A total of 14637 passengers passed through the terminal in the three months from January this year compared with 10977 for the same period last year, which is a 33% increase. If this trend continues it would mean that the Air NZ flights would be running at just over 100% capacity by the end of the year.

Movements Statistics



Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Series1	2014	2430	2208	2506	1664	1934	1306	1634	1614	1358	1752	1958	2278
Series2	2015	2602	2086	2058	1618	1340	1178	1514	1558	1668	1797	2150	2240
Series3	2016	2382	2278	2344	1820	1194	1248	1116	1878	1178	1592	1532	2230
Series4	2017	2136	2072	1970									

Apron/ Taxiways
No issues with taxiways and the apron area.

Airfield Maintenance
In preparation for Cyclone Cook a contractor was used to clear drains and waterways to allow water to run off areas generally affected by heavy rain. This worked well and we had no issues with flooding which has been a problem in the past.

Runway
No issues to report.

Civil Aviation Authority
The CAA has recently announced their new Fees and Charges. There is a positive result to the TAA with these new charges, in that the CAA has removed the charges for Audits and Inspections. This means a saving of around $3000.00 per annum to the TAA.

Airways
No issues to report.

Roads and Car Park
New road markings have been painted on the road next to the car park extension to delineate between the edge of the road and the car park. We have had cars being parked on the road causing traffic flow issues. The new markings appear to have reduced the problem so far.

Security
Air New Zealand reported that they had a passenger, who was late to board the aircraft, not go through the normal boarding procedure and tried to climb the fence rather than go through the boarding gate as he panicked and thought he would miss his flight. Air New Zealand staff handled the situation.

Baggage Claim
Work in progress. Prices are being sought for a temporary standalone building.

The Southern Apron Extension
The tender for the Southern Apron extension has been awarded to Deano's Earthmoving Ltd. Approval has been given by the Ministry of Transport for the work to proceed. The work is scheduled start at the end of April, and is being managed by Opus Consulting.

Leases
An application to assign the lease of Site 8 from Izard Investments to Nowell 2 Trustee ltd has been received. Effectively this is assigning the lease from Richard Izard to his son. A valuation is being carried out at this time on the sites which are due for lease renewals. This valuation should be received next week.

Master Plan
The TAA have held Strategic Planning workshops, as a part of the master plan development and ongoing direction of the airport. This is work in progress.

Mike Groome
General Manager - Taupō Airport Authority

19-04-17 4:43 PM

Taupo Airport Operational Landside Risk Register and Action Plan Overview

Taupo Airport Operational Landside Risk Register and Action Plan Overview

Reference - Issue No. : and/or Issue I 1st April 2017

Future Review date: 1st May 2017

Ref No	Hazards	Identified Risks	Analysis & Evaluation							Existing controls described & evaluated			Further Actions		
	Hazard Description (any condition, object or circumstance which could induce an accident.	Risk Description List the EVENT and the EFFECT(s) in the form of Risk Statements(s) below. For example. "There is a risk that <INSERT EVENT> will <INSERT IMPACT> in/to/on	Consequence (1, 2, 3, 4, or 5 - see Sheet 1)	Likelihood (A, B, C, D or E - see Sheet 1)	Risk level (L, M, H or VH - see Sheet 1)	Last Review Date	Next Review Date (annual if required)	Eliminate, Minimise, Isolate (E - M - I)	Action Date	What we do now to manage this risk.	Current Effectiveness	Accept Risk (Yes or No)	What we will do to reduce this risk	Assigned To	Future Risk Level Target (L, M, H or VH - see Sheet 1)
		Operational Risk Analysis													
LS1	Parachutist landing outside PLZ	Parachutist conflicting with vehicles, persons or property	3	C	High (H)	30-06-16	30-06-17	I / M	30-06-16	MOU procedure. Parachute Co has a spoter to advise traffic of location of parachutist.	E	Y	Parachute Company will retrieve parachutist	KG	L
LS2	Security Infringement - Fencing	Unauthorised airside access	3	D	Medium (M)	30-06-16	30-06-17	E.	Daily	Daily Aerodrome Inspections	E	Y	Advise airport users to keep gates closed and report any damaged fencing.	KG	L
LS3	Aircraft Noise	Damage to persons hearing and can increase stress levels	2	A	High (H)	30-06-16	30-06-17	I / M	30-06-16	Isolate by building/airport design, minimise by SOP's, barring, warning signage.	E	Y	Continue to monitor	KG/MG	L
LS4	Slippery Surfaces	A slip or fall could occur causing injury to the recipient.	3	D	Medium (M)	30-06-16	30-06-17	I / M	30-06-16	Isolate by cordoning around hazardous areas, minimise by SOPs. Signage.	E	Y	Continue to monitor	KG/JAS	L
LS5	Flooding	Surfaces slippery and damage to property	3	D	Medium (M)	30-06-16	30-06-17	I / M	30-06-16	Isolate by cordoning around hazardous areas, minimise by SOPs. Signage.	E	Y	Continue to monitor	KG/MG	L
LS6	Dealing With Difficult People	Uncertainty of how people are going to react.	2	C	Medium (M)	30-06-16	30-06-17	I / M	30-06-16	Isolate by ensuring access to counters and airside is controlled by barriers, airside security gates, building/airport design. Minimise by training staff on how to deal with difficult / aggressive people.	E	Y	Continue to monitor and review.	KG/MG	L
LS7	Street lights an obstruction	Due to street lights positioned in car parking areas there is a risk of a vehicle hitting a post.	2	C	Medium (M)	30-06-16	30-06-17	M	30-06-16	Have installed high visibility bollards around street lights in car parking areas to identify hazard. Buffers also act as a buffer should a vehicle hit them.	E	Y	Maintain bollards as part of airport maintenace plan.	KG/MG	L
LS8	Unauthorised contractors	Contractors operating landside without a permit and jeopardising their own safety and other persons.	4	C	High (H)	30-06-16	30-06-17	E / M	30-06-16	TAA SOP requires all contractors to obtain a work permit and briefing prior to commencing A/D works	E	Y	Advise contractors to report to TAA prior to works commencing.	KG/MG	L
LS9	Drain covers being damaged or removed.	Drains exposed resulting in a hole that a vehicle could hit or person walk into.	3	B	H	11-01-17	30-06-17	E	30-06-16	Paint the drain lids with reflective paint and mark	ME	Y	Investigate replacing lids with grates	KG/MG	L
				KEY	M										

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10-04-17 4:52 PM

Taupo Airport Operational Terminal Risk Register and Action Plan Overview

Reference - Issue No.: and/or Issue Date: 1st April 2017

Future Review date: 1st May 2017

Ref No	Hazards	Identified Risks	Analysis & Evaluation							Existing controls described & evaluated		Further Actions		
	Hazard Description (any condition, object or circumstance which could induce an accident.	**Risk Description** List the EVENT and the EFFECT(s) in the form of Risk Statements(s) below. For example. "There is a risk that <INSERT EVENT> will <INSERT IMPACT> in/to/on	Consequence (1, 2, 3, 4, or 5 - see Sheet 1)	Likelihood (A, B, C, D or E - see Sheet 1)	Risk level (L, M, H or VH - see Sheet 1)	Last Review Date	Next Review Date (Answer if required)	Eliminate, Minimise, Isolate E-M-I	Action Date	Action Taken to Manage this Risk.	Accept Risk (Yes or No)	What we will do to reduce this risk	Assigned To	Future Risk Level Target (L, M, H or VH - see Sheet 1)
		Operational Risk Analysis												
T1	Terminal internal doors difficult to open due size and weight.	Doors could swing back and injure a person	3	D	Medium (M)	28-06-16	30-06-17	M.	30-06-16	Latch doors open, using locking mechanism and door wedges.	Y	In the future install automatic doors.	MG/KG	L
T2	Terminal internal door facing the apron.	Locking mechanism could be a trip hazard if not in use.	3	D	Medium (M)	29-06-16	30-06-17	E / M	30-06-16	Terminal door must be latched when in use.	Y	Door stops installed, prevent door from opening inward into the terminal eliminating trip hazard	MG/KG	L
T2	Curbing adjacent to Terminal doors	A slip or fall could occur causing injury to the recipient.	3	D	Medium (M)	30-06-16	30-06-17	M.	30-06-16	A metal plate placed over curbing to omit risk.	Y	Future planning includes a pedestrian crossing	MG/KG	L
T3	Terminal Car Park Congestion	Vehicles or persons being hit	4	C	High (H)	30-06-16	30-06-17	E / M	30-06-16	Eliminate or minimise by reduced speed, airport signage, lighting etc.	Y	Redesign the carpark / continue to monitor	MG/KG	L
T4	Aircraft Noise / Propellor Wash	Can catch persons unaware and may be frightening to some people.	2	A	High (H)	30-06-16	30-06-17	I / M	30-06-16	Isolate by building/airport design, minimise by SOP's, training, warning signage.	Y	Continue to monitor.	MG/KG	L
T5	Terminal pavement uneven	A slip or fall could occur causing injury to the recipient.	3	C	High (H)	30-06-16	30-06-17	I/E	30-06-16	Uneven surfaces marked	Y	Remedial works completed.	MG/KG	L
T6	Disabled Car Park	Being hit by moving objects	3	E	M	30-06-16	30-06-17	M.	30-06-16	Parking space has been relocated to terminal side of the road, with works on pavement to remove curb.	Y	Continue to monitor.	MG/KG	L
T7	Terminal roofing contains Asbestos	Exposure can be detrimental to health	4	C	High (H)	30-06-16	30-06-17	M.	30-06-16	Brief contractors that may come into contact with terminal roof.	Y	Continue to monitor.	MG/KG	L
T8	Sharp objects disposed unsafely	Contract staff could come into contact with object causing harm.	4	C	H	30-06-16	30-06-17	E.	30-06-16	Installed safe disposal units in terminal toilets	Y	Signage displayed	MG/KG	L
T9	Uneven ground in publice viewing area	A slip or fall could occur causing injury to the recipient.	3	C	High (H)	30-06-16	30-06-17	E / M	30-06-16	Consult contractor to fill in and compact uneven surfaces. Works completed 12/10/2016.	Y	Continue to monitor.	KG	L
T10	Congested Baggage Area	Congestion is causing equipment and persons to spill onto road way with the potential for persons to come into contact with moving vehicles resulting in injury.	4	C	High (H)	30-06-16	30-06-17	I / M	30-06-16	Area coned. Road markings. Trees to be removed to create more space. Trees removed 28/05/2016. Temporary structure and signage erected. 01/06/2016	Y	Isolate by building/airport design. Install barriers and signage.	MG/KG	L
T11	Terminal pavement brick loose	A slip or fall could occur causing injury to the recipient.	3	C	H	30-06-16	30-06-17	E	30-06-16	Brick coned. Continue to monitor.	Y	Contacted TR Construction 9/06/2016. Restored 11/06/2016.	KL	L
T12	Baggage area floor uneven	A slip or fall could occur causing injury to the recipient.	3	c	H	30-06-16	30-06-17	m	30-06-16	Uneven surfaces marked. Signage to be installed. Signage installed 15/07/2016.	Y	Investigate more permanent solutions. Edging to be constructed by Rob Jennings.	KL	L
				KEY	VH									
					H									
					M									

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Table IEP-1 Initial Evaluation Procedure Step 1 **Page 1**

(Refer Table IEP - 2 for Step 2; Table IEP - 3 for Steps 3; Table IEP - 4 for Steps 4, 5 and 6)

Building Name:	Taupo Airport - Timber Office	Ref:	130752
Location:	Taupo, New Zealand	By:	LH
		Date:	30/08/2013

Step 1 - General Information

1.1 Photos (attach sufficient to describe building)

1.2 Sketch of building plan

1.3 List relevant features

The small office building located north of the main Terminal building at Taupo Airport is single level and constructed from lightweight materials, predominatly timber. The building has a timber floor and foundations presumably consist of piles.

A search of TDC archives did not reveal any documentation relating to the building. The age of the building was conservatively estimated as pre 1935.

The building is well maintained and in tidy condition.

1.4 Note information sources

	tick as appropriate
Visual Inspection of Exterior	☑
Visual Inspection of Interior	☐
Drawings (note type)	☐
Specifications	☐
Geotechnical Reports	☐
Other (list)	☐

Table IEP-2 Initial Evaluation Procedure - Step 2 **Page 2**

(Refer Table IEP - 1 for Step 1; Table IEP - 3 for Steps 3; Table IEP - 4 for Steps 4, 5 and 6))

Building Name:	Taupo Airport - Timber Office	**Ref:**	130752
Location:	Taupo, New Zealand	**By:**	LH
Direction Considered:	a) Longitudinal & b) Transverse		
(Choose worse case if clear at start. Complete IEP-2 and IEP-3 for each if in doubt)		**Date:**	30/08/2013

Step 2 - Determination of $(\%NBS)_b$

2.1 Determine nominal(%NBS)= $(\%NBS)_{nom}$

a) Date of Design and Seismic Zone

Note: Only periods between 1965-1992 require seismic zone to be chosen

- ○ Pre 1935 — see notes 1, 3
- ◉ 1935-1965
- ○ 1965-1976
- ○ 1976-1992 — see note 2
- ○ 1992-2004

Seismic Zone: N/A

b) Soil Type

From NZS1170.5:2004, Cl3.1.3

NZS1170.5:2004
- ○ A or B Rock
- ○ C Shallow Soil
- ◉ D Soft Soil
- ○ E Very Soft Soil

From NZS4203:1992,Cl 4.6.2.2
(for 1992-2004 only, and only if known)

NZS4203:1992
- ◉ Rigid
- ○ Intermediate

c) Estimate Period, T

can use following:

period, T: 0.170 | 0.170 seconds

		Longitudinal	Transverse
$T = 0.09h_n^{0.75}$	for moment resisting concrete frame	○ MRCF	○ MRCF
$T = 0.14h_n^{0.75}$	for moment resisting steel frame	○ MRSF	○ MRSF
$T = 0.08h_n^{0.75}$	for eccentrically braced frame	○ EBF	○ EBF
$T = 0.06h_n^{0.75}$	for all other frame structures	◉ Other	◉ Other
$T = 0.09h_n^{0.75}/A_c^{0.5}$	for concrete shear walls	○ CSW	○ CSW
T ≤ 0.4sec	for masonry shear walls	○ MSW	○ MSW

Where h_n = height from base of structure to uppermost seismic weight

or mass, $Ac = \sum A_i(0.2 + L_w/h_n)^2$

A_i = cross-sectional shear area of shear wall i in the first storey of building (m2)

L_w = length of shear wall i in the first storey in the direction parallel to the applied forces (m)

with the restriction that L_w / h_n shall not exceed 0.9

	Longitudinal	Transverse
h_n =	4	4
A_c =	0.0	0

d) $(\%NBS)_{nom}$ determined from Figure 3.3

Longitudinal	3.0	$(\%NBS)_{nom}$
Tranverse	3.0	$(\%NBS)_{nom}$

Add specific value from figure 3.3

Note 1: For buildings designed prior to 1965 and known to be designed as a public building in accordance with the code, multiply $(\%NBS)_{nom}$ by 1.25 — 1.25

For buildings designed 1965-1976 and known to be designed as public buildings in accordance with the code of the time, multiply $(\%NBS)_{nom}$ by 1.33-Zone A, or by 1.2 - Zone B

Note 2: For reinforced concrete buildings designed between 1976-84 multiply $(\%NBS)_{nom}$ by 1.2 — 1

Note 3: For buildings designed prior to 1935 multiply $(\%NBS)_{nom}$ by 0.8 except for Wellington when the factor may be taken as 1 — 1

Longitudinal	3.75	$(\%NBS)_{nom}$
Tranverse	3.75	$(\%NBS)_{nom}$

Table IEP-2 Initial Evaluation Procedure Step 2 continued **Page 3**

2.2 Near Fault Scaling Factor, Factor A
If T≤1.5 sec, Factor A=1

a) Near fault factor, N(T,D)
(from NZS1170.5:2004, Cl 3.1.6)

Longitudinal:	1
Transverse:	1

b) Near fault Scaling Factor = **1/N(T,D)**

Factor A	
Longitudinal:	1
Transverse:	1

2.3 Hazard Scaling Factor, Factor B

a) Hazard Factor, Z for site
(from NZS1170.5:2004, Table 3.3)

Site Area: Taupo

Z = 0.28

Z_{1992} = 0.9 Refer to Figure 3.5(b) (NZS 4203: 1992)

b) Hazard Scaling Factor

For pre 1992 = 1/Z

For 1992 onwards = Z_{1992}/Z

(where Z_{1992} is the NZS4203:1992 Zone Factor from accompanying figure 3.5(b))

Factor B 3.57

2.4 Return Period Scaling Factor, Factor C

a) Building Importance Level
(from NZS1170.0:2004, Table 3.1 and 3.2)

Choose Importance Level
○ 1 ◉ 2 ○ 3 ○ 4

b) Return Period Scaling factor from accompanying Table 3.1

Factor C 1

2.5 Ductility Scaling Factor, Factor D

a) Assessed Ductility of Existing Structure, μ
(shall be less than maximum given in accompanying Table 3.2)

μ =	2	Longitudinal Direction
μ =	2	Transverse Direction

b) Ductility Scaling factor

		Longitudinal k_μ	**Transverse** k_μ
For pre 1976	=	1.12	1.12
	=		
For 1976 onwards	=	1	1

(where k_μ is NZS1170.5:2004 Ductility Factor, from accompanying Table 3.3)

Factor D	
Longitudinal:	1.57
Transverse:	1.57

2.6 Structural Performance Factor, Factor E

a) Structural Performance Factor, S_p
(from accompanying Figure 3.4)

0.7	Longitudinal Direction
0.7	Transverse Direction

b) Structural Performance Scaling Factor = $1/S_p$

Factor E	
Longitudinal:	1.43
Transverse:	1.43

2.7 Baseline %NBS for Building, $(\%NBS)_b$
(equals $(\%NBS)_{nom}$ xAxBxCxDxE)

Longitudinal:	30
Transverse:	30

Table IEP-2 Initial Evaluation Procedure - Step 3 Page 4

(Refer Table IEP - 1 for Step 1; Table IEP - 3 for Steps 3; Table IEP - 4 for Steps 4, 5 and 6))

Building Name:	Taupo Airport - Timber Office	Ref: 130752
Location:	Taupo, New Zealand	By: LH
Direction Considered:	a) Longitudinal & b) Transverse	
(Choose worse case if clear at start. Complete IEP-2 and IEP-3 for each if in doubt)		Date: 30/08/2013

a) Longitudinal Direction

Step 3 - Assessment of Performance Achievement Ratio (PAR)

(Refer Appendix B - Section B3.2)

Critical Structural Weakness	Building Score	Effect on Structural Performance (Choose a value - Do not interpolate)
3.1 Plan Irregularity *Effect on Structural Performance*	Factor A: 1	Plan Irregularity: ○ Severe ○ Significant ◉ Insignificant
		Comment:
3.2 Vertical Irregularity *Effect on Structural Performance*	Factor B: 1	Vertical Irregularity: ○ Severe ○ Significant ◉ Insignificant
		Comment:
3.3 Short Columns *Effect on Structural Performance*	Factor C: 1	Short Columns: ○ Severe ○ Significant ◉ Insignificant
		Comment:

3.4 Pounding Potential

(Estimate D1 and D2 and set D = the lower of the two, or =1.0 if no potential for pounding)

a) Factor D1: - Pounding Effect

Select appropriate value from Table

Note:
Values given assume the building has a frame structure. For stiff buildings (eg with shear walls), the effect of pounding may be reduced by taking the co-efficient to the right of the value applicable to frame buildings.

Factor D1= 1

Table for Selection of Factor D1	Severe	Significant	Insignificant
Separation	0<Sep<.005H	.005<Sep<.01H	Sep>.01H
Alignment of Floors within 20% of Storey Height	○ 0.7	○ 0.8	◉ 1
Alignment of Floors not within 20% of Storey Height	○ 0.4	○ 0.7	○ 0.8

b) Factor D2: - Height Difference Effect

Select appropriate value from Table

Factor D2= 1

Table for Selection of Factor D2	Severe	Significant	Insignificant
	0<Sep<.005H	.005<Sep<.01H	Sep>.01H
Height Difference > 4 Storeys	○ 0.4	○ 0.7	○ 1
Height Difference 2 to 4 Storeys	○ 0.7	○ 0.9	○ 1
Height Difference < 2 Storeys	○ 1	○ 1	◉ 1

Factor D: 1 ***(Set D = lesser of D1 and D2 or.. set D = 1.0 if no prospect of pounding)***

3.5 Site Characteristics - *(Stability, landslide threat, liquefaction etc)*

Effect on Structural Performance

Severe	Significant	Insignificant
Factor E: 1 ○ 0.5 max	○ 0.7	◉ 1

3.6 Other Factors

Factor F: 2.5 ***for≤ 3 storeys - maximum value 2.5, otherwise - maximum value 1.5. No minimum***

Record rationale for choice of Factor F:
Timber structure, single level.

2.7 Performance Achievement Ratio (PAR)
(equals **AxBxCxDxExF**)

PAR 2.50

Table IEP-2 Initial Evaluation Procedure - Step 3 **Page 5**

(Refer Table IEP - 1 for Step 1; Table IEP - 3 for Steps 3; Table IEP - 4 for Steps 4, 5 and 6))

Building Name:	Taupo Airport - Timber Office	Ref:	130752
Location:	Taupo, New Zealand	By:	LH
Direction Considered:	a) Longitudinal & b) Transverse		
(Choose worse case if clear at start. Complete IEP-2 and IEP-3 for each if in doubt)		Date:	30/08/2013

b) Transverse Direction

Step 3 - Assessment of Performance Achievement Ratio (PAR)

(Refer Appendix B - Section B3.2)

Critical Structural Weakness	Building Score	Effect on Structural Performance (Choose a value - Do not interpolate)
3.1 Plan Irregularity *Effect on Structural Performance*	Factor A 1	Plan Irregularity: ○ Severe ○ Significant ◉ Insignificant
		Comment
3.2 Vertical Irregularity *Effect on Structural Performance*	Factor B 1	Vertical Irregularity: ○ Severe ○ Significant ◉ Insignificant
		Comment
3.3 Short Columns *Effect on Structural Performance*	Factor C 1	Short Columns: ○ Severe ○ Significant ◉ Insignificant
		Comment

3.4 Pounding Potential

(Estimate D1 and D2 and set D = the lower of the two, or =1.0 if no potential for pounding)

a) Factor D1: - Pounding Effect

Select appropriate value from Table

Note:
Values given assume the building has a frame structure. For stiff buildings (eg with shear walls), the effect of pounding may be reduced by taking the co-efficient to the right of the value applicable to frame buildings.

Factor D1= 1

Table for Selection of Factor D1	Severe	Significant	Insignificant
Separation	0<Sep<.005H	.005<Sep<.01H	Sep>.01H
Alignment of Floors within 20% of Storey Height	○ 0.7	○ 0.8	◉ 1
Alignment of Floors not within 20% of Storey Height	○ 0.4	○ 0.7	○ 0.8

b) Factor D2: - Height Difference Effect

Select appropriate value from Table

Factor D2= 1

Table for Selection of Factor D2	Severe	Significant	Insignificant
	0<Sep<.005H	.005<Sep<.01H	Sep>.01H
Height Difference > 4 Storeys	○ 0.4	○ 0.7	○ 1
Height Difference 2 to 4 Storeys	○ 0.7	○ 0.9	○ 1
Height Difference < 2 Storeys	○ 1	○ 1	◉ 1

Factor D 1 *(Set D = lesser of D1 and D2 or.. set D = 1.0 if no prospect of pounding)*

3.5 Site Characteristics - *(Stability, landslide threat, liquefaction etc)*

Effect on Structural Performance

	Severe	Significant	Insignificant
Factor E 1	○ 0.5 max	○ 0.7	◉ 1

3.6 Other Factors

Factor F 2.5 ***for ≤ 3 storeys - maximum value 2.5, otherwise - maximum value 1.5. No minimum***

Record rationale for choice of Factor F:

Timber structure, single level.

2.7 Performance Achievement Ratio (PAR) PAR 2.50

(equals **AxBxCxDxExF**)

Table IEP- 4 Initial Evaluation Procedure Steps 4, 5 and 6 Page 6

(Refer Table IEP - 1 for Step 1; Table IEP - 2 for Step 2; Table IEP - 3 for step 3)

Building Name:	Taupo Airport - Timber Office	Ref:	130752
		By:	LH
Location:	Taupo, New Zealand	Date:	30/08/2013

Step 4 - Percentage of New Building Standard (%NBS)

	Longitudinal	Transverse
4.1 Assessed Baseline (%NBS)$_b$ (from Table IEP - 1)	30	30
4.2 Performance Achievement Ratio (PAR) (from Table IEP - 2)	2.50	2.50
4.3 PAR x Baseline (%NBS)b	75	75
4.4 Percentage New Building Standard (%NBS) (Use lower of two values from Step 3.3)		75

Step 5 - Potentially earthquake Prone?

(Mark as appropriate) %NBS≤ 33 NO

Step 6 - Potentially Earthquake Risk? %NBS<67 NO

Step 7 - Provisional Grading for Seismic Risk based on IEP

Seismic Grade B

Evaluation Confirmed by...

Signature

Name Ian C. Smith

CPEng. No 27179

Relationship between Grade and SPS:

Grade:	A+	A	B	C	D	E
SPS:	> 100	100 to 80	80 to 67	67 to 33	33 to 20	< 20

Table IEP-1 Initial Evaluation Procedure Step 1 **Page 1**

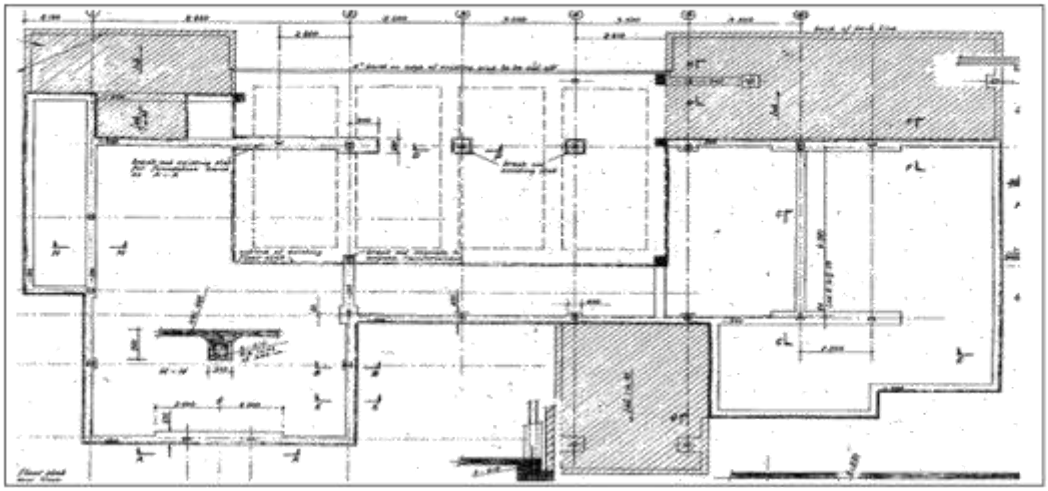
(Refer Table IEP - 2 for Step 2; Table IEP - 3 for Steps 3; Table IEP - 4 for Steps 4, 5 and 6)

Building Name:	**Taupo Airport Terminal**	**Ref:**	130752
Location:	**Taupo , New Zealand**	**By:**	LH
		Date:	30/08/2013

Step 1 - General Information

1.1 Photos (attach sufficient to describe building)

1.2 Sketch of building plan



1.3 List relevant features

Structural drawings indicate that Taupo Airport terminal was designed and constructed circa 1979 for its intended use as the airport terminal building. The building is single level and irregularly shaped vertically and also horizontally.

Foundations consist of reinforced concrete strip footings around the perimeter and below internal load bearing walls. There are reinforced concrete pads below frame column positions. The foundation layout is included above.

The main super-structure of the building is constructed from a series of structural steel frames the columns of which are concrete encased. Longitudinal steel beams are also concrete encased. The building has large openings on the runway side to allow observation of aircraft. Other than windows and doors the balance of the building is clad in brick veneer. The roof is pitched steeply with a number of hips and has timber trusses spanning across the building. Above the trusses is timber sarking. The roof structure is braced further with rod style

1.4 Note information sources

	tick as appropriate
Visual Inspection of Exterior	☑
Visual Inspection of Interior	☑
Drawings (note type)	☐
Specifications	☐
Geotechnical Reports	☐
Other (list)	☑ Property File from TDC

Table IEP-2 Initial Evaluation Procedure - Step 2 Page 2

(Refer Table IEP - 1 for Step 1; Table IEP - 3 for Steps 3; Table IEP - 4 for Steps 4, 5 and 6))

Building Name:	Taupo Airport Terminal	Ref:	130752
Location:	Taupo , New Zealand	By:	LH
Direction Considered:	a) Longitudinal & b) Transverse		
(Choose worse case if clear at start. Complete IEP-2 and IEP-3 for each if in doubt)		Date:	30/08/2013

Step 2 - Determination of $(\%NBS)_b$

2.1 Determine nominal(%NBS)= $(\%NBS)_{nom}$

a) Date of Design and Seismic Zone

Note: Only periods between 1965-1992 require seismic zone to be chosen

- ○ Pre 1935 — see notes 1, 3
- ○ 1935-1965
- ○ 1965-1976
- ◉ 1976-1992 — see note 2
- ○ 1992-2004

Seismic Zone: Zone A

b) Soil Type

From NZS1170.5:2004, Cl3.1.3

NZS1170.5:2004
- ○ A or B Rock
- ○ C Shallow Soil
- ◉ D Soft Soil
- ○ E Very Soft Soil

From NZS4203:1992,Cl 4.6.2.2
(for 1992-2004 only, and only if known)

NZS4203:1992
- ◉ Rigid
- ○ Intermediate

c) Estimate Period, T

can use following:

period, T: 0.602 | 0.602 seconds

		Longitudinal	Transverse
$T = 0.09h_n^{0.75}$	for moment resisting concrete frame	○ MRCF	○ MRCF
$T = 0.14h_n^{0.75}$	for moment resisting steel frame	◉ MRSF	◉ MRSF
$T = 0.08h_n^{0.75}$	for eccentrically braced frame	○ EBF	○ EBF
$T = 0.06h_n^{0.75}$	for all other frame structures	○ Other	○ Other
$T = 0.09h_n^{0.75}/A_c^{0.5}$	for concrete shear walls	○ CSW	○ CSW
$T \le 0.4$sec	for masonry shear walls	○ MSW	○ MSW

Where h_n = height from base of structure to uppermost seismic weight

or mass, $Ac = \sum A_i(0.2 + L_w/h_n)^2$

A_i = cross-sectional shear area of shear wall i in the first storey of building (m2)

L_w = length of shear wall i in the first storey in the direction parallel to the applied forces (m)

with the restriction that L_w / h_n shall not exceed 0.9

	Longitudinal	Transverse
h_n =	7	7
A_c =	0.0	0

d) $(\%NBS)_{nom}$ determined from Figure 3.3

Longitudinal	20.0	$(\%NBS)_{nom}$
Tranverse	20.0	$(\%NBS)_{nom}$

Add specific value from figure 3.3

Note 1: For buildings designed prior to 1965 and known to be designed as a public building in accordance with the code, multiply $(\%NBS)_{nom}$ by 1.25
For buildings designed 1965-1976 and known to be designed as public buildings in accordance with the code of the time, multiply $(\%NBS)_{nom}$ by 1.33-Zone A, or by 1.2 - Zone B

1

Note 2: For reinforced concrete buildings designed between 1976-84 multiply $(\%NBS)_{nom}$ by 1.2

1

Note 3: For buildings designed prior to 1935 multiply $(\%NBS)_{nom}$ by 0.8 except for Wellington when the factor may be taken as 1

1

Longitudinal	20.00	$(\%NBS)_{nom}$
Tranverse	20.00	$(\%NBS)_{nom}$

Table IEP-2 Initial Evaluation Procedure Step 2 continued **Page 3**

2.2 Near Fault Scaling Factor, Factor A
If T≤1.5 sec, Factor A=1

a) Near fault factor, N(T,D)
(from NZS1170.5:2004, Cl 3.1.6)

Longitudinal:	1
Transverse:	1

b) Near fault Scaling Factor = **1/N(T,D)**

Factor A	
Longitudinal:	1
Transverse:	1

2.3 Hazard Scaling Factor, Factor B

a) Hazard Factor, Z for site
(from NZS1170.5:2004, Table 3.3)

Site Area: Taupo

Z = 0.28

Z_{1992} = 0.9 Refer to Figure 3.5(b) (NZS 4203: 1992)

b) Hazard Scaling Factor

For pre 1992 = 1/Z

For 1992 onwards = Z_{1992}/Z

(where Z_{1992} is the NZS4203:1992 Zone Factor from accompanying figure 3.5(b))

Factor B 3.57

2.4 Return Period Scaling Factor, Factor C

a) Building Importance Level
(from NZS1170.0:2004, Table 3.1 and 3.2)

Choose Importance Level
○ 1 ○ 2 ◉ 3 ○ 4

b) Return Period Scaling factor from accompanying Table 3.1

Factor C 1.1

2.5 Ductility Scaling Factor, Factor D

a) Assessed Ductility of Existing Structure, μ
(shall be less than maximum given in accompanying Table 3.2)

μ =	2	Longitudinal Direction
μ =	2	Transverse Direction

b) Ductility Scaling factor

		Longitudinal k_μ	**Transverse** k_μ
For pre 1976	=	1.43	1.43
For 1976 onwards	=	1	1

(where k_μ is NZS1170.5:2004 Ductility Factor, from accompanying Table 3.3)

Factor D	
Longitudinal:	1.00
Transverse:	1.00

2.6 Structural Performance Factor, Factor E

a) Structural Performance Factor, S_p
(from accompanying Figure 3.4)

0.7	Longitudinal Direction
0.7	Transverse Direction

b) Structural Performance Scaling Factor = $1/S_p$

Factor E	
Longitudinal:	1.43
Transverse:	1.43

2.7 Baseline %NBS for Building, $(\%NBS)_b$
(equals $(\%NBS)_{nom}$ xAxBxCxDxE)

Longitudinal:	112
Transverse:	112

Table IEP-2 Initial Evaluation Procedure - Step 3 **Page 4**

(Refer Table IEP - 1 for Step 1; Table IEP - 3 for Steps 3; Table IEP - 4 for Steps 4, 5 and 6))

Building Name:	Taupo Airport Terminal	Ref: 130752
Location:	Taupo , New Zealand	By: LH
Direction Considered:	a) Longitudinal & b) Transverse	
(Choose worse case if clear at start. Complete IEP-2 and IEP-3 for each if in doubt)		Date: 30/08/2013

a) Longitudinal Direction

Step 3 - Assessment of Performance Achievement Ratio (PAR)

(Refer Appendix B - Section B3.2)

Critical Structural Weakness	Building Score	Effect on Structural Performance *(Choose a value - Do not interpolate)*
3.1 Plan Irregularity *Effect on Structural Performance*	Factor A 0.7	Plan Irregularity: ○ Severe ◉ Significant ○ Insignificant
		Comment:
3.2 Vertical Irregularity *Effect on Structural Performance*	Factor B 0.7	Vertical Irregularity: ○ Severe ◉ Significant ○ Insignificant
		Comment:
3.3 Short Columns *Effect on Structural Performance*	Factor C 1	Short Columns: ○ Severe ○ Significant ◉ Insignificant
		Comment:

3.4 Pounding Potential

(Estimate D1 and D2 and set D = the lower of the two, or =1.0 if no potential for pounding)

a) Factor D1: - Pounding Effect

Select appropriate value from Table

Note:
Values given assume the building has a frame structure. For stiff buildings (eg with shear walls), the effect of pounding may be reduced by taking the co-efficient to the right of the value applicable to frame buildings.

Factor D1= 1

Table for Selection of Factor D1	Severe	Significant	Insignificant
Separation	0<Sep<.005H	.005<Sep<.01H	Sep>.01H
Alignment of Floors within 20% of Storey Height	○ 0.7	○ 0.8	◉ 1
Alignment of Floors not within 20% of Storey Height	○ 0.4	○ 0.7	○ 0.8

b) Factor D2: - Height Difference Effect

Select appropriate value from Table

Factor D2= 1

Table for Selection of Factor D2	Severe	Significant	Insignificant
	0<Sep<.005H	.005<Sep<.01H	Sep>.01H
Height Difference > 4 Storeys	○ 0.4	○ 0.7	○ 1
Height Difference 2 to 4 Storeys	○ 0.7	○ 0.9	○ 1
Height Difference < 2 Storeys	○ 1	○ 1	◉ 1

Factor D 1 ***(Set D = lesser of D1 and D2 or.. set D = 1.0 if no prospect of pounding)***

3.5 Site Characteristics - *(Stability, landslide threat, liquefaction etc)*

Effect on Structural Performance

Severe	Significant	Insignificant
Factor E 1 ○ 0.5 max	○ 0.7	◉ 1

3.6 Other Factors

Factor F 2 ***for≤ 3 storeys - maximum value 2.5, otherwise - maximum value 1.5. No minimum***

Record rationale for choice of Factor F:
Has concrete encased steel frame elements, sarking etc

2.7 Performance Achievement Ratio (PAR)
(equals **AxBxCxDxExF**)

PAR 0.98

Table IEP-2 Initial Evaluation Procedure - Step 3 **Page 5**

(Refer Table IEP - 1 for Step 1; Table IEP - 3 for Steps 3; Table IEP - 4 for Steps 4, 5 and 6))

Building Name:	Taupo Airport Terminal	Ref:	130752
Location:	Taupo , New Zealand	By:	LH
Direction Considered:	a) Longitudinal & b) Transverse		
(Choose worse case if clear at start. Complete IEP-2 and IEP-3 for each if in doubt)		Date:	30/08/2013

b) Transverse Direction

Step 3 - Assessment of Performance Achievement Ratio (PAR)

(Refer Appendix B - Section B3.2)

Critical Structural Weakness	Building Score	Effect on Structural Performance (Choose a value - Do not interpolate)
3.1 Plan Irregularity *Effect on Structural Performance*	Factor A 0.7	Plan Irregularity: ○ Severe ◉ Significant ○ Insignificant
		Comment .....
3.2 Vertical Irregularity *Effect on Structural Performance*	Factor B 0.7	Vertical Irregularity: ○ Severe ◉ Significant ○ Insignificant
		Comment .....
3.3 Short Columns *Effect on Structural Performance*	Factor C 1	Short Columns: ○ Severe ○ Significant ◉ Insignificant
		Comment .....

3.4 Pounding Potential

(Estimate D1 and D2 and set D = the lower of the two, or =1.0 if no potential for pounding)

a) Factor D1: - Pounding Effect

Select appropriate value from Table

Note:
Values given assume the building has a frame structure. For stiff buildings (eg with shear walls), the effect of pounding may be reduced by taking the co-efficient to the right of the value applicable to frame buildings.

Factor D1= 1

Table for Selection of Factor D1	Severe	Significant	Insignificant
Separation	0<Sep<.005H	.005<Sep<.01H	Sep>.01H
Alignment of Floors within 20% of Storey Height	○ 0.7	○ 0.8	◉ 1
Alignment of Floors not within 20% of Storey Height	○ 0.4	○ 0.7	○ 0.8

b) Factor D2: - Height Difference Effect

Select appropriate value from Table

Factor D2= 1

Table for Selection of Factor D2	Severe	Significant	Insignificant
	0<Sep<.005H	.005<Sep<.01H	Sep>.01H
Height Difference > 4 Storeys	○ 0.4	○ 0.7	○ 1
Height Difference 2 to 4 Storeys	○ 0.7	○ 0.9	○ 1
Height Difference < 2 Storeys	○ 1	○ 1	◉ 1

Factor D 1 *(Set D = lesser of D1 and D2 or.. set D = 1.0 if no prospect of pounding)*

3.5 Site Characteristics - *(Stability, landslide threat, liquefaction etc)*

Effect on Structural Performance

Factor E 1	Severe	Significant	Insignificant
	○ 0.5 max	○ 0.7	◉ 1

3.6 Other Factors

Factor F 2 *for ≤ 3 storeys - maximum value 2.5, otherwise - maximum value 1.5. No minimum*

Record rationale for choice of Factor F:

Concrete encased steel frames in this direction. Timber roof structure including sarking.

2.7 Performance Achievement Ratio (PAR)

(equals **AxBxCxDxExF**) PAR 0.98

Table IEP- 4 Initial Evaluation Procedure Steps 4, 5 and 6 Page 6

(Refer Table IEP - 1 for Step 1; Table IEP - 2 for Step 2; Table IEP - 3 for step 3)

Building Name:	Taupo Airport Terminal	Ref:	130752
		By:	LH
Location:	Taupo , New Zealand		
		Date:	30/08/2013

Step 4 - Percentage of New Building Standard (%NBS)

	Longitudinal	Transverse
4.1 Assessed Baseline (%NBS)$_b$ (from Table IEP - 1)	112	112
4.2 Performance Achievement Ratio (PAR) (from Table IEP - 2)	0.98	0.98
4.3 PAR x Baseline (%NBS)b	110	110
4.4 Percentage New Building Standard (%NBS) (Use lower of two values from Step 3.3)		110

Step 5 - Potentially earthquake Prone?

(Mark as appropriate) %NBS≤ 33 NO

Step 6 - Potentially Earthquake Risk? %NBS<67 NO

Step 7 - Provisional Grading for Seismic Risk based on IEP

Seismic Grade A+

Evaluation Confirmed by...

Signature

Name Ian C. Smith

CPEng. No 27179

Relationship between Grade and SPS:

Grade:	A+	A	B	C	D	E
SPS:	> 100	100 to 80	80 to 67	67 to 33	33 to 20	< 20

Statement of Financial Performance
for the period ending 31 March 2017

Taupo Airport Authority

	YTD Actual 31/03/17 $	YTD Budget 31/03/17 $	YTD Variance $	Full Year Budget (as per SOI) 30/06/17 $	IGNORE Full Year Forecast 30/06/17
Income					
Landing charges - Bulk	3,547	3,753	(206)	5,004	5,000
Landing charges - General Aviation	195,806	198,170	(2,364)	263,900	240,000
Landing charges - Charters	2,175	2,000	175	2,000	3,500
Aircraft Parking	3,000	-	3,000	-	3,500
Leases	142,346	142,335	11	190,710	190,000
Terminal Rent	19,841	23,400	(3,559)	31,200	26,900
Advertising	617	1,000	(383)	1,000	1,000
Fuel Commission	3,955	2,500	1,455	4,000	5,000
Hay Sales	4,600	-	4,600	-	4,600
Other income	4,492	5,654	(1,162)	6,140	5,000
Interest	1,517	5,450	(3,933)	7,250	2,000
Total operating revenue	**381,896**	**384,262**	**(2,366)**	**511,204**	**486,500**
Expenditure					
Employee Expenses					
Employee expenses	119,885	116,283	(3,602)	151,200	163,155
Training & associated costs	1,175	3,000	(1,825)	3,000	2,000
	121,060	**119,283**	**(5,427)**	**154,200**	**160,000**
Management and Administration Expenses					
Accountancy & Business Services - Taupo District Council	9,375	9,378	3	12,504	12,500
Audit fees - Audit NZ	9,783	10,425	642	13,900	13,500
CAA Audit fees	-	300	300	300	300
Taxation / Revaluation Fees	6,650	8,500	1,850	8,500	8,500
Directors fees and expenses	-	2,000	2,000	2,000	1,500
Bad and doubtful debts	33	-	(33)	-	
Administration	3,100	2,151	(949)	2,868	4,000
	28,941	**32,754**	**3,813**	**40,072**	**40,300**
Other Operating Expenditure					
Cleaning	12,793	14,250	1,457	18,700	18,500
Catering	409	-	(409)	-	1,000
Entertainment	78	-	(78)	-	100
Telecommunications	1,409	1,350	(59)	1,800	2,000
WIFI costs	1,628	1,350	(278)	1,800	2,000
Travel	2,956	3,250	294	4,000	4,500
Contractors	2,877	3,450	573	4,500	4,000
Consultants fees	6,036	-	(6,036)	-	10,000
Electricity	8,639	11,175	2,536	16,480	13,000
Equipment hire	23,394	12,942	(10,452)	17,256	30,000
Ground maintenance - Airside	5,891	2,336	(3,555)	8,000	8,000
Ground maintenance - Other	7,222	10,312	3,090	8,200	8,000
Runway maintenance	3,296	5,500	2,204	7,000	5,000
Building maintenance	6,069	3,000	(3,069)	4,000	7,000
Software maintenance	185	2,250	2,065	3,000	1,000
Vehicle Maintenance	2,611	1,500	(1,111)	1,500	3,000
Roading maintenance	-	6,375	6,375	8,500	1,000
Other maintenance	821	2,662	1,841	3,450	1,500
Software Licences	9,224	6,345	(2,879)	8,460	13,000
Aerodrome Inspections & Bird Control	7,329	7,632	303	10,176	9,500
Rates	9,735	3,517	(6,218)	14,068	13,000
Stationery and supplies	7,498	6,725	(773)	8,500	8,500
Subscriptions	2,578	2,250	(328)	3,000	3,500
Insurance	5,546	5,310	(236)	7,080	7,000
Rubbish Disposal	1,783	1,662	(121)	2,226	2,500
Security	1,420	1,500	80	2,000	2,000
Vehicle running costs	620	2,270	1,650	2,750	1,000
Loss on disposal of intangable assets	-	-	-	-	
Total operating expenditure	**132,167**	**118,913**	**(13,254)**	**166,448**	**179,600**
Operating surplus/(deficit) before depreciation & taxation	**99,728**	**113,312**	**(17,234)**	**150,486**	**106,600**
Depreciation & Amortisation					
Depreciation	211,037	204,278	(6,759)	271,878	**272,000**
	211,037	**204,278**	**(6,758)**	**271,878**	**272,000**
Operating surplus/(deficit) before taxation	**(111,309)**	**(90,966)**	**(23,993)**	**(121,392)**	**(165,400)**

Items Capitalised in this period

Items Capitalised this financial year

Ramp area around new fuel pumps	46,236.00
Cabinet for Server	1,210.00
Carpet For Airport Office	2,913.00
Fridge for Corporate Catering	945.00

Statement of Financial Performance
for the period ending 31 March 2017

	January Actual	February Actual	March Actual	YTD Actual
				$
Income				
Landing charges	31,542	18,544	25,264	199,353
Landing charges - Charters	-	441	423	2,175
Aircraft Parking	240	-	360	3,000
Leases	15,816	15,816	15,816	142,346
Terminal Rent	2,205	2,205	2,205	19,841
Advertising	-	309	-	617
Fuel Commission	-	2,691	1,264	3,955
Hay Sales	-	-	-	4,600
Other Income	58	952	2,241	4,492
Interest	136	124	142	1,517
Total operating revenue	**49,997**	**41,082**	**47,715**	**381,896**
Expenditure				
Employee Expenses				
Employee expenses	10,605	13,049	11,115	119,885
Training & associated costs	-	-	-	1,175
	10,605	**13,049**	**11,115**	**121,060**
Management and Administration Expenses				
Accountancy & Business Services - Taupo District Council	1,042	1,042	1,042	9,375
Audit fees - Audit NZ	991	991	991	9,783
CAA Audit fees	-	-	-	-
Taxation / Revaluation Fees	-	-	-	6,650
Directors fees and expenses	-	-	-	-
Bad and doubtful debts	-	-	33	33
Administration	55	268	694	3,100
	2,088	**2,301**	**2,760**	**28,941**
Other Operating Expenditure				
Cleaning	1,377	1,370	1,375	12,793
Catering	-	-	-	409
Entertainment	-	-	-	78
Telecommunications	155	149	149	1,409
WIFI costs	181	181	181	1,628
Travel	-	-	-	2,956
Contractors	443	288	383	2,877
Consultants fees	-	-	2,827	6,036
Electricity	592	1,000	141	8,659
Equipment hire	2,264	3,121	2,497	23,394
Ground maintenance - Airside	1,138	(59)	182	5,991
Ground maintenance - Other	536	662	1,521	7,222
Runway maintenance	-	-	1,316	3,296
Building maintenance	250	1,075	478	6,069
Software maintenance	-	130	-	186
Vehicle Maintenance	-	1,786	825	2,611
Other maintenance	-	178	-	821
Software Licences	1,032	1,011	1,002	9,224
Aerodrome Inspections & Bird Control	428	560	1,039	7,329
Rates	-	3,012	-	9,735
Stationery and supplies	(9)	596	1,596	7,498
Subscriptions	251	433	400	2,578
Insurance	655	592	655	5,546
Rubbish Disposal	220	224	220	1,783
Security	85	85	65	1,420
Vehicle running costs	14	(1,606)	57	620
Total operating expenditure	**9,612**	**14,788**	**16,909**	**132,167**
Operating surplus/(deficit) before depreciation & taxation	**27,692**	**10,944**	**16,931**	**99,728**
Depreciation & Amortisation				
Depreciation	23,899	21,575	23,873	211,037
	23,899	**21,575**	**23,873**	**211,037**
Operating surplus/(deficit) before taxation	**3,793**	**(10,631)**	**(6,942)**	**(111,309)**

Balance Sheet
as at 31 March 2017

	31/03/2017	Full Yr 30/06/2015
Equity	$	$
Equity Interest of Joint Venture Partners	4,071,587	4,071,587
Appropriation Accounts	2,214,603	2,325,910
Asset Revaluation Reserves	3,971,980	3,971,980
Total Equity	10,258,170	10,369,477
Assets		
Current Assets		
Cash & Cash Equivalents	502,899	472,067
Other Financial Assets	-	-
Trade & Other Receivables	69,712	54,632
Provision for income tax	-	-
Total current assets	572,611	526,699
Non-Current Assets		
Intangible Assets	1,772	2,670
Property, Plant and Equipment	10,764,568	10,914,530
Total non-current assets	10,766,340	10,917,200
Total Assets	11,338,951	11,443,899
Liabilities		
Current Liabilities		
Trade & Other Payables	48,597	61,228
Income in Advance	44,541	25,937
Employee Entitlements	35,463	34,135
Total current liabilities	128,601	121,300
Non-Current Liabilities		
Borrowings	-	-
Employee Entitlements	-	942
Deferred Tax Liability	952,180	952,180
Total non-current liabilities	952,180	953,122
Total Liabilities	1,080,781	1,074,422
Net Assets	10,258,170	10,369,477