



I give notice that
a Taupō Airport Authority Committee Meeting will be held on:

Date:	Monday, 23 February 2026
Time:	1.30pm
Location:	Taupō Airport
	ANZAC Memorial Drive
	Taupō

AGENDA

MEMBERSHIP

Chairperson To be appointed

Deputy Chairperson To be appointed

Members Mayor John Funnell
Cr Duncan Campbell
Cr Steve Manunui
Mr Chris Grace
Vacancy
Mr Bryan Field (Observer)
Mr Barry Payne (Observer)

Quorum 3

Julie Gardyne
Chief Executive

Order Of Business

1	Karakia	
2	Whakapāha Apologies	
3	Ngā Whakapānga Tukituki Conflicts of Interest	
4	Whakamanatanga O Ngā Meneti Confirmation of Minutes	
	Nil	
5	Ngā Ripoata Reports	
5.1	Election of a Temporary Chairperson	3
5.2	Welcome to the Taupō Airport Authority Committee	4
5.3	Operations Update	5
5.4	Finance Report for the period ended 31 December 2025	9
5.5	Approval and Adoption of the Interim 6 Month Financial Statements to 31 December 2025	10
5.6	Taupō Airport Authority Draft Statement of Intent 1 July 2026 - 30 June 2029	11
5.7	Taupō Airport Authority Capital Projects Update	12
5.8	District Plan Notice of Requirement and Private Plan Change	15
5.9	New Zealand Airports	17
5.10	Joint Venture Airports	18
5.11	Land to the west of the airport	19
5.12	Taupō Airport car parking charges	20
6	Ngā Kōrero Tūmataiti Confidential Business	
6.1	Leases and contracts	21
6.2	Ruapehu Aviation	21
6.3	Business Development Airside	21
6.4	Business Development Landside	21

5.1 ELECTION OF A TEMPORARY CHAIRPERSON

Author: Dana Periam, Committee Advisor

Authorised by: Nigel McAdie, Legal and Governance Manager

TE PŪTAKE | PURPOSE

To enable the election of a temporary chairperson for this meeting of the Taupō Airport Authority Committee. Note that the election of the Chairperson of TAA for the remainder of the 2025-28 triennium will take place at a future TAA meeting once the vacancy has been filled. For clarity this paper relates to this meeting only.

NGĀ KŌRERORERO | DISCUSSION

Following the local elections held on 11 October 2025, His Worship the Mayor, John Funnell exercised Mayoral powers set out in s 41A(3) of the Local Government Act 2002, to establish committees and appoint chairpersons to those committees (refer Council meeting agenda 25 November 2025, item 5.2).

At the meeting held on 25 November, Council appointed councillors to committees and noted that the chairperson of the Taupō Airport Authority Committee would be formally elected at the first Committee meeting. Given there is a vacancy on the Taupō Airport Authority Committee, a temporary Chairperson will be appointed for this meeting. Once the vacancy has been filled, the Committee will appoint a Chairperson and a Deputy Chairperson for the remainder of the 2025-28 Triennium.

Clause 25 of Schedule 7 to the Local Government Act 2002 sets out the process to be followed for appointment of a chairperson to a committee and is **attached** for members' information.

WHAKAKAPINGA | CONCLUSION

It is recommended that the Committee elects a temporary Chairperson for this meeting.

NGĀ TŪTOHUNGA | RECOMMENDATION(S)

That the Taupō Airport Authority Committee:

1. Confirms that System ___ be used to determine the election process for the Chairperson; and
2. Elects _____ as the Chairperson of this meeting of the Taupō Airport Authority Committee.

NGĀ TĀPIRHANGA | ATTACHMENTS

1. Clause 25 to Schedule 7 of the Local Government Act 2002.

5.2 WELCOME TO THE TAUPŌ AIRPORT AUTHORITY COMMITTEE

Author: Dana Periam, Committee Advisor

Authorised by: Nigel McAdie, Legal and Governance Manager

TE PŪTAKE | PURPOSE

To provide information to support members of Taupō Airport Authority Committee in their role.

NGĀ KŌRERORERO | DISCUSSION

As this is the inaugural meeting of the Taupō Airport Authority Committee for the 2025-28 Triennium, some information is set out below to support members.

General

The Taupō Airport Authority Committee ensures that the maintenance of the Taupō Airport assets and core infrastructure will be effectively managed and will ensure full compliance with Civil Aviation Authority Rule Part 139.

The primary goals of the Taupō Airport Authority are to operate the Airport on a sustainable commercial basis, optimise the use of its assets and ensure the ongoing safe and successful operation of the Airport.

For the 2025-28 Triennium, the membership has increased to include one Ministry of Transport observer and one Airport User Group observer. The observers do not have voting rights.

Terms of Reference and Delegations

The terms of reference and delegations from Council to the Taupō Airport Authority Committee are **attached** (Attachment 1).

Meeting Dates 2026

The Taupō Airport Authority Committee meets every two (2) months. Meeting dates for 2026 have been set and are listed below. All meetings start at 1.30pm and the venue is the Conference Room, Taupō Airport, ANZAC Memorial Drive, Taupō.

- Monday 23 February
- Monday 20 April
- Monday 29 June
- Monday 24 August
- Monday 28 September
- Monday 19 October
- Monday 7 December

WHAKAKAPINGA | CONCLUSION

It is recommended that the information is received.

NGĀ TŪTOHUNGA | RECOMMENDATION(S)

That the Taupō Airport Authority Committee receives the information provided to support members in their role for the 2025-28 Triennium.

NGĀ TĀPIRHANGA | ATTACHMENTS

1. Taupō Airport Authority Committee Terms of Reference and Delegations 2025-28

5.3 OPERATIONS UPDATE

Author: Wayne Wootton, General Manager Taupō Airport

Authorised by: Warrick Zander, General Manager Strategy and Environment

TE PŪTAKE | PURPOSE

To provide an update on Taupō Airport Authority operations for the reporting period to inform Members of current operational, safety and strategic matters relating to the management and operation of Taupō Airport. No immediate decisions are sought and the report is provided for information and oversight.

NGĀ KŌRERORERO | DISCUSSION**Operations update**Strategic and regulatory

- Next generation aircraft

TAA management welcomed Air New Zealand's Beta CX300 aircraft that flew into the Airport on its journey south to Wellington. The fully electric, zero-emissions aircraft offers an approximate range of 400km and during the trial stages will transport freight only of up to 600kg between Wellington and Blenheim.

- Emergency Management Bill (No. 2)

The Government asked for submissions to the proposed Bill which closed on 3 February 2026. The Bill listed several airports around the country that were deemed Essential Infrastructure Providers (EIP) and it had been noted that Taupō Airport was not included. Engagement had been done with the Council's Planning and Policy team to include Taupō Airport as a EIP within the submission by the Waikato Civil Defence Emergency Management Group.

- NZ Aeronautical information publication (AIP) review

The operation of Taupō Airport as listed in the AIP has been reviewed to ensure accuracy and clarity, particularly in response to nearby residential development and helicopter operations to the western sector.

- WorkSafe assessment

WorkSafe has been in contact with TAA management to arrange a site visit to assess airport tenant's tanker and trailer units that store fuel. This is in accordance with the current Hazardous Substances and New Organisms Act 1996 and a verbal update will be provided to the Committee at the meeting.

- Terminal fire evacuation

The twice-yearly terminal fire evacuation drill was conducted on 20 January 2026 in the late afternoon when passengers had started to arrive for the early evening flight. All went as intended and in alignment with the TAA terminal evacuation plan.

Infrastructure

- DVOR navigational aid

Airways New Zealand's DVOR replacement programme is progressing. Ground surveys were completed in late 2025 with further preliminary works required before tendering for the project construction phase which will be fully funded by Airways.

- Anzac Memorial Drive drainage works

Remedial repairs to the carriageway edge of the Airport perimeter road have been scheduled to take place and at the same time it is proposed to upgrade the existing drainage which currently consist of holes in the ground with concrete slabs on top. There are eight locations along the road which will be replaced with sumps, heavy-duty grates and formed concrete surrounds to guide water run-off from the road into the sumps and onwards to the existing stormwater detention areas.

Safety, security and risk management

- Wildlife hazard management

Wildlife mitigation is managed under the Airport's approved wildlife control plan. Enhanced seasonal control measures using multiple deterrent methods remain in place, with further improvements being investigated. The Airport has recently purchased a laser gun specifically for bird control which has proved to be a very good scaring device, particularly in dull conditions. This in conjunction with various noise controlling tools and regular vehicle sweeps of the operational areas have all resulted in the Airport having low occurrences.

- Obstacle limitation surfaces (OLS)

The OLS survey which was completed in December 2025 identified obstacles to the north of the aerodrome that are either within the OLS or close by. Engagement with the relevant landowner is required to address the encroachment for which TAA will be responsible for the cost of removal.

- Airport safety group

The quarterly meeting of the Airport safety group was held on 11 February 2026 and the minutes circulated accordingly. A verbal update will be provided to the Committee at the meeting.

- Civil Aviation Authority runway safety group

Management attended the December 2025 nationwide safety group meeting via Teams which involved the majority of airports around the country including the internationals. The meeting focussed on a number of various topics; however, none had any direct implications for Taupō Airport.

- Emergency services coordination

Management attended the emergency services coordinated committee meeting on 17 February 2026, and a verbal update will be provided to the Committee at the meeting.

- Terminal car park storm damage

Strong wind gusts on 29 December 2025 resulted in vegetation damage in the terminal car park with two mature trees being uprooted. Contractors were engaged to remove the debris and make the area safe. Management is proposing to replant the area and is currently reviewing in-house designs for planting in the autumn.

- Occurrence reporting

The 2025 occurrence report indicates a reduction in security-related events following improvements to the boundary of airside and landside with the installation of new fencing and automatic gates.

- CCTV enhancements

As part of this years' capital expenditure programme, additional CCTV cameras are being installed to improve coverage in the car park entry and exit areas. This is being carried out in conjunction with upgraded hardware and supported by ongoing software improvements.

Airport users

- Escape Aviation fixed based operator (FBO)

Escape Aviation continues to operate as an FBO supporting charter aircraft and in addition to the operation has now secured a mobile fuel tanker to enable pressurised refuelling of aircraft. TAA is working with the Council's legal team to formalise a lease or equivalent arrangement for the storage of the tanker in a bunded location adjacent to the apron.

- TAA user group

The annual TAA user group meeting was held on 18 December 2025 at the Taupō Airport Aero Club with presentations from management and Council executive team member, Warrick Zander. A group of airport users was in attendance, and some robust discussions were had during the evening.

Events and community engagement

- 2026 ITM Taupo Super 440

Planning is underway for the event which is scheduled for the 10 to 12 April. Management is working with the Council's events team, and it is proposed to advertise the event at the Airport to include terminal dressing and digital promotional activity.

- Ironman 70.3 World championships

The Council's events team are currently working on the promotion of the race programmed for 7 March which will also include the 2026 World Pro Series, and it is envisaged that there will be an increase in athletes due to the global interest. Management in conjunction with the events team is planning suitable promotional material for the terminal.

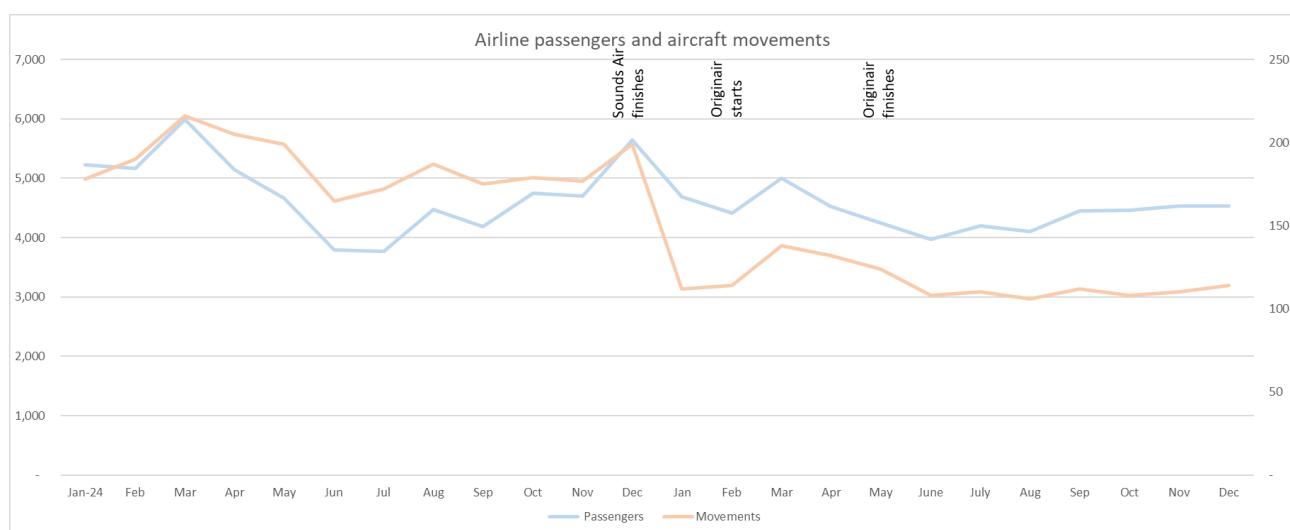
Training and capability development

- Operations training

The Operations Manager completed a one-day operations function training course facilitated by the Waikato Civil Defence Emergency Management Group on 29 October 2025.

Passengers

Passenger and aircraft movement numbers per month (January 2024 to December 2025)



Since the Taupō to Wellington air link ceased in May 2025 with a subsequent drop in passengers, numbers have shown a slight increase which has been helped by good loadings on the Taupō to Auckland sector and a small increase in aircraft movements by the national carrier. The rolling 12-month commercial passenger numbers through the airport was 53,094 and December 2025 was a good month with seasonal visitors to the region for the holiday break.

Members will be aware that Government is proposing to support the smaller airlines which will give the carriers some much needed financial assistance. Air New Zealand is also due to sign an interline agreement with Air Chathams initially on the Whakatane to Auckland sector. This is basically a partnership that allows passengers to check bags through to their final destination even though the journey may involve two airlines (e.g. Whakatane / Auckland / Christchurch) and should simplify the travel experience by transferring luggage automatically and issuing a single ticket across the two carriers.

Both of the above could lead to the smaller or second tier airlines seeking additional sectors and management will continue talks to see if a link to Wellington can be resumed.

WHAKAKAPINGA | CONCLUSION

It is recommended that the Committee receives the update.

NGĀ TŪTOHUNGA | RECOMMENDATION(S)

That the Taupō Airport Authority Committee receives the Airport operations update.

NGĀ TĀPIRIHANGA | ATTACHMENTS

Nil

5.4 FINANCE REPORT FOR THE PERIOD ENDED 31 DECEMBER 2025

Author: Danielle Klue, Finance Business Partner

Authorised by: Jeanette Paenga, Finance Manager

TE PŪTAKE | PURPOSE

To receive the summary finance report for the period ended 31 December 2025.

WHAKAKAPINGA | CONCLUSION

It's recommended that the Committee receives the finance report.

NGĀ TŪTOHUNGA | RECOMMENDATION(S)

That the Taupō Airport Authority Committee receives the Taupō Airport Authority Finance Report for the period ended 31 December 2025.

NGĀ TĀPIRIHANGA | ATTACHMENTS

1. TAA financial summary December 2025
2. TAA financial reports December 2025

5.5 APPROVAL AND ADOPTION OF THE INTERIM 6 MONTH FINANCIAL STATEMENTS TO 31 DECEMBER 2025

Author: Danielle Klue, Finance Business Partner

Authorised by: Jeanette Paenga, Finance Manager

TE PŪTAKE | PURPOSE

To approve and adopt the interim 6-month Financial Statements to 31 December 2025.

NGĀ KŌRERORERO | DISCUSSION

The 6-monthly report is an accountability document required under section 66 of the Local Government Act 2002. The report must be delivered to shareholders within two months after the end of the half-year and must contain information required by the Taupō Airport Authority (TAA)'s Statement of Intent.

Council will publish the half yearly report on their website.

WHAKAKAPINGA | CONCLUSION

The Committee is asked to approve and adopt the 6-month Financial Statements to 31 December 2025.

NGĀ TŪTOHUNGA | RECOMMENDATION(S)

That the Taupō Airport Authority Committee approves and adopts the Interim 6-month Financial Statements to 31 December 2025.

NGĀ TĀPIRHANGA | ATTACHMENTS

1. TAA Interim Financial Statements 31 December 2025

5.6 TAUPŌ AIRPORT AUTHORITY DRAFT STATEMENT OF INTENT 1 JULY 2026 - 30 JUNE 2029

Author: Wayne Wootton, General Manager Taupō Airport

Authorised by: Warrick Zander, General Manager Strategy and Environment

TE PŪTAKE | PURPOSE

This item is for the Committee to receive and approve the draft Statement of Intent for the period 1 July 2026 to 30 June 2029.

NGĀ KŌRERORERO | DISCUSSION

The Draft Statement of Intent 1 July 2026 to 30 June 2029 is attached.

WHAKAKAPINGA | CONCLUSION

It is recommended that the Committee approves the Taupō Airport Authority Draft Statement of Intent 1 July 2026 to 30 June 2029.

NGĀ TŪTOHUNGA | RECOMMENDATION(S)

That the Taupō Airport Authority Committee receives and approves the Draft Statement of Intent 1 July 2026 to 30 June 2029.

NGĀ TĀPIRIHANGA | ATTACHMENTS

1. Taupō Airport Authority Draft Statement of Intent 1 July 2026 to 30 June 2029

5.7 TAUPŌ AIRPORT AUTHORITY CAPITAL PROJECTS UPDATE

Author: Wayne Wootton, General Manager Taupō Airport

Authorised by: Warrick Zander, General Manager Strategy and Environment

TE PŪTAKE | PURPOSE

To receive an update from the General Manager Taupō Airport in relation to airport capital projects.

NGĀ KŌRERORERO | DISCUSSION

Management has recently been working on a capital works plan starting for the remainder of the current financial year and forecasting what will be required up to FY2030 – four-year programme.

For the current financial year**a. Runway surface treatment**

An item is included in the current capital works programme to surface treat the main sealed runway due to cracking and general deterioration of the surface. The material to be used for the treatment is the same as that used on the apron during FY2025 – SteelGuard XL. This has been used extensively overseas but is fairly new to New Zealand and offers a cost-effective approach to extending the life of the runway surface.

However, recent inspections have noted that, apart from some areas, the cracking is not worsening and there may be a case to defer the surface treatment for another couple of years or plan for a complete surface overlay in the near future.

Management is in discussions with an aviation pavement specialist who has been engaged to assess the surface condition of the main sealed runway following an inspection during February. The results will form the basis of what and when the treatment will be necessary.

At this stage there are sufficient funds in the current budget (shared 50/50 between Council and the MoT) to carry out the surface treatment, however, if this can be deferred until a later date then the funding will have to be reassessed for another financial year.

On the assumption that a surface treatment is now not the best solution, then planning will have to start for a runway surface overlay with potentially localised reconstruction in maybe five to six years' time. If this is the case, a much higher capital budget will be required and an initial rough order cost at today's rates could easily put the project in the \$4.5m to \$5.5m range.

The runway markings and lighting are owned and controlled by Airways New Zealand. There is some general deterioration of the markings and management has been discussing with Airways as to the most appropriate time for remedial works to be undertaken. This will obviously be dependent on which option is chosen for the runway surface treatment as any work will obliterate the markings altogether.

A verbal update will be provided to the Committee at the meeting.

b. Fencing and gates

The initial works for the second stage of a three-year rolling programme to renew the airport fencing have been planned and the northern operational boundary fence will be replaced together with the last remaining short section of apron fencing.

The new apron fencing and automatic gates together with the airside access works have provided a much more secure and safe aspect to the apron which is even more critical considering the higher volume of private jet charters landing at the airport.

The Ministry of Transport has agreed to fund 50% of TAA's costs with this project as it is deemed to be essential for compliance with the Airport's Aerodrome Operator Certificate.

c. Development of aviation and non-aviation areas

A sum of \$50,000 has been budgeted for FY2026 for business development at the Airport which will mainly focus on consulting advice for required infrastructure to enable the growth.

As this capital expenditure is not really essential for compliance with the Airport's Aerodrome Operating Certificate it is doubtful that the MoT will support the funding of the works, therefore, contributions will be sought from the Council in addition to the use of surplus Airport operational funds.

For the following four financial years:

a. Fencing and gates

Third stage of a three-year rolling programme to renew the airport fencing which is being co-funded between the MoT and Council.

b. Southern apron

Following last years' surface treatment to the whole of apron area, pavement cracking to the surface of the southern section of the apron has been identified and core samples have been taken. These indicated that the surface layer is between 25mm and 50mm thick with an underlying pumice sub-base.

The extent of the existing condition and construction of the area will also be assessed by the pavement specialist in February who will advise on the appropriate treatment. However, early indications are that the construction is not adequate and is showing signs of failure which will require either an overlay or reconstruction works within the four-year period of the capital works programme.

The project is essential for compliance with the aerodrome operating certificate and support for the cost of the works are being sought from the MoT through their multi-year appropriation and from Council as the Joint Venture owners.

c. Development of aviation and non-aviation areas

A sum of \$100,000 has been budgeted for each of the following four years for business development at the Airport which will mainly focus on consulting and the construction of required infrastructure to enable the growth.

As this capital expenditure is not really essential for compliance with the Airport's Aerodrome Operating Certificate it is doubtful that the MoT will support the funding of the works, therefore, contributions will be sought from the Council in addition to the use of surplus Airport operational funds.

d. Airside taxiways upgrades

The five taxiways at the Airport have had little maintenance over the years and are now showing signs of deterioration. It is proposed to upgrade them during the four-year capital works programme and funds have been budgeted totalling \$450,000 over the period.

The project is essential for compliance with the Airport's Aerodrome Operating Certificate and support for the cost of the works are being sought from the MoT through their multi-year appropriation and from Council as the Joint Venture owners.

e. CCTV expansion

This small project is being funded through surplus Airport operational funds and is to enhance the coverage of the existing CCTV for security purposes.

f. Next generation aircraft infrastructure

With the trialling of the Air New Zealand electric aircraft and the possibility of other airlines following suit, there may well be a need to upgrade the existing electrical connections and the installation of suitable infrastructure such as dedicated airside charging areas.

This project will be to investigate what is required and, if necessary, install the essential infrastructure to cater for the next generation of aircraft. At this stage it is not known whether the current Airport Aerodrome Operations will require the infrastructure for compliance reasons, however, in the interim support for the cost of the works may be sought from the MoT through their multi-year appropriation and from Council as the Joint Venture owners. Alternatively, the costs could be borne by surplus Airport operational funds.

g. Anzac Memorial Drive reconstruction

Anzac Memorial Drive runs from the intersection with the State Highway to the Airport entrance and then forms the Airport perimeter road. The road was constructed when the Airport was built and has had little maintenance carried out apart from a reconstruction project which was completed in 2023 to upgrade the section from the State Highway to the Airport entrance – the adopted section of the highway.

This upgrade included new drainage, widening, kerb and channel, street lighting and reconstruction of the carriageway which was a much needed improvement and provided a great entrance to the Airport. The remainder of Anzac Memorial Drive (the Airport perimeter road) now requires the same treatment as maintenance costs are escalating and safety issues are occurring.

The project has been included in the capital works programme and funding is being sought from the Council as part of the upcoming Long Term Plan programme. As the works are not necessary from an Airport Aerodrome Operator Certificate compliance, it is doubtful that the MoT will support funding of the works.

WHAKAKAPINGA | CONCLUSION

It is recommended that the Committee receives the update.

NGĀ TŪTOHUNGA | RECOMMENDATION(S)

That the Taupō Airport Authority Committee receives the capital projects update.

NGĀ TĀPIRHANGA | ATTACHMENTS

1. CAPEX Finance Tracking - December 2025

5.8 DISTRICT PLAN NOTICE OF REQUIREMENT AND PRIVATE PLAN CHANGE

Author: Wayne Wootton, General Manager Taupō Airport

Authorised by: Warrick Zander, General Manager Strategy and Environment

TE PŪTAKE | PURPOSE

To receive an update about the District Plan notice of requirement and private plan change.

NGĀ KŌRERORERO | DISCUSSION

Members will be aware from previous discussions that the operative Taupō District Plan does not explicitly recognise the Airport which could well have an impact as the operations, activities and effects of the Airport are not adequately considered and provided for under the existing provisions.

A private plan change and notice of requirement in relation to the District Plan were lodged with Council in mid-2025. They were designed to enable efficient and effective operation of the airport over the next 30 years.

Following a request for further information from Council, work has been undertaken to resolve technical issues associated with the Airport's Obstacle Limitation Surfaces. The further information is expected to be provided by April, at which point Council will be able to proceed with processing the private plan change and notice of requirement.

Costs and risks

Costs will be attributable to:

- Completion of the amended Notice of Requirement / Private Plan Change and associated Council workshop. These are not considered to be substantial as much of this analysis was completed in mid-2025.
- Council processing costs – as Council officers are expected to recommend that the Private Plan Change should be accepted, all costs for processing, notification and the hearing (including Commissioners) will need to be met by TAA. This will include a potential need for limited legal counsel support at the Hearing with a rough magnitude of costs between \$100,000 and \$150,000 including evidence preparation.

Risks will be attributable to:

- The extent of submissions received on the requested Notice of Requirement / Private Plan Change.

It is noted that there could well be considerable public interest, and a number of submissions can be expected.

- Contact Energy

Contact Energy hold a number of sites in the light industrial and rural zones and in the former zone, a 25m building height restriction is provided. It is recommended that management's planner works with the retained aviation consultants to consider the potential of creating a further exemption for Contact Energy infrastructure from the Obstacle Limitation Surfaces.

- Council Officer recommendations.

It is considered that the risk of a negative recommendation from Council is low.

The actual project has now been going for almost two years and to date the costs associated with the Notice of Requirement and the Private Plan Change, totalling approximately \$100,000, have been funded jointly by the MoT and Council.

Funding to complete the project will be sought from the Joint Venture owners.

Members will be updated on progress.

WHAKAKAPINGA | CONCLUSION

It is recommended that the Committee receives the update.

NGĀ TŪTOHUNGA | RECOMMENDATION(S)

That the Taupō Airport Authority Committee receives the District Plan Notice of Requirement and Private Plan Change update.

NGĀ TĀPIRIHANGA | ATTACHMENTS

Nil

5.9 NEW ZEALAND AIRPORTS

Author: Wayne Wootton, General Manager Taupō Airport

Authorised by: Warrick Zander, General Manager Strategy and Environment

TE PŪTAKE | PURPOSE

To receive information about New Zealand Airports.

NGĀ KŌRERORERO | DISCUSSION**a. Regional connectivity**

Management is continuing the involvement with NZ Airports to investigate regional connectivity and the possibility of expanding New Zealand's air network, particularly with the second and third tier airlines.

Regional connectivity is firmly in the spotlight, and it has never been more important for airports and regional tourism organisations to understand how smaller airlines operate and the vital role they play in New Zealand's economic and social links.

With this in mind, Air Chathams CEO in conjunction with NZ Airports recently gave a webinar presentation to a large number of airport staff from around the country. The presentation was a behind the scenes look of the airline's network, operations and future direction.

Discussions were also had regarding the airline's proposed interline agreement with Air New Zealand basically looking at what it means, how it works and the potential benefits for regional communities.

Management is intending to keep consultations going with the smaller airlines to investigate if a Taupō to Wellington service could be feasible.

b. NZ Airports annual conference

The Airport General Manager and Safety Manager attended the NZ Airports annual conference which was held in Blenheim in early October 2025. The event was once again a success with expert speakers, panel discussions and a chance for networking across the aviation industry.

As part of the conference, the annual NZ Airports awards were presented, and Taupō Airport was successful in winning the small airports Infrastructure Project of the Year Award 2025 in recognition of the Airport's recent apron redevelopment project.

The judges were particularly impressed with the collaboration and partnerships of the project team made up of Airport management, consultants, Airways New Zealand and contractors. NZ Airports also noted that despite the challenges of having to carry out the project around a busy working airport, the extensive apron redevelopment was completed on time, under budget and without any health and safety issues or downtime.

WHAKAKAPINGA | CONCLUSION

It is recommended that the Committee receives the New Zealand Airports information.

NGĀ TŪTOHUNGA | RECOMMENDATION(S)

That the Taupō Airport Authority Committee receives the New Zealand Airports information.

NGĀ TĀPIRHANGA | ATTACHMENTS

Nil

5.10 JOINT VENTURE AIRPORTS

Author: Wayne Wootton, General Manager Taupō Airport

Authorised by: Warrick Zander, General Manager Strategy and Environment

TE PŪTAKE | PURPOSE

To receive an update on Joint Venture airports.

NGĀ KŌRERORERO | DISCUSSION**a. Taupō Airport Authority Committee**

It has previously been explained by management that the Ministry of Transport (MoT) is considering a deeper involvement in the five joint venture airports and is currently reviewing how this may materialise. With the Taupō Airport Joint Venture, this has now taken a positive step forward with the introduction of an observer from the Ministry to join the Taupō Airport Authority (TAA) Committee

It is noted that the role of an observer is to attend meetings, receive information and monitor proceedings without the ability to vote or form part of a quorum. While the core role is observation, the observer can be invited to offer comments, ask questions and provide an external perspective or specific expertise during discussions, however, the Committee is not obligated to act on their advice.

In principle, the observer will act as a non-decision-making presence who provides value through insight, expertise and a different perspective, while respecting the formal governance structure of the Committee.

b. MoT Appropriation

As previously explained in the Capital Works section of the Committee paper, management is working on a four-year programme with the MoT to coincide with their Joint Venture airports multi-year appropriation.

Submissions have been forwarded to the Ministry and management will continue with the discussions over the coming weeks.

c. MoT / TAA monthly meetings

Management has recently accepted a new round of monthly meetings out until the end of 2026. These meetings are generally held via Teams and give both parties the opportunity to air current issues and catch up on projects and other airport operational matters.

Management has suggested that it would be good if one of the meetings could be arranged to be held in Wellington as a face to face meeting together with representatives from all the Joint Venture airports and this is being investigated by Ministry executives.

WHAKAKAPINGA | CONCLUSION

It is recommended that the Committee receives the information.

NGĀ TŪTOHUNGA | RECOMMENDATION(S)

That the Taupō Airport Authority Committee receives the Joint Venture airport information.

NGĀ TĀPIRIHANGA | ATTACHMENTS

Nil

5.11 LAND TO THE WEST OF THE AIRPORT

Author: Wayne Wootton, General Manager Taupō Airport

Authorised by: Warrick Zander, General Manager Strategy and Environment

TE PŪTAKE | PURPOSE

To receive information about the land to the west of the airport.

NGĀ KŌRERORERO | DISCUSSION

At the previous Taupō Airport Authority Committee meetings management has advised that, in conjunction with the Council Property team regarding an area of land to the west of the airport that contains a storm water gully which is overgrown with trees is being investigated from a safety perspective.



Following a complaint from an owner of a property off JohnBrook Crescent that backs onto the area, there is concern that the possibility of debris or a tree falling into the rear yard could cause problems and a solution would be to remove the trees altogether. Whilst this may look simple on the plan, the trees of up to 30m in height are actually growing in a deep gully which forms the overland storm water flow.

Management is waiting on further action and will continue to work with the Property team as necessary, including funding arrangements for the milling.

Members will be updated in due course.

WHAKAKAPINGA | CONCLUSION

It is recommended that the Committee receives the information.

NGĀ TŪTOHUNGA | RECOMMENDATION(S)

That the Taupō Airport Authority Committee receives the land to the west of the airport information.

NGĀ TĀPIRHANGA | ATTACHMENTS

Nil

5.12 TAUPŌ AIRPORT CAR PARKING CHARGES

Author: Wayne Wootton, General Manager Taupō Airport

Authorised by: Warrick Zander, General Manager Strategy and Environment

TE PŪTAKE | PURPOSE

To receive information about the Taupō Airport car parking charges

NGĀ KŌRERORERO | DISCUSSION

Following the opening of the new terminal in February 2023, there was a review of the car parking charges undertaken after 18 months of usage and new rates were introduced from 1 January 2025. This has seen a small increase in revenue, however, equipment damages, increases in software licences and repairs through the contracted supplier has meant that any increases have been absorbed into the operational costs with no actual increase in return on the investment.

Management has been tracking the car park usage and associated revenue and has determined that another review is required. Parking data over the last year is being analysed which has shown that there may well be scope to adjust the rates to achieve a better return, but a more detailed review will be undertaken over the next couple of months.

Management will report back to members at the April 2026 Committee meeting with a proposal to review the car parking charges with effect from 1 July 2026.

WHAKAKAPINGA | CONCLUSION

It is recommended that the Committee receives the information

NGĀ TŪTOHUNGA | RECOMMENDATION(S)

That the Taupō Airport Authority Committee receives the Taupō Airport car parking charges information.

NGĀ TĀPIRIHANGA | ATTACHMENTS

Nil

6 NGĀ KŌRERO TŪMATAITI | 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 matter 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	Plain English reason for passing this resolution in relation to each matter
Agenda Item No: 6.1 Leases and contracts	Section 7(2)(i) - the withholding of the information is necessary to enable [the Council] to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	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	It is necessary to exclude the public to enable the Committee to receive information relating to Taupō Airport ground leases, including rental costs.
Agenda Item No: 6.2 Ruapehu Aviation	Section 7(2)(i) - the withholding of the information is necessary to enable [the Council] to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	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	It is necessary to exclude the public to enable the Committee to receive information relating to Ruapehu Aviation.
Agenda Item No: 6.3 Business Development Airside	Section 7(2)(h) - the withholding of the information is necessary to enable [the Council] to carry out, without prejudice or disadvantage, commercial activities	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	It is necessary to exclude the public for consideration of this item, as the report contains commercially sensitive information provided by businesses considering development opportunities at Taupō Airport
Agenda Item No: 6.4 Business Development Landside	Section 7(2)(h) - the withholding of the information is necessary to enable [the Council] to carry out, without prejudice or disadvantage, commercial activities	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	It is necessary to exclude the public for consideration of this item, as the report contains commercially sensitive information provided by businesses considering development

			opportunities at Taupō Airport
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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]*.