

# **ATTACHMENTS**

**Taupō Airport Authority Committee  
Meeting**

**23 February 2026**

## Table of Contents

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5.1	Election of a Temporary Chairperson	
	Attachment 1 Clause 25 to Schedule 7 of the Local Government Act 2002. ....	3
5.2	Welcome to the Taupō Airport Authority Committee	
	Attachment 1 Taupō Airport Authority Committee Terms of Reference and Delegations 2025-28 .....	4
5.4	Finance Report for the period ended 31 December 2025	
	Attachment 1 TAA financial summary December 2025 .....	5
	Attachment 2 TAA financial reports December 2025.....	7
5.5	Approval and Adoption of the Interim 6 Month Financial Statements to 31 December 2025	
	Attachment 1 TAA Interim Financial Statements 31 December 2025 .....	11
5.6	Taupō Airport Authority Draft Statement of Intent 1 July 2026 - 30 June 2029	
	Attachment 1 Taupō Airport Authority Draft Statement of Intent 1 July 2026 to 30 June 2029 .....	27
5.7	Taupō Airport Authority Capital Projects Update	
	Attachment 1 CAPEX Finance Tracking - December 2025 .....	52

## Clause 25 of Schedule 7 to the Local Government Act 2002

**25 Voting systems for certain appointments**

- (1) This clause applies to—
- (a) the election or appointment of the chairperson and deputy chairperson of a regional council; and
  - (b) the election or appointment of the deputy mayor; and
  - (c) the election or appointment of the chairperson and deputy chairperson of a committee; and
  - (d) the election or appointment of a representative of a local authority.
- (2) If this clause applies, a local authority or a committee (if the local authority has so directed) must determine by resolution that a person be elected or appointed by using one of the following systems of voting:
- (a) the voting system in subclause (3) (**system A**);
  - (b) the voting system in subclause (4) (**system B**).
- (3) System A—
- (a) requires that a person is elected or appointed if he or she receives the votes of a majority of the members of the local authority or committee present and voting; and
  - (b) has the following characteristics:
    - (i) there is a first round of voting for all candidates; and
    - (ii) if no candidate is successful in that round there is a second round of voting from which the candidate with the fewest votes in the first round is excluded; and
    - (iii) if no candidate is successful in the second round there is a third, and if necessary subsequent, round of voting from which, each time, the candidate with the fewest votes in the previous round is excluded; and
    - (iv) in any round of voting, if 2 or more candidates tie for the lowest number of votes, the person excluded from the next round is resolved by lot.
- (4) System B—
- (a) requires that a person is elected or appointed if he or she receives more votes than any other candidate; and
  - (b) has the following characteristics:
    - (i) there is only 1 round of voting; and
    - (ii) if 2 or more candidates tie for the most votes, the tie is resolved by lot.

Compare: 1974 No 66 s 114K

Schedule 7 clause 25(2): substituted, on 7 July 2004, by [section 26\(8\)](#) of the Local Government Act 2002 Amendment Act 2004 (2004 No 63).

Schedule 7 clause 25(3): substituted, on 7 July 2004, by [section 26\(8\)](#) of the Local Government Act 2002 Amendment Act 2004 (2004 No 63).

Schedule 7 clause 25(4): added, on 7 July 2004, by [section 26\(8\)](#) of the Local Government Act 2002 Amendment Act 2004 (2004 No 63).

## Taupō Airport Authority Committee (TAA)

### Standing Committee

<b>Objective</b>	<p>The Taupō Airport Authority (TAA) Committee will ensure 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 Taupō Airport Authority (TAA) is named as the Aerodrome Operator Certificate holder.</p> <p>Taupō Airport Authority Committee's primary goals 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</p>
<b>Membership</b>	<p>Two (2) councillors</p> <p>Two (2) business representatives appointed by Council</p> <p>One (1) Ministry of Transport observer, with no voting rights</p> <p>One (1) Airport User Group observer, with no voting rights</p> <p>Mayor</p> <p><i>Note:</i> The Committee shall appoint a Chairperson in accordance with clause 26(3) of Schedule 7 to the Local Government Act 2002.</p>
<b>Quorum</b>	Three (3)
<b>Meeting frequency</b>	Every two months (in the last week of the month)
<b>Reporting</b>	Reports to Council including half year and annual reports, as required as a CCO under the Local Government Act 2002

### **Scope of activity**

1. To maintain facilities to avoid any diversion or cancellation of scheduled flights other than for weather or airline problems
2. Operate the airport in such a way as to continue to hold CAA Part 139 Certification
3. Manage health and safety risks and provide a safe and healthy environment for everyone affected by the activities of the airport including employees, customers, tenants, contractors and visitors
4. Ensure the airport is self-funding in terms of its own cash flow
5. Continually review performance targets to reflect the future growth and development of the airport's services and operations

### **Power to act**

1. The Committee's role is to govern and provide oversight of the operations of the airport and issues of safety. Any individual expenditure of capital or maintenance nature greater than \$10,000 requires Crown approval prior to being expensed or committed.
2. External representatives appointed to the committee have full voting rights.
3. If any matter is of such strategic or policy importance or urgency, then, with the endorsement of the appropriate Chairperson or His Worship the Mayor, the matter shall be referred direct to Council.

### **Power to recommend to Council**

The Committee can make recommendations to Council on matters or proposals relevant to the Taupō Airport. All matters exceeding budget must be recommended to Council for approval.

### **Delegation of powers**

This committee has no powers to sub-delegate.

### **Limits on authority**

The Committee's 'power to act' pursuant to these delegations is subject to:

1. Matters being related solely to the Taupō Airport.
2. An overriding responsibility to ensure that its actions and decisions are always within the law, Council policy and the Joint Venture Deed with the Crown.



TAUPŌ AIRPORT

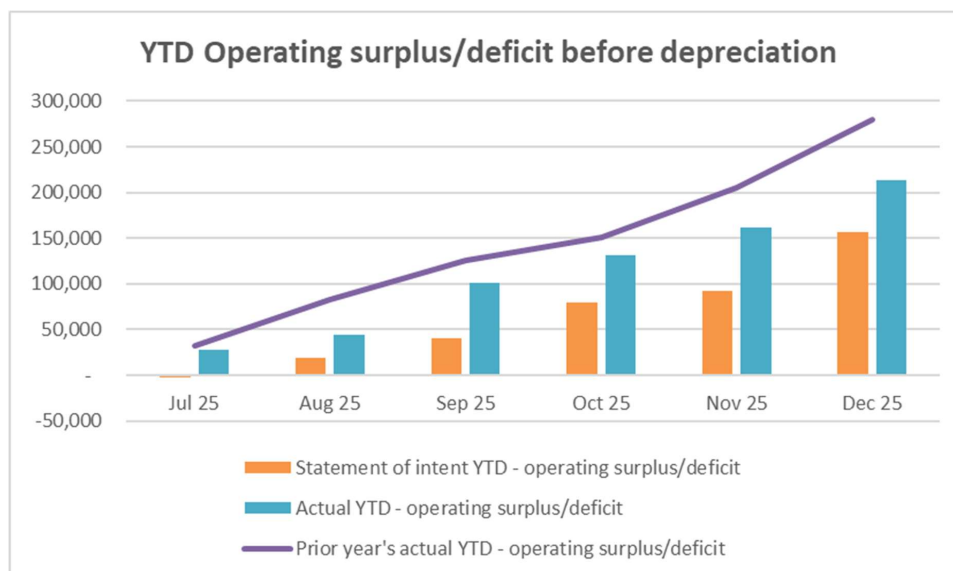
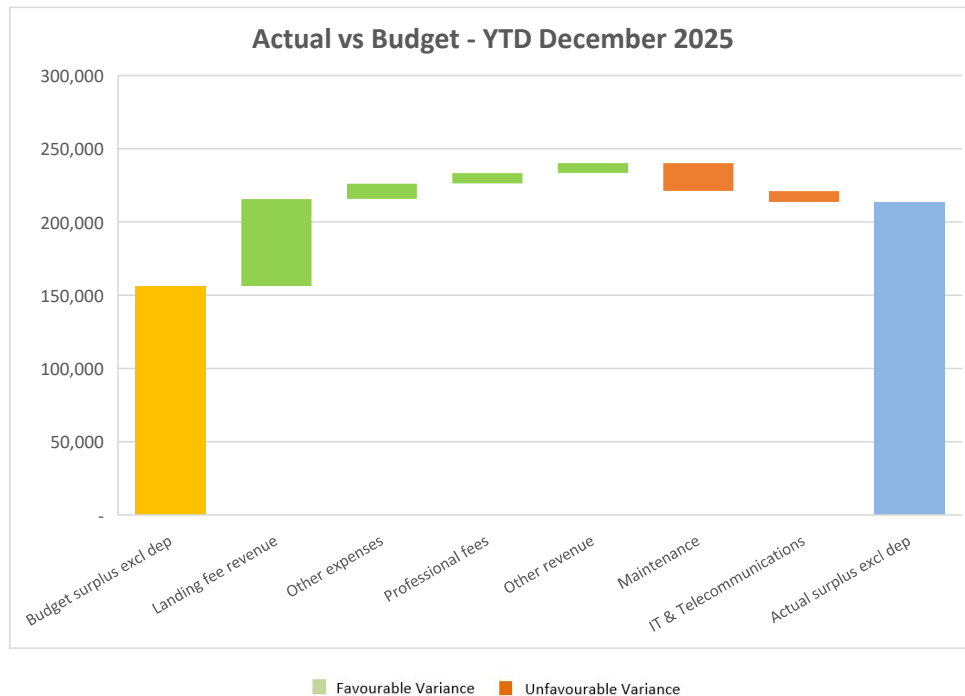


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**FINANCE REPORT**

**FINANCE REPORT – YTD December 2025****Statement of Financial Performance**

- Operating revenue overall is \$66k favourable to budget due to the commercial landing charges. Although passenger numbers have remained below budget, the contractually committed forecast numbers has yielded the positive variance.
- Operating costs are \$8k unfavourable to budget mostly due to airside and plant maintenance.
- Overall operating deficit after depreciation is \$80k which is \$77k favourable to budget.



Statement of Financial Performance  
For 6 months ending 31 December 2025

Taupo Airport Authority

	YTD Actual 31/12/25 \$	YTD Budget 31/12/25 \$	YTD Var to Budget \$	YTD Actual Last Yr \$	YTD Var to Last Yr \$	Full Year original budget 30/06/26 \$	Full Year 30/06/25 \$
<b>Revenue</b>							
Landing charges - commercial	466,161	407,606	58,555	473,829	(7,668)	883,720	916,919
Landing charges - general aviation	44,807	43,878	929	45,003	(195)	93,240	99,238
Aircraft parking charges	2,901	1,200	1,701	1,540	1,361	2,400	4,915
Leases & Terminal Rent	172,597	178,746	(6,149)	163,887	8,710	363,619	325,112
Carpark revenue	59,868	60,000	(132)	59,411	457	120,000	115,439
Advertising	2,787	1,500	1,287	1,754	1,033	6,000	6,606
Cropping Income	11,324	7,581	3,743	13,300	(1,977)	18,953	16,855
Interest	2,478	-	2,478	2,789	(312)	-	6,557
Insurance proceeds	-	-	-	-	-	-	-
Other income	3,193	1,500	1,693	3,436	(242)	3,000	6,495
Recoveries	5,877	3,720	2,157	3,756	2,121	7,440	8,596
<b>Total Operating Revenue</b>	<b>771,992</b>	<b>705,731</b>	<b>66,261</b>	<b>768,704</b>	<b>3,288</b>	<b>1,498,372</b>	<b>1,506,733</b>
<b>Expenditure</b>							
<b>Employee Expenses</b>							
Employee expenses	162,600	163,982	1,382	139,007	(23,593)	324,234	284,578
ACC levies	893	827	(66)	721	(172)	1,641	1,444
Training & associated costs	-	480	480	161	161	960	161
Other employee costs	3,073	2,200	(873)	1,978	(1,095)	2,200	1,643
	166,566	167,489	923	141,868	(24,698)	329,035	287,827
<b>Operating Expenditure</b>							
Audit fees - Audit NZ	8,783	8,790	8	8,783	-	17,580	17,747
Audit fees - CAA	-	5,000	5,000	-	-	5,000	-
Bad and doubtful debts	-	-	-	-	-	-	-
Bank fees and interest expense	2,156	5,070	2,914	8,470	6,314	10,140	15,503
Catering	9	120	111	-	(9)	240	-
Cleaning	3,206	1,662	(1,544)	1,803	(1,403)	3,324	6,607
Committee fees	-	-	-	-	-	-	-
TDC Business Services	24,000	24,000	-	24,000	-	48,000	48,000
Contractors	113,506	109,996	(3,510)	118,087	4,581	219,992	247,505
Cropping expenses	-	-	-	-	-	-	-
Electricity	35,780	35,510	(270)	30,674	(5,106)	67,620	64,719
Entertainment	-	-	-	-	-	-	-
Fringe Benefit Tax	-	-	-	-	-	-	-
Grants/Donations	-	-	-	-	-	-	-
Health and Safety	3,248	1,770	(1,478)	2,826	(422)	3,540	3,843
Insurance	15,805	17,062	1,257	15,925	120	34,588	32,748
IT & Telecommunications	38,753	31,146	(7,607)	32,823	(5,930)	62,292	63,704
Legal fees	-	-	-	-	-	-	-
Maintenance - airside	15,095	2,850	(12,245)	1,063	(14,032)	5,700	8,260
Maintenance - landside	1,880	3,300	1,420	2,602	722	6,600	7,587
Maintenance - building	13,787	15,212	1,425	15,282	1,495	27,204	24,579
Maintenance - plant and machinery	9,579	-	(9,579)	-	(9,579)	-	1,691
Marketing	-	5,000	5,000	-	-	5,000	15,142
Professional fees	46,761	53,950	7,189	30,429	(16,332)	83,300	81,356
Rates	22,767	23,170	403	14,449	(8,318)	44,090	41,591
Rental & equipment hire	27,963	27,918	(45)	27,976	14	55,836	58,849
Rubbish Disposal	3,064	3,060	(4)	2,933	(131)	6,120	5,937
Security	1,112	1,668	556	1,761	649	3,336	3,730
Stationery and supplies	2,973	2,220	(753)	2,426	(547)	4,440	7,385
Travel	329	1,998	1,669	2,430	2,101	4,000	3,794
Vehicle running costs & maintenance	1,209	1,500	291	2,032	824	3,000	3,720
Other expenses	-	-	-	143	143	-	12,404
<b>Total operating expenditure</b>	<b>391,765</b>	<b>381,972</b>	<b>(9,793)</b>	<b>346,917</b>	<b>(44,849)</b>	<b>720,942</b>	<b>776,400</b>
<b>Operating surplus/(deficit) before depreciation &amp; taxation</b>	<b>213,661</b>	<b>156,270</b>	<b>57,391</b>	<b>279,919</b>	<b>(66,258)</b>	<b>448,394</b>	<b>442,507</b>
<b>Depreciation &amp; Amortisation</b>							
Depreciation	293,236	312,736	19,500	247,581	(45,654)	625,471	546,457
	293,236	312,736	19,500	247,581	(45,654)	625,471	546,457
<b>Operating surplus/(deficit) before taxation</b>	<b>(79,575)</b>	<b>(156,465)</b>	<b>76,891</b>	<b>32,338</b>	<b>(111,912)</b>	<b>(177,077)</b>	<b>(103,951)</b>

**Statement of Financial Position**  
**as at 31 December 2025**

**Taupo Airport Authority**

	<b>As At 31/12/2025</b>	<b>Budget 31/12/2025</b>	<b>Variance to Budget</b>	<b>Prior year 31/12/2024</b>	<b>Variance to prior year</b>	<b>Full Yr Bud 30/06/26</b>	<b>Full Year 30/06/25</b>
	\$	\$	\$	\$	\$	\$	\$
<b>Equity</b>							
Equity Interest of Joint Venture Partners	15,673,499	15,874,833	(201,334)	14,300,433	1,373,066	16,674,833	15,457,922
Appropriation Accounts	(364,016)	(792,839)	428,822	(481,500)	117,483	(763,866)	(277,600)
Asset Revaluation Reserves	6,698,525	6,692,170	6,354	6,692,170	6,354	6,692,170	6,698,525
<b>Total Equity</b>	<b>22,008,007</b>	<b>21,774,164</b>	<b>233,843</b>	<b>20,511,103</b>	<b>1,496,904</b>	<b>22,603,137</b>	<b>21,878,846</b>
<b>Assets</b>							
<b>Current Assets</b>							
Cash & Cash Equivalents	647,531	225,158	422,373	399,752	247,779	436,311	348,640
Other Financial Assets	-	-	-	-	-	-	-
Trade Debtors	142,554	303,629	(161,075)	160,232	(17,678)	278,838	176,439
Other Receivables	109,135	112,380	(3,245)	112,380	(3,245)	112,380	13,649
Provision for income tax	-	-	-	-	-	-	-
<b>Total current assets</b>	<b>899,219</b>	<b>641,166</b>	<b>258,053</b>	<b>672,364</b>	<b>226,855</b>	<b>827,529</b>	<b>538,728</b>
<b>Non-Current Assets</b>							
Intangible Assets	-	122	(122)	122	(122)	122	-
Property, Plant and Equipment	24,004,435	24,390,203	(385,768)	23,027,995	976,441	24,877,470	24,279,894
Work in Progress	28,016	20,000	8,017	812,860	(784,843)	20,000	20,285
<b>Total non-current assets</b>	<b>24,032,451</b>	<b>24,410,325</b>	<b>(377,873)</b>	<b>23,840,976</b>	<b>191,475</b>	<b>24,897,592</b>	<b>24,300,178</b>
<b>Total Assets</b>	<b>24,931,671</b>	<b>25,051,491</b>	<b>(119,820)</b>	<b>24,513,340</b>	<b>418,331</b>	<b>25,725,121</b>	<b>24,838,906</b>
<b>Liabilities</b>							
<b>Current Liabilities</b>							
Trade Payables	18,927	103,480	(84,553)	267,080	(248,152)	99,584	42,432
Other Payables	87,762	64,334	23,428	463,334	(375,572)	64,334	89,505
Income in Advance	69,525	63,156	6,369	63,156	6,369	63,156	59,934
Provisions	3,729	3,729	-	3,729	-	1,865	3,729
Employee Entitlements	28,351	42,750	(14,399)	42,750	(14,399)	42,750	44,565
<b>Total current liabilities</b>	<b>208,294</b>	<b>277,449</b>	<b>(69,155)</b>	<b>840,049</b>	<b>(631,755)</b>	<b>271,689</b>	<b>240,165</b>
<b>Non-Current Liabilities</b>							
Borrowings	-	100,000	(100,000)	200,000	(200,000)	-	-
Provisions	-	-	-	3,729	(3,729)	-	1,865
Deferred Tax Liability	2,715,369	2,899,877	(184,508)	2,958,459	(243,090)	2,850,296	2,718,030
<b>Total non-current liabilities</b>	<b>2,715,369</b>	<b>2,999,877</b>	<b>(284,508)</b>	<b>3,162,188</b>	<b>(446,819)</b>	<b>2,850,296</b>	<b>2,719,895</b>
<b>Total Liabilities</b>	<b>2,923,663</b>	<b>3,277,326</b>	<b>(353,663)</b>	<b>4,002,237</b>	<b>(1,078,574)</b>	<b>3,121,984</b>	<b>2,960,060</b>
<b>Net Assets</b>	<b>22,008,007</b>	<b>21,774,164</b>	<b>233,843</b>	<b>20,511,103</b>	<b>1,496,904</b>	<b>22,603,137</b>	<b>21,878,846</b>

**Statement of Cashflows**  
**For 6 months ending 31 December 2025**

**Taupo Airport Authority**

	YTD Actual	YTD Budget	YTD Var to Budget	YTD prior year	Variance to prior year	Full Year Budget FY2026	Full prior year actuals FY2025
	\$	\$	\$	\$	\$	\$	\$
<b>Cashflows from operating activities</b>							
Cash was provided from:							
Receipts from customers	707,402	560,470	146,932	690,967	16,435	1,376,037	1,486,157
Interest received	2,478	-	2,478	2,789	(312)	-	5,743
Payments to suppliers	(394,667)	(332,252)	(62,415)	(294,506)	(100,161)	(675,598)	(769,896)
Interest paid	-	-	-	(6,656)	6,656	-	(14,540)
Payments to employees	(178,814)	(164,809)	(14,005)	(137,113)	(41,701)	(325,875)	(280,869)
Net GST refunded / (paid)	3,156	-	3,156	(21,144)	24,300	-	9,487
<b>Net Cashflows from Operating Activities</b>	<b>139,555</b>	<b>63,409</b>	<b>76,146</b>	<b>234,338</b>	<b>(94,782)</b>	<b>374,563</b>	<b>436,082</b>
<b>Cashflows from Investing Activities</b>							
Purchase of property, plant & equipment	(56,243)	(240,000)	183,757	(570,780)	514,537	(1,040,000)	(1,781,123)
<b>Net Cashflows from Investing Activities</b>	<b>(56,243)</b>	<b>(240,000)</b>	<b>183,757</b>	<b>(570,780)</b>	<b>514,537</b>	<b>(1,040,000)</b>	<b>(1,781,123)</b>
<b>Cashflows from Financing Activities</b>							
Proceeds from Equity injections	215,578	90,000	125,578	549,116	(333,538)	890,000	1,706,605
Loan from Taupo District Council	-	-	-	-	-	(100,000)	(200,000)
<b>Net Cashflows from Financing Activities</b>	<b>215,578</b>	<b>90,000</b>	<b>125,578</b>	<b>549,116</b>	<b>(333,538)</b>	<b>790,000</b>	<b>1,506,605</b>
Net Increase / (decrease) in cash held	298,890	(86,591)	385,480	212,673	86,216	124,563	161,563
Add Cash at start of year	348,641	311,747	36,894	187,078	161,563	311,747	187,078
<b>Cash &amp; cash equivalents at end of period</b>	<b>647,531</b>	<b>225,157</b>	<b>422,374</b>	<b>399,752</b>	<b>247,779</b>	<b>436,311</b>	<b>348,641</b>

**Statement of Financial Performance**  
For 6 months ending 31 December 2025

**Taupo Airport Authority**

	Jul-25 Budget			Aug-25 Budget			Sept-25 Budget			Oct-25 Budget			Nov-25 Budget			Dec-25 Budget			YTD Budget		
	Actual	Var		Actual	Var		Actual	Var		Actual	Var		Actual	Var		Actual	Var		Actual	Var	
<b>Revenue</b>																					
Landing charges - commercial	65,998	54,155	11,803	72,129	65,169	6,960	82,096	61,722	20,374	81,824	70,944	10,880	82,367	69,856	12,401	81,888	85,850	(3,962)	466,161	407,606	58,555
Landing charges - general aviation	5,641	5,485	156	6,688	5,485	1,203	5,652	5,485	167	6,261	5,485	776	9,815	10,969	(1,154)	10,750	10,969	(219)	44,807	43,878	929
Aircraft parking charges	-	200	(200)	1,390	200	1,190	-	200	(200)	600	200	400	911	200	711	-	200	(200)	2,901	1,200	1,701
Leases & Terminal Rent	28,897	29,791	(894)	28,748	29,791	(1,043)	28,766	29,791	(1,025)	28,717	29,791	(1,074)	28,743	29,791	(1,048)	28,725	29,791	(1,066)	172,597	178,746	(6,149)
Carpark revenue	10,928	10,000	928	9,135	10,000	(865)	11,590	10,000	1,590	9,518	10,000	(482)	11,051	10,000	1,051	7,647	10,000	(2,353)	59,868	60,000	(132)
Advertising	-	-	-	-	-	-	-	-	-	1,150	1,500	(350)	-	-	-	1,637	-	1,637	2,787	1,500	1,287
Cropping Income	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11,324	7,581	3,743	11,324	7,581	3,743
Interest	320	-	320	318	-	318	370	-	370	444	-	444	574	-	574	450	-	450	2,478	-	2,478
Insurance proceeds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other income	937	250	687	316	250	66	403	250	153	455	250	205	236	250	(14)	847	250	597	3,193	1,500	1,693
Recoveries	864	620	244	824	620	204	858	620	238	866	620	246	1,860	620	1,240	606	620	(14)	5,877	3,720	2,157
<b>Total Operating Revenue</b>	<b>113,545</b>	<b>100,501</b>	<b>13,044</b>	<b>119,547</b>	<b>111,515</b>	<b>8,032</b>	<b>129,734</b>	<b>108,068</b>	<b>21,666</b>	<b>129,835</b>	<b>118,690</b>	<b>11,145</b>	<b>135,457</b>	<b>121,696</b>	<b>13,761</b>	<b>143,873</b>	<b>145,261</b>	<b>(1,388)</b>	<b>771,992</b>	<b>705,731</b>	<b>66,261</b>
<b>Expenditure</b>																					
<b>Employee Expenses</b>																					
Employee expenses	21,409	28,572	7,164	32,115	26,088	(6,027)	21,924	27,330	5,406	28,715	28,572	(142)	26,746	24,846	(1,900)	31,691	28,572	(3,119)	162,600	163,982	(1,382)
ACC levies	125	144	20	243	132	(111)	131	138	7	132	144	12	131	125	(6)	131	144	13	893	827	66
Other employee costs	3,073	-	(3,073)	-	-	-	-	-	-	-	-	-	-	2,200	2,200	-	-	-	3,073	2,200	873
	<b>24,606</b>	<b>28,796</b>	<b>4,190</b>	<b>32,358</b>	<b>26,300</b>	<b>(6,058)</b>	<b>22,055</b>	<b>27,548</b>	<b>5,493</b>	<b>28,847</b>	<b>28,796</b>	<b>(50)</b>	<b>26,877</b>	<b>27,251</b>	<b>374</b>	<b>31,822</b>	<b>28,796</b>	<b>(3,026)</b>	<b>166,566</b>	<b>167,489</b>	<b>(923)</b>
<b>Operating Expenditure</b>																					
Audit fees - Audit NZ	1,464	1,465	1	1,464	1,465	1	1,464	1,465	1	1,464	1,465	1	1,464	1,465	1	1,464	1,465	1	8,783	8,790	(8)
Audit fees - CAA	-	5,000	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,000	(5,000)
Bad and doubtful debts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bank fees and interest expense	351	845	494	362	845	483	370	845	475	356	845	489	403	845	442	314	845	531	2,156	5,070	(2,914)
Catering	-	20	20	-	20	20	-	20	20	-	20	20	-	20	20	9	20	11	9	120	(111)
Cleaning	448	277	(171)	1,746	277	(1,469)	365	277	(88)	256	277	21	191	277	86	201	277	76	3,206	1,662	1,544
TDC Business Services	4,000	4,000	-	4,000	4,000	-	4,000	4,000	-	4,000	4,000	-	4,000	4,000	-	4,000	4,000	-	24,000	24,000	-
Contractors	18,299	18,199	(99)	18,593	18,199	(393)	19,385	18,399	(985)	19,512	18,399	(1,113)	18,827	18,399	(427)	18,892	18,399	(492)	113,506	109,996	3,510
Electricity	7,911	7,835	(76)	7,701	7,835	134	6,593	6,635	42	4,612	4,935	323	4,442	4,135	(307)	4,522	4,135	(387)	35,780	35,510	270
Health and Safety	922	80	(842)	-	80	80	752	725	(27)	533	80	(453)	290	80	(210)	752	725	(27)	3,248	1,770	1,478
Insurance	2,804	2,805	1	2,804	2,805	1	2,804	2,805	1	2,804	2,805	1	2,804	2,921	117	1,785	2,921	1,136	15,805	17,062	(1,257)
IT & Telecommunications	5,517	5,191	(326)	6,320	5,191	(1,129)	6,181	5,191	(990)	5,591	5,191	(400)	7,311	5,191	(2,120)	7,833	5,191	(2,642)	38,753	31,146	7,607
Legal fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance - airside	439	475	36	3,800	475	(3,325)	1,695	475	(1,220)	2,418	475	(1,943)	10,494	475	(10,019)	(3,750)	475	4,225	15,095	2,850	12,245
Maintenance - landside	-	550	550	-	550	550	-	550	550	1,230	550	(680)	650	550	(100)	(0)	550	550	1,880	3,300	(1,420)
Maintenance - building	3,680	3,520	(160)	1,257	4,223	2,966	-	923	923	1,170	4,700	3,530	-	923	923	7,680	923	(6,757)	13,787	15,212	(1,425)
Maintenance - plant and machinery	2,463	-	(2,463)	-	-	-	1,302	-	(1,302)	3,319	-	(3,319)	515	-	(515)	1,981	-	(1,981)	9,579	-	9,579
Marketing	-	-	-	-	1,000	1,000	-	1,000	1,000	-	1,000	1,000	-	1,000	1,000	-	1,000	1,000	-	5,000	(5,000)
Professional fees	6,282	16,450	10,168	6,550	-	(6,550)	888	7,500	6,612	21,000	-	(21,000)	-	25,000	22,200	9,240	5,000	(4,240)	46,761	53,950	(7,189)
Rates	-	1,000	1,000	10,202	9,960	(242)	0	2,250	2,250	-	-	-	12,565	9,960	(2,605)	-	-	-	22,767	23,170	(403)
Rental & equipment hire	4,660	4,653	(7)	4,660	4,653	(7)	4,660	4,653	(7)	257	4,653	4,396	9,064	4,653	(4,411)	4,660	4,653	(7)	27,963	27,918	45
Rubbish Disposal	625	510	(115)	442	510	68	542	510	(32)	442	510	68	472	510	38	542	510	(32)	3,064	3,060	4
Security	178	278	100	-	278	278	-	278	278	534	278	(256)	178	278	100	222	278	56	1,112	1,668	(556)
Stationery and supplies	461	370	(91)	272	370	98	217	370	153	347	370	23	1,408	370	(1,038)	269	370	101	2,973	2,220	753
Travel	-	333	333	618	333	(285)	123	333	210	195	333	138	11	333	322	(618)	333	951	329	1,998	(1,669)
Vehicle running costs & maintenance	175	250	75	402	250	(152)	182	250	68	172	250	78	88	250	162	189	250	61	1,209	1,500	(291)
Other expenses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total operating expenditure</b>	<b>60,677</b>	<b>74,106</b>	<b>13,429</b>	<b>71,192</b>	<b>63,319</b>	<b>(7,873)</b>	<b>51,522</b>	<b>59,454</b>	<b>7,932</b>	<b>70,213</b>	<b>51,136</b>	<b>(19,076)</b>	<b>77,974</b>	<b>81,635</b>	<b>3,662</b>	<b>60,187</b>	<b>52,320</b>	<b>(7,867)</b>	<b>391,765</b>	<b>381,972</b>	<b>9,793</b>
<b>Operating surplus/(deficit) before depreciation &amp; taxation</b>	<b>28,262</b>	<b>(2,402)</b>	<b>30,663</b>	<b>15,997</b>	<b>21,895</b>	<b>(5,898)</b>	<b>56,157</b>	<b>21,065</b>	<b>35,092</b>	<b>30,776</b>	<b>38,757</b>	<b>(7,981)</b>	<b>30,606</b>	<b>12,810</b>	<b>17,797</b>	<b>51,864</b>	<b>64,144</b>	<b>(12,281)</b>	<b>213,661</b>	<b>156,270</b>	<b>57,391</b>
<b>Depreciation &amp; Amortisation</b>																					
Depreciation	48,740	52,123	3,383	48,740	52,123	3,383	48,740	52,123	3,383	48,740	52,123	3,383	49,338	52,123	2,785	48,939	52,123	3,183	293,236	312,736	(19,500)
Impairment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>48,740</b>	<b>52,123</b>	<b>3,383</b>	<b>48,740</b>	<b>52,123</b>	<b>3,383</b>	<b>48,740</b>	<b>52,123</b>	<b>3,383</b>	<b>48,740</b>	<b>52,123</b>	<b>3,383</b>	<b>49,338</b>	<b>52,123</b>	<b>2,785</b>	<b>48,939</b>	<b>52,123</b>	<b>3,183</b>	<b>293,236</b>	<b>312,736</b>	<b>(19,500)</b>
<b>Operating surplus/(deficit) before taxation</b>	<b>(20,478)</b>	<b>(54,524)</b>	<b>34,046</b>	<b>(32,743)</b>	<b>(30,227)</b>	<b>(2,516)</b>	<b>7,417</b>	<b>(31,057)</b>	<b>38,474</b>	<b>(17,964)</b>	<b>(13,365)</b>	<b>(4,598)</b>	<b>(18,731)</b>	<b>(39,313)</b>	<b>20,582</b>	<b>2,924</b>	<b>12,022</b>	<b>(9,097)</b>	<b>(79,575)</b>	<b>(156,465)</b>	<b>76,891</b>

**Taupo Airport Authority  
Financial statements  
for the Half Year ended  
31 December 2025**

Taupo Airport Authority

**Statement of Comprehensive Revenue and Expense**

For the half-year ended 31 December 2025

		Unaudited 6 Months to 31 Dec 2025	Unaudited 6 Months to 31 Dec 2024	Audited 12 Months to 30 Jun 2025
	Note	\$	\$	\$
<b>Revenue</b>				
Revenue from services provided	4	769,514	765,915	1,500,177
Finance revenue	5	2,478	2,789	6,557
Insurance proceeds		-	-	-
<b>Total revenue</b>		<b>771,992</b>	<b>768,704</b>	<b>1,506,734</b>
<b>Expenditure</b>				
Personnel costs	6	162,600	139,007	284,578
Depreciation and amortisation expense	6	293,236	247,581	546,458
Loss on disposal of assets		-	-	7,214
Finance costs	5	-	6,291	11,211
Other expenses	6	395,731	343,487	761,224
<b>Total operating expenditure</b>		<b>851,567</b>	<b>736,366</b>	<b>1,610,685</b>
<b>Operating surplus/(deficit) before tax</b>		<b>(79,575)</b>	<b>32,338</b>	<b>(103,951)</b>
Income tax (expense)/credit		-	-	300,101
<b>Operating surplus/(deficit) after tax</b>		<b>(79,575)</b>	<b>32,338</b>	<b>196,150</b>
<b>Other comprehensive income</b>				
Property, plant & equipment revaluations		-	-	96,611
Deferred tax on revaluation		-	-	(57,011)
<b>Total other comprehensive income</b>		<b>-</b>	<b>-</b>	<b>39,600</b>
<b>Total comprehensive income</b>		<b>(79,575)</b>	<b>32,338</b>	<b>235,750</b>
<b>Total comprehensive revenue and expenses attributable to:</b>				
Taupo District Council		(39,788)	16,169	64,375
The Crown		(39,787)	16,169	171,375
		<b>(79,575)</b>	<b>32,338</b>	<b>235,750</b>

Summary of significant accounting policies and the accompanying notes form part of these financial statements.

**Statement of Changes in Equity**

For the half-year ended 31 December 2025

		Unaudited 6 Months to 31 Dec 2025	Unaudited 6 Months to 31 Dec 2024	Audited 12 Months to 30 Jun 2025
	Note	\$	\$	\$
<b>Net Assets/Equity at start of the period</b>	7	21,872,004	19,929,649	19,929,649
Total comprehensive revenue and expenses		(79,575)	32,338	235,750
Equity injections by Crown		215,578	24,116	290,116
Equity injections by Taupo District Council		-	525,000	1,416,489
<b>Balance at end of the period</b>	7	<b>22,008,007</b>	<b>20,511,103</b>	<b>21,872,004</b>

Summary of significant accounting policies and the accompanying notes form part of these financial statements.



Taupo Airport Authority

**Statement of Financial Position**

As at 31 December 2025

		Unaudited As at 31 Dec 2025 \$	Unaudited As at 31 Dec 2024 \$	Audited As at 30 Jun 2025 \$
<b>ASSETS</b>				
<b>Current assets</b>				
Cash and cash equivalents	8	647,531	399,752	348,640
Trade and other receivables	9	246,277	270,551	176,439
Prepayments		4,598	2,061	12,835
Current tax asset		814	-	814
<b>Total current assets</b>		<b>899,220</b>	<b>672,364</b>	<b>538,728</b>
<b>Non-current assets</b>				
Property, plant and equipment		24,032,451	23,840,854	24,300,178
Intangible assets		-	122	-
<b>Total non-current assets</b>		<b>24,032,451</b>	<b>23,840,976</b>	<b>24,300,178</b>
<b>Total assets</b>		<b>24,931,671</b>	<b>24,513,340</b>	<b>24,838,906</b>
<b>LIABILITIES</b>				
<b>Current liabilities</b>				
Trade and other payables	10	176,214	793,570	201,374
Employee entitlements	11	28,352	42,750	44,565
Provisions		3,729	3,729	3,729
<b>Total current liabilities</b>		<b>208,295</b>	<b>840,049</b>	<b>249,668</b>
<b>Non-current liabilities</b>				
Borrowings	12	-	200,000	-
Provisions		-	3,729	1,865
Deferred tax liabilities		2,715,369	2,958,459	2,715,369
<b>Total non-current liabilities</b>		<b>2,715,369</b>	<b>3,162,188</b>	<b>2,717,234</b>
<b>Total liabilities</b>		<b>2,923,664</b>	<b>4,002,237</b>	<b>2,966,902</b>
<b>Net assets (assets minus liabilities)</b>		<b>22,008,007</b>	<b>20,511,103</b>	<b>21,872,004</b>
<b>EQUITY</b>				
Equity interest of joint venture partners	7	15,673,498	14,300,431	15,457,920
Appropriation accounts	7	(364,016)	(481,498)	(284,441)
Asset revaluation reserve		6,698,525	6,692,170	6,698,525
<b>Total equity</b>		<b>22,008,007</b>	<b>20,511,103</b>	<b>21,872,004</b>

Summary of significant accounting policies and the accompanying notes form part of these financial statements.

Taupo Airport Authority

**Statement of Cashflows**

For the half-year ended 31 December 2025

	Unaudited 6 Months to 31 Dec 2025	Unaudited 6 Months to 31 Dec 2024	Audited 12 Months to 30 Jun 2025
	\$	\$	\$
<b>Cash flows from operating activities</b>			
Receipts from customers	707,403	690,967	1,486,156
Finance revenue	2,478	2,789	5,743
Interest paid	-	(6,656)	(14,540)
Payments to suppliers	(394,667)	(294,506)	(769,897)
Payments to employees	(178,814)	(137,113)	(280,869)
Net GST refunded / (paid)	3,156	(21,144)	9,487
<b>Net cash flow from operating activities</b>	<b>139,556</b>	<b>234,337</b>	<b>436,080</b>
<b>Cash flows from investing activities</b>			
Purchase and development of property, plant and equipment	(56,243)	(570,780)	(1,781,123)
<b>Net cash flow from investing activities</b>	<b>(56,243)</b>	<b>(570,780)</b>	<b>(1,781,123)</b>
<b>Cash flows from financing activities</b>			
Equity injections	215,578	549,116	1,706,605
Related party loan	-	-	(200,000)
<b>Net cash flow from financing activities</b>	<b>215,578</b>	<b>549,116</b>	<b>1,506,605</b>
<b>Net decrease in cash held</b>	<b>298,891</b>	<b>212,673</b>	<b>161,562</b>
Add cash at start of period	348,640	187,078	187,078
<b>Cash, cash equivalents, and bank overdrafts at the end of the period</b>	<b>647,531</b>	<b>399,752</b>	<b>348,640</b>

Note

8

The GST (net) component of cash flows from operating activities reflects the net GST paid to and received from the Inland Revenue Department. The GST (net) component has been presented on a net basis, as the gross amounts do not provide meaningful information for financial statement purposes and to be consistent with the presentation basis of the other primary financial statements.

Taupo Airport Authority

**01. Statement of accounting policies for the year ended 31 December 2025****1.1 Reporting entity**

The Taupo Airport Authority (TAA) is a joint venture between Taupo District Council (TDC) and the Crown with both parties having a 50% interest. Taupo District Council has responsibility for the management of the Airport. Governance is provided by a Committee of Council.

The primary objective of TAA is to operate a successful commercially viable business providing land and infrastructure for the safe, appropriate, and efficient air transport needs of the Taupo district, rather than making a financial return. Accordingly, TAA has designated itself a public benefit entity for the purposes of New Zealand equivalents to International Public Sector Accounting Standards (PBE IPSAS).

The financial statements of the Taupo Airport Authority are for the period ended 31 December 2025. The unaudited financial statements were approved by the Taupo Airport Authority Committee on 23 February 2026.

**02. Summary of significant accounting policies****2.1 Basis of preparation**

The financial statements have been prepared on the going concern basis and in accordance with the Civil Aviation Act 2023, and the Local Government Act 2002, which includes the requirement to comply with generally accepted accounting practice (GAAP) in New Zealand. The financial statements have been prepared in accordance with Tier 2 RDR standards as total expenses are less than \$2m. These financial statements comply with Public Sector Public Benefit Entity (PS PBE) standards.

The accounting policies set out below have been applied consistently to all periods presented in these financial statements.

The financial statements are prepared using the historical cost basis except for certain classes of assets and liabilities which are recorded at fair value. These are detailed in the specific policies below.

The financial statements are presented in New Zealand dollars and all values are rounded to the nearest dollar. The functional currency is New Zealand dollars.

**Changes in accounting policies**

There are no changes in accounting policies.

**2.2 GST**

The financial statements have been prepared exclusive of GST with the exception of receivables and payables that have been shown inclusive of GST. Where GST is not recoverable as an input tax it is recognised as part of the related asset or expense.

Commitments and contingencies are disclosed exclusive of GST.

**2.3 Revenue**

Revenue is measured at the fair value of consideration received or receivable.

Revenue from the sale of goods is recognised when the significant risks and rewards of ownership have been transferred to the buyer.

Revenue from any services rendered (except as described above) is recognised in proportion to the stage of completion of the transaction at the balance date. The stage of completion is assessed by reference to surveys of work performed.

Landing revenue is recognised on a straight-line basis over the term of the payments.

Rental revenue from investment property is recognised on a straight-line basis over the term of the lease. Lease incentives granted are recognised as an integral part of the total rental revenue.

Interest revenue is recognised as it accrues, using the effective interest method.

No revenue is recognised if there are significant uncertainties regarding recovery of the consideration due, associated costs or the possible return of goods.

Revenue is measured at fair value of consideration received.

The main sources of revenue for TAA are airfield landing charges, lease revenue from leasehold sites, and carparking fees. Revenue is recognised in the period to which it relates. Payment is by automatic payment or direct debit.

Taupo Airport Authority

**Summary of significant accounting policies continued****2.4 Leases***(i) Finance leases*

Leases in which substantially all of the risks and rewards of ownership transfer to the lessee are classified as finance leases. At inception, finance leases are recognised as assets and liabilities on the Statement of Financial Position at the lower of the fair value of the leased property and the present value of the minimum lease payments. Any additional direct costs of the lease are added to the amount recognised as an asset. Subsequently, assets leased under a finance lease are depreciated as if the assets are owned.

Minimum lease payments are apportioned between the finance charge and the reduction of the outstanding liability. The finance charge is allocated to each period during the lease term, so as to produce a constant periodic rate of interest on the remaining balance of the liability.

*(ii) Operating leases*

An operating lease is a lease that does not transfer substantially all the risks and rewards incidental to ownership of an asset.

Payments made under operating leases are recognised in the surplus or deficit on a straight-line basis over the term of the lease. Lease incentives received are recognised in the Statement of Comprehensive Revenue and Expense as an integral part of the total lease expense.

*(iii) Financing costs*

Net financing costs comprise interest payable on borrowings calculated using the effective interest rate method, foreign exchange losses, and losses on hedging instruments that are recognised in the Statement of Comprehensive Revenue and Expense using the effective interest rate method.

**2.5 Equity**

The equity of Taupo Airport Authority is made up of the following components:

- Capital contributions
- Accumulated funds
- Revaluation Reserves

Equity is the Partner's interest in the Airport and is measured as the difference between total assets and total liabilities.

**2.6 Cash and cash equivalents**

Cash and cash equivalents comprise cash balances and call deposits, and other short term highly liquid investments with maturities of three months or less.

**2.7 Financial assets**

Taupo Airport Authority classifies its investments as loans and receivables.

***Loans and receivables***

Loans and receivables are non-derivative financial assets with fixed or determinable payments, which are not quoted in an active market. After initial recognition they are measured at amortised cost using the effective interest method. Gains and losses when the asset is impaired or derecognised are recognised in the Statement of Comprehensive Revenue and Expense.

**2.8 Trade and other receivables**

Trade and other receivables are recognised at their cost less impairment losses.

A provision for impairment of receivables is established when there is objective evidence that the entity will not be able to collect all amounts due according to the original terms of receivables. The amount of the provision is the difference between the carrying amount and the present value of the estimated recovery of the debt.

Taupo Airport Authority

**Summary of significant accounting policies****2.9 Property, plant and equipment**

Property, plant, and equipment consists of Land, operating assets, and infrastructural assets.

Asset classes that are not revalued are recorded at historical cost less accumulated depreciation and impairment losses. Historical cost includes expenditure that is directly attributable to the acquisition of the items. The cost of an item of property, plant, and equipment is recognised as an asset if, and only if, it is probable that future economic benefits or service potential associated with the item will flow to the Airport, and the cost of the item can be reliably measured.

**Valuation methodologies**

Those asset classes that are revalued, are revalued on a three yearly valuation cycle. All other asset classes are carried at depreciated historical cost. The carrying values of all assets not revalued in any year are reviewed at each balance date to ensure that those values are not materially different to fair value.

Any accumulated depreciation at the date of revaluation is eliminated against the gross carrying amount of the asset, and the net amount is restated to the revalued amount of the asset.

Increases in the carrying amounts arising on revaluation of an asset class are credited to revaluation reserves in shareholders' equity. To the extent that the increase reverses a decrease previously recognised in the surplus or deficit, the increase is first recognised in the surplus or deficit. Decreases that reverse previous increases of the same asset class are first charged against revaluation reserves directly in equity to the extent of the remaining reserve attributable to the class; all other decreases are charged to the surplus or deficit.

Subsequent costs are included in the asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that future economic benefits associated with the item will flow to the entity and the cost of the item can be measured reliably. All other repairs and maintenance are charged to the surplus or deficit during the financial period in which they are incurred.

**Additions**

Additions between valuations are shown at cost.

The cost of an item of property, plant, and equipment is recognised as an asset if, and only if, it is probable that future economic benefits or service potential associated with the item will flow to the entity and the cost of the item can be reliably measured.

**Disposals**

Gains and losses on disposals are determined by comparing the disposal proceeds with the carrying amount of the asset. Gains and losses on disposals are reported net in the surplus or deficit. When revalued assets are sold, the amounts included in other reserves in respect of those assets are transferred to retained earnings.

**Transfers**

When the use of a property changes from owner-occupied to investment property, the property is reclassified to investment property at its fair value at the date of the transfer.

**Subsequent measurement**

Property, plant, and equipment, and intangible assets subsequently measured at cost that have a finite useful life are reviewed for impairment whenever events or changes in circumstances indicate that the carrying amount may not be recoverable.

An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable amount. The recoverable amount is the higher of the asset's fair value less costs to sell and value in use.

If an asset's carrying amount exceeds its recoverable amount, the asset is regarded as impaired and the carrying amount is written-down to the recoverable amount. The total impairment loss is recognised in the surplus or deficit. The reversal of an impairment loss is recognised in the surplus or deficit.

Taupo Airport Authority

## Summary of significant accounting policies

### Depreciation

Land is not depreciated. Depreciation has been provided on a straight-line basis on all other property, plant, and equipment. Depreciation is provided at rates that will write-off the cost (or valuation) of the assets to their estimated residual values over their useful lives. The useful lives and associated depreciation rates of major classes of assets have been estimated as follows:

Class of PP&E	Estimated useful life	Depreciation rates
Buildings	14 - 64 Years	1.6% - 6.67%
Furniture and Fittings	4 - 50 Years	2.0% - 25.2%
Motor vehicles	5 Years	20.0%
<b>Infrastructural assets:</b>		
Runways	3 - Indefinite	0% - 33.3%
Roading Network	3 - Indefinite Year	0% - 33.3%
Stormwater	80 Years	1.3%
Footpaths	80 Years	1.3%
Kerbs	50 Years	2.0%
Fencing	5 - 30 Years	3.3% - 20.0%
Streetlights	52 Years	1.9%

The depreciation rates are applied at a component level and are dependent on the expected remaining useful life of each component.

### Details of valuations by asset class:

#### Valuation of land and buildings

Airport land was initially valued at fair value by independent valuer Quotable Value New Zealand as at 1 July 2005, and this was considered deemed cost. The land and buildings were revalued to fair value on the same basis by independent valuer Quotable Value New Zealand at 30 June 2025.

#### Valuation of infrastructural assets

Infrastructure assets are the utility systems that provide a continuing service to the Airport and are not generally regarded as tradeable. They include the runways, roads, and stormwater systems together with other improvements of an infrastructural nature. The runway and roading assets were valued at fair value by independent valuer WSP New Zealand Limited (formerly Opus Consultants Limited) at 30 June 2023. The stormwater system assets were valued at fair value by independent valuer AECOM New Zealand Limited at 30 June 2023.

### Assets under construction/work in progress.

Assets under construction are not depreciated. The total cost of a project is transferred to the relevant asset class on its completion and then depreciated. Assets under construction are recognised at cost less impairment. The current carrying amount of items under construction is separately disclosed.

All TAA's assets are classed as non-generating, that is they are not held with the primary objective of generating a commercial return.

## 2.10 Intangible assets

### Website

Intangible assets have been valued at cost, and will be amortised on a straight line basis over the expected useful life of the asset.

Class of intangible asset	Estimated useful life	Amortisation rates
Computer software	4 years	25%

Costs associated with maintaining computer software are recognised as an expense when incurred.

Taupo Airport Authority

**Summary of significant accounting policies continued****2.11 Investment property**

Properties leased to third parties under operating leases and properties held for capital appreciation are classified as investment property unless the property is held to meet service delivery objectives, rather than to earn rentals or for capital appreciation.

Investment property is measured initially at its cost, including transaction costs.

After initial recognition, Taupo Airport Authority measures all investment property at fair value as determined annually by an independent valuer.

Gains or losses arising from a change in the fair value of investment property are recognised in the statement of comprehensive revenue and expense.

All investment properties have currently been disposed.

**2.12 Financial Liabilities**

Short term creditors and other payables are recorded at their face value.

**2.13 Employee entitlements****Short-term employee entitlements**

Provision is made in respect of the Airport's liability for salaries and wages accrued up to balance date, annual leave, long service leave, and lieu leave.

Long service leave, where there is already actual entitlement, is accrued at actual entitlement using current rates of pay. In addition, there is an actuarial assessment of value for which entitlement has not yet been reached. This assessment uses current rates of pay taking into account years of service, years to entitlement and the likelihood staff will reach the point of entitlement. These estimated amounts are discounted to their present value.

Liabilities for annual leave and lieu day leave are accrued on an actual entitlement basis, using current rates of pay.

**Long-term employee entitlements**

Employee benefits that are due to be settled beyond 12 months after the end of the period in which the employee renders the related service, such as long service leave, have been calculated on an actuarial basis. The calculations are based on:

- likely future entitlements accruing to staff, based on years of service, years to entitlement, the likelihood that staff will reach the point of entitlement, and contractual entitlement information; and
- the present value of the estimated future cash flows.

**Superannuation schemes**

Obligations for contributions to defined contribution superannuation schemes are recognised as an expense in the surplus or deficit when incurred.

**2.14 Income tax**

Income tax on the surplus or deficit for the year comprises current and deferred tax.

Current tax is the amount of income tax payable based on the taxable surplus for the current year, plus any adjustments to income tax payable in respect of prior years. Current tax is calculated using tax rates (and tax laws) that have been enacted or substantively enacted at balance date.

Deferred tax is the amount of income tax payable or recoverable in future periods in respect of temporary differences and unused tax losses. Temporary differences are differences between the carrying amount of assets and liabilities in the financial statements and the corresponding tax bases used in the computation of taxable profit.

Deferred tax liabilities are generally recognised for all taxable temporary differences. Deferred tax assets are recognised to the extent that it is probable that taxable surpluses will be available against which the deductible temporary differences or tax losses can be utilised.

Deferred tax is calculated at the tax rates that are expected to apply in the period when the liability is settled or the asset is realised, using tax rates that have been enacted or substantively enacted by balance date.

Current tax and deferred tax is charged or credited to the statement of comprehensive revenue and expense, except when it relates to items charged or credited directly to equity, in which case the tax is dealt with in equity.

Taupo Airport Authority

### **Summary of significant accounting policies continued**

#### **2.15 Statement of Intent (SOI) or Budget figures**

The budget is approved by the TAA Committee in the Statement of Intent and in complying with sections 64, 66, and 67 of the Local Government Act 2002.

#### **2.16 Going Concern**

The Taupo Airport Authority considers that the continued adoption of the going concern assumption for the preparation of this financial statement is appropriate. The conclusion has been reached having regard to assurances from the Taupo District Council that financial support and / or funding will be made available to ensure that the airport can continue its current operations.

### **03. Critical accounting estimates and judgements**

In preparing the financial statements the TAA made estimates and assumptions concerning the future. These estimates and assumptions may differ from the subsequent actual results. Estimates and judgements are continually evaluated and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances.



Taupo Airport Authority

**04. Revenue from services provided**

	<b>Unaudited 6 Months to 31 Dec 2025 \$</b>	<b>Unaudited 6 Months to 31 Dec 2024 \$</b>	<b>Audited 12 Months to 30 Jun 2025 \$</b>
Landing fees	513,869	520,372	1,021,055
Terminal passenger fees	-	-	-
Lease and terminal rent	172,597	163,887	325,112
Parking fees	58,993	58,661	114,064
Other services	24,055	22,996	39,945
<b>Total revenue from services provided</b>	<b>769,514</b>	<b>765,915</b>	<b>1,500,177</b>

**05. Finance revenue and expenses**

	<b>Unaudited 6 Months to 31 Dec 2025 \$</b>	<b>Unaudited 6 Months to 31 Dec 2024 \$</b>	<b>Audited 12 Months to 30 Jun 2025 \$</b>
<b>Finance revenue</b>			
Interest revenue	2,478	2,789	6,557
<b>Total finance revenue</b>	<b>2,478</b>	<b>2,789</b>	<b>6,557</b>
<b>Finance costs</b>			
Interest expense (to related party)	-	6,291	11,211
<b>Total finance costs</b>	<b>-</b>	<b>6,291</b>	<b>11,211</b>

Taupo Airport Authority

**06. Operating expenditure**

	<b>Unaudited 6 Months to 31 Dec 2025 \$</b>	<b>Unaudited 6 Months to 31 Dec 2024 \$</b>	<b>Audited 12 Months to 30 Jun 2025 \$</b>
<b>Employee benefit expenses</b>			
Salaries and wages	177,173	135,514	277,665
Increase/(decrease) in employee entitlements/liabilities	(16,213)	1,894	3,709
Defined contribution plan employer contributions	1,640	1,599	3,204
<b>Total employee benefit expenses</b>	<b>162,600</b>	<b>139,007</b>	<b>284,578</b>
 Depreciation expense	 293,236	 247,459	 546,214
Amortisation expense	-	122	244
<b>Total depreciation and amortisation</b>	<b>293,236</b>	<b>247,581</b>	<b>546,458</b>
 Audit fees for financial statements	 8,783	 8,783	 17,747
Landside maintenance	1,880	2,602	7,587
Airside maintenance	15,095	1,063	8,260
Terminal maintenance	13,787	15,282	24,579
Other maintenance	9,579	-	1,691
Airfield contractors	113,506	118,087	247,505
Electricity and gas	35,780	30,674	64,719
Materials and supplies	2,350	1,911	6,276
Professional services fees/legal fees	46,761	30,429	81,356
Accountancy & business services (TDC)	24,000	24,000	48,000
Vehicle running costs	1,209	2,032	4,082
Insurances	15,805	15,925	32,748
Committee expenses	-	-	-
Cleaning	3,206	1,803	6,607
Equipment hire and rental fees	27,963	27,976	58,849
Rates	22,767	14,449	39,032
Software licenses	29,147	23,633	45,218
Marketing	-	-	15,142
Other expenses	24,113	24,838	51,826
<b>Total other expenses</b>	<b>395,731</b>	<b>343,487</b>	<b>761,224</b>

Taupo Airport Authority

**07. Equity****(a) Equity Interest of Joint Venture Partners****(i) Taupo District Council**

Opening balance	8,520,391	7,103,902	7,103,902
Capital injections	-	525,000	1,416,489
<b>Closing balance</b>	<b>8,520,391</b>	<b>7,628,902</b>	<b>8,520,391</b>

**(ii) The Crown**

Opening balance	6,937,529	6,647,413	6,647,413
Capital injections	215,578	24,116	290,116
<b>Closing balance</b>	<b>7,153,107</b>	<b>6,671,529</b>	<b>6,937,529</b>
<b>Total closing balance of equity accounts</b>	<b>15,673,498</b>	<b>14,300,431</b>	<b>15,457,920</b>

**(b) Appropriation Accounts****(i) Taupo District Council**

Opening balance	1,182,410	1,067,713	1,067,713
Transfer from reserves for disposed/impaired assets	-	-	23,087
Transfer from reserves for deferred tax on revaluation	-	-	(6,465)
Share of net (deficit) / surplus	(39,788)	16,169	98,075
<b>Closing balance</b>	<b>1,142,622</b>	<b>1,083,882</b>	<b>1,182,410</b>

**(ii) The Crown**

Opening balance	(1,466,851)	(1,581,549)	(1,581,549)
Transfer from reserves for disposed/impaired assets	-	-	23,087
Transfer from reserves for deferred tax on revaluation	-	-	(6,464)
Share of net (deficit) / surplus	(39,787)	16,169	98,075
<b>Closing balance</b>	<b>(1,506,638)</b>	<b>(1,565,380)</b>	<b>(1,466,851)</b>
<b>Total closing balance of appropriation accounts</b>	<b>(364,016)</b>	<b>(481,498)</b>	<b>(284,441)</b>

**(c) Asset Revaluation Reserve****Property, plant and equipment revaluation reserve**

<b>Opening Balance</b>	<b>6,698,525</b>	<b>6,692,170</b>	<b>6,692,170</b>
Revaluation gains/(losses)	-	-	96,611
Deferred tax on revaluation	-	-	(57,011)
Transfers out of reserves on disposal/impairment of property	-	-	(46,174)
Deferred tax on transfers out of reserves	-	-	12,929
<b>Closing Balance</b>	<b>6,698,525</b>	<b>6,692,170</b>	<b>6,698,525</b>

Represented by:

**Operational assets:**

Land	2,282,772	2,389,772	2,282,772
Buildings	200,468	53,867	200,468
Fencing	60,116	73,669	60,116

**Infrastructure assets:**

Roading & streetlighting	718,483	736,941	718,483
Stormwater	89,767	89,767	89,767
Runways	3,346,919	3,348,154	3,346,919
<b>Total asset revaluation reserves</b>	<b>6,698,525</b>	<b>6,692,170</b>	<b>6,698,525</b>

**Total Equity**

<b>22,008,007</b>	<b>20,511,103</b>	<b>21,872,004</b>
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Taupo Airport Authority

**08. Cash and cash equivalents**

	Unaudited 6 Months to 31 Dec 2025 \$	Unaudited 6 Months to 31 Dec 2024 \$	Audited 12 Months to 30 Jun 2025 \$
Call deposits	167,531	399,752	348,640
Term deposits with maturities of less than three months at acquisition	480,000	-	-
<b>Total cash and cash equivalents used in statement of cashflows</b>	<b>647,531</b>	<b>399,752</b>	<b>348,640</b>

**09. Trade and other receivables**

	Unaudited 6 Months to 31 Dec 2025 \$	Unaudited 6 Months to 31 Dec 2024 \$	Audited 12 Months to 30 Jun 2025 \$
Trade receivables	146,037	163,715	176,426
Other	103,723	110,319	3,496
Receivables prior to impairment	249,760	274,033	179,922
Less: Allowance for doubtful debt	(3,483)	(3,483)	(3,483)
<b>Total current net trade and other receivables</b>	<b>246,277</b>	<b>270,551</b>	<b>176,439</b>
<b>Total debtors and other receivables from exchange transactions</b>	<b>146,025</b>	<b>163,715</b>	<b>176,426</b>
<b>Total current net trade and other receivables from non-exchange transactions</b>	<b>100,252</b>	<b>106,836</b>	<b>13</b>
<b>Total current net trade and other receivables</b>	<b>246,277</b>	<b>270,551</b>	<b>176,439</b>

Debtors and other receivables are non-interest bearing and receipt is normally on 30 day terms, therefore the carrying value of debtors and other receivables approximates their fair value.

**Bad and doubtful trade receivables**

The Airport has recognised a \$nil loss (June 2025: \$nil) in respect of bad and doubtful trade receivables during the period ended 31 December 2025. Losses, if incurred, are included in 'other expenses' within the surplus or deficit of the statement of comprehensive revenue and expense.

The aging of receivables as at 31 December 2025 are detailed below:

	Unaudited 6 Months to 31 Dec 2025 \$	Unaudited 6 Months to 31 Dec 2024 \$	Audited 12 Months to 30 Jun 2025 \$
Current	228,023	241,666	163,851
Past due 1-30 days	122	20,630	2,787
Past due 31-60 days	10,410	3,330	949
Past due 61+ days	7,722	4,925	8,852
<b>Total net receivables</b>	<b>246,277</b>	<b>270,551</b>	<b>176,439</b>

Taupo Airport Authority

**10. Trade and other payables**

	Unaudited 6 Months to 31 Dec 2025 \$	Unaudited 6 Months to 31 Dec 2024 \$	Audited 12 Months to 30 Jun 2025 \$
Trade payables	18,318	7,355	54,046
Trade payables to related parties	15,379	259,724	-
Accrued expenses	49,246	65,960	81,200
Accrued expenses to related parties	23,745	397,374	6,194
Revenue in advance	69,525	63,156	59,934
<b>Total creditors and other payables</b>	<b>176,214</b>	<b>793,570</b>	<b>201,374</b>
<b>Total creditors and other payables from exchange transactions</b>	<b>89,961</b>	<b>729,106</b>	<b>127,796</b>
<b>Total creditors and other payables from non-exchange transactions</b>	<b>86,253</b>	<b>64,464</b>	<b>73,578</b>
<b>Total current creditors and other payables from exchange and non-exchange transactions</b>	<b>176,214</b>	<b>793,570</b>	<b>201,374</b>

Trade payables are non-interest bearing and are normally settled on 30-day terms, therefore the carrying value of trade payables approximates their fair value.

**11. Employee benefit liabilities**

	Unaudited 6 Months to 31 Dec 2025 \$	Unaudited 6 Months to 31 Dec 2024 \$	Audited 12 Months to 30 Jun 2025 \$
<b>Current portion</b>			
Accrued pay	4,416	10,630	15,178
Annual leave	17,404	24,719	22,398
Lieu leave	632	1,233	1,233
Long service leave	5,900	6,167	5,756
<b>Total current portion</b>	<b>28,352</b>	<b>42,750</b>	<b>44,565</b>
<b>Total employee entitlements</b>	<b>28,352</b>	<b>42,750</b>	<b>44,565</b>

There is assumed to be no non current retirement or long service leave obligations

**12. Borrowings**

	Unaudited 6 Months to 31 Dec 2025 \$	Unaudited 6 Months to 31 Dec 2024 \$	Audited 12 Months to 30 Jun 2025 \$
<b>Non-current</b>			
Borrowings	-	200,000	-
<b>Total non-current provisions</b>	<b>-</b>	<b>200,000</b>	<b>200,000</b>

TAA has a Loan Facility agreement with Taupo District Council, signed in July 2022. The purpose of the loan facility is for working capital and liquidity purposes only. The loan facility is up to \$300,000 for a term of up to 5 years. The loan is unsecured and subordinated to all other external indebtedness. Interest is payable quarterly in arrears. The interest rate is calculated as the Base rate (90 day BKBM bid rate) plus margin (lenders 2 year floating rate margin plus 0.65%).

Taupo Airport Authority

**13. Contingencies**

As at 31 December 2025 the Airport had no contingent assets (2024: \$Nil).

In April 2021, damage was caused to an aircraft's propeller following a single aircraft incident on the taxiway at Taupo Airport. An independent safety investigation was undertaken shortly after the incident which indicated pilot error. In April 2022 TAA received a demand to reimburse the pilot the costs incurred to repair the aircraft. At this point, TAA cannot reliably determine whether a liability exists, in any case TAA has insurance coverage for this event so TAA exposure is expected to be minimal.

**14. Events after balance date**

There were no subsequent events after 31 December 2025.

# TAUPŌ AIRPORT TE TAUNGA WAKA RERERANGI O TAUPŌ



## Taupō Airport Authority

Draft Statement of Intent  
for the three-year period  
1 July 2026 to 30 June 2029

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

1.	INTRODUCTION .....	4
1.1	THE LOCAL GOVERNMENT ACT .....	4
1.2	RESPONSIBILITIES .....	4
1.3	CONTACT DETAILS .....	4
2.	TAUPŌ AIRPORT AUTHORITY (TAA) .....	5
2.1	ESTABLISHMENT OF TAA .....	5
2.2	GOVERNANCE .....	5
2.3	MANAGEMENT .....	6
2.4	FINANCIAL ACCOUNTABILITY .....	6
3.	TAUPŌ AIRPORT .....	7
4.	CIVIL AVIATION AUTHORITY (CAA) .....	8
5.	RESPONSIBILITY TO THE SHAREHOLDERS .....	9
5.1	STATEMENT OF INTENT .....	9
5.2	GENERAL INFORMATION FLOWS AND REPORTING .....	9
5.3	STRATEGIC FOCUS .....	9
5.4	TDC / TAA ADMINISTRATION SUPPORT SERVICES .....	10
5.5	GOVERNANCE STRUCTURE .....	10
5.6	AIRPORT MASTER PLAN .....	11
5.7	STAKEHOLDER RELATIONS .....	11
6.	CAPITAL EXPENDITURE PROPOSALS .....	12
6.1	SURFACE TREATMENT WORKS TO THE MAIN SEALED RUNWAY .....	12
6.2	ANZAC MEMORIAL DRIVE IMPROVEMENTS .....	12
6.3	DEVELOPMENT OF AREAS FOR AVIATION / COMMERCIAL USE .....	13
6.4	SMALL LANDSIDE AND AIRSIDE PROJECTS .....	13
6.5	INFRASTRUCTURE FOR NEXT GENERATION AIRCRAFT .....	13
6.6	TAUPŌ DISTRICT PLAN .....	14
6.7	OPERATIONAL PERFORMANCE .....	16
6.8	PASSENGER NUMBERS .....	16
7.	FINANCIALS .....	17
7.1	RATIO OF TAA'S CAPITAL TO TOTAL ASSETS .....	17
7.2	STATEMENT OF COMPLIANCE AND BASIS OF PREPARATION .....	17
7.3	ACCOUNTING POLICIES .....	17
7.4	FINANCIAL PERFORMANCE .....	23
7.5	FORECAST STATEMENT OF FINANCIAL POSITION .....	23
7.6	FORECAST STATEMENT OF CASHFLOWS .....	24



7.7      **COMMERCIAL VALUE OF TAA** .....24

7.8      **TDC LOAN TO TAA** .....25

7.9      **INFORMATION TO BE PROVIDED** .....25

## 1. INTRODUCTION

This Draft 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, intentions, nature and scope of activities to be undertaken, financial and performance targets by which TAA will be measured.

It covers the three years of operations from 1 July 2026 to 30 June 2029 and supersedes the previous Statement of Intent (SOI).

### 1.1 The Local Government Act

The Local Government Act 2002 requires a Council Controlled Organisation (CCO) 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 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 is 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.

### 1.3 Contact details

Chair	To be advised
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 a Council Controlled Organisation (CCO) as defined under the Local Government Act 2002 and was established to manage the full operations of Taupō Airport.

TAA is not a legal entity in its own right but 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 is entrusted to manage the Airport operations on behalf of the JV partners.

The MoT sets aside a rolling three-year cycle appropriation budget for capital expenditure at the JV airports. With projects that are deemed to be essential to meet CAA compliance and subject to robust business cases, the Ministry will consider a 50% contribution towards the total project cost.

There are five JV airports:

- Taupō
- Westport
- Whakatane
- Whanganui
- Whangārei

The MoT has signalled that the agreements with all of the JV airports require to be updated to bring them more in line with modern aviation practices. Discussions related to Taupō Airport will continue during this SOI period at the regular meetings between the Airport General Manager and executives from the MoT.

### 2.2 Governance

A Standing Committee of TDC has been established to provide an oversight of the Airport operations including issues of safety.

The Committee members are appointed by TDC and meet at approximately eight-week intervals with Airport Management to review the Airport's performance and provide quarterly, half yearly and annual business performance reports. The Committee elects a Chair and TAA operates under this SOI as agreed by the Committee members, TDC and the MoT.

TAA Committee members are:

- John Funnell (Mayor)
- Duncan Campbell (Councillor)
- Steve Manunui (Councillor)
- ?????? (Business representative)
- ?????? (Business representative)
- Bryan Field (Ministry of Transport observer)
- Barry Payne (Airport local user observer)

## 2.3 Management

Management of the Airport is the responsibility of the TAA General Manager with the assistance of a small team comprising of a full-time Operations Manager and a part-time Safety Manager.

The General Manager, whilst being accountable to the TAA Committee members, does not report to the Committee Chair (as is the case with other regional airports) but is employed by TDC and has a direct reporting line to the TDC General Manager (Strategy and Environment).

All Airport operations and assets are managed by the General Manager who has overall responsibility for the day-to-day activities, business development, stakeholder relations and monitoring the organisation's performance against specified criteria. This includes overall accountability for implementing the Airport's strategic direction and ensuring the ongoing safe and successful operation of the Airport in full compliance with CAA Rules Part 139 and Part 100 as well as the Health and Safety at Work Act 2015.

For economic efficiency, Airport management utilises the commercial airline's ground handling operator to assist with the day-to-day running of the Airport. This is through an Airport Operations Contract which also includes terminal building cleaning, car park management and basic security.

Grounds and general maintenance of the Airport, both landside and airside, is through a Grounds and General Maintenance Contract operated by a local company which includes maintenance of the airside grassed areas, terminal precinct, car parking areas, landscaping, fencing and gates

The General Manager has regular meetings with the Committee Chair and TDC executive staff.

## 2.4 Financial accountability

A key focus for the Airport General Manager is to ensure that the Airport operates on a self-funding model without the need for any general ratepayer contributions.

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

- Fees and associated charges in respect to public vehicle parking
- Aeronautical charges from regular passenger transport services
- Aeronautical charges from general aviation aircraft
- Revenue from tenant's leases and rents, licences, concession-based contracts and lessee's outgoings

### 3. TAUPŌ AIRPORT

Taupō Airport was originally constructed in the mid-1960's and provides a complimentary mix of aviation and commercial activities.

This includes:

- Scheduled regular passenger transport services between Taupō and Auckland
- General aviation
- Skydiving adventure operations
- Scenic flights
- Agricultural aviation services
- Non-aviation commercial and retail offerings

The Airport delivers a great experience for the travelling public, creates a welcoming gateway and is also a destination in its own right. It provides services to allow the safe and efficient facilitation of travellers and freight and, ancillary to this, TAA leases terminal space and land at the Airport.

Taupō Airport is identified as a critical piece of regional transport infrastructure, provides an important asset for the region and is home to the central north island helicopter rescue services.

The Airport receives a significant number of private jet charters attracted by high profile regional destinations and activities such as Huka Lodge, Taupō lake fishing and golf.

Airside assets include a 1,386m long sealed runway (non-instrument Code 3) capable of catering for all domestic New Zealand turbo prop aircraft and the ability to provide the safe movements of jet charter aircraft up to 50 tonnes (weight restricted for take-off).

There is also a shorter cross grass runway as well as a parallel taxiway for the use by aircraft with a wingspan of less than 15m.

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 purposes.

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

TAA will work collaboratively with the Council, Destination Great Lake Taupō (Taupō tourism), Amplify (Taupō economic development agency), Taupō Chamber of Commerce, airlines and other key stakeholders, to ensure a combined approach to achieve the region's desired strategic goals.

#### 4. CIVIL AVIATION AUTHORITY (CAA)

The Airport General Manager is designated as the Chief Executive Officer on the Aerodrome Operator Certificate (AOC) and has direct accountability to the Director of Civil Aviation for all matters relating to Airport airside operations in compliance with the CAA Rules Part 139 and Part 100.

Taupō Airport is certified as a non-security designated aerodrome and CAA Rule Part 139 provides requirements relating to:

- Certification and operation
- Applicable security measures
- Use by aircraft operators
- Provision of a shared radio frequency used by pilots (UNICOM)
- Operation of a mandatory broadcast zone (MBZ)
- Aerodrome and weather information broadcasting services (AWIB)

To comply with CAA Rule Part 139, the Airport operations are defined under an Airport Exposition which consists of three manuals:

- Airport Operations
- Safety Management System
- Emergency Response Plan

These manuals are compiled by Airport management for approval by the CAA who undertake annual audits to randomly monitor certain elements against compliance. Every five years there is an extensive audit of all the manuals in preparation for recertification – Taupō Airport is currently certified until 28 July 2028.

As a requirement of Rule Part 139, the Airport General Manager, Operations Manager and Safety Manager are all designated as Senior Persons on the AOC. At each recertification, the three staff members have to undergo an extensive interview process and be approved by the CAA to be able to maintain this designation.

Due to the low number of commercial movements of aircraft above a 30-seat certified capacity, there is no requirement for a rescue fire service under CAA Rule Part 139 and Taupō Airport is exempt from this section of the Rule.

Further, there is no air traffic control tower at Taupō Airport, however, the Airport operates a Mandatory Broadcast Zone, whereby, communication of aircraft movements is broadcast on a shared frequency that is used by all pilots in the vicinity.

TAA will keep the Committee members, Council officers and the CAA informed at all times of any changes in the status of these obligations or any other matters relating to CAA Rules Part 139 and Part 100.

## **5. RESPONSIBILITY TO THE SHAREHOLDERS**

### **5.1 Statement of Intent**

In accordance with the Local Government Act 2002, the draft Statement of Intent (SOI) for the coming financial year has to be submitted by 1 March to TDC and the MoT as the JV owners to review and make comments or suggest alterations prior to 1 May.

Any amendments will be assessed by TAA and the final SOI is to be provided to the JV partners after adoption by the TAA Committee and prior to the start of the SOI period from 1 July 2026.

### **5.2 General information flows and reporting**

The TAA Committee aims to ensure that the JV owners are informed of all major developments affecting the Airport's state of affairs, while at the same time recognising that commercial sensitivity may preclude certain information from being made public

Whilst noting that TAA may function in a different market to Council, the Airport is aware that it operates in a public environment and, as such, TAA will exercise due care and attention in accordance with Council's policies and procedures, including sensitive expenditure.

Within these constraints, information will be communicated as follows:

- Delivery of a half-year report within 90 days of the end of the first six months of the financial year
- Delivery of a Committee-approved annual report with an unqualified Audit Opinion within 90 days of the financial year end
- Regular meetings between TAA General Manager and executives from the JV partners to ensure strong communications and alignment between the parties
- Other ad-hoc reports and briefings to inform well in advance of any material for significant events, transactions or other issues that would be considered contentious or attract wide public interest – operating a no surprises policy

### **5.3 Strategic focus**

With a strategic focus to strengthen the Airport and the region as a major tourism destination in the North Island, three key aspirations have been established for Taupō Airport:

- A safe and vibrant thriving transport hub serving communities within the Taupō District and connecting the region to the rest of New Zealand and to the World
- A strong commercial focus and has the ability to be self-funding
- The premium charter Airport that serves the major tourism region of the North Island.

Whilst these aspirations are high-level and long-term, it is important that during the period of this SOI opportunities are developed to work towards achieving these goals.

## 5.4 TDC / TAA administration support services

Historically and in consideration of the small Airport management team, TDC has provided services to TAA to ensure the Airport operations are managed effectively. These support services include:

- Financial
- IT
- Legal
- Communications and media

TDC invoice TAA on a monthly basis for the support services but there is no formal agreement in place.

During the period of the SOI, TAA and TDC will enter into discussions to formulate a Service Level Agreement between the two entities for the administrative support which will detail the services to be provided and associated costs.

## 5.5 Governance structure

TAA is currently a Council Controlled Organisation (CCO) of TDC as defined under the Local Government Act 2002 but basically operates as a business unit of TDC with the TAA General Manager reporting through to the TDC Strategy and Environment Manager.

Previous TAA Committees have signalled that corporatisation would enable the Airport to be managed on a more commercial footing and operate at industry best practice level whilst still providing stakeholders with the ability to provide valued input on strategic direction.

This would entail repositioning TAA from a Standing Committee of Council to a Council Controlled Trading Organisation (CCTO), including the development of an independent Board of Directors tasked with providing high-level governance of the Airport Company.

A review on the Governance structure of TAA was carried out during the previous SOI period with legal and financial advice being sought on moving to a stand-alone structure similar to most other regional airports in New Zealand that operate as corporatised entities to allow:

- Greater flexibility
- Quicker response to changing conditions
- Ability to loan fund asset development
- Organise and sign contracts
- Ability to own assets
- Self-funding
- Clearer TAA/TDC interface
- Ability to attract a high calibre of governance and management

At the time the Ministry of Transport signalled their support for corporatisation, however, due to the Local Government elections taking place during the last SOI period, further work on the governance structure review was deferred but may resume again during the period of this SOI.



In the meantime, there has been changes to the structure of the TAA Committee with the inclusion of two observers – one from the Ministry of Transport and one nominated from the Airport users.

It is noted that the role of the observers is to attend meetings, receive information and monitor proceedings without the ability to vote or form part of a quorum. In principle, the observers act as a non-decision-making presence who provide value through insight, expertise and a different perspective, while respecting the formal governance structure of the Committee.

## 5.6 Airport Master Plan

In 2020 Airport management, in collaboration with local Architects, worked on the development of a draft Airport Master Plan and produced a high level pictorial imagery of a proposal to segregate the Airport land into seven precincts each considering various development opportunities, both aviation and non-aviation.

Whilst this gave the basis of the ideas back in 2020, the Master Plan needs to be developed into a more detailed document that takes into account the future aspirations of the Airport and the goal of operating a successful and robust business which is self-sustainable.

This will involve a better understanding of land use, establishing protection through the District Plan, setting parameters to avoid land-locking key areas and ensuring the prime purposes of facilitating travel for passengers and maintaining an Airport for the benefit of the local community are not compromised and able to grow as necessary.

Work commenced during the previous SOI period in relation to protecting the Airport through the District Plan and an agreement was reached between TDC and TAA with regards land boundaries. This will be continued and a more encompassing Master Plan will be developed over this SOI period.

The Master Plan also needs to consider the operations from a more environmentally sustainable point of view with options being investigated such as solar power production and facilities to service the next generation of aircraft that the national carrier, Air New Zealand, is currently trialling.

## 5.7 Stakeholder relations

To effectively grow passenger traffic through the Airport and be of benefit for the region, a concerted effort has to be made by all interested parties for a common goal:

- Airport
- Airlines
- Council
- Tourism
- Economic development
- Local businesses

Whilst there has been some coordination in the past between certain entities, this now has to take a much stronger direction and, during the SOI period, TAA will continue to support this process by participating in regular forums with representatives from the key stakeholders and work towards the strategic focus of developing Taupō and the region into the major tourism destination in the North Island.

## 6. CAPITAL EXPENDITURE PROPOSALS

Following the completion of the recent major projects such as the Airport terminal redevelopment, new car park and the widespread works to the apron with an extension and surface treatment, the requirement for major airside capital expenditure during this SOI period will be limited.

Therefore, the focus over the next three years will mainly be concentrated on landside capital expenditure:

- Anzac Memorial Drive improvements
- Initial works to develop areas for aviation / commercial use
- Small landside and airside projects
- Infrastructure to cater for the next generation of aircraft

As with all capital projects, these will be subject to feasibility studies and sound business cases being presented by TAA management for approval by the TAA Committee, TDC and the MoT (in the case of any essential airside works).

### 6.1 Surface treatment works to the main sealed runway

In late 2022 management engaged an experienced aviation consultant to carry out a runway condition survey.

The runway was last resurfaced with a 50mm asphaltic overlay in 2010 and such surfacing generally lasts between 15 to 20 years. A longer surface life can be achieved with the appropriate use of a bitumen surface treatment.

To maintain the integrity of the surface and extend the life of the runway, a recommendation was made to apply a proprietary surface treatment and joint funding by the JV owners was sought and agreed. However, more recently it has become apparent that surface condition, apart from some localised areas, has not seen further deterioration and there may be a case to defer the surface treatment or plan for a complete surface overlay of the runway at a later date.

Whilst a further review is pending, the surface treatment project will be maintained in the period of this SOI but this may change and, if necessary, a requirement to seek additional funding from the JV owners dependent of whether the recommended option is to carry out a runway overlay.

### 6.2 Anzac Memorial Drive improvements

In 2023 TDC carried out an upgrade to the adopted section of Anzac Memorial Drive leading from the State Highway to the Airport entrance which included new kerb and channel, street lighting, drainage improvements and carriageway resurfacing. This has greatly enhanced the approach to the Airport.

The portion of Anzac Memorial Drive within the Airport confines (the airport perimeter road) has not been maintained for many years, has no kerb and channel, poor drainage and a deteriorating road surface.

The intention during this SOI period is to investigate, plan and carry out works to upgrade this section of Anzac Memorial Drive by installing new kerb and channel, improving the drainage and resurfacing to the carriageway.

As this work is landside and not essential to comply with the CAA Rule Part 139, it is very doubtful whether the MoT will be prepared to fund 50% of the costs. Therefore, with a detailed business case, funding will be sought from TDC and, if agreed, works will be aligned from 2027/28 onwards.

### **6.3 Development of areas for aviation / commercial use**

In connection with the draft Airport Master Plan, several areas within the Airport perimeter boundary have been designated for aviation / commercial development. This will enable the Airport to generate additional income which will lead to less reliance on aeronautical revenue.

One of these areas has been identified for rotary activities expansion and investigation with regards requirements for either upgrading or the provision of roading and services infrastructure will be undertaken during the period of this SOI.

Due to the location of the development area being away from the main Airport operational infrastructure, it is doubtful that the MoT will be prepared to co-fund the work, however, submissions will be made to both the Ministry and Council for co-funding.

### **6.4 Small landside and airside projects**

- Airport boundary fence replacement – continuation of a rolling programme (Stage 3) to completely replace the old, deteriorated fence around the perimeter of the Airport
- Access construction to grass runway from Anzac Memorial Drive
- Realignment and upgrade of taxiway to the north-west of the apron
- Rehabilitation works to the sealed taxiways
- CCTV expansion to landside/airside areas

### **6.5 Infrastructure for next generation aircraft**

With the intention by Air New Zealand and other airlines to explore the use of the next generation of aircraft, there is a need to investigate what type of infrastructure will be required to enable the turnaround of these aircraft at the Airport.

At this stage there is no certainty whether these aircraft will be pure electric, hybrid or hydrogen fuelled although Air New Zealand is currently trialling a full electric aircraft initially for cargo use.

As work progresses on the trialling of the aircraft, the requirements will become more apparent and this will enable TAA to understand how the Airport will need to be positioned and what infrastructure has to be installed.

If any capital works are required in the future that cannot be fully funded from Airport operations, TDC and the MoT, as JV owners, will be approached with regards contributions for the works.

## 6.6 Taupō District Plan

Whilst not necessary a capital works project, this is a substantial piece of work that has been ongoing since 2023 which is being funded through operational expenditure and will come to a conclusion during the period of this SOI.

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.

Experienced aviation and planning consultants have been engaged to investigate and prepare a private plan change and notice of requirement to cover forecasted aviation growth over the next 30 years with a purpose to set in place an appropriate and efficient planning method within the Taupō District Plan.

This will provide for the ongoing use and development of the Airport land and infrastructure whilst seeking to provide recognition and controls in the Plan in a way that appropriately recognises the specific development and operational needs of a regional airport.

The final cost of the overall project is estimated to be circa \$250k and the result of the lodgement will be known during the early part of this SOI.

**Forecasted capital expenditure**

<b>Project (cost x \$000)</b>	<b>2026/27</b>	<b>2027/28</b>	<b>2028/29</b>
Development of aviation / commercial areas	100	100	100
Southern Apron reconstruction	-	600	800
Anzac Memorial Drive upgrade – Stage 1	-	850	750
Parallel taxiway surface treatment	-	-	300
Small projects:			
1) Airport boundary fence (Stage 3)	50	-	-
2) Taxiway work north-west of apron	50	-	-
3) CCTV landside/airside expansion	10	-	-
4) Taxiway rehabilitation	-	50	50
5) Next generation aircraft infrastructure	-	30	-
6) Vehicle renewal	-	50	-
Other potential capex:			
Terminal renewals	10	10	10
Landside renewals	10	10	10
Airside renewals	10	10	10
Car park renewals	10	10	10
Furniture and fittings renewals and new items	10	10	10
<b>Total</b>	<b>260</b>	<b>1,730</b>	<b>2,050</b>

**Expected funding source of capital expenditure**

<b>Project (cost x \$000)</b>	<b>2026/27</b>				<b>2027/28</b>			
	<b>Cost</b>	<b>TDC funded</b>	<b>Govt funded</b>	<b>Internally funded</b>	<b>Cost</b>	<b>TDC funded</b>	<b>Govt funded</b>	<b>Internally funded</b>
Development of aviation / commercial areas	100			100	100			100
Southern Apron reconstruction					600	300	300	
Anzac Memorial Drive upgrade – Stage 1					850	850		
Small projects:								
1) Airport boundary fence (Stage 3)	50		25	25				
2) Taxiway work north-west of apron	50		25	25				
3) CCTV landside expansion	10			10				
4) Taxiway rehabilitation					50		25	25
5) Next gen aircraft infrastructure					30		15	15
6) Vehicle renewal					50			50
Other potential capex	50			50	50			50
<b>Total</b>	<b>260</b>	<b>0</b>	<b>50</b>	<b>210</b>	<b>1,730</b>	<b>1,150</b>	<b>340</b>	<b>240</b>

For the 2028/2029 year \$575k will be sought from the Government, \$1.3m from the Council and the remaining \$175k of the forecasted capital expenditure to be internally funded.

## OPERATIONS

The Airport is an essential infrastructure transport hub for Taupō and the surrounding area and provides facilities that are safe, efficient and welcoming to all users.

It is essential that TAA positions the Airport for future aviation growth by close collaboration with the airlines and key stakeholders to facilitate the expansion of tourism, trade and domestic air travel and to play a key role in the economic performance and development of the region.

In meeting this goal TAA will optimise the use of its assets and generate a reasonable rate of return on investment by continually reviewing performance targets to reflect the future growth and development of the Airport's services and operations

### 6.7 Operational performance

For the day-to-day operations of Taupō Airport it is important that objectives are established that are tangible, can be monitored and measured for achievement.

To this end the following objectives will form the basis for the measurement of operational performance during the SOI period:

- Operate the Airport in full compliance with the regulations set down by the New Zealand Civil Aviation Authority under Rule Part 139 – no CAA audit findings
- Manage the health and safety risks and provide a safe and healthy environment – zero serious health and safety incidents
- Maintain the facilities to avoid any diversion or cancellation of scheduled commercial services – no scheduled commercial cancellations due to failure of Airport operational facilities
- Ensure that the business is run on a sustainable commercial basis – all operating costs funded from Airport revenue with no reliance on the general ratepayer

### 6.8 Passenger numbers

Passenger numbers through the Airport have remained flat since the impacts of the COVID-19 pandemic and the demise of the Taupō to Wellington air sector.

Even though Sounds Air and Originair were not successful in maintaining a service to the Wellington, with recent Government support for second and third tier airlines and airline interline agreements with the National carrier, there may be a possibility for a sustainable operation to resume. This will be investigated during this SOI period.

The forecast for this SOI period does show a modest growth but with annual figures still way below pre-COVID numbers.

	2026/27	2027/28	2028/29
Forecasted passenger numbers	54,590	56,230	57,920

## **7. FINANCIALS**

### **7.1 Ratio of TAA's capital to total assets**

For the next three years, the ratio of total equity to total assets is expected to range from 0.89:1 to 0.91:1.

Total equity includes:

- Equity interest of joint venture partners
- Appropriation accounts/retained earnings
- Asset revaluation reserves

Total assets include:

- Current assets
- Property, plant and equipment

### **7.2 Statement of compliance and basis of preparation**

The financial statements have been prepared on the going concern basis and in accordance with the Civil Aviation Act 2023 and the Local Government Act 2002, which includes the requirement to comply with generally accepted accounting practice in New Zealand (NZGAAP).

The accounting policies set out below have been applied consistently to all periods presented in these financial statements.

The financial statements are prepared using the historical cost basis except for certain classes of assets and liabilities which are recorded at fair value. These are detailed in the specific policies below.

The financial statements are presented in New Zealand dollars and all values are rounded to the nearest dollar. The functional currency of the Authority is New Zealand dollars.

### **7.3 Accounting policies**

The accounting policies will be consistent with:

- The Financial Reporting Act 1993
- New Zealand Generally Accepted Accounting Principles (NZGAAP)
- Accounting Standards Review Board pronouncements
- A tier two public benefit entity for the purposes of New Zealand equivalents to International Public Sector Accounting Standards (PBE IPSAS)

The following accounting policies, which materially affect the measurement of results and financial position, have been applied.

**a) Goods & Services Tax**

The financial statements have been prepared exclusive of GST with the exception of receivables and payables that have been shown inclusive of GST. Where GST is not recoverable as an input tax it is recognised as part of the related asset or expense.

**b) Revenue recognition**

Revenue is measured at the fair value of consideration received or receivable

Revenue from the sale of goods is recognised when the significant risks and rewards of ownership have been transferred to the buyer.

Revenue from any services rendered (except as described above) is recognised in proportion to the stage of completion of the transaction at the balance date. The stage of completion is assessed by reference to surveys of work performed.

Landing revenue is recognised on a straight-line basis over the term of the payments.

Rental revenue from investment property is recognised on a straight-line basis over the term of the lease. Lease incentives granted are recognised as an integral part of the total rental revenue.

Interest revenue is recognised as it accrues, using the effective interest method.

No revenue is recognised if there are significant uncertainties regarding recovery of the consideration due, associated costs or the possible return of goods.

Revenue is measured at the fair value of consideration received.

The main sources of revenue are airfield landing charges and lease revenue from leasehold sites at the Airport. Revenue is recognised in the period to which it relates. Payment is received by automatic payment or direct debit.

**c) Operating Leases**

An operating lease is a lease that does not transfer substantially all the risks and rewards incidental to ownership of an asset.

Payments made under operating leases are recognised in the surplus or deficit on a straight-line basis over the term of the lease. Lease incentives received are recognised in the Statement of Comprehensive Revenue and Expense as an integral part of the total lease expense

**d) Cash and Cash Equivalents**

Cash and cash equivalents comprise cash balances and call deposits, and other short term highly liquid investments with maturities of three months or less.

**e) Financial Assets**

Taupō Airport Authority classifies its investments as loans and receivables

Loans and receivables are non-derivative financial assets with fixed or determinable payments, which are not quoted in an active market. After initial recognition they are measured at amortised cost using the effective interest method. Gains and losses when the asset is impaired or derecognised are recognised in the statement of comprehensive revenue and expense.

**f) Trade Receivables**

Trade receivables are recognised at their cost less impairment losses.

A provision for impairment of receivables is established when there is objective evidence that the entity will not be able to collect all amounts due according to the original terms of the receivables. The amount of the provision is the difference between the carrying amount and the present value of estimated recovery of the debt.

**g) Property, Plant and Equipment**

Property, plant, and equipment consist of Land, operating assets, and infrastructural assets.



Historical cost includes expenditure that is directly attributable to the acquisition of the items. The cost of an item of property, plant, and equipment is recognised as an asset if, and only if, it is probable that future economic benefits or service potential associated with the item will flow to the Airport and the cost of the item can be reliably measured.

#### ***Valuation methodologies***

Those asset classes that are revalued, are revalued on a three yearly valuation cycle. All other asset classes are carried at depreciated historical cost. The carrying values of all assets not revalued in any year are reviewed at each balance date to ensure that those values are not materially different to fair value.

Any accumulated depreciation at the date of revaluation is eliminated against the gross carrying amount of the asset, and the net amount is restated to the revalued amount of the asset.

Increases in the carrying amounts arising on revaluation of an asset class are credited to revaluation reserves in shareholders' equity. To the extent that the increase reverses a decrease previously recognised in the surplus or deficit, the increase is first recognised in the surplus or deficit. Decreases that reverse previous increases of the same asset class are first charged against revaluation reserves directly in equity to the extent of the remaining reserve attributable to the class; all other decreases are charged to the surplus or deficit.

Subsequent costs are included in the asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that future economic benefits associated with the item will flow to the Authority and the cost of the item can be measured reliably. All other repairs and maintenance are charged to the surplus or deficit during the financial period in which they are incurred.

#### ***Additions***

Additions between valuations are shown at cost.

The cost of an item of property, plant or equipment is recognised as an asset if, and only if, it is probable that future economic benefits or service potential associated with the item will flow to the Authority and the cost of the item can be measured reliably.

#### ***Disposals***

Gains and losses on disposal are determined by comparing proceeds with carrying amount. These are included in the surplus or deficit. When revalued assets are sold, the amounts included in other reserves in respect of those assets are transferred to retained earnings.

#### ***Subsequent measurement***

Property, plant, and equipment, and intangible assets subsequently measured at cost that have a finite useful life are reviewed for impairment whenever events or changes in circumstances indicate that the carrying amount may not be recoverable.

An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable amount. The recoverable amount is the higher of the asset's fair value less costs to sell and value in use.

If an asset's carrying amount exceeds its recoverable amount, the asset is regarded as impaired and the carrying amount is written-down to the recoverable amount. The total impairment loss is recognised in the surplus or deficit. The reversal of an impairment loss is recognised in the surplus or deficit.

### ***Depreciation***

Land is not depreciated. Depreciation has been provided on a straight-line basis on all property, plant and equipment. Depreciation is provided at rates calculated to allocate the asset cost over the estimated useful life. The useful lives and associated depreciation rates of major classes of assets have been estimated as follows:

#### **Infrastructural assets**

Runways	3 years - Indefinite
Roading network	3 years - Indefinite
Kerbs	50 years
Footpaths	80 years
Stormwater	80 years
Fencing	5 – 30 years
Street Lighting	52 years

#### **Operational Assets**

Buildings	14 - 64 years
Furniture and Fittings	4 - 50 years
Motor Vehicles	5 years

The depreciation rates are applied at a component level and are dependent on the expected remaining useful life of each component.

### ***Valuation of Land and Buildings***

Airport land was initially valued at fair value by independent valuer Quotable Value New Zealand as of 1 July 2005, which was considered deemed cost. The land and buildings were revalued to fair value on the same basis by independent valuer Quotable Value New Zealand on 30 June 2025.

### ***Valuation of Infrastructural Assets***

Infrastructure assets are the utility systems that provide a continuing service to the Airport and are not generally regarded as tradeable. They include the runways, roads, and stormwater systems together with other improvements of an infrastructural nature. The runway and roading assets were valued at fair value by WSP New Zealand Limited (formerly Opus Consultants Limited) on 30 June 2023. The stormwater system assets were valued at fair value by independent valuer AECOM New Zealand Limited on 30 June 2023.

### ***Assets under construction/work in progress***

Assets under construction are not depreciated. The total cost of a project is transferred to the relevant asset class on its completion and then depreciated. Assets under construction are recognized at cost less impairment. The current carrying amount of items under construction is separately disclosed.

All the Authority's assets are classed as non-cash generating, that is they are not held with the primary objective of generating a commercial return.

***Intangible Assets***

Intangible assets have been valued at cost, and will be amortised on a straight line basis over the expected useful life of the asset. This is estimated as 4 years (25%).

Costs associated with maintaining computer software are recognised as an expense when incurred.

**h) Investment Property**

Properties leased to third parties under operating leases and properties held for capital appreciation are classified as investment property unless the property is held to meet service delivery objectives, rather than to earn rentals or for capital appreciation.

Investment property is measured initially at its cost, including transaction costs.

After initial recognition, Taupō Airport Authority measures all investment property at fair value as determined upon lease renewal, or other contractual basis by an independent valuer.

Gains or losses arising from a change in the fair value of investment property are recognised in the statement of comprehensive income.

All investment properties have currently been disposed.

**i) Financial Liabilities**

Short term creditors and other payables are recorded at their face value.

**j) Employee Entitlements*****Short-term employee entitlements***

Provision is made in respect of the Airport's liability for salaries and wages accrued up to balance date, annual leave, long service leave, and lieu leave.

Long service leave, where there is already actual entitlement, is accrued at actual entitlement using current rates of pay. In addition, there is an actuarial assessment of value for which entitlement has not yet been reached. This assessment uses current rates of pay taking into account years of service, years to entitlement and the likelihood staff will reach the point of entitlement. These estimated amounts are discounted to their present value.

Liabilities for annual leave and lieu day leave are accrued on an actual entitlement basis, using current rates of pay.

***Long-term employee entitlements***

Employee benefits that are due to be settled beyond 12 months after the end of the period in which the employee renders the related service, such as long service leave and retirement gratuities, have been calculated on an actuarial basis. The calculations are based on:

- likely future entitlements accruing to staff, based on years of service, years to entitlement, the likelihood that staff will reach the point of entitlement, and contractual entitlement information
- the present value of the estimated future cash flows

***Superannuation schemes***

Obligations for contributions to defined contribution superannuation schemes are recognised as an expense in the surplus or deficit when incurred.

**k) Income Tax**

Income tax on the surplus or deficit for the period comprises current tax and deferred tax.

Current tax is the amount of income tax payable based on the taxable profit for the current year, plus any adjustments to income tax payable in respect to prior years. Current tax is calculated using rates that have been enacted or substantively enacted by balance date.

Deferred tax is the amount of income tax payable or recoverable in future periods in respect of temporary differences and unused tax losses. Temporary differences are differences between the carrying amount of assets and liabilities in the financial statements and the corresponding tax bases used in the computation of taxable profit.

Deferred tax liabilities are generally recognised for all taxable temporary differences. Deferred tax assets are recognised to the extent that it is probable that taxable profits will be available against which the deductible temporary differences or tax losses can be utilised.

Deferred tax is calculated at the tax rates that are expected to apply in the period when the liability is settled or the asset is realised, using tax rates that have been enacted or substantively enacted by balance date.

Current tax and deferred tax is charged or credited to the statement of comprehensive revenue and expense, except when it relates to items charged or credited directly to equity, in which case the tax is dealt with in equity.

**l) Going Concern**

The Taupō Airport Authority consider that the continued adoption of the going concern assumption for the preparation of this financial report is appropriate. This conclusion has been reached having regard to assurances from the Taupō District Council that financial support and / or funding will be made available to ensure that the Authority can continue its current operations.

**m) Acquisition of new investments**

Approval of the joint venture partners is required before the joint venture can subscribe for, purchase or otherwise acquire shares in any company or other organisation.

**n) Local Authority Compensation**

The joint venture seeks nil funding from Taupō District Council for FY26/27.

**o) Commercial value of the investment**

The joint venture partner's estimate of the commercial value of the joint venture partner's investment in the TAA is equal to the net assets of the Airport authority. Some asset classes will be revalued. Where an asset class is revalued, the revaluations will be carried out at least every three years.

**p) Distribution of profits/reserves to joint venture partners**

Any distribution of profits is allocated 50/50 between the joint venture partners. There is currently no intention to distribute accumulated profits to the joint venture partners, but for the foreseeable future, any capital reserves shall be used to fund Capital Expenditure.

## 7.4 Financial performance

The following outlines TAA's anticipated financial performance for the three-year period ending 30 June 2028 assuming forecasted passenger growth, current and known future aircraft type and size and other proposed commercial activity within the Airport confines:

	2026/27 \$000	2027/28 \$000	2028/29 \$000
Operating revenue	1,508	1,586	1,618
Operating expenditure	1,251	1,139	1,161
Operating surplus before depreciation and tax	257	447	457
Depreciation	640	702	799
Taxation credit	107	71	96
<b>Net operating surplus/(deficit)</b>	<b>-276</b>	<b>-184</b>	<b>-246</b>

## 7.5 Forecast statement of financial position

	2026/27 \$000	2027/28 \$000	2028/29 \$000
<b>Assets</b>			
Current assets	1,118	1,324	1,606
Property, plant and equipment	24,218	25,246	26,496
Total assets	25,336	26,570	28,102
<b>Liabilities</b>			
Current liabilities	209	207	207
Non-Current liabilities	2,604	2,533	2,437
Total liabilities	2,813	2,740	2,644
<b>Net assets</b>	<b>22,523</b>	<b>23,830</b>	<b>25,458</b>
<b>Total equity</b>	<b>22,523</b>	<b>23,830</b>	<b>25,458</b>

**7.6 Forecast statement of cashflows**

	<b>2026/27 \$000</b>	<b>2027/28 \$000</b>	<b>2028/29 \$000</b>
Net cashflows from operating activities	260	445	457
Net cashflows from investing activities	(260)	(1,730)	(2,050)
Net cashflows from financing activities	50	1,490	1,875
Net increase/(decrease) in cash held	50	205	282
Add forecasted cash at start of year	820	870	1,075
Cash and cash equivalents at end of year	870	1,075	1,357

**7.7 Commercial value of TAA**

In keeping with the spirit of the Act, the value of the investment is the capital. This rationale is based on the fact that TAA is a going concern and that the total assets are carried at fair value and assessed for impairment annually. This estimate will be re-assessed in the same manner on an annual basis.

	<b>2027 \$000</b>	<b>2026 \$000</b>	<b>Movement \$000</b>
Land	5,110	5,110	0
Infrastructure and buildings (landside assets)	10,996	11,137	141
Runway, taxiways and apron (airside assets)	7,558	7,783	225
Furniture and fittings	554	569	15
Total	24,218	24,599	381

## **7.8 TDC loan to TAA**

With the focus to be more commercially sound, profitability from the Airport operations is expected to improve over the coming years.

In 2020 a loan facility agreement between TDC and TAA was signed. TAA paid the outstanding balance in June 2025 through surplus funds as revenue received from Airport operations met operational requirements.

The loan facility is still available and may be drawn down if required for working capital.

## **7.9 Information to be provided**

TAA will make the following available to JV partners if there are any material changes:

- details of any new developments which would involve a significant movement away from the current activities of the business
- information and details on any new developments which have not been covered in the Statement of Intent

CAPEX tracking		December 2025			
Project	Budget	Actual to date	Forecast end	Notes	
1 Runway surface treatment	\$ 800,000	\$ -	\$ -	May be deferred to later financial year - assessment February 2026	
2 Development of aviation / commercial areas	\$ 50,000	\$ -	\$ 30,000	Works to commence	
3 Apron security fence	\$ 25,000	\$ -	\$ 10,000	Works to commence	
4 Airport boundary fence - stage 2	\$ 50,000	\$ 7,731	\$ 30,000	Works ongoing	
5 Access construction to grass runway	\$ 50,000	\$ -	\$ -	May be deferred to later financial year	
6 Taxiway work north-west of apron	\$ 25,000	\$ -	\$ -	Moved to later financial year	
7 Helicopter landing area	\$ 10,000	\$ -	\$ -	Deleted from programme - budget to Fodboss	
8 CCTV landside expansion	\$ 10,000	\$ -	\$ 10,000	Works to commence	
9 Next generation aircraft infrastructure	\$ 20,000	\$ -	\$ -	Moved to later financial year - budget to Anzac Memorial Drive new drainage works	
10 Anzac Memorial Drive new draining works	\$ -	\$ -	\$ 20,000	Works to commence	
11 New equipment	\$ -	\$ 12,292	\$ 12,292	Fodboss	
12 Other	\$ -	\$ 5,486	\$ 5,486	HW tap \$3,083 and final PM costs coming through relating to prior year assets \$2,402	
<b>Totals</b>	<b>\$ 1,040,000</b>	<b>\$ 25,509</b>	<b>\$ 117,778</b>		