



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

<b>Date:</b>	<b>Monday, 18 May 2026</b>
<b>Time:</b>	<b>1.30pm</b>
<b>Location:</b>	<b>Taupō Airport ANZAC Memorial Drive Taupō</b>

# **AGENDA**

## **MEMBERSHIP**

**Chairperson** To be elected

**Deputy Chairperson** To be elected

**Members**

- Cr Duncan Campbell
- Mr Mark Costello
- Mayor John Funnell
- Mr Chris Grace
- Cr Steve Manunui
- Mr Barry Payne (Observer)
- Mr James Turner (Observer)

**Quorum** 3

**Julie Gardyne  
Chief Executive**

### **Auditory Announcement**

Please note that one of today's meeting participants has hearing loss. To support clear communication, please use the microphones, speak clearly, and keep your mouth visible to assist with lip-reading.

### **Reports Not Council Policy**

The reports included in this agenda are provided for consideration only and do not represent Council policy unless or until they are formally adopted. If you require further information about any report, please contact the Chief Executive, the Chairperson, or the Deputy Chairperson.

### **Public Forum**

Members of the public are welcome to address the Council or committee during the public forum at the start of the meeting. To participate, please complete the public forum request form available on Council's website by 4.00pm on the day prior to the meeting.

### **Livestreaming and Recording**

Meetings held in the Council Chamber are livestreamed on Council's YouTube channel, and recordings are uploaded shortly after the meeting.

**Karakia Timatanga** – opening prayer gifted by Iraia Bailey of Ngāti Tūwharetoa to Taupō District Council

Tuia ki te mauri o te whenua	Connect to the life essence of the land
Tuia ki te mana o te tangata	Connect and respect to all
Tuia ki te pono, te aroha	Be honest and compassionate
Kia piki, kia eke	(As we seek) to improve, to exceed
Ki te taumata	Expectations
Hui e, Tāiki e	To aim/reach for the summit
	(As we) come together

**Karakia Whakamutunga** – closing prayer gifted by Iraia Bailey of Ngāti Tūwharetoa to Taupō District Council

Unuhia te rito o tēnei hui	Remove any angst/stress that may have arisen during this gathering
Kia wātea i runga	To be free of anything that impacts your wellbeing
Kia wātea i raro	
Aro ki te tika	That we will act with integrity
Aro ki te pae	As we pursue our goals
Hui e, Tāiki e!	(As we) come together

## Order Of Business

<b>1</b>	<b>Karakia</b>	
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<b>3</b>	<b>Ngā Whakapānga Tukituki   Conflicts of Interest</b>	
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**4.1 TAUPŌ AIRPORT AUTHORITY COMMITTEE MEETING - 23 FEBRUARY 2026**

**Author:** Dana Periam, Committee Advisor

**Authorised by:** Nigel McAdie, Legal and Governance Manager

**NGĀ TŪTOHUNGA | RECOMMENDATION(S)**

That the minutes of the Taupō Airport Authority Committee meeting held on Monday 23 February 2026 be approved and adopted as a true and correct record.

**NGĀ TĀPIRIHANGA | ATTACHMENTS**

1. Taupō Airport Authority Committee Meeting Minutes - 23 February 2026

**5.1 PUBLIC FORUM**

**Author:** Wayne Wootton, General Manager Taupō Airport

**Authorised by:** Warrick Zander, General Manager Strategy and Environment

**TE PŪTAKE | PURPOSE**

To receive comments from members of the public on matters specified on this agenda or, if time permits, on other Committee matters.

**NGĀ KŌRERORERO | DISCUSSION**

Standing Orders provide for a period of up to 30 minutes to be made available at the start of meetings for members of the public to bring matters to the attention of the Taupō Airport Authority Committee. Any issue, idea or matter raised in public forum must fall within the Group's terms of reference.

Speakers can speak for up to 5 minutes. Where the number of speakers presenting in the public forum exceeds 6 in total, the chairperson has discretion to restrict the speaking time permitted for all presenters. Members of the public wishing to address the Group during public forum should register at least one clear day before the meeting by emailing [publicforum@taupo.govt.nz](mailto:publicforum@taupo.govt.nz).

No debate or decisions will be made at the meeting on issues raised during the forum unless related to items already on the agenda. Items not on the agenda may only be discussed if the matter is minor in nature and the procedures set out in Standing Order 9.13 are followed. A meeting may deal with (i.e. make a resolution in respect of) an item of business not on the agenda only if the procedures set out in Standing Order 9.12 are followed.

The relevant extracts from Standing Orders are **attached**.

**WHAKAKAPINGA | CONCLUSION**

It is recommended that the Taupō Airport Authority Committee receives comments from members of the public.

**NGĀ TŪTOHUNGA | RECOMMENDATION(S)**

That the Taupō Airport Authority Committee receives comments from members of the public.

**NGĀ TĀPIRIHANGA | ATTACHMENTS**

1. Extracts from Standing Orders 2022-2025

**5.2 ELECTION OF CHAIRPERSON**

**Author:** Dana Periam, Committee Advisor

**Authorised by:** Nigel McAdie, Legal and Governance Manager

**TE PŪTAKE | PURPOSE**

To elect the chairperson of the Taupō Airport Authority Committee for the 2025-28 Triennium.

**NGĀ KŌRERORERO | DISCUSSION**

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

At the meeting held on 25 November, Council appointed councillors to committees and noted that the chairperson of the Taupō Airport Authority Committee would be formally elected at a Taupō Airport Authority Committee meeting.

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

**WHAKAKAPINGA | CONCLUSION**

It is recommended that the Committee elects a Chairperson for the 2025-28 Triennium.

**NGĀ TŪTOHUNGA | RECOMMENDATION(S)**

That the Taupō Airport Authority Committee:

1. Confirms that System \_\_\_ will be used to determine the election process for the Chairperson;  
and
2. Elects \_\_\_\_\_ as the Chairperson of the Taupō Airport Authority Committee.

**NGĀ TĀPIRIHANGA | ATTACHMENTS**

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

**5.3 ELECTION OF DEPUTY CHAIRPERSON**

**Author:** Dana Periam, Committee Advisor

**Authorised by:** Nigel McAdie, Legal and Governance Manager

**TE PŪTAKE | PURPOSE**

To elect the deputy chairperson of the Taupō Airport Authority Committee for the 2025-28 Triennium.

**NGĀ KŌRERORERO | DISCUSSION**

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

At the meeting held on 25 November, Council appointed councillors to committees and noted that the deputy chairperson of the Taupō Airport Authority Committee would be formally elected at a Taupō Airport Authority Committee meeting.

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

**WHAKAKAPINGA | CONCLUSION**

It is recommended that the Committee elects a Deputy Chairperson for the 2025-28 Triennium.

**NGĀ TŪTOHUNGA | RECOMMENDATION(S)**

That the Taupō Airport Authority Committee:

1. confirms that System \_\_\_ will be used to determine the election process for the Deputy Chairperson;  
and
2. elects \_\_\_\_\_ as the Deputy Chairperson of the Committee for the 2025-28 Triennium.

**NGĀ TĀPIRIHANGA | ATTACHMENTS**

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

**5.4 OPERATIONS UPDATE**

**Author:** Wayne Wootton, General Manager Taupō Airport

**Authorised by:** Warrick Zander, General Manager Strategy and Environment

**TE PŪTAKE | PURPOSE**

This report has been prepared for the Taupō Airport Authority (TAA) Committee to provide a clear governance-level overview of operational and safety matters arising from the current airport operations.

No immediate decisions are sought.

**NGĀ KŌRERORERO | DISCUSSION****Summary**

Core safety systems, regulatory compliance and emergency response remain active and effective with several items requiring continued oversight (fuel infrastructure compliance, obstacle management and pavement condition).

Airport operations remain stable with positive commercial airline performance, proactive event planning and ongoing commercial and stakeholder engagement activities.

**Assurance**

The following matters relate to aviation safety, regulatory compliance, security, emergency preparedness and risk management.

## Infrastructure

- Airside bunded area
  - Compliance issues have been identified within the bunded area adjacent to the apron intended to house a mobile fuel tanker
  - Remedial actions are required to meet regulatory standards
  - Quotes are currently being obtained to determine compliance costs, which will be shared with invested parties once confirmed
- Anzac Memorial Drive drainage works
  - Proposal to upgrade the existing drainage which currently consist of holes in the ground with concrete slabs on top
  - Eight locations along the road will be replaced with sumps, heavy-duty grates and formed concrete surrounds to guide water run-off from the road into the sumps and onwards to the existing stormwater detention areas
  - Works due to commence May 2026 under the capital expenditure (capex) budget.

## Security incident response

- A security incident was received via the airport's telephone landline
- Civil Aviation Authority (CAA) requirements and the TAA Emergency Response Plan were activated and followed
- Affected parties were notified, NZ Police successfully de-escalated the incident and a debrief was completed
- Outcomes were shared with the CAA

## Obstacle limitation surface (OLS) management

- As part of the 2025 OLS survey, trees and vegetation have had to be removed north of the aerodrome situated on land owned by LandCorp at a cost to TAA
- Additional obstacles not initially accessible are under investigation for trimming or chemical treatment
- Unmanaged obstacles may impact the maximum take-off weight (MTOW) for regular passenger transport flights departing on runway 35

#### Aircraft pavement condition – runway 17/35

- AECOM has completed a pavement condition report for runway 17/35
- Initial findings have been noted to management
- Full report due by the end of April
- Report will govern steps to take moving forward and timescale

#### Aeronautical information publication (AIP) updates

- Updates completed for:
  - Grass runway 10/28 strip width
  - Western helicopter arrival/departure area redefinition
  - Simplification (decluttering) of the published aerodrome plate
- Changes will be published in the June AIP cycle

#### Wildlife risk with black-backed gulls

- TAA was contacted by environmental group Waiora Taiao regarding black-backed gull flight paths between the landfill and lake Taupō
- This is outside TAA's wildlife management responsibility

#### Business continuity and fuel crisis risk analysis

- A risk analysis has been undertaken to identify critical airport functions under four proposed government fuel-crisis response levels
- The situation is being frequently monitored by TDC / TAA in preparation for any change in the fuel-crisis response levels

#### Safety leadership and capability

- The Safety Manager attended the CAA Safety Manager Day (8 April at the AC Baths)
- Emphasis was placed on the effective use of the Safety Management System evaluation tool

### **Operations update**

#### Property & lease management

- A valuation report has been received covering 30 lease sites requiring renewal or extension in 2026
- Proposed market rents are under management review
- Due to previous reviews not being enacted, increases this time are substantial and will require consultation with tenants as to the level of adjustment that will be sustainable to both tenant and TAA
- TDC legal will review lease documentation once rental figures are confirmed

#### Airways New Zealand DVOR project

- The Airways New Zealand DVOR method of works plan has been accepted with minor amendments to excavated material disposal requirements
- The project is now progressing to the construction tendering phase and works are currently scheduled to commence July 2026

#### 2026 ITM Taupō Supercar event – airport readiness

- Terminal preparations were put in place to support increased visitor volumes
- Charter jets requested apron parking during the event
- Temporary restricted airspace over the motor sport park was implemented by the Civil Aviation Authority

#### Industry engagement and workforce development

- Pathway Connect has engaged with TAA to facilitate aviation sector exposure and industry knowledge sharing

Sector engagement – small airports forum

- TAA Operations Manager attended the small airports meeting (4 March 2026).
- Topics included:
  - CAA Part 101 rule changes
  - Shielded operations
  - Regular passenger transport capacity reduction challenges

Airline services performance

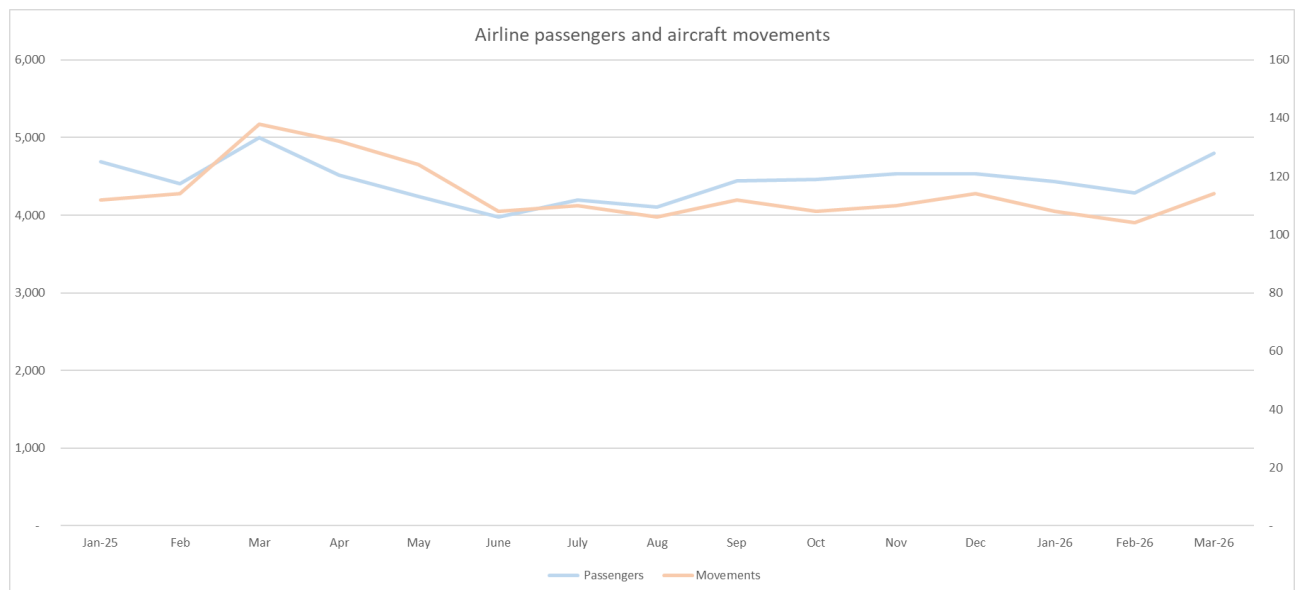
- Air New Zealand flight consolidation has had no impact on Taupō operations to date
- Passenger loadings remain strong on both arrivals and departures

Grounds maintenance – landside

- Irrigation has been extended to improve coverage in the short-term car park garden following storm damage
- Replacement planting will be undertaken

**Passengers**

*Passenger and aircraft movement numbers per month (January 2025 to March 2026)*



The rolling 12-month commercial passenger numbers through the airport was 52,251 as at the period ended 31 March 2026 with current load factors exceeding 80%. There were some disruptions during March which were mainly weather related (particularly in Auckland) and a slight decrease in movements for the quarter as compared to the previous three-month period.

Interestingly, when comparing the figures for March 2025 against March 2026, aircraft movements has seen a decrease of almost 20% yet passenger numbers only a 4% reduction.

Management has received confirmation from Air New Zealand that at this stage there will be no reduction in services on the Taupō – Auckland sector as a result of the current Middle East issues and the fuel crisis. As a comparison, virtually all the regional ports have been affected to a degree with some seeing cuts of up to 10% off their schedule.

**WHAKAKAPINGA | CONCLUSION**

It is recommended that the Committee receives the update.

**NGĀ TŪTOHUNGA | RECOMMENDATION(S)**

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

**NGĀ TĀPIRIHANGA | ATTACHMENTS**

Nil

**5.5 FINANCE REPORT FOR THE PERIOD ENDED 31 MARCH 2026**

**Author:** Danielle Klue, Finance Business Partner

**Authorised by:** Jeanette Paenga, Finance Manager

**TE PŪTAKE | PURPOSE**

To receive the summary finance report for the period ended 31 March 2026.

**WHAKAKAPINGA | CONCLUSION**

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

**NGĀ TŪTOHUNGA | RECOMMENDATION(S)**

That the Taupō Airport Authority Committee receives the Taupō Airport Authority Finance Report for the period ended 31 March 2026.

**NGĀ TĀPIRIHANGA | ATTACHMENTS**

1. TAA financial summary March 2026
2. TAA financial reports March 2026

**5.6 TAUPŌ AIRPORT AUTHORITY CAPITAL PROJECTS UPDATE**

**Author:** Wayne Wootton, General Manager Taupō Airport

**Authorised by:** Warrick Zander, General Manager Strategy and Environment

**TE PŪTAKE | PURPOSE**

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

**NGĀ KŌRERORERO | DISCUSSION**

For the current financial year

a. Runway surface treatment

An item is included in the current capital works programme to surface treat the main sealed runway due to cracking and general deterioration of the surface. The material to be used for the treatment is the same as that used on the apron during FY2025 – SteelGuard XL.

Members have previously been advised that management had concerns as to whether the surface treatment was definitely required during the current year and whether it could be delayed for another couple of years or even withdrawn in favour of a complete surface overlay in the near future.

AECOM have completed their survey and assessment of the existing condition of runway 17/35 and are in the process of finalising the report.

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

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

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

It is anticipated that the final report from AECOM will be available by the end of April and management will provide a verbal update to the Committee at the meeting.

b. Fencing and gates

It was reported at the February Committee meeting that works for the second stage of a three-year rolling programme to renew the airport fencing had been planned with the northern operational boundary fence programmed to be replaced together with the last remaining short section of apron security fencing.

Following a need to review expenditure for the current financial year, management has taken the decision to postpone the replacement of the northern operational boundary fence realising a budget saving of approximately \$11,000.

However, with a critical need for enhanced security to the apron, the short section of apron security fencing has been completed with costs being shared with the MoT as the work is deemed to be essential for compliance with the airport's Aerodrome Operator Certificate.

c. Development of aviation and non-aviation areas

A sum of \$50,000 has been budgeted for FY2026 for business development at the airport which was originally proposed to be used for infrastructure consulting advice in connection with the development of the new rotary zone as per the 2020 Airport Master Plan.

However, with work on this area being deferred until the 2027 financial year and management tightening expenditure for 2026, only a proportion of the budget will now be utilised for construction works to allow a new aviation lease site to be developed.

Management is currently working with a potential tenant for this area who has signalled that construction works for a new hangar could commence as soon as lease terms have been agreed.

For the following four financial years:

a. Fencing and gates

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

b. Southern apron

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

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

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

c. Development of aviation and non-aviation areas

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

d. Airside taxiways upgrades

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

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

e. CCTV expansion

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

f. Next generation aircraft infrastructure

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

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

g. Anzac Memorial Drive reconstruction

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

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

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

### **WHAKAKAPINGA | CONCLUSION**

It is recommended that the Committee receives the update.

### **NGĀ TŪTOHUNGA | RECOMMENDATION(S)**

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

### **NGĀ TĀPIRIHANGA | ATTACHMENTS**

Nil

**5.7 DISTRICT PLAN NOTICE OF REQUIREMENT AND PRIVATE PLAN CHANGE**

**Author:** Wayne Wootton, General Manager Taupō Airport

**Authorised by:** Warrick Zander, General Manager Strategy and Environment

**TE PŪTAKE | PURPOSE**

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

**NGĀ KŌRERORERO | DISCUSSION**

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

Most regional airports and many smaller ones in New Zealand are protected under their District Plans to a certain level, however, Taupō Airport is one of the few that is not.

A private plan change and notice of requirement is programmed to be lodged with Council to the District Plan in May 2026 to cover forecasted aviation growth 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 District Plan in a way that appropriately recognises the specific development and operational needs of a regional airport.

Work on the project originally commenced in mid-2023 and management has been working with planning and aviation consultants, Planz and AirBiz, to forecast what the airport will require to safeguard operations over a 30-year horizon.

Prior to the lodgement in May, a workshop was held with Council on 23 April at which management with representatives from Planz and AirBiz explained the process, clarified roles, provided context and answered questions.

The workshop was well received and provided an insight into why TAA is progressing this important piece of work.

Further, it was suggested that the modelling of aircraft types and movements may need to be revisited to take into consideration the potential for a substantial increase in private jet aircraft traffic. This was on the basis that the original model mainly considered commercial and general aviation (rotary and small fixed wing) with only a small element of jet charters.

Consultation with key stakeholders has been ongoing and will continue with the next steps being:

- Finalise documentation
- Lodge with Council for consideration of notice of requirements and private plan change (May 2026)
- Notice of requirement processed and plan change notified (note plan change will be subject to further submission process)
- Hearing of submissions
- Decision

Management will continue to work with the aviation and planning consultants and, if all goes according to plan, there should be a determination towards the end of the year.

Costs

Costs will be attributable to:

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

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

Members will be updated on progress.

#### **WHAKAKAPINGA | CONCLUSION**

It is recommended that the Committee receives the update.

#### **NGĀ TŪTOHUNGA | RECOMMENDATION(S)**

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

#### **NGĀ TĀPIRIHANGA | ATTACHMENTS**

Nil

**5.8 NEW ZEALAND AIRPORTS**

**Author:** Wayne Wootton, General Manager Taupō Airport

**Authorised by:** Warrick Zander, General Manager Strategy and Environment

**TE PŪTAKE | PURPOSE**

To receive information about New Zealand Airports.

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

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

Regional connectivity is firmly in the spotlight and it has never been more important for airports and regional tourism organisations to understand how smaller airlines operate and the vital role they play in New Zealand's economic and social links. The idea of the Government propping up weak sectors to maintain regional connectivity is commonplace in other countries.

The Government has recently approved concessionary loan funding for three of the smaller airlines, Air Chathams, Sounds Air and Island Air, however, this is basically aimed at reducing the burden of maintenance costs and controlling debt rather than subsidising low performing routes.

As an example of the complexities of operating a marginal service, Originair has recently announced that the airline is pulling out of the Wellington to Westport service from 1 May unless the Government steps in. With existing annual losses for the service doubling to \$250k as a result of the current fuel crisis, without support, the airline cannot sustain this level of loss.

The Government has been approached by the smaller airlines for assistance to subsidise low performing regional links through the Regional Infrastructure Fund but this has so far been declined.

Management is intending to keep consultations going with the smaller airlines to investigate if a Taupō to Wellington service could be feasible. This would be of particular importance if Government decided to broaden the scope of the funding.

**b. NZ Airports annual conference**

Members will be aware that Air New Zealand posted a substantial half-year operating loss for FY2026 even before the impact of the Middle East crisis affecting global fuel supplies.

NZ Airports is in regular contact with the airline and understands that Air New Zealand is working through a significant review (reset strategy) that involves internal workshops with a whole of business approach.

This is separate from the current reduction in services that has been brought about as a result of the increase in costs and limited fuel situation.

Air New Zealand is proposing to hold a one-day workshop with airport CE's at the end of May at which the airline is proposing to give a better understanding of how the reset strategy will work.

In the meantime, NZ Airports is keeping a close watch on progress and has offered support to airports, particularly with reference to the possibility that the reset strategy could well raise questions about long-term regional connectivity.

**c. Middle East situation and impacts on fuel**

As an aviation community, management is joining other airports at weekly meetings organised by NZ Airports (with input from Government) to discuss the current situation and the effect on fuel costs and supplies, with particular emphasis on jet fuel.

The detail is very fluid and at the time of compiling this report (end of April) basically signalled that there is no pending cause for concern, although the Strait of Hormuz developments and current negotiations could rapidly move global prices and shipping risk.

Fuel stocks in the country were slightly down but New Zealand has comfortable cover across all fuel types with an average of 47 days' supply and no fuel company reporting an inability to fill future orders.

Management will give a further verbal update at the meeting.

#### **WHAKAKAPINGA | CONCLUSION**

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

#### **NGĀ TŪTOHUNGA | RECOMMENDATION(S)**

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

#### **NGĀ TĀPIRIHANGA | ATTACHMENTS**

Nil

**5.9 TREES**

**Author:** Wayne Wootton, General Manager Taupō Airport

**Authorised by:** Warrick Zander, General Manager Strategy and Environment

**TE PŪTAKE | PURPOSE**

To receive an update about trees.

**NGĀ KŌRERORERO | DISCUSSION**

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

***Trees to northern and central areas***

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

Nonetheless, initial indications are that the removal of the trees in this area and the onward sale of the timber could well be done at cost neutral and, on this assumption, management is also considering the merits of including the trees to the central area of the airport off Anzac Memorial Drive.

From a safety perspective there have been issues in the past with tree debris following stormy weather and some of the trees are growing very close to overhead power lines. By harvesting both areas at the same time, this may realise cost savings with the work also either being cost neutral or at a much-reduced cost for TAA than if the areas were taken down separately.

Management is proposing to engage an arborist to survey the trees in the central area to ascertain whether there is a need carry out a programme of works to remove the trees and to gain a better understanding of the process and timescales.

Management will continue to work with the Property team as necessary, including funding arrangements.

Members will be updated in due course.

**WHAKAKAPINGA | CONCLUSION**

It is recommended that the Committee receives the information.

**NGĀ TŪTOHUNGA | RECOMMENDATION(S)**

That the Taupō Airport Authority Committee receives the update on trees information.

**NGĀ TĀPIRIHANGA | ATTACHMENTS**

Nil

**5.10 TAUPŌ AIRPORT CAR PARKING CHARGES**

**Author:** Wayne Wootton, General Manager Taupō Airport

**Authorised by:** Warrick Zander, General Manager Strategy and Environment

**TE PŪTAKE | PURPOSE**

To receive information about the Taupō Airport car parking charges

**NGĀ KŌRERORERO | DISCUSSION**

At the previous TAA Committee meeting, management raised an item for the review of the existing car parking charges at the airport and was due to report back at this meeting with a recommendation.

However, due to the current situation in the Middle East and the impact on fuel with a substantial increase in charges at the pump, management has taken the view that to impose a further cost burden on the travelling public may not be appropriate at this time.

Currently the revenue from the car park covers the operational costs but does not allow for any depreciation. Whilst in the short-term this is adequate, there is no funding being put aside for future asset replacement and, with the equipment lease agreement terminating as of December 2027, there could well be a need to review charges.

Management will continue to monitor the situation and will report back to members with a proposal to review the car parking charges in due course.

**WHAKAKAPINGA | CONCLUSION**

It is recommended that the Committee receives the information.

**NGĀ TŪTOHUNGA | RECOMMENDATION(S)**

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

**NGĀ TĀPIRIHANGA | ATTACHMENTS**

Nil

**5.11 TAUPŌ AIRPORT - RUN THE RUNWAY**

**Author:** Wayne Wootton, General Manager Taupō Airport

**Authorised by:** Warrick Zander, General Manager Strategy and Environment

**TE PŪTAKE | PURPOSE**

To receive information about run the runway.

**NGĀ KŌRERORERO | DISCUSSION**

Management has recently been approached by the Philips Search and Rescue Trust with a proposal to hold an event at the airport to raise funds for the Trust that operates the Greenlea Rescue helicopter based at the airport.

Management has been working with the Trust and a run the runway event is being progressed which will be of five-kilometre distance, open to runners and walkers and covering two laps of the runway and parallel taxiway.

The event is being scheduled for early November 2026 and will take place after the last commercial flight of the day. By running the event at this time of the year will allow sufficient daylight for the run/walk and ensure that all participants are cleared from airside before it gets too dark.

Having experienced such an event before, management is aware of the complexities and problems with also including pushchairs or bikes as bits tend to fall off. As the event is being held at the end of the day, there is limited time afterwards to check and sweep the runway before it gets too dark, therefore, it is unfortunate, but pushchairs and bikes will not be allowed to take part.

The proposal is in the early stages and progress with the Trust will continue over the next few months and will also include the events team from Council.

Members will be updated in due course.

**WHAKAKAPINGA | CONCLUSION**

It is recommended that the Committee receives the information.

**NGĀ TŪTOHUNGA | RECOMMENDATION(S)**

That the Taupō Airport Authority Committee receives the Taupō Airport run the runway information.

**NGĀ TĀPIRIHANGA | ATTACHMENTS**

Nil

## 6 NGĀ KŌRERO TŪMATAITI | CONFIDENTIAL BUSINESS

### RESOLUTION TO EXCLUDE THE PUBLIC

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

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution	Plain English reason for passing this resolution in relation to each matter
<b>Agenda Item No: 6.1</b> Confirmation of Confidential Portion of Taupō Airport Authority Committee Minutes - 23 February 2026	Section 7(2)(h) - the withholding of the information is necessary to enable [the Council] to carry out, without prejudice or disadvantage, commercial activities Section 7(2)(i) - the withholding of the information is necessary to enable [the Council] to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 48(1)(a)(i)- the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7	It is necessary to exclude the public for consideration of this item, as the report contains commercially sensitive information provided by businesses considering development opportunities at Taupō Airport.
<b>Agenda Item No: 6.2</b> Business Development Landside	Section 7(2)(h) - the withholding of the information is necessary to enable [the Council] to carry out, without prejudice or disadvantage, commercial activities	Section 48(1)(a)(i)- the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7	It is necessary to exclude the public for consideration of this item, as the report contains commercially sensitive information provided by businesses considering development opportunities at Taupō Airport
<b>Agenda Item No: 6.3</b> Business Development Airside	Section 7(2)(h) - the withholding of the information is necessary to enable [the Council] to carry out, without prejudice or disadvantage, commercial activities	Section 48(1)(a)(i)- the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7	It is necessary to exclude the public for consideration of this item, as the report contains commercially sensitive information provided by businesses considering development opportunities at Taupō Airport
<b>Agenda Item No: 6.4</b>	Section 7(2)(h) - the	Section 48(1)(a)(i)- the	It is necessary to

Leases	withholding of the information is necessary to enable [the Council] to carry out, without prejudice or disadvantage, commercial activities	public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7	exclude the public to enable the Committee to receive information relating to Taupō Airport ground leases, including rental costs.
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I also move that *[name of person or persons]* be permitted to remain at this meeting, after the public has been excluded, because of their knowledge of *[specify]*. This knowledge, which will be of assistance in relation to the matter to be discussed, is relevant to that matter because *[specify]*.