

DRAFT MASTER PLAN SCHEDULE OF CHANGES

SEPTEMBER 2023



PHOTO: G. GONZALEZ / GETTY IMAGES

- 1. Information center
- 2. Entrance
- 3. Bike assembly point
- 4. Smoking area
- 5. Street parking

INTRODUCTION

A wide range of individuals and organisations took the time to review the Queenstown Airport draft Master Plan and provide comprehensive feedback on Queenstown Lakes District Council's Let's Talk platform.

Proposed changes to the Master Plan are featured in this schedule of changes, and feedback has been categorised feedback into three areas:

1 TO BE ADDRESSED IN THE FINAL MASTER PLAN

Feedback relating to the layout and context of the Master Plan will be specifically addressed in the final Master Plan.

Feedback about detailed design, precinct-specific activities and commercial considerations will be recorded and will inform our detailed development plans.

2 QAC'S RESPONSIBILITIES ALIGNED TO THE MASTER PLAN

Some issues raised are beyond the scope of a spatial master plan. However, QAC will either take direct responsibility for (for example financial planning, sustainability and decarbonisation plans), or will work with others to influence (such as provision of improved public transport or electricity capacity).

3 REGIONAL / NATIONAL ISSUES

QAC recognises that certain issues cannot be solely led by QAC but we can contribute to the discussion and outcomes. QAC will actively contribute to these matters through collaboration and partnership. These include questions about the optimal visitor and residential numbers, the role of Wanaka Airport, or other existing and proposed airports in the wider region, and the district's climate change and decarbonisation plans.



1

ADDRESS IN THE FINAL MASTER PLAN

FEEDBACK

	AGREED / NOT AGREED / OUT OF QAC SCOPE	RESPONSE	CHANGES	RESPONDING TO IN THE FINAL MASTER PLAN		PRIMARYLY ADDRESSED BY QAC	
				LAYOUT	DOCUMENT		
Airport Terminal and Capacity Enhancement							
01	<p>Enhance terminal and forecourt including:</p> <ul style="list-style-type: none"> • Improve waiting areas/dwell space • Improve food, beverage and retail options • Improve airport security lanes/ wait times • Improve Customs/MPI space • Divide arrivals and departures • Terminal expansion • Upgrade bathrooms in the domestic area • Clearer signage including Te Reo • A better way to deal with flight disrupted passengers • Accessibility options for hard of hearing or visually impaired • Dog check in area • Air bridges • Baggage collection area (including doors) more suitable for large bags (skis, bikes) 	<p>To be determined in future development plan process</p>	<p>QAC will complete the current terminal upgrade programme, including the domestic departure lounge, additional screening area and a refresh of the food and beverage offerings.</p> <p>Following the approval of the Master Plan, a Terminal Development Plan (TDP) will be developed to further define the size and provide detailed locations of spatial layouts and facilities of the terminal, apron and land transport infrastructure. The TDP will also address:</p> <ul style="list-style-type: none"> • apron requirements including detailed layout and operational model(s) for various users • support facilities (e.g. airline offices, QAC offices, MPI and border protection facilities) • retail and food and beverage facilities • gate lounge operations • interfaces between the airfield and passenger terminal, commercial offices and facilities, and departures baggage processing and screening facilities 	None	No	Already featured	Terminal Development Plan
Infrastructure, Transportation, Connectivity and Accessibility							
02	<p>Reduce / Increase public car parks (mixed views)</p>	<p>Agreed</p>	<p>The Master Plan intends to retain and expand the existing carparking facilities for private vehicles which can be scaled up and down as required.</p> <p>To promote the use of public transport and active travel modes and to realise Queenstown Airport's mode share aspirations, car park spaces will be analysed as part of further traffic and commercial modelling.</p>	<p>Terminal and Land Transport</p> <p>The draft Master Plan already states that car parking will increase in line with projected population growth of the district, given local residents are the primary users of these parks. We will increase the parks by 10%, reflecting the forecast 10% population growth until 2025, at which point the number of parks will be capped, to encourage mode shift to active travel and public transport.</p> <p>We recognise that the service frequency, reliability, and fleet suitability for travellers needs to be improved to achieve this, and will be working with ORC to achieve better services for our passengers and airport community.</p>	No	Already featured	Master Plan Landside Development Plan

FEEDBACK

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				LAYOUT	DOCUMENT	
03	Agreed	To provide a great pedestrian experience we will carefully consider the provision of covered walkways from the airport terminal to some car parking areas. The extent and locations of potential walkways will be evaluated in the Landside Development Plan. The viability of solar panels covering the walkways will be assessed.	Option of covered walkways will be shown on the updated draft Master Plan render drawings.	Yes	No	Master Plan Landside Development Plan
04	Agreed	As part of our aspiration to be the world's most cycle friendly airport, we have added a cycle lane which will enable cyclists to easily access SH6 and Lucas Place. As already noted in the draft Master Plan, we are also proposing additional access from the terminal for pedestrians and cyclists to the commercial areas south of the airport via Tex Smith Lane.	Terminal & Land Transport Precinct A cycle route has been added to the draft Master Plan render drawings.	Yes	No	Master Plan Landside Development Plan
05	Not Agreed	Car parking will remain in its current location. The Master Plan layout has been based on a purposeful prioritisation of land transport activities at Queenstown Airport, which have incorporated our sustainability, decarbonisation and mode-shift goals. To encourage people to make more sustainable choices, we are providing connections to existing active and public transport networks and giving them prime positions in front of the terminal.	None	No	No	n/a
06	Agreed	As noted in the Master Plan, our target is to increase the proportion of trips by passengers and staff to and from the airport using active or public transport to 18% by 2032. This aligns with the regional goal of a mode shift to 30% of all trips within the district to be undertaken by walking, cycling and public transport by 2045. As part of this commitment, we will actively investigate the option of QAC-run shuttles or ZQN to city centre buses to complement existing public transport. Space has been allocated for shuttles in the forecourt. Further traffic and commercial modelling will be undertaken in the Landside Development Plan (TDP).	None	No	Already featured	QAC commercial / land transport service arrangements

FEEDBACK

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07	Agreed	<p>To encourage people to make more sustainable choices, we have already committed in the Master Plan to giving public transport networks priority positions in front of the terminal.</p> <p>Passengers arriving at Queenstown Airport will step out of the terminal and onto the new forecourt plaza from where routes to the public buses, regional buses and coaches and cycle hub are immediately visible. Wayfinding will help passengers find taxis, rental cars and car parking – all within very close proximity from the arrivals hall doors.</p>	None	No	Already featured	n/a
08	TBC	Further work is required to establish what transport modes the green link should serve, and how it fits in with other roading and connectivity plans.	No	No	Already featured	Master Plan Landside Development Plan
09	Agreed	<p>Key Master Plan Considerations/Land Transport/ Aspirations, Principals and Objectives</p> <p>As noted in the Master Plan, QAC commit to encouraging and enabling low-emission technologies and transport solutions.</p> <p>Prioritising active modes of transport and public transport requires a fundamental shift in our planning to make these modes more attractive and viable alternatives to private vehicles. This will require encouraging and enabling new solutions for Queenstown, including enabling emerging technologies in transport solutions.</p> <p>At a master plan level, specific future land-transport solutions have not been identified, rather, space has been designed to be flexible and adaptable to meet a variety of future solutions.</p>	None	No	Already featured	Master Plan Landside Development Plan

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10	Agreed	<p>Key Master Plan Considerations/Future of Aviation/Advanced Air Mobility</p> <p>As above re Land Transport future solutions, and also as noted in the Master Plan, eVTOLs (electric vertical take-off and landing), or urban air mobility, are fully electric aircraft capable of carrying four to five people. They produce no carbon emissions and are quieter than helicopters. These aircraft are expected to come online in the late-2020s and may be used for shorter routes (such as taxi services or tourist flights). Space has been provided for eVTOLs in the Northern Aviation Precinct (Beyond 2032 plan). In addition, there is flexibility in the Landside Transport Precinct to accommodate eVTOLs if required to provide for future local passenger transfers.</p>	None	No	Already featured	Master Plan Airside Development Plan
11	Not Agreed	<p>A public underpass is not considered viable, and that connectivity between parts of the Frankton Flats is better served by public transport.</p> <p>Additional access from the terminal to the commercial areas south of the airport is planned via Tex Smith Lane.</p>	None	No	No	n/a
12	Partially Agreed	<p>Additional access from the terminal to the commercial areas south of the airport such as Remarkables Park Town Centre is proposed via Tex Smith Lane.</p> <p>Connectivity between parts of the Frankton Flats is better served by public transport.</p>	None	No	Already featured	Master Plan Landside Development Plan
13	Agreed	<p>Following feedback received from rental car operators based at Queenstown Airport, rental car pick up and drop off will now be consolidated to the south-east of the terminal.</p>	<p>Terminal & Land Transport Precinct rendered plan to be updated to show consolidated rental carpark pick up and drop off areas.</p> <p>Also reference to the separate pick up and drop off to be removed from the document wording.</p>	Yes	Yes	

FEEDBACK

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14	Further information on cycle facilities and goals on how ZQN will be 'the world's most cycle-friendly airport', for example power, shelter, secure storage, assembly, wayfinding and info desk.	Agreed	<p>The draft Master Plan already enables space for prioritising walking, cycling or public transport from and to the precinct. We have allocated specific space to a 'hub' which will accommodate start and end of trip cycle facilities as well as safe, dedicated cycle parking. Clearly defined cycling lanes through the land transport area to Lucas Place and toward Remarkables Park Town Centre via Tex Smith Lane are proposed.</p> <p>Further planning and design is part of the Terminal Development Plan.</p>	Next Steps/Terminal Development Plan	Yes	Already featured - expand	Master Plan Landside Development Plan QAC commercial / land transport service arrangements
Collaboration and Stakeholder Engagement							
15	Recognise Central Otago as part of the catchment area and include in scope Central Otago's Destination Management Plan and other relevant key strategic documents.	Agreed	<p>The Southern Lakes catchment encompasses the Queenstown Lakes District, Central Otago, and parts of western Southland, including Fiordland. The destination management plans for both QLDC and CODC have been considered as part of our planning.</p> <p>We also note the work being undertaken on the Milford Opportunities Master Project which is exploring ways to shape tourism differently at Piopiotahi and along the Milford Road corridor for the benefit of people and place.</p> <p>We will continue to consult with iwi as we progress our plans. To reinforce the importance of collaboration with local, regional and central government plans and strategies, we will add a new section into Next Steps highlighting our commitment to collaborate with QLDC and Central Otago District Council as well as Waka Kotahi and Otago Regional Council.</p>	Next Steps/Continued Strategic Planning	No	Yes	Master Plan
16	Aligning with other airport's goals and connectivity	Agreed	QAC already works in collaboration with Invercargill and Dunedin through the Southern Airports Alliance. The airports work together to identify and explore opportunities and undertake joint initiatives, within the parameters of the Commerce Commission	Next Steps/Continued Strategic Planning	No	Yes	Southern Airports Alliance

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17	Agreed	<p>To explain the alignment with our Statement of Intent, we will provide further information on the SOE (Statement of Expectation) and the SOI process in relation to the draft Master Plan. The SOEs of the last several years have made clear a few areas, including ANB, sustainability, customer experience and commercial viability of the asset - this draft master plan reflects that direction.</p> <p>Prior to finalising the Master Plan, a final draft Master Plan will be delivered to shareholders and we will seek the endorsement of QLDC.</p>	<p>Next Steps/Continued Strategic Planning</p> <p>We will continue to proactively engage with our shareholders on the airport's strategic direction.</p> <p>The Queenstown Lakes District Council annually provide a Statement of Expectation (SOE) to provide strategic direction and guide the QAC Board in the development of the annual Statement of Intent. The terms of the SOE are also supported by Auckland International Airport Limited as the minority shareholder.</p> <p>The Statement of Intent (SOI) sets out our purpose and objectives, the nature and scope of the activities to be undertaken and the financial targets and non-financial measures by which the performance of the company may be judged in relation to its objectives. The SOI is agreed annually in consultation with shareholders and covers a three-year timeframe.</p> <p>This Master Plan aligns with the FY24 - 26 Statement of Intent.</p>	No	Yes	Master Plan
Airfield and Safety						
18	Agreed	<p>Agreed to be considered in future development plan process.</p> <p>As noted in the draft Master Plan, any dedicated operational areas such as these will form part of the Airfield Development Plan. This Plan will consider how the airfield is designed and developed to allow for ongoing use and future growth and will cover the main airfield, general aviation, the Northern Aviation Precinct, and the Southern Aviation Precinct.</p>	None	No	No	Airside Development Plan
19	Agreed	As above. Agreed to be considered in future development plan process.	None	No	No	Airside Development Plan

FEEDBACK

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20	Not Agreed	It is considered that the Control Tower is in an appropriate location today and into the future given the general direction of growth for the apron towards the south. QAC considers that it would not be an appropriate use of capital to relocate the tower.	None	No	No	n/a
21	Agreed	The crosswind runway (14/32) will remain operational for general aviation, but its use is likely to decrease as scheduled traffic increases, and fixed-wing operations are relocated to the Southern Aviation Precinct, adjacent to the main runway (05/23). This will result in the main runway being used for the majority of fixed-wing flights.	None	No	Already featured	Master Plan Airside Development Plan
Sustainability and Environmental						
22	Agreed	<p>We fully support the ambition of the international aviation community to reduce and eliminate carbon emissions. The introduction of new technologies will enable the decarbonisation of aviation, changing the way people fly, the way they travel to and from the airport, and the way goods are transported.</p> <p>While these technologies are still emerging, the Master Plan provides a flexible framework to adapt to and adopt new technology quickly.</p> <p>The draft Master Plan already notes that while QAC is not directly responsible for aircraft emissions, planning for and enabling the decarbonisation of air travel is where the greatest opportunities lie.</p> <p>Our sustainability strategy reflects this commitment. This year we have published our first stand-alone sustainability report. We will continue to report our progress against this target, and the associated challenges, in our reporting.</p> <p>We have recently completed our annual review of the sustainability strategy and published our first stand-alone Sustainability Report. Both are published on our website.</p>	<p>Key Master Plan Considerations/ Sustainability</p> <p>We currently include reference to supporting and enabling airline partners in their pursuit of carbon reduction objectives and technology, however we will expand on this to also reference general aviation operators.</p> <p>We will also add more depth to our statements regarding our potential to influence - recognising that the most important environmental impact we will have is planning for and enabling the decarbonisation of air travel.</p>	No	Already featured - expand	Sustainability Strategy Decarbonisation Plan

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23	The focus of any carbon offsetting should be local, not further afield.	Partially Agreed QAC has achieved Toitu net carbon zero certification for FY23, which includes the use of native reforestation offsets in the Otago region. In FY24 we will progress to the global Airport Carbon Accreditation (ACA) programme. QAC also has a community partnerships and sponsorships programme in place which aligns to our sustainability strategy. We are long-term supporters of the Whakatipu Reforestation Trust and have recently extended our support to include support of the Shotover wetland biodiversity project. There is broader scope, which we support, as part of the district's Carbon Zero 2030 target for us to support/ participate in local carbon removal (sequestration), for example through larger scale local native regeneration planting projects.	Key Master Plan Considerations/ Sustainability The draft Master Plan notes that we prioritise the elimination of emission sources, using offsets as a last resort. In the final Master Plan we will include reference to transitioning to Airport Carbon Accreditation. This global, airport-specific carbon standard includes regional offsets.	No	Already featured - expand	Sustainability Strategy Decarbonisation Plan
24	Engage with people with relevant climate science training to provide information on the climate change implications of plans, projections and predictions.	Agreed External Reporting Board (XRB) aligned report will be completed and reviewed annually, physical risk assessments to be completed in FY24, Aotearoa Circle Tourism Taskforce (FY23) and Transport Taskforce (forming now). We have had independent reviews by industry experts of our targets, strategies and recent report. As we progress our plan these considerations will be factored in - In FY24 we are completing Built Environment Design Guidelines for future infrastructure projects.	Key Master Plan Considerations/ Sustainability The draft Master Plan referenced annual reporting on our climate risks and opportunities, as aligned with external reporting board (XRB) guidance, starting in 2023.	No	Already featured - expand	ZQN Website Annual Reporting
25	Consider photovoltaic cells generation (solar panels) and large scale storage into airport infrastructure	Agreed QAC is actively considering and identifying solar power generation opportunities.	Key Master Plan Considerations This identification of solar power generation opportunities is already referred to in the draft Master Plan.	No	No	Resilience and Alternative Energy Assessments

FEEDBACK

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26	Agreed	<p>Queenstown Airport fully supports the Queenstown Lakes District's ambitious target, announced in November 2022, to be the world's first carbon zero tourism destination under the banner "Travel to a thriving future". We are actively involved in the leadership group working to set and achieve targets associated with this goal. We are a founding partner of the Love Queenstown / Love Wānaka initiative which focuses on visitors giving back to support regenerative tourism.</p> <p>We have a Sustainability Strategy and Decarbonisation Roadmap and are revising our targets in line with the 2030 target at the moment in order to achieve net-zero carbon emissions for QAC operations by 2028, and continuing to decrease our absolute emissions. Planning for and enabling the decarbonisation of aviation is core to QAC's strategy and will be critical to achieving this bold ambition.</p>	<p>Key Master Plan Considerations/ Sustainability</p> <p>Add that QAC fully supports the Queenstown Lakes District's ambitious target, announced in November 2022, to be the world's first carbon zero tourism destination, under the banner 'Travel to a thriving future'.</p> <p>Also include reference in the final Draft Master Plan to aligning our planning with QLDC's long-term planning, forecasts and aspirations for the district.</p>	No	Already featured - expand	Sustainability Strategy Decarbonisation Plan
Heritage Precinct / General Aviation Helicopter Facilities						
27	Agreed	<p>QAC agrees that a plane watching area would be a great addition. The final location will be agreed as part of the Airfield Development Plan, but has been indicatively located to the east of the helicopter precinct. A location outside the Heritage Precinct is considered preferable to accommodate the best views of the airfield.</p>	<p>Northern Aviation Precinct Paragraph to be updated:</p> <p>A plane spotting area will be accommodated adjacent to this area, giving a great vantage point of the main runway.</p>	Yes	Already featured - expand	Master Plan
28	Agreed	<p>QAC will ensure the heritage assets at Arranmore Farm are preserved in line with the maintenance plans developed by independent heritage consultants.</p> <p>In the Master Plan, alternative roading is already shown for access to helicopter operations which does not pass through the Heritage Precinct.</p> <p>As referenced in the Master Plan, we are developing a Heritage Conservation Plan for the Arranmore Farm heritage area to guide works to stabilise and strengthen the buildings.</p>	None	No	No	Master Plan Airsides Development Plan

FEEDBACK

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29	Agreed	In the draft Master Plan, car parking is already located to the east of the access road to avoid carparking in the heritage area. The final location is subject to Airfield Planning.	None	No	No	Master Plan Airside Development Plan
30	Agreed	In the draft Master Plan, the fuel tank in the Northern Aviation Precinct has been relocated away from the Heritage Area. The final location is subject to Airfield Development Planning.	Northern Aviation Precinct - rendered plan updated to show relocation of the fuel tank	Yes	No	Master Plan Airside Development Plan
31	Agreed	In the draft Master Plan, space has already been provided for 4 additional hangars and one maintenance facility to the east of the existing helicopter operators in the Northern Aviation Precinct. Final locations are subject to Airfield Development Planning.	Based on initial feedback from GA operators, changes to the layout have been made to show hangars located as far west as possible within QAC's landholdings. The hangars are still to the east of the existing Northern Precinct hangars.	Yes	No	Master Plan Airside Development Plan
32	Agreed	As part our consultation with helicopter operators on the airfield, separate hangars will be shown on the final Master Plan.	Plan has been updated to show separate hangars.	Yes	No	Master Plan Airside Development Plan
33	Agreed	As already referenced in the draft Master Plan, any dedicated areas such as the Northern Helicopter facilities will be part of the Airfield Development Plan. This plan will consider how the airfield is designed and developed to allow for ongoing use and future growth and will cover the main airfield, general aviation, the Northern Aviation Precinct, and the Southern Aviation Precinct. We will continue to work with operators of the Northern Aviation Precinct through the Development Plan's to ensure we have a safe, efficient and well designed precinct.	None	No	Already featured	Master Plan Airside Development Plan

FEEDBACK

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General Aviation / Southern Aviation Precinct						
34	Not Agreed	No space has been allocated in the draft Master Plan for private hangars.	None	No	No	n/a
35	Not Agreed	General aviation, including corporate jets (private jets) are provided for currently and continue to be catered for in this Master Plan, and will be located in the Southern Aviation Precinct.	None	No	No	n/a
36	Not Agreed	Both fixed wing and heli operators will be accommodated on the airfield. QAC will continue to work closely with both fixed wing and heli operators to understand change in the wider aviation system, and how those change could impact on their businesses.	None	No	No	n/a
37	Agreed	As noted in the draft Master Plan (Southern Aviation Precinct), cargo operations are currently managed through scheduled flights. The Master Plan identifies land within the Southern Aviation Precinct as a potential site for cargo and freight facilities, with the flexibility to transition to unmanned drones for deliveries in the future. Freight capacity and design of cargo operations will be reviewed as part of the Airfield Development Plan.	None	No	Already featured	Master Plan Airside Development Plan
38	Agreed	A full aeronautical study will taken place by independent aviation experts as part of the next phase of the Airfield Development Plan.	None	No	No	Airside Development Plan
39	Agreed	Further consultation and negotiation between QAC and operators is required before ownership of key infrastructure elements and operational issues are determined.	None	No	No	Airside Development Plan Consultation and negotiation with operators.
40	Agreed	We are proposing new hangar facilities for the majority of general aviation operators who will be relocated.	None	No	No	Master Plan Airside Development Plan
41	Agreed	We are proposing new hangar facilities for the majority of general aviation operators who will be relocated. There will be design controls developed for these hangars through the Airside Development Plan.	None	No	No	Airside Development Plan

FEEDBACK

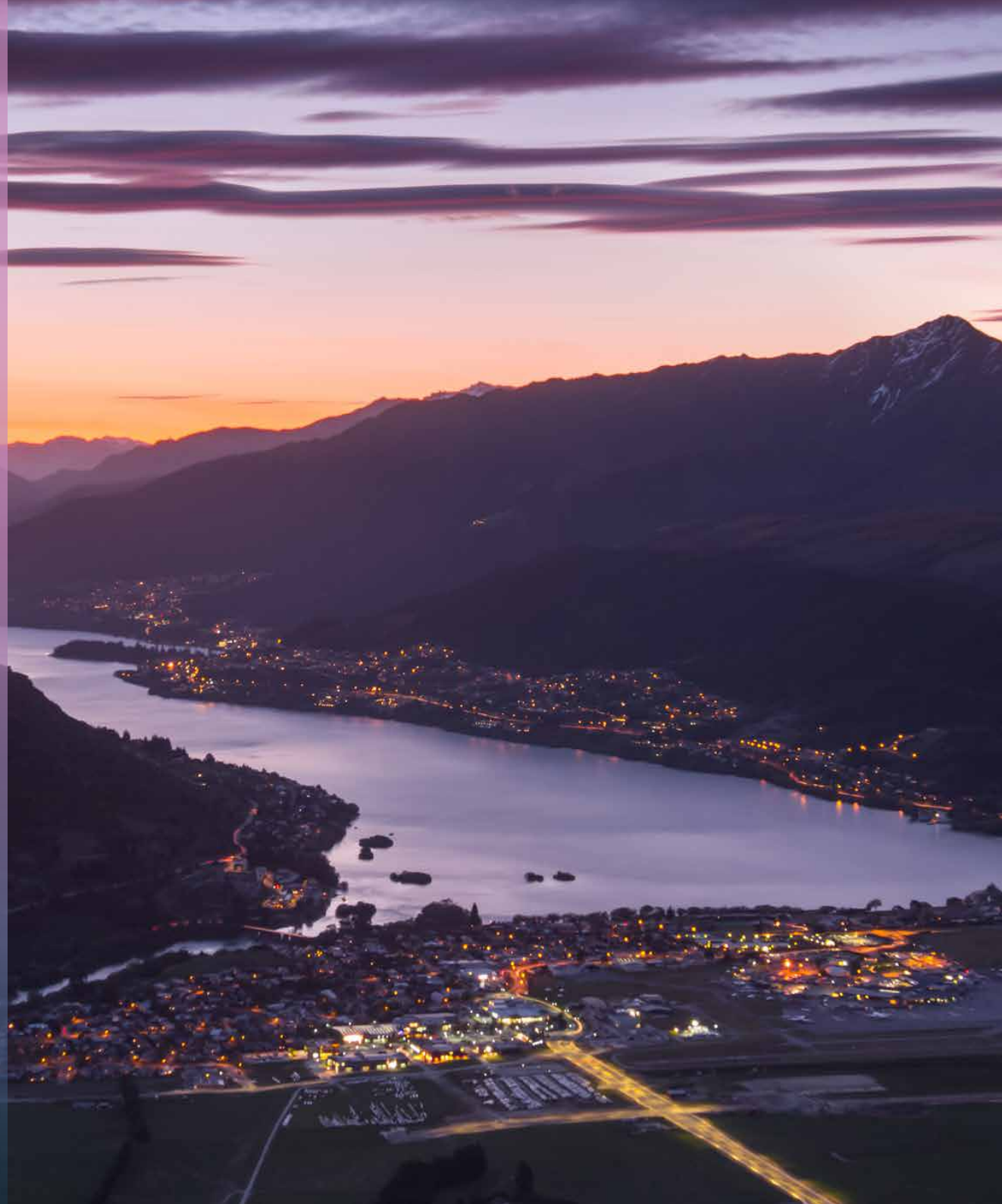
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				LAYOUT	DOCUMENT		
Planning considerations/ Commercial / Financial							
42	Add in the cost to the final Master Plan document	Agreed	Early indications show that the Master Plan could cost \$350 million. Details around costs will be added to the final Master Plan.	Financial Strategy & Funding implications Add reference on this page to indicative costs of \$350m.	No	Yes	Funding Strategy (internal). Statement of Intent.
43	Commercial plans for non-aeronautical landholdings	Agreed	<p>As outlined in the 10-Year Strategic Plan, development of vacant land is integral to increase non-aeronautical revenue.</p> <p>Further planning will be completed for QAC-owned non aeronautical land on the Frankton Flats and the land-holdings adjacent to Lucas Place.</p> <p>We intend to develop the Frankton Development Precinct and deliver infrastructure to enable diversified revenue generation. Development options will undergo feasibility assessments, progressing to full and comprehensive business cases when there is confidence in the combination of social and commercial outcomes.</p> <p>Following the relocation of our general aviation operators, there will be opportunities to develop land holdings within our terminal precinct and Lucas Place. This land is zoned 'Airport Zone' in the District Plan and development will be focused on the provision of activities that benefit from proximity to Queenstown Airport or provide support to the airport.</p>	<p>Some buildings have been added to the Master Plan 2032 on Lucas Place to highlight indicative locations.</p> <p>Reference to non aeronautical precinct development plan(s) is also referred to. Reference to Lucas Pace will be added to this section.</p>	Yes	Already featured - expand	Frankton Development Precinct Master Planning
44	No extension to operating hours	Agreed	<p>As noted in the draft Master Plan, Queenstown Airport's operating hours are 6am to 10pm, and these hours are strictly enforced.</p> <p>QAC has also chosen not to allow scheduled flights before 7am to reduce the disturbance to local residents.</p>	None	No	Already featured	ZQN Designation Conditions QAC's Noise Management Plan Compliance reporting

FEEDBACK

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45	Agreed	Queenstown Airport is working closely with airlines to encourage and incentivise the deployment of new generation, quieter, lower emissions aircraft into Queenstown.	Noise Management Added sentence	No	Already featured - expand	Noise Management Commercial arrangements with airlines operating at ZQN
Additional changes made by QAC						
46				No	Yes	
47		CEO and Chair to update Message (currently refers to participating in consultation approach).				
48		Add in catchment area and related information.				
49		Minor changes to the layout to improve legibility / labelling etc.		Yes	No	
50		Remove reference to the consultation process which has now taken place. Update with the results of the community consultation, reduce emphasis on pre-engagement.		No	Yes	
51		Removed reference to the Stakeholder and Community Consultation which has now taken place.		No	Yes	
52		To be updated as a result of changed space allocation, not splitting rental car pick up and drop off, improved descriptions of uses, and added features (eg cycle lane).		No	Yes	
53		Refers to three final approach and take off areas (FATOs). Confirmation of these will be based on Airside Development Plan and aeronautical studies.		No	Yes	
54		Following feedback from the general aviation community, the taxiway has been extended.		Yes	No	
55		Update the Frankton Master Plan to reflect the latest version.		No	Yes	

2

ALIGNED WITH THE MASTER PLAN



FEEDBACK



AGREED /
NOT AGREED /
OUT OF QAC
SCOPE

RESPONSE

QAC'S RESPONSIBILITIES ALIGNED WITH THE MASTER PLAN
PRIMARILY ADDRESSED BY

Sustainability and Environmental

55	Transition plan for operational and financial implications in commissioning and/or decommissioning fuel facilities.	Agreed	This will be a key consideration of the Airside Development Plan and is incorporated into the Decarbonisation Roadmap.	Sustainability Strategy Decarbonisation Roadmap
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Tourism, passenger numbers and growth

56	Confirm QAC not expanding the noise boundaries beyond 2032	Partially Agreed	QAC has made the commitment in the ten-year Strategic Plan not to seek an expansion to the air noise boundaries at Queenstown Airport for the 10-year period to 2032. Our commitment to operating within our existing noise boundaries for the next 10 years is noted in the Master Plan. This commitment reflects the direction set by our majority shareholder. The company's 10-year Strategic Plan will next be reviewed in 2025.	QAC's 10-Year Strategic Plan QAC - Statement of Intent (responding to the QLDC Statement of Expectations)
57	State Queenstown Airport can fully service all reasonable jet air travel requirements for the region in the long term	Partially Agreed	The commitment to operate within our current noise boundaries was made following extensive discussion with our communities. Should our communities decide that they would like ZQN to accommodate further aircraft movements, the space is available at Queenstown Airport to accommodate the physical infrastructure required. Should this option eventuate, QAC would need to seek an amendment to the noise boundaries, the success of which, would be subject to public consultation and a formal Resource Management process.	QAC's 10-Year Strategic Plan QAC - Statement of Intent (responding to the QLDC Statement of Expectations)
58	Highlight risks of limiting long-term capacity	Noted	There is considerable work underway across the regions we serve regarding destination management and regenerative tourism. There is considerable capacity available to increase air travel at existing airports across the South Island. QAC recognises that it is important to have a well informed decision making process and is committed to providing clear data and information to support future decisions regarding growth and capacity. Balancing capacity management with sustainable tourism practices and community needs is essential. This involves careful planning, infrastructure development, and stakeholder collaboration to ensure that tourism can thrive while minimising negative impacts on the local environment and residents.	QAC's 10-Year Strategic Plan QAC - Statement of Intent (responding to the QLDC Statement of Expectations)
59	Limit the number of flights	Partially Agreed	Our noise boundaries set a limit on the total amount of noise aircraft using the airport can make. The growth provided for within the existing noise boundaries aligns with our majority shareholder's Statement of Expectations and goals set out in our district's Destination Management Plan	ZQN Noise Boundaries - as set out in the District Plan, QAC's Noise Management Plan, and compliance reporting.

FEEDBACK

	AGREED / NOT AGREED / OUT OF QAC SCOPE	RESPONSE	QAC'S RESPONSIBILITIES ALIGNED WITH THE MASTER PLAN PRIMARILY ADDRESSED BY
60	Agreed	It is the airlines operating into ZQN who determine routes. As technology advances and there are more opportunities for the use of low / zero emission aircraft, we will continually consider if there is potential for the expansion of regional "short hop" routes. We have identified space within the draft Master Plan to ensure we can provide the necessary infrastructure to assist the airlines in delivering these new services, while still maintaining our ANB commitment.	Continued collaboration and consultation with the airlines operating into ZQN
61	Partially Agreed	QAC will continue to provide international connectivity to the east coast of Australia, as destinations that can be serviced by narrow body aircraft. QAC is not contemplating or planning for the introduction of wide-body jets (which would be required for long-haul flights). There may be some seasonal variation to the proportions of international and domestic flights, however our projections continue to predict 70% of flights to and from domestic locations, and 30% of flights to or from international locations.	Already featured
62	Agreed	ZQN will continue to operate as a narrow-body airport. Newer aircraft such as the Airbus A320/A321neo (currently operated by Air New Zealand) have a higher passenger capacity, are quieter, and have significantly lower fuel burn than older aircraft. QAC will continue to work closely with airlines to ensure the utilisation of these aircraft at Queenstown Airport.	Already featured
63	Not Agreed	Aircraft arriving and departing from Queenstown Airport follow clearly defined flight paths, and therefore will continue to operate over some recreational areas from time-to-time.	None
Collaboration and Stakeholder Engagement			
64	Agreed	We will work collaboratively with the Whaiora Partnership to share plans and work together on outcomes to enable the Master Plan to be aligned with the transport programme of works.	Collaboration with the Whaiora Partnership on Land Transport and roading matters.

FEEDBACK

AGREED /
NOT AGREED /
OUT OF QAC
SCOPE

RESPONSE

QAC'S RESPONSIBILITIES ALIGNED WITH THE MASTER PLAN
PRIMARILY ADDRESSED BY

Infrastructure, Transportation, Connectivity and Accessibility

65	Level of rental car offerings should be carefully managed to support a sustainable transport system	Agreed	QAC will continue to manage the appropriate space allocated to rental cars, in line with our overall land transport and mode shift aspirations, with emphasis on migrating to EV rental cars.	QAC commercial / land transport service arrangements
66	Encourage airport staff to use public or active transport to get to work	Agreed	A phased airport staff travel plan is being developed to incentivise lower emissions commuting.	QAC Staff travel plan
67	Alternative luggage delivery service between the airport and visitor accommodation	Agreed	QAC would support a service such as the one suggested and could accommodate services through the infrastructure proposed on site. A service such as this would generally be developed by airlines, however there could be opportunities for services to be developed by other parties.	ZQN Terminal Development Plan

Planning considerations/ Commercial / Financial

68	Implications on dividends of borrowing required to implement master plan.	Noted	<p>The Master Plan represents a long-term planning and land use framework for airport infrastructure, and also provides indicative phasing for implementation, to 2032 and beyond.</p> <p>Forecasts will be revised subsequent to Master Plan approval and adoption.</p> <p>Aeronautical investment is funded and cost recovered, after consultation with airline customers, through core aeronautical charges. QAC will consult our airline partners on aeronautical charges relating to the Master Plan.</p> <p>As a Council Controlled Trading Organisation, a core objective is to deliver sustainable long-term value to our community and to our shareholders, including an annual dividend where possible. Our focus is on prudent financial management, including operational and capital planning.</p> <p>We also need to exhibit a sense of social and environmental responsibility, having regard to the interests of the community and endeavouring to accommodate or encourage these interests when we are able. The public consultation process on this draft Master Plan is a good example of how we meet this obligation.</p>	QAC Funding Strategy (internal). QAC Statement of Intent.
69	Reduce rental car and camper van advertising in the airport.	Not Agreed	There is minimal advertising in the airport grounds. Advertising in the terminal is subject to commercial arrangements, with all content approved by QAC.	Commercial arrangements with other parties, subject to compliance with district plan rules.

FEEDBACK

AGREED /
NOT AGREED /
OUT OF QAC
SCOPE

RESPONSE

QAC'S RESPONSIBILITIES ALIGNED WITH THE MASTER PLAN
PRIMARILY ADDRESSED BY

Noise management and community well-being

70	Permanent on-site and publicly accessible noise monitoring.	TBC	<p>We acknowledge that noise and noise management is a significant matter to Queenstown Lakes District communities, particularly those living near Queenstown Airport.</p> <p>Our approach to aircraft noise management is guided by our Noise Management Plan. It sets out how we liaise with the community and deliver measures to reduce noise.</p> <p>We also produce a Noise Compliance Report annually, which is prepared by independent acoustic consultants, and published on our website.</p>	Queenstown Airport Liaison Committee (QALC) Noise monitoring & compliance
71	Some flex for the 10pm curfew - appoint a commissioner who under strict guidelines can extend the 10pm curfew.	Not Agreed	Our operating hours are a condition of our designation which is included in the Queenstown Lakes District Plan. Any amendment, would require an amendment to the designation and following the legislative process to do so.	Queenstown Airport Liaison Committee (QALC) Noise monitoring & compliance

Once the Master Plan has been finalised, a Terminal Development Plan / Landside Development Plan will be developed to further define, size, and provide detailed locations of spatial layouts and facilities of the terminal, apron, and land transport infrastructure.

These development plans will also address further traffic and commercial modelling associated with public transport, cycle facilities, taxis, shuttles, regional buses, private vehicles, rental vehicles and associated facilities, and roading (internal and interfaces with external roading network), followed by schematic design for the overall land transport precinct, including the road network and intersections.

WEHEKA | DEPARTURES

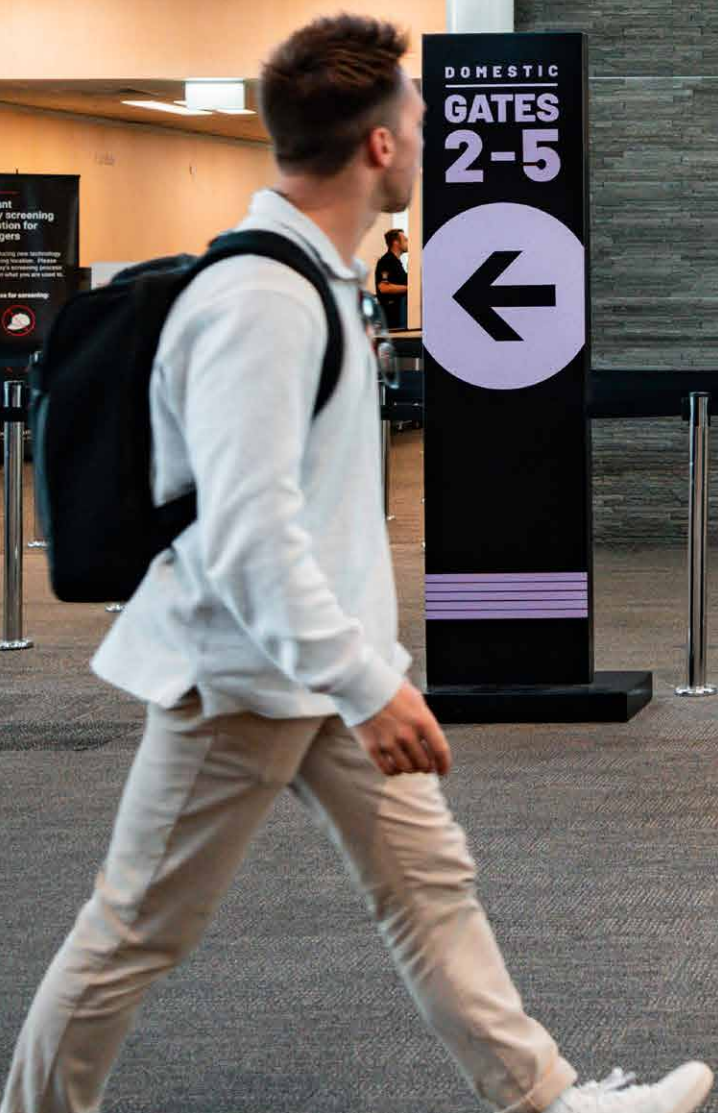
ZQN

HAEREA

DOMESTIC
GATES
2-5



INTERNATIONAL
GATES
6-9





3

REGIONAL AND NATIONAL ISSUES

Tourism, passenger numbers and growth

<p>72 Numbers of people in the region/ level of growth/visitation levels</p>	<p>Decisions and planning around population growth and visitation levels are most appropriately led by Queenstown Lakes District Council, Central Otago District Council and the regional tourism organisations that represent our region.</p> <p>The Queenstown Lakes District Council is leading this conversation in partnership with Destination Queenstown and Lake Wanaka Tourism. Central Otago District Council has also developed a Destination Management Plan. The management of this issue needs consensus and a system-wide response including consideration of region-wide spatial planning, infrastructure funding, consenting and tourism drivers.</p>	<p>QLDC future Strategic Plans including Long Term Plan and Spatial Plan QLDC initiated growth discussions</p>
<p>73 Clear articulation of type of tourism supported across the regions we serve, for example prioritise high value tourism</p>	<p>This is the role of the Councils and Regional Tourism Organisations (Destination Queenstown and Lake Wanaka Tourism and Central Otago Tourism), and the Destination Management Plans being implemented by these organisations. Both TNZ and TIA have a national role to play in articulating this and developing appropriate plans. As a CCTO and member of both DQ and Lake Wānaka Tourism, QAC has a role to play in supporting the district's destination management plan.</p>	<p>QLDC CODC Destination Queenstown Lake Wanaka Tourism</p>

Infrastructure, Transportation, Connectivity and Accessibility

<p>74 Increased public transport with adequate capacity and facilities</p>	<p>Otago Regional Council is responsible for the provision of Public Transport services in Queenstown, and the Queenstown Lakes.</p> <p>The role of the master plan is to provide flexibility and adaptability to accommodate improved Public Transport services in and through the airport.</p>	<p>Otago Regional Council</p>
<p>75 Development of the Green Link by 2032</p>	<p>The proposed green link aligns with the Frankton Master Plan's proposed lake link project, which will provide a vital physical connection between Lake Whakatipu and Frankton, and enhance a safe active travel network.</p> <p>The Master Plan confirmed that the green link will not be fully developed until current roading infrastructure is nearing full capacity, and there is commitment from QLDC to activate the lake link project, including the Humphrey Street link. Until this time, we will preserve space for this link to be fully developed, and plan adjacent infrastructure with the vision of the fully developed green link clearly in mind.</p>	<p>QLDC - Implementation of the Frankton Flats Master Plan</p>
<p>76 Look at connectivity to the upper Clutha and Central Otago communities through affordable, regular, reliable public transport links</p>	<p>Otago Regional Council is responsible for the provision of Public Transport services in Queenstown, and the Queenstown Lakes.</p> <p>The role of the master plan is to provide flexibility and adaptability to accommodate improved Public Transport services - both local and regional - in and through the airport.</p>	<p>Otago Regional Council</p>

FEEDBACK

RESPONSE

WHERE WILL THIS ISSUE BE ADDRESSED?

77	World-class electric only transport plan incorporating a new road/monorail infrastructure	<p>Transport for Queenstown, and beyond, needs to have an holistic perspective.</p> <p>The role of the master plan is to provide flexibility and adaptability to accommodate any future transport systems in and through the airport.</p>	Regional transport planning / working with QLDC / Waka Kotahi / ORC
78	Infrastructure around the airport needs investment	<p>Beyond the airport's landholding, roading infrastructure around the airport is managed by either QLDC or Waka Kotahi - who both work closely together.</p> <p>Other 'horizontal' infrastructure, such as three waters, are the responsibility of QLDC, while infrastructure such as energy supply into the district is the responsibility of Transpower.</p>	<p>QLDC</p> <p>Waka Kotahi</p> <p>Transpower</p>
79	Concern about the long-term electricity capacity into the region	<p>This is a national challenge. QAC recognises the importance of this and commits to influencing and advocating for improved services into the basin. QAC is committed to working with other stakeholders in the region, as well as with energy distributors, to ensure supply needs are understood for the district and planned and delivered in line with, or ahead of, needs. Electricity capacity into the district is the responsibility of Transpower. QAC owns land which could be used for a solar energy generation and will complete a solar feasibility assessment in the coming year.</p>	<p>Transpower</p> <p>Aurora networks</p> <p>PowerNet</p>
Financial			
80	Apply visitor levy/passenger tax to enable social dividend and investment in the community. Enforce a visitor/passenger levy to contribute to local community environmental projects.	<p>Since 1 July 2019, most international visitors to New Zealand are charged the International Visitor Conservation and Tourism Levy (IVL) of \$35. The IVL is invested in projects that will help to create productive, sustainable and inclusive tourism growth that supports and protects our environment. Further details of projects funded by the IVL are available on the Ministry of Business Innovation and Employment (MBIE) website.</p> <p>The IVL is central government legislation.</p> <p>The Civil Aviation Act only allows levies or taxes to be used for specifically identified aerodrome activities that are provided, operated or managed by the airport. This precludes the ability for any passenger taxes to be used for wider regional social dividend or investments.</p> <p>Consideration could be given to a visitor tax as a framework to achieve revenue to invest in the wider community, and would also capture all visitors to the region not just those arriving by air (currently estimated to be 30% of total visitors). Although not directly related, we note that QAC signed on as a founding partner of the Love Queenstown/ Love Wānaka fundraising project under the DMP in April. It is currently being promoted to visitors at the airport.</p>	<p>QLDC</p> <p>NZ Government</p>
81	Queenstown Airport to close and the site to be repurposed for urban development.	<p>As per its Statement of Intent commitments, QAC is developing a draft Master Plan for Queenstown Airport. This feedback is therefore out of scope and has been referred to our majority shareholder, QLDC.</p>	Out of Scope

Aviation - Regulatory Matters

82	Create a security system between Australia and NZ/more efficient border control	Safety and security are central to all activity at Queenstown Airport. Any change in legislation will be made by Central Government. Queenstown Airport is subject to Civil Aviation Authority and Aviation Security Service rules.	NZ Government
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Airport Infrastructure in the Lower South Island

83	Open dialogue on airport infrastructure on a regional basis including Queenstown, Wanaka, Dunedin, Alexandra and Invercargill.	QAC is committed to providing transparent and accurate information regarding airport infrastructure. Communicating regularly and opening with the communities we serve is a target in our sustainability strategy.	Regional Spatial Strategies under new resource management legislation
84	Clearer messaging about Wanaka and Tarras.	<p>While QAC manages the day-to-day operations of nearby Wānaka Airport under a management services agreement, QLDC as the owner of Wānaka Airport will consult with the community on long-term plans for the airport and determine any approval to potentially enable regional turbo-prop services.</p> <p>QAC continues to own land adjacent to Wānaka Airport, which is currently leased and used in part for NASA's global super pressure balloon programme. Decisions regarding the future use of QAC-owned land near Wānaka Airport will be made once a long-term plan is created.</p> <p>Our strategic planning will consider Christchurch International Airport Limited's proposal to plan and seek approval for a new international wide-body jet capable airport with direct long haul links to South East Asia, to safeguard the operational and financial position of the company within the frameworks of the Commerce Act. Long-term provision of aviation infrastructure in Aotearoa New Zealand should be a wider conversation, led by Central Government and taking into account all views of affected communities. It should not be lead by a single district or airport company.</p>	<p>Wanaka Airport - QLDC in consultation with the community.</p> <p>CIAL's plans in Central Otago - will be addressed by the shareholders of CIAL, which is a CCTO of Christchurch City Council, and Central Government.</p>

