

FREQUENTLY ASKED QUESTIONS

WHAT IS AN AIRPORT MASTER PLAN?

An airport master plan is a framework for the long-term operation and development of an airfield and all the associated facilities. ZQN's draft Master Plan incorporates improvements in safety, efficiency, sustainability, resilience, and customer experience, and protects space to enable and support the continued decarbonisation of aviation.

WHO OWNS QUEENSTOWN AIRPORT?

Queenstown Airport Corporation (QAC) is a council-controlled trading organisation (CCTO). The company is owned by one majority and one minority shareholder:

- 75.01% by the Queenstown Lakes District Council (QLDC)
- 24.99% by Auckland International Airport Ltd (AIAL).

WHAT DOES ZQN MEAN?

ZQN is the International Air Transport Association's unique three-letter identification code for Queenstown Airport.

IS AN EXPANSION OF THE AIRPORT'S NOISE BOUNDARIES PART OF THE PLAN?

No. Queenstown Airport has committed to operating within the existing noise boundaries for at least the next 10 years.

WILL THE HOURS OF OPERATION CHANGE?

No. Queenstown Airport's hours of operation will remain 6am-10pm, with no scheduled flights before 7am.

WILL PASSENGER NUMBERS INCREASE?

Yes. About 1.2 million passengers arrived at Queenstown Airport over the past year (2.4 million passenger movements). We are planning for modest, incremental growth to facilitate about 1.6 million arriving passengers (3.2 million passenger movements) by 2032, which equates to a 3.2% compounding annual growth rate.

WHAT IS THE BREAKDOWN OF DOMESTIC AND INTERNATIONAL TRAVELLERS?

About 30% of the passengers at Queenstown Airport travel on international flights to and from Australia. The remaining 70% travel on domestic routes. Some of the domestic passengers are international visitors who have arrived in New Zealand through another airport.

IS THE POPULATION OF THE SOUTHERN LAKES REGION EXPECTED TO GROW?

The airport's catchment encompasses the Queenstown Lakes District, Central Otago, and parts of western Southland, including Fiordland. The population of this region is expected to increase from about 75,000 today to more than 100,000 in 2048. We have capacity to cater for population growth. About 15% of the passenger movements at Queenstown Airport are residents of the region. The rest are domestic and international visitors.

IS AN INCREASE IN VISITORS TO THE REGION EXPECTED?

Yes. Annual visitor numbers are forecast to steadily increase. The majority of visitors to Queenstown arrive by road. About one-third arrive by air. As part of their destination management plan, 'Travel to a

thriving future', the regional tourism organisations Destination Queenstown and Lake Wānaka Tourism are investigating optimal visitor numbers for the district.

WHEN WILL THE PROJECTS IDENTIFIED IN THE DRAFT MASTER PLAN BE IMPLEMENTED?

The proposed improvements will be delivered in project stages over the next 10 years. Space has also been protected for new infrastructure to support the decarbonisation of aviation, alternative fuels and emerging technologies beyond 2032.

HOW WILL THE NEW INFRASTRUCTURE BE FUNDED?

Because the improvements will be delivered in stages, the costs will be spread over a long period and will be funded by a combination of cash flow and debt, and recovered through aeronautical charges, as they are today. Shareholders will not be asked for funds, nor will extra shares be issued. QAC will continue to pay an annual dividend to Queenstown Lakes District Council as its majority shareholder.

HOW MANY PEOPLE WORK AT QUEENSTOWN AIRPORT?

More than 700 people, collectively employed by about 60 businesses and agencies, work at ZQN.

WHY DO YOU NEED A PARALLEL TAXIWAY?

A parallel taxiway would increase operational efficiency and capacity on the existing runway and airfield. It would also reduce ground delays and reduce carbon emissions by decreasing the amount of time pilots are asked to fly a holding pattern while waiting to land. In the event of a Civil Defence emergency response, it could act as an additional runway for light aircraft.

WHY ARE YOU PROPOSING EXTRA AIRCRAFT STANDS?

Analysis shows that one additional parking stand will be required by 2032 to increase operational efficiency, capacity and flexibility. We also propose to create a dedicated stand for aircraft maintenance, which ZQN does not have now.

HOW WILL YOU SUPPORT THE DECARBONISATION OF AVIATION?

We recognise the biggest impact we can have is to plan for and enable the decarbonisation of air travel. Our planning will anticipate and allow for the infrastructure required to achieve this. Technology is advancing rapidly. In the draft Master Plan, we're allocating space and resources to support the airlines and general aviation operators to transition to alternative fuel sources such as sustainable aviation fuel (SAF), electricity and hydrogen. Our plan for a parallel taxiway will increase the efficiency of airfield operations, reducing carbon emissions on the ground and in the air. Read more about our sustainability and decarbonisation strategy [here](#). We are encouraging airlines to use lower-emission aircraft on their Queenstown routes and are working with industry bodies to advocate for decarbonisation solutions.

WHAT IS AN ENGINEERED MATERIALS ARRESTING SYSTEM?

An engineered materials arresting system (or EMAS) is a specially prepared surface of lightweight material designed to stop an aircraft in the unlikely event one ran off the end of the runway. It is proposed that an EMAS be installed at each end of the runway.

WHAT IS GENERAL AVIATION?

General aviation covers all flights other than scheduled air services. This includes scenic flights, charter flights and private flights by helicopters and fixed-wing planes. Ten general aviation businesses operate from Queenstown Airport.

WHY ARE YOU PROPOSING TO MOVE ZQN'S GENERAL AVIATION OPERATORS?

Relocating our general aviation operators would allow us to extend the existing terminal and aircraft parking stands. We plan to move helicopters north of the runway and fixed-wing operators to a new area south of the runway. Separating the two would increase safety. Another major advantage would be moving noise away from the main Frankton residential area.

WHY DO YOU WANT TO EXTEND THE TERMINAL?

Extending the terminal will allow us to create a more adaptable and open space, with better separation of departure and arrival processes. It will also allow us to modernise and seismically strengthen the central part of the existing terminal. This work is intended to create a more welcoming and comfortable experience for users of the airport, especially during peak travel periods or flight disruptions.

ARE YOU PLANNING MORE CAR PARKS?

Queenstown Airport's terminal car parks are primarily used by residents of the region. We propose to increase the number of parks by 10%, at which point the number of parks will be capped. Meanwhile, we will be advocating and supporting improvements to public transport and active transport links. We will also continue to operate our Park & Ride service from Brookes Road in Frankton.

WHAT IS AIRPORT COMMUNITY HOUSE?

The proposed Airport Community House is a purpose-built commercial office building to accommodate QAC staff as well as other airport businesses. This could incorporate common spaces and shared meeting rooms. At the moment, QAC staff work from two locations, one of which is a pod of portable buildings.

WHAT ARE THE PLANS FOR THE HERITAGE BUILDINGS AT ARRANMORE FARM?

We recognise the historical significance of Arranmore Farm (formerly McBride's Farm), including the former smithy, dairy, woolshed, and mature trees that date back to the 19th century. Preservation of these important heritage assets and buildings is an important factor in our planning and infrastructure development.

ARE YOU CONSULTING IWI ABOUT YOUR PLANS?

QAC is committed to positive engagement with iwi and hapū. QAC's majority shareholder, the Queenstown Lakes District Council, has established partnerships with both Aukaha and Ngāi Tahu ki Murihiku (Te Ao Marama), who work on behalf of iwi to work with relevant territorial local authorities. We have begun discussions with a goal to building deeper relationships with these organisations as we work to respect the whakapapa of Kāi Tahu as part of our master planning and cultural heritage initiatives. QAC will ensure that iwi values and issues are reflected in plans and initiatives.

WHAT ABOUT WĀNAKA AIRPORT?

This draft Master Plan relates only to Queenstown Airport. While QAC manages the day-to-day operations of Wānaka Airport under a management services agreement, the Queenstown Lakes District Council, as the owner of Wānaka Airport, will consult with the community on long-term plans for Wānaka.