

Central Otago Project

Information release

August 2023

Kia ora koutou,

I am pleased to share with you the latest work completed as part of our assessment of a potential new regional airport in Central Otago. This follows the release of the Preliminary Aeronautical Assessment in 2021.

Today we are sharing:

- *Unlocking potential: Central Otago's runway to a future focussed airport* which includes information on growing demand and the expected impact of constrained air capacity, preferred runway alignment and environment around the site,
- Information papers on the preferred runway alignment, landscape and land transport,
- Animations focussed on landscape and aircraft noise,
- Technical airspace summary paper.

This is a long-term project for long-term infrastructure. By investing now in fully understanding the site, features and impacts we can lay the groundwork for good decision making.

The information shared with you today forms part of that. It's not a business case and it doesn't represent a decision to proceed or not proceed with the project. Work will continue and we will continue to share information with you as it is ready.

We are keeping our website centralotagoairport.co.nz up to date and you can always reach our team at central@christchurchairport.co.nz. We will also be in Central Otago this week holding drop-in sessions. Like our previous drop-in days, you'll be able to engage with the information, and we'll be on-hand to answer questions and talk with you about the project.

If you are able to join us, we will be available:

- 2-7pm, 29 August at the Tarras Community Hall,
- 2-7pm, 30 August at Cromwell Presbyterian Hall,
- 2-7pm, 31 August at Edgewater Resort in Wānaka.

We hope to see you there.

Kind regards,

Michael Singleton

Chief Strategy and Stakeholder Officer

Preferred runway alignment

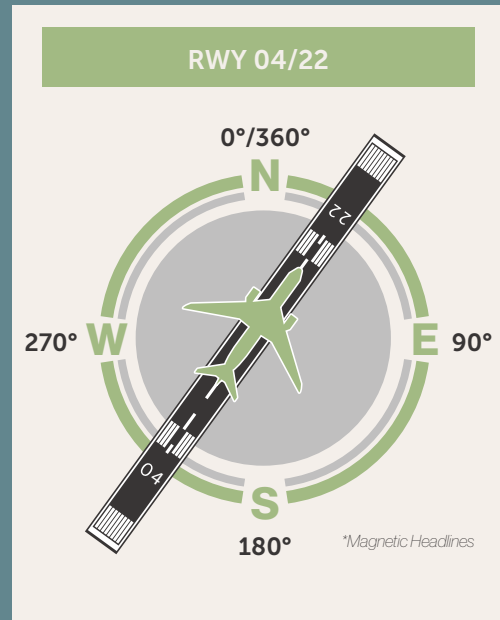
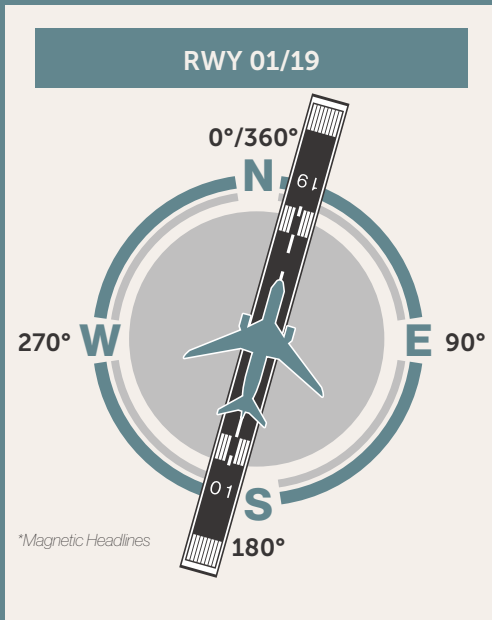
In September 2021, we shared that there were two potential runway alignment options for the site:

- 04/22 aligned northeast to the Lindis Valley and south to the Lake Dunstan Valley
- 01/19 aligned north to the Hawea Valley and south to the Lake Dunstan Valley

Our analysis of these two options focused on four lenses: safety, efficiency, environment and capacity.

Across most criteria, the two runway options perform comparably. However, runway 04/22 is likely to have reduced community noise impacts, and performed better on a number of efficiency measures.

Noise profile videos are available at centralotagoairport.co.nz/information-resources/videos. The profiles show expected noise on the ground for an approach and a departure for each runway (04 and 22).



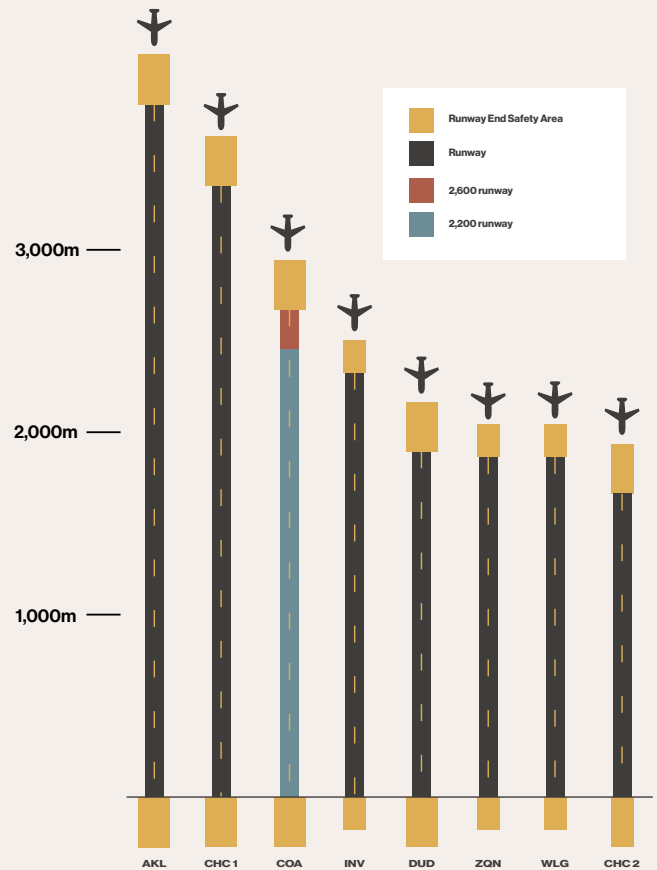
Runway length

Runway length determines the aircraft types that can be used by airlines, the number of passengers and weight of freight and fuel (payload) that can safely be carried. Runway length is determined by site geography, boundaries, surrounding terrain, temperature and precipitation.

It's also one of the most expensive pieces of infrastructure on an airport. Considering the maximum feasible runway length now sets up its ability to deliver intergenerational benefits.

For this project, runway lengths of 2,200m and 3,000m have been considered as the most realistic shortest and longest options available for the site.

A runway of between 2,200m and 2,600m is likely to be feasible for the site and surrounding terrain. At this length, the runway would enable airlines to use a broad range of aircraft types for domestic, trans-Tasman and some Pacific and Southeast Asian operations. The site can accommodate a fully compliant Runway Safety End Area (RESA) at those runway lengths.

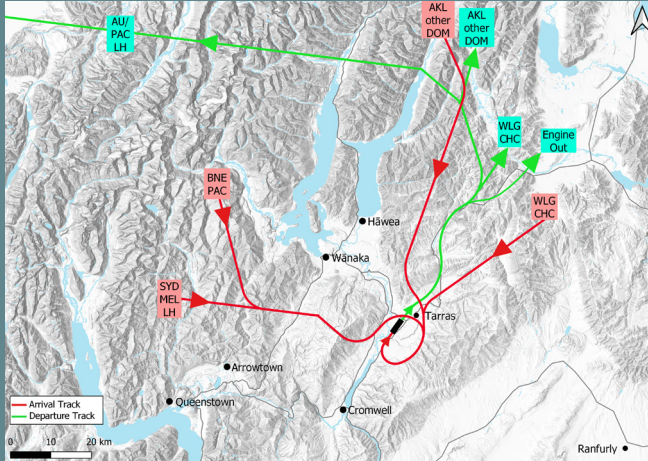


Approach and departure tracks

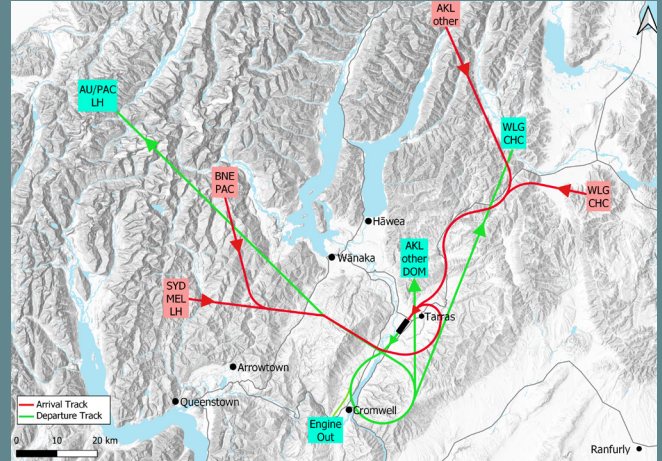
Approach and departure flight tracks for the Lindis Valley – Lake Dunstan 04/22 alignment can avoid overflying main residential areas, including Wānaka, Hāwea, Cromwell, Arrowtown, and Queenstown. The tracks are also likely to avoid overflying Lakes Wānaka, Hāwea and Wakatipu.

These approach and departure flight tracks will connect to existing flight tracks in the area and beyond. The airspace around the site is already used by scheduled aircraft accessing other airports in the region or enroute to other destinations.

Runway 04 Arrival and Departure



Runway 22 Arrival and Departure



Please feel free to share this email with others so they can sign up for future updates.