

Central Otago Project Update

November 2022

Kia ora koutou,

It's been a busy few months for aviation with the re-opening of New Zealand's borders and the return of many international flights for the first time post-COVID.

Many of the southern businesses we've spoken with recently say the past couple of months have given them a much needed boost.

For our project team, aviation's restart is a reminder of the need for new airport capacity in Central Otago.

Already, total passenger movements into this special part of the world are above pre-COVID levels at times and all predictions are that growth will continue. That means the need to find new airport capacity is as pressing as it was before the pandemic.

At the same time, the global shortage in the supply of airline seats is evidence of what happens when aviation becomes constrained - prices go up and flights become harder to find.

That is why we've kept exploring this potential solution to the aviation constraint in Central Otago.

We're making good progress, despite 2022 being another year of disruption across the wider aviation industry.

However, we won't be able to reach our goal of identifying a preferred runway alignment before the end of this year.

We appreciate there's a high level of interest in the project and we worked hard to be in a position to release this information pre-Christmas but still have some more evaluation to undertake.

These are critical building blocks to get right and it's important our experts are able to take the time they need to complete their analysis.

We've included an update below and, as you will read, we're confident we're on track to identify a preferred alignment in early 2023.

In the meantime, thank you to everyone who has met with our team members, attended one of our workshops or shared your insights with the project recently.

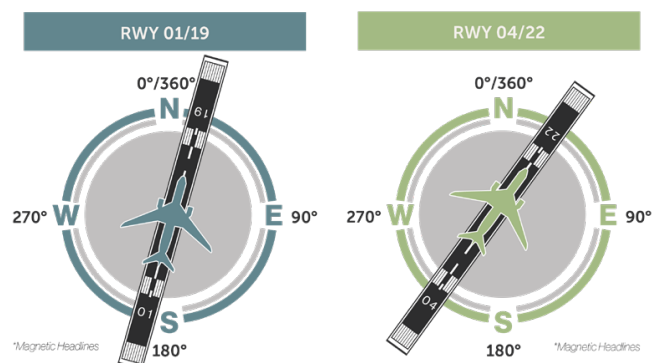
I hope the rest of 2022 goes smoothly for you all.

Kind regards,
Michael Singleton
Project Director

Aeronautical analysis progress

We have a number of experts furthering the detailed analysis of our site's aeronautical capabilities.

Together they are reviewing, testing and challenging the preliminary analysis that informed the two runway alignments identified in our [Preliminary Aeronautical Assessment](#) (these being the 01-19 Hawea Valley-Lake Dunstan alignment and the 04-22 Lindis Valley - Lake Dunstan alignment).



They're also working to further evaluate options for the design of the airspace, including flight procedures, and the approach and departure paths.

Analysts will consider four core criteria to determine which of the two alignments becomes our preference. The most important of these is safety - the alignment chosen must enable the safest aviation and comply with local and international standards.

The other three criteria are environmental (the alignment's noise, emissions and landscape impacts), capacity (the ability of the airspace around it to facilitate arrivals and departures over time) and operational performance (how efficiently individual aircraft can operate on it).

The diagram below shows the phases of the project's aeronautical analysis and where this is at currently.

Pre-Feasibility Phase 1	Pre-Feasibility Phase 2	Feasibility Phase Current Phase
Terrain analysis Aircraft operating parameters established	Runway lengths tested Noise sensitive areas identified Initial emissions analysis Meteorological modelled data Weather station install Engine out procedures tested Aircraft payload information gathered Airspace Capacity Constraints and Opportunities Understood	Identify additional feasible instrument flight procedures and baseline flight tracks Alignment evaluation methodology established Aeropath review of preliminary airspace design Detailed testing of Pre-Feasibility findings Benchmarking runway performance against other NZ airports Evaluation of runway and flight track options
Outcomes: Two potential runway alignments Two potential runway lengths Site likely suitable for commercial aircraft operations	Outcomes: Indicative approval for each alignment Baseline instrument flight procedures and tracks established	Outcomes: Expected early 2023 Confirmation site suitable for commercial aircraft operations for Cat C and Cat D aircraft types Instrument flight paths developed Initial noise and emission assessment Initial assessment of environmental impacts Aircraft range, and payload established

The quality of the work being produced is really high.

This gives us confidence that, in time, we will be able to make incredibly well-informed decisions.

We are confident we will be able to identify a preferred alignment in early 2023 and are making plans to ensure this is well communicated, particularly to those who live closest to the site.

As well as progressing the aeronautical analysis, we've advanced our analysis and data gathering of the avifauna (birdlife) that exists around the site and our initial understanding of land transport connections.

More information on these will be released via the [project website](#) soon.

New Information Sheets

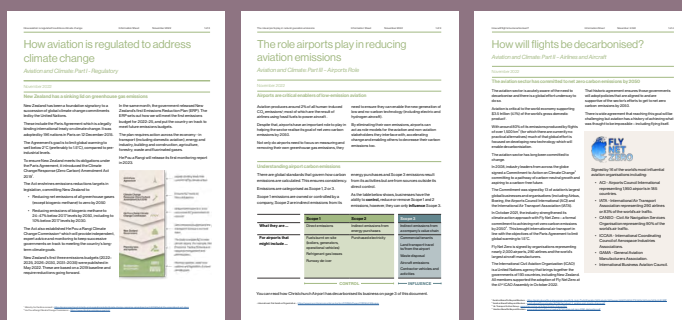
We're often asked how our project fits into a low carbon future.

New Zealand has a sinking lid on carbon emissions and this project (like any other new development) will have to pass some strict tests in order to proceed and we welcome that.

There's also a global effort underway to ensure aviation decarbonises - most people are surprised when they learn just how much progress is being made in this space.

To help explain this, we've created a series of information sheets on Aviation and Climate. You can read these below or find them on our website.

There will be more information sheets added to the site shortly.



[View all information sheets online](#)

Ensuring Otago's planning framework

You may be aware that the Otago Regional Council's (ORC) Proposed Otago Regional Policy Statement (pORPS) is currently going through a public consultation process.

Christchurch Airport's city campus spans more than 1,000 hectares and (as you know) we own 750 hectares of land in Central Otago.

Over our 80 year history, we've learned it's important to take an active interest in planning processes and we often make submissions when we identify issues we'd like territorial authorities, like the ORC, to consider.

Such was the case with the ORC's pORPS.

In general, our submission is supportive of the proposed statement but we did identify some elements we'd like ORC to reconsider.

So, along with more than 340 other organisations and individuals, we openly made a submission to the pORPS.

We've since submitted two Statements of Evidence for a future hearing that will be held as part of the process – these have just been made available on the ORC's website. You can read them under 'C' in the menu [here](#).

The pORPS is the overarching planning document for the Otago region ... it'll be in place for a decade so it's important to get it right.

An update from the Christchurch Airport Tarras Community Fund Committee

Hi All,

Seven applications were received to the latest round of the Christchurch Airport Tarras Community Fund.

Five members of the Tarras community who make up the fund's committee met to assess these on 26 October.

The applications represented a good cross-section of the community and met the fund's objectives as laid out in the [Community Fund Information Pack](#).

One of the applications from the Tarras Recreation Committee for a polycarbonate defibrillator cabinet was declined because the committee is not attached to an umbrella organisation.

We're really pleased to have made a total of \$17,000 in grants which will help deliver some real benefits to the community, including:

- Getting some outdoor equipment so the children at Tarras Playgroup can play outside (\$5,000)
- Helping Tarras School fund a new fibreglass coating so they can use their pool (\$5,000)
- New fencing materials to help preserve the heritage at Tarras Cemetery (\$3,500)

- Improving the greens at Tarras Golf Club by funding a new green cutting machine (\$1,000)
- Upgrading the clubrooms at the Tarras Collie Dog Club so they're weathertight (\$1,500)
- Making sure the timing's right for the Central Otago Barrel Racing Series with new electronic timers (\$1,000)

The committee decided we will open applications for a second round of funding in February 2023. There is still \$13,000 available for distribution for the 2022/23 financial year.

Best wishes,

Johnny Travathen

Member, Christchurch Airport Tarras Community Fund Committee





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

Christchurch Airport
30 Durey Rd
Harewood 8053

You can email the team at any time via
central@christchurchairport.co.nz

