

Central Otago Project Update

April 2023

Kia ora koutou,

Our research phase is in full swing with a number of experts exploring a wide range of elements for the project.

As a team we've been looking at a number of different aspects including flora and fauna, soil, and water on and around the site. We're also progressing the aeronautical analysis and gathering data to inform environmental assessments that may ultimately be required.

Our team benefits from the collective skills of a range of scientists and ecologists, engineers (acoustic, environmental, transport and geotechnical), planners and, of course, aviation experts.

We've already shared some key findings in information papers on our [project website](#) and we'll continue doing so.

We're pleased to see our strong base of accurate and relevant research growing. When we're ready to make decisions on the future on the project, we'll have a lot of high quality information to draw on.

In the meantime, we've included an update on the aeronautical analysis below, an overview of our avifauna (bird) work and the latest from the Community Fund Committee.

We hope you enjoy learning more about where the project is at.

Kind regards,
Michael Singleton
Project Director

High-tech bird watching

Birdlife and how it can co-exist with aviation is a key consideration for any airport.

New Zealand's birds are largely protected and there are strict rules around how airports can manage any threat they pose to aircraft.

Our project has qualified ornithologists helping us understand the avifauna (birdlife) on and around our site.

This began with some preliminary desktop research. We've shared the findings of this in two information papers which consider the birdlife from two perspectives:



One of the bioacoustic recorders our research team has deployed to gather data on birdlife on and near the potential new airport site.

[View all information sheets online](#)

The next stage is capturing detailed data on avifauna in the area over a number of seasons so that we can understand:

- What species are actually present (particularly Threatened or At Risk species)
- Their abundance and distribution
- Their daily, seasonal, and annual movements
- The function various habitats in the area provide (eg. roosting and nesting)

As well as undertaking regular field surveys, our team has deployed recording devices to gather bioacoustic data in the area.

These devices are a common, non-invasive way to gather data over long periods which can be used to identify bird species, measure behaviour and bird abundance in an area.

Aeronautical analysis

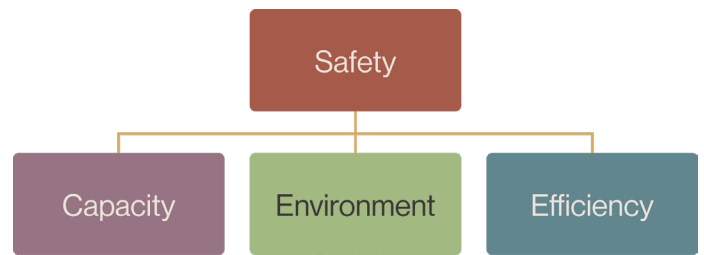
As we've already reported, we have a number of experts furthering the detailed analysis of our site's aeronautical capabilities.

Their major focus is on testing the two runway alignments identified in our [Preliminary Aeronautical Assessment](#).

This will enable us to identify a preferred alignment.

The very complex and detailed work is largely complete with both runway options assessed against four criteria, the most important of which is safety.

The quality of the analysis is very high and we're awaiting one final input to complete that assessment.



It's to be completed by a third party. The pace of the restart of aviation in recent months has meant they're having to focus their resources on that but our work is firmly on their agenda.

We're looking forward to being able to share the results as soon as they're ready and we're working now to ensure they are well-communicated.

Adapting to a changing climate

Christchurch Airport is often challenged (as any project looking to increase airport capacity should be) as to how a new airport fits into a low carbon future.

We understand why, at first glance, the idea raises eyebrows - particularly as the impacts of climate change are made clear in multiple weather events around the country.

It is easy for some to dismiss this project.

But the reality is, New Zealand is uniquely reliant on aviation and part of our national network - in Central Otago - will reach its capacity in the future.

If we fail to plan for that, Central Otago communities economic and social wellbeing will suffer.

As a business that's served multiple generations in Canterbury, Christchurch Airport has, over its 80 year history, always taken a long-term approach to our planning.

We look ahead to see what's needed and how we need to shape our business for the future.

That is why we are well ahead most when it comes to decarbonising our business and why we created [Kōwhai](#)

[Park](#) to help generate the enormous amount of green energy New Zealand needs to decarbonise.

It's also why we're looking at this project. Climate change means we need to do more than just decarbonise, we need to adapt our infrastructure so it's resilient to a changing climate and future fit to enable the sustainable aircraft of the future.

You can read more about our approach [here](#).

Our information papers on Aviation and Climate will also help you understand how aviation is actively decarbonising and the high bar this project will have to reach if it is to proceed.



[View all information sheets online](#)

An update from the Christchurch Airport Tarras Community Fund Committee

Hi All,

We considered more requests for the 2022/23 Christchurch Airport Tarras Community Fund earlier this month.

We've decided to grant Molly Todd, from Tarras, \$4,000 to help her represent New Zealand in horse riding's Global Amateur Tour in Morocco. Ride well Molly - we'll be cheering for you!

This leaves a total of \$13,000 in the fund until it renews on 1 July 2023. This can rollover into the next year.

If you want to find out more about the fund you can read the [Community Fund Information Pack](#).

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.