



ACTIVITY MANAGEMENT PLAN

Part B: Airport

30 JUNE 2018

whakatane.govt.nz

Asset Management Plan

Part B – Airport 2018-28

Part B provides the specific Asset Management information for the Airport, for the period 2018-2028.

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Foreword

The community assets provided by the Whakatāne District Council (the Council) are an important part to realising the outcomes in its Long Term Plan.

Effective asset management is crucial. Many public services rely on assets to support their delivery. Unless the assets are well managed, the services they support will suffer degradation. Additionally, assets represent a significant investment by the community that needs to be protected. Assets are often taken for granted until they fail, and a failed asset can have both social and economic effects on the community. To avoid this, the Council actively manages its assets and reviews its plans regularly.

Superior asset management makes an essential contribution to the governance and management of a public entity's business and is an integral part of an organisation's wider service and financial planning process.

The Council is committed to the preparation and implementation of sound AMPs for its infrastructure.

1 Asset Management Plan – Part A

This document provides the overarching information and discussion of methodology for all the Whakatāne District Council's Asset Management Plans (AMPs).

Our activities and assets all share a similar environment, be that legislative, demographic or economic. This key information has been rationalised into the one document, with the remaining activity/asset specific information available in Part B.

2 Asset Management Plan – Part B

These documents provide the specific information and outlines how the Council intends to maintain and manage its assets to achieve its Community Outcomes.

Part A and Part B of the AMPs should be treated as one document and reflect each other in both structure and content.

Introduction

1 Airport at a Glance

There are two main airport activities undertaken by the Council. These are:

- [Whakatāne Airport](#)
- [Galatea Airfield](#)

Whakatāne Airport is a gateway to the Eastern Bay of Plenty sub region, and provides a facility where airport based commercial and recreational activities can be undertaken. The airport is another key asset available to the council to assist in economic development, and operates as a [Council Controlled Organisation](#) (CCO) under a 50/50 Joint Venture agreement with the Crown.

Galatea airfield is utilised mainly for recreational and agricultural operations.

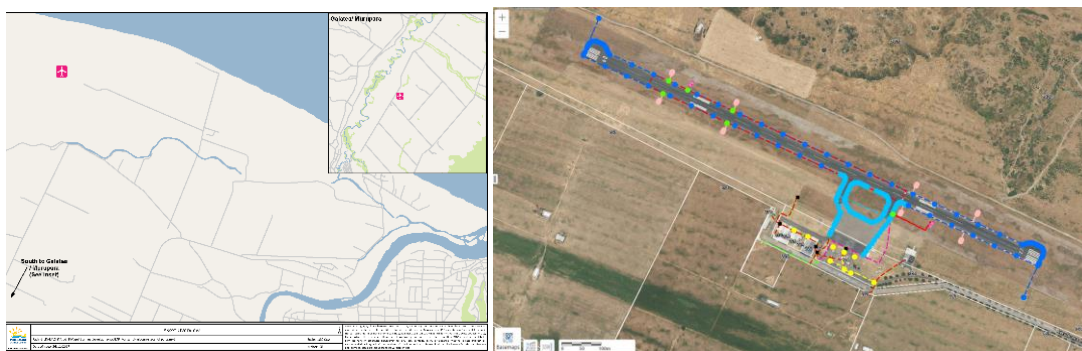


Table 1: Overview of Airport Activities

Activities	Description
Whakatāne Airport Runway	1 x 1,280m sealed with taxiways and apron 1 x 750m grass
Whakatāne Airport Buildings	Terminal building
Whakatāne Airport Supporting Facilities	Navigational lighting and equipment Carpark and access road Perimeter and security fencing Other site improvements
Galatea Airfield	1 x 1,025m grass runway, fencing
Value as at 30 June 2017	\$33,552,899

Business Overview

1 Why the Council is involved

The rationale for the Council’s involvement in the ownership of Airport assets is as follows:

The Council undertakes these activities because of public advocacy and demand. Airport facilities contribute to the vitality and economic development of the district. They also provide a sustainable, safe, convenient, comfortable and cost effective access system for the movement of people and goods into the District.

Airport facilities contribute to the vitality and economic development of the district by:

- Providing infrastructure to support local businesses by giving both a platform to undertake businesses in these areas, and by providing linkage to allow businesses to interact nationally
- Attracting visitors and therefore providing economic benefits to the district including infrastructure
- Enabling safe and comfortable access for people and movement of goods and services
- Increasing social cohesion and people’s sense of belonging and healthy communities.

There are a number of legislative requirements that the Council needs to take cognisance of and comply with. These are explained in more detail in the [Legislative Environment](#) section of this plan.

This plan has been developed on the basis that the Council intends to be responsible for the provision of airport facilities for the Whakatāne District, and considers the provision of these facilities to be an essential function of Council.

Levels of Service (LOS), Health and Safety, Statutory Requirements, National Standards, Bylaw Policies and Strategies define the business drivers for the current operation of Airport Services. These are overviewed in the following section.

1.1 Whakatāne Airport

The Whakatāne Airport assets include:

- Runways, taxiways and apron
- Grassed Areas, Water Supply and Fencing
- Runways Lighting and Navigational Aids
- Car Parks and Farm Access Road
- Airport Terminal

Whakatāne Airport has been established as a Council-Controlled Organisation (CCO), which is an organisation in which Councils hold 50% or more of the voting rights or can appoint 50% or more of the trustees, directors or managers). Air Chathams provide scheduled flight services into Whakatāne. Air Chathams engage a contractor ([JNP Aviation](#)) to provide the ground support services (check-in, refuelling etc.) for their flights.

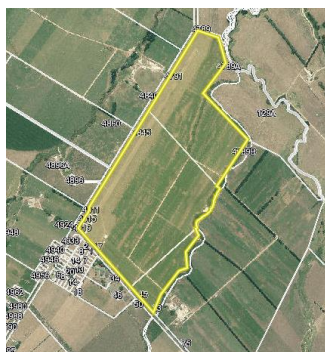
Areas of the terminal building are leased for activities compatible with the operation of the airport. Lease of airport land is also available to commercial operators and associated industry. Under the terms of the [Ngāti Awa Claims Settlement Act 2005](#), if land is not required for an aerodrome and ancillary aviation purposes it must be returned to Ngati Awa. Cropping and grazing are permitted uses within this agreement.

The airport is currently maintained as a Certificated Aerodrome in accordance with the [Civil Aviation Authority aerodrome rules](#) for aircraft having a seating capacity of greater than 30

passengers. In order to operate as a certificated aerodrome, Whakatāne Airport must hold, utilise, and maintain an aerodrome exposition including an Aerodrome Operations Manual, and an Aerodrome Emergency Plan that complies with [CAR Part 139](#) requirements.

1.2 Galatea Airstrip

The airport assets include a grassed runway and land for pastoral grazing, fencing, and ground leases.



The Council is responsible for the ownership and management of these assets. Galatea airstrip has little infrastructural development, and no assessed value.

The Council holds a public aerodrome licence for the Galatea Airport. Car parking is provided for on the grassed area beside the airstrip.

The Urewera Aero Club owns two buildings on site and leases the land from the Council.

Table 2: Airport Roles and Responsibilities

Party	Role	Specific Responsibilities
Business Services - Airport (WDC)	Responsibility for the management of assets and services	<ul style="list-style-type: none"> ▶ Financial control ▶ Performance monitoring ▶ Development of strategies and policies ▶ Customer service ▶ Planning ▶ Asset management planning
Places and Open Spaces (WDC)	Completion of the buildings and gardens maintenance	<ul style="list-style-type: none"> ▶ Mowing ▶ Garden maintenance ▶ Building maintenance
Maintenance and Cleaning Contractors (various)	Responsible for various maintenance activities	<ul style="list-style-type: none"> ▶ Cleaning ▶ Electrical ▶ Security
Transportation Team (WDC) Opus International Consultants Contractors	Provision of professional services and operations services for runway, taxiway, apron, access road and car park including lighting systems	<ul style="list-style-type: none"> ▶ Managing capital/renewal projects for runways etc ▶ Professional advice to Business Services
WDC Customer Services Call Centre	Call Centre, Customer Contacts	<ul style="list-style-type: none"> ▶ Receive customer calls and generate RFS
WDC Regulatory Department	Process building consent / resource consent applications for new assets or activities	<ul style="list-style-type: none"> ▶ Liaise with Business Services Manager
WDC Contracts Team	Contract services provision	<ul style="list-style-type: none"> ▶ Management and development of contracts with service providers ▶ Management and development of procurement contracts

JNP Aviation

Airport Operations Contractor

- ▶ Delivery of operational activities required under CAR Part 139 Certification as detailed in the Whakatāne Airport Exposition.

2 Delivery of Airport Services

Levels of Service (LoS) standards define the levels to which the Council provides services to the community. Some standards are defined by statutory requirements, others in conjunction with the community, and some with key stakeholders. These standards (or levels of service) provide a basis for remanufactured, or maintained. These performance measures have been defined to enable the Council’s performance to be measured and reported against. These are covered in detail in the [Levels of Service](#) section of this Plan.

2.1 Places and Open Spaces and Three Waters

These teams are responsible for various tasks covering:

- Pest plant control
- Reserves – assist with usage, inspections, maintenance
- Management of minor capital works

OBU staff are involved with the review of any major service or maintenance contracts along with the finalising of renewal works programmes and capital works.

2.2 Network Maintenance

Network maintenance activities are undertaken under a series of contracts.

- **The Council’s Transportation team** provides the primary network maintenance which includes pavement maintenance, edge marker maintenance. The navigational lighting at the Whakatāne Airport is maintained by Whakatāne Electrical Contractors Ltd.
- **The Places and Open Spaces team** undertakes the urban vegetation control activities’ including mowing of the runway surrounds at the Whakatāne Airport.

2.3 Various Organisations

Clubs, organisations, societies and groups operate various facilities.

3 Significant Negative Effects of this Activity

Schedule 10 of the [Local Government Act](#) covers the information required to be included in the LTP. [Part 2 \(1\) \(c\)](#) states that a LTP must in relation to each group of activities of the local authority:

This sub-section provides information in accordance with this legislative requirement.

The purpose of identifying significant negative effects is to ensure that the Council’s activities are conducted in accordance with the principles of sustainability. The Airport activity has the potential to have negative effects on community wellbeing. The possible negative effects are outlined in the table below:

Table 3: Significant Negative Effects

Significant Negative Effect	Cultural	Social	Economic	Environmental	Sustainable Solution
Noise, odour, and disorderly behaviour issues from events and general use of facilities		✓		✓	Activities managed in line with resource consents and District Plan Designations. Any disturbance will be handled by local police or noise control if required. No mitigation required.
Congregation of undesirable groups with the potential to vandalise equipment	✓	✓	✓		Maintenance regimes in place to rectify any issues, installation of CCTV as appropriate. Event management. Use CPTED design principles.
Economically, the cost of desired infrastructure improvements may exceed the communities ability to pay		✓	✓		Consult with the community on all costs and options for Levels of Service through the LTP process
Infrastructure development may impinge on culturally significant lands	✓	✓		✓	Track and record all the consultation procedures and results for each affected Maori/iwi for all projects.

The significant negative effects identified above can be managed and/or mitigated by effective risk management, options assessments, asset management and operational procedures

4 Key Partnerships & Stakeholders

The Council is committed to establishing and developing strong partnership relationships with businesses, clubs, and other user groups that utilise Airport facilities.

4.1 Key Partnerships

- [Civil Aviation Authority](#)
- [Crown / Ministry of Transport](#)
- [Air Chathams](#)
- [JNP Aviation](#)

4.2 External Stakeholders

- The Whakatāne District community of owners, residents and ratepayers
- Tangata Whenua and Iwi organisations including:
 - [Ngāti Awa](#)
 - [Ngāi Taewhakea](#)
 - [Ngāi Tuho](#)
 - [Ngāti Rangitih](#)
 - [Tūwharetoa Ki Kawerau](#)
 - [Upokorehe \(Whakatōhea\)](#)
 - [Ngāti Whare](#)
 - [Ngāti Manawa](#)
- Businesses

- Emergency service providers (Police, Ambulance, Fire, Civil Defence)
- Regulatory and monitoring bodies including:
 - Ministry of Business, Innovation and Employment
 - Ministry of Health
 - Ministry for the Environment
 - Department of Conservation
 - Civil Aviation Authority
 - Airways
 - Audit NZ
- Eastern BOP Sport Aviation Club
- Galatea Aero Club
- Local Clubs
- Consultants and Contractors.

The Council endeavours to accommodate the interests of the stakeholders and will involve them in the decision process at a level outlined in the Council's Strategic Plan.

4.3 Internal Stakeholders

- The Council – Councillors, Council Committees, Community Boards, CE and Managers
- Asset Management Staff
- Policy and Planning Staff
- Regulatory Services
- Financial and Corporate Staff
- Information Services Staff

5 Airport Funding & Expenditure

5.1 Funding

Funding sources available for airport facilities include:

- Rates (uniform, per hectare, special)
- User charges
- [Development contributions](#)
- Subsidies and grants
- The [Whakatāne Airport CCO](#) is a 50/50 cost and revenue sharing joint venture with the Crown

5.2 Expenditure

Expenditure on recreational activities represents a significant Council investment which can be viewed under section 11 "Projects and Financial Forecast.

6 Key Issues - Airports

6.1 Whakatāne Airport Capacity and Demand

Scheduled passenger services from Whakatāne Airport are currently provided by [Air Chathams](#) to and from Auckland. Whakatāne Airport may still be at risk with Air New Zealand signalling it could aggressively compete to take market share in Rotorua and Tauranga. Or the development of a [regional airport at Paengaroa](#).

6.1.1 Addressing the issue

Landing fees for Air Chathams have been reviewed and set as a per passenger charge at a level that is considered low compared to other domestic airports with similar scheduled services. This decision has been made in order to support Air Chathams in establishing the service, and will be reviewed annually in conjunction with passenger numbers. Additionally, the Council will provide support to Air Chathams in marketing its service, in order to develop market segments such as tourism based travel, thought to have been underdeveloped by Air New Zealand.

7 Whakatāne Airport affordability/ levels of service

The airport operates in a 50/50 profit and expense sharing joint venture agreement with the Crown. There are few airports in the country still operated under this model, and there are indications that these joint ventures may be reviewed in the future. In this arrangement the liability for justifiable capital expenditure is shared between the parties, however if the joint ventures were to cease, the council would be required to fund capital expenditure on its own. There is potentially significant capital expenditure required in the future.

For the last decade the airport has sustained significant operating deficits. These deficits have not yet been funded, but unless the financial performance of the airport can be significantly turned around continued deficits will need to be funded from rates revenue. The Crown has indicated it is not prepared to fund operating deficits over an extended period.

7.1 Addressing the issue

Revenue generating opportunities are being explored, and airport costs regularly scrutinised in order to work towards achieving surplus operation at the airport. Increased spending on capital improvements will likely only be justified if it can be assured that scheduled passenger air services will be retained over the long term.

8 Whakatāne Airport runway condition

Works were undertaken during 2016-2017 to address seal issues at the eastern end of the runway and northern 3/4 of the terminal apron.

Works were undertaken during 2018-2019 to address seal issues at the western end of the runway.

The current condition of the runway, and other movement areas, and all proposed works, are detailed in the Opus Whakatane Airport 2018-28 Forward Work Programme Review (Opus FWP).

The runway condition from the western end from 340 to 1,064 metres along its length remains in variable condition, displaying cracks and exhibiting signs of deterioration. The most concerning section of the runway is an approximate 250 metre length towards the western end which "exhibits extensive cracking, though it is also displaying signs that it is no longer waterproof. These signs include discoloration of the pavement along the cracks from fines being pumped through from the pavement layers underneath, and the development of bitumen volcanoes." - Opus FWP.

8.1 Addressing the issue

If this section goes through another winter without repair, there is a reasonable risk of further pavement failures, service disruption and increased maintenance costs, and as such resealing works should be undertaken during the 2019/20 reseal season.

The remaining sections of the runway, will be addressed by works scheduled for 2019/20 as detailed in the Opus FWP.

9 Whakatāne Airport Terminal

On 12th June 2014 an Initial Evaluation Procedure (IEP) was published by GHD consultants for the airport terminal building. The IEP assessed the building at 25% of the current building code and gave the building a D seismic grading. The report indicated that the standard IEP procedure was not suitable for the unconventional type of structure, and that a detailed seismic assessment (DSA) was necessary to confirm its earthquake status. A DSA was carried out by Skytech in November 2014, and established that areas of the Terminal building (in particular the tower) achieved only 12% NBS.

Although an initial desktop seismic assessment has been completed and it is the opinion of Dave Brunson and John Kronast is that the building is not likely to be <34%NBS, an initial seismic assessment (ISA) will still be required (due to be carried out in October 2017), in particular specific calculations around the Control Cab tower. If it is believed the building is not earthquake prone, a detailed seismic assessment (DSA) was carried out in November 2017 (approx. cost \$5,000). Minor works are planned in the 2018/19 year to rectify the defects identified.

Please note that the internal tower area of the terminal building has been closed and off-limits for more than 10 years, as it is believed to be a health and safety risk.

The airport terminal building houses Air Chathams' passenger air operation, JNP Aviation airport management and ground handling staff, a small café, and other minor ancillary airport services. With Air Chathams planning on utilising a 30 seat aircraft, the terminal may not have the capacity to adequately meet the needs of Air Chathams or its customers if flights were fully filled.

The Terminal building is a scheduled heritage building under the Whakatāne District Plan and is proposed to be listed as a category 1 listing on the Heritage NZ list in 2019 This means that alterations to the building, or demolition of the building is a discretionary activity.

9.1 Addressing the issue

Further work on this issue has been deferred in order to address maintenance requirements of critical assets. The Council will meet its legislative obligations in terms of seismic strengthening, and will review the suitability of the Terminal building once a clearer picture of the future needs at the airport can be determined.

Strategic Environment

1 Legislative Environment

Statutory requirements impact on the way in which the Council operates to meet its obligations to its customers. Some of the key legislation relevant to the Airport is as follows:

1.1 Civil Aviation Act 1990

Whakatāne is currently a certificated aerodrome under Part 139 of the Civil Aviation Rules which deals with operation and use of aerodromes for certified aerodromes. An amendment to these rules may impose new design and operation requirements if it is to continue to be used to operate scheduled air passenger flights. Rule changes have imposed a requirement for certificated aerodromes to provide illuminated airfield signage by 31 July 2018. Also required to implement Safety Management Systems, and enhanced security measures by 31 July 2021. Although transition periods may apply with an Implementation Plan employed as an interim step by 31 July 2018. Whakatāne Airport is also a member of the New Zealand Airports Association.

1.2 Airport Authorities Act 1966

This Act establishes local authorities as airport authorities with powers to operate airports.

1.3 Resource Management Act 1991

1.4 Health and Safety in Employment Act 1992

1.5 Ngāti Awa Claims Settlement Act 2005

1.6 Reserves Act 1977

The reserves act has three main functions:

- Provide for the management and preservation of reserves for the benefit of the public and providing areas of special significant or amenity value e.g. wildlife reserves
- Ensure the preservation of natural ecosystems and landscapes and to assist the survival of indigenous flora and fauna
- Preserve access to the coastline, lakes, rivers etc. and to retain the natural character of these areas.

The Reserves Act also provides for the disposal and acquisition of land for reserves (also licensing and leasing), and the classification and management of reserves by parties with a vested interest, including local authorities.

2 The Whakatāne District Council

2.1 **Community Outcomes, & Airport Activity**




The following outcomes were identified for the Council:

- Sustainable Economic Development
- Reliable and Affordable Infrastructure
- Effective Leadership
- Quality Services
- Community Wellbeing
- Valuing Our Environment

Figure 1 overleaf illustrates the links between Community Outcomes, groups of activities, Council activities and the Asset Management Plan (AMP). Please refer to the [Council's LTP](#) for further information for other activities.

Through the provision of airport facilities, the Council will significantly improve the health and well-being of the community in conjunction with promoting economic and general well-being of the region.

Table 4: Airport Contribution to Community Outcomes

Community Outcome	Contribution to Community Outcomes (LTP)	Airport Objectives	These have been addressed in:
Sustainable Economic Development  Working in partnership	<ul style="list-style-type: none"> ▶ To facilitate an economy that is prosperous in both urban and rural areas. ▶ To encourage business growth that builds on the region's assets. ▶ To support Māori economic development. ▶ To promote connected businesses through effective networks. 	<ul style="list-style-type: none"> ▶ Provide facilities that create and drive business growth opportunities ▶ Provide facilities that encourage business development in the district ▶ Support and encourage local business to grow and provide opportunities for the people of the district e.g. tourism 	<ul style="list-style-type: none"> ▶ Levels of Service, ▶ Strategic Environment
Reliable and Affordable Infrastructure  Meeting current and future needs	<ul style="list-style-type: none"> ▶ To provide infrastructure that facilitate growth and development. ▶ To ensure people, infrastructure and the environment are protected from natural disasters. ▶ To sustainably manage community assets. 	<ul style="list-style-type: none"> ▶ Continuing to provide quality commercial and recreation facilities ▶ All airport operations will be managed with a focus on safety, reliability and environmental performance ▶ Provide quality airport facilities that comply with Civil Aviation Regulations and Council policies, procedures and standards 	<ul style="list-style-type: none"> ▶ Levels of Service ▶ Life Cycle Management ▶ Projects and Financial forecasts ▶ Sustainability ▶ Strategic Environment
Community Needs  A caring community	<ul style="list-style-type: none"> ▶ To create vibrant, connected and safe communities. ▶ To support healthy, active communities. ▶ To build inclusive communities. ▶ To value, celebrate, promote and protect Māori culture. 	<ul style="list-style-type: none"> ▶ Provide airport facilities that support the health and social well-being of the community by connecting families and friendships, and by providing for support of emergency and medical services 	<ul style="list-style-type: none"> ▶ Levels of Service ▶ Strategic Overview

2.2 Bylaws

The Council can create bylaws in response to the needs and concerns of their community, and to ensure that the District runs smoothly according to the priorities and wishes of the community. In 2015, the Council adopted the Public Places Bylaw in order 'to protect the public from nuisances, promote and maintain public health and safety, and to minimise the potential for offensive behaviour in public places'.

2.3 Policies & Strategies

The Council has developed various [policies](#) and works in partnership with many other agencies, to fulfil its role and align its activities to other agencies and organisations throughout the region. This means that in establishing its programmes, the Council must be aware of the following policies, strategies and guidelines. All policies are current but will be reviewed over time as they expire.

Table 5: Council Policies

Policy Name	Status
Statement of Significant Accounting Policies	Current
Funding Impact Statement (including Rating Policy)	Current
Significance and Engagement Policy	Current
Liability Management Policy	Current
Revenue and Financing Policy	Current
Development Contributions Policy	Current
Community Funding Policy	Current

Table 6: Strategies and Guidelines

Strategy Name	Status
Regional Policy Statement 2014	Operative
Change 2 (Natural Hazards) 2016	Incorporated & operative
District Plan	Operative

Levels of Service (LoS)

1 Linking LoS to Community Outcomes

1.1 Council Outcomes

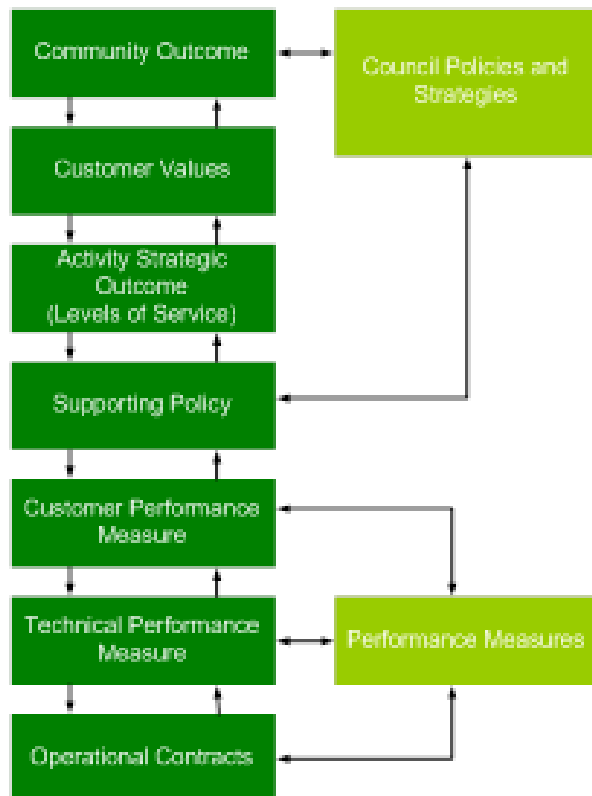
As outlined in the [Strategic Environment](#) section, the Council’s Airport activity primarily contributes to the following key community outcomes:

- Sustainable Economic Development
- Reliable and Affordable Infrastructure
- Quality Services
- Community Wellbeing

The airport also contributes to the outcome of *valuing our environment*

In order to deliver these outcomes, it is important that the technical and customer services and operational and maintenance contracts are clearly linked to achieve this.

Figure 1: LoS Linkages



1.2 Establishing Core Values

The core values considered to be important for the Airport activity are as follows:

- | | |
|------------------------|---------------|
| • Accessibility | • Quality |
| • Affordability | • Safety |
| • Community Engagement | • Reliability |

- Customer Interface (Responsiveness)
- Community Benefits (Sustainability)

1.3 Activity Strategic Outcomes

Community outcomes were developed as part of the 2006 LTCCP. Further work has been undertaken to develop activity Strategic Outcomes for the Airport activity. The activity Outcomes developed with the LoS represented in the AMP are described as follows and aligned with the Core Values.

Table 7: Customer Values and Activity Strategic Outcomes

Core Value (NAMS)	Activity Strategic Outcomes
Accessibility Affordability	Provision of quality Airport facilities that comply with all Civil Aviation Regulations and Council policies, procedures and standards.
Community Engagement	The community and key stakeholders are adequately consulted and informed in all significant decisions
Customer Interface (Responsiveness)	All customers are treated in a fair, consistent and respectful way (e.g. rules, charges, enforcement, responsiveness, cooperation)
Quality/Reliability	Assets are well maintained throughout all Airport facilities to provide a high standard of appearance and functionality
Safety	To provide Airport services that enhance and protect the health and safety of the community
Sustainability (Whole Community Benefits)	To provide Airport services to ensure the needs of present and future generations are met

1.4 LoS Delivery Process

The Council has a number of key service providers for the Airport.

This is detailed in the [Business Overview](#) section.

1.5 Airport Levels of Service, Performance Measures and Reporting

Table 8: Airport (General) - Levels of Service

Level of Service	The community is provided with a variety of Airport facilities that are easily accessible and are affordable.					
Links to Community Outcomes	Reliable and Affordable Infrastructure	Quality Services	Effective Leadership	Sustainable Economic Development	Valuing Our Environment	Community Needs
Customer Value	The core customer values this service aims to provide are: Accessibility Affordability					
Customer Measures	(1) Less than 5 complaints received annually regarding over-crowding or inaccessibility of facilities (2) Airport facilities are available to the community within each of the District Wards and cater for all ages and abilities					
Targets	Current performance	Year 1 target 2018/19	Year 2 target 2019/20	Year 3 target 2020/21	Years 4-10 target 2021-27	
(1)	< 5	< 5	< 5	< 5	< 5	
(2)	Each District Ward	Each District Ward	Each District Ward	Each District Ward	Each District Ward	
How we will achieve this Level of Service	<ul style="list-style-type: none"> ▶ Buildings have disabled access in accordance with national standards including entry, toilet and other facilities ▶ Opening hours are compliant with advertised hours ▶ Parking is provided in compliance with the District Plan or consent requirements and community demand ▶ Location signs are in place for all Airport facilities ▶ Review/benchmarking of fees and charges to Airport facilities are linked to Funding Policy and subject to a 3 yearly review ▶ Opportunities for subsidies/grants taken e.g. Eastern Bay Energy Trust ▶ Web site information maintained 					
How we will measure if target is achieved	<ul style="list-style-type: none"> ▶ Monthly reporting from Contact centre ▶ Annual audit of signs condition/location ▶ Parking reviewed in response to community demand on a yearly basis ▶ Reports to the Council and Community Boards ▶ Financial reports 					

Table 9: Airport (General) - Levels of Service

Level of Service	Assets are well maintained throughout all Airport facilities to provide a high standard of appearance and functionality					
Links to Community Outcomes	Reliable and Affordable Infrastructure	Quality Services	Effective Leadership	Sustainable Economic Development	Valuing Our Environment	Community Wellbeing
Customer Value	The core customer values this service aims to provide are: Quality					
Customer Measures	Satisfaction with airport in the Whakatāne District in the Residents Perception Survey					
Targets	Current performance	Year 1 target 2018/19	Year 2 target 2019/20	Year 3 target 2020/21	Years 4-10 target 2021-27	
	74.9	73 - 77	74 - 78	75 - 79	76 - 80	
Technical Measures	(1) Airport is compliant with all statutory and regulatory requirements, in addition to all Council policies, procedures and standards.					
Targets	Current performance	Year 1 target 2015/16	Year 2 target 2016/17	Year 3 target 2017/18	Years 4-10 target 2018-25	
(1)	100% of the time	100% of the time	100% of the time	100% of the time	100% of the time	
How we will achieve this Level of Service	<ul style="list-style-type: none"> ▶ Nil enforcement actions, inclusive of abatement notices and infringement notices associated with resource consents ▶ Buildings & Structures are cleaned and maintained in accordance with relevant contracts 					
How we will measure if target is achieved	<ul style="list-style-type: none"> ▶ Monthly reporting from Places and Open Spaces and Three Waters ▶ Monitor resource consent compliance ▶ Residents perception survey ▶ Contact Centre reporting 					

Table 10: Airport (General) - Levels of Service

Level of Service	Provide quality Airport services compliant with all Council policies, procedures and standards and national guidelines and enhance both the current and future generations.					
Links to Community Outcomes	Reliable and Affordable Infrastructure	Quality Services	Effective Leadership	Sustainable Economic Development	Valuing Our Environment	Community Wellbeing
Customer Value	The core customer values this service aims to provide are: Safety					

Whole of Community Benefit					
Customer Measures	(1) Less than 10 reported safety incidents per year at Airport facilities (2) Satisfaction with council staff achieving a Customer Service Index (CSI) score 64 or better in the Perception Survey				
Targets	Current performance	Year 1 target 2018/19	Year 2 target 2019/20	Year 3 target 2020/21	Years 4-10 target 2021- 27
(1)	< 10	< 10	< 10	< 10	< 10
(2)	64	60	Maintain	Maintain	Maintain
How we will achieve this Level of Service	<ul style="list-style-type: none"> ▶ Compliance with building code regulations (including signage, hazard warnings etc.), Health and Safety guidelines, council policies, standards and procedure ▶ Record and investigate health and safety incidents ▶ Provide exterior lighting associated with facilities ▶ Compliance with maintenance and service contracts and SLA's ▶ Condition assessments information for all buildings maintained ▶ Compliance with security patrol /response contracts ▶ Review contractor Health and Safety procedures ▶ Review performance of assets and services ▶ Optimised decision making utilised where appropriate (95% of projects) ▶ Compliance with Airport service provider contracts 				
How we will measure if target is achieved	<ul style="list-style-type: none"> ▶ Monthly reporting from Contact Centre ▶ Report accidents to Health and Safety Committee ▶ Hazard registers and incident reporting procedures maintained ▶ Quarterly team health and safety meetings ▶ Monthly reporting from Places and Open Spaces,, Three Waters and Contracts Team and Annual report to Council ▶ 3 yearly condition reporting to Council ▶ Annual review of new contracts ▶ Residents Perception Survey 				

Table 11: Airport (General) - Levels of Service

Level of Service	Provision of quality Airport facilities that comply with all Civil Aviation Regulations and Council Policies, Procedures and Standards					
Links to Community Outcomes	Reliable and Affordable Infrastructure	Quality Services	Effective Leadership	Sustainable Economic Development	Valuing Our Environment	Community Wellbeing
Customer Value	The core customer values this service aims to provide are: <ul style="list-style-type: none"> • Accessibility • Quality • Safety 					
Customer Measures	(1) Satisfaction with the Airport Facilities					
Targets	Current performance	Year 1 target 2018/19	Year 2 target 2019/20	Year 3 target 2020/21	Years 4-10 target 2021-27	
1.	Not currently Measured	65 – 100	65 – 100	65 – 100	65 – 100	
Technical Measures	(1) Airport certification is maintained in accordance with Civil Aviation Authority rules regarding aerodrome design for scheduled passenger air services. (2) Compliance with Civil Aviation Authority Regulations (3) No non-compliance notices received					
Targets	Current performance	Year 1 target 2018/19	Year 2 target 2019/20	Year 3 target 2020/21	Years 4-10 target 2021-27	
1.	100% compliance	100% compliance	100% compliance	100% compliance	100% compliance	
2.	100% compliance	100% compliance	100% compliance	100% compliance	100% compliance	
3.	No Complaints	No Complaints	No Complaints	No Complaints	No Complaints	
How we will measure if target is achieved	(1) Monthly Airport Reports (2) WDC Residential Perception Survey (3) Contractor Reporting					

Community Consultation

1 Consultation Methods

The Council has engaged in a variety of consultation approaches to seek both public opinion and to communicate its decisions and programmes to residents in the area.

Customer research carried out in the District is as follows:

- Whakatāne District Council Annual Residents Survey;
- Customer service requests and complaints;
- Consultation carried out as part of the LTP 2018-2028 process;

An outline and results of each approach are summarised in the sub-sections below.

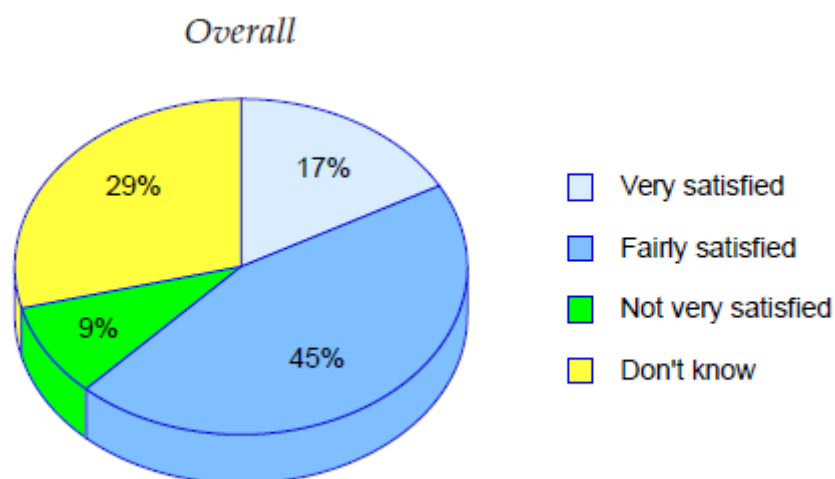
2 Communitrak™ Survey

The Council has engaged the National Research Bureau Council who have used a variety of approaches, in seeking public opinion and to communicating the Council’s decisions and programmes to the people resident in the area. One of these approaches was to commission the National Research Bureau's Communitrak™ survey in May/June 2014, May/June 2015, May/June 2016 and June 2017.

Communitrak™ determines how well Council is performing in terms of services/facilities offered and representation given to its citizens. The advantages and benefits are that the Council has the National Average and Peer Group Average comparisons against which, where applicable, they can analyse perceived performance in the District.

2.1 Council’s Efforts to Manage the Whakatāne Airport

Figure 2: Communitrak™ survey results



Looking at the 2017 Survey, 62% of residents were satisfied or more with the Council's efforts to manage Whakatāne Airport, while 9% were not very satisfied. A large percentage, 29%, were unable to comment.

There are no comparative Peer Group and National Averages for this reading.

There are no notable differences between Community Boards or between socio-economic groups, in terms of those residents not very satisfied with the Council's efforts to manage the Whakatāne Airport.

Table 12: Comparative Communitrak™ survey results

Satisfaction With Council's Efforts To Manage The Whakatāne Airport

	Very satisfied %	Fairly satisfied %	Very/Fairly satisfied %	Not very satisfied %	Don't know %
Overall					
Total District 2017	17	45	62	9	29
2016 [†]	30	36	66	11	24
2015	29	34	63	15	22
2014	14	40	54	7	39
Community Board					
Whakatāne [†]	21	52	73	10	18
Ōhope Beach [†]	20	27	47	7	45
Rangitāiki [†]	15	45	60	9	32
Tāneatua	21	51	72	12	16
Murupara	-	22	22	4	74
Area					
Urban	19	46	65	8	27
Rural [†]	14	43	57	11	31

% read across

[†] does not add to 100% due to rounding

These results are not significantly different to the results from the 2013 survey, although as the methodology and question are slightly different, they are not directly comparable.

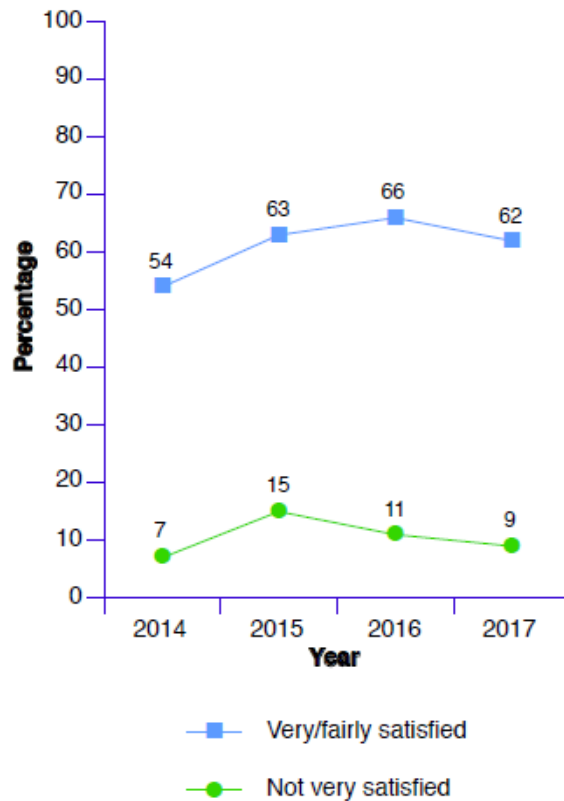
In 2013, respondents who had used the Whakatāne Airport facilities in the last 12 months (n=129) were asked to rate their satisfaction using a scale where 0 is very dissatisfied to 10 being very satisfied.

Two thirds of the users (65%) were satisfied with the Whakatāne Airport facilities (Scores 7 – 10). A third of the subgroup (35%) rated with a score of 9 or 10 (exceeded expectations). The mode was a score of 8 (20%).

A quarter of the subgroup (29%) rated the Whakatāne Airport facilities with a score that was neutral (Scores 4 – 6), while 4% (5 respondents) rated with scores that reflect dissatisfaction (Scores 0 – 3). The CSI score for the Whakatāne Airport facilities was 74.7.

Figure 3: Communitrak™ result trends

Council's Efforts To Manage The Whakatāne Airport



3 Customer Service Requests and Complaints

The Council operates a corporate customer calls register through Ozone (from Origen Technologies Ltd). Ozone replaced the limited former Apache system in 2009. Ozone allows for more detailed information on customer service requests to be collated, trends to be analysed and a clearer understanding gained of opportunities for improvement

The data is acquired from the Requests for Service (RFS) that were logged through the Ozone system.

Advantages

- Number of calls is recorded
- Tracking of response quality and timing
- Evaluation by type of call
- Resolution recorded

Disadvantages

- Negative focus of service(s) provided (complaint driven)
- Calls that are transferred directly to a staff member are not recorded.
- Airport calls are not collected to a detailed level, for example Airport Terminal Bldg – Maintenance is used for calls relating not just to the Terminal, but to runway, airfield lighting, mowing etc.

3.1 Requests for Service – 2016/17

The following figures detail the number of calls received through the Ozone system for the 2016/16 financial year. In total 8 requests for service were received for the 2016/17 period.

Figure 4: Total RFS Received for Airport Assets 2016/17

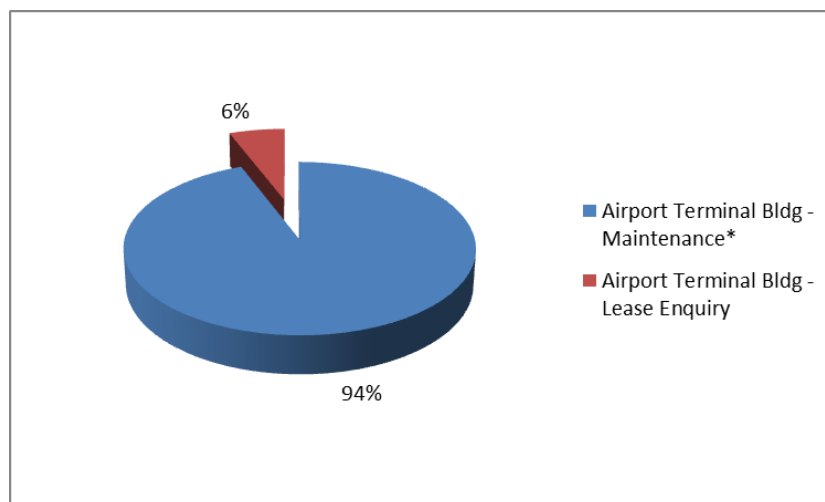


Table 13: RFS phone calls received in 2016/17

_ID	CC.MAST.CDATE	CC.MAST.TYPE	CC.MAST.TYPE.SUBTYPE	CC.MAST.METHOD	CC.MAST.OVERTGT	CC.MAST.STATUS.SHORT	CC.MAST.TYPE_CC.T.TRANS.TYPE
125866	21-Jul-16	PROPERTY	AIRPORT MAINTENANCE	PHONE	NO	COMP	EXTERNAL
126122	26-Jul-16	PROPERTY	AIRPORT MAINTENANCE	PHONE	YES	COMP	EXTERNAL
128553	15-Sep-16	PROPERTY	AIRPORT MAINTENANCE	PHONE	NO	COMP	EXTERNAL
130723	21-Oct-16	PROPERTY	AIRPORT MAINTENANCE	PHONE	NO	COMP	EXTERNAL
131225	1-Nov-16	PROPERTY	AIRPORT MAINTENANCE	PHONE	NO	COMP	EXTERNAL
133778	15-Dec-16	PROPERTY	AIRPORT MAINTENANCE	STAFF/INTERNAL	YES	COMP	EXTERNAL
143754	6-Jun-17	PROPERTY	AIRPORT MAINTENANCE	PHONE	NO	COMP	EXTERNAL
144067	12-Jun-17	PROPERTY	AIRPORT MAINTENANCE	PHONE	NO	COMP	EXTERNAL

4 Current and Future Stakeholder Consultation

- Quarterly Airport User Group meetings
- Community consultation was sought on proposed Airport projects through the 2018-2028 LTP. Consultation around setting landing fees will be conducted primarily with the Airport User Group on an annual basis. Any changes must be approved by the Minister of Transport.

Growth and Demand

The key drivers that influence growth and demand are assessed in detail in the following section, and investigate the individual components, which contribute to the Airport activity as a whole. The key drivers that are relevant to the Airport activity include: Population Considerations, Public Health, Recreational Pastimes and Legislation.

1 Introduction

The Whakatāne District consists of a number of urban communities that vary in population. Projected growth for the District is expected to decline past 2033 but that decline does not necessarily mean an overall decline in demand. The rural to urban shift, the shift to the increasing number of properties housing fewer people and the attraction of visitors to Whakatāne as a holiday destination have resulted in increased demand on existing facilities in areas around the District, particularly Ohope.

Planning for future growth and demand is imperative to provide an economically sustained pathway to meet the needs of the District and visitors to the District. The provision of the Airport activity and its management is an essential element in the planning process.

Growth and demand planning allows for the identification and quantification of areas within the District that are likely to experience significant pressures. To assist in the development of this section a number of sources have provided important information around growth and demand drivers, which are considered key for the District’s progression.

1.1 Growth vs. Demand

Although growth and demand are considered together in this section, it is worth noting that they do have different implications regarding the ongoing function/delivery of the activity.

Growth, in relation to the Airport activity, mainly refers to the growth in population, or areas that are growing due to new residential developments. These changes create a demand for new facilities, or changes to the way airport facilities are used.

Demand for facilities/services can be influenced by growth, changes in trends, seasonal fluctuations, changes in demographics etc.

1.2 Overview of Key Demand Drivers

This section describes the strategy that Whakatāne will adopt for growth and demand related to the Airport activity.

Table 14: Relevant Demand Drivers

Asset	Demand Driver			
	Population & Development	Scheduled Flights	Recreational Past Times	Legislation
Airport Facilities	✓	✓	✓	✓

2 Population and Development Considerations

2.1 Impacts on the Airport Activity

The increasing age of the population, the deprivation index, and less than average incomes across Whakatāne inhibits people’s ability to pay for services, therefore the community may prefer a reduced level of service to save money or may not be willing to pay for new or upgraded facilities.

2.2 Management Strategies

The on-going strategy is to monitor changes in population and resources and building consents to ensure sufficient facilities are available in new and existing areas.

3 Public Health

Whakatāne community outcomes identify the community’s desire to enhance the health and wellbeing of local residents through providing venues for a wide range of activities, and connectivity to services which support health and celebrate culture and creativity.

3.1 Impacts on the Airport Activity

- Whakatāne may need to maintain existing facilities and services and take guidance from national organisations for ideas around developing Airport activities to enhance well-being.

Cost of Airport activities including operation and capital expenditure may increase

- There may be additional requirements for public toilets and other supporting assets; use needs to be monitored to ensure that there is sufficient provision of facilities to meet seasonal demand.

3.2 Management Strategies

- Whakatāne District Council have a programme in place to enhance Airport opportunities across the district, this is outlined in the following section.

4 Recreational Pastimes

4.1 Tourism

The Whakatāne District and Ohope Beach in particular have long been popular holiday destinations. The population in parts of the district trebles in the summer time. Having White Island / Whakaari, which is an active volcano off-shore, dolphin watching, deep sea fishing and diving, plus trout fishing, cycling, walking and tramping, makes the district an attractive destination for adventure-seeking domestic and international tourists. Tourism is the fastest growing local industry within the area.

The Eastern Bay of Plenty hosts a wide variety of events throughout the year including major fishing tournaments.

The Whakatāne Airport provides a key link to the district’s tourism, recreation and business activities.

4.2 Impacts on the Airport Activities

- Increased operational and capital costs to provide enhanced/additional activities

- Increased demand for scheduled passenger air flights

5 Air travel

Whakatāne Airport services the whole Eastern Bay of Plenty. In 1996, Whakatāne Airport had 32,000 passenger movements; this number has fluctuated over the intervening period, however has remained at around the same level. In 2013/14 there were 34,000 passenger movements, however flight services to Wellington are no longer provided.

The airport has experienced a steady increase in aircraft movements of 3.3 per cent compound annual growth from 1996 to 2005. Passenger numbers have trended in the opposite direction, decreasing continually over the ten years, with a compound annual growth rate from 1996 to 2005 of negative 1.6 per cent (Whakatāne Airport Data and URS Analysis).

Passenger growth is currently limited by the use of the 18 seater Metroliner, currently averaging at 74% loading, with passenger numbers at 25,000 per annum for 2019.

The Master Plan is being updated for Whakatāne Airport. This recognises there is potential to develop other sources of revenue such as a flight training facility and hanger capacity has increased in recent years.

5.1 Management Strategies

Strategic management of Airport facilities as key facilities for economic development with significant input from Commercial Advisory Board. They recognise the social and economic benefits of the Airport and have advised it is necessary to continue operating and not be expected to return a profit, based on the benefits for the Eastern Bay of Plenty.

6 Legislation

6.1 Impacts on the Airport Activity

Legislative change can significantly affect the Council's ability to meet minimum levels of service that have been agreed with the community, and may require improvements to infrastructure assets. This will affect the community if increased levels of service affect the community's ability to pay for services (Schedule 10 (d)(i)(B)).

Signposted changes to Civil Aviation Rules regarding aerodrome certification, combined with Health and Safety legislative changes have the potential to impact upon both operational and capital costs of delivering an airport with passenger transport services.

Runway End Safety Areas

The Civil Aviation Authority has made the decision to immediately impose 240-metre Runway End Safety Areas (RESAs) at Whakatāne Airport. The 240-metre RESA ruling is currently being challenged in the Supreme Court, by Wellington International Airport, the NZ Airports Association (on behalf of affected airport authorities) and CAA.

Whakatāne Airport achieved Civil Aviation Rule Part 139 certification in 2015, allowing aircraft capable of carrying 50 passengers to use its runway. Since April 2015, Air Chathams' Convair (50-seat) and SAAB (34-seat) aircraft have used our 1280-metre runway on an occasional basis, in complete safety, and the airline is adamant that an extension of the runway RESA from 90 metres to 240 metres is completely unnecessary.

Whilst the Airport Authority owns sufficient land at both ends of the runway to allow it to meet this requirement, this cannot be achieved quickly. Lease agreements applying to this land will need to be amended or unwound; fences will need to be moved; and access road realignment and earthworks undertaken to comply with the applicable RESA specifications. Our expectation is that the work involved will cost in the order of \$250,000.

Given the limited current use of the Airport by aircraft carrying more than 30 passengers, CAA has approved the continuation of the current 90-metre RESA for a reasonable period of time to allow the 240-metre RESA requirement to be met. This would allow the Whakatāne Airport Authority to undertake the preparatory actions and physical works required in a measured and cost-effective manner. This will enable the Supreme Court’s ruling to be delivered, which will in turn determine whether or not the 240-metre RESA requirement is valid. The RESA works are scheduled to be completed by April 2019

6.2 Management Strategies

The Council will ensure it is compliant with the relevant legislative requirements related to the Airport activity. This includes performance and governance through the implementation and continuous improvement of this AMP. The Council will involve the community to far greater levels through consultation and decision-making and will implement the following:

- Ensure an adequate level of understanding of the legislation is obtained by key staff;
- Advice is sought from Commercial Advisory Board on the impact of certification requirements;
- Work with key Airport providers and clubs to understand the impact of any changes
- Carry out reviews of policy changes to establish what the impacts may be (if any).

7 Demand Management Planning

The objective of demand management planning is to actively seek to modify customer demands for services, in order to maximise utilisation of existing assets or to reduce or defer the need for new assets or services, including non-asset solutions. Future scenarios need to be investigated. Examples of new and improved services to meet customer demand include:

- Maximising the use of existing facilities and monitoring when events are on so that they don’t interfere with each other
- Tracking change in trends to modify facilities as appropriate
- Actively seek collaboration with the community to maximise activities and support the well-being of the community

7.1 Management Strategies

Demand management strategies provide alternatives to the creation of new assets in order to meet demand and looks at ways of modifying customer demands in order that the utilisation of existing assets is maximised and the need for new assets is deferred or reduced.

Demand management is practiced continuously to maintain the total demand at reasonable and sustainable levels. The five key components of demand management when promoted as a package or strategy rather than in isolation can dramatically reduce the demand on the network. The key components with examples are provided in the following table:

Figure 5: Demand Management Strategies

Demand Component	Airport Examples
Legislation/ Regulation	<ul style="list-style-type: none"> ▶ Manage facilities in line with legislation e.g. Civil Aviation Act, Civil Aviation Rules
Education	<ul style="list-style-type: none"> ▶ Educating the community around the activities that are available as alternatives to mainstream activities (e.g. marketing the benefits of using Whakatāne Airport over other regional airports).
Incentives	<ul style="list-style-type: none"> ▶ Provide incentives for new businesses etc. to increase revenue streams
Operation	<ul style="list-style-type: none"> ▶ Maximise use of existing facilities, including shared facilities
Demand Substitution	<ul style="list-style-type: none"> ▶ Promote alternative facilities to distribute demand, educate to dissuade from use of substitutes where utilisation is too low (e.g. Rotorua Airport)

Environmental Stewardship

This section describes the environmental and legislative obligations that the Council has in maintaining and extending its Airport assets, and also includes those requirements specified as conditions of resource consents.

1 Legislation

There are a number of legislative mechanisms aimed to avoid or mitigate potential adverse environmental effects associated with the management of the Airport assets. These are set at national, regional and district level.

Statutory requirements have been outlined in the [Business Overview](#) section. Specific requirements relating to environmental stewardship are covered in more detail in the following sub sections.

1.1 National

The role of Central Government is one of setting policy for environmental management across New Zealand. This is achieved through the following key statutes:

1.1.1 *Resource Management Act 1991*

Under the [Resource Management Act 1991](#) (RMA), the Council has a statutory obligation to avoid, remedy or mitigate any adverse effects on the environment through sustainable management. In this context, resource consents are one way, in which the Council regulates the effects of activities such as building community facilities and managing vegetation. Innovative design and use of Best Appropriate Practice in accordance with Councils Engineering Standards and Guidelines are also beneficial in taking into account and managing the effects an activity may have on the environment.

1.1.2 *Local Government Act 2002*

Specific to environmental stewardship the [Local Government Act 2002](#) (LGA) includes the principles of making itself aware of community views; providing opportunities for Maori to participate in decision-making processes; collaborating and cooperating with other local authorities as appropriate; ensuring prudent stewardship of resources; and taking a sustainable development approach.

The LGA outlines the responsibilities of local authorities and the decision making process for activities undertaken on behalf of their community, primarily through the requirement to adopt a [Long Term Plan](#) (LTP). Councils are encouraged by the LGA to identify overall long-term priorities and to plan for the future.

1.1.3 *Reserves Act 1977*

The purpose of the [Reserves Act 1977](#) is to:

- Provide for the preservation and management for the benefit and enjoyment of the public areas of New Zealand possessing Airport, wildlife, indigenous flora and fauna, environmental or landscape amenity, or natural, scenic, historic, cultural, archaeological, biological, geological, scientific, educational, community or other special features or value.
- Ensuring, as far as possible, the survival of all indigenous species of flora and fauna.

1.1.4 New Zealand Coastal Policy Statement

The purpose of the [New Zealand Coastal Policy Statement](#) is to state policies in order to achieve the purpose of the Resource Management Act 1991 in relation to the coastal environment of New Zealand. The Statement was reviewed in 2010.

1.2 Bay of Plenty Regional Council

1.2.1 Regional Policy Statement

Bay of Plenty Regional Council (BOPRC) has a key role under the Resource Management Act 1991 in developing regional policy statements and regional plans to ensure the integrated and sustainable management of the region's natural and physical resources.

The [Regional Policy Statement](#) provides an overview of the resource management issues of the region and provides policies and methods to achieve integrated management of the natural and physical resources. The Regional Plans may, for the purpose of carrying out its functions under the Resource Management Act 1991, include rules that regulate or allow activities.

1.2.2 Regional Water and Land Plan

The purpose of the [Regional Water and Land Plan](#) is to promote the sustainable and integrated management of land and water resources within the Bay of Plenty Region. To achieve this, the Regional Water and Land Plan has policies and methods (which include rules) to address issues of use, development and protection of land resources, geothermal resources and freshwater resources, including the beds and margins of water bodies.

The resources covered by the Regional Water and Land Plan are:

- Soil (land) resources
- Rivers and streams
- Lakes ([Rule 11](#))
- [Wetlands](#)
- Groundwater
- [Geothermal resources](#)

The Regional Water and Land Plan has replaced the Regional Land Management Plan and Transitional Regional Plan.

1.2.3 Regional Coastal Environment Plan

BOPRC's [Regional Coastal Environment Plan](#) outlines the rules and requirements regarding earthworks, structures and discharges to the coastal environment including both the coastal marine area and the coastal environment. As such BOPRC considers applications for coastal permits to control activities that may impact on the coastal environment such as:

- Erection of coastal structures for public access
- Removal of vegetation on the foreshore

1.3 Whakatāne District Council

1.3.1 District Plan

The [Whakatāne District Plan](#) assists Council to carry out its functions under the RMA in order to achieve the purpose of the RMA to promote the sustainable management of natural and physical resources.

In this context, the Whakatāne District Plan outlines the rules, objectives, policies and requirements for land based activities above Mean High Water Springs (MHWS). This

includes earthworks, buildings on reserves, and structures accessory to Airport activity on the surface of the water. The District Plan also set out the standards and controls for lighting, noise, hazardous substances (spill management), and contaminated land.

The District Plan also contains designations where land has been designated for network utility or large public works that enable works to be undertaken in accordance with the purpose of the designation.

1.3.2 Reserve Management Plans

[Reserve Management Plans](#) are prepared in accordance with the Reserves Act 1977 by the Council for reserves that they administer. The management plans outline the use, maintenance, protection, preservation and development of the reserve for the purposes for which it is classified.

A Reserve Management Plan is prepared in consultation with the community and any changes to the management plan or works that are not in accordance with the plan may require public consultation.

2 Resource Consents

Resource consents are a requirement for many coastal and water-based activities and building and development on reserves.

An [Assessment of Environmental Effects \(AEE\)](#) is required to support the resource consent applications to the respective Councils when seeking approval to implement projects.

The AEE process involves the identification and assessment of both the potential and the perceived physical, social and cultural impacts that the proposed works may have on the existing environment, and includes the examination and comparison of options and alternatives for mitigating any identified adverse effects, and the confirmation and recommendations on the preferred options and methodology to carry out the works.

Due to the diverse nature of the Airport assets, the need for resource consents and the potential issues associated with Airport uses and assets are equally as diverse.

The critical environmental factors requiring consideration include the impact of buildings or structures on the landscape values within reserves particularly in the coastal environment, the ecological effects associated with vegetation removal and site development, the cultural, archaeological and social effects and contamination and discharge issues. A number of these factors may require specialist input and consultation with the local community and asset users.

Positive effects associated with Airport assets, including community wellbeing, health benefits and access to community facilities will need to be balanced against the adverse effects identified in the AEE.

The Council has a database of consents that relates to Airport activities, in accordance with both Regional and District Plans, there are a number of requirements that must be met during the life of the consent. These requirements will stipulate monitoring conditions in the consent and will require the consent holder to report on the compliance with those conditions. This applies mainly for discharge consents. For land use consents, conditions may require on-going actions by the Council to ensure compliance.

2.1 Designations

The Resource Management Act 1991 gives authorities the ability to have areas of land designated for use as network utilities (such as roads and telecommunications facilities) or large public works (such as schools and reserves). Those areas of land are identified in the District Plan, and are incorporated into maps. This is called a 'designation' and it means that the works can be carried out in accordance with the designation purpose without needing resource consent.

Once the designation is put in place, the requiring authority may do anything in accordance with the designation, and the usual provisions of the District Plan do not apply to the designated site.

Although a resource consent is not required for works on a designated site (that are in accordance with the purpose and conditions of the designation), an Outline Plan is required instead. An outline plan is a plan or description of works that a requiring authority submits to the council when it intends to carry out works on the designated site. Outline plans often contain details that were not available at the time the site was first designated in the district plan.

The Council has designated some of its sites for airport purposes as shown in Table 14.

Table 15: Designations listed in the District Plan that relate to Airport assets

Plan Ref	Purpose
D1	Meteorological Purposes
D44	Operation of Airport

The Whakatāne District Plan is currently under review and may affect designations for Airport activities.

2.2 Consent Monitoring & Compliance

The situation with regards to understanding whether or not the resource consents currently in place are being complied with is largely unknown. A new database system, [CS Vue](#), has been implemented to manage the consents inventory.

3 Potential Issues

There are a number of potential adverse environmental effects that can occur in the process of maintaining or developing Airport assets, particularly projects that may require coastal works. The information provided below outlines some of these issues.

The documents that Council shall have regard to include:

- The [New Zealand Standard 6805:1992 Airport Noise Management and Land Use Planning](#) and [NZS 6807:1993 Noise management and land use planning for helicopter landing areas](#) for activities around airports.

Mitigation Measures

- Compliance with District Plan standards
- Compliance with Event conditions
- A Noise Management Plan is currently under review for the Whakatāne Airport

3.1 Landscape & Visual Effects

The district contains five broad landscape types. Each of these landscapes has an identifiable character based predominantly on geomorphologic characteristics. Landscape values also include natural and cultural heritage features, which need to be taken into account with any proposed developments.

Buildings and structures associated with Airport facilities or activities may impact on the landscape values of an area and consideration should be given to minimising the impact of the building through location, building and landscape design.

Mitigation Measures

The following mitigation measures may be considered when taking into account landscape values:

- Review District Plan maps and provisions
- Community consultation

3.2 Artificial Lighting Effects

Artificial lighting is often required for safety or to improve usage of Airport facilities however lighting can adversely impact on surrounding properties and amenity values. When considering the installation of lighting associated with Airport facility, regard should be given for the visual effects of the structures themselves as well as the effects of light spill to surrounding properties.

Mitigation Measures

- Design minimise light spill to neighbouring properties
- Consultation with key stakeholders
- Compliance with time restrictions where appropriate
- District Plan

3.3 Signs

Signage is an important component of community facilities however they can also detract from the amenity of open space or community areas.

Mitigation Measures

When considering signage for Airport assets consider:

- The need for signage in promoting visitor orientated Airport facilities and eliminate unnecessary signage
- Avoid the proliferation of signs and consider opportunities to co-locate signage
- The number, size, design and appearance of signs taking into account the surrounding environment
- District Plan.

3.4 Social & Cultural Effects

Places of particular cultural heritage value have been scheduled and identified on the District Plan maps so that location is known and can be taken into account when considering development and applying for resource consents. The scheduled sites are those that are registered under the [Heritage New Zealand Pouhere Taonga Act 2014](#), or those requested to be scheduled after consultation with iwi. Not all sites are recorded and for major developments it is important that consultation be undertaken with tangata whenua,

registered archaeologists, NZ Historic Places Trust and the BOPRC. Protocols can be developed in the event of discovery.

It should be noted that in June 2000 a report was commissioned and completed on the Waahi Tapu sites of Ngati Awa. The information derived from this report was incorporated into the District Plan.

The Airport Terminal building has been given a Heritage Significance rating of “Some Significance”

Mitigation Measures

The following mitigation measures may be considered when taking into account cultural heritage values or sites:

- Consultation with key stakeholders
- Development of protocols
- Due diligence prior to development

3.5 Ecological Values

Effects on the ecological values of rivers, land and reserves need to be taken into account with any proposed development particularly those requiring the removal of vegetation, discharges into the sea, lakes, rivers or streams and development on sites resulting in sediment runoff.

Mitigation Measures

The following mitigation measures may be considered in the control of effects in ecological values:

- Evaluate the ecology of the area.
- Monitor the effects of the works on the flora and fauna.
- Consider ecological values in the design of the project to avoid the need to remove or fragment areas of ecological value.
- Planning and implementation of replanting programmes.

3.6 Contamination

Under the Regional Policy Statement, the BOPRC has primary responsibility for the management of contaminated land in the district, however the Council supports the BOPRC principally by:

- Requiring applicants for resource consent on land suspected of potential site contamination to assess the level of contamination and undertake remediation to a level that will not pose, or be likely to pose an immediate or long-term hazard to the environment and human health

Other potential contamination issues include:

- Potential for contamination from septic tank failure (pipes or structure) or overflows from public toilets
- Potential for heavy metal contaminants to reach receiving environments from hard stand areas.

Mitigation Measures

The following mitigation measures may be considered in the control of contaminated sites:

- Carry out desk top investigation
- Develop a remediation plan
- Develop protocols in the event of any contamination being found
- Implement monitoring if required
- Septic tanks cleaned out every three years (depending on size and frequency of use)
- Review Hardstand proposals
- The hardstand area has a three-way trap system that collects heavy metals (hardstand users need to apply for use of the area).

3.7 Chemical Use

For chemical use all contracts and staff operations are undertaken as defined in the Code of Practice for the Management of Agrichemicals NZS8409:2004 and any subsequent editions and the applicable rules under the Regional Air Plan relating to agrichemical use.

Notice is given through the local newspapers at least fourteen (14) days prior to any application of chemicals to control grass and weeds. A “no spray” register is maintained to address areas where chemical control of grass and weed growth is not wanted.

4 Natural Hazards

Refer to Part A.

5 Future Requirements

The main item that needs to be addressed from an Environmental Stewardship perspective is the tracking of resource consents and the conditions that they may contain. Tracking legislation will also need to occur, specifically in relation to Climate Change and the impacts this might have. In addition to this, a constant monitoring of natural hazards and their impacts will need to be on-going.

Risk Management

This Airport asset specific risk management planning will provide the basis for future risk analysis and improvement planning.

This section covers the risk management implemented by the Council and how these apply to the current and future Airport activities. In addition, an overview of Risk Management is provided along with suggested improvements to current practices.

The objective of risk management is to identify the specific business risks, together with any possible risks to the health and safety of employees, other contractors and the general public, associated with the ownership and management of the Airport assets. This can be used to determine the direct and indirect costs associated with these risks, and form a priority-based action plan to address them.

1 Key Risks

The Council's policies and operations cannot influence all the factors contributing to these events. However, the Council has a responsibility to assess the risks in order to best manage the assets with the resources available to avoid and mitigate the effects of any event.

In addition, the Council has highlighted a number of key risk areas across the activity including:

- Health and Safety at Airport Facilities
- Loss of scheduled air passenger transport services at Whakatāne District Airport
- Inability to meet requirements of certification at Whakatāne District Airport

Table 16: Key Risks

Risk Area	Risk Description
Project Management	Projects inadequately scoped, budgeted, managed and documented, and reviewed, inadequate consultation with owners, resource consent issues etc. resulting in time & cost, loss of image and other impacts.
Internal & External Contract Management (Service/Maintenance/Capital)	Unsatisfactory resulting in unnecessary or excessive costs and/or insufficient output or quality. Poor Contractor performance
Asset Management –	Not up to date, or insufficient quality of process and output.
Condition/performance assessments –	Reliable data for renewals/replacements and valuations
Compliance with Legislation and Consent Conditions –	Inability or failure to comply with consents, statute and national standards. Increase in requirements.
Vandalism –	Of assets in parks and reserves (e.g. furniture, playgrounds, trees).
Fire	
Public Health and Safety –	Accidents causing injury, and/or damage to property resulting in claims and/or negative publicity.
Breakdown of operational plant -	Causing, closure, loss of revenue, health or safety hazard.
Chemical Exposure:	Chemical spill/leakage contributing to personal danger, environmental destruction, fire.
Security:	Inadequate building security plan. Ranging from building security and maintenance, vandalism, cash management, lighting, counter security, employee safety, and undesirables within community spaces.
Subsidence/Stability	Subsidence/Stability of land

Table 17: Critical risks and treatment plans

Risk	Service or Asset at Risk	What can Happen	Risk Rating (VH, H)	Risk Treatment Plan	Residual Risk *
Major accident	Runway	<ul style="list-style-type: none"> Tire blow out due to debris on runway or pavement failure 	<ul style="list-style-type: none"> H 	<ul style="list-style-type: none"> Increase frequency of runway sweeping. Monitor current program, increase if required. Increase frequency of paving and engineer assessment. 	<ul style="list-style-type: none"> L
Major accident	Aircraft	<ul style="list-style-type: none"> Damage due to animal activity 	<ul style="list-style-type: none"> H 	<ul style="list-style-type: none"> Regular monitoring and upgrade of existing perimeter fencing. 	<ul style="list-style-type: none"> L
Property and Life	Terminal Building	<ul style="list-style-type: none"> Public liability Fire 	<ul style="list-style-type: none"> H 	<ul style="list-style-type: none"> Regular and documented inspection. Maintain fire equipment and implement annual inspection. Increase response and frequency of runway snow removal. 	<ul style="list-style-type: none"> L
Major accident	Aircraft	<ul style="list-style-type: none"> Damage due to snow accumulation 	<ul style="list-style-type: none"> H 	<ul style="list-style-type: none"> Increase response and frequency of runway snow removal. 	<ul style="list-style-type: none"> L

Note * The residual risk is the risk remaining after the selected risk treatment plan is operational.

2 Risk Register

The risk registers provided in the following tables for the current and future Airport activities of the Council have been developed in consultation with key staff, Manager Business Services and JNP Aviation.

Table 18: Asset Management Risks - Airport

Risk Reference	Risk Descriptor – details the main component and provides an example of a risk(s) that may be attributable	Risk Type	Gross Risk (No effective measures in place)			Current Practice/Strategy (Avoidance and mitigation measures)	Effectiveness	Net Risk (Considering measures in place)			Person(s) Responsible	Management Options
			Consequence	Likelihood	Factor			Consequence	Likelihood	Factor		
AIR01	Asset failure affecting safe airport operations (e.g. flooding, subsidence, fencing, pavement or lighting failure).	Operational Public Safety Financial	5	4	20	Maintain safety plans Asset Management Regular inspection of runway condition, surrounds, perimeter fencing and runway lighting system Runway reseal and sweeping programme Installation of lighting and underground cabling Daily, weekly and monthly inspections and internal audits Vegetation maintenance programme	Good	4	1	4	Manager Business Services Manager Transportation JNP Aviation	Prioritise remedial work identified in monthly inspections
AIR02	Demand for Airport exceeds asset capacity – relates largely to useable space for airport based businesses or recreational activities.	Operational Financial	4	4	16	Airport Strategy and master plan Engagement with adjoining landowners to take advantage of any opportunities to acquire land as it becomes available.	Fair	4	2	8	Manager Business Services	Management of surrounding residential developments Protection of noise envelopes and current and future flight paths Council review the provisions of the District Plan

Risk Reference	Risk Descriptor – details the main component and provides an example of a risk(s) that may be attributable	Risk Type	Gross Risk (No effective measures in place)			Current Practice/Strategy (Avoidance and mitigation measures)	Effectiveness	Net Risk (Considering measures in place)			Person(s) Responsible	Management Options
			Consequence	Likelihood	Factor			Consequence	Likelihood	Factor		
AIR03	Security: Inadequate security planning, lighting, employee safety, vandalism of assets (buildings, runway lighting etc.),vandalism of private property (cars in car park etc) undesirables within community spaces.	Health Public Image Operational Financial	4	5	20	Measures in place to identify areas, issues, risks that may impact on asset use (lighting, location, access points, CCTV) Design of facilities Liaison with lease holders and airport based businesses Locking of access gates onto airport property and into operational areas Security patrols and response RFS feedback	Good	3	3	9	Manager Business Services JNP Aviation Team Leader Contracts and Administration	Monitor usage and feedback
AIR04	Aerodrome Certification: Inability to meet Aerodrome certification requirements for scheduled air passenger transport services resulting in loss of services.	Public Image Operational Financial	5	5	25	Assess certification requirements when legislation is finalised and undertake gap analysis Engage with Air Chathams regarding funding of certification requirements Review airport charges and implement new charges if possible	Good	5	2	10	Manager Business Services	Investigate possibility of Kawerau District and Ōpōtiki District becoming actively financially supportive of the Airport in recognition of its importance to the sub-regional economy.
AIR05	Health and Safety – accidents causing injury and or damage to property resulting in claims and or negative publicity.	Public Health Reputation/ Image Financial	5	4	20	Establish airport Operations room with adequate facilities and PPE for use on-site Public awareness/ signage Incident reporting & register Airport hazard assessment & register Condition/ structural surveys RFS feedback	Good	4	3	12	General Manager SED Manager Business Services Manager Transportation JNP Aviation	Regular auditing and review of operating procedures Review Council's liability and H & S policy

Risk Reference	Risk Descriptor – details the main component and provides an example of a risk(s) that may be attributable	Risk Type	Gross Risk (No effective measures in place)			Current Practice/Strategy (Avoidance and mitigation measures)			Net Risk (Considering measures in place)			Person(s) Responsible	Management Options
			Consequence	Likelihood	Factor	Description	Effectiveness	Consequence	Likelihood	Factor			
						<p>Operational management – ensure health and safety inductions are undertaken for all work within hazardous areas. Emphasis upon induction prior to entry onto restricted / operational areas</p> <p>Ensure parties entering into the active runway area comply with CAA regulations</p> <p>Undertake runway inspections prior to all scheduled passenger flights</p> <p>Undertake regular runway sweeping to remove FOD</p> <p>Education and awareness for all airport based entities</p> <p>Participate in Airport Safety Week</p>							

Lifecycle Management

This Lifecycle Management (LCM) section provides the broad strategies and work programmes required to achieve the goals and objectives set out in Business Overview and [Levels of Service](#) sections of this plan.

This section covers the following assets:

- Airports

Further analysis has been undertaken on sub groups of assets as required.

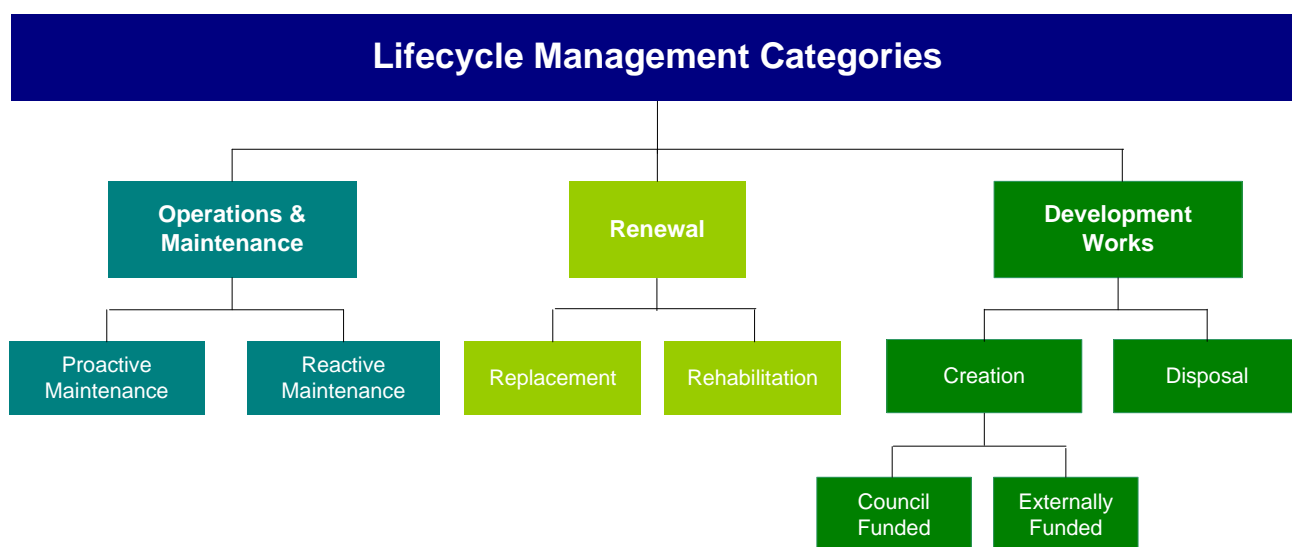
This Plan covers the lifecycle of the Airport asset activities including:

- Operations
- Maintenance – Proactive & Reactive
- Renewal-replacement, rehabilitation
- New capital (growth), levels of service (improvements), and regulatory improvements
- Asset Disposals

1 Work Category Definitions

Figure 6 below illustrates the following components of lifecycle management categories

Figure 6: Airport Lifecycle Management Categories



These categories are described in more detail in the Projects and Financial Forecasts section of this AMP.

2 Airport Asset Overview

The Council (WDC) provides Airport facilities for its residents, these assets provide significant benefits not just to people within the district but to those in other areas as well. Many people travel from Ōpōtiki and further eastwards to catch flights from Whakatāne Airport.

The lifecycle management section focuses on the assets that deliver Airport services throughout the District.

2.1 Airport Facilities

The airport assets consist of an Airport at Whakatāne and an airstrip at Galatea. The Whakatāne Airport includes a sealed runway, grass runway, terminal building, visual aids equipment and supporting infrastructure.

3 Asset Summary

Table 19: Asset Inventory

Asset Type	Economic Life	RUL (Ave)	Condition	GRC (\$)
Airport Facilities				35,217,899
TOTAL				35,217,899

3.1 Data Confidence and Reliability

Table 20 provides the confidence framework (NAMS IIMM) used to determine the confidence in the asset data used in this AMP.

Table 20: Asset Data - Confidence Grades

Confidence Grade	General Meaning
Highly Reliable	Data based on sound records, procedure, investigations and analysis, documented properly and recognised as the best method of assessment.
Reliable	Data based on sound records, procedures, investigations and analysis, documented properly but has minor shortcomings, for example the data is old, some documentation is missing, and reliance is placed on unconfirmed reports or some extrapolation.
Uncertain	Data based on sound records, procedures, investigations and analysis which is incomplete or unsupported, or extrapolated from a limited sample for which grade highly reliable or reliable data is available.
Very Uncertain	Data based on unconfirmed verbal reports and/or cursory inspection and analysis.

Tables 21, 22 and 23 below reflect the confidence in the asset data for Airport assets. Confidence data is not supplied for paved assets or lighting assets at the Whakatāne Airport. These figures related to the percentage of components that fall into each confidence grade category, rather than the number of complete sites.

The overall condition category is an average over condition, base life, quantity, and unit rate confidence grades. Condition and unit rate confidence grade tables are also included on the following page.

Note that rounding means that not all average percentages will add up to 100.

Table 21: Overall Average Data Confidence (Percentages)

Asset Type	Highly Reliable	Reliable	Uncertain	Very Uncertain	Unassigned	Total Percentage
Airport Buildings	29	46	6	0	18	100
Airport Site Features	26	0	2	0	71	100

Table 22: Overall Condition Confidence (Percentages)

Asset Type	Highly Reliable	Reliable	Uncertain	Very Uncertain	Unassigned	Total Percentage
Airport Buildings	92	3	0	0	5	100
Airport Site Features	91	0	0	0	9	100

Table 23: Overall Unit Rate Confidence (Percentages) (2011)

Asset Type	Highly Reliable	Reliable	Uncertain	Very Uncertain	Unassigned	Total Percentage
Airport Buildings	5	63	12	0	19	100
Airport Site Features	0	0	0	2	98	100

The average condition of the Airport assets has been analysed below. This applies to the average condition of the components that the asset group is comprised of rather than just the site them self. On average all assets are in good – very good condition.

4 Airport Assets

The airport assets consist of an Airport at Whakatāne and an airstrip at Galatea. The Galatea airstrip consists of a grazed field, which is maintained by the Galatea Aero Club and is not considered any further in this AMP. The previous AMP developed in 2015 is now superseded by this AMP.

4.1 Asset Description

The assets covered in this section include:

- Runways, taxiways and apron (Network administrators and Pavement Maintenance Contract)
- Grassed Areas (In-House Urban Vegetation Control), Water Supply (Managed by Council) and Fencing
- Runways Lighting and Navigational Aids (Network administrators)
- Car Parks and Farm Access Road (Network administrators)
- The main airport terminal

4.2 Runways, Taxiways and Apron

The purpose of runways, taxiways and the apron is to provide a pavement suitable for all movements of aircraft and emergency vehicles that has a suitable all-weather surface appropriate to its function in terms of skid resistance and a structure suitable for loading requirements.

4.3 Grassed Areas, Water Supply and Fencing

Grassed areas include runway verges, and airport expansion areas (grazed land). Airport expansion land is leased to farmers for grazing and is provided with water reticulation for stock from the Airport water supply.

4.4 Lighting and Navigational Aids

Runway lighting and navigational aids include:

- Runway edge, end and threshold lighting
- Taxiway and apron edge lighting and floodlighting

Navigational aids including windsocks (Whakatāne and Galatea), Variable Approach Slope Indicators (VASI) and beacon strobe lighting

- Development in LED lighting will see usage on airports in coming years.

4.5 Car Park and Access Roads

The purpose of car parking/access roads is to provide for parking for airport patrons and access to the grazing leases.

4.6 Key Issues

Some of the key life cycle management issues that affect road carriageway assets are

Table 24: Key Issues

Key Issue	Strategies to Address Key Issues
<ul style="list-style-type: none"> ▶ Runway Pavement and surfacing are extremely susceptible to moisture resulting in ongoing isolated failures. 	<ul style="list-style-type: none"> ▶ Maintaining a water proof surface is always the key to addressing moisture issues in pavements.
<ul style="list-style-type: none"> ▶ Fire Fighting Capacity. The current Braemar water supply does not provide the required pressure for firefighting purposes 	<ul style="list-style-type: none"> ▶ A proposal is being developed in partnership with the fire service to provide sufficient on-site water storage to meet firefighting minimum requirements
<ul style="list-style-type: none"> ▶ Lack of land for hangar development 	<ul style="list-style-type: none"> ▶ Land has been identified in the Airport Master Plan and funding provided for its acquisition.
<ul style="list-style-type: none"> ▶ Once the land is acquired for hangars, it still needs to be levelled before it can be used for any hangar development 	<ul style="list-style-type: none"> ▶ A development strategy needs to be formulated
<ul style="list-style-type: none"> ▶ Navigation Aids – the runway lighting is obsolete and has been kept in service through salvaging spares from other airports as they have upgraded 	<ul style="list-style-type: none"> ▶ Detailed assessment of remaining useful life and replacement requirement needs to be undertaken

4.7 Forward Works Programme - Background

A comprehensive review of the airport forward work programme was completed in 2015 for the 2015-25 Long Term Plan. That review identified a new re-surfacing strategy and provided a ten year forward works programme for 2015-25.

The re-surfacing strategy and recommendations from that report remain valid.

A visual condition assessment was completed in October 2017, and the findings from the condition assessment have been included in the updated forward works plan for 2018-28. This assessment covers the runway, taxiways, terminal apron and carparks. It does not cover the Whakatāne Airport Terminal, and generator shed. The Generator was upgraded in 2018 with a telemetry system for increased monitoring and funds allocated to the 2019/20 year for maintenance on the terminal building.

No significant condition issues were identified during the last assessment although deterioration of the existing slurry surfacing on the runway continues. A number of maintenance issues were identified and scheduled for repair and the forward works programme for the resurfacing of the Runway, Taxiways and Car Parks has been updated for the next ten years.

4.8 Methodology

Consistent with previous reviews, the runway was divided into treatment lengths of similarly aged surfaces using a linear referencing system from the western end of the runway heading east. Similarly, the taxiways and carparks were divided into areas of like surfacing age. Surfacing age and condition were recorded for the existing surface so that the remaining life of each treatment could be determined.

Surfacing condition was evaluated visually by walking over each treatment length and assessed in accordance with the following table:

Table 25: Evaluation of runway surface condition

Condition	Description	Remaining Life
Very Good	Sound physical condition, surfacing likely to achieve full design life	80%-100%
Good	Acceptable Physical condition. Minimum risk of short term failure but risk of potential failure in longer term	60%-80%
Average	Some deterioration evident, failure unlikely in short term but requires intervention in medium term	40%-60%
Poor	Significant deterioration evident failure likely in short term and requires intervention now to prevent further deterioration	20%-40%
Very Poor	Serious deterioration evident. Failed or imminent failure likely in short term.	0%-20%

4.9 Observations

4.9.1 3.1 Runways

Treatment Length 0m – 60m

This section is showing typical forms of distress for an aging slurry seal. The surface, though extensively cracked, remains sound and is not yet showing signs that it has lost its waterproofing function.

The proposed asphalt surface in 2018/19 remains appropriate.

Treatment Length 60m – 292m

This section is the same age as the previous and shows similar symptoms. There is however large areas within the wheel tracks of smaller spaced alligator cracking. The slurry remains firmly adhered to the underlying seal layers. Some of these have been repaired with mill and inlay of asphalt which has performed well. Other areas have been repaired with a sand and emulsion treatment that appears to have kept the pavement waterproof to date, but will soon need either a new surface or further repair. There is also an area just short of the touch-down marks where aircraft landing short have worn the slurry back to the previous surface.

The proposed triple coat seal in 2018/19 remains appropriate.

These areas have been treated in the 2018/19 year

Treatment Length 292m – 544m

This section also exhibits extensive cracking, though it is also displaying signs that it is no longer waterproof. These signs include discoloration of the pavement along the cracks from fines being pumped through from the pavement layers underneath, and the development of bitumen volcanoes. There is also an unsuccessful attempt at a crack sealing repair with sand and emulsion.

If this section goes through another winter there is a reasonable risk of further pavement failures, service disruption and increased maintenance costs. As such the proposed triple coat seal in 2018/19 should be brought forward to this coming 2017/18 season.

3.1.4 Treatment Length 544m – 1064

This section has a reasonable level of cracking but somewhat less than the previous sections. There is a pavement failure that requires repair near the western taxiway, some minor bitumen volcanoes and two cracks pumping fines that need sealing. The remainder of the surface is relatively sound.

Subject to repairs of the identified defects the proposed triple coat seal in 2019/20 remains appropriate.

Treatment Length 1064m – 1220m

This section was the first to receive a triple coat seal treatment early in 2017. To date it has performed well and presents a sound, defect free, durable surface. This surface is expected to provide a service life of 10 years. The texture of this surface is suitable for the grit seal proposed for 2026/27

A grit seal is proposed for 2026/27, subject to the surface retaining a suitable texture, which will extend the life a further 7 years.

Treatment Length 1220m – 1260m

This section was shape corrected to remove an area of ponding, and surfaced with asphalt early in 2017. To date it presents a sound, defect free surface. This surface is expected to provide a service life of 14 years. The future resurfacing date is beyond the 10 year scope of this plan.

These areas are planned to be treated in the 2019/20 year

Runway Shoulders

The runway shoulders were sealed with a grade 6 chip between 2006 and 2009. The expected 20 year life for this section is at the long end of the scale but there are typically no aircraft or other traffic movements on it.

Currently the proposed grade 6 emulsion seals from 25/26 remain appropriate. The individual areas are quite small, and some consideration should be given to completing them all at the same time in one establishment to save costs.

4.9.2 Taxiway and Terminal Aprons

Taxiway West and East

These were sealed in conjunction with the adjacent area of runway, the treatment length from 544m to 1064m. The same comments and proposed future sealing dates are applicable here.

Commercial Lease Taxiway

This section shows typical signs of distress for a slurry such as cracking, but is also suffering damage from the general type of activity that occurs on this taxiway.

A more durable asphalt surface has been proposed for 2019/20 and this remains appropriate.

Terminal Apron North

This section received a grit seal early in 2017 to address chip loss and water proofing issues. To date it has performed well and presents a sound, defect free, durable surface. This surface is expected to provide a service life of eight years.

The texture of this surface is suitable for a further grit seal proposed for 2024/25.

Terminal Apron South

This section is where commercial aircraft park in front of the gate, and stand overnight. Generally, the asphalt surface has proved suitable, although it is vulnerable to damage from fuel spills and leaks. In the six years of life to date this surface has required two asphalt repairs. Further repairs are likely to enable this surface to achieve the design life. Although not ideal, this approach is likely to be significantly more economic than the alternative of constructing a concrete hardstand for aircraft parking.

It is proposed to mill and replace the asphalt surface in 2025/26

4.9.3 Car Parks

Terminal Entrance

This section continues to perform well. The proposed treatment to mill and replace the asphalt surface in 2024/25 remains appropriate.

Car Park West & East

These sections were scheduled for a new chip seal in 2017/18. The future resurfacing date is beyond the 10 year scope of this plan.

Car Park South

This section has a very old chip seal surface showing typical signs of nearing end of life with areas of chip loss, wear, and cracking.

The proposed two coat chip seal in 2019/20 remains appropriate.

Table 26: Whakatāne Airport 2018-2028 Forward Work Programme Review



Whakatane Airport 2018-28 Forward Work Programme Review

Whakatane Airport Surfacing Condition and Renewal Requirements; 2017 Review

														2018-28 LTP															
Start RP	End RP	Offset	Length	Width	Xtra Area	Total Area M 2	Surfacing	Date	Age	Condition	RUL	Future Surfacing Date	Proposed Treatment	Rate \$	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28					
Runway																													
0	60	C	60	30.5	600	2430	Slurry	2010	7	Poor	2	2019	Mill, AC10	\$ 36.00	\$ 87,480														
60	292	C	232	20.5	0	4756	Slurry	2010	7	Poor	2	2019	RS3/5/Grit	\$ 14.00	\$ 66,584														
292	544	C	252	20.5	0	5166	Slurry	2012	5	Very Poor	1	2018	RS3/5/Grit	\$ 14.00	\$ 72,324														
544	1064	C	520	20.5	0	10660	Slurry	2012	5	Poor	3	2020	RS3/5/Grit	\$ 14.00		\$ 149,240													
1064	1220	C	156	20.5	0	3198	RS3/5/6	2017	0	Very Good	10	2027	RS Grit	\$ 6.00										\$ 19,188					
1220	1280	C	60	30.5	600	2430	AC10	2017	0	Very Good	14	2031	Mill, AC10	\$ 36.00															
60	544	L	484	5	0	2420	G6 PMER	2008	11	Average	9	2026	RS6	\$ 4.00									\$ 9,680						
544	1110	L	566	5	0	2830	G6 PMER	2009	8	Good	12	2029	RS6	\$ 4.00															
1110	1220	L	110	5	0	550	G6 PMER	2007	10	Average	10	2027	RS6	\$ 4.00										\$ 2,200					
60	415	R	355	5	0	1775	G6 PMER	2006	11	Average	9	2026	RS6	\$ 4.00									\$ 7,100						
415	1110	R	695	5	0	3475	G6 PMER	2009	8	Good	12	2029	RS6	\$ 4.00															
1110	1220	R	110	5	0	550	G6 PMER	2007	10	Average	10	2027	RS6	\$ 4.00										\$ 2,200					
Total						40240									\$226,388	\$149,240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,780	\$23,588	\$ -				
Taxiway & Terminal Apron																													
Section	Start RP	End RP	Length	Ave Width	Xtra Area	Total Area M 2	Surfacing	Date	Age	Condition	RUL	Future Surfacing Date	Proposed Treatment	Rate \$	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28					
Taxi way W	0	75	75	12		900	Slurry	2012	5	Poor	3	2020	RS3/5/Grit	\$ 14.00		\$12,600									\$12,600				
Taxi way W	0	75	75	7		525	G6 PMER	2009	8	Good	12	2029	RS6	\$ 4.00															
Taxiway E	0	75	75	12		900	Slurry	2012	5	Poor	3	2020	RS3/5/Grit	\$ 14.00		\$12,600									\$12,600				
Taxiway E	0	75	75	7		525	G6 PMER	2009	8	Good	12	2029	RS6	\$ 4.00															
Apron	0	114	114	73	0	8322	Grit	2017	0	Very Good	8	2025	RS GRIT	\$ 6.00								\$49,932							
Apron	0	114	114	16	300	2124	AC15	2011	6	Average	9	2026	Mill, AC15	\$36.00									\$76,464						
Total						13296									\$0	\$25,200	\$0	\$0	\$0	\$0	\$49,932	\$76,464	\$0	\$25,200					
Commercial Lease Taxiway																													
Section	Start RP	End RP	Length	Ave Width	Xtra Area	Total Area M 2	Surfacing	Date	Age	Condition	RUL	Future Surfacing Date	Proposed Treatment	Rate \$	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28					
Taxiway	0	140	140	12		1680	Slurry	2011	6	Poor	3	2020	Mill, DG7	\$30.00		\$50,400													
Total						1680									\$ -	\$ 50,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Car Park																													
Section	Start RP	End RP	Length	Ave Width	Xtra Area	Total Area M 2	Surfacing	Date	Age	Condition	RUL	Future Surfacing Date	Proposed Treatment	Rate \$	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28					
Terminal Entrance	0	29	29	11.4		330	AC10	2005	12	Average	8	2025	Mill, DG7	\$30.00								\$9,900							
Car Park West	0	40	40	24.3	243	1215	G3	1988	29	Very Poor	1	2018	RS4/6	\$ 6.00															
Car Park East	0	79	79	5.6	289	730	G3	1988	29	Very Poor	1	2018	RS4/6	\$ 6.00															
Car Park South	0	123	123	20.8		2562	G5	1996	21	Very Poor	3	2020	RS4/6	\$ 6.00		\$15,372													
Total						4837									\$0	\$15,372	\$0	\$0	\$0	\$0	\$9,900	\$0	\$0	\$0	\$0				
Total Resurfacing Expenditure															\$226,388	\$240,212	\$ -	\$ -	\$ -	\$ -	\$59,832	\$ 93,244	\$23,588	\$25,200					

4.10 Operations & Maintenance Plan

4.10.1 Runways, Taxiways and Apron

Maintenance works are undertaken to:

- Mowing around the grass runs and the runway
- Ensure safety for air traffic
- Ensure the airport remains operational under normal weather conditions
- Protect the investment in assets by ensuring the structure reaches its design life
- Minimise repair costs.

The types of maintenance work activity undertaken include:

- Mowing and spraying of runway verges and around navigational aids
- Inspection and repair of navigational aids and lighting infrastructure
- Remarking of runway and taxiway markings.

Monthly airport operational surfaces inspections are carried out by JNP Aviation staff who initiate remedial action, if required. The inspection covers:

- Runway edges
- Drainage
- Cracking
- Holes
- Debris
- Marking condition/visibility.

Additional inspections are carried out at the discretion of the airport management and by the CAA to ensure that the Whakatāne Operational Plan is as published.

Comprehensive inspections are undertaken on a yearly cycle, supplemented by additional inspections by experienced persons, as necessary, after specific events such as earthquakes, severe storms or instances of overloading.

4.10.2 Grassed Areas, Water Supply and Fencing

Grazing areas are leased for a 12-year period with a 3 year right of renewal. The only maintenance obligation on WDC for this land is for the maintenance of stock water supply and the access road. Management of the water supply is by the OBU.

There is no routine maintenance programme for the leased areas. Lessees of grazed areas are responsible for maintenance of fencing, including the runway strip. The grassed area of the runway strip is leased to an individual for feed cropping.

4.10.3 Lighting and Navigational Aids

The Street Lighting Contractor maintains navigational aids under a contract, which includes the lights in the car parking area. There is also an annual calibration flight undertaken by Airways to confirm the accuracy of the A-PAPI landing aids.

The runway lights are activated by a Pilot Radio Controlled Activation System. This system enables a pilot to activate the runway lights on approach for a defined period rather than have the lights in operation at all times in adverse visibility.

4.10.4 Generator

There is a generator located on site which provides emergency power to the airport. It has an automatic starting system. The generator supplies power to the navigation aids, fuel pumps and terminal building. The generator is now monitored by telemetry.

4.10.5 Car Park and Access Roads

Maintenance is carried out as per car park and pavement assets outlined earlier in this section

4.10.6 Deferred Maintenance

Due to years of operating deficits, maintenance has been deferred on many assets. Capital works planning has focused on reducing deferred maintenance deficit on critical assets, for example resealing the runway and lighting upgrade. Due to the length of time, emphasis needs to continue on reducing the gap and addressing deferred maintenance on non-critical assets such as the terminal building.

4.10.7 Operations and Maintenance Expenditure

The historical and projected operational expenditure for Airport assets can be viewed under the Projects and Financial Forecasts section.

4.11 Renewal Plan

4.11.1 Runways, Taxiways and Apron

All anticipated costs over the life of an asset are considered when evaluating designs and construction materials. To date, slurry surfacing of the main traffic areas has proved to be the optimum solution although alternatives such as Asphaltic Concrete (A/C) have been considered. While A/C potentially offers twice the design life of Slurry Seal, the costs are between 2-3 times that of Slurry Seal rendering is uneconomic except where minor irregularities in the surface occur where it can be used for levelling.

The recommended treatment for the future is a combination G6 chip seal and slurry surfacing, known as a Cape Seal. The G6 seal will address the chip loss problem on the existing G3/5 and the cracking and bonding issues of the existing slurry surface. The slurry seal can again be applied to just the main traffic areas. It is important, that when designing the G5 seal, that the bitumen application rate over the existing G3/5 seal is increased by a minimum of 25% to address the low traffic factor.

Additionally, all pavement defects need to be repaired prior to resurfacing to ensure that the pavement is progressively renewed and maintained in perpetuity.

4.11.2 Lighting and Navigational Aids

Aging and obsolescence of the runway lighting and navigational aid components has been a concern of airport management. These fittings are no longer being manufactured, however replacement components have to date been able to be sourced from other airports who have upgraded their systems. Need to maintain until next generation LED is available. This has been addressed by A-PAPI upgrade and terminal lighting. Apron and runway lights have been upgraded in the 2018/19 year

4.11.3 Car Park and Access Roads

Renewals are carried out as per car park and pavement assets outlined earlier in this section

4.11.4 Deferred Renewals

There are no deferred renewals at this time.

4.12 Development Plan

There is a development plan to purchase more land for increased hangar development and is in accordance with the Airport Master Plan.

Airport expansion works and utility services upgrade are planned for the next 10 years period.

4.13 Disposal Plan

There are no airport assets to be disposed at this time.

Projects and Financial Forecasts

To undertake a sustainable, long-term approach to asset management, it is essential to prepare long-term financial forecasts.

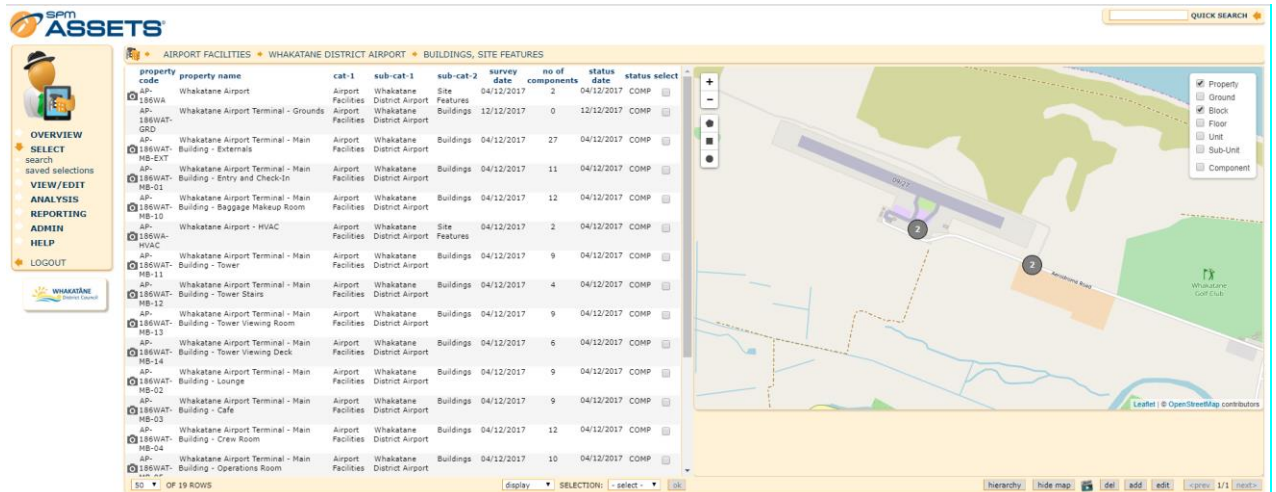
1 Asset Management Assumptions

The following Airport Asset Management assumptions have been made in preparing the 10-year expenditure forecasts:

- Minimum remaining useful life (RUL) has been assumed as 5 years
- Asset information is as complete as possible at 30 June 2017. This is based on the [SPM Asset data](#) supplied by Council.
- Only Airport assets have been valued.
- The determination of, asset replacement value, depreciated value, and renewal projections are based on the valuation data as at 30 June 2017.
- All projected expenditure is stated in dollar values as at 30 June 2017. With no allowance made for inflation.
- Operational costs are largely based on historical expenditure
- Maintenance and operations allocations are largely based on maintaining current service levels.
- The depreciation has been calculated on a straight-line basis.
- Council staff have developed this program. No formal consultation has been undertaken with the public.
- It is assumed that regulations relating to the Airport will remain essentially the same over the planning period (i.e. 10 years to June 2028).

The LTP assumptions and associated risks are outlined at the end of this section.

Figure 7: Whakatāne District Council Airport Facilities



property code	property name	cat-1	sub-cat-1	sub-cat-2	survey date	no of components	status	status date	status select
AP-186WA	Whakatane Airport	Airport	Whakatane	Site	04/12/2017	2	04/12/2017	COMP	<input type="checkbox"/>
AP-186WAT	Whakatane Airport Terminal - Grounds	Facilities	District Airport	Buildings	12/12/2017	0	12/12/2017	COMP	<input type="checkbox"/>
GRD-186WAT	Whakatane Airport Terminal - Main Building - Externals	Airport	Whakatane	Buildings	04/12/2017	27	04/12/2017	COMP	<input type="checkbox"/>
MB-EXT-186WAT	Whakatane Airport Terminal - Main Building - Entry and Check-In	Facilities	District Airport	Buildings	04/12/2017	11	04/12/2017	COMP	<input type="checkbox"/>
MB-10-186WAT	Whakatane Airport Terminal - Main Building - Baggage Makeup Room	Airport	Whakatane	Buildings	04/12/2017	12	04/12/2017	COMP	<input type="checkbox"/>
MB-11-186WA	Whakatane Airport - HVAC	Facilities	District Airport	Site	04/12/2017	2	04/12/2017	COMP	<input type="checkbox"/>
MB-11-186WAT	Whakatane Airport Terminal - Main Building - Tower	Airport	Whakatane	Buildings	04/12/2017	9	04/12/2017	COMP	<input type="checkbox"/>
MB-12-186WAT	Whakatane Airport Terminal - Main Building - Tower Stairs	Facilities	District Airport	Buildings	04/12/2017	4	04/12/2017	COMP	<input type="checkbox"/>
MB-13-186WAT	Whakatane Airport Terminal - Main Building - Tower Viewing Room	Airport	Whakatane	Buildings	04/12/2017	9	04/12/2017	COMP	<input type="checkbox"/>
MB-14-186WAT	Whakatane Airport Terminal - Main Building - Tower Viewing Deck	Facilities	District Airport	Buildings	04/12/2017	6	04/12/2017	COMP	<input type="checkbox"/>
MB-02-186WAT	Whakatane Airport Terminal - Main Building - Lounge	Airport	Whakatane	Buildings	04/12/2017	9	04/12/2017	COMP	<input type="checkbox"/>
MB-03-186WAT	Whakatane Airport Terminal - Main Building - Cafe	Facilities	District Airport	Buildings	04/12/2017	9	04/12/2017	COMP	<input type="checkbox"/>
MB-04-186WAT	Whakatane Airport Terminal - Main Building - Crew Room	Airport	Whakatane	Buildings	04/12/2017	12	04/12/2017	COMP	<input type="checkbox"/>
MB-05-186WAT	Whakatane Airport Terminal - Main Building - Operations Room	Facilities	District Airport	Buildings	04/12/2017	10	04/12/2017	COMP	<input type="checkbox"/>

2 Summary Financial Forecast

The table below contains the Airport Activity Cost of Services statement, which incorporates the projected income and funding sources to fund operational, renewal and capital expenditure for the next 10 years (2017/18 – 2027/28).

Table 27: Airport Summary Cost of Services 2019– 2028

2019 - 2028 LTP

Cost Centre:
Whakatane Airport

Version:
Working LTP

*Displays total costs for Whakatane Airport

2017	2018	GL Code	Post Code	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Actual \$	AP \$			Working LTP	Working LTP	Working LTP	Working LTP	Working LTP	Working LTP	Working LTP	Working LTP	Working LTP	Working LTP
56,301	47,321	DEP	Depreciation	12,788	21,416	21,516	25,797	25,934	25,960	27,176	29,097	29,359	29,721
14,303	26,315	FIEX	Interest Paid	23,083	25,762	27,346	28,177	29,112	28,232	27,348	26,397	25,688	24,576
242,362	289,540	DCST	Direct Costs	331,061	336,280	335,845	332,064	327,994	327,593	327,777	328,715	328,283	328,982
85,518	88,131	OVH	Overheads	93,936	94,402	98,071	94,611	94,797	98,952	95,232	95,458	99,510	95,821
327,880	377,671	OPS	Operations	424,998	430,682	433,916	426,675	422,791	426,545	423,009	424,173	427,793	424,803
398,484	451,307	EXP	Expenditure	460,869	477,860	482,778	480,649	477,837	480,736	477,533	479,667	482,840	479,101
0	0	SUB	Subsidies and Grants	62,500	0	0	50,000	0	0	0	0	0	0
24,226	5,000	SINC	Sundry Income	5,000	5,000	5,000	6,000	6,000	6,000	7,000	7,000	7,000	7,000
142,121	241,798	FEES	User Fees and Charges	199,800	215,000	232,000	309,000	318,000	328,000	375,000	386,000	397,000	408,000
181,374	0	GENR	General Rates	0	0	0	0	0	0	0	0	0	0
347,721	246,798	REV	Revenue	267,300	220,000	237,000	365,000	324,000	334,000	382,000	393,000	404,000	415,000
-50,763	-204,509	PL	Profit & Loss	-193,569	-257,860	-245,778	-115,649	-153,837	-146,736	-95,533	-86,667	-78,840	-64,101
81,100	0	PAYR	Payment to Reserves	0	0	0	0	0	0	0	0	0	0
8,813	14,011	LONR	Loan Repayments	15,852	17,845	20,115	20,888	22,702	23,702	24,737	25,833	26,884	28,126
165,542	10,000	CAPT	Capital Expenditure	464,064	390,212	5,000	200,000	0	0	59,832	93,244	23,588	25,200
255,455	24,011	FAPP	Application of Funds	479,916	408,057	25,115	220,888	22,702	23,702	84,569	119,077	50,472	53,326
75,269	5,000	DPRS	Depreciation Reserve	107,032	120,106	0	0	0	0	29,916	46,622	11,794	12,600
7,502	0	LNRA	Loans Raised	62,500	75,000	2,500	50,000	0	0	0	0	0	0
-29,049	-37,080	NFD	Non Funded Depreciation	-64,417	-61,613	-66,013	-62,638	-82,638	-82,638	-81,441	-79,576	-79,105	-78,601
252,496	260,600	OPXR	Operational Reserve	568,370	532,425	334,405	349,175	259,178	253,076	231,627	238,698	196,623	183,427
306,218	228,520	FSOU	Source of Funds	673,485	665,918	270,892	336,537	176,540	170,438	180,102	205,744	129,312	117,426
50,763	204,509	NPL	Non P&L Entry	193,569	257,860	245,778	115,649	153,837	146,736	95,533	86,667	78,840	64,101

Capital & Renewal Forecasts

Table 28: Airport Capex Funding Summary 2018 – 28 LTP

Capex Funding Summary 2018 - 28 LTP

Activity	Funding	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total	Check	Sub Job Status	Priority
Council Controlled Activities	70*11*10.TBA10*000 - RESA - Runway End Safety Area	LOAN 25 OPEXRES 50 SUBSIDY 25	250,000	0	0	0	0	0	0	0	0	250,000	0		High
Council Controlled Activities	70*11*10.TBA11*000 - Security Management System (SMS)	LOAN 50 OPEXRES 50	0	0	5,000	0	0	0	0	0	0	5,000	0		High
Council Controlled Activities	70*11*10.TBA5*000 - Runway Renewals	OPEXRES 50 RENEWAL 50	214,064	149,240	0	0	0	0	16,780	23,588	0	403,672	0		High
Council Controlled Activities	70*11*10.TBA6*000 - Taxiway & Terminal Apron	OPEXRES 50 RENEWAL 50	0	25,200	0	0	0	49,932	76,464	0	25,200	176,796	0		High
Council Controlled Activities	70*11*10.TBA7*000 - Commercial Lease Taxiway	OPEXRES 50 RENEWAL 50	0	50,400	0	0	0	0	0	0	0	50,400	0		High
Council Controlled Activities	70*11*10.TBA9*000 - Car Park	OPEXRES 50 RENEWAL 50	0	15,372	0	0	0	9,900	0	0	0	25,272	0		High
Council Controlled Activities	R11102*000 - Runway Lighting Nav Upgrade - Expenditure & Income	LOAN 25 OPEXRES 50 SUBSIDY 25	0	0	0	200,000	0	0	0	0	0	200,000	0		High
Council Controlled Activities	R11121*000 - Airport Terminal Building - Expenditure & Income	LOAN 50 OPEXRES 50	0	150,000	0	0	0	0	0	0	0	150,000	0		High
Council Controlled Activities	All Project Codes		464,064	390,212	5,000	200,000	0	59,832	93,244	23,588	25,200	1,261,140			

Figure 8: The renewal profile based on data extracted from SPM Assets

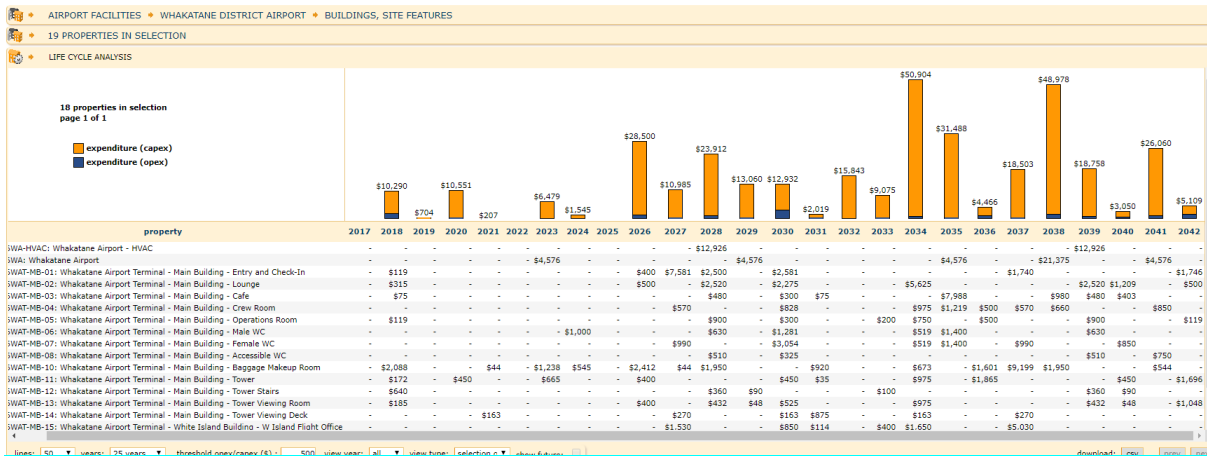
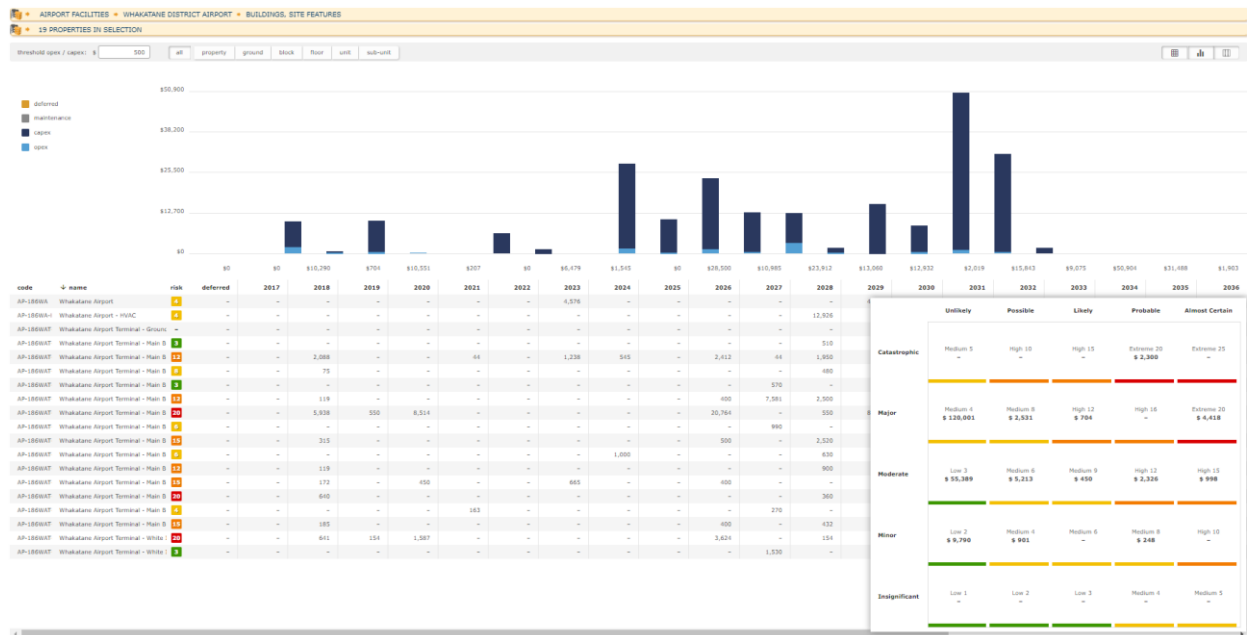


Figure 9: Capex/Opex renewal profile based data extracted from SPM Assets



3 Disposals

At this time the Council has no plans to dispose of any of its airport assets.

4 Asset Valuation

The last valuation was undertaken by Aon for the 30 June 2017 and builds on valuations undertaken previously. The valuation report is attached in **Appendix A**.

4.1 Asset Register

The Council's Airport assets are contained mostly within SPM Assets™. A list of the Council's Airport assets is contained in **Appendix B**.

The replacement costs were provided by an external consultant and were determined by considering last valuation rates; last year's contract prices, consulting suppliers about price increase, CPGI etc. Replacement values and depreciation allowances have been assessed for each asset. The information is considered as accurate and complete for the purpose of the valuation.

4.2 Asset Assumptions (Valuation Assumptions)

The assumptions that have been used in the valuation of Whakatāne's Airport assets are as follows:

- Depreciation is by the straight-line method
- Asset age: actual construction dates were used where available and based on site inspections. However, where these were not available default values have been used
- The valuations are all reported in a SPM Property and can be exported to excel format.

4.3 Additional Assumptions

- Minimum remaining useful life (RUL) has been assumed as 5 years
- Asset information is as complete as possible at 1 July 2017. This is based on the asset data held by the Council.
- Only Airport assets have been valued.

4.4 Assumptions

Capital work programmes included in this AMP are based on the medium population projection by Statistics NZ over the next ten years. There are likely to be variations in this projected growth rate in parts of the District over this period.

Appendix A: Valuation Report

_ID	Asset Description	Depn Method	Date Created	Site Valuation No	Depn%	Valno Area	Depn Override	Residual Type	Cost Balance	Cost Revalued Bal	Accum Dep Balance	Accum Dep Rev Bal	Ytd Deprec Balance	Ytd Reval Dep Bal	Book Value	Remaining life of the asset
2187	Airport Water Reticulation	None	10-May-07		0.00		0	Percentage	\$64,198.00	\$0.00	\$7,582.22	\$0.00	\$0.00	\$0.00	\$56,615.78	50 years
4365	Whakatane Airport Buildings Includes Terminal	None	10-May-07	07141 074 00 A	0.00	36.6490	0	Percentage	\$322,305.33	\$3,614.67	\$0.00	\$0.00	\$0.00	\$0.00	\$325,920.00	50 years
4366	Airport Furniture & Fittings	None	10-May-07		0.00		0	Percentage	\$27,069.49	\$0.00	\$10,400.00	\$0.00	\$0.00	\$0.00	\$16,669.49	5 years
4367	Airport Land	None	10-May-07		0.00		0	Percentage	\$5,000,000.00	-\$430,047.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,569,953.00	99 years Crown Lease
4368	Airport Plant & Equipment	None	10-May-07		0.00		0	Percentage	\$45,075.59	\$0.00	\$8,395.00	\$0.00	\$0.00	\$0.00	\$36,680.59	10 years
4369	Airport Runway & Aprons	None	10-May-07		0.00		0	Percentage	\$933,851.48	\$1,364,145.24	\$0.00	\$0.00	\$0.00	\$0.00	\$2,297,996.72	50 years
4370	Airport Site Development	None	10-May-07		0.00		0	Percentage	\$131,373.94	-\$51,998.94	\$0.00	\$0.00	\$0.00	\$0.00	\$79,375.00	20 years
4504	Airport Control Tower	None	10-May-07		0.00		0	Percentage	\$18,000.00	-\$18,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	50 years
4505	Airport Paving	None	10-May-07		0.00		0	Percentage	\$212,838.26	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$212,838.26	50 years

4506	Airport Terminal Land	None	10-May-07	0.00	0	Percentage	\$8,354.00	\$1,693.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,047.00	99 Years crown lease
4507	Airport Signage	None	10-May-07	0.00	0	Percentage	\$18,188.08	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$18,188.08	5 Years
5589	Airport Security Cameras	None	4-Aug-11	0.00	0		\$25,161.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,161.30	10 years
5590	Airport - Galvanised Steel Gates	None	4-Aug-11	0.00	0		\$989.83	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$989.83	10 years
5750	Airport Fencing	None	13-Jun-13	0.00	0		\$5,252.67	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,252.67	15 years
5812	Airport Water Storage Tanks	None	25-Jul-14	0.00	0		\$54,145.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$54,145.00	20 years
5895	Airport Signage For Certification	None	27-Jul-15	0.00			\$8,071.35	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,071.35	5 years
6022	Airport Apapi Lights	None	14-Jul-16	0.00	0		\$225,917.68	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$225,917.68	25 years
6023	Airport 2 X Toshiba High Wall Heatpumps & Timers	None	14-Jul-16	0.00	0		\$4,708.27	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,708.27	5 years
6034	Airport Led Lighting Upgrade	None	20-Jul-16	0.00	0		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
6085	Airport Carpark And Apron Lights	None	22-Aug-17	0.00	0		\$28,415.78	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$28,415.78	25 years

Appendix B: Whakatāne District Council Airport Asset Register

Id	Property_Code	Property	Type	Function	Construction Year	Description	Appraisal
2074	AP-17GA	Galatea Airfield	Property	Aerodrome	2003	Leased to Galatea Aero Club	Sec 72s Galatea Settlement SO 35928
5674	AP-186WAT-GRD	Whakatane Airport Terminal - Grounds	Ground	Aerodrome	1969		
5675	AP-186WAT-MB-EXT	Whakatane Airport Terminal - Main Building - Externals	Block	Terminal	1969	Primarily single level building with tower viewing areas and operations office plus a semi-detached single roomed building.	Generally sound condition.
5676	AP-186WAT-MB-01	Whakatane Airport Terminal - Main Building - Entry and Check-In	Unit	Terminal	1969	Ground floor includes check-in, visitor lounge, crew room, operations room, luggage room, cafe and toilet facilities	Some deteriorating paint finishes, some within the fibrolite skylight fixtures which may be difficult to manage
5734	AP-186WAT-MB-10	Whakatane Airport Terminal - Main Building - Baggage Makeup Room	Unit	Terminal	1969	Construction is metal and butynol roof cladding,,some timber wall cladding, timber, metal and aluminium joinery and paint finishes	An unresolved water leak from the tower into the lounge
5736	AP-186WAT-MB-11	Whakatane Airport Terminal - Main Building - Tower	Unit	Terminal	1969		
5737	AP-186WAT-MB-12	Whakatane Airport Terminal - Main Building - Tower Stairs	Unit	Terminal	1969	Spiral staircase from viewing room with glass skylight, painted concrete block walls and timber stair treads	

5738	AP-186WAT-MB-13	Whakatane Airport Terminal - Main Building - Tower Viewing Room	Unit	Terminal	1969	Include cupboard	
5739	AP-186WAT-MB-14	Whakatane Airport Terminal - Main Building - Tower Viewing Deck	Unit	Terminal	1969	Semi-external, accessed via viewing room	
5740	AP-186WAT-MB-02	Whakatane Airport Terminal - Main Building - Lounge	Unit	Terminal	1969		
5741	AP-186WAT-MB-03	Whakatane Airport Terminal - Main Building - Cafe	Unit	Terminal	1969		
5742	AP-186WAT-MB-04	Whakatane Airport Terminal - Main Building - Crew Room	Unit	Terminal	1969		
5743	AP-186WAT-MB-05	Whakatane Airport Terminal - Main Building - Operations Room	Unit	Terminal	1969		
5744	AP-186WAT-MB-06	Whakatane Airport Terminal - Main Building - Male WC	Unit	Terminal	1969		
5745	AP-186WAT-MB-07	Whakatane Airport Terminal - Main Building - Female WC	Unit	Terminal	1969		
5746	AP-186WAT-MB-08	Whakatane Airport Terminal - Main Building - Accessible WC	Unit	Terminal	1969		
5747	AP-186WAT-MB-15	Whakatane Airport Terminal - White Island	Unit	Terminal	1969	Semi-detached building. No internal doors	

		Building - W Island Flight Office					
5748	AP-186WAT-MB-EXT-2	Whakatane Airport Terminal - White Island Building - Externals	Block	Terminal	1969	Single level, single roomed, semi-detached building currently occupied by White Island tourist flight service.	Generally sound condition.
2079	AP-186WA	Whakatane Airport	Property	Aerodrome	2005	Asphalt area outside Baggage Makeup room and terminal gateway area	Lot 1 DPS 47029
5735	AP-186WA-HVAC	Whakatane Airport - HVAC	Property	Aerodrome	2005		Lot 1 DPS 47029