



# Whakatāne Airport Master Plan 2024

*Mahere Ārahi o te Papa Rererangi o Whakatāne*

*Gateway to the Eastern Bay of Plenty*



**WHAKATĀNE**  
District Council  
*Kia Whakatāne au i ahau*

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Our airport:  
where heritage takes flight

# EXECUTIVE SUMMARY

## WHAKARĀPOPOTOTANGA

Whakatāne Airport is a valued community asset, connecting Whakatāne and the wider Eastern Bay of Plenty to the rest of the country. It plays a vital role in our economic infrastructure, supporting trade, tourism, and overall economic growth for the Eastern Bay of Plenty. The airport has historical ties to Ngāi Taiwhakaea and Ngāti Awa, with opportunities to develop partnerships and joint economic opportunities. Continuous investment and upgrades are needed to maintain and enhance this critical infrastructure.

The current Whakatāne Airport Master Plan was prepared in 2008 by Opus International Consultants. Whakatāne Airport's 10-year (2012 – 2022) Business Plan was prepared in 2012 and adopted by Whakatāne District Council in 2013. This document is now due for review, and alongside the Statement of Intent (draft FY23), it provides direction for the next Whakatāne Airport Master Plan being developed.

In 2022, Whakatāne District Council engaged Astral Aviation Consultants to prepare the next Whakatāne Airport Master Plan and a draft document was prepared (dated 14 September 2022).

The development of the Airport Master Plan highlights several opportunities and spatial requirements to safeguard the airport's future. This includes the development of the airport terminal building, a new hangar development to meet projected aircraft demand, building a solar farm as we work towards decarbonisation, new flight training opportunities, and other aeronautical opportunities, including aircraft engineering and non-aeronautical opportunities such as a freight hub and business park.

These opportunities present a chance to enhance the airport's capacity, operational efficiency, and sustainability. They aid in attracting business and tourism opportunities, growth, and investment, working towards a more sustainable future.

Throughout this process, we are committed to ensuring our stakeholders are engaged with, and feedback is considered for future developments.

As a Council, we are focused on providing a vibrant airport as a gateway to the Eastern Bay of Plenty. We encourage growth and investment in our airport and work closely with stakeholders to ensure strong links with the area. At the same time, we make plans for a sustainable future with safety at the forefront.



*Iwi and hapū participation in planning and decision-making is integral to the airport's future.*

*We acknowledge Ngāi Taiwhakaea and Ngāti Awa and their customary relationship to the whenua of Whakatāne Airport and are committed to further enriching our partnership with Ngāi Taiwhakaea, Ngāti Awa and other local hapū over the coming years.*

# OVERVIEW

## TIROHANGA WHĀNUI

The development of the Airport Master Plan began in 2022 with the engagement of external aviation consultants. Consultation and engagement with our stakeholders was also included, and between 2022 and 2023, we heard from our local communities, airport users, joint venture partners, and hapū and iwi.

### In the Airport Master Plan you will find:

- **Our vision and purpose statements.**
- **Proposed infrastructure development.**
- **Stakeholder consultation and feedback.**
- **Strategic opportunities and workstreams (2024-2029).**
- **Review of current facilities and operations.**
- **Future aircraft and passenger projections.**

Our Airport Master Plan must align with iwi, hapū, and community aspirations and be developed in partnership with our stakeholders.

### The key requirements of the Master Plan are to:

- Define the airport's objectives and outcomes.
- Update the Whakatāne Airport Business Plan.
- Support the Council's Long Term Plan 2024-2034.
- Consider the financial position and fiscal improvement of Whakatāne Airport including ongoing funding requirements.
- Develop relationships with our partners; Iwi and hapū, joint venture partners, stakeholders, airport users, and the wider community.
- Implementation of kaitiakitanga and sustainability principles.
- The embedding of Whakatāne District Council strategic priorities into airport operations.



# WHAKATĀNE DISTRICT COUNCIL STRATEGIC PRIORITIES NGĀ RAUTAKI MATUA O TE KAUNIHERA Ā-ROHE O WHAKATĀNE

The Whakatāne District Council has adopted the following strategic priorities as part of the Long Term Plan 2024-2034.

The Whakatāne Airport will incorporate these strategic priorities into our identified workstreams.



Enhancing the safety, wellbeing and vibrancy of communities

*Me mātua whakanui i te marutau, te oranga, me te whitawhita o ngā hapori*



Strengthening relationships with iwi, hapū and whānau

*Me mātua whakawhanake i ngā kōtuituinga ā-iwi, ā-hapū, ā-whānau anō hoki*



Building climate change and natural hazard resilience including our infrastructure

*Me mātua whakakaha i te aumangea ki te huringa āhuarangi me ngā tūraru matepā taiao*



Facilitating economic regeneration and responding to development pressures

*Me mātua whakahaere i te tipuranga o te taiōhanga me ngā tonotono whare*



Shaping a green District  
*Kia toitū te rohe*

Throughout this Airport Master Plan, the icons above identify which one of the Whakatāne District Council strategic priorities the action refers to.

# OUR VISION AND PURPOSE TŌ MĀTAU MATAKITENGA ME TE ARONGA

## Vision statement

In preparing the Airport Master Plan, Astral Aviation Consultants undertook extensive stakeholder consultation, leading to the vision statement for the Airport:



To be a successful small regional airport that enables all facets of local aviation interests, supports the aspirations of mana whenua and the wider Eastern Bay of Plenty community, and is safe, efficient and 'open for business.'



*In September 2023, Whakatāne District Council adopted the following purpose for Whakatāne Airport.*

*This purpose will take us into the future.*



## Whakatāne Airport purpose statement

Whakatāne Airport connects the past to the future, uniting generations through a shared sense of identity and belonging. Our airport holds a special sense of meaning- a place where cultures meet, stories are shared, and connections are made. We're passionate about engaging with our iwi, hapū and community as partners. Our airport is a critical lifeline link to the outside world. Our focus is to provide a vibrant airport as the gateway to the sunny Eastern Bay of Plenty, where we honour and celebrate a rich cultural tapestry while planning for a sustainable future with safety at the forefront.

# AIRPORT ORIGINS

## NGĀ PŪTAKENGA O TE PAPA RERERANGI

The Whakatāne Airport's land has a rich history tied to Ngāti Awa as mana whenua and local hapū Ngāi Taiwhakaea. Crown acquisition of this land in 1866 due to alleged Ngāti Awa involvement against the Crown in the early 1860s led to grievances and a Deed of Settlement in 2002. This settlement stipulates that if the land is no longer reserved for airport use, it must be returned to Ngāti Awa.

In 1944, the then Whakatāne County and Borough Councils initiated the airport's planning. In 1960, the airport officially opened on land vested in trust to the Councils by the Crown, designating the land for airport and ancillary aviation purposes as needed. Later, a sealed runway for the larger DC3 aircraft was completed in 1962.

The design and build of the existing Whakatāne Airport terminal building was completed in 1974. The terminal building has received the Enduring Architecture Award.

It is scheduled as a built heritage feature in the Operative District Plan and a Category 1 listed building on the New Zealand Heritage List/Rārangi Kōrero.



# CONSULTATION PROCESS

## TE HUARAHI UIUINGA

The following consultation and engagement has taken place with the community and stakeholders to date.

### Development of Master Plan - Consultation process

Date	Group (s)	Notes
May 2022	35 key stakeholders	Opinions and concerns heard from Taiwhakaea and key stakeholders
July – August 2022	Sixteen groups and service providers	Council heard further feedback and details on specific aspects for airports future.
March 2023	Airport users including hapū	Users briefed by Council and Stephanie Murphy on aeronautical reporting. Requirement for Public Master Plan.
November 2023	Airport users including hapū	Users briefed on progression of Public Master Plan. Feedback on new hangars heard.
16 February 2024	Airport users including hapū	Users updated on progression of Public Master Plan. Feedback on new hangars heard.
21 March 2024	Airport users including hapū	Users advised of further consultation required for Public Master Plan. Concerns heard.
July 2024	Hapū	Final round of consultation before Council adoption.

## AIRPORT PARTNERS

### NGĀ KŌTUITUINGA PAPA RERERANGI

- Ngāi Taiwhakaea
- Te Rūnanga o Ngāti Awa
- Whakatāne District Council
- Ministry of Transport

#### STRATEGIC PRIORITIES



Strengthening relationships with iwi, hapū and whānau  
*Me mātua whakawhanake i ngā kōtuituinga ā-iwi, ā-hapū, ā-whānau anō hoki*



# STAKEHOLDER FEEDBACK TE WHAKAHOKI KŌRERO O TE HUNGA WHAIPĀNGA

Following consultation with stakeholders, we've gained insights into Whakatāne Airport and its future. In May 2022, the Council hosted a meeting to hear preliminary views on the Airport and its future development. Thirty-five stakeholder groups, including hapū, attended.

Throughout July and August 2022, the Council spoke with 16 different groups and service providers to gather more details to help plan specific aspects of the airport's future. Some Council members also participated in these talks. We asked about factors such as the airport's anticipated future passenger and cargo demand. We discussed the local economy, focusing on vital sectors such as tourism and aquaculture, and explored the potential growth of activities like flight training and recreational flying.

The group explored opportunities for enhancing airport efficiency, including adopting solar power and evaluating current operations and fees. It also discussed specific airport services and infrastructure adequacy for future expansion, addressing aspects like power, water, runways, and compliance with land use regulations.

Hapu consultation was undertaken as part of the formal consultation process.

In addition to this, informal consultation was carried out to ensure this document addressed hapu aspirations and concerns.

## STRATEGIC PRIORITIES



Enhancing the safety, wellbeing and vibrancy of communities  
*Me mātua whakanui i te marutau, te oranga, me te whitawhita o ngā hapori*



Strengthening relationships with iwi, hapū and whānau  
*Me mātua whakawhanake i ngā kōtuituinga ā-iwi, ā-hapū, ā-whānau anō hoki*



## We discussed with our stakeholders:

- Local economy.
- Tourism and aquaculture.
- Potential growth activities such as flight training and recreational flying.
- Airport efficiency and adoption of solar power.
- Infrastructure adequacy for future expansion.
- Future passenger and cargo growth.

# WHAKATĀNE AIRPORT SPATIAL PLAN





## MAHERE WHAITUA O TE PAPA RERERANGI O WHAKATĀNE






View the Whakatāne Airport spatial plan on the following page.

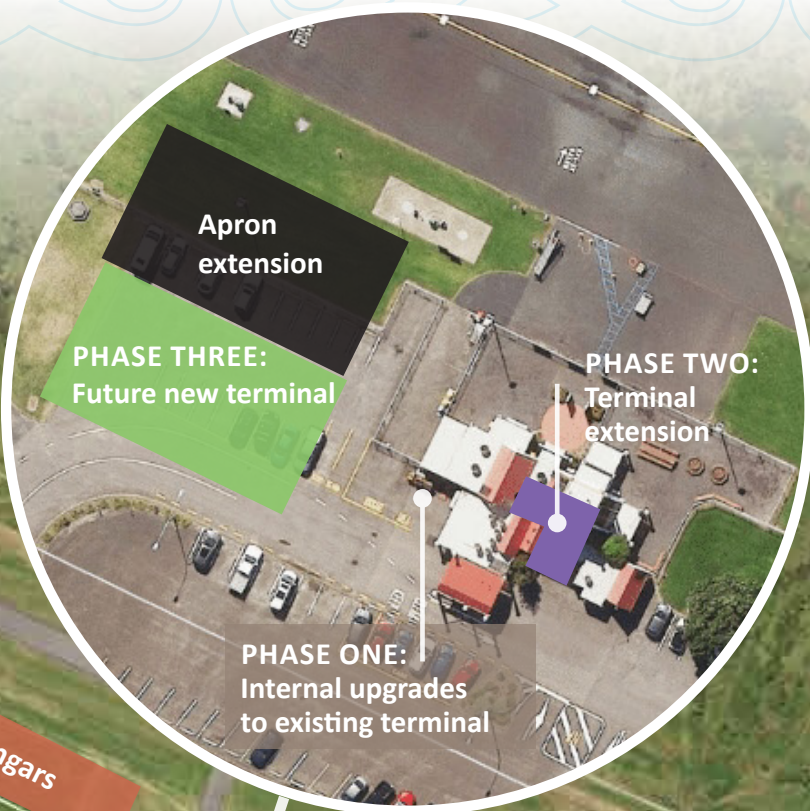
### KEY:

#### Spatial plan index

-  Proposed solar farm. Can be located further west if required.
-  Proposed hangar development sites. Flat ground available requiring minimal development.
-  Reserved for aeronautical and non-aeronautical development.
-  Proposed flight school campus.

#### Terminal insert: As demand dictates

-  Extension to current terminal to accommodate additional capacity.
-  New terminal. Retain existing terminal under Heritage NZ requirements.
-  Extension to apron to accommodate new hangar.



Apron extension

PHASE THREE:  
Future new terminal

PHASE TWO:  
Terminal extension

PHASE ONE:  
Internal upgrades  
to existing terminal

Proposed hangars

Reserved -  
development

Aircraft parking

Proposed  
flight  
school  
campus

Electricity grid feed

Reserved - development

Electricity grid feed

STAGE ONE:  
Proposed solar farm

# STRATEGIC PLAN 2024 – 2029

## MAHERE RAUTAKI

Strategic Goal(s)	Activity	Page	Start/End Dates	Deliverables	Key Stakeholders
<b>2024</b>					
1	Operational airspace development	-	March 2024/ 2026	Improvements to Mandatory Broadcast Zone, Low Flying Zone and noise abatement.	Council. Contractors. Airport users. Airways. CAA. Hapū and Iwi.
2/3	Stimulate aeronautical activity	-	March 2024/ Ongoing	Reach out to existing and new commercial aviation companies including Regional Airline Partners, flight training and parachute operators. Provide General Aviation with an environment to grow including new hangars.	Council. Contractors. Airport users. Commercial aviation operators.
2/3	New hangar development	14	April 2024/ Mar 2025	Present feasibility work to hapū, iwi and airport users. Post consultation seek Council approval and user EOI's. Commence build.	Council. Contractors. Hapū and Iwi. MoT. Airport users. Consultant.
1/2	Airport terminal	15	Aug 2024/ October 2029	Engage Heritage NZ, hapū and iwi to investigate possible design enhancements. Carry out a phased improvement programme possibly concluding with a new terminal.	Council. Hapū and Iwi. Airport users. MoT. Public.
2/3	Solar farm	16	May 2024/ June 2026	Update existing work and relationships. Carry out comprehensive feasibility study. Engage hapū and iwi, Central Government and private investors. Present proposal to Council for approval.	Council. Hapū and Iwi. Central Government. MoT. Investors. CAA. Project Partners. Consultant.
3	Commercial review	-	2024	Benchmark financial performance. Review lost revenue opportunities. Review all costs.	Council. Contractors. Staff. MoT.

Strategic Goal(s)	Activity	Page	Start/End Dates	Deliverables	Key Stakeholders
<b>2025</b>					
2/3	Non-aeronautical developments	19	July 2025/ 2029	Investigate all options to utilise land usage under Council control at the Whakatāne Airport. Options should include business park, freight hub and any other activity that may return revenue to ratepayers.	Council. Hapū and Iwi. MoT. CAA. Contractor. Consultant
3	Business plan	-	April 2026/ June 2026	Dovetail business plan to conclude with non-aeronautical development assessment. Review and report on new and existing airport ventures with a plan for the future. Report to Council.	Council. MoT. Consultant.

## Strategic goals

## Whāinga Rautaki

1

Maintain and develop airport infrastructure to continue to improve airport safety and useability.

2

Grow airport vibrancy by encouraging growth and development of new aeronautical and non-aeronautical activity.

3

Using sound financial practices to improve the airport's financial performance.

S.W.O.T Analysis – Ref Appendix 1



# FUTURE WORKSTREAMS NGĀ ARA WHANAKE

After carefully considering the Whakatāne Airport Master Plan Draft 2022, the Whakatāne District Council Infrastructure and Planning Committee have agreed to commence feasibility studies and planning into the following workstreams.

These workstreams will form part of the Council's Long Term Plan 2024-2034.

## Hangar Development



## Terminal Development



## Solar Farm



## Flight Training



## Other Aeronautical Opportunities



## Non – Aeronautical Opportunities



# FUTURE WORKSTREAMS NGĀ ARA WHANAKE

## Hangar Development



STRATEGIC  
PRIORITIES



### Opportunity:

Current airport users and enquiries from external parties outside of Whakatāne indicate a demand for additional hangar space.

We have identified parcels of land suitable for hangar development that do not require significant groundwork. The intention is to build these hangars in collaboration with our partners and lease them to users.

### Risks:

- Strategic considerations in the placement of new hangars.
- Oversupplying the local market and associated financial risk of additional hangar space. This can be minimised by implementing a phased approach to development, ensuring demand always exceeds supply.

### Other considerations:

Prepare a full feasibility study on new hangars, including different hangar designs and sizes, costings, rental revenue, and projected returns on investment. Once the business case has been completed, we will seek expressions of interest from potential new tenants.



# Terminal Development



## STRATEGIC PRIORITIES



### Opportunity:

Our iconic terminal has challenges and is at the point where some redevelopment is required. Plans include implementing a three-phased approach for remediating the existing terminal and transitioning into a new terminal in the future.

- **Phase 1:** Carry out minor maintenance, including correcting weather tightness issues, painting, and increasing waiting space seating capacity. Consult with iwi and hapū to have a more culturally representative design present within the terminal building.
- **Phase 2:** As passenger demand increases, we will extend our terminal, increasing waiting space capacity (Refer to the Spatial Plan to view the planned extension area).
- **Phase 3:** When we reach capacity and outgrow phases 1 and 2, options to build a new terminal building will need to be researched. We have allocated the area to the west of the existing terminal for this use. Significant investment from the Council, central government, and other third-party investors is required.

### Risks:

- The existing terminal is protected by Heritage New Zealand/ Rārangī Kōrero, and any work carried out will require approval.
- Our current terminal building does not have any connection to mana whenua. Plans to develop a new terminal building will require thorough consultation with iwi and hapū.
- Capital investment into development must be planned carefully, having little if any return on investment.

### Other considerations:

With a new terminal development, future use of the heritage-protected terminal building needs to be considered. Some suggestions are that it could be used as office space or for hospitality.



# Solar Farm



## STRATEGIC PRIORITIES



### Opportunity:

Increasing future demand for renewable energy is likely. Aviation is well underway in decarbonisation; however, the impact this will have on New Zealand’s domestic aircraft will not be fully known for another two to three years. What is known is that aviation will move toward being electric, hydrogen, hybrid, or a combination of these energy sources, all requiring electricity.

The Ministry of Business, Innovation and Employment forecasts New Zealand’s demand for electricity to increase by 81% by 2050. A full business study into the viability of a solar farm is suggested.

### Risks:

- The exact makeup of the energy source required for New Zealand’s domestic aircraft fleet is not yet known.
- The aviation industry is actively developing Sustainable Aviation Fuel (SAF). This will begin with the supply of the world’s international fleet but could also affect domestic aviation, although this is thought to be unlikely.

- Solar farms have become increasingly popular as an available energy source. If the supply of electricity from solar farms continues to increase, the value to the grid could decrease, reducing a solar farm’s viability.

### Other considerations:

Under our key priority – Shaping a Green District, we are committed to investigating the viability of a solar farm at Whakatāne Airport.

The approach is three-phased:

- Supply power to the grid
- Supply power to our airport to support a green aviation future
- Supply power to specific community users, including Council facilities (sleeving) or a combination of all of these.

A solar farm on the Whakatane Airport represents a significant investment opportunity. The exact size of the solar farm and phased approach to its construction will not be known until initial feasibility studies have been completed. We hope to get this work underway in the near future.

# Flight Training



STRATEGIC  
PRIORITIES



## Opportunity:

International pilot demand has increased significantly since the COVID-19 pandemic. Both Airbus and Boeing estimate that the international aviation industry will require around 600,000 new pilots over the next 15 years. The infrastructure we hold, along with the physical location and position of the airport and the relatively quiet airspace, positions us well for flight training. Increased flight training would also translate into economic advantages for the district, such as the need for accommodation.

## Risks:

- External events outside our control can affect pilot demand, as seen during the COVID-19 pandemic.
- Infrastructure should be built so that it can be redeployed if required.
- The increase in air traffic due to increased flight training will also need to be managed through robust aviation Safety Management.

## Other considerations:

Initial planning conversations to develop further pilot training facilities suggest we could start with approximately 30 new pilots, increasing up to over 100 new trainee pilots per year. It is important to note that careful management of any risks around air traffic management is needed. Minimise risks with a solid exit strategy.



## Other Aeronautical Opportunities



STRATEGIC  
PRIORITIES



### Opportunity:

We believe more activities such as aircraft engineering and painting, parachute operations, and passenger transport are viable options. An increase in these activities would increase demand for hangars, leading to additional revenue streams.

### Risks:

- Current and established airport operators ceasing operations. Future developments must include consultation and engagement with airport operators to create a fair and level playing field.
- Activities outside our control, such as the economic climate, can affect the long-term viability of developments. For this reason, developments will be undertaken with a staged approach and again have solid exit strategies.

### Other considerations:

Having additional aviation-based activity on the airfield will result in additional aeronautical opportunities. An airfield-based aircraft engineer, for example, would likely attract other aircraft to visit Whakatāne to have work done, which could lead to the need for additional hangars.



# Non - Aeronautical Opportunities



## STRATEGIC PRIORITIES



### Opportunity:

The consultation process revealed that the business community and airport users wish to investigate activities unrelated to aviation. We believe that non-aeronautical activity is critical to helping us achieve the best possible financial outcomes for our community and district.

Opportunities include:

- Initiatives such as a freight hub, business park, and storage are all considered viable options to investigate further.
- An inside children's activity centre, such as Chipmunks, which we were recently approached on.

We have earmarked two parcels of land for these activities (Refer to the Spatial Plan to view the planned extension area). This would be a significant project, but with robust feasibility and business case studies, we believe there is an opportunity for investment in this space.

### Risks:

- Reducing demand driven by economic conditions and other factors outside of our control. This will be mitigated through prudent planning and ensuing demand always exceeds supply.
- Failing to execute spatial planning effectively leading to compromised development. To mitigate this risk we will carry out robust consultation and planning.

### Other considerations:

These outlined opportunities are mid to long-term projects while we continue to develop other, more urgent projects. That said, this opportunity is vitally important to the long-term financial prosperity of our airport.

# AIRPORT REGULATIONS NGĀ TURE PAPA RERERANGI

The Whakatāne Airport meets the following rules and standards:

**CAR139:** Requires airports that serve planes with more than 30 passengers to be certified, outlining specific safety and lighting standards.

**AC139-6:** Sets physical standards based on aircraft size.

**Operative District Plan:** Manages land use and heritage protection around the airport.

**Bay of Plenty Regional Council Plans:** Covers environmental standards and other aspects. The Master Plan considers all these requirements in its recommendations.



## Current airport features and services

The airport is certified as a Code 3C facility, serving aircraft with over 30 passenger seats day or night under Instrument Flight Rules. It offers aeronautical and non-aeronautical services and plays a critical role in regional emergencies.

**Airlines and operations:** Air Chathams operates scheduled flights to and from Auckland.

**Operations management:** The day-to-day operation is overseen by Whakatāne District Council through a service contract.

Safety responsibilities remain with the Council as the aerodrome operator. Services support safe aircraft arrivals and departures, including maintaining runways and lighting.

**Tenants and activities:** Various entities operate at the airport, including flight training, agricultural services, commercial helicopters, aviation fuel suppliers, and navigational aids providers. Private hangars house general aviation aircraft. Some non-aeronautical land is leased for grazing, and parts of the terminal building are leased for compatible activities. Parking is available south of the terminal, and weather monitoring stations are nearby.

### STRATEGIC PRIORITIES



Enhancing the safety, wellbeing and vibrancy of communities  
*Me mātua whakanui, i te marutau, te oranga, me te whitawhita o ngā hapori*

# FACILITIES AND OPERATIONS

## TE PAPA RERERANGI ME NGĀ MAHI

### Airport significance

Situated 5km west of the Whakatāne township near the coast, Whakatāne Airport serves as the primary airport for Whakatāne and the wider Eastern Bay of Plenty area. Whakatāne Airport is an essential part of regional transportation, supporting the area's economic well-being and providing an important transportation link to other parts of the country. It is also integral to the Eastern Bay of Plenty's emergency response capability.

### Operational overview

Whakatāne Airport operates under Civil Aviation Authority (CAA) regulations, managed by Whakatāne District Council, with day-to-day operations delegated to a contractor. It has a 1,280m sealed main runway, a 750m grass runway, and holds CAA certification Part 139. The airport caters to both Visual Flight Rules and Instrument Flight Rules operations day or night, and has no restrictions on hours of operation. There is no Air Traffic Control service at the airport, which instead relies on Mandatory Broadcast Zone procedures. Currently, the volume of regular traffic services does not necessitate a rescue fire service. Infrastructure includes the heritage-protected terminal building, privately owned hangars, a sealed taxiway and apron, lighting, and navigation equipment.

### Ownership and governance

Whakatāne Airport operates as a Council Controlled Organisation (CCO) formed in 2006 through a partnership between Whakatāne District Council and the Ministry of Transport (Te Manatū Waka). Day-to-day operations and maintenance are managed by the Council, with funding primarily derived from fees and rentals (80%) and a portion from general rates (20%). Operational costs are shared equally between the Council and the Ministry of Transport, while capital costs require negotiation between the shareholders.

### Community and regional importance

Within the Bay of Plenty region are three commercial airports: Tauranga, Rotorua, and Whakatāne, all owned by their respective district or city councils. These airports offer scheduled services to Auckland, with Tauranga and Rotorua also connecting to Wellington and Christchurch.

Whakatāne Airport provides the closest scheduled commercial flights for Eastern Bay of Plenty residents. It connects them with other regional centres and international destinations via Auckland. This results in shorter travel times compared to the more distant options of Tauranga, Rotorua, or Gisborne.

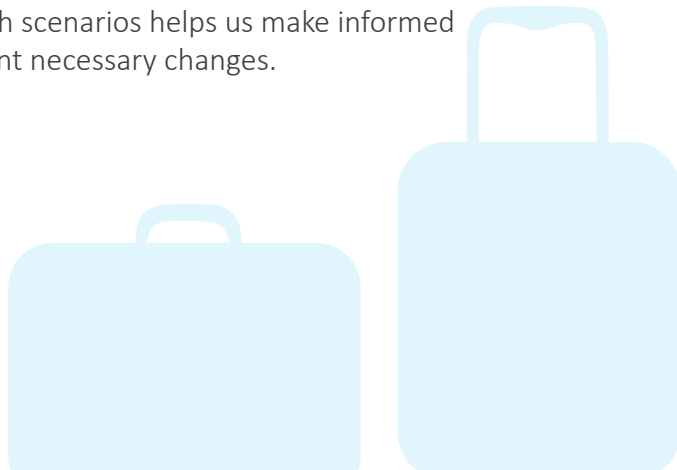
# WHAT DOES THE FUTURE LOOK LIKE? *TE TIROHANGA WHAKAMUA*

## *Passenger demand forecast*

Aeronautical forecasting indicates that Whakatāne Airport can expect an increase in passenger demand over the next decade. Post-COVID-19 pandemic predictions suggest the following growth rates:

- Slow growth: 2% annually
- Medium growth: 4% annually
- Fast growth: 6% annually

These growth rates are comparable to pre-pandemic trends observed at other airports in New Zealand. These forecasts help with planning future airport developments, particularly the expansion of the terminal building. Understanding potential growth scenarios helps us make informed decisions on when to implement necessary changes.



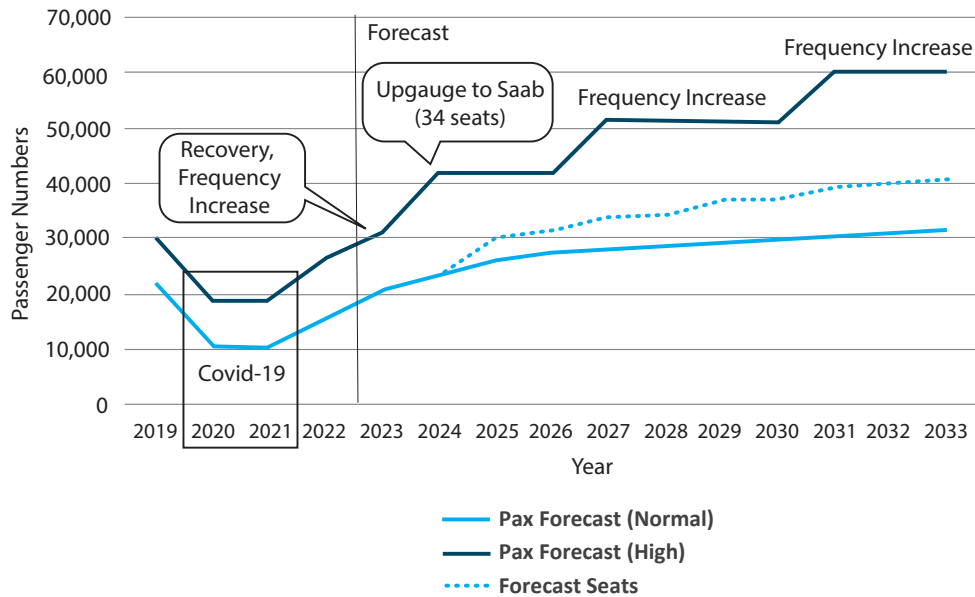
# Airline operations

The airport currently serves approximately 18,000 passengers per year.

With the introduction of the Saab 340 for Auckland flights, Air Chathams remains optimistic about future growth, with projections indicating:

- Conservative estimate: Approximately 25,000 passengers per year
- Optimistic estimate: Close to 35,000 passengers per year

**Figure 1. Passenger and airfreight forecast**



While we recover from the COVID-19 pandemic phase it is important to:

- Talk to iwi, hapū, other partners and important groups.
- Make a business plan.
- Plan what we need to build at the airport.
- Attract more people to use the airport.
- Show that the airport is ready for business.

This also forms part of the airports workstreams and Long Term Plan.

As we’ve learned since the COVID-19 pandemic, it’s important to remain optimistic and adaptable in the face of change. From unexpected international events to financial uncertainty, we must position our airport to pivot quickly.

## STRATEGIC PRIORITIES



Enhancing the safety, wellbeing and vibrancy of communities  
*Me mātua whakanui, i te marutau, te oranga, me te whitawhita o ngā hapori*



# SUPPORTING DOCUMENTS NGĀ TUHINGA TAUNAKI

The Whakatāne Airport Master Plan 2024 draws from the following documents:

- Whakatāne Airport Draft Master Plan 2022 - DRAFT dated 14 September 2022.
- Memorandum dated 28 May 2023 from Stephanie Murphy Re: Whakatāne Airport – Master Plan Addendum.
- Memorandum dated 13 February 2023 from Stephanie Murphy Re: Whakatāne Airport – Master Plan development next steps.
- Whakatāne Airport preliminary passenger forecast results April 2023 prepared by Christchurch Airport.
- Whakatāne Airport non-scheduled flight movements forecast results May 2023 prepared by Christchurch Airport.
- SWOT Analysis

If you would like to explore the documents in detail, please contact Whakatāne District Council Customer Services by emailing [info@whakatane.govt.nz](mailto:info@whakatane.govt.nz).

# CONCLUSIONS

## *KUPU WHAKAMUTUNGA*

In conclusion, the analysis and strategic planning outlined pave the way for a promising future for Whakatāne Airport.


We can see a clear path toward future innovations and sustainable growth by examining historical data, undertaking feasibility studies, and completing community engagement.

The Whakatāne Airport Master Plan serves as a blueprint, guiding the airport's development, ensuring alignment with community aspirations, and capitalising on emerging opportunities.

We invite you to explore the complete Whakatāne Airport Master Plan 2022- DRAFT and supporting documents, available by contacting our team.

For access to the complete set of documents discussed within this plan, please contact Whakatāne District Council Customer Services by emailing [info@whakatane.govt.nz](mailto:info@whakatane.govt.nz).





We are committed to making our airport a vibrant gateway for tourism and business in the Eastern Bay of Plenty.

We encourage growth, investment, and strong community ties while planning for a sustainable future.



#### **WHAKATĀNE DISTRICT COUNCIL**

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