

26 September 2023

Bettina Meyer

Email: c/-fyi-request-23839-e425ee6a@requests.fyi.org.nz

Dear Ms Meyer,

OFFICIAL INFORMATION ACT 1982 (OIA) – REQUEST FOR INFORMATION - CHRISTCHURCH INTERNATIONAL AIRPORT LIMITED (CIAL)

1. We write further to our emails of 16 August, acknowledging receipt of your email of 15 August 2023 (via the third party public platform fyi.org.nz) in which you requested the following information pursuant to the OIA:

“Could I please be sent all correspondence, briefings, notes and meetings dates with Treasury regarding Central Otago Airport?” (the “Request”)

2. On 12 September 2023 we extended the time to make a decision on your request by 20 working days.

Information being released

3. CIAL will provide you with the requested information where it is able. However, you will note within this letter that it is occasionally unable to release requested information if it would prejudice or **disadvantage CIAL's commercial activities**. **Before we answer your specific query, it may be helpful to provide some context to this.**
4. The OIA permits an organisation to refuse to release requested information it holds if the withholding of such information is necessary to enable the organisation to carry out its commercial activities or negotiations without prejudice or disadvantage (s 9(2)(i) and s9(2)(j) OIA) provided that such withholding is not outweighed in the circumstances by the public interest in making the specific information available. For example, while it may be in the public interest to understand that CIAL is investigating the feasibility of establishing an airport in Central Otago that does not mean CIAL must share every detail of its plans, analysis, work or negotiations within specific work streams.
5. As you may be aware, CIAL is a council-controlled trading organisation that has been specifically established to operate and manage its business as an independent commercial undertaking for the purposes of making a profit, and to follow generally accepted commercial practices and disciplines. CIAL is not a public body collecting and spending public funds. It operates as a wholly commercial, standalone entity. Due to the size and scale of those activities it is one of only three major airports in New Zealand regulated under Part 4 of the Commerce Act 1986.

6. As an airport, CIAL has a further overriding obligation under the Airport Authorities Act 1966, and reinforced by the Civil Aviation Act 2023, to act as a commercial undertaking. It does so in a commercially competitive environment both domestically and internationally, where its competitors are not under corresponding disclosure requirements. The proposed Central Otago airport Project (the Project) is a complex commercial activity, acknowledged as being in competition with the interests of other airports within New Zealand.
7. **CIAL operates on a “no-surprises” basis with its shareholders. You will note from the information included in this release that CIAL complies with its “no-surprises” obligations to its shareholders.**
8. CIAL has regular and ongoing interaction with The Treasury on behalf of its shareholding Ministers. These briefings and interactions are often general in nature and, the Central Otago Airport Project (the “Project”) is referred to as one of a number of topics as part of those regular briefings and interactions. Where the Project was either the primary or exclusive focus of discussions with Treasury, it has been included in the list below.

Date	Location/Type	Comments
23 August 2023	Microsoft Teams	Verbal briefing in advance of public information release on 29 August 2023
3 August 2023	Microsoft Teams	Verbal briefing in advance of public information release on 29 August 2023
24 August 2022	Wellington	Central Otago Briefing
25 March 2022	Microsoft Teams	Central Otago Update

Information that is publicly available

9. A number of the emails released to you included documents and attachments that are now publicly available. In addition, Treasury regularly releases our Letters of Expectations and Quarterly Reports. These documents are outlined in the table below.

Item	Description	Attached to emails	Link
1.	Preliminary Aeronautical Assessment	Email: No surprises – CIAL Central Otago Airport Public Release – Embargoed for public release until 10:00 Friday 24 September Email: OIA Tarras Airport	CIAL-Preliminary-Aeronautical-Assessment.pdf (centralotagoairport.co.nz)
2.	Community drop-in information	Email: OIA Tarras Airport	Community-Drop-in-Information_March2021.pdf (centralotagoairport.co.nz)
3.	Newsletter December 2020	Email: OIA Tarras Airport	December-Central-Otago-Project-edm.pdf (centralotagoairport.co.nz)
4.	Letters of Expectations 2020, 2021 and 2022		Christchurch International Airport Limited The Treasury New Zealand

Information being withheld

10. The documents released to you today include information withheld under sections 9(2)(a); 9(2)(ba)(i); 9(2)(g)(i); and 9(2)(j) of the OIA. This includes three briefing papers withheld in full:
 - a. 22 July 2020: Public announcement of land acquisition for new airport at Tarras
 - b. **27 May 2021: Christchurch Airport's investment in Central Otago**
 - c. 10 September 2021: Upcoming release of preliminary aeronautical assessment for Central Otago Airport.
11. **Under section 9(2)(g)(i) we have withheld from this disclosure correspondence between Treasury and CIAL which contains recommendations, opinions or advice exchanged during the decision-making process relating to requests made of Treasury for information which related to the Project and/or CIAL.**
12. We trust we have answered your requests for information. If you require any further information or we have in some way misinterpreted your requests, please let us know.
13. You have the right to seek an investigation and review by the Ombudsman of the decisions contained in this letter. Information about how to contact the Ombudsman or make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Yours sincerely

CIAL LEGAL TEAM

Email: legal@cial.co.nz

[REDACTED]

From: [REDACTED] >
Sent: Wednesday, 22 July 2020 12:59 pm
To: [REDACTED]
Cc: Tim May; [REDACTED]
Subject: Shareholder briefing
Attachments: Christchurch Airport land acquisition at Central Otago.pdf; DRAFT media release - embargoed to 3.30pm July 22.pdf

Kia ora Aaron,

Attached is a briefing for you on the imminent announcement that Christchurch Airport has acquired 750ha of land at Tarras that is suitable for a future airport. Attached to the briefing is the media release that Christchurch Airport intends to release at 3pm in response to media enquiries today. I will also send this to Minister's offices. Our intention is to provide more detailed briefings in due course, please do reach out to me if you need any further information over the next 48 hours.

Best regards
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

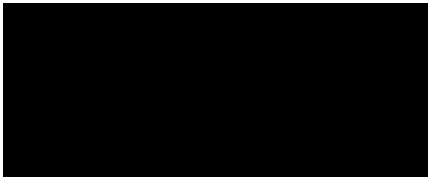
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



From: Maruta Kanepa [TSY] [REDACTED] >

Sent: Friday, 24 July 2020 3:23 PM

To: [REDACTED]

Subject: media article on the acquisition of land

[UNCLASSIFIED]

Hi Tim,

There's been an unfortunate press article about CIAL and the acquisition of land for the new airport. Here's a link to stuff article:

<https://www.stuff.co.nz/business/industries/122228575/christchurch-airport-can-wait-for-me-to-die-before-buying-his-land-farmer-says>

I'm expecting to be contacted from shareholding Ministers' offices soon to get some background information on this article.

[REDACTED]

[REDACTED]

Have a lovely afternoon,
Maruta



Maruta Kanepa (she/her) | Senior Analyst, Commercial Performance | Te Tai Ōhanga – The Treasury

Tel: [REDACTED] | Email/IM: [REDACTED]

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The purpose of the meeting was for CIAL to inform the Treasury (25% shareholding for Minister of Finance and Minister for State Owned Enterprises) and Christchurch City Holdings Ltd (75% shareholding for Christchurch City Council) about the airports' primary strategic risk and strategic challenges out to 2040.

[REDACTED]

[REDACTED]

Macro aviation trends and Christchurch concerns

Forecast macro aviation trends favour continued growth in central Otago, however, there is an increased need for new infrastructure to service the growth. [REDACTED]

[REDACTED]

[REDACTED] CIAL has proposed that it invests and builds a new international airport in Tarras (90km from Queenstown, 390km from Christchurch). [REDACTED]

CIAL provided us with several options it has looked at, [REDACTED]

Other aspects

CIAL is calling this "Project Oscar". CIAL has already acquired around [REDACTED] of the necessary land for the new airport.

We note that this is confidential information, as disclosure could influence CIAL's negotiating position with the owner of the last piece of land necessary for the airport. More broadly, CIAL also has listed debt.

CIAL had planned to meet Minister of Transport this Tuesday 3 March 2020 to inform him of Project Oscar, but the meeting was postponed. We are not aware when CIAL will meet Minister of Transport, but we will keep you informed.

We will meet with CIAL to identify what are the next steps CIAL is planning to take and to review the proposal in detail. We will provide you advice and analysis in due course.

If you have further questions, please contact either Aaron or me. This transaction has been shared confidentially with TSY, and via us, shareholding Ministers.



Maruta Kanepa (she/her) | Senior Analyst, Commercial Performance | Te Tai Ōhanga – The Treasury

Tel: [REDACTED] | Email/IM: [REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



From: Maruta Kanepa [TSY] [REDACTED]
Sent: Thursday, 6 August 2020 10:04 AM
To: Tim May <[REDACTED]>
Subject: RE: OIA Tarras airport

Hi Tim,

Thanks for getting back to me so quickly.

[REDACTED]

[REDACTED]

I'll let you know if we receive other OIA requests for Tarras project.

Kind regards,
Maruta

From: Tim May <[REDACTED]>
Sent: Wednesday, 5 August 2020 3:04 PM
To: Maruta Kanepa [TSY] <[REDACTED]>
Subject: RE: OIA Tarras airport

Hi Maruta

Thanks for the note – as you say probably not unexpected!

[Redacted]

[Redacted]

Anyway questions for your consideration – but generally nothing sensitive in the shareholder update attached.

Regards

Tim

Tim May
Chief Financial Officer

T [Redacted]
M [Redacted]
F [Redacted]
E [Redacted]

W christchurchairport.co.nz

P PO Box 14001, Christchurch 8544, New Zealand



From: Maruta Kanepa [TSY] [Redacted]
Sent: Tuesday, 4 August 2020 3:46 PM
To: Tim May <[Redacted]>
Subject: OIA Tarras airport

[IN-CONFIDENCE]

Hi Tim,

[Redacted]

Only other piece of information is the press release, but that's all public anyway.

Thank you in advance,
Maruta



Maruta Kanepa (she/her) | Senior Analyst, Commercial Performance | Te Tai Ōhanga – The Treasury

Tel: [REDACTED] Email/IM: [REDACTED]

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Media Release embargoed to 3.30pm, 22 July 2020

Christchurch Airport unveils new long-term proposal for mid to lower South Island

Christchurch Airport is about to begin discussions on the potential of building a world-class sustainable airport on 750 hectares of land near Tarras in Central Otago.

Chief Executive Malcolm Johns says the concept would deliver widespread social and economic benefits to regions across the South Island.

"We've been creating social and economic outcomes for the South Island for generations. We now want to use our experience to ensure the South Island is well-positioned to take advantage of future aviation trends and remain well-connected to the rest of the world."

Malcolm Johns says the airport team is pleased to have secured the land so it can begin discussions about its long-term thinking.

"Our top priority is a conversation with the people who live closest to the site – the Tarras community. This is their home and it's important they are given the opportunity to ask us their questions directly and understand our thinking."

Malcolm Johns says the airport had planned to announce the proposal next week when he and other members of the project team will be in Central Otago.

"We've had to announce this early after a media inquiry. But our message to Tarras is we look forward to meeting you – we will sincerely listen to understand your ideas and concerns and we will factor your information into our thinking. We know airports work best alongside communities not on top of them."

Malcolm Johns says the project team will consult with people across the South Island.

"South Islanders are great at rolling up their sleeves and working together to get things done. We want to hear from those with ideas and feedback as we further investigate the feasibility of the project and shape its design."

"We have a lot of work to do, but our current concept is to start with a 2.2-kilometre, jet capable runway. Building from scratch would enable us to design and build one of the world's most sustainable airports. Our plan is to build in modules so we can start small and grow to meet any future need."

Malcolm Johns says \$45 million has been spent on the project so far – which includes purchasing the land bordered by State Highway 8 and 8A.

"The expenditure was budgeted and will not impact on Christchurch Airport's operational dividends to shareholders."

Mr Johns says Christchurch Airport has long seen the potential for a new airport in Central Otago.

"We're an intergenerational company that has long seen the potential of a new airport in Central Otago – this would be make a real difference to future generations of South Islanders."

"This site is close to existing infrastructure and is easily accessible for a number of regions. Its topography would enable airlines to use their most sustainable aircraft."

"We'll take a long-term approach and match our pace to both the growth in aviation and the needs of these communities and regions. We have the experience to ensure any new airport would be economically sound, enable jobs and meet the environmental and connectivity needs of the future."

Malcolm Johns says Christchurch Airport started working on the proposal before COVID19 disrupted air travel globally.

"The virus doesn't change too much of this proposal – except for timeframes. We are confident the central and southern South Island will always be a place where people seek to live, visit and work. We can now look beyond the status quo to talk about and plan for that future."

"This is an opportunity for all South Islanders to work together on a once-in-a-lifetime opportunity to create a piece of vital infrastructure, that is one of the most sustainable airports in the world and able to make a real difference for future generations."

For more information or images contact ...

Yvonne Densem

Manager – Communications

Christchurch Airport

████████████████████

██████████

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: "Maruta Kanepa [TSY]" <[REDACTED]>
Date: 25 November 2020 at 11:28:35 NZDT
To: [REDACTED]
Cc: Malcolm Johns <[REDACTED]>, Tim May <[REDACTED]>, "Catalina De Mendoza [TSY]" <[REDACTED]>
Subject: no surprises - Hon Shaw on CIAL's Tarras airport

[UNCLASSIFIED]

Dear Ms Drayton,

The Minister of State Owned Enterprises' Press Secretary has requested we provide the below statement to you as a courtesy heads up as the Hon Shaw has been asked by Stuff to comment on Christchurch International Airport's proposal to build an international airport at Tarras and has made the below statement.

The decision about whether or not to locate a new international airport in Tarras is a matter for the Board and management of Christchurch International Airport, not the Government.

That said, we have set a target, which was unanimously agreed by Parliament last year, for Aotearoa New Zealand to be net-zero carbon by 2050. Meeting this will require emissions reductions in every part of society, including air travel.

Christchurch International Airport's own emissions reduction plan includes a commitment for net zero carbon dioxide emissions by 2030, and absolute zero emissions by 2050. We would assume that the Board and management will be working to make sure its proposal for a new airport is consistent with this.

Climate change will obviously need to be a huge part of the Board and management's decision about whether to proceed with this proposal. There needs to be a very clear understanding about what it could mean for our ability to leave behind a cleaner, safer planet for our children and grandchildren.

Please let me know if you have any questions and congratulations on the Level 4 carbon accreditation certification. Malcolm was kind enough to let us know yesterday. Only through actions like this New Zealand will achieve its goal of net-zero carbon emissions by 2050.

Kind regards,

Maruta



Maruta Kanepa (she/her) | Senior Analyst, Commercial Performance | Te Tai Ōhanga – The Treasury

Tel: [REDACTED] | Email/IM: [REDACTED]

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[REDACTED]

From: Malcolm Johns <[REDACTED]>
Sent: Tuesday, 8 December 2020 1:56 pm
To: Maruta Kanepa [TSY]; Munro, Paul
Subject: No Surprises - Heads Up
Attachments: TIMELINE_V01_02.pdf

Hi,

The Tarras Project Team (Michael Singleton – Project Director, Rhys Boswell - GM Planning & Sustainability, Yvonne Densem – Communications Manager) will be providing a project process update to the Central Otago District Council at 11am on Wednesday 9 Dec.

TLA Context

Tarras sits inside the TLA boundaries of Central Otago District Council (CODC) and within the area covered by the Cromwell Community Board. Otago Regional Council is the regional body covering Tarras.

[REDACTED]

Project Process Update

The Project team will be providing CODC with an update on the project 'process'. Because no applications have been lodged or consents applied for, the update is voluntary and will be given with media present, however media will not be free to engage during the update. Michael Singleton, as Project Director, will provide an opportunity for media questions after the CODC briefing.

The Project Team will cover the following key areas in the process update.

- We are in the engagement phase, where the project team are informally engaging with interested parties around the idea of an airport at Tarras i.e. we are engaging on an idea.
- The Project team have now completed one on one meetings with over 100 interested parties in the Tarras area, many lasting several hours and covering a wide range of questions, ideas and input. In general discussions have been as expected and the team has been incredibly grateful for the time these stakeholders have given to allow engagement to occur.
- Engagement will remain a constant for the Project team through the next decade.
- The phases of the Project roughly equate to 3 years engaging and developing the proposal, 3 years for proposal consultation and consent applications and 3 years for construction.
- It is important to bear in mind that there are three opportunities for all interested stakeholders to have input into the project process. Firstly, engaging around the idea as is currently occurring which is an informal process. Secondly, consultation on the proposal for an airport on the Tarras site which is a formal process. Thirdly, formal/factual/expert input into the consenting process which is a formal process. These three phases will take at least 6 years to play out, possibly longer.
- Over at least the next 3 years more than 35 interdependent work streams will need to be completed in order to develop the 'Proposal' which will be released for consultation.

Attached is the slide deck that Michael will speak from – FYI.

Note, this is embargoed from public release until 11am on Wed 9 Dec, after which this the deck will be in the public domain. Prior to 11am you are welcome to share with your relevant internal stakeholders, however we ask that they also respect the 11am embargo.

Strategy Recap

Strategy: [REDACTED]

Project Plan: The current project plan is to seek to establish a new airport at Tarras over the course of the next decade, noting that a decade is likely to be the minimum time needed.

Any questions, please reach out.

Regards

Malcolm Johns
Chief Executive

T [REDACTED]
M [REDACTED]
E [REDACTED]

W christchurchairport.co.nz

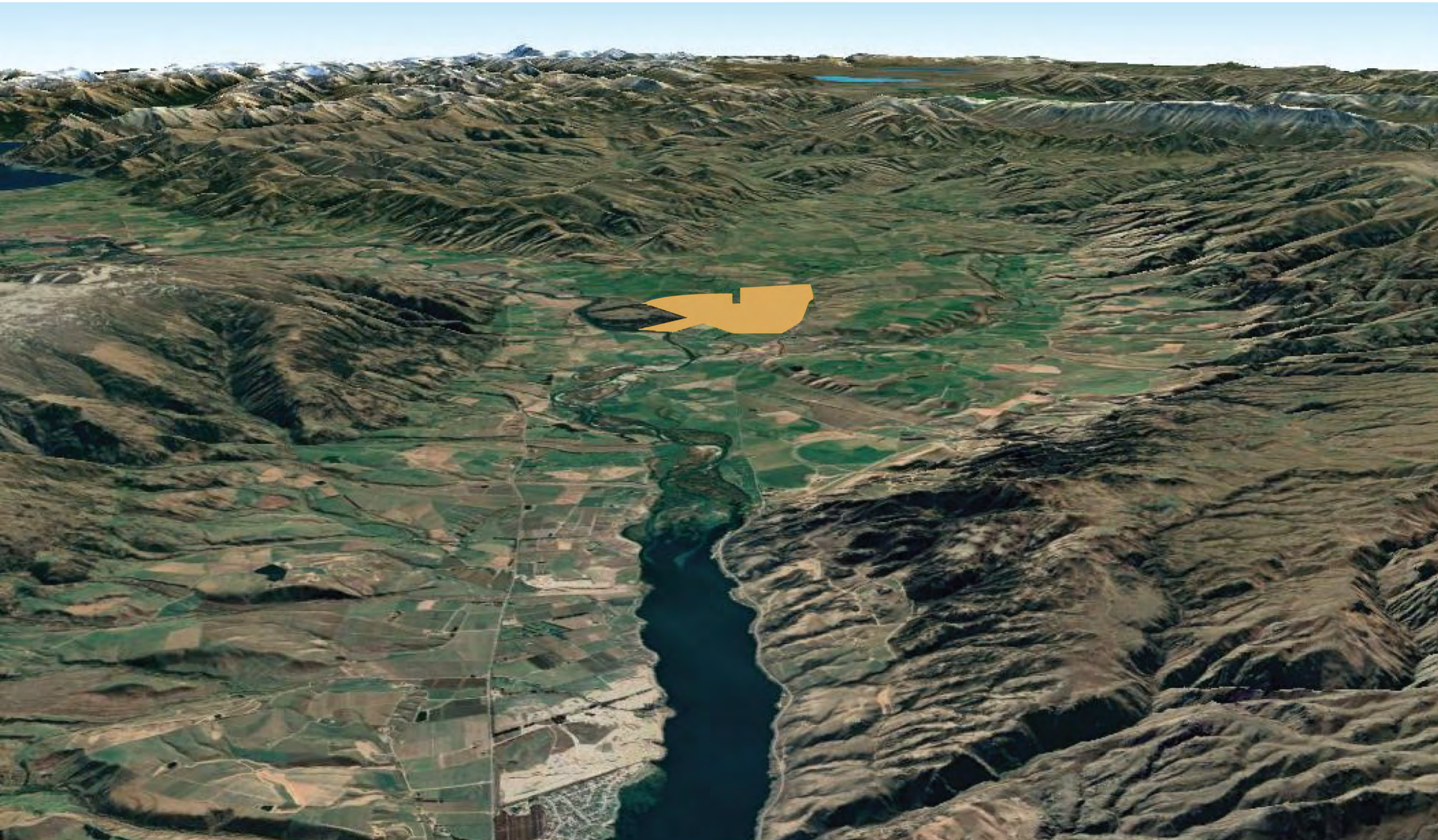
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A greenfield
airport for
the future in
Central Otago



We believe an opportunity exists in Central Otago for the creation of a greenfield airport which will:

- Be flexible and able to grow in line with demand and the connectivity needs of a growing region.
- Make a difference and deliver long term economic and social opportunities for current and future generations.
- Take into account what is important to the community and be compatible with development in the district and region.
- Be designed with a lower carbon future in mind using world class environmental practices. Airlines will be able to use their best equipment and take advantage of new technology to deliver sustainability and customer outcomes through operating efficiently.

Delivering a greenfield airport in Central Otago is a long term undertaking:



*

*Indicative

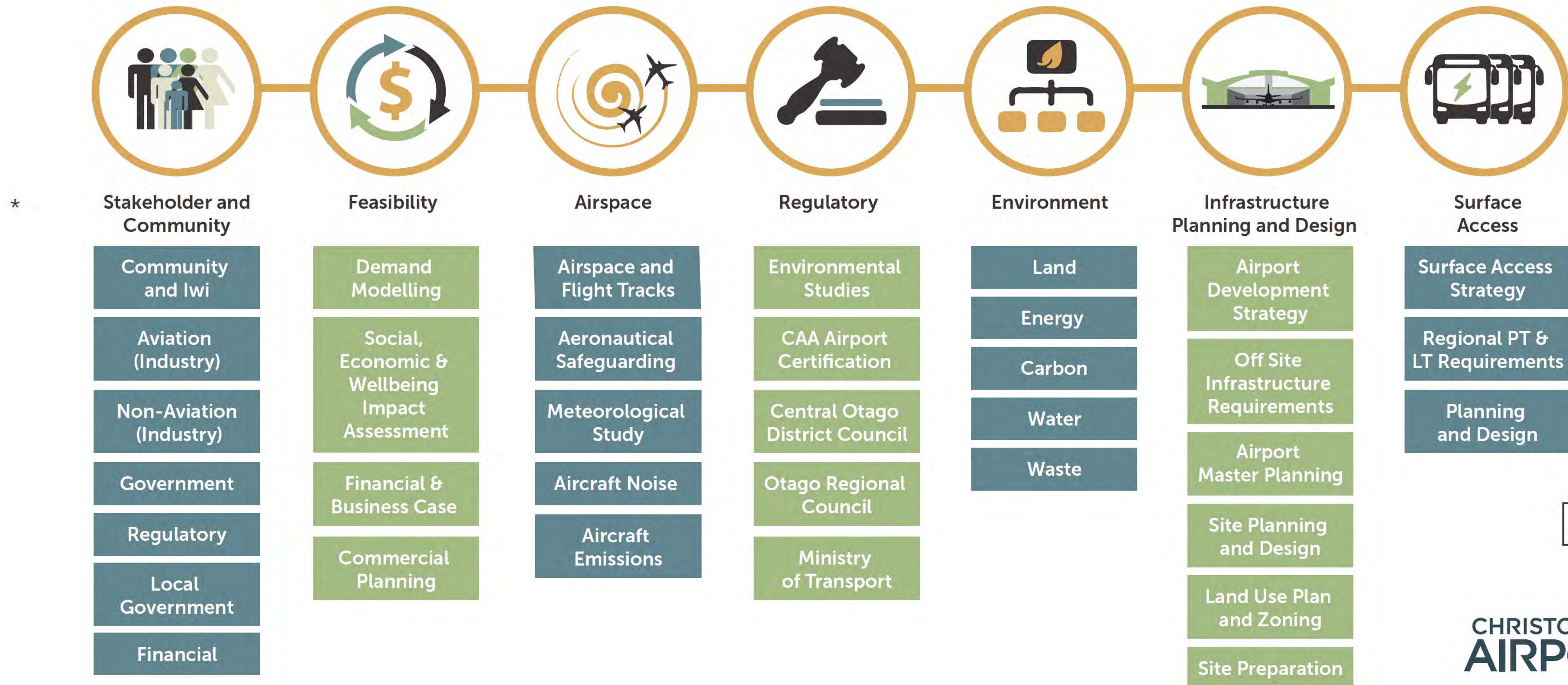
We will respectfully engage with our communities, iwi mana whenua & stakeholders in an ongoing manner:

Engagement is a broad and ongoing process of sharing information with the entire community and seeking feedback and involvement. Good engagement allows different people and groups to express their diverse concerns and aspirations. We can reflect what we are hearing, back to the community and use it to better inform planning and development. This will lead to better community outcomes that make a enduring difference.

Consultation is a one-off legal process to obtain public feedback on specific proposals presented to them. Generally part of a planning or approval process.



Planning and developing a greenfield airport is **complex** and will include analysis of multiple connected streams of work:



Ngā mihi nui, thank you
and questions

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



From: Maruta Kanepa [TSY] [REDACTED]
Sent: Friday, 14 May 2021 10:19 AM
To: Catherine Drayton <[REDACTED]>
Cc: Malcolm Johns <[REDACTED]>; Tim May <[REDACTED]>; Catalina De Mendoza [TSY]
[REDACTED]
Subject: shareholding Ministers' feedback on CIAL's SOI

[IN-CONFIDENCE]

Dear Catherine,

[REDACTED]

We note that based on our continued engagement with CIAL, we have kept shareholding Ministers informed on the most recent development around the Tarras airport development. So far we have conveyed to shareholding Ministers that:

- Tarras airport development is in an early stage, and its first phase will take around three years. This phase primarily includes engagement with local communities and stakeholders, and validation and planning work before moving to its next milestone – approvals required to enable development.
- We have advised Ministers that CIAL is continuously engaging with the community, [REDACTED], however it is prepared to work alongside affected [REDACTED]

stakeholders. Ministers are aware that there has been significant pushback from several stakeholders including the Tarras community, Queenstown airport and Wanaka airport. Primary concerns of the community include noise levels, having an international jet capable airport as their neighbour, and risks to fuelling climate change by increased emissions.

- Regarding climate change, we've conveyed that CIAL has provided Treasury with its emissions reductions plan and that the proposed Tarras airport will be covered by it. Ministers are aware that the plan includes a commitment for net zero carbon dioxide emissions by 2030, and absolute zero emissions by 2050. We also pointed out that Airports Council International has awarded CIAL the Level 4 *Transformation of Airport Carbon Accreditation* - the highest carbon certification an airport can achieve. So, that CIAL has become one of the first three airports in the world to be recognised for demonstrating best practices in fighting pollution.

• [REDACTED]

Since the SOI is a public document, we are comfortable with the level of detail you have included about Tarras – it promotes transparency and accountability [REDACTED].

[REDACTED]. We have conveyed this to shareholding Ministers.

[REDACTED] we propose CIAL provides updates regarding any significant milestones in the consultation and development of Tarras project and we continue providing regular updates to Ministers from information disclosed in your reporting documents – quarterly reports, Half Year / Annual Reports or other information provided.

We appreciate the continuous engagement with Malcolm, Tim and CIAL's team on helping us provide up-to-date updates to Ministers and responding to inquiries that Ministers receive from the general public.

Kind regards and have a lovely weekend,
Maruta



Maruta Kanepa | Senior Analyst, Commercial Performance | Te Tai Ōhanga – The Treasury

Tel: [REDACTED] | Email/IM: [REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]


[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



From: Danni Thian [REDACTED]
Sent: Friday, 28 May 2021 1:35 PM
To: Tim May [REDACTED]
Cc: Maruta Kanepa [TSY] <[REDACTED]>; Catalina De Mendoza [TSY] <[REDACTED]@cial.co.nz>
Subject: RE: Briefing Paper for Shareholding Ministers - CIAL Investment in Central Otago

Kia ora Tim,

Thanks for this briefing. I'll provide this to Hons Robertson and Clark and get back in touch with any questions/comments.

Kind regards
Danni



Danni Thian, Finance and State Owned Enterprises Advisor
Office of Hon Grant Robertson | Office of Hon David Clark
Minister of Finance | Minister for State Owned Enterprises

Level 7.6 Executive Wing, Parliament Buildings, PO Box 18041, Wellington 6160, New Zealand
M: [REDACTED]
E: [REDACTED]

From: Tim May [REDACTED]
Sent: Thursday, 27 May 2021 3:46 PM
To: Hon Grant Robertson <Grant.Robertson@parliament.govt.nz>; Hon Dr David Clark <David.Clark@parliament.govt.nz>
Cc: Danni Thian <[REDACTED]>; Maruta Kanepa [TSY] <[REDACTED]>; Catalina De Mendoza [TSY] <[REDACTED]@cial.co.nz>
Subject: Briefing Paper for Shareholding Ministers - CIAL Investment in Central Otago

Tēnā Korua Shareholding Ministers,

Further to your feedback on our draft Statement of Intent, attached for your information is an overview briefing on Christchurch Airport's investment in Central Otago.

The project is at an early stage and we are currently working to develop it into a full proposal. As part of the project, and covered in the briefing;

- Early and ongoing engagement with the community is at the core of our plan. We are learning the diverse perspectives of the community and will continue to listen;
- We will seek to fully identify the social impact of the proposal. We are currently establishing a social and economic framework for the project to identify, monitor and quantify these; and
- We are acutely aware of the role of aviation in our climate challenge, the need for the industry to de-carbonise and the potential role for new infrastructure in enabling adaptation and transition.

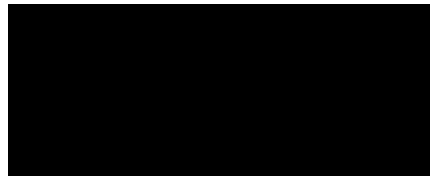
We will regularly offer to brief your officials as our project develops. Christchurch Airport chair Catherine Drayton and CEO Malcolm Johns would welcome any opportunity to discuss the attached briefing, and Christchurch Airport's strategy and approach in more detail at your convenience.

Ngā mihi



W christchurchairport.co.nz

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[REDACTED]

From: Maruta Kanepa [TSY] <[REDACTED]>
Sent: Thursday, 17 June 2021 3:51 pm
To: [REDACTED] Catalina De Mendoza [TSY]
Cc: Tim May; Michael Singleton
Subject: RE: Treasury briefing on Central Otago project

[UNCLASSIFIED]

Hi [REDACTED]

Thank you for your email. The briefing you sent to Ministers was comprehensive and covered their current concerns. We will welcome bi-annual briefings, since this would provide an excellent opportunity to keep Ministers informed and allow for discussions with you. To align with timings of business planning documents and financial reporting requirements, you could provide a briefing together with the final Statement of Intent, which aligns with financial year end and with Half year reporting. That way the supplementary briefing information would be accompanying business planning and financial statements that are made public.

To avoid you having to brief CCHL and TSY on separate occasions, we're also happy to come to Christchurch. We will continue engaging with Ministers' offices and Ministers to ascertain their interest in catching up with CIAL.

We've engaged Ministers Offices on this briefing and understand that there were no concerns and no follow up questions. We will welcome catching up with you as part of the next briefing cycle. We would have sufficient time to ascertain if Ministers have other questions or areas of interest and further engagement with you would allow for additional information to brief Ministers and prompt potential Ministerial/CIAL discussions.

We appreciate the effective way that CIAL is briefing shareholding Ministers and responding to their expectations. Thank you again for briefing them in such a timely and focused manner.

Thank you and have a lovely evening,
Maruta

From: [REDACTED]@cial.co.nz>
Sent: Wednesday, 16 June 2021 10:24 am
To: Maruta Kanepa [TSY] <[REDACTED]>; Catalina De Mendoza [TSY] <[REDACTED]>
Cc: Tim May <[REDACTED]>; Michael Singleton <[REDACTED]>
Subject: Treasury briefing on Central Otago project

Kia ora Maruta and Catalina,

While we were preparing the briefing on Central Otago for Ministers last month, we suggested that we would get into the rhythm of offering Treasury biannual update briefings on the project. I say offer, because we don't expect you will always take up the offer but hopefully it will become regular. The purpose of the briefing will be to update on progress and expected next steps and engage on issues /content of interest as we move through the phases of the project. We can also use the briefing as an opportunity to check if Shareholding Ministers would like a further update, as we expect they will but on a less regular rhythm.

So, to kick that off we'd like to offer you a briefing on the Central Otago project if that is timely for you. We would be happy to visit you in Wellington and for you to bring along others who may be interested from the Treasury. We can pull together a presentation based on the project elements that are most relevant to you. Let us know if there are dates that would suit for you.

Ngā mihi

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From: Tim May
Sent: Friday, 10 September 2021 12:43 pm
To: Maruta Kanepa [TSY]
Cc: Catalina De Mendoza [TSY]; Michael Singleton
Subject: No Surprises - Latest CIAL briefing on Central Otago Airport project
Attachments: CIAL Treasury Briefing Paper 10 Sep 21.pdf

COMMERCIAL IN CONFIDENCE

Maruta

On a 'no surprises' basis, please find attached the latest briefing for you on our Central Otago Airport project in anticipation of the public release of a preliminary aeronautical assessment of our site later this month.

The Central Otago Airport project is at an early stage. The preliminary aeronautical assessment will contribute toward the detailed design that will be developed over the next 2-3 years. This release is a way-point for our project as it puts technical information showing the viability of the proposal into the public domain for the first time.

The assessment is encouraging and shows that our site is aeronautically viable. We will now progress with further detailed work including on meteorological, environmental, economic and community impacts.

We will notify shareholders 48 hours before the information goes public. We will follow up the release with neighbours, territorial authorities, iwi and the wider community.

Note that I have also sent through a copy of this briefing paper directly to the Ministers' Office.

Please be in touch with either myself or Michael, if you have any questions.

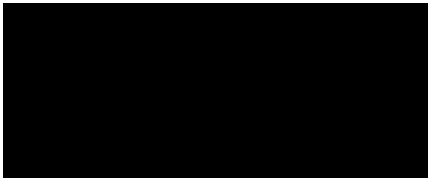
Ngā mihi
Tim

Tim May
Chief Financial Officer

T + [Redacted]
M + [Redacted]
F [Redacted]
E [Redacted]

W christchurchairport.co.nz

P PO Box 14001, Christchurch 8544, New Zealand



From: Tim May
Sent: Friday, 10 September 2021 12:53 pm
To: Danni Thian
Cc: Michael Singleton
Subject: No Surprises - Latest CIAL briefing on Central Otago Airport project (1)
Attachments: CIAL Treasury Briefing Paper 10 Sep 21.pdf

COMMERCIAL IN CONFIDENCE

Hi Danni – on a ‘no surprises’ basis, please see below and attached a note for the Shareholding Ministers providing the latest briefing on our Central Otago Airport project in anticipation of the public release of a preliminary aeronautical assessment of our site later this month.

Note that I have also sent through to Treasury directly.

Please be in touch with either myself or Michael, if you have any questions.

Ngā mihi
Tim

Tēnā Korua Shareholding Ministers,

Please find attached the latest briefing for you on our Central Otago Airport project in anticipation of the public release of a preliminary aeronautical assessment of our site later this month.

The Central Otago Airport project is at an early stage. The preliminary aeronautical assessment will contribute toward the detailed design that will be developed over the next 2-3 years. This release is a way-point for our project as it puts technical information showing the viability of the proposal into the public domain for the first time.

The assessment is encouraging and shows that our site is aeronautically viable. We will now progress with further detailed work including on meteorological, environmental, economic and community impacts.

We will notify shareholders 48 hours before the information goes public. We will follow up the release with neighbours, territorial authorities, iwi and the wider community.

Tim May
Chief Financial Officer

T [REDACTED]
M [REDACTED]
F [REDACTED]
E [REDACTED]

W christchurchairport.co.nz

P PO Box 14001, Christchurch 8544, New Zealand





From: Tim May
Sent: Wednesday, 22 September 2021 6:14 pm
To: Danni Thian
Cc: Michael Singleton
Subject: No Surprises - CIAL Central Otago Airport Public Release - Embargoed for public release until 10.00 am Friday 24 September (5)
Attachments: Central Otago Preliminary Aeronautical Assessment Sep 21.pdf; Central Otago PAA Draft Media Release Sep 21.pdf

Embargoed for public release until 10.00 am Friday 24 September

Hi Danni

I refer to our briefing of 10 September where we advised CIAL has completed a preliminary aeronautical assessment of the Central Otago site and is intending to release the findings to the public.

We can confirm the preliminary aeronautical assessment will now be available to download at the project website (www.centralotagoairport.co.nz) at 10.00 am on Friday 24 September 21. A copy of the assessment is attached together with a draft media release for the Shareholding Ministers, each of which is embargoed for public release until then.

Community engagement is at the core of our plan. On release, each household in the Tarras district will receive a hand delivered letter letting them know we have shared the assessment on our website. They are invited to take some time to read it and digest its findings and, if they'd like to discuss it with us, get in touch with our Project Team, including our locally based community engagement representative. We have highlighted we are a long way from having enough information to decide whether a new airport is viable, but we'll keep in touch with them and share more information as we have it to hand.

Note that I have also sent through to Treasury directly.

Please be in touch with either myself or Michael, if you have any questions.

Ngā mihi

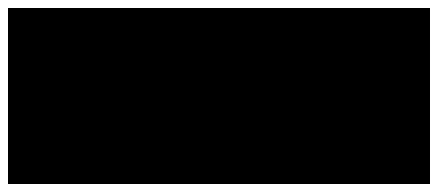
Tim

Tim May
Chief Financial Officer

T [Redacted]
M [Redacted]
F [Redacted]
E [Redacted]

W christchurchairport.co.nz

P PO Box 14001, Christchurch 8544, New Zealand



Media | Release

EMBARGOED UNTIL 10AM, 24 September 2021

New assessment shows Central Otago airport aeronautically viable

Christchurch Airport has released a preliminary aeronautical assessment of its site in Tarras.

The assessment was undertaken with aviation consultancy Airbiz with the support of technical specialists.

Its overall finding is an airfield on the site with a single runway of at least 2.2 kilometres is aeronautically viable, although more detailed analysis will be required.

Project Director Michael Singleton says the preliminary assessment is simply a small step forward for the project.

"The findings are encouraging but they're not final. This assessment has given us the confidence to undertake more detailed analysis to confirm the aeronautical viability and impacts of each potential alignment. This will help determine a preferred option."

The assessment identifies two potential runway alignments – one aligning to the Lindis Valley and Lake Dunstan, the other to the Hawea Valley and Lake Dunstan.

"This initial assessment shows both options enable safe and efficient operation of various aircraft types, including new generation narrow and widebody jets, freight, turboprop and small passenger aircraft."

The site could enable a longer runway of up to 3km but more analysis is needed to confirm this.

"A single 2.2km runway would be able to serve all of New Zealand's domestic routes and some short-haul international destinations such as Australia and parts of the Pacific," says Michael Singleton.

"In general, a longer runway creates more opportunity for the region it serves because it enables businesses and people to connect with more destinations. Our job is to think long-term and identify what opportunity this site could deliver well into the future," says Michael Singleton.

The preliminary assessment also found both alignments enable aircraft to connect to existing flightpaths and have similar emissions profiles.

"Assessing carbon performance is important. Sustainability is embedded into the way Christchurch Airport operates and any new airport would have to demonstrate how it fits in New Zealand's low-carbon future to get the required planning and operating approvals," says Michael Singleton.

"The assessment shows the site is suitable for the latest navigation and airfield technology which improve safety and fuel economy and reduce emissions."

Noise impacts are yet to be technically analysed in detail, but the assessment contains illustrative noise profiles from a single aircraft movement on both alignments.

“While the lighter population of the area may lower the overall impact, we are committed to identifying and finding solutions,” says Michael Singleton.

As well as assessing impacts, the next phase of airspace analysis will involve gathering site-specific data to confirm the preliminary findings. This will take between 6 and 9 months at which time the airport expects to be able to identify its preferred alignment.

Michael Singleton says the project’s Planning and Validation phase is expected to run to 2023.

“We have a number of interconnected and complex studies to undertake during this phase. It won’t be until they’re completed that we can make a decision on whether to take the project into the next phase – getting the required operational and planning approvals. In the meantime, we will continue sharing what we learn with those interested in the project.”

Details of the preliminary aeronautical assessment can be downloaded from the project’s website: www.centralotaqoairport.co.nz/updates

...END

You can find images for media use [here](#).

For further comment, please contact:

Yvonne Densem

Manager Communications

Christchurch Airport

Phone: [REDACTED] or [REDACTED]

Background Information

Christchurch Airport is the international gateway to the South Island, a major driver of the South Island regional economy, and one of the partners in the South initiative which sees all 13 regional tourism organisations work collegially to promote the South Island.

The airport has been named by travellers as one of the world’s best airports and is consistently rated by an independent international quarterly travellers’ survey as the best airport in Australia and New Zealand. Before Covid-19, Christchurch Airport welcomed 11 airline partners, all of whom have indicated they will return when the New Zealand border re-opens.

The airport has achieved strong growth, having posted record passenger and financial results since the Canterbury earthquakes, and in FY2021 was one of few airports worldwide to report increased revenue and profits – in spite of the global pandemic. During the same financial year, the airport became the first airport in the world to achieve Level 4 decarbonisation accreditation under the Airports Council International decarbonisation audit.

Christchurch Airport is owned 75% by Christchurch City Holdings Limited and 25% by the Crown.

Visit christchurchairport.co.nz for more information.

[REDACTED]

From: Maruta Kanepa [TSY] [REDACTED]
Sent: Thursday, 23 September 2021 10:09 am
To: Tim May
Cc: Catalina De Mendoza [TSY]; Michael Singleton
Subject: RE: No Surprises - CIAL Central Otago Airport Public Release - Embargoed for public release until 10.00 am Friday 24 September (1)

[UNCLASSIFIED]

Kia ora Tim,

Thank you for sending through the information. We'll inform the Ministers treat it as embargoed until released tomorrow.

Kind regards,
Maruta

From: Tim May [REDACTED]
Sent: Wednesday, 22 September 2021 6:10 pm
To: Maruta Kanepa [TSY] [REDACTED]
Cc: Catalina De Mendoza [TSY] <[REDACTED]>; Michael Singleton <[REDACTED]>
Subject: No Surprises - CIAL Central Otago Airport Public Release - Embargoed for public release until 10.00 am Friday 24 September

Embargoed for public release until 10.00 am Friday 24 September

Maruta

I refer to our briefing of 10 September where we advised CIAL has completed a preliminary aeronautical assessment of the Central Otago site and is intending to release the findings to the public.

We can confirm the preliminary aeronautical assessment will now be available to download at the project website (www.centralotagoairport.co.nz) at 10.00 am on Friday 24 September 21. A copy of the assessment is attached together with a draft media release, each of which is embargoed for public release until then.

Community engagement is at the core of our plan. On release, each household in the Tarras district will receive a hand delivered letter letting them know we have shared the assessment on our website. They are invited to take some time to read it and digest its findings and, if they'd like to discuss it with us, get in touch with our Project Team, including our locally based community engagement representative. We have highlighted we are a long way from having enough information to decide whether a new airport is viable, but we'll keep in touch with them and share more information as we have it to hand.

Note that I have also sent through a copy of this release directly to the Ministers' office.

Please be in touch with either myself or Michael, if you have any questions.

Ngā mihi

Tim

Tim May
Chief Financial Officer

T [REDACTED]

M [REDACTED]
F [REDACTED]
E [REDACTED]
W christchurchairport.co.nz

P PO Box 14001, Christchurch 8544, New Zealand



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[REDACTED]

[REDACTED]

[REDACTED]

From: "Maruta Kanepa [TSY]" [REDACTED]
Date: 7 October 2021 at 12:02:55 NZDT
To: Malcolm Johns <[REDACTED]>
Cc: Tim May <[REDACTED]>, "Catalina De Mendoza [TSY]"
[REDACTED]
Subject: RE: Heads Up

[IN-CONFIDENCE]
Hi Malcolm,

[REDACTED]

Please don't hesitate to contact me if you have questions.
Kind regards,

Maruta

From: Malcolm Johns <[REDACTED]>
Sent: Thursday, 7 October 2021 11:42 am
To: [REDACTED] Maruta Kanepa [TSY]
Subject: Fwd: Heads Up
Hi,

Following on from our heads-up below we are now aware that Sustainable Tarras opposition group has also lodged a petition with parliament.

https://www.parliament.nz/en/pb/petitions/document/PET_116007/petition-of-sustainable-tarras-prevent-the-development

We understand that in terms of the process it will be open until Sept 22 and then will need to be presented to the House for consideration. We will continue to monitor its progress.”

Note, there are regulatory processes under statute that apply to all such projects and sites, nationwide. No applications have yet been lodged under those processes for this specific site.

Regards

From: Malcolm Johns <[REDACTED]>
Date: 5 October 2021 at 11:12:33 NZDT
To: [REDACTED], Maruta Kanepa
Subject: Heads Up

Hi

Sustainable Tarras have released a survey today, which we were aware of, claiming 75% of residents are against an airport.

Two key points to note.

- 60% of residents declined to take part in the community survey.
- methodology and return process is not public or independent.

The wider community continues to become more open minded to further information as time goes by and our team continues to engage one on one with residents.

Any questions let me know.

Ngā mihi
Malcolm Johns

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[REDACTED]

From: Maruta Kanepa [TSY] <[REDACTED]>
Sent: Monday, 9 May 2022 4:40 pm
To: [REDACTED]; Michael Singleton; Kylie Kuan [TSY]
Subject: RE: Treasury/Christchurch Airport Confidential Update

Hi [REDACTED]

Thanks for checking in with us. We've provided the briefing to Minister Robertson and Clark's office, and understand that Ministers have seen it. Unfortunately there was no response either approving or rejecting the opportunity to meet and discuss the Central Otago airport. But that was peak budget time. Now, during budget moratorium, would be a good time to reach out directly to Ministers and request a meeting to brief both shareholders on the Tarras airport.

Let me know if we can assist.

Kind regards,
Maruta

From: [REDACTED]@cial.co.nz>
Sent: Monday, 9 May 2022 2:27 pm
To: Maruta Kanepa [TSY] <[REDACTED]>; Michael Singleton <[REDACTED]>;
Kylie Kuan [TSY] <[REDACTED]>
Subject: RE: Treasury/Christchurch Airport Confidential Update

Kia ora Maruta and Kylie –

Malcolm will be in Wellington on 28 June for [REDACTED]. We think that will be timely to reach out to Amanda and Minister Clark to ask if they would like a briefing on Central Otago either that afternoon or at a convenient time.

Just wanted to make sure you has line of sight of us doing that, and please let us know if you have had any feedback from the Minister's office in that regard. Will let you know if we are able to strike a date with them and share our material etc.

Regards
[REDACTED]

From: Maruta Kanepa [TSY] <[REDACTED]>
Sent: Tuesday, 29 March 2022 3:04 PM
To: [REDACTED]@cial.co.nz>; Michael Singleton <[REDACTED]>; Kylie Kuan [TSY]
[REDACTED]>
Subject: RE: Treasury/Christchurch Airport Confidential Update

[UNCLASSIFIED]

Thanks Michael and [REDACTED]

We very much appreciated the update last week and we'll contact Minister of Finance and Minister for State Owned Enterprises Offices in relation to a meeting. Ministers have expressed a keen interest in the project, including from the sustainability perspective.

Thank you again,
Maruta

From: [REDACTED] <[REDACTED]@cial.co.nz>
Sent: Tuesday, 29 March 2022 2:40 pm
To: Michael Singleton [REDACTED] <[REDACTED]>; Maruta Kanepa [TSY] [REDACTED] <[REDACTED]>; Kylie Kuan [TSY] <[REDACTED]>
Subject: RE: Treasury/Christchurch Airport Confidential Update

Thanks Michael,

And in addition to our offer to brief the Minister please reach out if we can offer more background on the project as you come into the role Kylie. I saw [REDACTED] on the street recently and he mentioned he is [REDACTED] and would be keen to know more so maybe we are close to a quorum for scones and a project overview once the COVID clouds are cleared a little.

Ngā mihi
[REDACTED]

From: Michael Singleton
Sent: Monday, 28 March 2022 5:19 PM
To: [REDACTED]; [REDACTED]
Cc: [REDACTED] <[REDACTED]@cial.co.nz>
Subject: Treasury/Christchurch Airport Confidential Update

Kia ora Maruta and Kylie,

Thanks for taking the time to join us for an update on our Central Otago project. [REDACTED] and I welcomed the opportunity to provide an update, cover off the community and stakeholder engagement work we have been doing and share some of our insights.

We discussed providing you with a copy of the briefing deck for you to consider passing on to the Minister and his office. I have attached a confidential copy of the deck with the addition of a slide to reiterate where in a long term undertaking we are currently at, together with a further slide to contextualise the various workstreams we refer to in the deck. The invitation of a briefing to the Minister and/or his office remains, if that would be useful. If that is the case, please let us know and we will make ourselves available.

Nga mihi,

Michael Singleton
Project Director

M [REDACTED]
E [REDACTED]
W christchurchairport.co.nz
P PO Box 14001, Christchurch 8544, New Zealand



KEEPING OUR PLACE SAFE

Please note that from 3 December 2021, our risk assessment has determined that ALL visitors to a CIAL controlled workspace (Level 4 office, Airport Fire station and training ground, Integrated Operations Centre, Park to Plane back office, Wildlife Office and Airfield Facilities Portacom) will need to be fully vaccinated against COVID-19. This requirement does not include visitors to publicly accessible parts of the terminal.

[REDACTED]

From: Maruta Kanepa [TSY] [REDACTED]
Sent: Monday, 30 May 2022 3:28 pm
To: [REDACTED]; Michael Singleton
Cc: Tim May; Kylie Kuan [TSY]
Subject: RE: information re Tarras for Ministers' letters to Sustainable Tarras (2)

Hi [REDACTED]

Thanks for getting back to me. Kylie and I are free until 2pm on Wednesday, so anytime then works.

Kind regards,
Maruta

From: [REDACTED]@cial.co.nz>
Sent: Monday, 30 May 2022 1:35 pm
To: Maruta Kanepa [TSY] [REDACTED]; Michael Singleton [REDACTED]
Cc: Tim May [REDACTED]; Kylie Kuan [TSY] [REDACTED]
Subject: RE: information re Tarras for Ministers' letters to Sustainable Tarras

Kia ora Maruta,

[REDACTED]

Regards

[REDACTED]

From: Maruta Kanepa [TSY] [REDACTED]
Sent: Friday, 27 May 2022 3:27 PM
To: [REDACTED]@cial.co.nz>; Michael Singleton [REDACTED]
Cc: Tim May [REDACTED]; Kylie Kuan [TSY] [REDACTED]
Subject: information re Tarras for Ministers' letters to Sustainable Tarras

[IN-CONFIDENCE]

Kia ora [REDACTED] and Michael,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Thank you and please get in touch with us if we can assist.

Kind regards and have a lovely weekend,
Maruta



Maruta Kanepa | Senior Analyst, Commercial and Institutional Performance | Te Tai Ōhanga – The Treasury

Tel: [REDACTED] | Email/IM: [REDACTED]

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[REDACTED]

From: Michael Singleton <[REDACTED]>
Sent: Thursday, 2 June 2022 4:57 pm
To: Maruta Kanepa [TSY]; [REDACTED]
Cc: Kylie Kuan [TSY]; Tim May
Subject: RE: Tarras airport ministerials - in confidence
Attachments: Information for Crown response to ST Letter 1 Jun 22.docx

Hi Maruta and Kylie.

What great timing as I have just finished the responses to your questions. Our responses should give the Ministers the correct factual information.

The letters look fine and we have no objections. Thanks again for your help and patience responding to these enquiries.

Regards
Michael

From: Maruta Kanepa [TSY] <[REDACTED]>
Sent: Thursday, 2 June 2022 4:36 pm
To: Michael Singleton [REDACTED]; [REDACTED]@cial.co.nz
Cc: Kylie Kuan [TSY] <[REDACTED]>
Subject: Tarras airport ministerials - in confidence

[IN-CONFIDENCE]

Hi Michael and [REDACTED]

Please find below the initial draft responses for the Ministerials we've discussed yesterday. Note that these haven't gone through our internal sign off processes, nor have the Ministers signed off on these, so I would appreciate if this is treated as in confidence. Once the letters are sent, they become public information, but the drafts are not.

As I mentioned yesterday, there are two letters. We originally thought to have one reply on behalf of both Ministers, but the Offices requested two separate replies.

[REDACTED]

As noted in our meeting, this will ideally be accompanied by correct factual information for Ministers only.

Kind regards,
Maruta

Minister Robertson's:

[REDACTED]

[REDACTED]

[Redacted]

Minister Clark's:

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Ngā mihi,
Maruta



Maruta Kanepa | Senior Analyst, Commercial and Institutional Performance | Te Tai Ōhanga – The Treasury

Tel: [Redacted] | Email/IM: [Redacted]

Visit us online at <https://treasury.govt.nz/> and follow us on [Twitter](#), [LinkedIn](#) and [Instagram](#)

Letter	TSY	CIAL
Letter to Hon Robertson		
<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>Is there anything online that covers aspects that you'd include in a business case? With exception of numbers, many topics are covered in www.centralotagoairport.co.nz</p>	<p>We are at an early, exploratory stage and there is currently no business case to publish for the airport. It will be the product of the various workstreams set out on the website and will include each of:</p> <ul style="list-style-type: none"> - an economic cost-benefit assessment - a socioeconomic & wellbeing assessment - an economic impact assessment - an environmental impact assessment <p>It is simply not possible to determine either a business or financial case without having completed the infrastructure requirements. These are a function of the aeronautical capability which is determined by factors currently under review such as runway length and aircraft types, demand.</p> <p>CIAL has over 80 years of experience operating airports. Our Board was satisfied a prima facie case existed to acquire the 750ha of land and we continue to explore the case.</p> <p>Note: The financial case will be a matter that is internal to CIAL, and to the extent required, its shareholders.</p>
<p>[REDACTED]</p>	<p>I don't know if they have used passengers or aircraft movements. Would you be able to provide a capacity figure? Whichever is easiest – pax or planes. (subject to your comfort with the provided information).</p>	<p>There is no single capacity figure for CHC however it has no foreseeable capacity constraints.</p>

		<p>Ultimately CHC's capacity is not relevant as the requirements for new airport infrastructure exist in Central Otago not Christchurch.</p>
<p>[REDACTED]</p>	<p>I don't expect we'll go into this much detail, but it would be good to know if there is any merit here</p>	<p>This seems an unusual inference to draw noting Pre-Covid CHC generally had between three and seven international wide-bodied services per day.</p> <p>Note:</p> <ul style="list-style-type: none"> - The suggested numbers would drive between 4.5m and 6.5m passenger movements per year on wide-bodied jets alone. - Passengers on long haul wide bodies make up approx 6% of CHC pax movements - Annual visitors to NZ from both USA & China combined were less than 1 million pre Covid - Many airports in New Zealand are viable without international services and on much lower passenger numbers than are implied here
<p>[REDACTED]</p>	<p>We, of course, will require a business case, but I think it's still some time out</p>	<p>We have committed to conducting thorough and robust investigations. This includes looking at every element of airport operations, its relationship with surrounding infrastructure, and investigating potential impacts on the community and environment</p> <p>An airport cannot proceed unless it is able to secure approvals under existing resource management and civil aviation laws. Approvals will inevitably require providing satisfactory</p>

		<p>evidence of the impact on supporting infrastructure, both positive and negative</p> <p>Consideration will also be given to a “do nothing” scenario which will also have impacts on the region.</p>
<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>Is there merit in here? We wouldn't expect you to account for this in your planning documents, but interested if you've had any engagement on the impacts to the wider regional infrastructure</p>	<p>See above. This seems a premature conclusion to draw. CIAL and its specialist advisors are undertaking analysis of the land transport impacts of a new airport in a range of scenarios.</p> <p>We will continue to work with Waka Kotahi, who have been engaged with to date.</p> <p>Consideration will also be given to a “do nothing” scenario which will also have impacts on the region.</p>
<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>Have you published any research on the tourism demand in the region? Or your rationale for the need of the airport</p>	<p>The rationale for airport development in Central Otago is reasonably straightforward:</p> <p>Central Otago passenger flows are driven by two key factors. These will continue over the next 50+ years and mean that Central Otago will eventually require additional airport infrastructure;</p> <ul style="list-style-type: none"> - The aviation system that Central Otago is connected to is projected to grow significantly. Central Otago can expect to participate in that growth which comes primarily over Brisbane, Auckland, Melbourne Sydney airports (approx 80% of all CO movements). BAMS airports are investing ~\$10B over the next decade to promote this growth

		<ul style="list-style-type: none"> - Central Otago is one of the fastest growing areas in NZ, and its residents have a high propensity to travel - <p>ZQN has served central Otago well its ability to scale to meet the region's future air connectivity needs is limited due to infrastructure and community constraints</p> <p>Other airports in the region with international capability are 2 - 3 hrs drive from Central Otago, and vulnerable to climate change.</p> <p>A new regional airport would secure high-quality air connectivity for Central Otago for the next 50+ years.</p>
<p>[REDACTED]</p>	<p>If you could provide a few trackable examples of your engagement, we would push back – the airport has informed shareholders that there has been and continues to be ongoing engagement such as in case A and case B (examples for you to provide, if possible).</p> <p>If I recall correctly, there are several surveys that state the opposite – that there is community interest in the airport. Or was it the ones where only a very small percentage of population took part?</p>	<p>CIAL continues to engage with affected communities in Central Otago which include Tarras.</p> <p>CIAL has engaged a local Community Engagement consultant who resides in Tarras and is regularly in contact with residents and community groups in Tarras.</p> <p>CIAL has also:</p> <ul style="list-style-type: none"> - Established the Tarras Community Fund in association with local residents who have worked in partnership to design and will administer the fund. The committee is comprised of a number of local residents with deep roots to the district. \$30,000 will be available to the fund each year and the first distribution (\$20,000) was to the Friends of Tarras School.

- Regularly released reports and newsletters and shared results of our preliminary aeronautical assessment.
- Spoken at various community & business groups across the Central Otago region (often attended by [REDACTED] representatives who have participated with written and verbal questions)
- Engaged with papatipu rūnanga underway including holding of hui
- Presented to local authorities and community boards
- Presented to school groups as part of their geography curriculum at Mt Aspiring College (2021 & 2022), Cromwell College & Dunstan High School (see MAC 30 May 22 Facebook post from attached)

It is not correct to claim 84% of the Tarras community is opposed to the proposal, noting the entire survey results have not been published. The survey was of 103 people contacted by [REDACTED]. If these people are all nearby residents it is approximately 40% of the estimated 280 nearby population, meaning the correct figure is more likely 33% have a negative view of the project. 60% elected not to participate*. This feels broadly in line with our understanding of community sentiment i.e. the Tarras community appears reflective of the profile one would expect, with some views strongly positive and negative and a majority either less interested or more moderate. The sentiment is more positive if nearby populations such as Cromwell are included.

		<p>*Central Otago is a highly engaged region with one of the highest participation rates nationally in local and central government elections.</p>
<p>Letter to Hon Dr Clark</p>		
<p>[REDACTED]</p>	<p>Same as above – we'll use the same examples for both letters.</p>	<p>See above</p>
<p>[REDACTED]</p>	<p>If I'm not mistaken, there is information available online on www.centralotagoairport.co.nz</p>	<p>The traditional approach to a project like ours is to design an airport and then consult the community. We have committed to a different approach.</p> <p>By engaging before plans are created, we are seeking to understand the concerns and priorities of the community and factor them into our design to maximise benefits and minimise impacts on both people and the environment.</p> <p>This is an informal, iterative process and will not take away any requirement for public consultation as part of the planning process.</p>
<p>[REDACTED]</p>	<p>CIAL has achieved ACA Level4/4+ and we expect that the new airport will be built to the same standard</p>	<p>We are confident of our ability to build and operate an airport that fits with our low carbon future, and to contribute to a higher living standards and lower carbon future for Central Otago.</p>

		There is no risk of our project flying under the radar. We will need to meet all regulatory hurdles including the climate requirements in the RMA if we are to get the necessary planning approvals.
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CONFIDENTIAL

10:25



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Mount Aspiring College

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Through learning geography, our students are encouraged to think critically and investigate contemporary geographic issues through considering the perspectives of different groups of people in real-world situations. Recently, our Year 11 students have been examining the proposed build of an international airport at Tarras. Like any big change that will impact a community, people hold many different views about this proposal. By inviting key stakeholders into the classroom, our students are learning about how different people hold different points of view and how values shape our thinking and responses to different situations. Recently, Tarras Airport project manager Michael Singleton and community engagement manager Rebecca McElrea spoke to students about their involvement in the project, the approach they have taken to engaging with the community, and their position on the many issues that have arisen out of this proposal. Earlier this term, students also heard from Chris Goddard who represents Sustainable Tarras and is a spokesperson for the local residents and MAC teacher Simon Nyhof whose home is located close to the proposed airport. After listening to different points of view about the airport proposal and doing their own research, students will craft reports in which they will articulate the position they have arrived at and justify their point of view using evidence-based argument. Thank you to the members of our community who have given their time to talk to our students. It has been such a valuable learning experience and one that will help equip our students for the

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listening to different points of view about the airport proposal and doing their own research, students will craft reports in which they will articulate the position they have arrived at and justify their point of view using evidence-based argument. Thank you to the members of our community who have given their time to talk to our students. It has been such a valuable learning experience and one that will help equip our students for the challenges they will face in dealing with such issues in their future lives.



👍👤 35

6 comments

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[REDACTED]

From: Amanda Wilson [REDACTED]
Sent: Tuesday, 21 June 2022 1:14 PM
To: [REDACTED]@cial.co.nz>
Subject: RE: Request for meeting with Minister Clark

Hey,

Apologies for the delay in coming back to you.

Would 24th August at 4pm-4.30pm work?



Amanda Wilson, Finance and State Owned Enterprises Advisor
Office of Hon Grant Robertson | Office of Hon Dr David Clark
Minister of Finance | Minister for State Owned Enterprises

Level 7.6 Executive Wing, Parliament Buildings, PO Box 18041, Wellington 6160, New Zealand

M: [REDACTED]
E: [REDACTED]

From: [REDACTED]@cial.co.nz]
Sent: Monday, 30 May 2022 9:44 AM
To: Amanda Wilson [REDACTED]
Subject: RE: Request for meeting with Minister Clark

Hi Amanda,

Yes, we would be keen to find a time in August. Malcolm is specifically in Wellington on 16 August (has a meeting 1-4 in the afternoon) and 24 August (Has a meeting 10-1) and could work around those times.

He could also arrange to come up in the week of 1 August or 8,9,10 August. He has no availability on 11, 12, 22, 23, 25, 29 31 August.

Thank you and let me know if there is a time in there that we can work toward.

Nga mihi

From: Amanda Wilson [REDACTED] >
Sent: Thursday, 26 May 2022 6:49 PM
To: [REDACTED]@cial.co.nz>
Subject: RE: Request for meeting with Minister Clark

Hi,

Unfortunately we have been unable to move around some other meetings on these dates. The Minister is interested in meeting with CIAL though and asked if there are any other dates that you intend to be in Wellington in August 2022?



Amanda Wilson, Finance and State Owned Enterprises Advisor
Office of Hon Grant Robertson | Office of Hon Dr David Clark
Minister of Finance | Minister for State Owned Enterprises

Level 7.6 Executive Wing, Parliament Buildings, PO Box 18041, Wellington 6160, New Zealand

M: [REDACTED]
E: [REDACTED]

From: [REDACTED] [@cial.co.nz](mailto:[REDACTED]@cial.co.nz)
Sent: Tuesday, 24 May 2022 10:55 AM
To: Amanda Wilson <[REDACTED]>
Subject: RE: Request for meeting with Minister Clark

Kia ora Amanda,

I hope you had an enjoyable Budget week. [REDACTED]

Are you able to give me an update on a meeting with Minister Clark?

Best regards
[REDACTED]

From: Amanda Wilson [REDACTED]
Sent: Tuesday, 10 May 2022 12:31 PM
To: [REDACTED] [@cial.co.nz](mailto:[REDACTED]@cial.co.nz)
Cc: Maruta Kanepa [TSY] <[REDACTED]>; Tim May <[REDACTED]>
Subject: RE: Request for meeting with Minister Clark

Great thank you.

Will be in touch.

From: [REDACTED] [@cial.co.nz](mailto:[REDACTED]@cial.co.nz)
Sent: Tuesday, 10 May 2022 12:31 PM
To: Amanda Wilson [REDACTED]
Cc: Maruta Kanepa [TSY] <[REDACTED]>; Tim May <[REDACTED]>
Subject: RE: Request for meeting with Minister Clark

Yes, they should be able to cover off everything between them. We'd add others if there was anything specific and technical that needed to be covered.

Thank you
[REDACTED]

From: Amanda Wilson [REDACTED]
Sent: Tuesday, 10 May 2022 12:28 PM
To: [REDACTED] [@cial.co.nz](mailto:[REDACTED]@cial.co.nz)
Cc: Maruta Kanepa [TSY] <[REDACTED]>; Tim May <[REDACTED]>
Subject: RE: Request for meeting with Minister Clark

Hey,

No worries, completely appropriate.

Can I please confirm that it will just be Malcolm and Michael in attendance?

Will be in touch if we require anything further.



Amanda Wilson, Finance and State Owned Enterprises Advisor
Office of Hon Grant Robertson | Office of Hon Dr David Clark
Minister of Finance | Minister for State Owned Enterprises

Level 7.6 Executive Wing, Parliament Buildings, PO Box 18041, Wellington 6160, New Zealand

M: [REDACTED]
E: [REDACTED]

From: [REDACTED] [\[REDACTED\]@cial.co.nz](mailto:[REDACTED]@cial.co.nz)
Sent: Tuesday, 10 May 2022 12:26 PM
To: Amanda Wilson [REDACTED]
Cc: Maruta Kanepa [TSY] <[REDACTED]>; Tim May <[REDACTED]>
Subject: RE: Request for meeting with Minister Clark

Thanks Amanda. We thought Minister Clark particularly as long as that is appropriate. Thanks for passing it on and let me know if you need any additional detail. The only constraint on those days is aa already scheduled meeting [REDACTED] at 12pm 28 June.

Regards

From: Amanda Wilson [REDACTED]
Sent: Tuesday, 10 May 2022 12:21 PM
To: [REDACTED] [\[REDACTED\]@cial.co.nz](mailto:[REDACTED]@cial.co.nz)
Cc: Maruta Kanepa [TSY] <[REDACTED]>; Tim May <[REDACTED]>
Subject: RE: Request for meeting with Minister Clark

Hi,

I will pass this on for consideration.

In answer to your questions, it is up to you whether you want to meet with one or both of the Ministers – I can send the request to both if you would like. Minister Clark tends to act as the responsible Minister in this space. Arrangements are best made through me.



Amanda Wilson, Finance and State Owned Enterprises Advisor
Office of Hon Grant Robertson | Office of Hon Dr David Clark
Minister of Finance | Minister for State Owned Enterprises

Level 7.6 Executive Wing, Parliament Buildings, PO Box 18041, Wellington 6160, New Zealand

M: [REDACTED]
E: [REDACTED]

From: [REDACTED] [\[REDACTED\]@cial.co.nz](mailto:[REDACTED]@cial.co.nz)
Sent: Tuesday, 10 May 2022 12:18 PM
To: Amanda Wilson [REDACTED]
Cc: Maruta Kanepa [TSY] <[REDACTED]>; Tim May <[REDACTED]>
Subject: Request for meeting with Minister Clark

Kia ora Amanda

Christchurch Airport see it is timely to seek a meeting with Minister Clark to brief him on a number of initiatives we have underway, including the Central Otago Airport proposal.

Our CEO Malcolm and the Central Otago Airport project director Michael Singleton will be in Wellington on 28/29 June and we see that as a great opportunity to meet with Minister Clark if he is available to meet.

I have a couple of questions that I would be grateful for your advice on –

- Should we seek to meet with both Minister Clark and Minister Robertson as shareholding ministers together or is a meeting with Minister Clark better to focus on issues of particular interest to him?
- What is the best way to make those arrangements with the office – through you or through Minister Clark's SPS?

Regards



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[REDACTED]

From: Maruta Kanepa [TSY] [REDACTED]
Sent: Thursday, 18 August 2022 1:33 pm
To: [REDACTED] Kylie Kuan [TSY]
Cc: Michael Singleton
Subject: RE: Central Otago Airport

[UNCLASSIFIED]

Good afternoon [REDACTED]

Thank you for sharing the link with us, this is an excellent initiative to keep the community updated on the rationale and progress of the project.

Look forward to seeing you next week.

Kind regards,
Maruta

From: [REDACTED]@cial.co.nz>
Sent: Thursday, 18 August 2022 12:59 pm
To: Maruta Kanepa [TSY] [REDACTED]; Kylie Kuan [TSY] [REDACTED]
Cc: Michael Singleton [REDACTED]
Subject: Central Otago Airport

Kia ora Maruta and Kylie –

In anticipation of our conversations with you and Minister Clark next week we wanted to share with you our updated website for the Central Otago Airport, which has now gone live.

The updated website includes more of the rationale and supporting information for the project and will allow us to keep adding more information as we continue our work. It is another way that we will bring the community and interested parties along with us. You can see the website here - <https://www.centralotagoairport.co.nz/>

We are looking forward to seeing you next Wednesday.

Ngā mihi nui
[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



KEEPING OUR PLACE S

Please note that from 3 December 2021, our risk assessment has determined that ALL visitor controlled workspace (Level 4 office, Airport Fire station and training ground, Integrated Open Park to Plane back office, Wildlife Office and Airfield Facilities Portacom) will need to be fully against COVID-19. This requirement does not include visitors to publicly accessible parts of t

From: Maruta Kanepa [TSY] <[REDACTED]>
Sent: Tuesday, 6 September 2022 10:25 am
To: [REDACTED]
Subject: RE: Best Contact Number for You

[UNCLASSIFIED]

Good morning Tim,

My mobile number is [REDACTED]

He just reached out to me as well, I provided the mobile to him as well. Apologies for the delayed response, I've been in meetings all morning.

Kind regards,
Maruta

From: Tim May <[REDACTED]>
Sent: Tuesday, 6 September 2022 8:48 am
To: Maruta Kanepa [TSY] [REDACTED]>
Subject: Best Contact Number for You

Hi Maruta

Just wondering what is best number to give you a call on – do you have a mobile?
Malcolm just wanted to touch base with you I think.

Many thanks

Tim May
Chief Financial Officer

T [REDACTED]
M [REDACTED]
F [REDACTED]
E [REDACTED]

W christchurchairport.co.nz

P PO Box 14001, Christchurch 8544, New Zealand



KEEPING OUR PLACE

Please note that from 3 December 2021, our risk assessment has determined that ALL visitor controlled workspace (Level 4 office, Airport Fire station and training ground, Integrated Open Park to Plane back office, Wildlife Office and Airfield Facilities Portacom) will need to be fully against COVID-19. This requirement does not include visitors to publicly accessible parts of t

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[REDACTED]

From: Kylie Kuan [TSY] <[REDACTED]>
Sent: Monday, 5 December 2022 8:22 am
To: Michael Singleton; [REDACTED]
Cc: Tim May; Aaron Gill [TSY]
Subject: RE: Ministerial correspondence regarding Tarras airport

Kia ora Michael

Thank you for the very detailed and free and frank response. We appreciate the transparent engagement with you, and your commitment in reassuring shareholding Ministers, as always.

As I've mentioned, we don't intend to use your input in our Ministerial response. We will be taking the usual, more general approach in drafting a response. If we do use any information from your email below, I'll make sure to run it past you.

If you don't hear from me again, I hope you have a well-deserved break over the festive season!

Many thanks

Kylie



Kylie Kuan (she/her) | Analyst, Commercial and Institutional Performance | Te Tai Ōhanga – The Treasury

Tel: [REDACTED] | Email/IM: [REDACTED] | Mobile: [REDACTED]
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From: Michael Singleton <[REDACTED]>
Sent: Thursday, 1 December 2022 2:22 pm
To: Kylie Kuan [TSY] <[REDACTED]>; [REDACTED]@cial.co.nz>
Cc: Tim May <[REDACTED]>; Aaron Gill [TSY] <[REDACTED]>
Subject: RE: Ministerial correspondence regarding Tarras airport

Kia ora Kylie,

Thank you for forwarding us the snippet from the correspondence from [REDACTED]. The issue of CIAL's proposed form of engagement is a recurring area that this opposition group has sought to make mileage out of. To assist you in responding we have been as candid as we are able to and do so in reliance on the "free and frank expression" provisions of section 9(1)(g) of the OIA.

- [REDACTED]

[REDACTED]

[Redacted]

1 [Redacted]

• [Redacted]

• [Redacted]

• [Redacted]

[Redacted]

[REDACTED]

- [REDACTED]

- [REDACTED]

- [REDACTED]

- As always we are happy to discuss further and answer any questions you or the Minister may have.

Ngā mihi,
Michael

From: Kylie Kuan [TSY] <[REDACTED]>
Sent: Friday, 25 November 2022 12:12 pm
To: Michael Singleton <[REDACTED]>; [REDACTED] <[REDACTED]@cial.co.nz>
Cc: Tim May <[REDACTED]>; Aaron Gill [TSY] <[REDACTED]>
Subject: Ministerial correspondence regarding Tarras airport

[IN-CONFIDENCE]

Kia ora Michael, [REDACTED]

Hope you are both keeping well.

Minister Clark has received another correspondence from [REDACTED] and we wanted to clarify one statement that they made about CIAL's community engagement. Below is a snippet of the ministerial correspondence received:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

We would appreciate your thoughts on the extract above by COP 1 December. We don't intend to use your input in the reply to [REDACTED], but would appreciate your views to help us understand if the above is factual, and to provide Ministers with assurance.

Happy to discuss.

Many thanks

Kylie



Kylie Kuan (she/her) | Analyst, Commercial and Institutional Performance | Te Tai Ōhanga – The Treasury

Tel: [REDACTED] | Email/IM: [REDACTED] | Mobile: [REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



From: Kylie Kuan [TSY] <[REDACTED]>
Sent: Monday, 9 January 2023 3:54 pm
To: Tim May <[REDACTED]>
Subject: CIAL 2023/24 LOE - redactions?

[IN-CONFIDENCE]

Hi Tim

The Treasury is planning to proactively release the 2023/24 Letters of Expectations that were sent to entities late last year, as we have done in previous years. This includes CIAL’s LOE.

I have marked up contact details that I am proposing to withhold, with the relevant Official Information Act grounds included in comments (i.e. privacy grounds) – please see attached.

Can you please review the proposed redactions and confirm you are comfortable with the release of this information by COP Friday, 13 January? If not, please mark up any further information you wish to be redacted and provide relevant Official Information Act grounds.

Many thanks

Kylie



Kylie Kuan (she/her) | Analyst, Commercial and Institutional Performance | Te Tai Ōhanga – The Treasury

Tel: [REDACTED] | Email/IM: [REDACTED] | Mobile: [REDACTED]

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From: Justin Watson
Sent: Friday, 27 January 2023 3:28 pm
To: Kylie Kuan [TSY]
Cc: Michael Singleton
Subject: Re: Informed Leaders Letter re Tarras

Hi Kylie, sure thing.

On 27/01/2023, at 2:32 PM, Kylie Kuan [TSY] wrote:

[IN-CONFIDENCE]

Hi Justin

Thanks for sending this on. We would appreciate receiving a copy of CIAL's response letter in due course, if possible.

Kind regards

Kylie



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Kylie Kuan (she/her) | Analyst, Commercial and Institutional Performance | Te Tai Ōhanga – The Treasury

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From: Justin Watson
Sent: Friday, 27 January 2023 12:26 pm
To: Kylie Kuan [TSY]
Subject: Fwd: Informed Leaders Letter re Tarras

You don't often get email from justin.watson@cial.co.nz. [Learn why this is important](#)

Hi Kylie, I got an out of office from Maruta

Begin forwarded message:

From: Justin Watson
Date: 27 January 2023 at 12:13:00 PM NZDT
To:
Cc: Tim May <>, Michael Singleton

<[REDACTED]>
Subject: Informed Leaders Letter re Tarras

Kia ora [REDACTED] and Maruta

You will have recently received a letter from a group of academic researchers in relation to our project (see www.informedleaders.com).

We've read the letter with interest and always welcome perspectives on our project which as you will be aware is in its early stages. The project team have fielded and responded to media enquiry and will formulate a response to the group and those who received a copy of the letter.

It remains our view that any call to 'put a stay' on our project before its benefits and impacts can be properly assessed is premature. New Zealand has robust regulatory frameworks that scrutinise infrastructure proposals and decisions on whether new infrastructure goes ahead should be made within those frameworks. No decisions around seeking approvals have been made and won't be made for some time. In the meantime we remain committed to fully exploring all aspects so authorities can make informed decisions around having the right infrastructure in the right place for a low carbon future.

If you have any questions please feel free to let us know.

Ngā mihi

Justin Watson
Chief Executive

M [REDACTED]
F [REDACTED]
E [REDACTED]
W christchurchairport.co.nz



P PO Box 14001, Christchurch
8544, New Zealand



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Christchurch International Airport Ltd (CIAL) Disclaimer:

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[REDACTED]

From: [REDACTED]@cial.co.nz>
Sent: Monday, 20 February 2023 9:20 am
To: [REDACTED]
Cc: Maruta Kanepa [TSY]; Justin Watson; Kylie Kuan [TSY]
Subject: Christchurch Airport BIM
Attachments: Christchurch Airport BIM Feb 2023.pdf

Kia ora Amanda,

Thank you to you and the team for taking the time to meet with Justin and I in Wellington. I have attached a BIM that gives an outline of our business and strategic projects. We trust this will be helpful for Minister Webb and you are welcome to share it with other offices too. When the time is right we look forward to discussing further with Minister Webb.

Nga mihi nui
[REDACTED]

Christchurch International Airport Briefing to the Incoming Minister

Prepared for

Hon Dr Duncan Webb

Minister of State-Owned Enterprises

20/2/23



PO Box 14001
Christchurch 8544
New Zealand
Telephone (+64 3) 358 5029

christchurchairport.co.nz

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We are investigating the need for more airport infrastructure in Central Otago

Central Otago is forecast to continue to be one of New Zealand's fastest growing regions for visitors and for part-time and permanent residents.

It is widely acknowledged that Queenstown Airport will reach capacity within the next decade. At that point, airfares will be high and travellers will increasingly be forced to drive rather than fly to the region. Both Queenstown and other airports face resilience and adaptation challenges. Development of the airport at Wanaka is a short-term solution that has been resisted by the community, including through the courts. This is not a great set of options for either residents or the environment.

We are exploring the potential of a new airport site that could meet the needs of the region's communities over the next hundred years. We know that communities thrive when they are supported by quality infrastructure and that we can't face the climate challenge using only the infrastructure that we already have.

The need for our airport could be a long way into the future. We want to fully explore it as an option. We are clear that we will not proceed with the development unless the climate, environmental, social, economic and technological rationale for it is clear and it works for airlines and passengers alike. ■

[REDACTED]

[REDACTED]

We are committed to community engagement on the Central Otago project

At this early stage we have been engaging with local communities to hear their views. The traditional approach to a project like ours is to design an airport and then consult the community. We have committed to a different approach. We want to understand the wide variety of views that exist so they can be reflected in our work. We are committed to keeping an open door and an open mind. We are talking and listening at an early stage before any formal processes or consultation have begun. As we complete our preliminary work in 2023, we will continue to share it and discuss with the community.

We are regularly present in the community. We have members of our team who live there and can provide feedback and insights. A community fund has been established and benefited a number of organisations within the district. We are confident we have met every local resident who wishes to do so. We are encouraged that the range of view held in the community is as we would expect and that most people we meet keep an open mind on the project until more information is available.

We will keep you updated on this project and our engagement with the community as requested in our most recent Letter of Expectation. If we are required to seek shareholder approval for this project, we expect it to be a long way into the future. There are more information papers on this project at our website www.centralotagoairport.co.nz.

[REDACTED]

From: Tim May
Sent: Monday, 15 May 2023 5:32 pm
To: Kylie Kuan [TSY]; Ben XU
Cc: Justin Watson; Michael Singleton
Subject: Land Acquisition No Surprises Update- Confidential
Attachments: Draft Media Release - [REDACTED].pdf

Confidential and not for onward distribution or release without approval

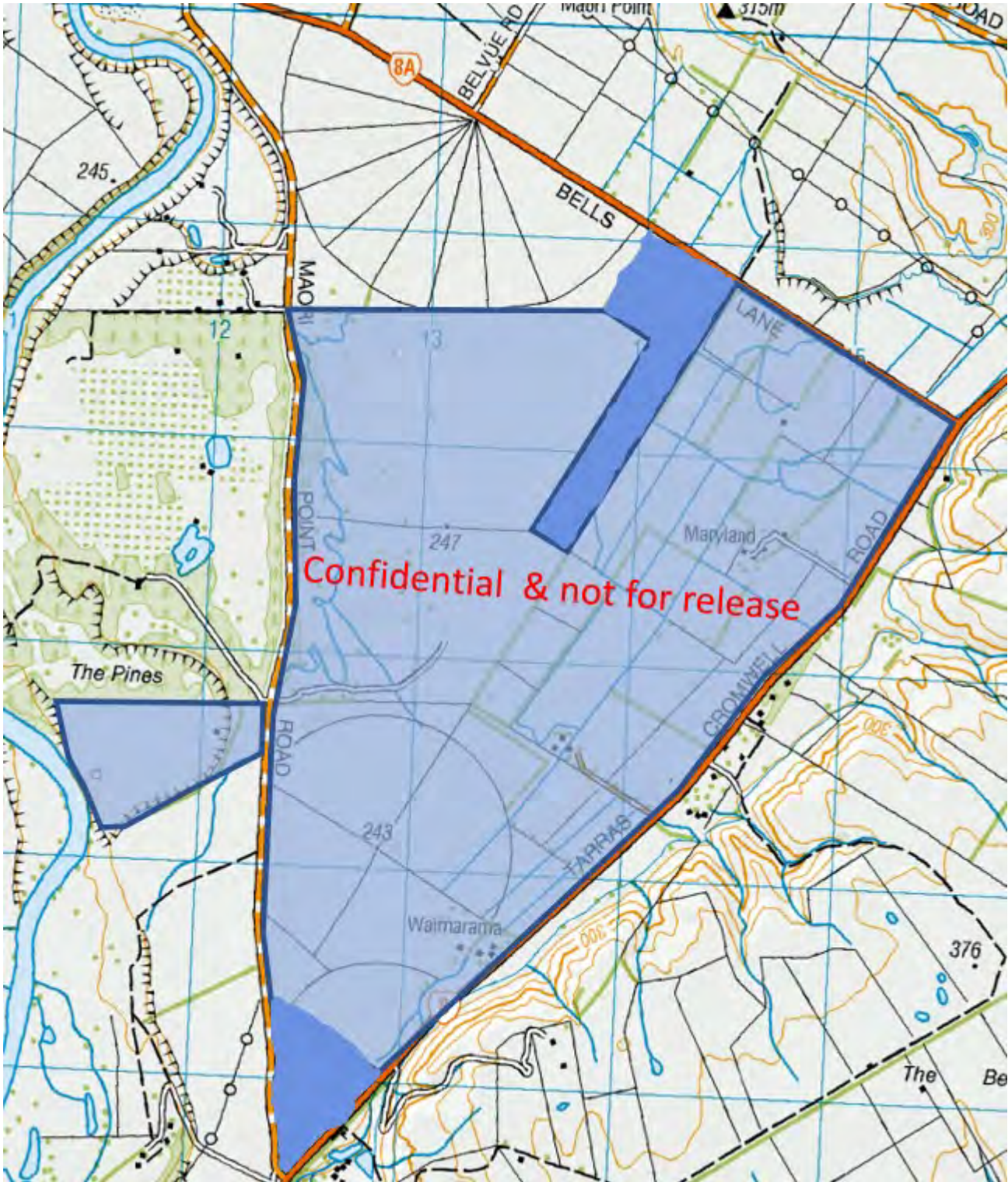
Kia ora Kylie & Ben

Just under our 'No Surprises' policy, a quick note to let you know that Christchurch Airport has just settled on the acquisition of a further 44ha of land in Tarras that sits adjacent to land it already owns from local Tarras resident [REDACTED] (shown in dark blue below).

[REDACTED] Under the terms of the deal [REDACTED] will be able to continue occupying the land while Christchurch Airport continues to explore the Project. [REDACTED] is a private person and the terms of the deal remain confidential. We respect that wish and don't intend to comment publicly. The transfer of land and a small parcel of irrigation shares will become a matter of public record upon registration. In the event Christchurch Airport is approached for comment the attached draft statement has been agreed with the vendor.

The acquisition is not financially material from a CIAL perspective and fits within the existing nature and scope of CIAL's business as recorded in our SOI.

Please pass onto the Ministers' office if necessary – noting the confidential nature of this information which is not for further onward distribution.



Any questions let me know or you can ask Justin/Michael directly.

Many thanks

Tim May
Chief Financial Officer

T [REDACTED]
M [REDACTED]
F [REDACTED]
E [REDACTED]



W christchurchairport.co.nz

P PO Box 14001, Christchurch 8544, New Zealand



MEDIA | RELEASE

DATE

Christchurch Airport purchases Central Otago property

Christchurch Airport has purchased another 40 hectares of land in Tarras.

The company is exploring the potential for a new regional airport to resolve the constraints around aviation capacity in the Central Otago region.

It announced its purchase of 750-hectares of land at the intersections of State Highways 8 and 8A in July 2020.

The airport's Chief Strategy and Stakeholder Officer, Michael Singleton, says the company has now purchased property from Tarras farmer Philip Parcell that sits adjacent to land it already owns.

"We first approached Philip in 2020. We respected his decision not to sell his land then but let him know our door would always be open if he wanted to get in touch," says Michael Singleton.

"Philip is a well-respected local who's had a close connection to the district over most of his life. I've caught up with him a number of times over the past 2-3 years to discuss the airport project. His company's always enjoyable and his insight's always invaluable."

The terms of the deal are confidential. However, Mr Parcell will be able to continue occupying the land.

"We have a lot of work underway exploring the potential for the airport and we're very happy for Philip to stay connected with his land in the interim. We haven't made a decision on whether the project will proceed but the reality is any construction would be years away," concludes Michael Singleton.

Neither party will make any further comment.

... END

Yvonne Densem
Manager Communications
Christchurch International Airport Limited
Phone [REDACTED]
Mobile [REDACTED]

Background information

Christchurch Airport opened in 1940 and is New Zealand's oldest commercial airport.

It takes an intergenerational approach to business – operating with foresight to champion Te Waipounamu (the South Island) and Aotearoa (New Zealand) for today and tomorrow.

One of New Zealand's fastest growing areas, Central Otago's existing airport infrastructure won't meet its future needs. Christchurch Airport is not the first to investigate potential solutions. However, it is the only organisation to fully explore the opportunity to deliver a new regional airport to resolve the constraint.

The nearly 800-hectare site at Tarras is strategically located. Bordered by two State Highways, it's accessible to multiple regions and large enough to meet their aviation needs for the next 50+ years while meeting New Zealand's Net Zero 2050 goal.

Christchurch Airport is a global leader in decarbonisation having been the [first in the world](#) to reach the top of the Airport Council International's airport carbon accreditation scheme. It has permanently removed 90% of its Scope 1 and 2 carbon emissions (compared to 2015 baseline levels). Abating the airport's Scope 3 emissions (particularly those generated by flights) is now a core focus.

Major projects include a 400-hectare renewable energy precinct, [Kōwhai Park](#) and [The Hydrogen Consortium](#) to design a green hydrogen ecosystem for aviation

Visit christchurchairport.co.nz or centralotagoairport.co.nz for more information.

[REDACTED]

From: Tim May
Sent: Thursday, 1 June 2023 11:12 am
To: Kylie Kuan [TSY]; Ben XU
Cc: Justin Watson; Michael Singleton; [REDACTED]
Subject: CIAL Update

IN CONFIDENCE

Hi Kylie – hope you well

Just for your information, and as you may be aware, yesterday our majority shareholder CCHL was at a Christchurch City Council Finance & Administration meeting (held in public forum) to present their own and their subsidiary Statements of Intent for FY24.

Our Central Otago airport project ended up being the main focus of that part of the meeting.

The main outcome of note was the introduction of several last minute motions, which eventually lead to CCC passing a motion to *“express concern about the process relating to the Tarras project”*. As you may have seen this has created a reasonable amount of media commentary this morning so just wanted to alert you to this.

[REDACTED]

[REDACTED]

As noted in the above statement, we remain committed to keeping you as one of our shareholders well informed throughout, so feel free to engage further with Michael as and when needed as we have discussed. Happy for you to pass onto Ministers’ office for reference if you feel necessary.

Any questions just let me know.
Many thanks
Tim

Tim May
Chief Financial Officer

T [REDACTED]
M [REDACTED]
F [REDACTED]
E [REDACTED]@cial.co.nz
W christchurchairport.co.nz
P PO Box 14001, Christchurch 8544, New Zealand



CHRISTCHURCH INTERNATIONAL AIRPORT LTD

FINANCIAL & OPERATIONAL UPDATE

Q4 FY20 TO 30 JUNE 2020



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Cash Flow

- CIAL's drawn debt at 30 June 2020 [Redacted] (noting settlement of a large piece of Central Otago land occurred on 30 June 2020).

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RG40

- As shareholders will be aware, CIAL has now gone public on its acquisition of land in Tarras and desire for future discussions around the potential for a new airport to be developed on this site in Central Otago.
 - Stakeholder management plans were activated at the time and continue to be ongoing.
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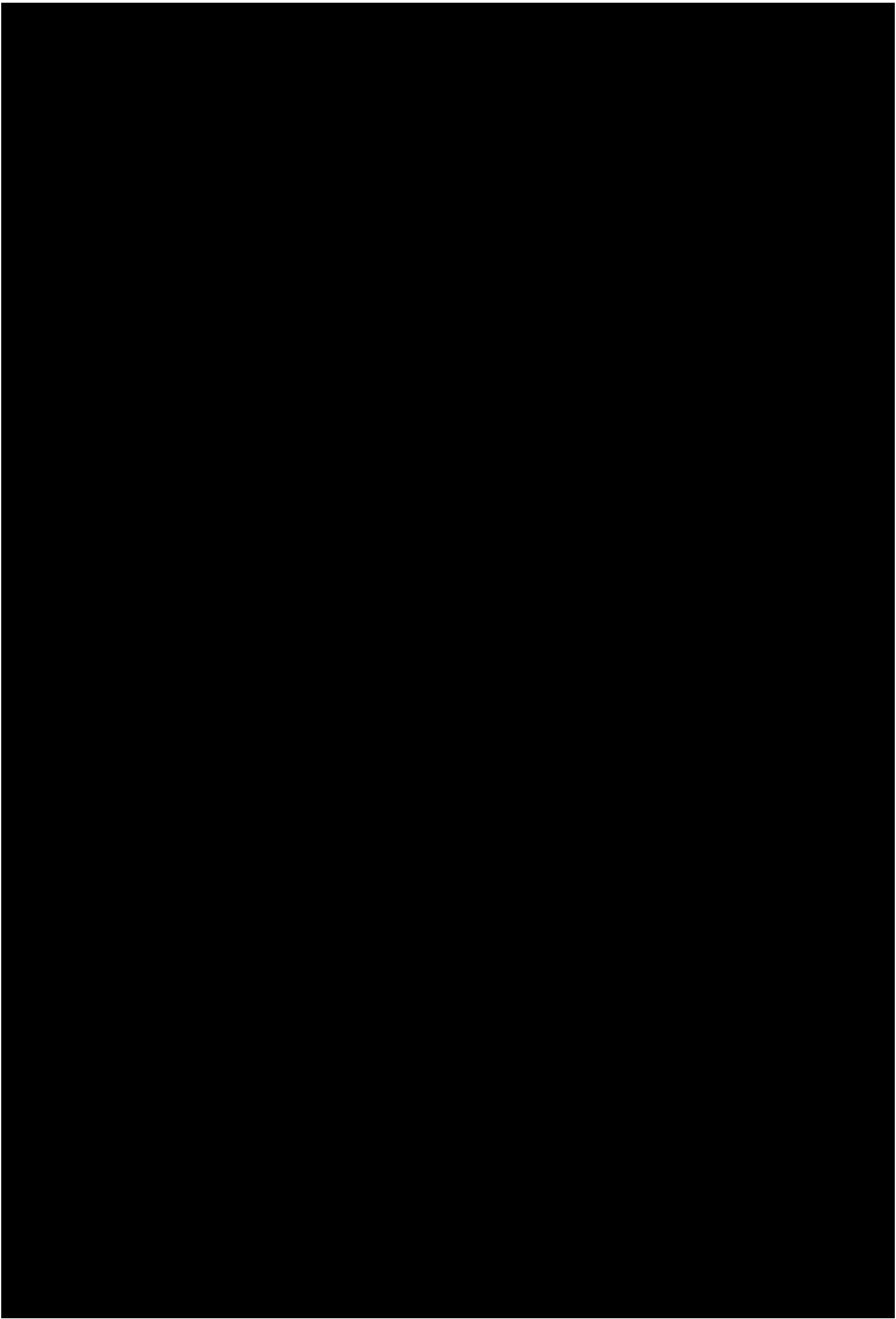
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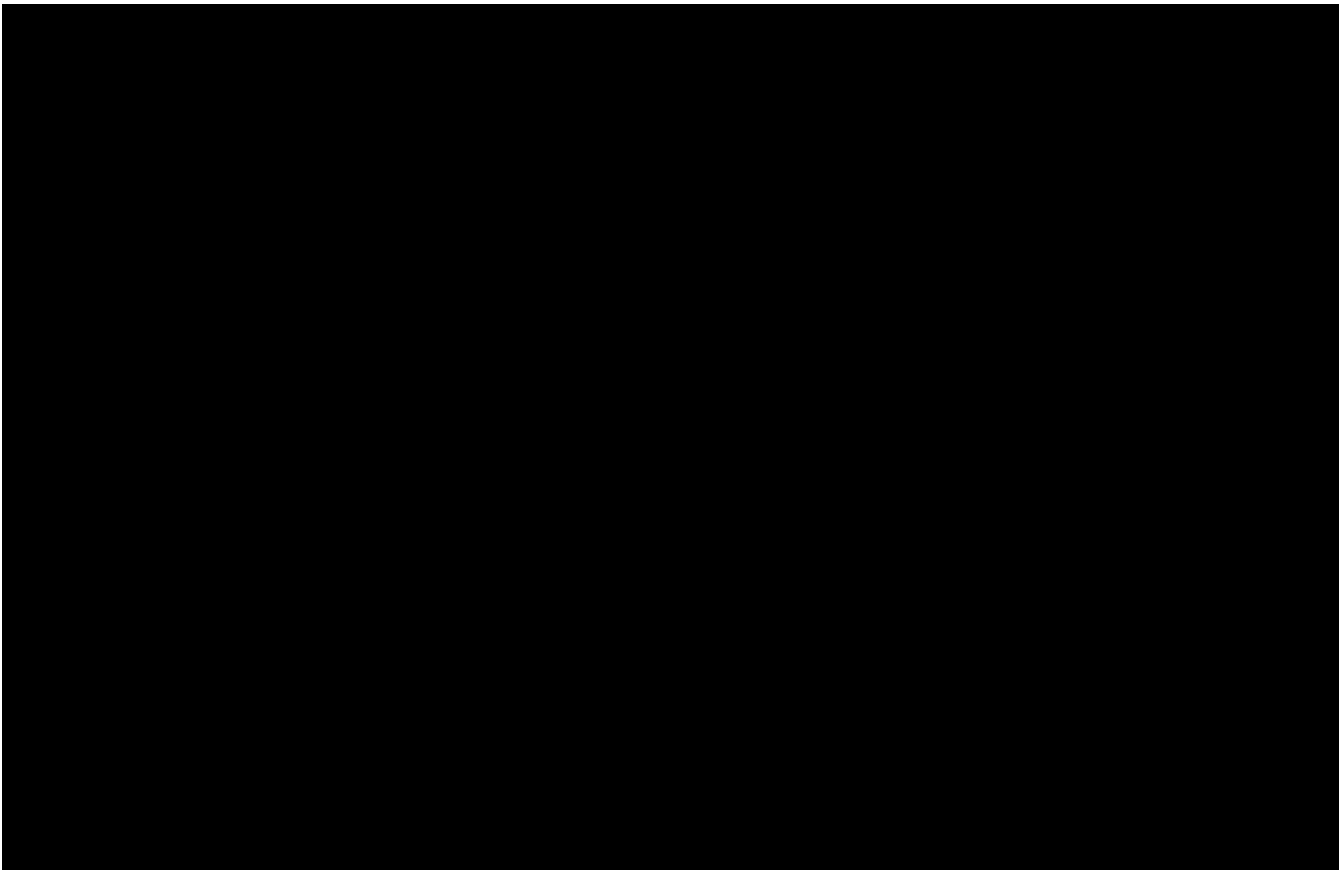
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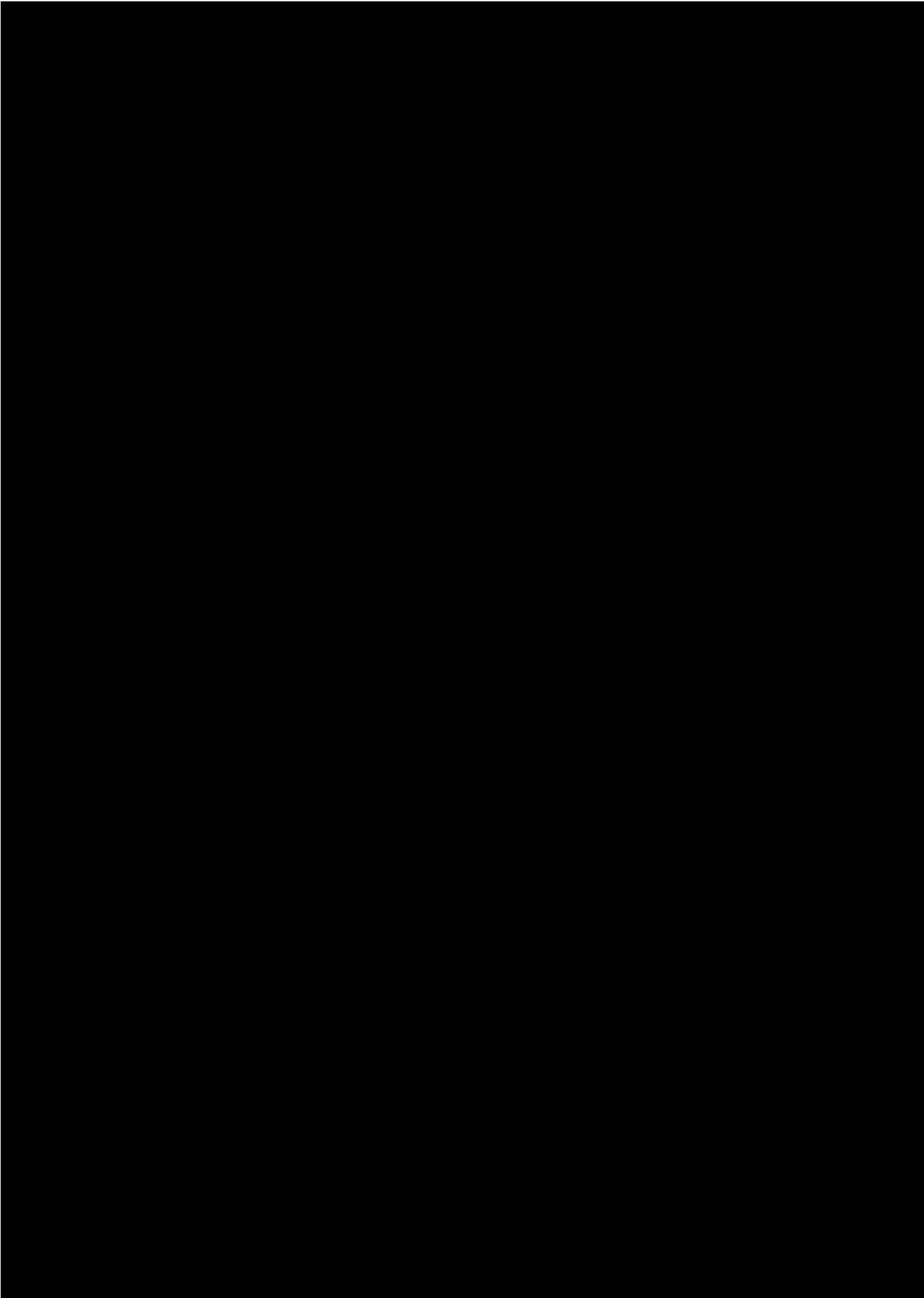
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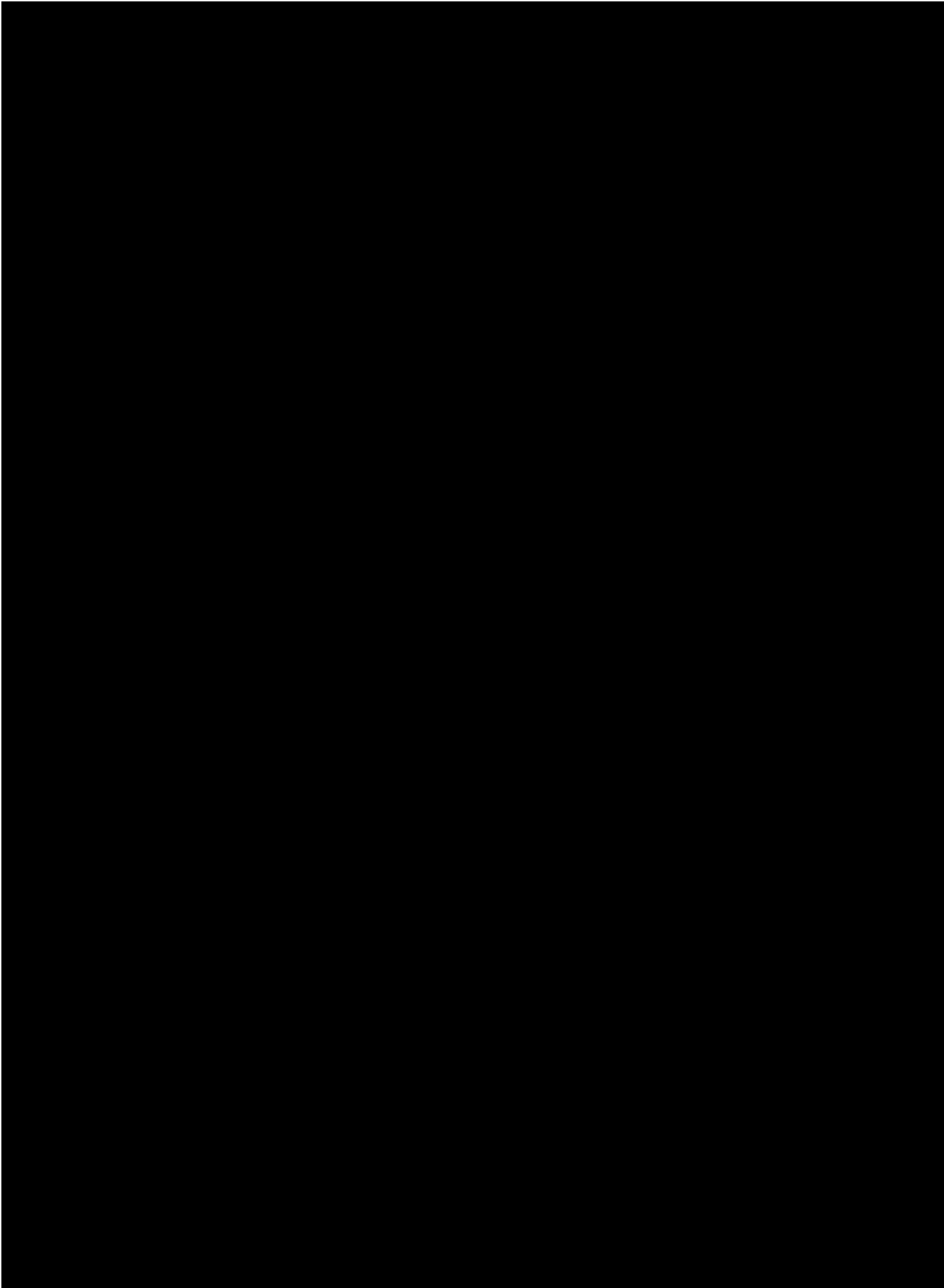


CHRISTCHURCH INTERNATIONAL AIRPORT LTD

FINANCIAL & OPERATIONAL UPDATE

Q1 FY21 TO 30 SEPTEMBER 2020





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RG40

- Phase 2 of Project Oscar has seen stakeholder and community engagement commence as well as the planning for increase in support required for the next milestone stage of more detailed feasibility and approvals process in due course.
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