

# ROTORUA AIRPORT

ROTORUA AIRPORT

MASTER PLAN

2022



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Ride the Runway Event.





# OVERVIEW

The Rotorua Airport Master Plan recognises the pivotal role Rotorua Airport plays in helping Rotorua thrive, and how aviation infrastructure and services generate social and economic benefits to the Rotorua community.

A living, breathing document, this Master Plan builds on the 2020 Master Plan, providing further detail on the direction of growth for Rotorua Airport over the next 30 years.





## HISTORY

**Rotorua Regional Airport is 100 percent owned by Rotorua Lakes Council and operates as a Council Controlled Organisation (CCO) with an independent board.**

The Airport sits on land acquired under the Public Works Act for airport purposes. We remain mindful of the community's connection to the rohe of Rotokawa and also wish to acknowledge our relationship with Ngāti Uenukukopako.

The Council invested significantly in the airport between 2004 and 2009 to expand the runway and terminal, ensuring it could cater for newer, larger domestic jets, as well as trans-Tasman operations.

In 2016, the Airport purchased the infrastructure assets from Rotorua Lakes Council, enabling the Airport to independently manage all aspects of operations and performance.

Rotorua Airport has primarily been a regional airport, with the majority of scheduled services operating to New Zealand's three largest domestic destinations of Auckland, Wellington and Christchurch. International services to Sydney were operated by Air New Zealand between 2009 and 2015.

In early 2020, Rotorua Airport's terminal redevelopment was completed, providing a gateway that showcases Rotorua. The terminal was designed to welcome and farewell passengers with the manaakitanga (hospitality) Rotorua is known for, while also making the most of the spectacular views of Lake Rotorua and Mokoia Island.





# VISION

**Rotorua Airport plays a pivotal role in Rotorua's community and economy. It is a critical asset that not only connects locals, businesses and manuhiri (visitors) to our unique city, and the Central North Island, but seeks to enable businesses, and the local economy, to flourish.**

We want to ensure this growth, for both the Airport and the city, is planned for and protected into the future. For Rotorua Airport, this means maximising access to airside infrastructure and ensuring any airport developments support, not hinder, future aviation growth.

For the city, it is vital to unlock the full potential of the Airport as a community facility and provide opportunities for local businesses to grow, enhancing the local economy.

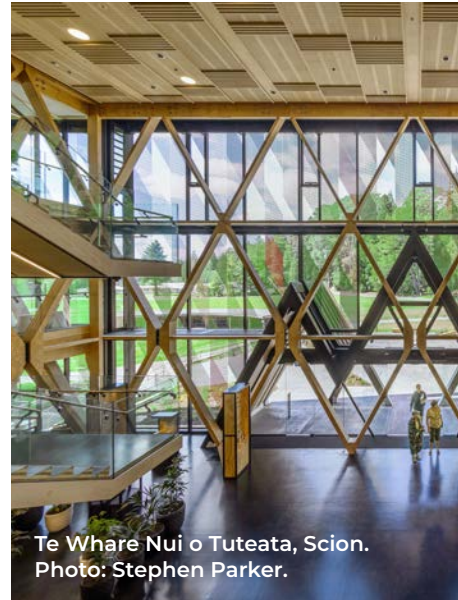
Rotorua Airport's vision is to be a "uniquely Rotorua hub our community can be proud of" and it is essential future development at the Airport reflects this. Any growth in the Airport precinct should strive to showcase Rotorua and enrich the Rotokawa community.

This collective approach will ensure Rotorua continues to thrive and will provide Rotorua Airport with opportunities to diversify its revenue streams.





“  
A UNIQUELY ROTORUA  
HUB OUR COMMUNITY  
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”



Inspiration for the future development will be taken from iconic Rotorua architecture, nature and other unique developments embracing sustainable principles.



# AIR PARK

Previously known as Precinct B, the Air Park sits to the north of the terminal and is accessed via the existing internal roading network of the Airport.

It has traditionally been used for general aviation and private hangars and has convenient access onto the grass runway.

The area is zoned for industrial aviation use and is optimal for an expansion of general aviation with additional private hangars. Medium-sized hangars built in this location are likely to have airside access only and would complement the existing, smaller, non-serviced, T-style Northern Hangars. The new medium-sized hangars would be serviced and suitable as private hangars for general aviation or smaller aviation business with minimal public interaction.







## To support the Air Park and aviation growth at Rotorua Airport, the Master Plan includes:

- Designated parking for itinerant aircraft and helicopters
- An upgraded accessway to the hangars (suitable for light aircraft)
- Allocation of space for a future taxiway connecting the main terminal apron to the northern end of our sealed runway that can accommodate up to code 4C (A320-sized) aircraft. While not necessary today, this would increase our runway maximum capacity (flight movements) that can be realised in the future and enable efficiency gains for aircraft, with associated fuel savings, as air traffic levels build beyond the point where our current layout becomes a constraint.



# BUSINESS PARK

Previously known as Precinct A, the Business Park is located to the south of the Airport terminal.

This 18ha area is flat, underutilised land that sits between the sealed runway and State Highway 30. This area is ideal for medium-to-large aviation business and airport-related users.

Aviation (both fixed wing and helicopter) businesses suited to this area could include sightseeing operations, general aviation workshops and services, freight operators or a flight training school. The area will have airside and landside access, so it is suitable for aviation business with public interaction.

As well as aviation, this area is suitable for airport-related activities such as rental cars, fast food, service stations or a business park. The land is zoned for industrial activities (ID1) and is identified in Rotorua Lakes Council's Spatial Plan as an area to be developed to respond to Rotorua's lack of suitable industrial land.

The land directly adjacent to State Highway 30 is zoned ID1E and provides for high amenity services.

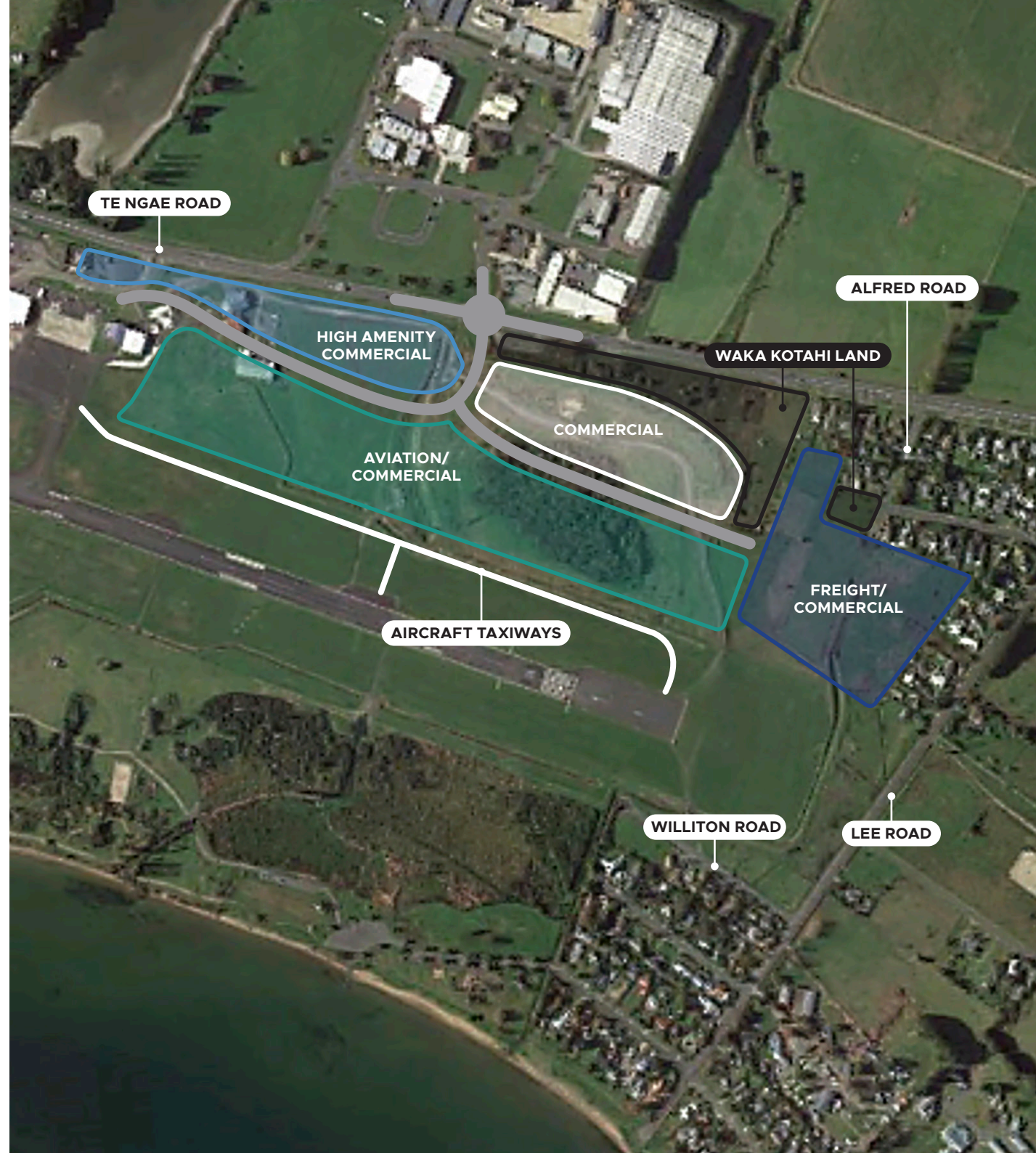
**The Master Plan has also considered the Business Park's place in the wider community. Future design needs to consider:**

- Viewing shafts and open spaces that showcase the Airport and its surrounds
- Design guidelines that reflect the look and feel of Rotorua (e.g. wood first, native plants)
- Connection to the wider community, including Waikawau (Hannahs Bay)
- Utilising "unusable" land such as drains and other restricted areas in a creative way to enhance the area
- Rotorua Regional Airport's Sustainable Development Framework



## To support development of the Business Park and future aviation growth, the Master Plan includes:

- An upgraded intersection to be located at the existing Eastgate Business Park with a new roading layout providing safer access to the airport terminal
- Provision for a taxiway connecting the main terminal apron to the southern end of our sealed runway. This taxiway could be built in stages and may only be grass to begin with. It could have multiple access points to the main runway as a general aviation enabler. Long term, this taxiway could be upgraded to provide access for up to Code 4C (A320-sized) aircraft
- A new rental car parking and washbay area which would release additional spaces for public use in the existing carpark and defer the point where carpark capacity is reached





# FUTURE DEVELOPMENT

The land located on the western side of the runway could be used for future development.

If required, this land could be accessed along the western airport boundary via Williton Road. The VOR (air navigational aid) is in this area and any development would need to be outside an exclusion zone, established around the VOR, to ensure nothing interferes with the signal. Potential uses for this land include an aviation fire training ground or supporting sustainable development.





An aerial photograph of the Rotorua Airport and its surrounding area. A large, irregularly shaped area is highlighted with a blue outline, representing the airport's assets. This area includes the runway, taxiway, and various airport buildings and structures. The surrounding landscape consists of green fields, some residential buildings, and a road. The sky is clear and blue.

# AIRPORT ASSETS

**Rotorua Airport owns several properties in the vicinity of the Airport.**

The majority of which were acquired when the runway was extended and fall within the District Plan Air Noise Area. There are eight residential properties that are tenanted, and the remainder are vacant sections. The land is zoned a mixture of industrial and residential. The industrial land is suitable for light commercial or industrial activities.



# AIRPORT ENVIRONMENT

It is important to recognise the limitations of developing land in and around an active aerodrome.

The limitations, which have been considered within this Master Plan process and will need to be taken into account as development progresses, include:

- Airport noise contours
- Airport Obstacle Limitation Surface (OLS)
- VOR exclusion zone
- Air Traffic Control Tower field of view
- Obstacle surface protecting the airport's Precision Approach Path Indicator (PAPI) lighting
- Runway and taxiway setback margins
- Bird and wildlife management





# SUSTAINABLE DEVELOPMENT

Rotorua Airport has a Sustainable Development Framework that draws from worldwide best practice and the Long-term Plan of the Airport's shareholder, Rotorua Lakes Council.

The Airport's sustainable development principles rest on four pou (pillars), which will be considered for any future development.

## OUR ENVIRONMENT

- The land around us
- The air above us
- The water beside us



## OUR PEOPLE

- Our staff
- Our airport users
- Mana whenua



## OUR BUSINESS COMMUNITY

- The airport business
- The businesses that share our space
- Partners we work with
- The council



## OUR INFRASTRUCTURE

- Our buildings
- Our runway
- Our carpark
- Other infrastructure



ROTORUA  
AIRPORT



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