

Taupo Airport Authority  
**STATEMENT OF INTENT 2019-21**



# TAUPO AIRPORT

## STATEMENT OF INTENT

For the year ended 30 June 2019

### 1. INTRODUCTION

The Taupo District Council and the Crown - represented by the Ministry of Transport, own the Taupo Airport Authority (TAA) equally.

TAA is managed, under agreement with the Crown, by the Taupo District Council. Management is represented by the General Manager of the Airport, who reports to the Chief Executive Officer of the Taupo District Council

Auditors - Audit New Zealand

Bankers - Bank of New Zealand

Solicitors - Le Pine & Co, Taupo

### OBJECTIVE OF TAUPO AIRPORT AUTHORITY

To operate a successful commercially viable business providing land and infrastructure for the safe, appropriate and efficient air transport needs of the Taupo district.

### 2. NATURE AND SCOPE OF ACTIVITIES

TAA is engaged in a number of activities which contribute towards the air transport needs of the District.

#### ACTIVITIES PROVIDED:

##### (1) THE PROVISION OF AN AIRPORT INFRASTRUCTURE

- 1.1 TAA provides two runways: one sealed runway and one grass runway.
- 1.2 Terminal and handling facilities are provided for scheduled commercial flights.
- 1.3 TAA maintains buildings, plant and infrastructure appropriate to their use.
- 1.4 TAA makes appropriate financial provision for long term major maintenance and replacement.

#### Contribution to Overall Objective of TAA

The existence of an airport infrastructure enables scheduled and chartered air services to be provided for the Taupo district. It also provides for general aviation usage.

##### (2) THE PROVISION OF LEASEHOLD LAND FOR AIRPORT and NON AIRPORT RELATED DEVELOPMENT.

TAA shall provide and develop land for lease to current and prospective aviation businesses. In order to be commercially prudent however, land unsuitable for aviation related businesses may be developed and leased to non aviation related businesses, provided they do not interfere with the operations of the airport.

#### Performance targets

- (a) To maintain facilities so as to avoid any diversion or cancellation of scheduled flights other than for weather or airline problems.
- (b) The airport will be operated in such a way as to continue to hold CAA Part 139 certification
- (c) The airport will manage health and safety risks and provide a safe and healthy environment for everyone affected by the activities of TAA including employees, customers, tenants, contractors and visitors.
- (d) That TAA will be self funding in terms of its own cash flow.

TAA shall continue to review its performance targets to reflect the future growth and development of its services and operations.

### 3. FINANCIAL DISCLOSURES

The projected ratio's of consolidated shareholders funds to total assets are as follows:

2018/19	88.0%
2019/20	86.0%
2020/21	84.0%

2016/17 Actual 89.2%

This ratio is calculated by dividing the total value of equity by the total value of assets

#### REPORTING ENTITY

The Taupo Airport Authority is a joint venture between Taupo District Council and the Crown with both parties having a 50% interest. Taupo District Council has responsibility for the management of the Authority. Governance is provided by a Committee of Council.

The Taupo Airport Authority has designated itself as a tier one public benefit entity for the purposes of New Zealand equivalents to Public Benefit Entity International Public Sector Accounting Standards (PBE IPSAS). These standards have applied from 1<sup>st</sup> July 2014.

#### STATEMENT OF COMPLIANCE AND BASIS OF PREPARATION

These financial statements have been prepared in accordance with generally accepted accounting practice in New Zealand and therefore also comply with International Public Sector Accounting Standards. The primary objective of the Authority is to operate a successful commercially viable business providing land and infrastructure for the safe, appropriate and efficient air transport needs of the Taupo district, rather than making a financial return. Accordingly, the Authority has designated itself as a public benefit entity for the purposes of New Zealand equivalents to International Public Sector Accounting Standards (PBE IPSAS)

The accounting policies set out below have been applied consistently to all periods presented in these financial statements.

The financial statements are prepared using the historical cost basis except for certain classes of assets and liabilities which are recorded at fair value. These are detailed in the specific policies below.

The financial statements are presented in New Zealand dollars and all values are rounded to the nearest dollar. The functional currency of the Authority is New Zealand dollars.

#### ACCOUNTING POLICIES

The following accounting policies, which materially affect the measurement of results and financial position, have been applied.

##### 1. Goods & Services Tax

The financial statements have been prepared on a goods and services tax (GST) exclusive basis, except for trade and other receivables and trade and other payables.

##### 2. Revenue recognition

###### *Exchange revenue*

Revenue from the sale of goods is recognised when the significant risks and rewards of ownership have been transferred to the buyer.

Revenue from any services rendered (except as described above) is recognised in proportion to the stage of completion of the transaction at the balance date. The stage of completion is assessed by reference to surveys of work performed.

Landing revenue for those operators on bulk invoicing is recognised on a straight-line basis over the term of the payments. All other landing revenue is recognised in the period in which the landing occurred.

Rental revenue from investment property is recognised on a straight-line basis over the term of the lease. Lease incentives granted are recognised as an integral part of the total rental revenue.

Interest revenue is recognised as it accrues, using the effective interest method.

No revenue is recognised if there are significant uncertainties regarding recovery of the consideration due, associated costs or the possible return of goods.

Revenue is measured at the fair value of consideration received.

The main sources of income for the Authority are Airfield Landing Charges and Lease Income from leasehold sites at the airport. Income is recognised in the period to which it relates. Payment is received by cash, cheque, automatic payment or direct debit.

### **3. Operating Leases**

Leases where the lessor effectively retains substantially all the risks and benefits of ownership of the leased items are classified as operating leases. Payments under these leases are recognised as expenses in the periods in which they are incurred.

### **4. Cash and Cash Equivalents**

Cash and cash equivalents comprise cash balances and call deposits, and other short term highly liquid investments with maturities of three months or less.

### **5. Financial Assets**

Taupo Airport classifies its investments as loans and receivables

Loans and receivables are non-derivative financial assets with fixed or determinable payments, which are not quoted in an active market. After initial recognition they are measured at amortised cost using the effective interest method. Gains and losses when the asset is impaired or derecognised are recognised in the statement of comprehensive income.

### **6. Trade Receivables**

Trade receivables are recognised at their cost less impairment losses.

A provision for impairment of receivables is established when there is objective evidence that the Authority will not be able to collect all amounts due according to the original terms of the receivables. The amount of the provision is the difference between the asset's carrying amount and the present value of estimated future cash flows, discounted using the effective interest method.

### **7. Property, Plant and Equipment**

#### ***Valuation methodologies***

Those asset classes that are revalued are revalued on a three yearly valuation cycle. All other asset classes are carried at depreciated historical cost. The carrying values of all assets not revalued in any year are reviewed at each balance date to ensure that those values are not materially different to fair value.

Any accumulated depreciation at the date of revaluation is eliminated against the gross carrying amount of the asset, and the net amount is restated to the revalued amount of the asset.

Increases in the carrying amounts arising on revaluation of an asset class are credited to revaluation reserves in shareholders' equity. To the extent that the increase reverses a decrease previously recognised in the surplus or deficit, the increase is first recognised in the surplus or deficit. Decreases that reverse previous increases of the same asset class are first charged against revaluation reserves directly in equity to the extent of the remaining reserve attributable to the class; all other decreases are charged to the surplus or deficit.

Subsequent costs are included in the asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that future economic benefits associated with the item will flow to the Authority and the cost of the item can be measured reliably. All other repairs and maintenance are charged to the surplus or deficit during the financial period in which they are incurred.

### **Valuation of Land and Buildings**

Airport land was initially valued at fair value by Quotable Value New Zealand as at 1 July 2005 which was deemed cost. The land and buildings were revalued to fair value by Quotable Value New Zealand as at 30 June 2013. Land is not depreciated.

### **Valuation of Infrastructural Assets**

Infrastructural assets are the utility systems that provide a continuing service to the airport and are not generally regarded as tradable. They include the runways, roads and stormwater systems together with other improvements of an infrastructural nature. These assets were valued at fair value by Beca Projects NZ Ltd as at 30 June 2014.

All other property, plant, and equipment are stated at cost less depreciation.

### **Additions**

Additions between valuations are shown at cost.

The cost of an item of property, plant or equipment is recognised as an asset if, and only if, it is probable that future economic benefits or service potential associated with the item will flow to the Authority and the cost of the item can be measured reliably.

### **Disposals**

Gains and losses on disposal are determined by comparing proceeds with carrying amount. These are included in the surplus or deficit. When revalued assets are sold, the amounts included in other reserves in respect of those assets are transferred to retained earnings.

### **Depreciation**

Land is not depreciated. Depreciation has been provided on a straight-line basis on all property, plant and equipment. Depreciation is provided at rates calculated to allocate the asset cost over the estimated useful life. The useful lives and associated depreciation rates of major classes of assets have been estimated as follows:

#### **Infrastructural assets**

Formation	Indefinite	Pavement	60 Years
Top Surface	15 Years	Kerb	50 Years
Footpaths	80 Years	Stormwater	50 – 80 Years
Fencing	10 Years	Street Lighting	15 Years

#### **Operational Assets**

Buildings	40 Years	(2.5%)
Furniture and Fittings	10 Years	(10%)
Motor Vehicles	5 Years	(20%)
Office Equipment and Plant and Equipment	4 to 5 Years	(20%-25%)

The depreciation rates are applied at a component level and are dependent on the expected remaining useful life of each component.

## **Assets under construction/work in progress**

Assets under construction are not depreciated. The total cost of a project is transferred to the relevant asset class on its completion and then depreciated. The current carrying amount of items under construction is separately disclosed

All the Authority's assets are classed as non-cash generating, that is they are not held with the primary objective of generating a commercial return.

## **Intangible Assets**

Website

The website has been capitalised on the basis of costs incurred to acquire and bring to use the website. This has been valued at cost, and will be amortised over the expected useful life of the website. This is estimated as 4 years (25%).

## **8. Investment Property**

Properties leased to third parties under operating leases are classified as investment property unless the property is held to meet service delivery objectives, rather than to earn rentals or for capital appreciation.

Investment property is measured initially at its cost, including transaction costs.

After initial recognition, Taupo Airport Authority measures all investment property at fair value as determined annually by an independent valuer.

Gains or losses arising from a change in the fair value of investment property are recognised in the statement of comprehensive income.

All investment properties have been disposed.

## **9. Financial Liabilities**

Short term creditors and other payables are recorded at their face value.

## **10. Employee Entitlements**

Provision is made in respect of the Airport's liability for annual leave. Annual leave has been calculated on an actual entitlement at current rates of pay.

## **11. Income Taxation**

Income tax expense in relation to the surplus or deficit for the period comprises current tax and deferred tax.

Current tax is the amount of income tax payable based on the taxable profit for the current year, plus any adjustments to income tax payable in respect to prior years. Current tax is calculated using rates that have been enacted or substantively enacted by balance date.

Deferred tax is the amount of income tax payable or recoverable in future periods in respect of temporary differences and unused tax losses. Temporary differences are differences between the carrying amount of assets and liabilities in the financial statements and the corresponding tax bases used in the computation of taxable profit.

Deferred tax liabilities are generally recognised for all taxable temporary differences. Deferred tax assets are recognised to the extent that it is probable that taxable profits will be available against which the deductible temporary differences or tax losses can be utilised.

Deferred tax is calculated at the tax rates that are expected to apply in the period when the liability is settled or the asset is realised, using tax rates that have been enacted or substantively enacted by balance date.

Current tax and deferred tax is charged or credited to the statement of comprehensive income, except when it relates to items charged or credited directly to equity, in which case the tax is dealt with in equity.

## **12 Revenue**

Revenue is measured at the fair value of consideration received.

The main sources of income for the Authority are Airfield Landing Charges and Lease Income from leasehold sites at the airport. Income is recognised in the period to which it relates. Payment is received by cash, cheque, automatic payment or direct debit.

## **13 Going Concern**

The Taupo Airport Authority consider that the continued adoption of the going concern assumption for the preparation of this financial report is appropriate. This conclusion has been reached having regard to assurances from the Taupo District Council that financial support and / or funding will be made available to ensure that the Authority can continue its current operations.

### **Acquisition of new investments**

Approval of the joint venture partners is required before the joint venture can subscribe for, purchase or otherwise acquire shares in any company or other organisation.

### **Local Authority Compensation**

The joint venture does not currently seek compensation from any local authority for any activities.

### **Commercial value of the investment**

The joint venture partner's estimate of the commercial value of the joint venture partner's investment in the TAA is equal to the net assets of the airport authority. Some asset classes will be revalued. Where an asset class is revalued, the revaluations will be carried out at least every five years.

### **Distribution of profits/reserves to joint venture partners**

Any distribution of profits is allocated 50/50 between the joint venture partners. There is currently no intention to distribute accumulated profits to the joint venture partners, but for the foreseeable future, any capital reserves shall be used to fund Capital Expenditure.

### **Information to be provided to shareholders**

The committee will provide the following statements to shareholders

- At least 5 months prior to the start of the financial year the committee shall deliver to the Council a report setting out its recommendations on the annual budget.
- Within two months of the end of the first half of the financial year the following statements: Comprehensive Revenue & Expenses, Changes in Equity, Financial Position, Cashflows and Service Performance Results.
- Within three months of the end of the financial year the following audited statements: Comprehensive Revenue & Expenses, Changes in Equity, Financial Position, Cashflows and Service Performance Results plus a summary of how the Airport has fared against its objectives and prospects for the next financial year.

### **Setting of Fees and Charges**

A single till approach shall be taken in setting fees and charges.

## **Forecast Financial Statements (Summary)**

### **Statement of Comprehensive Revenue and Expense**

For the year ended 30 June	2019 (\$,000)	2020 (\$,000)	2021 (\$,000)
<b>Landing fees</b>	204	208	213
<b>Terminal rents</b>	27	27	27
<b>Other terminal revenue</b>	88	89	91
<b>Lease revenue</b>	194	194	194
<b>Other revenue</b>	9	10	10
<b>Operating revenue</b>	<u>522</u>	<u>528</u>	<u>535</u>
<b>Operating Expenses</b>	<u>650</u>	<u>645</u>	<u>647</u>
<b>Net cost (surplus) of operations</b>	146	148	150
<b>Net cost (surplus) of operations (excluding depreciation)</b>	(66)	(64)	(62)

### **Capital Expenditure Forecast**

Capital expenditure will be required for creating new infrastructure

## **4. GOVERNANCE STATEMENTS**

### **Structure, Function and Obligations**

Council determined that a new Governance structure be established following the completion of the fees and charges review. That structure is in the form of a Committee of Council.

The TAA Committee has a key role in providing for the safe, appropriate and efficient air transport needs of the Taupo district. It will do this through identifying and addressing issues which are both strategic and which have a long term positive bearing on the provision of those air transport needs.

The TAA Committee will prepare a Statement of Intent each year setting out its intended activities and objectives. It will also prepare a half yearly and annual report, the key element of which is the reporting of performance against the accountabilities outlined in the Statement of Intent.

### **Guidance and resources**

The TAA will conduct itself in accordance with its annual Statement of Intent agreed with its shareholders, and the provisions of the Local Government Act 2002.

### **Significant policies in place for accountability**

Apart from the setting of a Statement of Intent each year, and the half yearly and annual reporting, the TAA Committee interacts with its owners through:

- Providing, as manager of TAA, copies of all meeting agendas and minutes of those meetings to the Taupo District Council
- Arranging special briefings with the Taupo District Council, and separately with the Crown, on an 'as required' basis