

**Before an Independent Hearing
Panel Appointed by
Wellington City Council**

In the Matter of the Resource Management Act
1991

And

In the Matter of a Notice of Requirement to
designate land for Airport Purposes
known as the Main Site NOR

And

In the Matter of a Notice of Requirement to
designate land for Airport Purposes
known as the East Side Area NOR.

**Summary Statement of Evidence of
Iain Munro
for Wellington International Airport Ltd**

Dated: 19 May 2021

INTRODUCTION

Qualifications and Experience

1. My name is Iain Munro.
2. My qualifications and experience are provided in my statement of evidence dated 5 May 2021.

SCOPE OF EVIDENCE

3. My evidence broadly deals with the following:
 - (a) Drivers of area requirements for Wellington Airport master planning, including for aeronautical uses on the East Side Area, including air travel demand, spatial parameters, and regulatory compliance;
 - (b) Configuration of aeronautical infrastructure on the East Side Area; and
 - (c) Responses to submissions.

EXECUTIVE SUMMARY

4. Due to its significant land area constraints, Wellington Airport has always needed to seek to achieve the most efficient possible use of its scarce land resource through robust master planning processes. I provide data to demonstrate that the Wellington Airport site is very efficiently and intensively utilised as a result of this approach.
5. The Airport Masterplan in particular for the ESA area, with primary anticipated development including new international processing facilities occurring towards the south-east, remains robust, appropriate and relevant for its primary purpose of identifying and protecting land requirements for accommodating short and long term aeronautical requirements.
6. Spatial and land requirements and geometric configurations assessed in the Masterplan have been based on appropriate forecasts including consideration of the effects of the Covid-19 pandemic, relevant regulatory compliance and the most likely future aircraft fleet mix;

7. There is no additional land available on the current airport site that is contiguous with the existing passenger terminal and apron precinct and thereby practical and suitable for expansion to achieve the future 12 MPPA airport capacity (at approximately 2040) and to increase busy hour capacity limitations that already face the airport, and in my view there is no potential alternative location for an international airport that is better than the present site.

Iain Munro

19 May 2021