

INTERIM REPORT

FOR THE SIX-MONTH PERIOD
ENDED 31 DECEMBER 2024





QAC'S REGISTERED OFFICE

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CHAIR AND CEO REPORT



We are pleased to present Queenstown Airport Corporation's interim report for the six months to 31 December 2024.

The year has started well, with a strong financial performance and significant progress towards our strategic goals.

Over the coming years, we will complete the most significant capital investment programme in the airport's 90-year history. A key strategic focus for the board of directors and executive team is the delivery of the Queenstown Airport Master Plan. Detailed development and organisational planning are under way. Capital investment planning, procurement and programme delivery will continue in sequenced stages. An important focus will be ensuring Master Plan progress updates are provided to our broad range of stakeholders.

In October, we began a major airfield safety project, the installation of an engineered materials arresting system (EMAS), and we are pleased to report the project is running on time and on budget. The first stage – heavy earthworks and surface preparation – was successfully completed in December. Queenstown Airport is the first airport in Australasia to adopt this innovative technology, designed to safely stop an aircraft that overshoots a runway. At a cost of \$23 million, this is the most significant capital project undertaken by Queenstown Airport in recent years and we expect it to be finished early in 2025. Should a runway overrun occur at Queenstown, this will be the best investment we have ever made, and

we are proud to be leading the way in risk mitigation and enhanced safety.

Airport operations ran smoothly during the peak winter weeks and over the summer holidays, when record numbers of passengers travelled through the terminal – a testament to the hard work and professionalism of our team.

Queenstown Airport's commitment to sustainability and the organisation's decarbonisation plan continues. Our successful transition from Toitū Envirocare to the globally recognised Airport Carbon Accreditation was a highlight of the reporting period. We entered the programme, which is administered by Airports Council International and independently assesses the efforts of airports to reduce carbon emissions, at Level 4+ – the second highest-tier. We've set ambitious targets and invested heavily to reduce our carbon footprint as quickly as possible. Our focus to date has been on Scope 1 and 2 organisational emissions. We're proud to have those efforts recognised and now have our sights set on achieving Level 5 accreditation. We recognise aviation is one of the most challenging sectors to abate. While QAC is not directly responsible for aircraft emissions, we are now reporting a wider range of Scope 3 emissions, including flight emissions in accordance with the ACA methodology. A comprehensive Sustainability Report was published on the Queenstown Airport website in December.

PASSENGER AND AIRCRAFT MOVEMENTS

Queenstown Airport has been busy, with a total of 1,343,006 passengers passing through our terminal in the first six months of FY25. This represents a 6% increase compared with the same period the previous year. This growth is driven by continued demand for travel to and from Queenstown, with particularly strong trans-Tasman numbers.

In November, Qantas adjusted one of its Sydney to Queenstown services, moving an afternoon arrival and evening departure to an evening arrival and early-morning departure. This change has been well received and enabled both international and Kiwi passengers to connect more easily to international destinations, allowing same-day transit. The change has delivered positive results, with strong load factors for both legs since inception.

A total of 829,056 passengers travelled on domestic flights, which was 4% higher than during the first six months of FY24. The remaining 513,950 passengers travelled internationally, up 11%.

Scheduled aircraft movements for the six months totalled 9,848 – 4.9% more than in 2023. Domestic movements increased 5% to 6,249 and international movements increased 4.7% to 3,599.

Non-scheduled movements of aircraft, which include helicopters and fixed-wing planes, totalled 21,443, on par with the first six months of FY24.

FINANCIAL PERFORMANCE

The financial performance in the first six months of FY25 reflects sustained demand for travel to and from Queenstown, especially on trans-Tasman routes, and a strong commercial performance.

Revenue increased 22%, rising from \$33.0 million in the first half of FY24 to \$40.4m.

Earnings before tax, depreciation and amortisation (EBITDA) also rose 22% from \$24.1m to \$29.5m.

Operating expenditure totalled \$11.0m.

Net profit after tax was \$16.2m – 27% up on \$12.7m in the same period in FY23.

As at 31 December 2024, term debt was \$60.0m, up from \$32.5m at 30 June 2024, which reflects increased investment in our capital development programme, the FY24 final dividend payment and income tax payments.

INTERIM DIVIDEND

We are grateful to our shareholders for their ongoing support and, we are pleased to be able to distribute an interim dividend of \$7.0m.

PERFORMANCE SNAPSHOT



TOTAL PASSENGER NUMBERS

1,343,006
▲ 6%

REVENUE

\$40.4m
▲ 22%

EBITDA

\$29.5m
▲ 22%

NET PROFIT AFTER TAX

\$16.2m
▲ 27%

INTERIM DIVIDEND

\$7.0m



HEALTH AND SAFETY

The health, safety, and security of our staff, airport community, contractors, and customers continue to be our highest priority. We are pleased to report there were no lost-time injuries to employees or contractors during the reporting period.

Both Queenstown and Wānaka airports took part in Airport Safety and Security Week in October, an initiative of the Australian and New Zealand Airport Associations to highlight safety and security and provide opportunities for education and collaboration.

The aircraft access ramps introduced last year have been a great success and we have ordered two more from the British supplier. These solar-powered ramps are safer and more accessible than the stairs they replaced, as well as enabling quicker boarding and disembarking of aircraft.

INFRASTRUCTURE AND DEVELOPMENT

Development planning to deliver our Master Plan is well advanced and we are now preparing for an intensive capital works programme. This is an exciting time, and we are aware this will require careful planning and clear communication of changes to users of the airport.

Significant progress has been made on our terminal interiors programme during the reporting period. A bathroom refurbishment programme has been completed, new wall panelling has been installed in the check-in area, and new furniture in the international departures area has created enhanced dwell spaces to suit a variety of passengers and 60 extra seats.

Another stage of seismic-strengthening work was undertaken, and the final stage, which is scheduled to take 17 months, is due to begin soon in the baggage processing area and the check-in hall.

CUSTOMER EXPERIENCE

We closely monitor customer sentiment and undertake internationally benchmarked research to understand what customers want. These data sets highlighted the opportunity to expand and improve the food and beverage offering in the international gate lounge area. Skippers, a new casual bar and eatery, opened just in

time for Christmas.

It gives international passengers an option to sit down and dine, choosing from a menu that evolves throughout the day and showcases local wine and beverages.

This project was designed, built off site, installed, and operational in less than three months.

Similar creativity was used to create the al fresco dining area in front of the terminal, which enables customers of our landside cafe, Provenance, to soak up the views while enjoying a meal. This has been a huge success, taking pressure off seating inside the terminal and creating a relaxed atmosphere in the forecourt, which has also had a positive impact on commercial revenue.

A week-long pop-up partnership with the Hangi Master in November brought traditional Māori culinary kai to locals and visitors and provided a unique and special experience in front of the terminal.

SUSTAINABILITY AND RESILIENCE

Another achievement we are proud of is the establishment of a sorting station to reduce the volume of waste going to landfill. Workers now manually go through the airport recycling bins and remove non-recyclable items to avoid contamination. In this circular project, the station itself was constructed from recovered and repurposed materials.



An above-ground diesel tank has been installed on the airfield as part of our resilience plan. It holds enough fuel to keep the terminal running for a few weeks in the event of a major emergency, such as a large earthquake.





SUMMARY

During the reporting period, we farewelled two long-serving company directors. Chair, Adrienne Young-Cooper stepped down from the QAC board at the company's Annual General Meeting in October, having served the maximum two terms. Adrienne took on the role of Acting Chair in the first few days of the COVID lockdown and was formally appointed Chair of the board of directors by the Queenstown Lakes District Council a few months later. Adrienne governed the company through some of its most challenging times, and some of its most positive. She oversaw the delivery of the company's 10-year Strategic Plan and the approval of the Master Plan in late 2023. The impact of Adrienne's leadership is evident in this report. She was resolute in her focus on innovation and enhancing safety. Adrienne also championed sustainability and investing to ensure that Queenstown Airport meets the needs of our community for decades to come. It was a pleasure to work with Adrienne and we are grateful for her contribution and service.

We also wish to acknowledge and thank Mark Thomson, who left the board at the end of December, having served as shareholder Auckland International Airport Ltd's representative since June 2017. Mark made a valuable contribution to the QAC board over this period. We greatly appreciated his airport-specific knowledge, as well as the breadth of his property and retail experience.

As previously announced, CEO Glen Sowry will be leaving Queenstown Airport at the end of this financial year. The board has appointed Johnson Partners to lead the search for a new CEO, and the recruitment process is well under way. It is pleasing to see the high level of interest in the role and the board will make an appointment announcement in due course.

Looking ahead, we expect passenger numbers to remain strong, producing steady revenue and a solid full-year result. We will continue to focus on enhancing the passenger experience, and ensuring we are well-prepared for an extended period of infrastructure delivery.

Finally, thank you to the QAC team, the wider aviation community, and our airline partners for their ongoing support. Together, we are building an airport we can all be proud of.

Simon Flood
Chair

Glen Sowry
CEO

BOARD APPOINTMENTS

Following the departure of Adrienne Young-Cooper, Simon Flood was appointed Chair by QLDC. Simon joined the board in 2019 and has served as Deputy Chair, as well as Chair of the Audit and Financial Risk Committee. Simon is based in Queenstown. QLDC is expected to confirm the new Deputy Chair early in 2025.

The vacancy created on the board has been filled by Dr Don Elder, of Wānaka, an engineer who has governance and executive experience in transport, infrastructure, engineering, construction, banking, insurance, risk

management, earthquake resilience, and tech start-ups. He was appointed by the Queenstown Lakes District Council, in its role as majority shareholder.

Auckland Airport's Chief Strategic Planning Officer, Mary-Liz Tuck, has been appointed to replace Mark Thomson. She has leadership responsibility for master planning, strategic capital planning, strategy, regulation, and sustainability at Auckland Airport. She is also a trustee for the airport marae Te Manukanuka o Hoturoa.



DIRECTORS' RESPONSIBILITY STATEMENT

The directors of Queenstown Airport Corporation Limited are pleased to present the Interim Report and Financial Statements for Queenstown Airport Corporation Limited for the six-month period ended 31 December 2024.

The directors are responsible for presenting the financial statements in accordance with New Zealand law and generally accepted accounting practice, which give a true and fair view of the financial position of the Company as at 31 December 2024 and the results of operations and cash flows for the period ended on that date.

The directors consider the financial statements of the Company have been prepared using accounting policies that have been consistently applied and supported by reasonable judgements and estimates and that all relevant financial reporting and accounting standards have been followed, or otherwise disclosed.

The directors believe proper accounting records have been kept, which enable with reasonable accuracy the determination of the financial position of the Company and facilitate compliance of the financial statements with the Financial Reporting Act 2013.

The directors consider that they have taken adequate steps to safeguard the assets of the Company and to prevent and detect fraud and other irregularities. Internal control procedures are also considered to be sufficient to provide a reasonable assurance as to the integrity and reliability of the Financial Statements.

This Interim Report is dated 17 February 2025 and is signed in accordance with a resolution of the directors.

On behalf of the board,

Simon Flood
Chair

Jacqueline Cheyne
Director

FINANCIAL STATEMENTS



Photo: Lukáš Mach

INCOME STATEMENT

FOR THE SIX MONTHS ENDED
31 DECEMBER 2024

		6 MONTHS TO 31 DEC 2024 Unaudited	6 MONTHS TO 31 DEC 2023 Unaudited	12 MONTHS TO 30 JUN 2024 Audited
	NOTE	\$ 000's	\$ 000's	\$ 000's
INCOME				
Revenue from contracts with customers	3	28,916	21,656	42,701
Rental and other income		11,470	11,389	22,036
Total income		40,386	33,045	64,738
EXPENSES				
Operating expenses		5,941	4,185	9,589
Employee remuneration and benefits		4,987	4,742	8,979
Total expenses		10,928	8,927	18,568
		29,457	24,118	46,170
EARNINGS BEFORE INTEREST, TAXATION, DEPRECIATION AND AMORTISATION (EBITDA)				
Depreciation and Amortisation		5,288	4,838	10,372
Earnings before interest and taxation		24,169	19,279	35,798
Finance costs		1,326	1,572	2,871
Profit before tax		22,843	17,707	32,927
Income tax expense		6,678	5,026	16,433
PROFIT FOR THE PERIOD		16,165	12,681	16,494

The financial statements for the six-month period have not been audited. The full-year financial statements to 30 June 2024 have been audited. The accompanying notes form part of these interim financial statements.

STATEMENT OF COMPREHENSIVE INCOME

FOR THE SIX MONTHS ENDED
31 DECEMBER 2024

	6 MONTHS TO 31 DEC 2024 Unaudited	6 MONTHS TO 31 DEC 2023 Unaudited	12 MONTHS TO 30 JUN 2024 Audited
	\$ 000's	\$ 000's	\$ 000's
PROFIT FOR THE PERIOD	16,165	12,681	16,494
Other comprehensive income			
Items that may be subsequently reclassified to the income statement			
Gain/(loss) on cash flow hedging taken to reserves	(745)	(311)	(239)
Income tax relating to gain/ (loss) on cash flow hedging	213	87	87
Items that may not be subsequently reclassified to the income statement			
Gain on disposal of property, plant and equipment	11	-	-
Other comprehensive income for the period, net of tax	(521)	(224)	(152)
Total comprehensive income for the period, net of tax	15,644	12,457	16,342

The financial statements for the six-month period have not been audited. The full-year financial statements to 30 June 2024 have been audited. The accompanying notes form part of these interim financial statements.

STATEMENT OF CHANGES IN EQUITY

FOR THE SIX MONTHS ENDED 31 DECEMBER 2024

	ORDINARY SHARES	ASSET REVALUATION RESERVE	CASH FLOW HEDGE RESERVE	RETAINED EARNINGS	TOTAL EQUITY
For the six months ended 31 December 2024	\$ 000's	\$ 000's	\$ 000's	\$ 000's	\$ 000's
At 1 July 2024	37,657	336,253	550	72,044	446,504
Profit for the period	-	-	-	16,165	16,165
Other comprehensive income	-	-	(532)	11	(521)
Total comprehensive income for the period	-	-	(532)	16,176	15,644
Dividends paid to shareholders	-	-	-	(14,241)	(14,241)
At 31 December 2024	37,657	336,253	18	73,979	447,907
For the six months ended 31 December 2023	\$ 000's	\$ 000's	\$ 000's	\$ 000's	\$ 000's
At 1 July 2023	37,657	336,253	702	70,425	445,037
Profit for the period	-	-	-	12,681	12,681
Other comprehensive income	-	-	(224)	-	(224)
Total comprehensive income for the period	-	-	(224)	12,681	12,457
Dividends paid to shareholders	-	-	-	(9,562)	(9,562)
At 31 December 2023	37,657	336,253	478	73,544	447,932
For the 12 months ended 30 June 2024	\$ 000's	\$ 000's	\$ 000's	\$ 000's	\$ 000's
At 1 July 2023	37,657	336,253	702	70,425	445,037
Profit for the period	-	-	-	16,494	16,494
Other comprehensive income	-	-	(152)	-	(152)
Total comprehensive income for the period	-	-	(152)	16,494	16,342
Dividends paid to shareholders	-	-	-	(14,875)	(14,875)
At 30 June 2024	37,657	336,253	550	72,044	446,504

The financial statements for the six-month period have not been audited. The full-year financial statements to 30 June 2024 have been audited. The accompanying notes form part of these interim financial statements.

STATEMENT OF FINANCIAL POSITION

AS AT 31 DECEMBER 2024

		AS AT 31 DEC 2024 Unaudited	AS AT 31 DEC 2023 Unaudited	AS AT 30 JUN 2024 Audited
	NOTE	\$ 000's	\$ 000's	\$ 000's
CURRENT ASSETS				
Cash and cash equivalents		1,714	3,695	1,711
Trade and other receivables		7,302	5,997	3,842
Prepayments		1,169	865	544
Derivative financial instruments		71	71	391
Total current assets		10,256	10,628	6,488
NON-CURRENT ASSETS				
Trade and other receivables		-	144	-
Property, plant and equipment	4	532,661	516,030	516,887
Derivative financial instruments		-	710	2,751
Intangible assets		2,775	1,827	373
Total non-current assets		535,436	518,711	520,011
Total assets		545,692	529,339	526,499
CURRENT LIABILITIES				
Trade and other payables		2,027	1,927	2,971
Employee entitlements		1,180	1,214	1,786
GST and Income tax payable		3,573	6,442	11,572
Derivative financial instruments		11	39	-
Term borrowings (secured)	5	9,500	10,000	-
Total current liabilities		16,291	19,622	16,329
NON-CURRENT LIABILITIES				
Derivative financial instruments		35	78	-
Deferred tax liability		30,959	24,207	31,166
Term borrowings (secured)	5	50,500	37,500	32,500
Total non-current liabilities		81,494	61,785	63,666
EQUITY				
Share capital		37,657	37,657	37,657
Retained earnings		73,979	65,690	72,044
Asset revaluation reserve		336,253	291,227	336,253
Cash flow hedge reserve		18	922	550
Total equity		447,907	447,932	446,504
Total equity and liabilities		545,692	529,339	526,499

The financial statements for the six-month period have not been audited. The full-year financial statements to 30 June 2024 have been audited. The accompanying notes form part of these interim financial statements.

STATEMENT OF CASH FLOWS

FOR THE SIX MONTHS ENDED 31 DECEMBER 2024

	6 MONTHS TO 31 DEC 2024	6 MONTHS TO 31 DEC 2023	12 MONTHS TO 30 JUN 2024
	Unaudited	Unaudited	Audited
	\$ 000's	\$ 000's	\$ 000's
CASH FLOWS FROM OPERATING ACTIVITIES			
Cash was provided from:			
Receipts from customers	42,783	36,531	68,655
Interest received	66	63	117
Cash was applied to:			
Payments to suppliers and employees	(18,670)	(13,128)	(16,918)
Interest paid	(1,392)	(1,635)	(2,878)
Tax paid	(13,361)	(9,280)	(9,981)
Net cash flows from operating activities	9,427	12,550	38,996
CASH FLOWS FROM INVESTING ACTIVITIES			
Cash was applied to:			
Purchases of property, plant and equipment	(22,572)	(8,458)	(15,575)
Purchases of intangible assets	(110)	(51)	(1,048)
Net cash flows from investing activities	(22,683)	(8,509)	(16,622)
CASH FLOWS FROM FINANCING ACTIVITIES			
Cash was provided from:			
Increase in bank borrowings	27,500	8,000	-
Cash was applied to:			
Repayment of bank borrowings	-	-	(7,000)
Dividends paid	(14,241)	(9,562)	(14,875)
Net cash flows from financing activities	13,259	(1,562)	(21,875)
Net increase/(decrease) in cash and cash equivalents	3	2,480	496
Cash and cash equivalents at the beginning of the period	1,711	1,215	1,215
Cash and cash equivalents at the end of the period	1,714	3,695	1,711

The financial statements for the six month period have not been audited. The full year financial statements to 30 June 2024 have been audited. The accompanying notes form part of these interim financial statements.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE SIX MONTHS ENDED 31 DECEMBER 2024

1. CORPORATE INFORMATION

Queenstown Airport Corporation Limited (the Company or Queenstown Airport) is a company established under the Airport Authorities Act 1966 and registered under the Companies Act 1993. The Company is a reporting entity for the purposes of the Financial Reporting Act 2013.

The Company provides airport facilities and supporting infrastructure in Queenstown, New Zealand, and aeronautical services in Queenstown, Wanaka and Glenorchy, New Zealand. The Company earns revenue from aeronautical activities, retail and rental leases, car parking facilities and other charges and rents associated with operating an airport and also earns revenue from providing management services for the operation of airports.

The registered office of the Company is Level 1, Terminal Building, Queenstown Airport, Sir Henry Wigley Drive, Queenstown 9300, New Zealand.

These financial statements for the Company were authorised for issue in accordance with a resolution of the directors on 17 February 2025.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A) BASIS OF PREPARATION

These interim financial statements have been prepared in accordance with New Zealand Generally Accepted Accounting Practice (NZ GAAP) as applicable to interim financial statements and as appropriate to profit oriented entities. They comply fully with International Accounting Standard 34 'Interim Financial Reporting' and New Zealand Equivalents to International Accounting Standard 34 'Interim Financial Reporting'.

As the interim financial statements do not include all the information required for full annual financial statements they should be read in conjunction with the annual financial statements for the year ended

These interim financial statements for the Company for the six months ended 31 December 2024 have not been audited.

B) CHANGES IN ACCOUNTING POLICIES AND APPLICATION OF NEW ACCOUNTING POLICIES

There have been no changes in accounting policies and all accounting policies adopted are consistent with those used in the financial statements for the year ended 30 June 2024.

3. REVENUE FROM CONTRACTS WITH CUSTOMERS

		6 MONTHS TO 31 DEC 2024	6 MONTHS TO 31 DEC 2023	12 MONTHS TO 30 JUN 2024
		Unaudited	Unaudited	Audited
TIMING OF RECOGNITION		\$ 000's	\$ 000's	\$ 000's
Scheduled airlines and general aviation	At point in time	24,325	17,848	34,764
Parking	Over time	2,543	2,201	4,462
Recoveries	Over time	600	291	581
Commercial vehicle access	At point in time	1,448	1,316	2,894
Total revenue from contracts with customers		28,916	21,656	42,701

The Company derives revenue from the transfer of services over time and at a point in time through four major revenue categories.

4. PROPERTY, PLANT AND EQUIPMENT

	AS AT 31 DEC 2024	AS AT 31 DEC 2023	AS AT 30 JUN 2024
	Unaudited	Unaudited	Audited
	\$ 000's	\$ 000's	\$ 000's
At Fair Value	494,509	497,195	497,505
At cost	35,388	31,190	34,886
Work in progress at cost	25,236	11,790	5,797
Accumulated depreciation	(22,472)	(24,144)	(21,320)
Net carrying amount	532,661	516,030	516,868

The financial statements for the six-month period have not been audited. The full-year financial statements to 30 June 2024 have been audited. The accompanying notes form part of these interim financial statements.

5. BORROWINGS

	EXPIRY DATE	CURRENT LINE LIMIT	AS AT 31 DEC 2024	AS AT 31 DEC 2023	AS AT 30 JUN 2024
			Unaudited	Unaudited	Audited
		\$ 000's	\$ 000's	\$ 000's	\$ 000's
Counterparty drawn amounts					
Bank of China	30 June 2026	20,000	11,500	16,000	11,500
ASB A	30 June 2026	10,000	5,000	6,500	-
ASB B	30 June 2026	10,000	3,000	5,500	7,500
BNZ	30 June 2026	20,000	20,000	3,500	2,500
Westpac C	30 June 2025	20,000	9,500	4,000	-
Westpac D	30 June 2026	20,000	11,000	12,000	11,000
Total borrowings		100,000	60,000	47,500	32,500
Recognised in the statement of financial position					
Current liabilities			9,500	10,000	-
Non-current liabilities			50,500	37,500	32,500
Total borrowings			60,000	47,500	32,500

The bank facilities are secured by a general security agreement over the Company's assets, undertakings and any uncalled capital. QAC can refinance any current debt within existing facilities.

6. RELATED PARTY TRANSACTIONS

Queenstown Airport is 75.01% owned by the ultimate parent entity, Queenstown Lakes District Council, and 24.99% owned by Auckland Airport Holdings (No 2) Limited.

Related parties of the Company are:

- Queenstown Lakes District Council (QLDC) - shareholder
- Wānaka Airport (WKA) and Glenorchy Airport - management contract on behalf of QLDC to provide aeronautical services at both locations
- Auckland International Airport Limited (AIAL) - shareholder
- Mark R Thomson - Chief Commercial Officer (AIAL) - director QAC

a. Transactions with related parties

The following transactions occurred with related parties:

All transactions were provided on normal commercial terms.

	6 MONTHS TO 31 DEC 2024	6 MONTHS TO 31 DEC 2023	12 MONTHS TO 30 JUN 2024
	Unaudited	Unaudited	Audited
	\$ 000's	\$ 000's	\$ 000's
Queenstown Lakes District Council (QLDC)			
Rates paid	236	202	465
Rental receipts	(31)	(25)	(43)
Sundry payments/(receipts)	44	-	5
Wānaka Airport - management fee	(199)	(183)	(365)
Wānaka and Glenorchy Airport - Sundry payments	41	39	62
Net (receipt) / payment to QLDC	91	33	125
Auckland International Airport Limited (AIAL)			
Director fees and expenses paid	23	21	49
Rescue fire training fees paid	-	22	22
Net (receipt) / payment to AIAL	23	43	71

(b) Balances with related parties

The following balances are outstanding at the reporting date in relation to transactions with related parties:

	AS AT 31 DEC 2024	AS AT 31 DEC 2023	AS AT 30 JUN 2024
	Unaudited	Unaudited	Audited
	\$ 000's	\$ 000's	\$ 000's
Queenstown Lakes District Council (QLDC)			
Receivables	(76)	(37)	(69)
Payables	-	2	8
Net (receivable) balance (QLDC)	(76)	(35)	(61)
Auckland International Airport Limited (AIAL)			
Receivables	-	-	-
Payables	-	30	-
Net payable balance (AIAL)	-	30	-

7. DIVIDENDS

	6 MONTHS TO 31 DEC 2024	6 MONTHS TO 31 DEC 2023	12 MONTHS TO 30 JUN 2024
	Unaudited	Unaudited	Audited
	\$ 000's	\$ 000's	\$ 000's
Dividends paid during the period			
Final dividend - FY23	-	9,562	9,562
Interim dividend - FY24	-	-	5,313
Final dividend - FY24	14,241	-	-
Total dividends paid	14,241	9,562	14,875

8. CONTINGENT LIABILITIES

(a) Noise mitigation

The Company has implemented a programme of works to assist homeowners living in the inner and mid noise boundaries to mitigate the effects of aircraft noise exposure. The Company is obligated, on an annual basis, to offer 100% funding of noise mitigation works for Critical Listening Environments of buildings that existed on 8 May 2013 containing an Activity Sensitive to Aircraft Noise (as defined in the Queenstown Lakes District Plan) that are within the 65 dB Projected Annual Aircraft Noise Contour. The Company is offering 100% of funding of mechanical ventilation for Critical Listening Environments of buildings that existed on 8 May 2013 containing an Activity Sensitive to Aircraft Noise (as defined in the Queenstown Lakes District Plan) that are within the 60 dB Projected Annual Aircraft Noise Contour.

Offers for noise mitigation have been extended to homeowners in line with the projected annual aircraft noise contours for calendar years 2023 and 2024. Property owners have 12 months from the date of offer to determine if they wish to take the offer made by the Company for mitigation works. It is difficult to estimate the future value of the mitigation works due to the uncertainty of the level of uptake from property owners and the differing construction and acoustic treatment requirements necessary to mitigate each property.

(b) Lot 6

During the year ending 30 June 2021, the Company made a compensation payment of \$18.34 million for land acquired under the Public Works Act 1981 (PWA) in 2019 and known as 'Lot 6'. The previous owner, Remarkables Park Ltd (RPL), indicated it would seek additional compensation under the PWA, and in July 2023 the Company received a claim for further compensation. QAC filed this with the court in November 2023, for referral to the Land Valuation Tribunal (LVT). In 2024, following receipt of an updated claim from RPL, application of recent case law, and upcoming evidence exchange between the parties, QAC determined that its valuation should be based on an alternative valuation methodology to that used by its valuers previously. This has resulted in QAC receiving updated valuation advice that compensation could be payable in a range of \$26m-\$29m (inclusive of the \$18.34 million already paid). A hearing is scheduled to commence in mid-March 2025 to determine the compensation payable. An adjudicated outcome could increase the compensation payable by the Company. The financial statements include the original amount paid of \$18.34 million in property, plant and equipment while this matter is considered by the LVT.

(c) Property Covenant

In March 2023, High Court proceedings were served on the Company seeking to modify a restrictive covenant registered against land owned by RPL and two other parties, south of the main runway. The covenant restricts the range of activities that land can be used for, for the benefit of the Airport land so long as it is operated as an airport. The Company has filed a defence and a hearing has been scheduled in February 2026.

9. SUBSEQUENT EVENTS

On 17 February 2025, the Directors declared a fully imputed interim dividend of \$6.96 million in respect of the year ended 30 June 2025.

