

Civil Aviation Bill – Exposure Draft

Simpson Grierson has by far the largest local government legal practice in New Zealand, and many of the local authorities it represents are involved in various ways in the ownership or operation of airports.

This submission is based on our experience in advising local authority clients, but is not made on behalf of any of them.

Our comments are confined to Part 8 of the consultation draft Bill, and the related provisions in the Commentary Document at paragraphs 137 to 139.

Attached is a list we have compiled from publicly available sources of the ownership of New Zealand airports.

We would be very happy to discuss the points made in this document with officials if they wish.

General Observations

The simplification and streamlining of both substantive matters and terminology in Part 8 is welcomed. One minor point might be to consider dropping the term “aerodrome” in Part 8 (and elsewhere) and using throughout the much more commonly used term “airport”. “Airfield” might be treated similarly? The distinction seems to be made subjectively based on size, but with Lake Tekapo **Airport** and Mount Cook **Aerodrome**, for example, the criteria are not clear.

Of more substance is that carrying forward the concept of an “airport authority” as being either a local authority or an approved person that includes an airport company is perpetuating confusion.

This and other provisions are relics of the 1960s where the Crown and local authorities were becoming involved in joint ventures to develop airports especially where local authorities lacked the resources to do so. Many of those arrangements have now been unwound.

The distinctions also do not recognise developments since the 1960s in the corporatisation of commercial operations of local authorities. First with LATEs (local authority trading enterprises) in the late 1980s, then CCOs (council controlled organisations) most local authority controlled airports will legally be in the control of CCOs (often CCTOs).

Of course, that is not always the case. Auckland Airport is NZX listed and the Auckland Council holds 22.4%. Wellington Airport is jointly owned by the Wellington City Council (34%) and Infratil.

Neither is a CCO.

The point to be made here is that the law should make it no more nor less difficult to create an airport CCO than any other CCO.

More broadly, there is no obvious reason why the private sector should not be able to establish an airport, or purchase an existing airport and they do (eg Ardmore, Kapiti Coast Airport, West Auckland Airport, Dairy Flat); and no obvious reason why the Crown should control the process or give a private operator the powers of a local authority in broad terms; viz proposed section 197.

We welcome the removal of redundant provisions, but suggest there are still some provisions in the exposure draft in that category. It seems to us that the approach has been to identify what provisions in the AAA 1966 are no longer needed.

We suggest that it might be better to start with a clean slate, and ask “*What laws are needed to create and operate an airport?*” The answer seems to be “Nothing, unless PWA powers that are required”. Possibly bylaw powers are needed in some cases, but there can be a simpler system for these. Consultation on substantial expenditure might still be warranted, but financial disclosure to MoT might be harder to justify, especially for private airports.

When it comes to Subpart 2, we suggest that Treasury be involved as these provisions may not be needed. The Crown seems to be able to enter into joint ventures in other areas without such prescriptive provisions. See for example CRL Ltd which is an AC/Crown JV and a Public Finance Act Schedule 4A company.

Section by Section Analysis

Section 195

The definitions of “airport authority” and “airport company” should be able to be streamlined as indicated in commentary on clause 197.

Separately, of course, there is the charging regime both generally and for specified airport companies (which also have a further consultation obligation under section 4C). We suggest some of those provisions might more logically be located in the Commerce Act 1986.

“joint venture airport” should be able to be revoked as a concept. Neither the Crown nor local authorities (nor airport authorities more generally) need specific legislative authority to enter into a joint venture to operate an airport. Whether the joint venture will be a CCO or an SOE, or either or neither, will be determined by the application of the LGA 2002 and the SOE Act 1986. For example, Hawkes Bay Airport Limited is a CCO, being 26% Napier City, 24% Hastings District, and 50% Crown. Wellington International Airport is not, though the WCC shares are treated by it as strategic assets for LGA purposes.

More generally, section 195 should only define terms used in Part 8; and if our recommendations are adopted, there will not be many of those.

Section 196

No comments; but this definition could be moved to clause 205, where it applies and other terms are defined.

Section 197

This provision is unnecessary from a local authority perspective and, we suggest, more generally.

Local authorities can establish and operate (or establish CCOs to operate) airports under the power of general competence in the LGA 2002.

So, subsections (1) and (2) are unnecessary. Equally unnecessary, and inappropriate, is the power for the Crown, by Order in Council, to give other parties the powers of local authorities.

Specifically, the private sector should not be given the power by this Act to acquire land under the Public Works Act 1981.

Airport authorities are utility operators under section 166 of the RMA. As such they can apply to become requiring authorities; section 167. With requiring authority status, they can issue notices of requirement for designations, and apply to the Minister of Lands for complying acquisition powers, if necessary, under section 186 of the RMA.

Local authorities are not per se network utility operators, but they do not need to be, because they are requiring authorities for all of their activities under the definition of “requiring authority” in section 166 of the RMA.

It is unlikely that a local authority acting as an airport authority would go through the network utility operator regime to have the Minister acquire land for it for airport purposes when the local authority can do so directly.

So, the new CA Act might provide that an airport operator, or intending airport operator, that is not a local authority can be declared by Order in Council to be a network utility operator.

However, even that is not necessary, because s 166 RMA allows any person to be declared to be a network utility operator for any project or work by regulation made under the RMA.

On that basis, none of section 197 is needed.

We acknowledge a need to separate local authorities and non-local authorities in the area of bylaws, but we address that later.

Section 198

This section is not needed.

Neither Ministers nor local authorities need specific authority to establish companies, whether airport companies or otherwise. There are now regimes in the LGA and CEA to cover such companies.

Section 199

This section also is not needed, and so far as local authorities are concerned is inappropriate.

The Crown does not need specific statutory authority to dispose of land. Whether the Public Works Act offer back requirements or RFRs under Settlement Acts apply is a matter of fact for each case.

So far as local authorities are concerned, section 199(2) cuts across the CCO regime in the LGA. There is no obvious reason why section 17A and Part 5 of the LGA should not apply to a local authority’s airport operations.

It is true that energy companies and port companies are not CCOs, but in those cases there are comprehensive statutory regimes that apply.

Section 200

This will not be needed for local authority transfer of land if our suggestion above is adopted because clause 2 of Schedule 9 of the LGA 2002 is of the same effect. Schedule 9, generally, provides a preferable regime to section 199 which simply attempts to override all relevant laws, without identifying what they might be. Such provisions are rarely good drafting practice, and cause confusion in many situations.

Section 201

This provision is no doubt useful as being one of the few ways to release reserve land from the restraints of the Reserves Act 1977. It is perhaps anomalous that it is the Minister of Transport alone who can authorise the transfer (and release) without consulting the Minister of Conservation?

It may have been assumed in 2000 that the reserves would be local purpose reserves held for airport purposes, but that might not be the case. In the case of an airport being extended, for example, the reserves could be wetlands at the end of a runway.

Section 202

This section would not be needed if the airport company were an SOE or a Crown entity company. No airport has either status and none is likely to have it in the future.

The provision could be useful if directed to the Government shareholding in joint venture airport companies.

Section 203

As indicated earlier, this can more appropriately be dealt with within the RMA.

Sections 204 and 205

These should be relocated to the Commerce Act 1986.

Section 206

Section 224 of the Public Works Act 1981 is sufficient authority for local authorities and the Crown to collaborate.

For airport authorities that are not local authorities (and that would include CCOs) section 224 could be amended by providing that "local authority" in that section included any network utility operator (as defined in s 166 of the RMA) that operates an airport. See para (g) of that definition which requires only consequential amendment.

Section 207

This section is anomalous. The safe operations of airports, and regulation of structures that may affect that, needs more comprehensive provision.

This section does not affect the construction of any structure (other than a road or accessway) by the airport authority itself.

If this is the only control on structures that may affect the safe operation of aircraft, it is badly flawed.

Section 208

It is not clear why the policy continues to be that local authorities can give money, loans or leases to airport authorities at discounted rates.

It may have been appropriate when airport authorities were closely linked to local authorities and were thought of as monopoly public service operations.

However, that is no longer the case and Auckland Council, for example, has several airports within its district. Ardmore, Dairy Flat, and West Auckland are privately owned and operated, and if a local authority wants to subsidise a local business, it should use its powers and processes under the LGA 2002.

It is probably the case that section 208 would not override section 62 of the Local Government Act, but if the provision remains, that should be clarified.

Sections 209 to 211

There is an arguable case for airport bylaws, though interestingly, the bylaws for Wellington Airport, for example, only control parking on roads, not in parking buildings unless they are somehow construed as roads. Parking charges are a matter of civil contract.

An improvement that could be made here is that the requirement that bylaws made by airport authorities that are not local authorities need approval by Order in Council should be removed.

Clearly some control is needed over law making and offence creating powers, but it is doubtful that central Government adds much value to that process.

Bylaws are, broadly, local laws, generally made by local authorities.

We suggest that the Local Government (Auckland Council) Act 2009 contains more appropriate precedents.

Auckland Transport has the power to make bylaws itself; see section 46 (1)(h). That is not appropriate for airport companies generally as they may have little or no public accountability. It might be appropriate for a 100% local authority owned airport company.

However, sections 61 and 62 of the LG (AC) Act provide a regime in respect of bylaws for Watercare that are promoted by Watercare at its expense, consulted on, and must comply with Auckland Council requirements. The bylaws are then made by Auckland Council.

Section 212 (and sections 332 and 333)

These do not apply to the 3 major airports which are specified airport companies under s56A of the Commerce Act; see section 332(1).

Because of that the Commerce Commission most likely will not be interested in them.

There is, therefore, no obvious case to move them to the Commerce Act.

It might be useful to explain whether the chief executive makes additional information requests and responses routinely available to the public? More important, why do private businesses have to make disclosures to the public and Government about their finances? Is there any evidence of any use being made of the information? Does the MoT grant exemptions, and on what basis?

Subpart 2: Clauses 213 to 220

These are clearly lifted from the CAA. However, before they are re-enacted, we suggest a review be made of the continued need for them in view of the generally more permissive legislation around Crown financial matters since then. The Crown did not seem to need any such regime to make substantial investments in JVs such as CRL.

Subpart 3: Clause 221

There might well be a case for locating this provision in the Sale and Supply of Alcohol Act 2012. There are several references to that Act in the section, and there may be merit in having all alcohol sale provisions in the same statute. Section 345 would also move. On the other hand, we acknowledge that section 221 (5) means that generally the Sale and Supply of Alcohol Act 2012 does not apply to sales to passengers.

Schedule 8

We agree that all these provisions need not be carried forward, but as noted above we think a case can be made to add more sections to the list.

Conversely, we anticipate that a list of savings and transitional provisions may be needed.

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Subject Table setting out the ownership of New Zealand airports

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The table below sets out each airport in New Zealand and how each one is owned; with as much detail as is available (which is lacking for some of the smaller aerodromes).

Airport Name	Ownership	Private Ownership	Crown Ownership	Local Authority Ownership	Crown/Local Authority Joint Venture
Alexandra Aerodrome	Central Otago District Council			✓	
Ardmore Airport	Ardmore Airport Ltd <ul style="list-style-type: none"> - Kauri Ardmore Ltd (100%) <ul style="list-style-type: none"> o Kauri Outlooks Ltd (64%) o Ngan Ying NGAI (20%) o Kauri Outlooks Management Ltd (16%) 	✓			
Ashburton Aerodrome	Ashburton District Council			✓	
Auckland (Whenuapai) Base (RNZAF)	New Zealand Defence Force		✓		
Auckland International Airport	Auckland International Airport Ltd	✓		✓	

Airport Name	Ownership	Private Ownership	Crown Ownership	Local Authority Ownership	Crown/Local Authority Joint Venture
	<ul style="list-style-type: none"> - New Zealand Central Securities Depository Ltd (43.14%) <ul style="list-style-type: none"> o overseas owners through the Reserve Bank of New Zealand - Auckland Council (22.15%) 	NZX & ASX listed			
Balclutha Aerodrome	South Otago Aero Club	✓			
Blenheim Airport (Woodbourne)	Marlborough Airport Ltd <ul style="list-style-type: none"> - MDC Holdings Ltd (100%) <ul style="list-style-type: none"> o Marlborough District Council (100%) 			✓	
Chatham Islands/Tuuta Airport	Chatham Islands Airport Ltd <ul style="list-style-type: none"> - Chatham Islands Enterprise Trust (100%) 	✓			
Christchurch International Airport	Christchurch International Airport Ltd <ul style="list-style-type: none"> - Christchurch City Holdings Ltd (75%) <ul style="list-style-type: none"> o Christchurch City Council (100%) - Minister of Finance (12.5%) - Minister for State Owned Enterprises (12.5%) 				✓
Coromandel Aerodrome	Coromandel Flying Club	✓			
Cromwell Racecourse Aerodrome	Central Otago District Council			✓	

Airport Name	Ownership	Private Ownership	Crown Ownership	Local Authority Ownership	Crown/Local Authority Joint Venture
Dannevirke Aerodrome	Tararua District Council			✓	
Dargaville Aerodrome	Dargaville Aero Club	✓			
Dunedin International Airport	Dunedin International Airport Ltd <ul style="list-style-type: none"> - Her Majesty the Queen (50%) - Dunedin City Holdings Ltd (50%) <ul style="list-style-type: none"> o Dunedin City Council (100%) 		✓	✓	
Feilding Aerodrome	Feilding Flying Club	✓			
Forest Field Aerodrome	P A Collings	✓			
Galatea Aerodrome	Urewera Aero Club	✓			
Gisborne Airport	Gisborne Airport Ltd <ul style="list-style-type: none"> - Eastland Group Ltd (100%) 			✓	
Glentanner Aerodrome	Glentanner Park (Mount Cook) Ltd <ul style="list-style-type: none"> - Helen Mary IVEY; Ross Kenneth IVEY (100%) 	✓			
Gore Aerodrome	Gore District Council			✓	
Great Barrier Aerodrome	Auckland Council			✓	
Greymouth Airport	Grey District Council			✓	

Airport Name	Ownership	Private Ownership	Crown Ownership	Local Authority Ownership	Crown/Local Authority Joint Venture
Haast Aerodrome	McGuire's Ltd - Laurence James MCGUIRE (100%)	✓			
Hamilton Airport	Waikato Regional Airport Ltd - Hamilton City Council (50%) - Waikato District Council (15.62%) - Waipa District Council (15.62%) - Matamata – Piako District Council (15.62%) - Otorohanga District Council (3.12%)			✓	
Hastings Aerodrome	Air Hawkes Bay Ltd - Hawkes Bay and East Coast Aero Club Incorporated (100%)	✓			
Hokitika Airport	Destination Westland Ltd (previously known as Hokitika Airport Ltd) - Westland Holdings Ltd (100%) o Westland District Council (100%)			✓	
Hood Aerodrome	Masterton District Council			✓	
Invercargill Airport	Invercargill Airport Ltd - Invercargill City Holdings Ltd (97.68%) o Invercargill City Council (100%)	✓		✓	

Airport Name	Ownership	Private Ownership	Crown Ownership	Local Authority Ownership	Crown/Local Authority Joint Venture
	<ul style="list-style-type: none"> - Waihopai Runaka Holdings Ltd (0.58%) - Hokonui Research and Development Ltd (0.58%) - Ana BEATON; Dean WHAANGA; Louise FOWLER; Stephanie BLAIR (0.58%) - Oraka Aparima Runaka Holdings Ltd (0.58%) 				
Kaikohe Aerodrome	Far North District Council (managed by Far North Holdings Ltd, which is wholly owned by FNDC)			✓	
Kaikoura Aerodrome	Kaikoura District Council			✓	
Kaitia Airport	Far North District Council (managed by Far North Holdings Ltd, which is wholly owned by FNDC)			✓	
Kapiti Coast Airport	Kapiti Coast Airport Holdings Ltd <ul style="list-style-type: none"> - Todd Property Group Ltd (100%) <ul style="list-style-type: none"> o Todd Capital Ltd (100%) <ul style="list-style-type: none"> ▪ The Todd Corporation Ltd (100%) <ul style="list-style-type: none"> • various Todd Family entities 	✓			
Kerikeri Airport (aka Bay of Islands Airport)	Far North Holdings Ltd <ul style="list-style-type: none"> - Far North District Council (100%) 			✓	
Lake Tekapo Airport	Air Safaris & Services (NZ) Ltd	✓			

Airport Name	Ownership	Private Ownership	Crown Ownership	Local Authority Ownership	Crown/Local Authority Joint Venture
	<ul style="list-style-type: none"> - Raymond Sullivan Trust Ltd (100%) <ul style="list-style-type: none"> o Kenneth Francis MCKENZIE (25%) o Robert Howard VINCENT (25%) o David Robert FORMAN (25%) o Julia Mary TRAYLOR (25%) 				
Manapouri Aerodrome/Te Anau Airport	Southland District Council			✓	
Mandeville Aerodrome	Croydon Aircraft Company Ltd <ul style="list-style-type: none"> - Colin Francis SMITH (55%) - Yvonne Maeva SMITH (26.5%) - William Alexander LAMB (10%) - Malcolm Phillip SMITH (8.5%) 	✓			
Mercer Airfield	Palms on George Ltd <ul style="list-style-type: none"> - Young Group of Companies Ltd (66%) <ul style="list-style-type: none"> o Castelle Amanda YOUNG; Neil Howard YOUNG; Franklin Trustee Services Ltd (100%) - Dee BOND (34%) 	✓			
Milford Sound Airport (aka Milford Sound Piopiotahi Aerodrome)	Ministry of Transport		✓		

Airport Name	Ownership	Private Ownership	Crown Ownership	Local Authority Ownership	Crown/Local Authority Joint Venture
Motueka Aerodrome	Tasman District Council			✓	
Mount Cook Aerodrome	Aoraki Mount Cook Airport Ltd <ul style="list-style-type: none"> - Aoraki/Mount Cook Alpine Village Limited (100%) <ul style="list-style-type: none"> o Trojan Holdings Ltd (100%) <ul style="list-style-type: none"> ▪ John Stratton DAVIES (100%) 	✓			
Napier Airport (aka Hawke's Bay Airport)	Hawke's Bay Airport Ltd <ul style="list-style-type: none"> - Napier City Council (26%) - Her Majesty the Queen (by Her Minister of Finance) (25%) - Minister for State-Owned Enterprises (25%) - Hastings District Council (24%) 				✓
Nelson Airport	Nelson Airport Ltd <ul style="list-style-type: none"> - Nelson City Council (50%) - Tasman District Council (50%) 			✓	
New Plymouth Airport	New Plymouth District Council (CCTO: Papa Rererangi i Puketapu)			✓	
North Shore Aerodrome	North Shore Aero Club	✓			
Oamaru Airport	Waitaki District Council			✓	
Ohakea Base (RNZAF)	New Zealand Defence Force		✓		

Airport Name	Ownership	Private Ownership	Crown Ownership	Local Authority Ownership	Crown/Local Authority Joint Venture
Omarama Airfield	Omarama Airfield Ltd <ul style="list-style-type: none"> - Waitaki District Council (50%) - Omarama Soaring Centre Incorporated (50%) 	✓		✓	
Palmerston North Airport	Palmerston North Airport Ltd <ul style="list-style-type: none"> - Palmerston North City Council (100%) 			✓	
Parakai Aerodrome (aka West Auckland Airport)	West Auckland Airport Company Ltd <ul style="list-style-type: none"> - Carreen Dorothy LOCKIE (25%) - Timothy Parkin LOCKIE (25%) - Bryn Parkin LOCKIE (25%) - Simon Desmond Parkin LOCKIE (25%) 	✓			
Pauanui Aerodrome	Thames-Coromandel District Council			✓	
Picton Aerodrome	Sounds Air Travel And Tourism Limited <ul style="list-style-type: none"> - Sounds Air Group Limited (100%) <ul style="list-style-type: none"> o Brett Hoddle Trustee Ltd; Stephen HANDYSIDE (25%) o Andrew CRAWFORD; Brett Hoddle Trustee Ltd (25%) o Brett Hoddle Trustee Ltd; Cliff MARCHANT; Diane MARCHANT (25%) 	✓			

Airport Name	Ownership	Private Ownership	Crown Ownership	Local Authority Ownership	Crown/Local Authority Joint Venture
	<ul style="list-style-type: none"> ○ Dianne BUTT; John BUTT; Wain & Naysmith Trustees No 7 Limited (5%) ○ Charles Rhyan WARDMAN; Tara WARDMAN-REEVES (5%) ○ Stephen HANDYSIDE (3.33%) ○ Cliff MARCHANT (3.33%) ○ Andrew CRAWFORD (3.33%) ○ Andrew CRAWFORD; Geoffrey MAYMAN; Robyn JAMIESON (2.5%) ○ Brett Hoddle Trustee Ltd; Craig ANDERSON (2.5%) 				
Pukaki Airport	Mackenzie Holdings Ltd <ul style="list-style-type: none"> - Mackenzie District Council (100%) 			✓	
Queenstown International Airport	Queenstown Airport Corporation Ltd <ul style="list-style-type: none"> - Queenstown Lakes District Council (75.01%) - Auckland Airport Holdings (No 2) Ltd (24.99%) <ul style="list-style-type: none"> ○ Auckland International Airport Ltd (100%) [shareholding of AIAL set out above] 	✓		✓	
Rangiora Airport	Waimakariri District Council			✓	
Richard Pearse Airport (aka Timaru Airport)	Timaru District Council			✓	

Airport Name	Ownership	Private Ownership	Crown Ownership	Local Authority Ownership	Crown/Local Authority Joint Venture
Rotorua Airport (aka Rotorua Regional Airport)	Rotorua Regional Airport Ltd - Rotorua District Council (100%)			✓	
Ryan's Creek Aerodrome	South East Air Ltd - Janene Ann MOFFATT; William Thomas Fraser MOFFATT (33.5%) - Lynne Maree HECTOR; Robert Raymond HECTOR (33.5%) - Janene Ann MOFFATT; William Thomas Fraser MOFFATT (16.5%) - Lynne Maree HECTOR; Robert Raymond HECTOR (16.5%)	✓			
Takaka Aerodrome	Tasman District Council			✓	
Taupo Airport	Taupo Airport Authority (CCO) - Ministry of Transport (50%) - Taupo District Council (50%)				✓
Tauranga Airport	Tauranga City Council			✓	
Thames Aerodrome (aka Thames Airfield)	Thames-Coromandel District Council			✓	
Waiheke Island Aerodrome	Unclear – it is one of the following two companies. Either way it is still privately owned. Uncertainty caused by	✓			

Airport Name	Ownership	Private Ownership	Crown Ownership	Local Authority Ownership	Crown/Local Authority Joint Venture
	<p>Jolon posting on Waiheke Airfield's Facebook feed 3 months ago saying new owners are taking over.</p> <p>Waiheke Airfield Management Ltd</p> <ul style="list-style-type: none"> - Jolon Valenta MARSHALL (70%) - Rebecca Jane GATENBY (30%) <p>OR</p> <p>Air Auckland Ltd</p> <ul style="list-style-type: none"> - New Zealand Aviation Group Ltd (100%) <ul style="list-style-type: none"> o Dezhan (New Zealand) Investment Ltd (100%) <ul style="list-style-type: none"> ▪ DeZhan Financial Investment Group Ltd (HK) (100%) 				
Wairoa Aerodrome (aka Wairoa Airport)	Wairoa District Council			✓	
Waiouru Airbase	New Zealand Defence Force		✓		
Wanaka Airport	Queenstown Lakes District Council			✓	
Wellington International Airport	<p>Wellington International Airport Ltd</p> <ul style="list-style-type: none"> - NZ Airports Ltd (66%) 	✓		✓	

Airport Name	Ownership	Private Ownership	Crown Ownership	Local Authority Ownership	Crown/Local Authority Joint Venture
	<ul style="list-style-type: none"> ○ Infratil Ltd (100%) - Wellington City Council (34%) 				
Westport Airport	Westport Airport Authority <ul style="list-style-type: none"> - Buller District Council (50%) - Ministry of Transport (50%) 				✓
Whakatane Airport	Whakatane Airport Authority <ul style="list-style-type: none"> - Whakatane District Council (50%) - Ministry of Transport (50%) 				✓
Whanganui Airport	Whanganui Airport Authority <ul style="list-style-type: none"> - Whanganui District Council (50%) - Ministry of Transport (50%) 				✓
Whangarei Airport	Whangarei District Airport <ul style="list-style-type: none"> - Whangarei District Council (50%) - Ministry of Transport (50%) <p>Crown owns land (100%); Council owns 100% of buildings and lighting and has a 50% interest in all other assets, liabilities and net surplus.</p>				✓
Whitianga Aerodrome	Mercury Bay Aero Club	✓			

Airport Name	Ownership	Private Ownership	Crown Ownership	Local Authority Ownership	Crown/Local Authority Joint Venture
Wigram Aerodrome	<p data-bbox="551 379 831 408">Ngai Tahu Property Ltd</p> <ul style="list-style-type: none"> <li data-bbox="600 427 1167 456">- Ngai Tahu Holdings Corporation Ltd (100%) <ul style="list-style-type: none"> <li data-bbox="696 475 1160 504">o Ngai Tahu Charitable Trust (100%) <p data-bbox="551 568 1223 660">Note: this is no longer an airfield. The former Wigram Aerodrome was purchased by Ngai Tahu in 1997, and is now part of the Wigram Skies development.</p>	✓			