

Quarter 4 Report FY2025

1st April-30th June



Papa Rererangi i Puketapu Ltd
New Plymouth Airport



1. Introduction

This report is for Q4 , Financial Year 2025.

The report is presented by Papa Rererangi i Puketapu Limited (PRIP) in accordance with Sections 64 and 65 of the Local Government Act 2022 (LGA) referencing the company's Statement of Intent and PRIP's monitoring and reporting requirements.

2. Purpose and Objectives

2.1 PRIP's main purpose is to operate the Airport on a sustainable commercial basis and to ensure the ongoing safe and successful operation of the Airport.

2.2 PRIP's primary objectives are to:

- Operate the Airport in full compliance with the regulations set down by the New Zealand Civil Aviation Authority
- Ensure that the business is run on a sustainable commercial basis
- Optimise the use of its assets; and
- Generate a reasonable rate of return on investment

3. Shareholder Relationship and Agreements

PRIP have entered into the following agreements with NPDC for the ongoing operation of the Airport, namely:

- Service Level Agreement
- Loan Facility Agreement
- General Security Deed
- Intergroup Asset Transfer
- Deeds of Lease Airport Land

4. Board Chair and Chief Executive's Report Summary

The final three months of the year have been defined by the continued momentum in the non-aeronautical areas of the business. A number of major infrastructure projects have reached critical milestones, with the solar farm, wastewater system replacement, and rental car precinct development all progressing well.

The solar farm, a flagship initiative for our sustainability program, is now in its final stages and is on track to be completed either on or ahead of its scheduled delivery date. The replacement of the airport's aging wastewater system has progressed smoothly, with minimal disruption to operations. This upgrade will ensure that our facilities are compliant with and capable of supporting future growth. The rental car development, has also moved forward as planned.

It has been particularly pleasing to see all three of these significant projects advance in line with expectations. Their progress reflects strong project management, effective collaboration with stakeholders, and a clear focus on delivery. Overall passenger numbers remain somewhat of a concern.

While the financial year closed in line with our forecast, total passenger volumes were down compared to the previous year. This reflects the broader challenges currently facing regional aviation, including capacity constraints, airline scheduling decisions, and ongoing shifts in travel behavior.

Looking ahead, our long-term forecast suggests that this trend is likely to continue over the next few years, with only modest fluctuations expected. A sustained return to consistent growth is not anticipated in the short term.



Departures | Wehenga atu

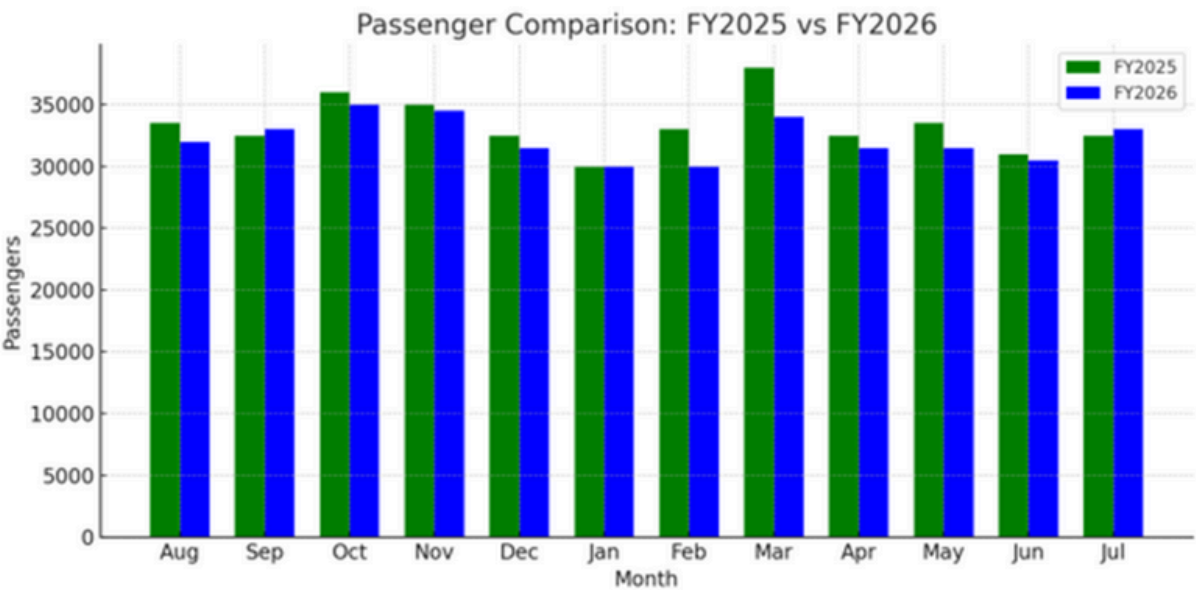
4.1 Passenger Numbers

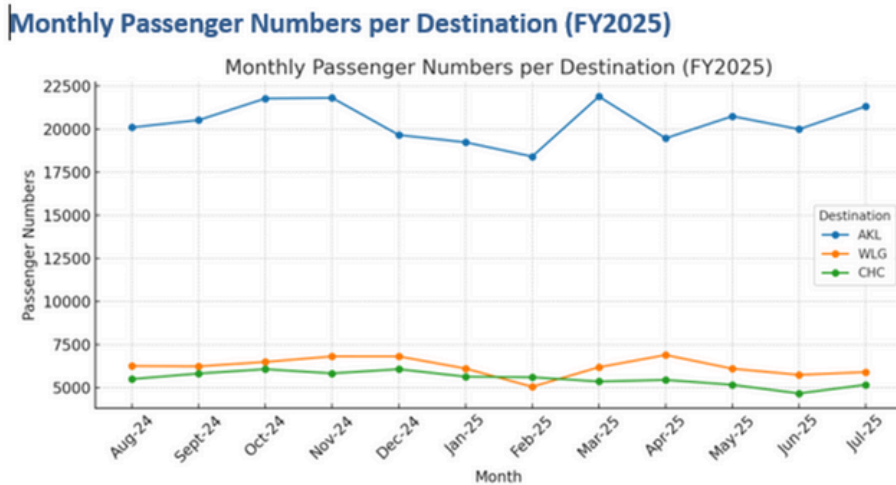
The following graphs provide a clear illustration of our passenger performance throughout FY2025. Month-on-month, we have consistently tracked behind the previous year’s totals, highlighting the ongoing challenges in recovering to pre-COVID volumes.

A key contributor to this trend has been the withdrawal of the overnight Christchurch (CHC) service in December, which had a significant impact on our overall numbers. Despite this, the broader CHC market is beginning to show signs of recovery, suggesting some potential for future improvement.

Wellington (WLG), however, remains a more pressing concern. The final three months of the financial year saw a steady decline in WLG passenger volumes. This is reflective of a wider pattern affecting most Wellington sectors, driven largely by a reduction in government-related travel. This shift continues to affect regional connectivity and has made it more difficult to maintain sustainable service levels on these routes.

Passenger Comparison: FY2025 vs FY2026



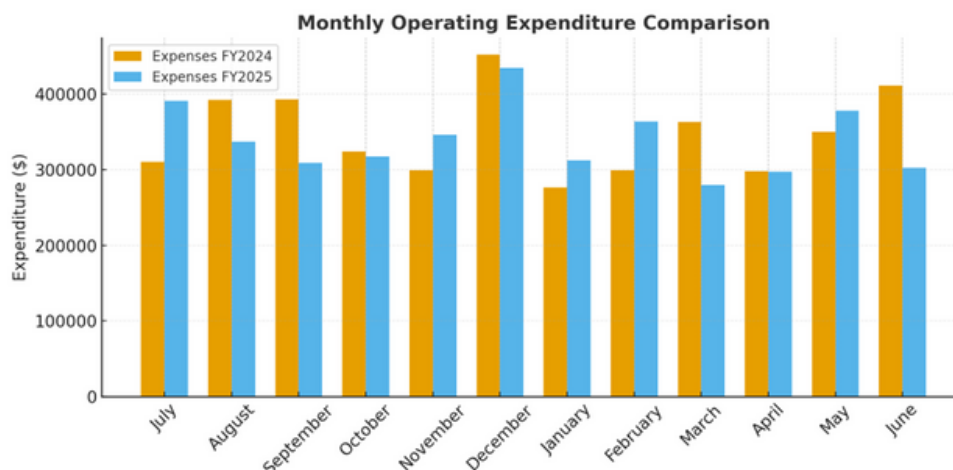


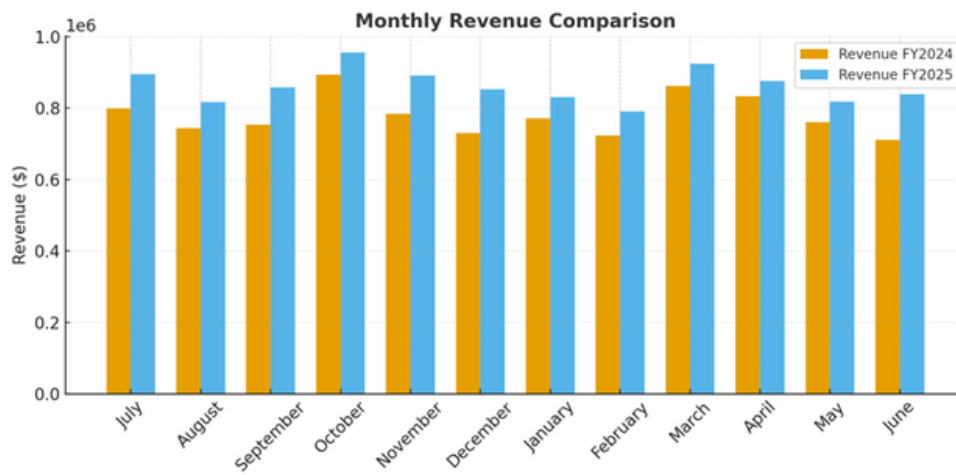
4.2 Financial Report

4.2.1 The business continues to demonstrate strong financial performance, with revenues running slightly ahead of budget and delivering a solid uplift on the previous year. This reflects the resilience of our core activities and the effectiveness of our commercial strategies in maintaining growth despite a challenging operating environment.

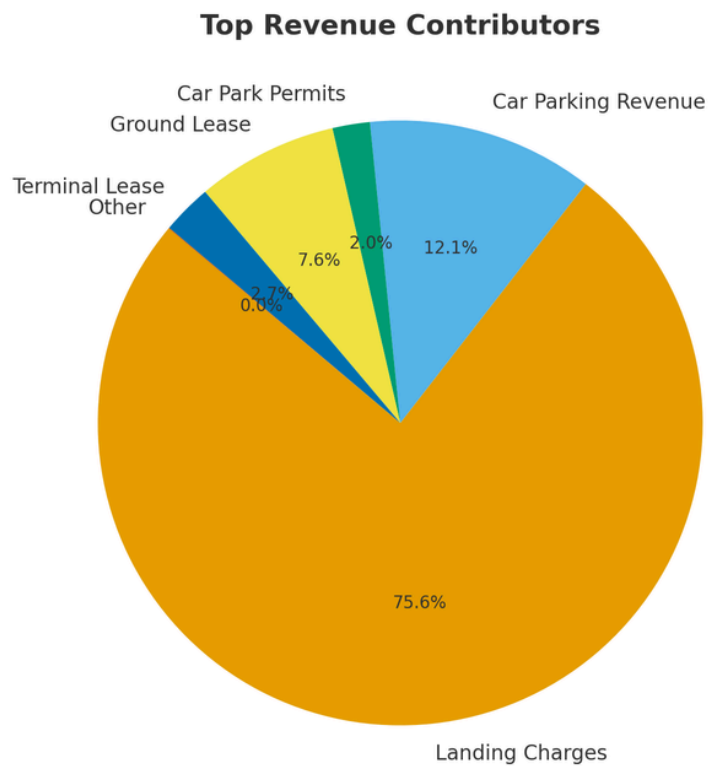
While overheads are tracking higher than planned, this is being balanced by the strength of our revenue base, ensuring that overall operating performance remains robust. EBITDA is showing a significant improvement on last year and is broadly aligned with budget expectations, positioning the business to deliver close to target for the full financial year.

Taken together, the year-to-date results provide confidence in the stability of the business, highlighting both the progress made in growing revenues and the discipline applied in managing costs. Looking ahead, maintaining this balance will be key to sustaining financial strength and creating capacity for further investment in strategic initiatives.

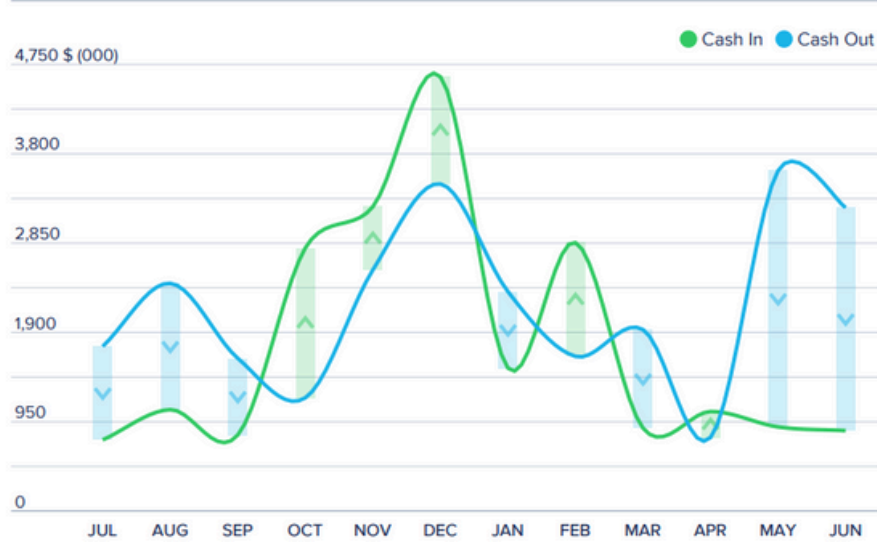




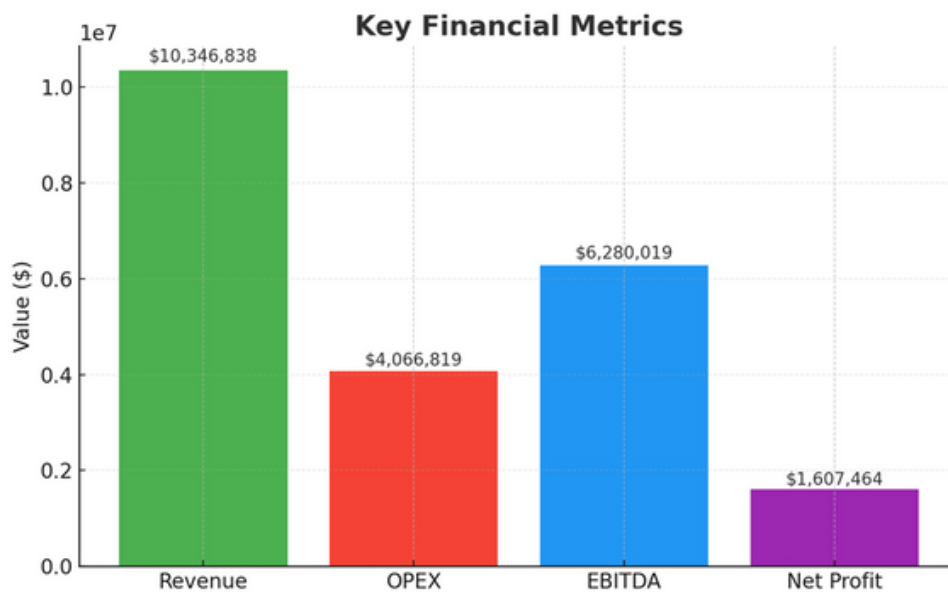
4.2.2 Landing fees are the highest contributor to revenue, with steady contributions from car parking, terminal and ground leases.



2024-2025 CASH IN AND OUT



4.2.3 Pre Audited Key Financial Metrics.



4.3 Capital Projects Update

Summary

PRIP's capital program has reached some significant milestones in the final quarter of FY2025:

4.3.1 Solar Project. The solar project is progressing well and is ahead of schedule and on budget. All solar panels have now been installed and the main electrical components have now been installed. It is scheduled to open in September 2025.



4.3.2 Wastewater system replacement and upgrade has been completed and is now ready for full commissioning.

4.3.4 Covered shelters have been installed at the departure area of the aircraft apron. These have been designed to provide relief for customers departing and arriving into NPL.



4.4 Operational Update

4.4.1 The existing Airport facilities have been well maintained throughout the year and there has been no diversion of regular passenger transport services resulting from Airport operational issues.

5 Sustainability

American Carbon Accreditation (ACA) Level 2 certification

The American Carbon Accreditation comprises six levels: Mapping, Reduction, Optimization, Neutrality, Transformation and Transition.



6. Stakeholder Relations

NPDC, as the 100% Shareholder, has nominated an advisor who attends the PRIP Board meetings as an observer.

PRIP management is also working in close collaboration with the Venture Taranaki Trust and the Chamber of Commerce to promote the district from tourism and economic development perspectives. PRIP is a Chamber of Commerce Regional Partner.

PRIP will continue to build upon the strong relationship with Puketapu Hapu that have developed over the past six years.

PRIP is aware of the potential that future decisions may impact on local Iwi and Hapu and is committed to an appropriate level of consultation at all times.



Philip Cory-Wright

Chair, Papa Rerangi i Puketapu

David Scott

Chief Executive Officer, Papa Rerangi i Puketapu