



INTERIM REPORT 2022

DIRECTORY

Governing Body

Taupō Airport Authority Committee

Mayor David Trewavas
Councillor Kathy Guy (Council Representative)
Councillor Christine Rankin (Council Representative)
Chris Johnston (Business Representative)
Andrew Hintz (Business Representative)

Airport General Manager

Wayne Wootton (acting)

Bankers

Bank of New Zealand, Taupō – transactional banking

Auditors

Audit New Zealand on behalf of
The Controller & Auditor General

Solicitors / Legal Advisors

Holland Beckett Law, Taupō

Insurance Brokers

Aon New Zealand Limited

Joint Venture Partners

Taupō District Council	50%
The Crown (Ministry of Transport)	50%

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STATEMENT OF PERFORMANCE: PERFORMANCE TARGETS AND RESULTS ACHIEVED TO DATE

Non-financial performance:

Taupō Airport		
Objective:		
To operate a successful commercially viable business providing land and infrastructure for the safe, appropriate and efficient air transport needs of the Taupō district.		
Performance targets	Results	Achievement
To maintain facilities so as to avoid any diversion or cancellation of scheduled flights other than for weather or airline problems.	Achieved	No diversions or cancellations due to facility maintenance (2022: Achieved)
The airport will be operated in such a way as to continue to hold CAA Part 139 certification.	Achieved	The Airport is CAA Part 139 certified (2022: Achieved)
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.	Achieved	Rule Part 139 Compliant Rule Part 100 Compliant (2022: Achieved)
The TAA will be self-funding in terms of its own cash flow.	Not Achieved	Operating cash flow for the year to date is \$-298k (June 2021: \$-78k, Not Achieved)

Financial performance:

Consolidated shareholder funds to total assets 92.26% (June 2021: 91.34%) against a projected 86.0%.

SUMMARY OF AIRCRAFT MOVEMENTS

For the six months ended 31 December 2022

	<i>Six months to 31 December 2022</i>	<i>Six months to 31 December 2021</i>	<i>Year to 30 June 2022</i>	<i>Year to 30 June 2021</i>	<i>Year to 30 June 2020</i>
Scheduled airlines	1,068	710	1,824	2,016	2,278
Private operation	3,182	3,697	7,572	7,235	5,014
Parachuting	1,520	858	2,547	2,840	5,612
Military operations	0	3	6	16	12
Helicopters	2,923	2,759	5,567	4,875	4,642
	8,693	8,027	17,516	16,982	17,558

**Taupo Airport Authority
Financial statements
for the Half-year ended 31 December
2022**

Statement of Comprehensive Revenue and Expense
For the half-year ended 31 December 2022

	Note	Unaudited Actual 6 Months to 31 Dec 2022 \$	Unaudited Actual 6 Months to 31 Dec 2021 \$	Audited Actual 12 months to 30 June 2022 \$
Revenue				
Revenue from services provided	4	246,146	205,066	442,281
Finance revenue	5	6,142	1,391	3,461
Total revenue		252,288	206,457	445,742
Expenditure				
Employee benefit expenses	6	114,227	96,497	222,383
Depreciation and amortisation expense		109,057	109,339	216,529
Other expenses	6	175,021	181,658	307,373
Total operating expenditure		398,305	387,494	746,285
Surplus/(deficit) before tax		(146,017)	(181,037)	(300,543)
Income tax (expense)/credit		-	-	78,696
Surplus/(deficit) attributable to TDC and The Crown		(146,017)	(181,037)	(221,847)
Other comprehensive revenue				
Property, plant & equipment revaluations	7	-	-	1,135,454
Deferred tax on revaluation		-	-	(13,585)
Total other comprehensive income		-	-	1,121,869
Total comprehensive income		(146,017)	(181,037)	900,022
Total comprehensive revenue and expenses attributable to: TDC and The Crown		(146,017)	(181,037)	900,022

Statement of Changes in Equity
For the half-year ended 31 December 2022

	Note	Unaudited Actual 6 Months to 31 Dec 2022 \$	Unaudited Actual 6 Months to 31 Dec 2021 \$	Audited Actual 12 Months to 30 June 2022 \$
Equity at start of the year	7	18,954,100	14,854,372	15,054,078
Total comprehensive revenue and expenses previously reported		(146,017)	(181,037)	900,022
Equity injections by Crown		98,406	2,750,000	2,750,000
Equity injections by Taupo District Council		-	250,000	250,000
Equity as at 31 December 2022	7	18,906,489	17,673,334	18,954,100
Total recognised revenue and expenses are attributable to:				
Taupo District Council		(73,008)	(90,518)	993,480
Crown		(73,009)	(90,519)	(93,458)
Total comprehensive revenue and expenses		(146,017)	(181,037)	900,022

Summary of significant accounting policies and the accompanying notes form part of these financial statements.

Statement of Financial Position
As at 31 December 2022

	Note	Unaudited Actual As at 31 Dec 2022 \$	Unaudited Actual As at 31 Dec 2021 \$	Audited Actual As at 30 June 2022 \$
ASSETS				
Current assets				
Cash and cash equivalents	8	242,263	5,776,338	3,325,694
Trade and other receivables	9	171,002	115,521	136,463
Prepayments		11,136	900	1,130
Total current assets		424,401	5,892,759	3,463,287
Non-current assets				
Intangible assets		731	1,057	894
Property, plant and equipment		20,066,556	13,454,498	17,032,990
Total non-current assets		20,067,287	13,455,555	17,033,884
Total assets		20,491,688	19,348,314	20,497,171
LIABILITIES				
Current liabilities				
Trade and other payables	10	597,124	619,251	741,062
Employee benefit liabilities	11	32,620	31,726	44,688
Provisions		3,729	3,729	3,729
Total current liabilities		633,473	654,706	789,479
Non-current liabilities				
Borrowings		200,000	-	-
Provisions		11,187	14,916	13,052
Deferred tax liabilities		740,539	1,005,358	740,540
Total non-current liabilities		951,726	1,020,274	753,592
Total liabilities		1,585,199	1,674,980	1,543,071
Net assets		18,906,489	17,673,334	18,954,100
EQUITY				
Equity interest of joint venture partners	7	12,409,993	12,311,585	12,311,585
Appropriation accounts	7	1,613,303	1,600,426	1,759,322
Asset revaluation reserves	7	4,883,193	3,761,323	4,883,193
Total equity		18,906,489	17,673,334	18,954,100

Summary of significant accounting policies and the accompanying notes form part of these financial statements.

Statement of cashflows

For the half-year ended 31 December 2022

	Unaudited Actual 6 Months to 31 Dec 2022 \$	Unaudited Actual 6 Months to 31 Dec 2021 \$	Audited Actual 12 Months to 30 June 2022 \$
Note			
Cash flows from operating activities			
Receipts from customers	241,470	226,358	455,477
Finance revenue	6,142	1,391	3,461
Payments to suppliers	(395,866)	(145,716)	(122,839)
Payments to employees	(126,293)	(98,487)	(211,410)
Interest paid	(966)	-	-
Net GST	(22,359)	(62,285)	(76,356)
Net cash flow from operating activities	<u>(297,872)</u>	<u>(78,739)</u>	<u>48,333</u>
Cash flows from investing activities			
Receipts from sale of property, plant, and equipment	-	12,186	12,186
Purchase of property, plant and equipment	(3,083,966)	(1,778,853)	(4,356,569)
Net cash flow from investing activities	<u>(3,083,966)</u>	<u>(1,766,667)</u>	<u>(4,344,383)</u>
Cash flows from financing activities			
Proceeds from borrowings	200,000	-	-
Equity injection	98,407	3,000,000	3,000,000
Net cash flow from financing activities	<u>298,407</u>	<u>3,000,000</u>	<u>3,000,000</u>
Net increase (decrease) in cash and cash equivalents held	(3,083,431)	1,154,594	(1,296,050)
Add cash at start of year	<u>3,325,694</u>	<u>4,621,744</u>	<u>4,621,744</u>
Cash, cash equivalents, and bank overdrafts at the end of the year	8 <u>242,263</u>	<u>5,776,338</u>	<u>3,325,694</u>

Summary of significant accounting policies and the accompanying notes from part of these financial statements.

1 Statement of accounting policies for the half-year ended 31 December 2022

1.1 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 Airport. Governance is provided by a Committee of Council.

The primary objective of the Airport 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 Airport has designated itself a public benefit entity for the purposes of New Zealand equivalents to International Public Sector Accounting Standards (PBE IPSAS).

The financial statements of Taupo Airport Authority are for the half year ended 31 December 2022. The financial statements were authorised for issue by the Airport Committee on 27th February 2023.

2 Summary of significant accounting policies

2.1 Statement of Compliance and Basis of Preparation

The financial statements have been prepared on the going concern basis and in accordance with the Civil Aviation Act 1990, the Airport Authorities Act 1966, and the Local Government Act 2002, which includes the requirement to comply with generally accepted accounting practice in New Zealand (NZGAAP). The financial statements have been prepared in accordance with Tier 2 RDR standards as total expenses are less than \$2.0m. These financial statements comply with Public Sector Public Benefit Entity (PS PBE) standards.

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 is New Zealand dollars.

Changes in accounting policies

There have been no changes to accounting policies.

2.2 GST

The financial statements have been prepared exclusive of GST with the exception of receivables and payables that have been shown inclusive of GST. Where GST is not recoverable as an input tax it is recognised as part of the related asset or expense.

Commitments and contingencies are disclosed exclusive of GST.

2.3 Revenue

Revenue is measured at the fair value of consideration received or receivable.

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 is recognised on a straight-line basis over the term of the payments.

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 fair value of consideration received.

2 Summary of significant accounting policies

The main sources of revenue for the Airport are airfield landing charges and lease revenue from leasehold sites at the airport. Revenue is recognised in the period to which it relates. Payment is by credit card, EFTPOS, automatic payment or direct debit.

2.4 Leases

(i) Finance leases

Leases in which substantially all of the risks and rewards of ownership transfer to the lessee are classified as finance leases. At inception, finance leases are recognised as assets and liabilities on the Statement of Financial Position at the lower of the fair value of the leased property and the present value of the minimum lease payments. Any additional direct costs of the lease are added to the amount recognised as an asset. Subsequently, assets leased under a finance lease are depreciated as if the assets are owned.

(ii) Operating leases

An operating lease is a lease that does not transfer substantially all the risks and rewards incidental to ownership of an asset.

Payments made under operating leases are recognised in the surplus or deficit on a straight-line basis over the term of the lease. Lease incentives received are recognised in the Statement of Comprehensive Revenue and Expense as an integral part of the total lease expense.

(iii) Finance leases

Minimum lease payments are apportioned between the finance charge and the reduction of the outstanding liability. The finance charge is allocated to each period during the lease term, so as to produce a constant periodic rate of interest on the remaining balance of the liability.

(iv) Financing costs

Net financing costs comprise interest payable on borrowings calculated using the effective interest rate method, foreign exchange losses, and losses on hedging instruments that are recognised in the Statement of Comprehensive Revenue and Expense using the effective interest rate method.

2.5 Equity

The equity of Taupo Airport Authority is made up of the following components:

- Capital contributions
- Accumulated funds
- Revaluation Reserves

Equity is the Partner's interest in the Airport and is measured as the difference between total assets and total liabilities.

2.6 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.

2.7 Financial assets

Taupo Airport Authority 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 Revenue and Expense.

2.8 Trade and other receivables

Trade and other receivables are recognised at their cost less impairment losses.

A provision for impairment of receivables is established when there is objective evidence that the Airport will not be able to collect all amounts due according to the original terms of receivables. The amount of the provision is the difference between the carrying amount and the present value of the estimated recovery of the debt.

2 Summary of significant accounting policies

2.9 Property, plant and equipment

Property, plant, and equipment consist of Land, operating assets, and infrastructural assets.

Asset classes that are not revalued are recorded at historical cost less accumulated depreciation and impairment losses. Historical cost includes expenditure that is directly attributable to the acquisition of the items. The cost of an item of property, plant, and 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 Airport and the cost of the item can be reliably measured.

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 Airport 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.

Additions

Additions between valuations are shown at cost.

The cost of an item of property, plant, and 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 Airport and the cost of the item can be measured reliably.

Disposals

Gains and losses on disposals are determined by comparing the disposal proceeds with the carrying amount of the asset. Gains and losses on disposals are reported net 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.

When the use of a property changes from owner-occupied to investment property, the property is reclassified to investment property at its fair value at the date of the transfer.

Subsequent measurement

Property, plant, and equipment, and intangible assets subsequently measured at cost that have a finite useful life are reviewed for impairment whenever events or changes in circumstances indicate that the carrying amount may not be recoverable.

An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable amount. The recoverable amount is the higher of the asset's fair value less costs to sell and value in use.

If an asset's carrying amount exceeds its recoverable amount, the asset is regarded as impaired and the carrying amount is written-down to the recoverable amount. The total impairment loss is recognised in the surplus or deficit. The reversal of an impairment loss is recognised in the surplus or deficit.

2 Summary of significant accounting policies

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 that will write-off the cost (or valuation) of the assets to their estimated residual values over their useful lives. The useful lives and associated depreciation rates of major classes of assets have been estimated as follows:

Class of PP&E	Estimated useful life	Depreciation rates
Buildings	2.5 - 64 Years	1.56% - 40.37%
Furniture and Fittings	4 - 15 Years	6.67% - 25.2%
Office Equipment and Plant and Equipment	4 - 50 Years	2% - 25%
Motor vehicles	5 Years	20%
Infrastructural assets		
Runways	3 - Indefinite years	
Roading network	3 - 52 Years	
Stormwater	50 - 80 Years	
Footpaths	80 Years	
Kerbs	50 Years	
Fencing	10 Years	
Streetlights	15 Years	

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

Details of valuations by asset class:

Valuation of land and buildings

Airport land was initially valued at fair value by independent valuer Quotable Value New Zealand as at 1 July 2005, which was considered deemed cost. The land and buildings were revalued to fair value on the same basis by independent valuer, Quotable Value New Zealand at 30 June 2022.

Valuation of infrastructural assets

Infrastructure assets are the utility systems that provide a continuing service to the Airport and are not generally regarded as tradeable. They include the runways, roads, and stormwater systems together with other improvements of an infrastructural nature. The runway and roading assets were valued at fair value by WSP New Zealand Limited (formerly Opus Consultants Limited) at 30 June 2020. The stormwater system assets were valued at fair value by AECOM New Zealand Limited at 30 June 2021.

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. Assets under construction are recognised at cost less impairment. The current carrying amount of items under construction is separately disclosed.

2.10 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.

Class of intangible asset	Estimated useful life	Amortisation rates
Website	4 years	25%

Costs associated with maintaining computer software are recognised as an expense when incurred.

2 Summary of significant accounting policies

2.11 Investment property

Properties leased to third parties under operating leases and properties held for capital appreciation 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 revenue and expense.

All investment properties have currently been disposed.

2.12 Financial Liabilities

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

2.13 Employee entitlements

Short-term employee entitlements

Provision is made in respect of the Airport's liability for salaries and wages accrued up to balance date, annual leave, long service leave, and lieu leave.

Long service leave, where there is already actual entitlement, is accrued at actual entitlement using current rates of pay. In addition, there is an actuarial assessment of value for which entitlement has not yet been reached. This assessment uses current rates of pay taking into account years of service, years to entitlement and the likelihood staff will reach the point of entitlement. These estimated amounts are discounted to their present value.

Liabilities for annual leave and lieu day leave are accrued on an actual entitlement basis, using current rates of pay.

Long-term employee entitlements

Employee benefits that are due to be settled beyond 12 months after the end of the period in which the employee renders the related service, such as long service leave and retirement gratuities, have been calculated on an actuarial basis. The calculations are based on:

- likely future entitlements accruing to staff, based on years of service, years to entitlement, the likelihood that staff will reach the point of entitlement, and contractual entitlement information; and
- the present value of the estimated future cash flows.

Superannuation schemes

Obligations for contributions to defined contribution superannuation schemes are recognised as an expense in the surplus or deficit when incurred.

2.14 Income tax

Income tax on the surplus or deficit for the year comprises current and deferred tax.

Current tax is the amount of income tax payable based on the taxable surplus for the current year, plus any adjustments to income tax payable in respect of prior years. Current tax is calculated using tax rates (and tax laws) that have been enacted or substantively enacted at 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 surpluses 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.

2 Summary of significant accounting policies

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

2.15 Statement of Intent (SOI) or Budget figures

The budget figures are those approved by the Committee in the Statement of Intent and in complying with sections 64, 66, and 67 of the Local Government Act 2002.

2.16 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 Airport can continue its current operations.

3 Critical accounting estimates and judgements

In preparing the financial statements Taupo Airport Authority made estimates and assumptions concerning the future. These estimates and assumptions may differ from the subsequent actual results. Estimates and judgements are continually evaluated and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances.

4 Revenue from services provided

	Unaudited Actual 6 Months to 31 Dec 2022 \$	Unaudited Actual 6 Months to 31 Dec 2021 \$	Audited Actual 12 Months to 30 June 2022 \$
Landing fees	73,315	41,142	116,420
Terminal passenger fees	-	18,682	58,788
Lease revenue	122,337	119,329	245,072
Other services	50,494	5,000	9,815
Other revenue	-	20,913	12,186
Total revenue from services provided	<u>246,146</u>	<u>205,066</u>	<u>442,281</u>

5 Finance revenue

	Unaudited Actual 6 Months to 31 Dec 2022 \$	Unaudited Actual 6 Months to 31 Dec 2021 \$	Audited Actual 12 Months to 30 June 2022 \$
Interest revenue	6,142	1,391	3,461
Total finance revenue	<u>6,142</u>	<u>1,391</u>	<u>3,461</u>

6 Operating expenditure

	Unaudited Actual 6 Months to 31 Dec 2022 \$	Unaudited Actual 6 Months to 31 Dec 2021 \$	Audited Actual 12 Months to 30 June 2022 \$
Employee benefit expenses			
Salaries and wages	124,109	95,823	205,710
Increase/(decrease) in employee entitlements/liabilities	(12,068)	(1,989)	10,973
Defined contribution plan employer contributions	2,186	2,663	5,700
Total employee benefit expenses	114,227	96,497	222,383
Depreciation by asset class:			
Total depreciation	108,894	109,176	216,203
Total amortisation	163	163	326
Total depreciation and amortisation	109,057	109,339	216,529
Other expenses			
Audit fees for financial statements audit	7,553	6,858	14,206
Airside maintenance	24,783	24,173	26,331
Landside maintenance	12,705	4,641	8,740
Terminal maintenance	639	1,470	3,203
Other maintenance	-	-	17,119
Airfield contractors	8,078	6,137	13,021
Electricity and gas	10,861	10,838	17,305
Materials and supplies	2,642	1,023	2,298
Professional services fees/legal fees	34,127	55,151	65,787
Accountancy & business services TDC	6,250	6,250	12,500
Vehicle running costs	1,906	6,130	8,539
Insurance	5,800	6,194	11,553
Cleaning	14,461	11,595	23,750
Bad debts written off	-	86	86
Software licenses	18,682	17,754	34,471
Equipment Hire	1,181	5,315	7,623
Other grants	-	-	350
Other expenses	25,353	18,043	40,491
Total other expenses	175,021	181,658	307,373

7 Equity

	Unaudited Actual 6 Months to 31 Dec 2022 \$	Unaudited Actual 6 Months to 31 Dec 2021 \$	Audited Actual 12 Months to 30 June 2022 \$
(a) Equity Interest of Joint Venture Partners			
(i) Taupo District Council			
Opening balance	6,623,903	6,373,902	6,373,902
Capital injections	<u>-</u>	<u>250,000</u>	<u>250,000</u>
Closing balance	<u>6,623,903</u>	<u>6,623,902</u>	<u>6,623,902</u>
(ii) The Crown			
Opening balance	5,687,683	2,937,683	2,937,683
Capital injections	<u>98,407</u>	<u>2,750,000</u>	<u>2,750,000</u>
Closing balance	<u>5,786,090</u>	<u>5,687,683</u>	<u>5,687,683</u>
Total closing balance of equity accounts	<u>12,409,993</u>	<u>12,311,585</u>	<u>12,311,585</u>
(b) Appropriation Accounts			
(i) Taupo District Council			
Opening balance	2,204,291	2,215,362	2,315,215
Share of net surplus (deficit)	<u>(73,009)</u>	<u>(90,518)</u>	<u>(110,924)</u>
Closing balance	<u>2,131,282</u>	<u>2,124,844</u>	<u>2,204,291</u>
(ii) The Crown			
Opening balance	(444,970)	(433,899)	(334,046)
Share of net surplus (deficit)	<u>(73,009)</u>	<u>(90,519)</u>	<u>(110,923)</u>
Closing balance	<u>(517,979)</u>	<u>(524,418)</u>	<u>(444,969)</u>
Total closing balance of appropriation accounts	<u>1,613,303</u>	<u>1,600,426</u>	<u>1,759,322</u>

7 Equity

The breakdown of asset revaluation reserves are disclosed as follows:

	Unaudited Actual 6 Months to 31 Dec 2022 \$	Unaudited Actual 6 Months to 31 Dec 2021 \$	Audited Actual 12 Months to 30 June 2022 \$
Property, plant and equipment revaluation reserve			
Balance at 1 July	4,883,193	3,761,324	3,761,324
Revaluation gains/(losses)	-	-	1,135,454
Deferred tax on revaluation	-	-	(13,585)
Balance at 31 December	<u>4,883,193</u>	<u>3,761,324</u>	<u>4,883,193</u>
Operational assets:			
Land	2,389,775	1,165,800	2,389,775
Buildings	82,966	48,034	82,966
Fencing	54,811	54,811	54,811
Land improvements	-	137,035	-
Infrastructure assets			
Roading & streetlighting	143,710	143,710	143,710
Stormwater	67,010	67,010	67,010
Runways	2,144,921	2,144,921	2,144,921
Total asset revaluation reserves	<u>4,883,193</u>	<u>3,761,321</u>	<u>4,883,193</u>

8 Cash and cash equivalents

	Unaudited Actual 6 Months to 31 Dec 2022 \$	Unaudited Actual 6 Months to 31 Dec 2021 \$	Audited Actual 12 Months to 30 June 2022 \$
Cash at bank and in hand	-	82,015	1,543
Call deposits	242,263	5,694,323	3,324,151
Total cash and cash equivalents used in statement of cashflows	<u>242,263</u>	<u>5,776,338</u>	<u>3,325,694</u>

Included in call deposits is the project fund for the redevelopment project of \$56,279 (June 2021: \$5,659,596)

9 Trade and other receivables

	Unaudited Actual 6 Months to 31 Dec 2022 \$	Unaudited Actual 6 Months to 31 Dec 2021 \$	Audited Actual 12 Months to 30 June 2022 \$
Trade receivables	49,435	47,705	56,377
Receivables from related parties	196	196	196
Other	<u>121,371</u>	<u>67,620</u>	<u>79,890</u>
Total current net trade and other receivables	<u>171,002</u>	<u>115,521</u>	<u>136,463</u>

Debtors and other receivables are non-interest bearing and receipt is normally on 30 day terms, therefore the carrying value of debtors and other receivables approximates their fair value.

The Aging of receivables as at balance day is detailed below:

Current	154,620	103,580	119,473
Past due 1-30 days	7,501	7,602	8,599
Past due 31-60 days	2,154	1,216	1,735
Past due 61+ days	<u>6,727</u>	<u>3,123</u>	<u>6,656</u>
Total	<u>171,002</u>	<u>115,521</u>	<u>136,463</u>

10 Trade and other payables

	Unaudited Actual 6 Months to 31 Dec 2022 \$	Unaudited Actual 6 Months to 31 Dec 2021 \$	Audited Actual 12 Months to 30 June 2022 \$
Trade payables	23,665	16,608	235,172
Accrued expenses	510,685	549,436	455,087
Revenue in advance	<u>62,774</u>	<u>53,207</u>	<u>50,803</u>
Total creditors and other payables	<u>597,124</u>	<u>619,251</u>	<u>741,062</u>

Trade payables are non-interest bearing and are normally settled on 30-day terms, therefore the carrying value of trade payables approximates their fair value.

11 Employee benefit liabilities

	Unaudited Actual 6 Months to 31 Dec 2022 \$	Unaudited Actual 6 Months to 31 Dec 2021 \$	Audited Actual 12 Months to 30 June 2022 \$
Current portion			
Accrued pay	3,332	3,333	3,540
Annual leave	24,439	27,679	36,602
Long service leave	3,692	-	3,600
Lieu leave	1,157	714	946
Total current portion	<u>32,620</u>	<u>31,726</u>	<u>44,688</u>

There is assumed to be no Non Current retirement or long service leave obligations.

12 Contingencies

As at 31 December 2022 the Airport had no contingent liabilities or assets (December 2021: \$Nil).

13 Events after balance date

There were no subsequent events after 31 December 2022.