

TE PŪRONGO Ā-TAU ANNUAL REPORT

2026





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Chair and Chief Executive Officer Report

YEAR ENDED
30 JUNE
2026

Overview Tirohanga Whānui

Tēnā koutou katoa

It has been a year of progress, as well as challenges, at Nelson Airport. Our efforts across business development, community engagement and sustainability were all recognised through independent awards this year, providing several moments of celebration and pride for the organisation. The complete reconstruction and expansion of the airport apron, the unveiling of our cultural design installation Aorere Ararau, and the culmination of the Runway Extension Planning Framework project in the financial year were significant milestones for the business on a range of fronts.

At the same time, the wider economic and aviation operating environment created constraints. Reductions in flight schedules by the national carrier, combined with the global fuel crisis and its broader impacts on the national and regional economy, compounded already challenging economic conditions and resulted in lower passenger volumes and reduced aeronautical revenue. Despite the significant headwinds, we have achieved or exceeded the range of commitments we set out in our FY26 Statement of Intent.

Operating Profit of \$11.3m is up on the previous year (\$11.2m) thanks to disciplined cost management and strong commercial revenue performance, which offset the reduced passenger revenues. Passengers for the financial year were 844,874, flat compared with last year (2025: 858,138).

We maintained our “Excellent” customer satisfaction rating and provided customer experience improvements in parking and digital services such as public Wi-Fi and our website.

Community and stakeholder engagement was central to our successes this year, such as the close cooperation with airlines and other operators required to deliver the Apron Project, the partnership with iwi enabling cultural design, to the work with our neighbours to resolve appeals and finalise our Runway Extension Planning Framework.

We’re pleased to share the results achieved for the financial year and look forward to continuing the work required to deliver a world-class airport for the benefit of the Nelson-Tasman region.

Board Members

FROM LEFT TO RIGHT

Matthew Clarke

Darren Mark

Emma Ihaia

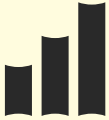
Quinton Hall





Year in Review

Te Tau e Arotake Ana

	\$11.3m	EBITDA – Earnings Before Interest, Taxation, Depreciation and Amortisation and Loss on Disposal
	\$1.5m	Dividend declared (post balance date)
	844,874	Passengers
	“Excellent”	Customer satisfaction score
	28	Full-time equivalent employees
	30	Community and charitable organisations supported through funding and in-kind support
	22%	Reduction in Scope 1 and 2 emissions
	\$167m	Total asset value

Our Vision Tō Tātou Tirohanga Whakamua

A world class airport, connecting Nelson Tasman to Aotearoa and beyond
He taunga rererangi kounga ake o te ao e tūhono nei i Te Taihū ki Aotearoa me te ao kei tua

Our Purpose Tō Tātou Whāinga Matua

We operate a safe, efficient and sustainable airport that creates value for our region
He taunga rererangi haumarū, he kounga, he toitū e whakapiki uara ana mō tō tātou rohe

Strategic Pillars Ngā Pou Rautaki

Sustain
Toitū

Elevate
Whakapiki

Belong
Tātou tātou

Our Values Ō Tātou Uara

Integrity
Ngākau Pono

Service
Manaakitanga

Teamwork
Mahitahi

SUSTAIN TOITŪ

We operate safely, efficiently and responsibly, improving the environment and strengthening resilience.

This year we continued to strengthen the foundations of a resilient and sustainable airport through investments in safety systems, digital infrastructure, climate resilience and environmental initiatives, while delivering a solid financial result.

Health Safety and Wellbeing

Ensuring every person at Nelson Airport remains safe and well continues to be our ultimate priority, and there were no Lost Time Injuries during the financial year. A range of improvements to our contractor management processes were implemented, including a new online contractor induction portal, leading to strengthened contractor health and safety oversight. The implementation of a modern digital Safety Management Platform (DoneSafe) is underway, and reporting in the new system remains strong. Our staff continue to carry out regular safety walks, while our quarterly Team Nelson stakeholder meetings bring our tenants and operators together to discuss key safety topics.

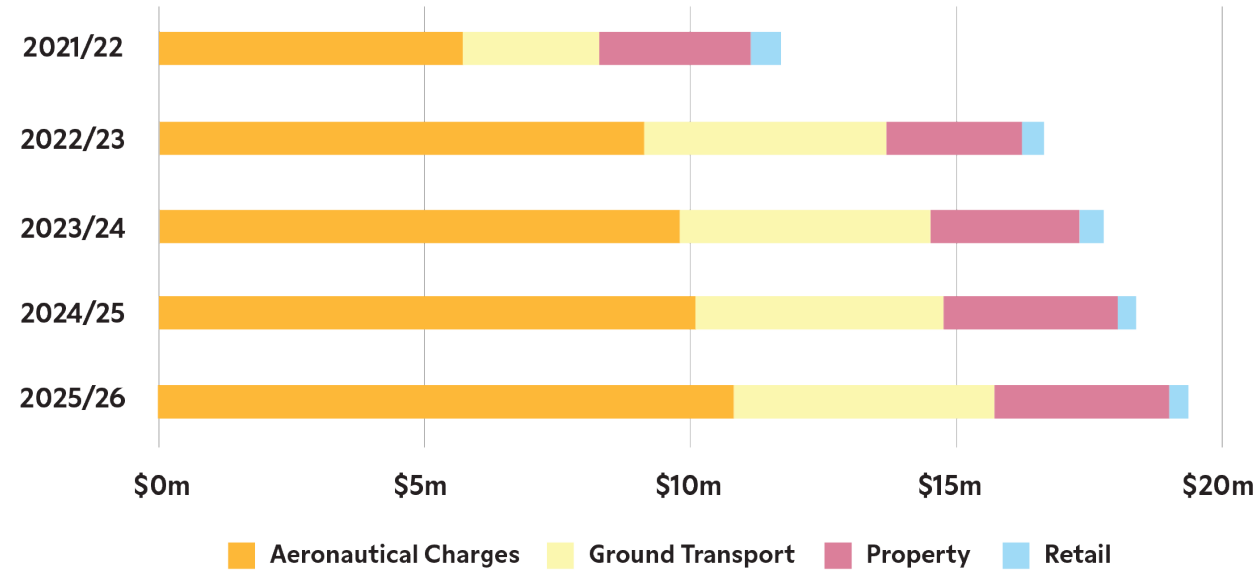
Financial Performance

Total Revenue at \$19.4m was up 4.9% on the FY25 result (\$18.5m). However, passenger numbers were down slightly on the previous year due to softening economic conditions and schedule reductions across the domestic network. Total passenger numbers were 844,874, compared with 858,138 in the previous year. Strong performance in other areas of the business helped minimise the impact of these reductions.

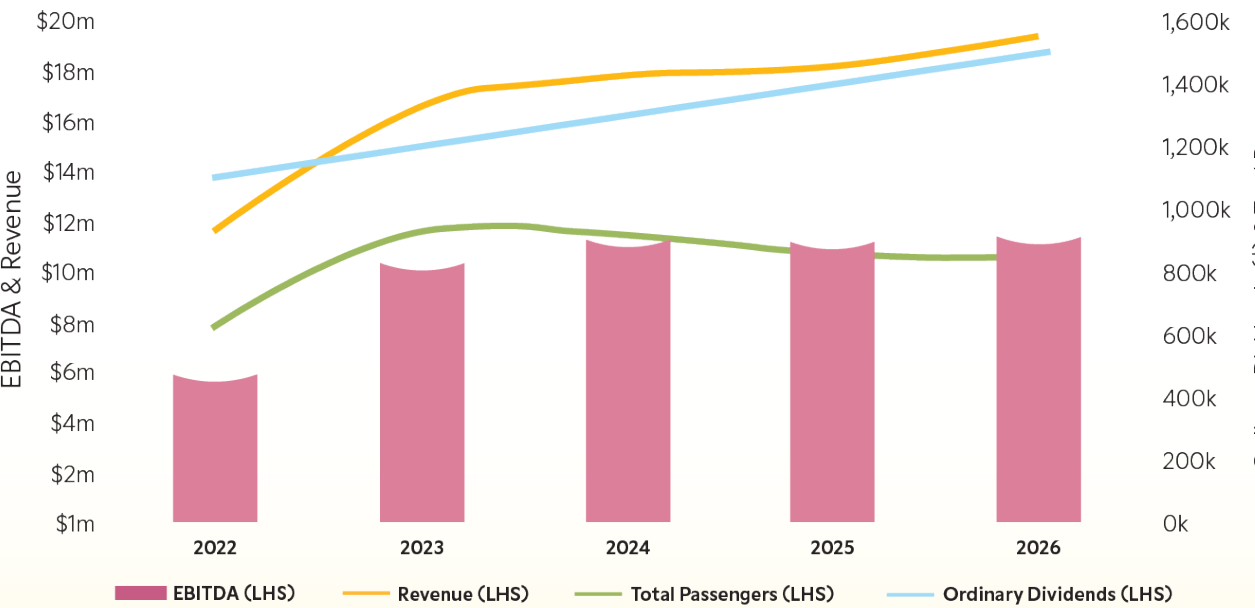
Revenue growth combined with cost management led to an improvement on FY25 Operating Profit (EBITDA). Statutory profit after tax was \$2.4m, down on the FY25 result (\$3.2m), due to a one-off disposal. The overall financial performance supported the declaration of an increased dividend of \$1.5m in August 2026, up 7.1% on FY25 (\$1.4m). As the dividend was declared after the financial year ended, it is not reflected in these financial statements.



Revenue Growth



Key Performance Indicators

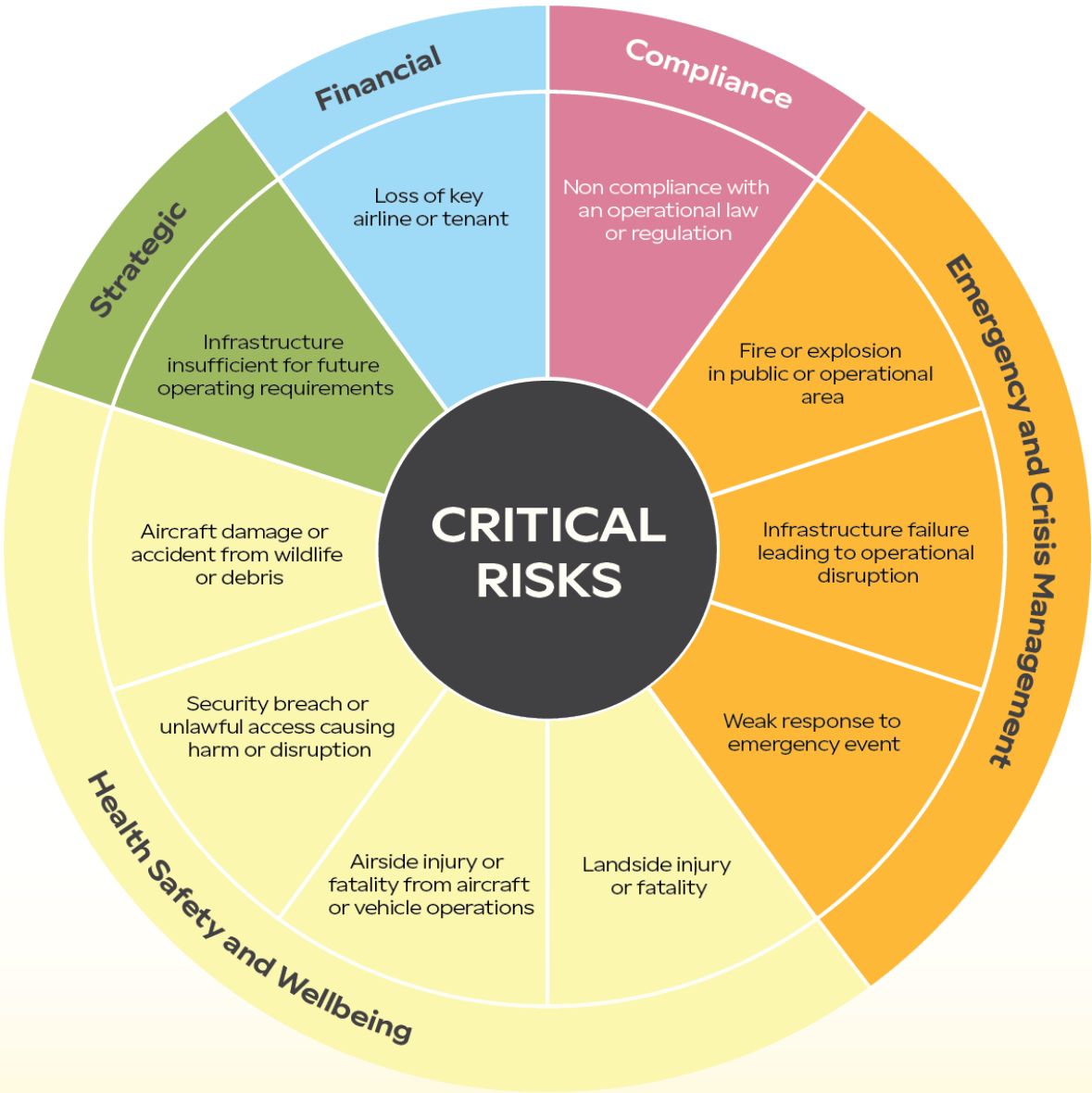


SUSTAIN TOITŪ

Risk Management

A comprehensive review of the airport’s risk framework this year led to the adoption of a refined register of strategic risks. These are regularly reviewed by management, reported to the Board and focus the team’s efforts on the key areas of risk for the business.

The register highlights those risks with the most serious potential consequences, and ensures they receive sustained and comprehensive attention. The Critical Risks wheel below illustrates the airport’s 10 critical risks.



Operational Excellence

The introduction of ticketless parking and online booking for parking in December 2025 provided significant benefits for customers, speeding up entry and exit to the carpark and reducing paper waste from thousands of tickets. The online booking system allows customers to access a discount by booking in advance, with special promotional rates also available at specific times. The addition of digital QR code pay options in the terminal have simplified parking payment for customers.

A comprehensive upgrade of the airport’s wireless network improved Wi-Fi coverage in the terminal and office areas, introduced modern cloud-based network management tools, and delivered a faster and more consistent guest Wi-Fi experience for customers.

Airside operational capability and resilience were strengthened through investment in our Airport Emergency Service vehicle fleet and in wildlife hazard management procedures. The arrival of a second-hand Austral Trident fire appliance purchased from Dunedin Airport in August 2025 as a replacement for our end-of-life Isuzu fire truck enhanced our firefighting capability, improving operational resilience and ensuring continuity of service when our primary Panther fire truck is unavailable.

We also completed a comprehensive review and overhaul of our Wildlife Hazard Management Plan following an independent audit. This included enhanced staff training, expanded wildlife surveying and monitoring activities, and the introduction of a digital reporting tool that improves the visibility, logging and management of wildlife hazards across the airport. These initiatives strengthen the airport’s ability to manage operational risks and support the safe and efficient operation of the airfield.

Photograph by
**Gowreesan
Pulendrarajah**

Winner, Open Category
Nelson Airport Plane Spotting
Competition 2026



SUSTAIN TOITŪ

Environmental Sustainability

Key areas of focus in FY26 were reducing controllable emissions through sustainable staff commuting, waste reduction investigations, and local environmental initiatives. In September we published our second voluntary sustainability report (covering the 2025 financial year).

Climate resilience

Our multi-year programme of stormwater upgrades to build greater resilience to the effects of climate change continues, and this year the installation of a larger stormwater drain on the airport apron (as part of the wider Apron Project) improved our ability to channel stormwater away from airside infrastructure in heavy rain events.

Waste

An independent waste audit was carried out to identify options for continued improvement in our waste diversion efforts. The audit found good waste diversion practices, including recycling and composting, already in place across airport tenants and operations. Following on from the audit, a newly-available recovery option is being trialled to convert non-recyclable materials such as takeaway coffee cups and soft plastics into Process Engineered Fuel through EnviroNZ. If successful, this will provide a significant contribution to the airport's landfill diversion efforts.

We continued to integrate waste minimisation principles into our projects, with about 8000m³ of excavated and demolished material from the Apron Project repurposed for airport access roads, Airport Perimeter Walkway improvements and other construction projects.

Staff commute

We were delighted to receive the Swap One Award for small-medium business for the most emissions saved through sustainable staff commuting choices. Swap One encourages staff to "swap" at least one emissions-heavy trip a week for a more sustainable journey, such as cycling, carpooling, eBus or electric/hybrid vehicle. In addition to Swap One, we support sustainable staff commuting through the WorkRide bike benefit programme, and mileage support for carpooling.

Local environment

We continued our support for Īnanga spawning habitat in Jenkins Stream in partnership with Tasman Bay Guardians and Fulton Hogan. In March, a group of our staff carried out a saltwater wedge survey to more closely identify the area where Īnanga are most likely to spawn. Saltwater wedge surveys also help track changes in estuarine systems after flooding events or over time due to climate change. The survey will support better targeting of efforts to protect and restore Īnanga habitat in Jenkins Creek.

Airport staff also undertook several litter clean-ups around the Airport Perimeter Walkway, clearing rubbish from the edges of the creek and coastline.

Carbon reporting

Decarbonising our operations is central to our carbon management strategy. Our target is to reduce Scope 1 and Scope 2 (fuel and electricity) emissions by at least 80% against our 2021 baseline by 2035.

This year, our Scope 1 and 2 emissions decreased by 22% to 80 tonnes, reflecting ongoing improvements and changes in the mix of renewable electricity nationally. Our Scope 1 and 2 emissions are composed of fuel consumption relating to our Airport Emergency Services vehicles and electricity use.

We plan to replace our fleet with fuel efficient vehicles when operationally viable and proven alternatives become available, and as our current vehicles reach end of life.

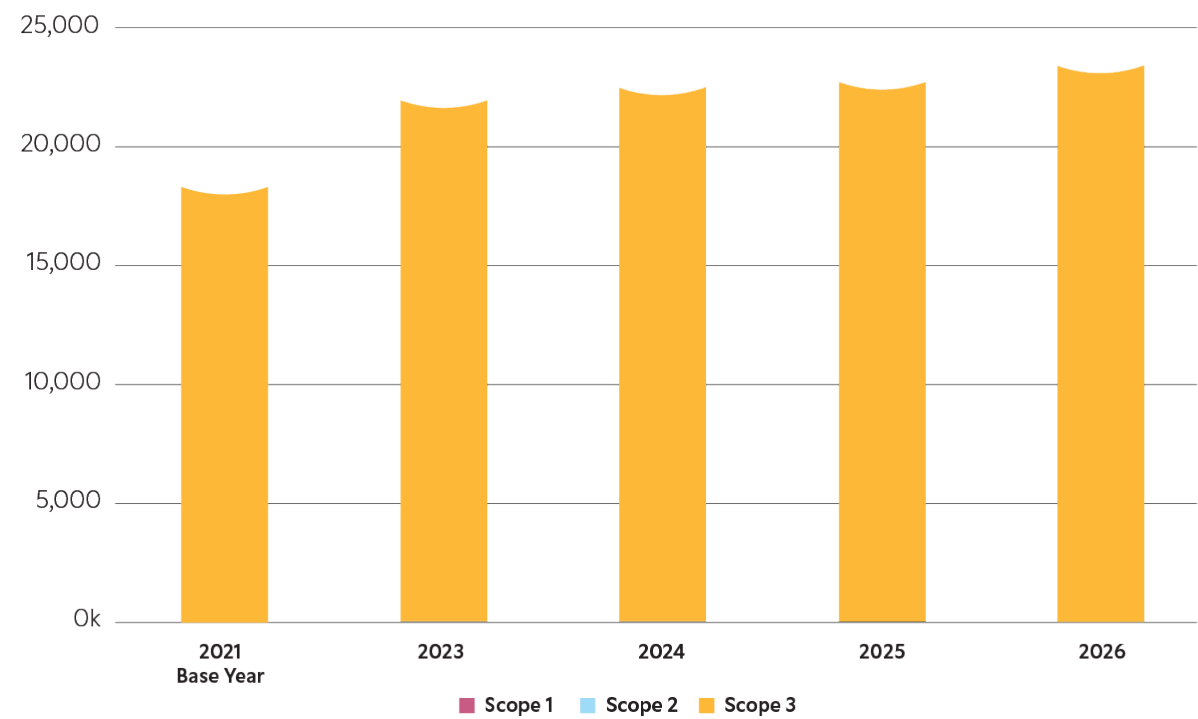
We're integrating solar generation on our airside covered walkway extension, under construction now, through incorporation of close to 200 roof-mounted panels.

This is our first solar project of significant scale, and it's estimated to provide enough energy for about 12% of our annual terminal electricity needs.

Reducing Scope 3 emissions remains a longer-term challenge, which is largely outside of Nelson Airport's control and dependent on technology advances in the aircraft manufacturing and sustainable fuel sectors. We are committed to continued progress in the areas we can directly influence, while supporting a more sustainable aviation sector through collaboration with all our partners.

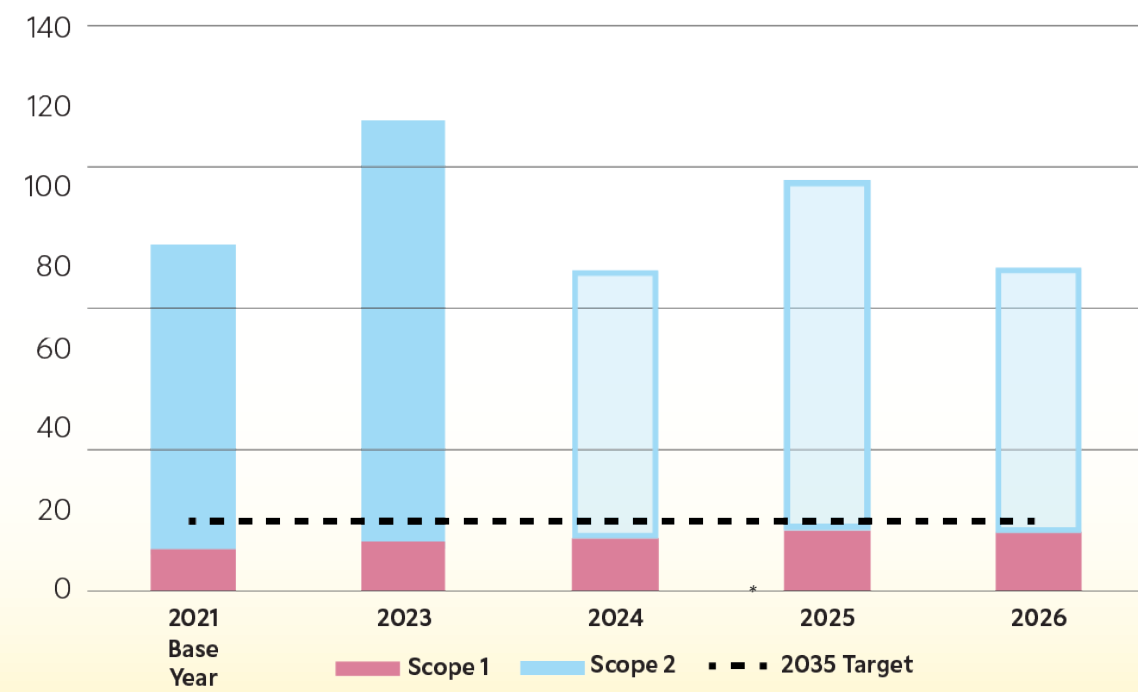


Total Emissions



Scope 1 and 2 emissions are too small relative to Scope 3 to show clearly at this scale. Please refer to graph below.

Scope 1 and 2 Emissions



*Scope 2 emissions under a market based approach are zero for 2024 onwards, through the use of renewable energy certificates.

Photographed by
Alex Mahrla



ELEVATE WHAKAPIKI

We grow connectivity, commercial performance and airport capability to power economic opportunity and innovation.

We were humbled to receive the Nelson Tasman Chamber of Commerce Large Business of the Year Award in February. The judges noted the airport's ambitious future-focused vision, customer experience focus, commitment to sustainability and long-term resilience, strong internal culture, and genuine contribution to the wider community. We're committed to continuing to strengthen our performance in all areas of the business in support of the regional economy and community connectivity. We've progressed work in a range of areas in support of this goal during the financial year.

Projects

We successfully delivered several projects to enhance airport infrastructure, resilience and customer experience, with the most significant being the Apron Project.

Apron Project

This project transformed one of the airport's most critical assets through a total reconstruction, expansion and redesign, and was delivered in a live operating environment over 13 months to December 2025. The end-of-life apron (the area where aircraft park and passengers board and disembark) was rebuilt in carefully managed stages to maintain aircraft parking capacity and minimise disruption to scheduled operations. Contractors laid more than 22,000m² of asphalt, expanded the apron by 6,600m², installed 349 metres of Gatic slot drain and 267 metres of stormwater drainpipe – providing a larger system to improve resilience to heavy rain events.

The project went well beyond like-for-like renewal. It redesigned and simplified aircraft stand layouts to improve safety, efficiency and flexibility for operators, while ensuring future expansion paths to the north and south. The project was achieved within budget and to the intended scope.

Its benefits extend across operations, passengers and the wider community: it streamlines aircraft access to the terminal, provides a more consistent passenger experience across airlines, improves stormwater resilience, provides for future growth capacity, and diverted excavated material from landfill through reuse or recycling, including supporting improvements to the Airport Perimeter Walkway.

The project has also laid the foundation for future customer experience improvements. The apron expansion and stand reconfiguration enabled planning for a major extension of the covered passenger walkway, providing weather and noise protection for passengers accessing aircraft on the southern stands. That project commenced in July 2026.

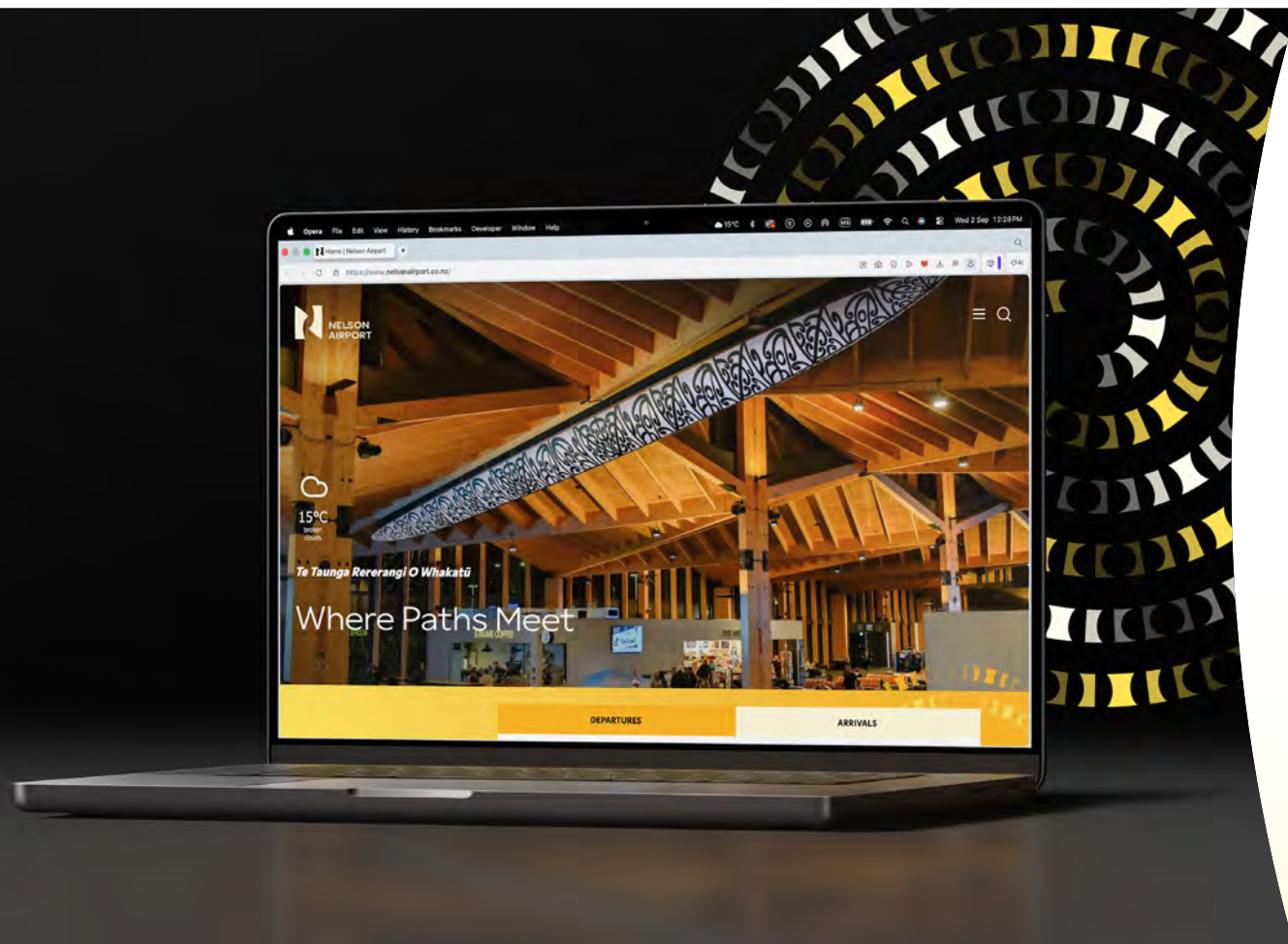


ELEVATE WHAKAPIKI

Brand and Website

A refresh of the airport brand in the financial year supported the development of a new website. The brand refresh allows us to better showcase Nelson Airport's purpose, strengths and sense of place through a bicultural approach centred on our brand concept Te Pūtahi – Flowing Connections, where many paths converge with ease. Our upgraded website uses the new brand design as a

foundation to provide a more user-friendly and accessible experience. Key improvements from the website upgrade were faster performance, improved navigation and site structure, a better mobile device experience, enhanced Search functionality and alignment with best practice web accessibility standards.



Business Development

Runway extension planning framework

Our future runway extension planning reached a major milestone this year, with the confirmation of the planning framework (plan change and Notice of Requirement) that sets the scene for an extension to be built when it's needed. The planning framework came into effect on 14 July. The confirmation was made possible by the airport's successful negotiation and engagement with the three parties that had lodged appeals with the Environment Court. All three appeals, from the Tāhuna Beach Holiday Park, Tāhunanui Business and Citizens Association and Nelson Golf Club, were resolved without the need for a further court hearing during the financial year.

Destination Marketing

The success of Nelson Airport is closely tied to the region's attractiveness as a visitor destination. We support destination marketing of the region through collaboration with partners including airlines, the Nelson Regional Development Agency and other airports.

This year, we supported the NRDA's post-flood visitor campaign to reassure tourists the region remains open for business through funding for advertising in key domestic markets and production of the "Feel the Warmth of Nelson Tasman" marketing video. Other NRDA campaigns supported by Nelson Airport included seasonal 'Feel the Warmth' campaigns in Auckland, Wellington and Christchurch.

In February, a pilot campaign in partnership with Hawke's Bay Airport and Originair saw the delivery of the first "Flapper Flight", a

direct charter service from Nelson to Napier for Nelsonians to experience the popular Napier Art Deco Festival with return flights also available from Napier to Nelson for the weekend. The charter was an opportunity for the airports and airline to assess the interest in direct regional travel for events, with a view to supporting greater direct domestic connectivity over time. The campaign followed on from a Dunedin-Nelson-Hawkes Bay airports collaboration in 2025 (the "You Choose" campaign), also aimed at generating and demonstrating region to region demand.

Property

Our long-term strategy for our property portfolio is to secure strategically important airport assets that support future aviation growth, preserve development opportunities, strengthen commercial revenue streams and improve operational resilience. This year we acquired a high-quality aviation hangar in the General Aviation precinct.

This acquisition provides greater certainty over future development and management of the asset, supporting our commitment to maintaining a strong and sustainable aviation community.

Securing strategic infrastructure better positions the airport to invest in and enhance the wider precinct over time, including ensuring General Aviation has a place to grow and thrive at Nelson Airport.

We continue to look for opportunities to strengthen our portfolio as and when existing owners express an interest in moving on.

BELONG TĀTOU TĀTOU

We're a proud member of the Nelson-Tasman community; we champion our region, foster community pride, contribute to community wellbeing and nurture relationships.

Strong communities are built on strong connections. This year, we strengthened our partnership with iwi, supported community initiatives, maintained high levels of customer satisfaction and continued to invest in our people and workplace culture. These efforts reinforce our commitment to not only connect people with places, but to be an airport where people feel connected, welcomed and proud to belong.

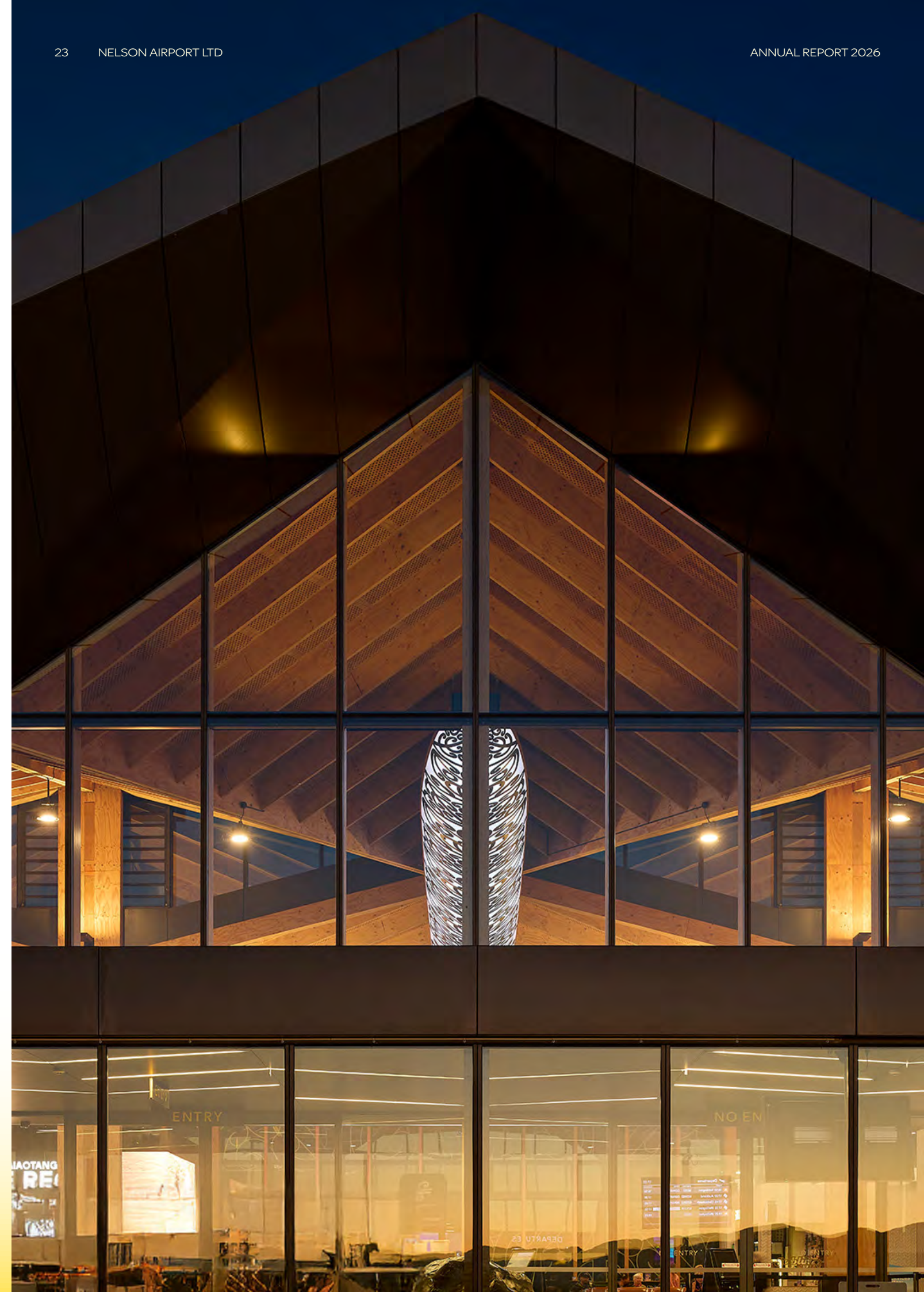
Customers and Community

Cultural Design

In March 2026, Aorere Ararau was unveiled and blessed, marking a significant milestone in the airport's relationship with Ngā Iwi o Te Taihū as the first large-scale partnership project resulting from the airport's Māori Partnership Plan. The piece is the result of a shared ambition by Nelson Airport and iwi to express the identity and stories of manawhenua at the airport.

Aorere Ararau is a waka, attached to the angled ridgepole (tahuhu) of the terminal ceiling in front of the Arrivals and Departures gates. The design establishes a continuous narrative of navigation, positioning contemporary aviation within a much longer history of voyaging. Waka and aircraft are understood as expressions of the same enduring human instinct to explore, connect and return home.

The project grew from several years of kōrero with iwi and was delivered through Kōpū, an iwi-led programme to revitalise public spaces through cultural design and identity. Public interest in the work has been significant, with several schools requesting visits to view and learn more about the waka. The Nelson Arts Festival in October will include an airport activation centred on Aorere Ararau, with video and headsets in the terminal for the public to learn about the piece for the duration of the festival.



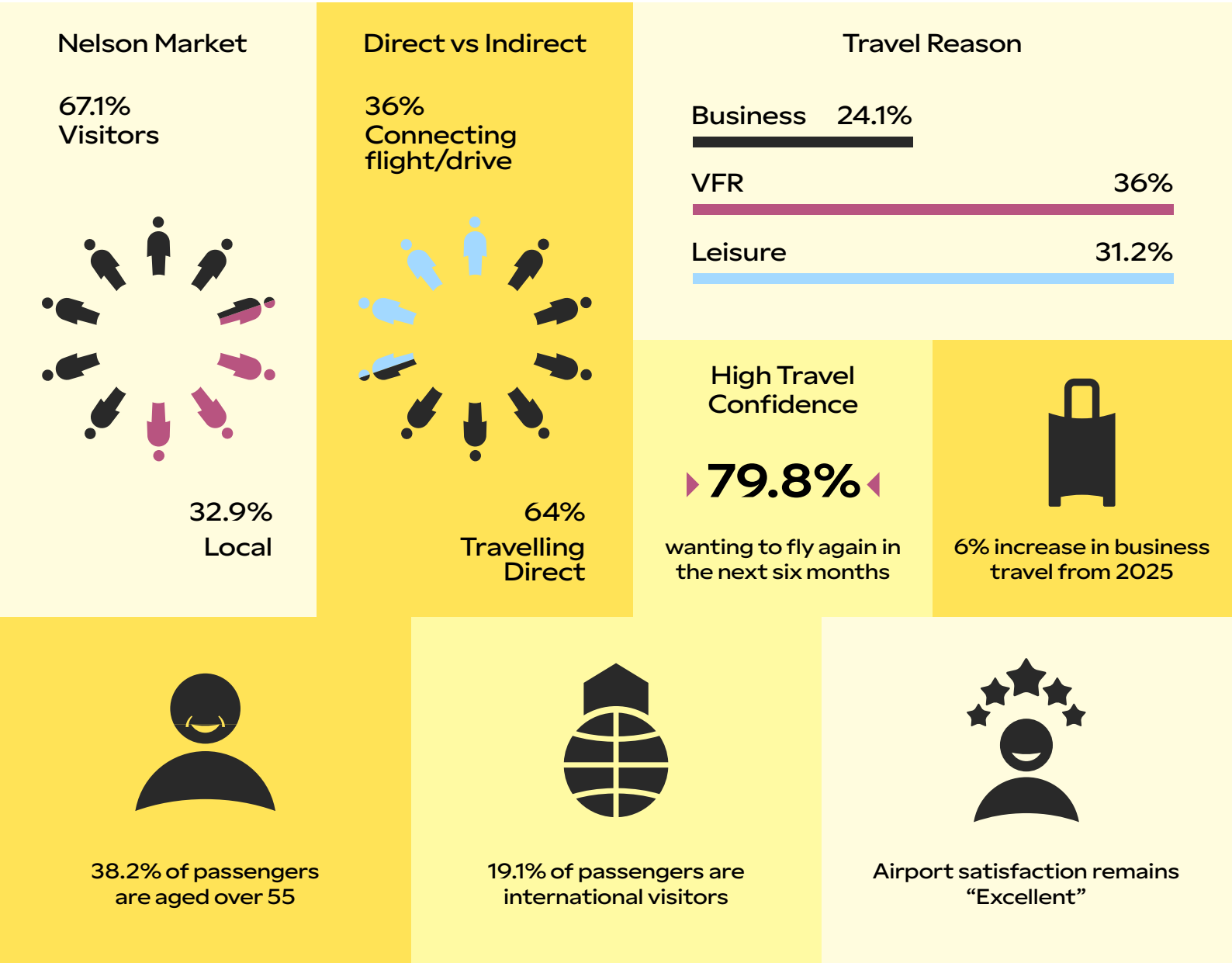
BELONG TĀTOU TĀTOU

Customer satisfaction

Our annual customer satisfaction survey, carried out in March and April, maintained an “Excellent” satisfaction score for the fourth year running. The overall terminal net promoter score (NPS) was 50, similar to the previous year’s result and assessed as “Excellent” in line with the NPS scoring hierarchy.

Airline check-in, customer service and restrooms topped the facility ratings with high satisfaction scores. The introduction of a new “always-on” feedback system in the terminal in June, which allows customers to provide a quick satisfaction rating using a QR code, further supports our commitment to continuous improvement of the customer experience.

Survey Snapshot



Events

We invited the community to join us for the reopening of the Airport Perimeter Runway in December 2025 with a family-friendly event including airport fire truck displays, a bouncy castle and food and coffee carts. The event helped publicise the reopening of the walkway after an extended closure, and gave users the opportunity to check out improvements to the track.

In February our Walk the Runway fundraiser returned to support the entry of Airport Emergency Service firefighters in the 2026 Firefighter Sky Tower Challenge, with about \$11,000 raised for the event charity Blood Cancer NZ. Our biggest crowd to date (an estimated 3000 people) came along to experience a sunset walk on the runway while supporting a worthy cause. We were surprised and delighted to receive the 2026 Community Engagement Award at the Firefighter Sky Tower Challenge prizegiving event in May for the community interest and support generated by Walk the Runway.

Community support

It’s important the airport’s success contributes to our region’s success, and our community support programme ensures the airport contributes in meaningful ways to the wider community. We offer both financial and in-kind support to a range of community groups and initiatives, focusing on four pillars of:

- Strong Economy
- Flourishing Culture
- Healthy Environment
- Connected Community

Our community partners this year included:

- Nelson Marlborough Rescue Helicopter
- Nelson Tasman Hospice
- Tāhunanui Community Hub
- Gloves Up for Gumboots

- Nelson Regional Development Agency
- Nelson Arts Festival
- Big Brothers Big Sisters of Nelson Tasman
- Nelson Giants
- Brook Waimārama Sanctuary
- No. 23 Squadron, Air Training Corps
- Nelson Tasman Chamber of Commerce
- Whenua Iti Outdoors
- The Summer Beach Bus
- Nelson Aero Club
- The Spectacle

One of the highlights of our partnership activity this year was the participation of Chief Executive Brendan Cook in the Gloves Up for Gumboots boxing fundraiser for youth mental health charity I Am Hope. Brendan took on Sean Riordan of Total Golf, ultimately succumbing to Sean’s right hook in the second round.

Nelson Airport Noise Environment Advisory Committee

The committee (NANEAC) is a partnership between the airport, aviation operators and the community, facilitating a cooperative approach to managing and mitigating local airport noise issues, and providing advice and assistance to Nelson Airport in the preparation and implementation of the Airport Noise Management and Monitoring Plan. The committee’s long-standing independent chair, Catherine Taylor, resigned in May this year, and we’d like to acknowledge her significant contributions to the committee over several years. New independent chair Judene Edgar officiated her first meeting of the committee in August 2026.

A new membership structure for NANEAC was formalised through the Runway Extension Planning Framework confirmation this year, with two new community representatives added. This brings community representation on the committee to five members. The new committee members attended their first meeting in August 2026.

BELONG TĀTOU TĀTOU

People, Culture and Values

This year we achieved Great Place to Work (GPTW) certification, an internationally recognised workplace culture accreditation based on employee feedback. The GPTW survey measures employee experience across areas such as trust in leadership, respect, fairness, pride in their work and organisation, and sense of belonging.

The certification was backed up by a positive result in our internal employee engagement survey carried out in May, with an overall engagement score of 4.28 out of 5, an increase on the previous year (4.23).

We continued to offer volunteering opportunities for staff, including volunteer leave, to benefit both individual wellbeing and encourage our employees to contribute to the community.

Staff volunteering in the period included youth volleyball coaching, mountainbike track maintenance, litter clean-ups and participation in the Jenkins Creek Īnanga saltwater survey.

A review of our strategic framework during the year led to the development of a refined Vision, Purpose and Values for the company. Our updated Values of Teamwork – Mahitahi, Service – Manaakitanga, and Integrity – Ngākau Pono were developed through engagement with the wider staff group and provide the foundation for our core expectations for how Nelson Airport people deliver their work on a daily basis.



Outlook

Te Anganga

We enter FY27 facing a mixed operating environment. While passenger demand remains resilient, ongoing constraints in domestic airline capacity, fleet availability and broader economic conditions are expected to continue influencing travel demand and airline growth decisions. We expect passenger numbers to remain flat for the foreseeable future. Cost pressures and economic uncertainty remain factors for both consumers and businesses, requiring a continued focus on efficiency, prudent investment and financial discipline.

Against this backdrop, we will focus on delivering the priorities set out in our 2026–27 Statement of Intent. Key projects include completion of the covered airside walkway, delivery of the next stage of our stormwater upgrade programme, acquisition and

operation of airfield ground lighting assets, and publication of a revised 2050 Master Plan. These initiatives are designed to strengthen operational resilience, improve customer experience and support long-term growth.

We will continue to pursue opportunities to diversify revenue, enhance commercial performance, strengthen regional connectivity and acquire strategic aviation assets where appropriate. Maintaining high levels of safety, customer satisfaction, community pride and visitor experience will ensure Nelson Airport remains a place where travel feels human, seamless and easy.

Ngā mihi,

Quinton Hall
Board Chair



18 September 2026

Brendan Cook
Chief Executive



18 September 2026



Service Performance Report 2025/26

Three strategic pillars underpin our approach to improving business performance. Each area is supported by a range of activities and key performance indicators.

The following table provides commentary on achievement of the targets published in the 2025/26 Statement of Intent.

SUSTAIN TOITŪ

We operate safely, efficiently and responsibly, improving the environment and strengthening resilience.

Measure	Target	Result
Conduct audits and inspections to monitor and evaluate the health and safety performance and compliance of the airport	External Audit undertaken	Achieved
Routine safety walks in collaboration with stakeholders to identify and report hazards and risks	Management to undertake at least one safety walk every month	Achieved
EBITDA ¹ (based on pax forecast)	\$11.1m	Achieved
Dividends declared to shareholder (IHL)	\$1.5m	Achieved – Declared post year-end on FY26 results
Stay within NAL’s debt credit metrics as set by IHL	Gross leverage ratio ² ≤ 4.5 Funds from operations /Debt ³ ≥ 11%	Achieved
Airports Carbon Accreditation	Develop a Carbon Management Plan	Achieved
Review and identify fossil fuel reduction opportunities	Map consumption and identify reduction opportunities	Achieved
Review and identify waste reduction opportunities across airport	Conduct waste audit, evaluate opportunities and develop priority plan	Achieved

¹ Earnings before interest, taxes, depreciation, amortisation, and other non-operating income/expenses
² Total third-party debt at year end/EBITDA before other income and expenses (maintained at < 4.5x). Third party debt is via IHL
³ Total third-party debt at period end/Equity at period end (maintained at ≥11%). Third party debt is via IHL

ELEVATE WHAKAPIKI

We grow connectivity, commercial performance and airport capability to power economic opportunity and innovation.

Measure	Target	Result
Capital projects approved and delivered on time and on budget	Main Apron Project completed	Achieved
Refreshed airport website	Website rollout delivered	Achieved
Refreshed airport brand	Brand rollout delivered	Achieved

BELONG TĀTOU TĀTOU

We’re a proud member of the Nelson–Tasman community; we champion our region, foster community pride, contribute to community wellbeing and nurture relationships.

Measure	Target	Result
Build upon employee engagement	Engagement score increased by 10%	Not Applicable ¹
	Establish Employee Recognition Programme	Achieved
Great Place to Work certification	Apply for certification	Achieved
Employee volunteer leave (2 days) supporting local sustainability projects	25% staff participation	Achieved
Cultural design framework	Stage 1 installation complete	Achieved

¹We have changed our methodology for assessing employee engagement since the SOI target was set. While we maintained a high engagement score, it cannot be directly compared with the previous survey approach.

Annual Report Financials Te Pūrongo Pūtea Ā-Tau

YEAR ENDED
30 JUNE
2026



Company Directory

Te Papatohu

Registered Office

Nelson Airport Management Offices
Trent Drive, Nelson 7011
Telephone 03-547-3199
Email office@nelsonairport.co.nz

Directors

Quinton Hall	Board Chair
Darren Mark	Chair Audit & Risk and Remuneration Committee
Matthew Clarke	
Emma Ihaia	Chair Health, Safety & Wellness Committee

Senior Leadership Team

Chief Executive	Brendan Cook
Chief Financial Officer	Adrian Ferris
Head of Operations	Jesse Woods
Head of Corporate Services	Beth Catley
Head of Assets and Projects	Marius Coetzee

Auditor

Ernst & Young
On Behalf of the Auditor General

Accountant

JAS Accounting & Advisory Services Limited

Banker

Westpac Banking Corporation

Lawyers

Duncan Cotterill
Ford Sumner Lawyers
Russell McVeagh



Annual Report Financials

Te Pūrongo Pūtea Ā-Tau

The directors have pleasure in presenting to the shareholders the Annual Report and audited financial statements of Nelson Airport Limited (“the company”) for the year ended 30 June 2026.

Nature of Business
Airport operating company.

Director	Committee & Position	Board Meetings Attended	Tenure	Remuneration	
				2026	2025
Quinton Hall	Board Chair	9/9	May 22 – Current	\$55,000	\$53,816
Darren Mark	Audit & Risk – Chair Remuneration – Chair	8/9	May 22 – Current	\$34,669	\$33,913
Emma Ihaia	Health, Safety & Wellness – Chair	9/9	Oct 22 – Current	\$33,599	\$32,876
Matthew Clarke	Director	9/9	Jun 13 – Current	\$30,924	\$30,258

YEAR ENDED
30 JUNE
2026

Photographed by
Jonathan Oliver



Photographed by
Katelyn Oliver



Photographed by
Jackson Vincent



Directors’ Register of Interests

The following are particulars of interest register entries by the company directors pursuant to the Companies Act 1993 section 211(e) during this financial year:

Quinton Hall

Gymnastics New Zealand	Chair
Infrastructure Holdings Limited	Director
Jucy Group 2022 Ltd	Director
MV Group Limited	Director and Shareholder
Tu Mai Ra Investments General Partner Limited	Director
Vertus Group Ltd	Director and Shareholder

Emma Ihaia

Competition Law and Policy Institute of New Zealand	Deputy Chair
Fifeshire Foundation	Deputy Chair
Link Economics Limited	Sole Director and Shareholder

Matthew Clarke

Jean Batten Street Limited	Director
Meitaki Limited (Incorporated in Rarotonga)	Director
New Zealand Airports Association	Chair
New Zealand Game Animal Council	Chair
Wellington Airport Noise Treatment Limited	Director
Wellington International Airport Ltd	Chief Executive Officer
Whare Manaakitanga Ltd	Director

Darren Mark

Bowater Holdings Ltd	Director
Bowater Motors Ltd	Director
Bowater Properties Ltd	Director
E R Freeman Ltd	Director
Findex Nelson / Findex NZ Ltd	Senior Partner
Infrastructure Holdings Limited	Director
Maitai Trustee Company Ltd and various other trustee Co’s in Darren’s professional capacity	Director
Port Nelson Limited	Director
Project Janszoon Trust Company Limited	Director (Ceased 30 June 2026)
RG & EF MacDonald Trust Board	Trustee
Tasman Bays Heritage Trust	Trustee
Te Awa Nominees Ltd	Director
Te Oramamaku Holdings Ltd	Director
Titipounamu Investments Ltd	Director & Beneficial Shareholder
West Yates and Partners Nominee Company Ltd	Director
Whangarei Rollforming Limited	Director
WHK Services Tasman Ltd	Director

Active Committees

Committee	Composition	Meetings Held
Nelson Airport Noise Environment Advisory Committee	Representatives: Nelson Airport Ltd – 2 x management; Nelson City Council – 1; Scheduled commercial airlines – 2; Airways New Zealand – 1; General aviation – 2 x fixed wing and 1 x rotary wing; Community representatives – 3; Aviation maintenance provider – 3, Acoustic consultant – 1.	4

Employees Remuneration

The number of current or former employees who received remuneration and other benefits of \$100,000 or more for the year ended 30 June 2026 was as follows:

Remuneration	Number of Employees 2026	Number of Employees 2025
\$100,000 – \$110,000	–	1
\$110,001 – \$120,000	2	3
\$120,001 – \$130,000	1	2
\$130,001 – \$140,000	1	1
\$140,001 – \$150,000	2	–
\$150,001 – \$160,000	1	1
\$160,001 – \$170,000	–	1
\$170,001 – \$180,000	1	1
\$190,001 – \$200,000	1	1
\$240,001 – \$250,000	–	1
\$290,001 – \$300,000	1	–

Donations

Donations paid during the year were \$1,983 (2025: \$1,002)



Independent Auditor's Report

To the readers of Nelson Airport Limited's financial statements and performance information for the year ended 30 June 2026

The Auditor-General is the auditor of Nelson Airport Limited (the company). The Auditor-General has appointed me, Neil Calder, using the staff and resources of Ernst & Young, to carry out the audit of the financial statements and the service performance report of the company on his behalf.

We have audited:

- the financial statements of the company on pages 46 to 79, that comprise the statement of financial position as at 30 June 2026, the statement of comprehensive income, statement of changes in equity and statement of cash flows for the year ended on that date and the notes to the financial statements that include accounting policies and other explanatory information; and
- the performance information for the year ended 30 June 2026 as contained in the statement of service performance on pages 30 to 31.

Opinion

In our opinion:

- The financial statements of the company present fairly, in all material respects, its financial position as at 30 June 2026, and its financial performance and cash flows for the year then ended, in accordance with New Zealand equivalents to International Financial Reporting Standards Reduced Disclosure Regime.
- The performance information of the group accurately reports, in all material respects, the company's actual performance compared against the performance targets and other measures by which the company's performance can be judged in relation to the company's objectives in its statement of intent for the year ended 30 June 2026, and has been prepared in all material respects in accordance with section 68 of the Local Government Act (the Act).

Basis for our opinion

We carried out our audit in accordance with the Auditor-General's Auditing Standards, which incorporate the Professional and Ethical Standards and the International Standards on Auditing (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board. Our responsibilities under those standards are further described in the Responsibilities of the auditor for the audit of the financial statements and the service performance report section of our report.

We have fulfilled our responsibilities in accordance with the Auditor-General's Auditing Standards.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of the Board of Directors for the financial statements and the performance information

The Board of Directors is responsible on behalf of the company for preparing:

- Financial statements that are fairly presented and comply with generally accepted accounting practice in New Zealand.
- Performance information in accordance with section 68 of the Act.

The Board of Directors is responsible for such internal control as it determines is necessary to enable it to prepare financial statements and the performance information that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements and the performance information, the Board of Directors is responsible on behalf of the company for assessing the company's ability to continue as a going concern. The Board of Directors is also responsible for disclosing, as applicable, matters related to going concern and using the going concern basis of accounting, unless there is an intention to liquidate the company or to cease operations, or there is no realistic alternative but to do so.

The Board of Directors' responsibilities arise from the Local Government Act 2002.

Responsibilities of the auditor for the audit of the financial statements and performance information

Our objectives are to obtain reasonable assurance about whether the financial statements and the performance information, as a whole, are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit carried out in accordance with the Auditor-General's Auditing Standards will always detect a material misstatement when it exists. Misstatements are differences or omissions of amounts or disclosures,

and can arise from fraud or error. Misstatements are considered material if, individually or in the aggregate, they could reasonably be expected to influence the decisions of readers taken on the basis of these financial statements and the performance information.

For the budget information reported in the financial statements and the service performance information, our procedures were limited to checking that the information agreed to the company's statement of intent.

We did not evaluate the security and controls over the electronic publication of the financial statements and the service performance report.

As part of an audit in accordance with the Auditor-General's Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit. Also:

- We identify and assess the risks of material misstatement of the financial statements and the performance information, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of the internal control.
- We obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances but not for the purpose of expressing an opinion on the effectiveness of the company's internal control.
- We evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Board of Directors.
- We conclude on the appropriateness of the use of the going concern basis of accounting by the Board of Directors and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements and the service performance report or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the company to cease to continue as a going concern.
- We evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- We evaluate the overall presentation, structure and content of the performance information, including the disclosures, and assess whether the performance information achieves its statutory purpose of enabling the company's readers to judge the actual performance of the company against its objectives in its statement of intent.

We communicate with the Board of Directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify in our audit.

Our responsibilities arise from the Public Audit Act 2001.

Other Information

The Board of Directors is responsible for the other information. The other information comprises all of the information included in the annual report other than the financial statements and the service performance report, and our auditor's report thereon.

Our opinion on the financial statements and the performance information does not cover the other information and we do not express any form of audit opinion or assurance conclusion thereon.

In connection with our audit of the financial statements and the service performance report, our responsibility is to read the other information. In doing so, we consider whether the other information is materially inconsistent with the financial statements and performance information or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on our work, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Independence

We are independent of the company in accordance with the of the Auditor-General's Auditing Standards, which incorporate the independence requirements of Professional and Ethical Standard 1 *International Code of Ethics for Assurance Practitioners (including International Independence Standards) (New Zealand)* issued by the New Zealand Auditing and Assurance Standards Board.

Other than the audit, we have no relationship with, or interests in, the company.



Neil Calder
Ernst & Young
On behalf of the Auditor-General
Auckland, New Zealand
18 September 2026

Statement of Comprehensive Income

YEAR ENDED
30 JUNE
2026

	Notes	2026 000s	2025 000s
Revenue	1.1	19,421	18,466
Subtotal of Revenue		19,421	18,466
Operating Costs	1.3	5,564	4,784
Administration Expenses	1.3	2,540	2,452
Depreciation and Amortisation	1.3	4,708	5,068
Subtotal of Expenditure		12,812	12,304
Profit Before Financing and Investing		6,609	6,162
Interest Revenue		16	27
Finance Costs	1.3	(1,396)	(1,607)
Net Financing Income		(1,380)	(1,580)
Loss on Disposal of Fixed Assets		(1,862)	(73)
Investing Income		(1,862)	(73)
Profit/(Loss) Before Tax		3,367	4,509
Income Tax Expense	1.4	958	1,268
Profit/(Loss) After Tax		2,409	3,241
Total Comprehensive Income		2,409	3,241

Statement of Changes in Equity

YEAR ENDED
30 JUNE
2026

	Notes	2026 000s	2025 000s
Opening Retained Earnings		19,496	16,243
Total Profit/(Loss) for the Year		2,409	3,241
Balance of Disposed Asset Transferred from Asset Revaluation Reserve		1,728	12
Distributions Equity Holders		(1,400)	-
Retained Earnings as at Year End		22,233	19,496
Opening Asset Revaluation Reserve		89,008	89,020
Gain on Asset Revaluation		-	-
Balance on Disposed Asset Transferred to Retained Earnings		(1,728)	(17)
Movement in Deferred Tax on Disposed Asset Transferred to Retained Earnings		-	5
Asset Revaluation Reserve as at Year End		87,280	89,008
Share Capital	4.1	2,400	2,400
Closing Equity as at Year End		111,913	110,904

Statement of Financial Position

As at
30 JUNE
2026

	Notes	2026 000s	2025 000s
Assets			
Current Assets			
Trade and Other Receivables	3.1	1,200	1,357
Cash and Cash Equivalents	3.0	238	201
Other Current Assets		125	120
Total Current Assets		1,563	1,678
Non Current Assets			
Property, Plant and Equipment	2.1	161,434	160,958
Intangible Assets	2.3	3,583	3,170
Total Non Current Assets		165,017	164,128
Total Assets		166,580	165,806
Liabilities			
Current Liabilities			
Trade and Other Payables	3.2	1,174	2,974
Current Income Tax Liability		57	425
Employee Entitlements	4.3	659	507
Interest Bearing Loans	3.3	3	4
Total Current Liabilities		1,893	3,910
Non Current Liabilities			
Deferred Tax	1.4	22,674	23,192
Interest Bearing Loans	3.3	30,100	27,800
Total Non Current Liabilities		52,774	50,992
Total Liabilities		54,667	54,902
Net Assets		111,913	110,904

Equity

	Notes	2026 000s	2025 000s
Issued Share Capital	4.1	2,400	2,400
Retained Earnings		22,233	19,496
Asset Revaluation Reserve		87,280	89,008
Total Equity		111,913	110,904

For and on Behalf of the Board

Quinton Hall
Board Chair

Darren Mark
Chair Audit and Risk

18 September 2026

18 September 2026



Statement of Cash Flows



	Notes	2026 000s	2025 000s
Cash Flows from Operating Activities			
<i>Cash was Provided from:</i>			
Receipts from Airport Users		19,535	18,296
Interest Received		16	28
		19,551	18,324
<i>Cash was Disbursed to:</i>			
Payments to Suppliers and Employees		(8,024)	(7,375)
Interest Paid		(1,400)	(1,607)
Income Tax Paid		(1,843)	(2,515)
Net GST Movement		16	90
		(11,251)	(11,407)
Net Cash Flows from Operating Activities	4.4	8,300	6,917
Cash Flows from Investing Activities			
<i>Cash was Provided from:</i>			
Sale of Property, Plant & Equipment		15	2
		15	2
<i>Cash was Disbursed to:</i>			
Purchase of Property, Plant & Equipment		(8,531)	(6,518)
Purchase of Intangible Assets		(650)	(68)
		(9,181)	(6,586)
Net Cash Flows from Investing Activities		(9,166)	(6,584)
Cash Flows from Financing Activities			
<i>Cash was Provided from:</i>			
Increase in Term Loans		2,904	3,199
		2,904	3,199

Cash Flows from Financing Activities (continued)

<i>Cash was Disbursed to:</i>		
Dividends Paid	(1,400)	(1,200)
Decrease in Term Loans	(601)	(2,200)
	(2,001)	(3,400)
Net Cash Flows from Financing Activities	903	(201)
 <i>Net Increase/(Decrease) in Cash and Cash Equivalents</i>		
	37	130
Opening Cash and Cash Equivalents	201	71
Closing Cash and Cash Equivalents	238	201



Notes to Financial Statements

Reporting Entity

Nelson Airport Limited is registered under the Companies Act 1993 as an Airport Company pursuant to Section 3 of the Airport Authorities Act 1966. Primary activities include supporting a diverse range of businesses that service passenger or aircraft requirements or require access to air services or airport land and building infrastructure.

The company is a wholly owned subsidiary of Infrastructure Holdings Limited, which is jointly owned by Tasman District Council and Nelson City Council (each holding a 50% share). Neither council has ultimate control over the Company or its parent entity. Nelson Airport is defined as a Council Controlled Trading Organisation (CCTO) under Section 6 of the Local Government Act 2002.

The financial statements for the year ended 30 June 2026 were authorised for issue by the Board of Nelson Airport Limited on 18 September 2026.

Significant Accounting Policies

Basis of Preparation

These financial statements comply with the Financial Reporting Act 2013 and have been prepared in accordance with Generally Accepted Accounting Practice, including New Zealand equivalents to International Financial Reporting Standards Reduced Disclosure Regime (NZ IFRS RDR). Nelson Airport Limited is eligible to report in accordance with NZ IFRS RDR on the basis that it does not have public accountability and is not a large for-profit public sector entity. Nelson Airport has elected to apply NZ IFRS RDR and has applied the disclosure concessions.

Functional and Presentation Currency

These financial statements are presented in New Zealand dollars (functional currency) and rounded to the nearest thousand. GST is excluded, except for trade receivables and trade payables, which are stated inclusive of GST.

Basis of Measurement

The financial statements are prepared under the historical cost convention, except for land, buildings, airfield infrastructure and landside infrastructure, which are measured at fair value in accordance with the accounting policies disclosed in note 2.1.

Changes in Accounting Policies

There have been no changes to the accounting policies adopted in the preparation of the financial statements. All policies are consistent with the previous financial year.

Accounting Standards, Interpretations and Amendments Not Yet Effective

The External Reporting Board (XRB) has introduced NZ IFRS 18 Presentation and Disclosure in Financial Statements, effective from 1 January 2027, which replaces NZ IAS 1 Presentation of Financial Statements. This future standard is not expected to have a material impact on the current or future reporting periods.

Nelson Airport Limited has not adopted any new accounting standards that may have a material impact on its financial statements for the current reporting period.

Significant Accounting Estimates, Assumptions and Judgements

The preparation of these financial statements requires the use of certain accounting estimates and assumptions based on the most recent and reliable information. Actual results may differ from these estimates.

Nelson Airport Limited classifies properties leased to third parties under operating leases as property, plant and equipment. Further information is included in Property, Plant and Equipment (note 2.1).

Other principal areas requiring significant accounting judgments, estimates, and assumptions in the preparation of these financial statements are listed below with reference to the applicable notes:

- Revenue (note 1.1)
- Operating Leases (note 1.2)
- Income Tax (note 1.4)
- Property, Plant and Equipment Valuation (note 2.2)
- Financial Instruments (note 3.0)

There are no estimates and assumptions in the view of the Directors that have a significant risk of causing material misstatements to the carrying amounts of assets and liabilities within this reporting period. Nelson Airport Limited based its assumptions and estimates on parameters available when the financial statements were prepared. Existing circumstances and assumptions about future developments, however, may change due to market changes or circumstances arising that are beyond the control of the Company. Such changes are reflected in the assumptions when they occur.

Comparative Information

Comparative information has been amended to ensure consistency with the current year's disclosures.



1.0 Revenue and Expenses

1.1 Revenue

	2026 000s	2025 000s
Contract Revenue		
Aeronautical Charges	10,867	10,142
Ground Transport Revenue	3,410	3,204
Advertising Revenue	227	248
Total Contract Revenue	14,504	13,594
Other Revenue		
Ground Transport Revenue	1,510	1,472
Retail Revenue	366	343
Property Revenue	3,021	3,041
Sundry Income	20	16
Total Other Revenue	4,917	4,872
Total Revenue	19,421	18,466

1.1.1 Contract Revenue Recognition

Revenue from operations captured within the scope of Revenue Recognition (NZ IFRS 15) are recognised once the performance obligation is satisfied at the agreed transaction price and control of the goods or services transferred.

Aeronautical Charges

Landing and terminal facility services are provided to airlines on demand under the published regulatory prices for that period. Depending on the service being provided, the transaction price is calculated based on a fixed per passenger rate, fixed landing charges, or by weight.

Ground Transport Parking

Revenue from casual car park and transport facility users is generated through a tiered fee structure, where charges are determined by the length of their stay. This revenue is recognised over time as customers concurrently receive the benefit of using the airport car park.

Commercial operators are charged fixed prices on exit from the carpark in accordance with their individual agreements.

Advertising Revenue

The services supplied in generating advertising revenue are recognised on a straight-line basis over the term of the contract.

1.1.2 Other Revenue Recognition

Revenue streams from operations that are outside of the scope of Revenue Recognition (NZ IFRS 15) are also contracted under agreements, including lease arrangements which should be read in conjunction with Operating Leases (note 1.2).

Ground Transport Other

Fixed parking lease and licence payments that are paid in advance are accrued as prepaid lease income. Parking leases that are charged based on activity are invoiced monthly and paid in arrears.

Variable concession income from commercial operators is recognised as revenue on an accrual basis based on turnover of the concessionaire as part of their lease agreements.

Retail Revenue

Rent from terminal retail operations is recognised on a straight-line basis over the term of the operating lease where the airport is lessor. Variable concession income is recognised as revenue on an accrual basis based on turnover of the concessionaire as part of their lease agreements.

Property Revenue

Property revenue relates to rent and recoveries derived from operating leases of property and various building tenancies and is recognised on a straight-line basis over the term of the lease.



1.2 Operating Leases

Nelson Airport Limited owns and leases several commercial properties on land around the airport precinct. This includes ground leases for buildings owned by tenants, buildings and terminal space in buildings it owns, and some minor agreements for small spaces such as carparks.

In order to manage the risk to the underlying assets used by these tenants, Nelson Airport Limited employs a dedicated Commercial Manager to monitor its assets and performs inspections of leased properties.

Nelson Airport Limited has non-cancellable operating lease arrangements with lessees of the terminal and other land and buildings of the airport. Due to the variable nature of these agreements the future value of these operating lease payments cannot be reliably estimated.

The lease arrangements are renewed on a periodic basis as per the lessees’ individual contracts and many are subject to regular rent reviews.

In 2026 lease revenue received in association with the non-cancellable operating lease arrangements amounted to \$3,576,058 (2025: \$3,192,095).

Future non-cancellable lease revenue from existing leases:

	2026 000s	2025 000s
Lease revenue within 12 months	\$2,904	\$3,003
Lease revenue between 1-5 years	\$6,079	\$6,265
Lease revenue thereafter	\$4,063	\$3,735
Total	\$13,046	\$13,003

1.3 Expenses

	2026 000s	2025 000s
Operating Costs		
Employee Entitlement	3,350	2,878
Other Operating Expenses	2,214	1,906
	5,564	4,784
Administration Cost		
Audit Fees - Financial Statements	112	95
Audit Fees - Disclosure Accounts ¹	28	26
Director Fees	154	181
Insurance & Rates	1,221	1,080
Other Administration Expenses	1,025	1,070
	2,540	2,452
Depreciation and Amortisation		
Depreciation	4,646	5,040
Amortisation of Intangible Assets	62	28
	4,708	5,068
Finance Costs		
Interest Expense	1,396	1,607
	1,396	1,607

¹ Fees paid to the auditor comprise statutory audit services and other services relating to the audit of the Aeronautical Disclosures Financial Statements



1.4 Income Tax

1.4.1 Current Tax

Components of Income Tax Expense

	2026 000s	2025 000s
Current Tax Expense	1,468	1,997
Prior Years Tax Under/(Over) Provided	10	-
Deferred Tax Expense	(520)	(729)
	958	1,268

Relationship Between Tax Expense and Accounting Profit

	2026 000s	2025 000s
Operating Profit Before Taxation	3,367	4,509
Prima Facie Tax at 28%	942	1,263
Plus/(Less) Taxation Effect of:		
Revenue not Assessable for Tax Purposes	-	-
Expenses not Deductible for Tax Purposes	6	5
Income tax attributable to operating Surplus	948	1,268
Under/(over) provision in previous years	9	-
Deferred tax adjustment from prior years	1	-
Total Income Tax Expense	958	1,268

The income tax expense reflects the current year’s payable tax, adjusted for deferred tax arising from temporary differences between accounting and tax values of assets and liabilities, and any unused tax losses.

1.4.2 Deferred Tax

	2026 000s	2025 000s
Property, Plant and Equipment		
Opening Balance	(23,247)	(24,021)
Charged to Profit or Loss	505	774
Closing Balance	(22,743)	(23,247)
Employee Entitlements		
Opening Balance	55	100
Prior Period Adjustment	(1)	
Charged to Profit or Loss	15	(45)
Closing Balance	69	55
Other Provisions		
Opening Balance		1
Charged to Profit or Loss		(1)
Closing Balance	-	-
Total	(22,674)	(23,192)

Deferred tax assets and liabilities are recognised for temporary differences at the rate expected to apply when the assets are recovered, or liabilities are settled (currently 28%). The tax rate is applied to the cumulative amounts of deductible and taxable temporary differences to measure the deferred tax asset or liability. Deferred tax assets are recognised for deductible temporary differences only if it is probable that future taxable amounts will be available to utilise those temporary differences.

2.0 Assets

2.1 Property, Plant and Equipment

2.1.1 Recognition and Measurement

Property, Plant and Equipment are the assets held by Nelson Airport Limited for the purpose of carrying on its business activities on an ongoing basis. Land, buildings, airfield infrastructure and landside infrastructure are subsequently measured at fair value. Equipment, fixtures and fittings and motor vehicles are subsequently measured at cost less accumulated depreciation and any impairment losses. Costs incurred subsequent to initial acquisition are capitalised only when it is probable that future economic benefit will flow to Nelson Airport Limited and the items can be reliably measured.

Nelson Airport Limited performs impairment assessments annually to determine whether the carrying amount of any cash generating unit of assets exceed its recoverable amount. The recoverable amount is estimated annually based on projected future cash flows specific to the asset. Based on this review, the Company concluded there were no indications of impairment.

2.1.2 Fair Value

At each reporting date, Nelson Airport Limited assesses whether the carrying amounts of assets reflect fair value. Where the carrying value of Property, Plant and Equipment materially differs from fair value, the assets are revalued. Revaluation gains or losses are recognised in the revaluation reserve. If a loss exceeds the revaluation reserve balance, the excess is recognised in profit or loss.

2.1.3 Revaluations

Revaluation gains are recognised in equity through other comprehensive income and credited to the asset revaluation reserve to the extent they reverse any previous revaluation losses.

Revaluation decreases are first offset against any related reserve for the asset in equity. Residual losses are recognised in profit or loss. On disposal, any remaining attributable revaluation surplus, net of any related deferred tax, is transferred directly to retained earnings.



Photographed by
Brady Sutton

Photographed by
Juliette Fris



June 2026

Cost or Valuation

	Land & Improvements \$000s	Buildings \$000s	Airfield Infrastructure \$000s	Landside Infrastructure \$000s	Equipment \$000s	Motor Vehicles \$000s	Fixtures & Fittings \$000s	Capital Work in Progress \$000s	Total \$000s
Balance as at 1 July 2025	42,655	66,568	28,299	20,642	1,077	1,367	528	5,765	166,901
Reclassification of Opening Balances	-	-	-	-	-	-	-	174	174
Reclassification - WIP	61	604	9,919	-	59	234	395	(11,231)	40
Additions	-	8	7	70	141	80	35	6,587	6,928
Disposals	-	-	(1,871)	-	(20)	(52)	(2)	(144)	(2,090)
Balance at 30 June 2026	42,716	67,180	36,353	20,712	1,256	1,630	956	1,153	171,954

Accumulated Depreciation and Impairment Losses

Balance as at 1 July 2025	-	1,826	1,978	937	530	346	325	-	5,944
Depreciation	-	1,790	1,770	757	143	150	38	-	4,646
Disposals	-	-	(38)	-	(11)	(18)	(2)	-	(69)
Balance at 30 June 2026	-	3,616	3,711	1,694	662	478	361	-	10,520
Net Book Value at 30 June 2026	42,716	63,564	32,642	19,018	594	1,152	595	1,153	161,434

June 2025

Cost or Valuation

	Land & Improvements \$000s	Buildings \$000s	Airfield Infrastructure \$000s	Landside Infrastructure \$000s	Equipment \$000s	Motor Vehicles \$000s	Fixtures & Fittings \$000s	Capital Work in Progress \$000s	Total \$000s
Balance as at 1 July 2024	42,655	65,873	26,892	19,796	957	1,357	496	1,788	159,814
Reclassification of Opening Balances	-	-	-	-	-	-	-	(50)	(50)
Reclassification - WIP	-	627	1,402	744	71	-	-	(2,843)	-
Additions	-	68	5	131	74	11	32	6,895	7,216
Disposals	-	-	-	(29)	(25)	-	-	(25)	(78)
Balance at 30 June 2025	42,655	66,568	28,299	20,642	1,077	1,368	528	5,766	166,901

Accumulated Depreciation and Impairment Losses

Balance as at 1 July 2024	-	-	-	-	407	230	289	-	926
Depreciation	-	1,826	1,978	937	146	117	36	-	5,040
Disposals	-	-	-	-	(22)	-	-	-	(22)
Balance at 30 June 2025	-	1,826	1,978	937	530	346	325	-	5,944
Net Book Value at 30 June 2025	42,655	64,742	26,321	19,705	547	1,022	203	5,766	160,958

2.2 Valuation Basis

2.2.1 Key judgements and assumptions

The fair value of land, buildings, airfield infrastructure and landside infrastructure involves judgement in selecting valuation techniques and assumptions appropriate to each asset class. The Directors rely on independent valuations performed by appropriately qualified valuers, together with management’s annual assessment of whether there are indicators that carrying values may differ materially from fair value.

Key assumptions include market sales evidence for residential and commercial land, the present value of the benefit of the leasehold aerodrome land over the remaining lease term, current replacement cost and remaining useful life assumptions for specialised buildings and infrastructure assets valued using Optimised Depreciated Replacement Cost, and market rental, capitalisation and location and quality assumptions for non-specialised buildings valued using an income capitalisation approach.

The most recent independent valuations were completed as at 30 June 2024. As at 30 June 2026, management assessed available market, cost and asset condition information and concluded there were no indicators of material changes in fair value.

2.2.2 Land and Buildings

Nelson Airport Limited’s land and buildings are assessed annually and were last valued on 30 June 2024 by independent registered valuers, Duke & Cooke Limited.

Residential and Commercial Land

The valuation of commercial and residential land is determined using a market sales comparison approach, with one property assessed based on a hypothetical subdivision methodology.

As of 30 June 2024, the fair value of these assets was estimated at \$2,965,000.

Leasehold Aerodrome Land

Relates to the lessee leasehold interest in airport land vested by the Crown held in trust by Nelson City Council under a renewable 60-year lease over this land at a peppercorn rental.

The valuation of the ground lease is determined using a market value approach, applying a present value calculation of the benefit over the lease term using a discount rate indicated by market activity. This is further verified against comparable market sales of leasehold interests.

As of 30 June 2024, the fair value of this leasehold interest was estimated at \$39,690,000.

Specialised and Non-specialised Buildings

Buildings specifically used for airport activities, such as the terminal, are valued using Optimised Depreciated Replacement Cost (ODRC). This method evaluates the cost of constructing a modern equivalent asset at current market-based input cost rates, adjusted for the remaining useful life of the assets (depreciation). Indexing is used as part of the ODRC method when revaluing specialised buildings.

Non-specific buildings such as hangars, offices and storage units are valued using the Income Capitalisation Approach to establish market rent after considering both existing leasing arrangements and evidence of local industrial market rentals and adjusting for location and building quality.

As of 30 June 2024, the fair value of specialised and non-specialised buildings was estimated at \$65,873,035.

2.2.3 Airfield and Landside Infrastructure

Nelson Airport Limited’s airfield and landside infrastructure are assessed annually and were last valued on 30 June 2024 by independent registered valuers, Beca Limited. The carrying value of these assets reflects the fair value established during the revaluation undertaken as at 30 June 2024 plus additions, less any disposals and depreciation.

Airfield Infrastructure

Airfield infrastructure such as airside pavements including main runway, taxiways, and aprons are valued using ODRC – the cost of constructing a modern equivalent asset

As of 30 June 2024, fair value of airfield infrastructure was estimated at \$26,891,694.

Landside Infrastructure

Landside infrastructure encompasses pavements, including roads and carparks, along with utilities such as stormwater, wastewater, and supply networks. It also includes other infrastructure assets such as fencing, lighting, and other related facilities. The ODRC valuation method (as described for specialised buildings above) is used.

As of 30 June 2024, fair value of landside infrastructure was estimated at \$19,796,216.

2.2.4 Equipment, Fixtures and Fittings and Motor Vehicles

Equipment, including office equipment, fixtures and fittings and motor vehicles are recognised at cost, including directly attributable acquisition or capitalisation costs, less accumulated depreciation and any impairment losses.

Photographed by
Joshua McKay



2.3 Intangible Assets

June 2026

	Original Cost \$000s	Accum. Amortisation \$000s	Opening NBV \$000	Opening Reclassification \$000s	Additions \$000s	Reclassifications \$000s	Disposals \$000s	Amortisation \$000s	Closing NBV \$000s
Software	96	86	10	-	23	16	-	15	34
Other Intangibles	205	141	65	-	-	80	-	48	97
Work in Progress	3,095	-	3,095	(174)	719	(188)	-	-	3,452
Total	3,397	227	3,170	(174)	742	(92)	-	62	3,583

June 2025

	Original Cost \$000s	Accum. Amortisation \$000s	Opening NBV \$000	Opening Reclassification \$000s	Additions \$000s	Reclassifications \$000s	Disposals \$000s	Amortisation \$000s	Closing NBV \$000s
Software	96	80	17	-	-	42	42	7	10
Other Intangibles	180	120	60	-	-	26	-	21	65
Work in Progress	2,223	-	2,223	50	890	(68)	-	-	3,095
Total	2,499	199	2,300	50	890	-	42	28	3,170

Work in Progress

Intangible work in progress is capitalised when the economic benefit from the asset can be utilised.

Project 2-Zero Plan and Designation Cost Changes

Costs relating to plan changes and change of designation are capitalised on the basis of the costs incurred to give effect to changes and enable future development. Costs incurred that are not directly attributable to enabling these changes are expensed.

Software Acquisition and Development

Acquired software licences are capitalised on the basis of the costs incurred to acquire and bring to use the specific software. Costs associated with maintaining software are recognised as an expense when incurred.

Photographed by
Jonathan Oliver



2.4 Depreciation and Amortisation

2.4.1 Depreciation

Depreciation is charged to profit or loss from the date an asset is available for use and is applied to all property, plant and equipment excluding work in progress. Rates and methods are determined by management’s estimation of the assets’ useful life to reflect the pattern in which the assets’ future economic benefits are expected to be consumed by Nelson Airport Limited.

Depreciation rates reflect the range applied to various assets within their categories as follows:

Buildings	Terminal	2.2% – 4.0%	Straight Line
Buildings	Hangars and other buildings	1.4% – 33.3%	Straight Line
Airfield Infrastructure	Runways, taxiways and aprons	1.3% – 50.0%	Straight Line
Landside Infrastructure	Pavements, utilities and other infrastructure	1.3% – 50.0%	Straight Line
Equipment	Parking hardware, security and vehicles	8.0% – 67.0%	Diminishing Value
Fixtures and Fittings	Furnitures, flight information displays and fittings	10.0% – 80.4%	Diminishing Value

2.4.2 Amortisation

The carrying amount of an intangible asset with a finite life is amortised on a diminishing value basis over its useful life and recognised in the profit or loss. Amortisation begins when the asset is available for use and ceases at the date the asset is derecognised.

Amortisation rates of intangible asset classes have been estimated as follows:

Software	50.0%	Diminishing Value
Website	8.0% – 50.0%	Diminishing Value

2.5 Capital Commitments

Nelson Airport Limited has \$2,455,399 worth of contractual capital commitments for property, plant and equipment as at 30 June 2026 (2025: \$5,341,419).

Capital commitments represent capital expenditure contracted for at balance date but not yet incurred.



3.0 Financial Instruments

Financial Assets

	Amortised Cost	
	2026 000s	2025 000s
Cash and Cash Equivalents	238	201
Trade and Other Receivables ¹	1,130	1,295
	1,368	1,496

Financial Liabilities

	Amortised Cost	
	2026 000s	2025 000s
Trade and Other Payables ²	675	2,558
Finance Lease Liability	3	4
Loans and Borrowings	30,100	27,800
	30,778	30,362

1. Excludes prepayments and accruals when comparing to Trade and Other Receivables note.
2. Excludes income received in advance, accruals, dividends and GST payable when comparing to Trade and Other Payable note.

The expected credit losses on trade receivables are estimated by reference to past default experience of the debtor and an analysis of the debtor’s current financial position, the industry the debtor operates in and broader economic conditions at reporting date. The allowance recognised is measured as the difference between the asset’s carrying amount and the present value of estimated future cashflows discounted at the effective interest rate calculated at initial recognition. No provision has been made for expected credit losses in the 2026 reporting period (2025: nil).

3.2 Trade and Other Payables

	2026 000s	2025 000s
Trade Payables	478	2,365
Trade Payables (Related Parties)	197	193
Accruals	146	281
GST Liability	281	70
Income Received in Advance	72	65
	1,174	2,974

Trade and other payables are initially measured at fair value and subsequently measured at amortised cost. These amounts represent liabilities for goods and services provided to the company prior to balance date which are unpaid.

3.1 Trade and Other Receivables

	2026 000s	2025 000s
Trade Receivables – Contract Revenue	944	1,077
Trade Receivables – Other Revenue	186	217
Accrued Debtors	13	18
Prepayments	57	45
	1,200	1,357

Trade and other receivables are initially recognised at fair value and subsequently measured at amortised cost using the effective interest method, less any provision for expected credit losses. Nelson Airport Limited applies the simplified approach to measuring expected credit losses which uses a lifetime expected credit loss allowance. The measurement of expected credit losses is a function of the probability of default, loss and the exposure at default.

3.3 Interest Bearing Loans

	2026 000s	2025 000s
Repayable as follows:		
Less Than 1 Year	3	4
Between 1 and 5 Years	30,100	27,800
	30,103	27,804

3.3.1 Financing Costs

Nelson Airport Limited, in conjunction with Port Nelson Limited, are party to a group funding arrangement with their parent company Infrastructure Holdings Limited. The underlying debt is sourced from the Local Government Funding Agency (LGFA) and Westpac Banking Corporation Limited. These loans are secured against the assets and undertakings of Nelson Airport Limited, Port Nelson Limited and the uncalled capital of Infrastructure Holdings Limited.

Nelson Airport Limited has access to a multi-option credit bank facility with Westpac via its parent company Infrastructure Holdings Limited. This arrangement provides access to a working capital facility which at balance date had a limit of \$3.4 million. There was a nil balance at year end. The interest rate applicable to this credit facility at balance date was 3.32% (2025: 4.57%).

Non-current core debt is provided via Infrastructure Holdings Limited and is sourced from the Local Government Funding Agency (LGFA). The debt is governed by an intercompany loan agreement and is

repayable on 13 months’ notice. The balance owing at year end was \$30.1 million.

The blended interest rate applying to this loan facility at balance date was 4.79% (2025: 5.35%).

3.3.2 Interest Rate Risk

Infrastructure Holdings Limited now manages interest rate risk on behalf of the group. Nelson Airport Limited does not enter speculative trades.

3.3.3 Interest Bearing Borrowings

Interest bearing borrowings are initially recognised at fair value less attributable transaction costs and subsequently measured at amortised cost using the effective interest method. Borrowing costs that are directly attributable to the acquisition, construction or production of qualifying assets for a period of one year or greater to be ready for its intended use are capitalised as part of the cost of the asset.

4.1.2 Kiwi Share

The Minister of Transport holds a single share in Nelson Airport Limited, Kiwi Share, on behalf of the Crown. A Kiwi Share is one fully paid special rights redeemable preference share having the rights and limitations specified in Clause 3 of the First Schedule of Nelson Airport Limited’s constitution.

4.0 Other Information

4.1 Share Capital

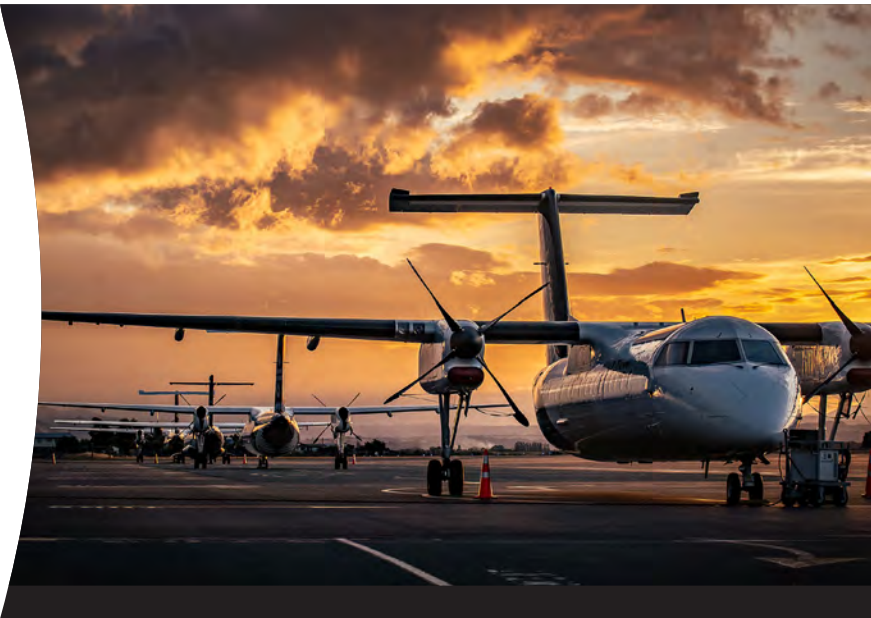
4.1.1 Ordinary Shares

All 2,400,000 authorised shares (2025: 2,400,000) have been issued, are fully paid up and have no par value. All ordinary shares have equal voting rights and share equally in dividends and surplus on winding up.

4.2 Provisions

At balance date, Nelson Airport Limited had no provisions requiring recognition.

Photographed by
Grant Newman



4.3 Employee Entitlements

A liability is recognised for benefits accruing to employees in respect of wages and salaries, annual leave and other benefits in the period and related services rendered. Annual leave has been calculated on an accrued basis at current rates of pay.

4.4 Reconciliation of Cash Flows from Operating Activities

	2026 000s	2025 000s
Net Profit / (Loss) for the Year	2,409	3,241
Add/(Less) Non Cash and Non Operating Items:		
(Gain)/Loss on Disposal of Assets	1,862	73
Depreciation and Amortisation	4,708	5,067
Reclassification of Work In Progress as Expense	144	25
Movement in Deferred Taxation	(518)	(729)
Movement in Working Capital:		
(Increase)/Decrease in Other Current Assets	(5)	(40)
(Increase)/Decrease in Receivables	157	(176)
Increase/(Decrease) in Current Tax Payable	(368)	(519)
Increase/(Decrease) in Payables	(89)	(25)
Net cash Flows from Operating Activities	8,300	6,917

4.5 Transactions with Related Parties

4.5.1 Transactions with Shareholder and Parent Entities:

Nelson Airport Limited is a wholly owned subsidiary of Infrastructure Holdings Limited, which is jointly owned by Nelson City Council (50%) and Tasman District Council (50%).

	2026 000s	2025 000s
Infrastructure Holdings Limited:		
Services Provided	2	2
Interest Expense	(1,540)	(1,660)
Management Fees	(205)	(204)
Services Payable	(15)	-
Dividends Paid	(1,400)	-
Nelson City Council:		
Services Provided	14	14
Rates and Other Services	(713)	(825)

4.5.2 Year-end Balances with Shareholders and Parent Entities

At year-end the following outstanding balances with shareholder and parent entities were recorded as an asset / (liability):

	2026 000s	2025 000s
Infrastructure Holdings Limited:		
Dividend Payable	-	-
Interest Payable	(140)	(145)
Management Fees Payable	(20)	(20)
Borrowings	(30,100)	(27,800)
Nelson City Council:		
Rates and Other Services Payable	(23)	(18)

A peppercorn rent in respect of airport land is chargeable to Nelson Airport Limited by Nelson City Council.

4.5.3 Transactions with Entities Owned by Parent Entities

Nelmac Limited is a 100% subsidiary of Nelson City Council. Nelson Airport Limited paid grounds maintenance and other fees to Nelmac Limited amounting to \$145,743 (2025: \$180,390), while receiving income of nil (2025: \$63).

The balance included as owing in trade payables as at 30 June 2026 was \$14,466 (2025: \$10,595).

4.5.4 Transactions with Entities Related to Key Management Personnel

Key management personnel comprise of the Chief Executive Officer and board of directors who have a direct influence on the company’s strategic direction and overseeing management.

Nelson Airport Limited paid \$34,669 (2025: \$54,680) to Findex NZ Ltd, of which Darren Mark was Senior Partner during the year.

Nelson Airport Limited paid \$48 (2025: nil) to Vertus Group Ltd, of which Quinton Hall was Director & Shareholder during the year.

Nelson Airport Limited paid \$40,180 (2025: \$19,573) to NZ Airports Association, of which Matthew Clarke was Chair during the year.

Nelson Airport Limited paid the following compensation for services rendered:

	2026	2025
Key Management Personnel Compensation	\$446,390	\$461,079

With the exception of the peppercorn rent charged by Nelson City Council to Nelson Airport Limited, all related party transactions were charged on normal terms and conditions, and outstanding accounts are payable on normal trading terms. No related debts have been written off or provided for as doubtful. All related party balances are unsecured.

4.5.5 Severance Payments

Severance payments for the year were \$62k (2025: \$0)

4.6 Contingencies

There were no contingent assets or liabilities as at 30 June 2026 (2025: nil).

4.7 Events After Balance Date

A dividend of \$1,500,000 for the year ended 30 June 2026 (2025: \$1,400,000) was declared on 28 August 2026 and subsequently paid to Infrastructure Holdings Limited.

4.8 Comparison of Forecast to Actual Results

The company prepares an annual Statement of Intent which is approved by the board and incorporates financial and performance measures for the ensuing year.

A comparison of the company's actual results for the year ended 30 June 2026 with those targets are as follows:

4.8.1 Statement of Comprehensive Income

	Sol Forecast (\$m)	2025/26 Actuals (\$m)	Variance (\$m)	Variance (%)	Note
Total Operating Revenues	19.2	19.4	0.2	1%	1
Total Operating Expenses	-8.1	-8.1	0.0	0%	2
EBITDA before Other Income/ Expenses	11.1	11.3	0.2	2%	
Loss on Disposal of Fixed Assets	-0.3	-1.9	-1.6	521%	3
EBITDA after Other Income / Expenses	10.8	9.4	-1.4	(13%)	
Depreciation & Amortisation	-5.3	-4.6	0.7	(12%)	
EBIT	5.5	4.8	-0.7	(13%)	
Finance (Expense) / Income	-1.8	-1.4	0.4	(22%)	
Profit before Income Tax	3.7	3.4	-0.3	(8%)	
Income Tax	-1.9	-1.0	0.9	(50%)	4
Net Profit after Tax	1.8	2.4	0.6	35%	

Explanatory Notes

1. In line with expectation.
2. In line with expectation.
3. Loss due to disposal of layers of airfield apron, including basecourse and subbase that had remaining asset values. Not captured in 2025/26 Sol.
4. Deferred tax associated with loss on disposal of fixed assets reduced income tax expense.

4.8.2 Statement of Financial Position

	Sol Forecast (\$m)	2025/26 Actuals (\$m)	Variance (\$m)	Variance (%)	Note
Current Assets	1.8	1.6	-0.2	(13%)	
Property, Plant & Equipment	174.5	165.0	-9.5	(5%)	5
Total Assets	176.3	166.6	-9.7	(6%)	
Current Liabilities	3.1	1.9	-1.2	(39%)	
Total Loan Finance	40.2	30.1	-10.1	(25%)	6
Total Other Non-current Liabilities	23.6	22.7	-0.9	(4%)	7
Total Liabilities	66.9	54.7	-12.2	(18%)	
Total Net Assets	109.4	111.9	2.5	2%	
Total Equity	109.4	111.9	2.5	2%	

Explanatory Notes

5. Includes Intangibles. Capital additions were lower than forecast.
6. Loan finance balance at 30 June 2026 lower due to Capital additions lower than forecast.
7. Actual balance reflects decrease to Deferred Tax, including from asset disposals.

4.8.3 Statement of Cashflows

	Sol Forecast (\$m)	2025/26 Actuals (\$m)	2025/26 Actuals Including GST (\$m)	Variance (\$m)	Variance (%)	Note
Cash Opening Balance	0.0	0.2	0.2	0.2	3920%	8
Cash In						
Cash from Operations	22.0	19.6	22.5	0.5	2%	9
GST Received	0.0	0.0	0.0	0.0		
Cash drawn from Loan Facility	9.7	2.9	2.9	-6.8	(70%)	10
Total Cash Inflows	31.7	22.5	25.4	-6.3	(20%)	
Cash Out						
Operational Expenses	11.2	8.0	9.2	-2.0	(18%)	11
Income Tax Paid	1.4	1.8	1.8	0.4	32%	
Dividends	1.4	1.4	1.4	0.0	0%	
Capital Expenditure	15.1	9.2	10.6	-4.5	(30%)	12
GST Paid / (Received)	0.0	0.0	0.3	0.3		
Loan Repayments	2.5	2.0	2.0	-0.5	(20%)	13
Total Cash Outflows	31.6	22.4	25.4	-6.2	(20%)	
Cash Closing Balance	0.1	0.2	0.2	0.1	128%	

Explanatory Notes

8. The Sol Forecast is made on a GST inclusive basis whereas the Actuals are displayed on a GST exclusive basis. To provide for meaningful comparison for the variance analysis the figures have been grossed up to include the GST element (the third column in the table above).
9. In line with forecast.
10. Capital expenditure profile delayed v forecast for selected projects, meaning less debt required.
11. Higher assumed payables at the beginning of FY26 in SOI than forecast.
12. Capital expenditure profile delayed v forecast for selected projects.
13. Principal and interest. Less cash outflow than forecast provided additional opportunity for loan repayments. Cash balances are maintained at minimal levels whilst the MOCL finance facility remains active.

4.8.4 Key Ratios and Indicators

	SOI Forecast	Actual	Note
Leverage Ratio	3.6	2.7	14
Funds from Operations / Debt	19.7%	26.8%	15
Shareholders' Funds to Total Assets Ratio	0.62	0.67	16

Explanatory Notes

14. Lower loan finance balance than forecast due to less capital spending than in Sol.
15. Loan finance balance at 30 June 2026 lower due to less capital additions than forecast.
16. Less debt increase in the financial year, relative to capital spend than expected.



