

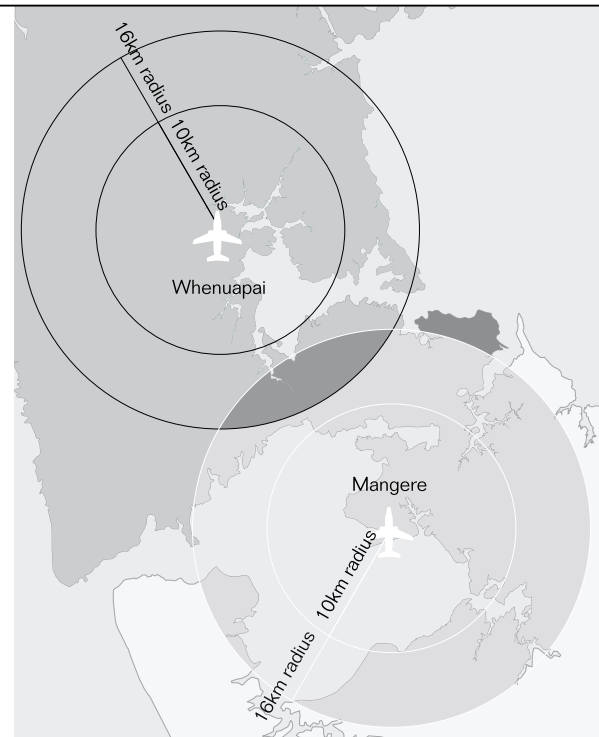
10 Good Reasons to Support a Commercial Airport at Whenuapai

Waitakere City Council and Infratil propose converting Whenuapai airport to commercial operation when the Air Force relocates in a few years.

Here are 10 good reasons why you should support a commercial airport at Whenuapai.

- 1) A commercial airport at Whenuapai, with associated industrial, commercial and retail development, will be a growth engine for business, jobs and tourism in the north and west, compensating for the withdrawal of the Air Force.
- 2) No Public funds are required for the conversion of Whenuapai into a commercial airport. Infratil will provide all of the development capital required.
- 3) More people in the Auckland region live closer to Whenuapai than to Mangere.
- 4) Many people in Waitakere, North Shore and Rodney are already sick and tired of spending up to two hours trying to get to and from Mangere at rush hour. Congestion and delay will only get worse.
- 5) Does it really make sense for people from Waitakere, Rodney and the Shore to be driving through the congested heart of Auckland, at the worst possible times, when Whenuapai is just up the road? Whenuapai is within easier reach of many people, driving against traffic flows, and there is potential for future rail and ferry links.
- 6) The monopoly operator of Mangere airport is campaigning against commercial development at Whenuapai. They must be worried it will succeed, and that airlines and passengers will find Whenuapai an attractive location. If you believe in choice, more low cost airfares, and greater convenience, you should support a commercial airport at Whenuapai. Why support a monopoly at Mangere?
- 7) Airlines are already interested in flying in and out of Whenuapai, taking advantage of its competitive pricing to offer new low cost fares to Australia, the Pacific and destinations in New Zealand.
- 8) The noise issue has been exaggerated. Commercial planes are quieter than military ones. The big, noisy jets that fly in and out of Mangere won't be using Whenuapai. And it will be a small airport, less than half the size that Wellington airport is now. Mangere will fly more planes in a day than Whenuapai will in an entire week.
- 9) Housing, lifestyle blocks, factories and public works have been suggested as possible uses for the airbase land, but Waitakere is not short of other land for these purposes. If for some reason a commercial airport did not succeed, all of these possible alternative uses could still be pursued.
- 10) This is not about building a new airport. It is about preserving and enhancing an existing fully functional international airport.

Auckland's second airport has already been built. Why would anyone want to destroy it, instead of using it to benefit the region?



Did you know?

- The cost to the northwest of the Air Force leaving Whenuapai has been assessed at \$250 million a year.
- Infratil is prepared to invest all of the development capital needed – about \$50 million – to turn Whenuapai into a commercial airport.
- Military aircraft make more noise than commercial planes, and Whenuapai does not intend to fly the big, noisy jets that come in and out of Mangere.
- If Whenuapai's concrete runways are broken up, they would fill a large disposal truck traveling to a dump every 5 minutes for a whole year.
- Pacific Blue thinks a second commercial airport at Whenuapai is a great idea.
- The viability of Mangere airport would not be affected by a commercial airport at Whenuapai. Their own submission to NZ Defence Force, trying to scuttle a competitive airport at Whenuapai, makes this clear.
- There is almost no chance of a conveniently located second airport for Auckland if Whenuapai airbase is destroyed.

A commercial airport at Whenuapai...
It just makes sense.

More information on www.infratil.com or www.waitakere.govt.nz

