

Public version

Airport Services Information Disclosure Amendments Determination 2016

[2016] NZCC 29

Information disclosure amendments made under Part 4 of the Commerce Act 1986

The Commission:

Airports Division

Dr Mark Berry
Sue Begg
Dr Stephen Gale
Dr Jill Walker

Date of decision:

20 December 2016



Dr Mark Berry, *Chair*

Dated at Wellington this 20th day of December 2016.

COMMERCE COMMISSION

Wellington, New Zealand

[Drafting notes:

- This amendments determination amends the Airport Services Information Disclosure Determination 2010 ('principal determination').
- This amendments determination has been published in conjunction with amendments to the input methodologies determination and this determination may be read in conjunction.
- Amendments to the principal determination and Schedule 23 are marked as track changes in red.
- Schedules 2, 4, 18, 19, 20 and 24 have been either amended or created by us. These schedules will be provided as separate documents, and published alongside this amendments determination.]

Determination version history		
Determination date	Decision number	Determination name
22 December 2010	714	Commerce Act (Specified Airport Services Information Disclosure) Determination 2010
27 February 2012	NZCC 5	Amendment to Commerce Act (Specified Airport Services Information Disclosure) Determination 2010
20 December 2016	NZCC 29	Airport Services Information Disclosure Amendments Determination 2016

AIRPORT SERVICES INFORMATION DISCLOSURE AMENDMENTS DETERMINATION 2016

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Pursuant to Part 4 of the Commerce Act 1986, the Commerce Commission makes the following determination:

PART 1 GENERAL PROVISIONS

1.1 Title Determination amended

This amendments determination ~~is amends determination is~~ the ~~Commerce Act (Specified Airport Services Information Disclosure) Determination 2010~~.

1.2 Commencement Date

This amendments determination comes into force on the date on which notice of it is given in the New Zealand Gazette under section 52Q of the Commerce Act 1986.~~1 January 2011.~~

1.3 Application

This determination applies to **airport companies** as suppliers of regulated goods and services under Part 4 of the **Act**.

1.4 Interpretation

- (1) In this determination, unless the context otherwise requires—
 - (a) terms in bold type have the meaning given to those terms in this clause 1.4;
 - (b) terms used in this determination that are defined in the **Act**, but not in this determination, have the same meanings in this determination as in the **Act**;
 - (c) a word which denotes the singular also denotes the plural and vice versa;
 - (d) any obligation to do something is deemed to include an obligation to cause that thing to be done;
 - (e) financial items must be measured and disclosed in accordance with **GAAP unless otherwise provided in the IM Determination**; and
 - (f) non-financial items must be measured and disclosed in accordance with standard industry practice.
- (2) If there is any inconsistency between the main body of this determination and any schedule to this determination, the main body of this determination prevails.
- (3) In this determination, including in the schedule, the words or phrases in bold type bear the following meanings:

% variance means the value of q calculated using the following formula:

$$q = \frac{a-b}{b} \times 100$$

where:

a = **actual for current disclosure year**; and

b = **forecast for current disclosure year**;

2009 disclosed assets has the meaning set out in the **IM determination**;

2009 disclosure financial statements has the meaning set out in the **IM determination**;

A

Act means the Commerce Act 1986;

actual for current disclosure year means actual **capital expenditure** or actual **operational expenditure**, as the case may be, in the current **disclosure year**;

actual for period to date means the accumulated actual **capital expenditure** or actual **operating-operational expenditure**, as the case may be, from the beginning of the current **pricing period**, and including the **actual for current disclosure year**;

adjusted regulatory profit means the **regulatory profit / (loss)** less the **notional interest tax shield**;

adjustment for merger, acquisition or sale activity means the value of regulatory assets that are added to, or removed from, the **RAB** by way of merger, acquisition or sale by an **airport** to another **airport**, multiplied by the proportion of the **disclosure year** the assets are available to the **airport** making the disclosure, where added assets have a positive value and removed assets have a negative value;

adjustment resulting from cost allocation means

- (a) in relation to the **RAB**, the value of q calculated using the following formula:

$$q = a - (b - c + d + e - f + g)$$

where:

a = the **RAB value** for the current **disclosure year**;

b = the **RAB value** for the previous **disclosure year**;

c = **regulatory depreciation**;

d = **total revaluations**;

e = **assets commissioned**;

f = **asset disposals**;

g = **lost and found assets adjustment**;

The formula must be calculated using component values that relate to the **RAB**. These inputs are the values that result from the application of the cost allocation requirements of the **IM determination**;

- (b) in relation to **works under construction**, the adjustment to the value of allocated works under construction to account for changes in allocation of capital expenditure in **works under construction**;

~~**adjustment to reinstate unallocated 2009 asset values** means the value of the **2009 disclosed assets** which was not allocated to **specified airport services** in the **2009 disclosure financial statements**;~~

affected line item means the row reference in the Consolidation Statement set out in clause 8a of Schedule 8;

air passenger service means an air operation operated by an air operator for the carriage of **passengers**;

aircraft and freight activities has the meaning set out in s 2 of the Airport Authorities Act 1966;

aircraft movement means an aircraft take-off or landing at an **airport**, so that one arrival and one departure in respect of the same aircraft is treated as two movements. An aircraft movement is deemed to occur at the runway arrival time or the runway departure time as the case may be;

airfield activities has the meaning set out in s 2 of the Airport Authorities Act 1966;

airport or **airport business** means the parts of an **airport company** that provide **specified airport services**;

airport activity charge means revenue earned by an **airport** in relation to a specific charge or group of charges, other than **lease, rental and concession income**. In determining how charges are disclosed, consideration must be given to the charging structure outlined in the pricing methodology disclosed in accordance with clause 2.5(1);

airport business—GAAP means the financial performance of the **airport business**, disclosed in accordance with **GAAP**;

airport company means a company described in s 56A(2) of the **Act**;

airport company—GAAP means the financial performance of the **airport company**, which includes both regulated and unregulated services, disclosed in accordance with **GAAP**;

airside circulation inbound—floor space means the overall functional floor space, measured in square metres, of areas providing general circulation for:

- (a) **inbound passengers**;
- (b) travellers; and
- (c) concourse areas that provide access for:
 - (i) **inbound passengers** to and/or from security screening and **inbound** passport control where provided;
 - (ii) airbridge and terminal doorways (where **inbound passengers** depart or arrive into corridors); and
 - (iii) airside retail/concessions areas, but excluding retail and concession areas and floor curtilage spaces of one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions;

airside circulation outbound—floor space means the overall functional floor space, measured in square metres, of:

- (a) areas providing general circulation for **outbound passengers**;
- (b) travellers; and
- (c) concourse areas that provide access for:
 - (i) **outbound passengers** to and/or from security screening and **outbound** passport control;

- (ii) departure lounges;
- (iii) airbridge and terminal doorways (where **outbound passengers** depart or arrive into corridors); and
- (iv) airside retail/concessions, but excluding retail and concession areas and floor curtilage spaces of one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions;

allocated non-current assets - year ended 2009 means the allocated value of the **2009 disclosed assets** as disclosed in the **2009 disclosure financial statements**;

allocator means the quantifiable metric (such as employee numbers or floor space) used as the numerator and denominator in determining a **cost allocator** or **asset allocator**;

allocator type means the basis for the attribution or allocation of an **operating cost** or **asset value** to a **regulated activity**, being “directly attributable”, “causal” or “proxy”;

~~**allowance for long term credit spread** means:~~

- ~~(a) if at the end of the **disclosure year** the weighted average **original tenor** of the **airport’s qualifying debt** and **non-qualifying debt** is less than five years, nil;~~
- ~~(b) in all other instances, the value of q calculated using the following formula:~~

~~$$q = (a + b + c) \times d$$~~

~~where:~~

- ~~a = the sum of the **term credit spread difference** for each **qualifying debt**;~~
- ~~b = the sum of the **execution cost of an interest rate swap** when this cost is incurred for each **qualifying debt**;~~
- ~~c = the sum of the **notional debt issue cost readjustment** for each **qualifying debt**;~~
- ~~d = **attribution rate**;~~

alternative methodology with equivalent effect means a methodology applied by an **airport** in accordance with clause 3.13 of the **IM Determination**;

arrivals concourse—floor space means the overall functional floor space, measured in square metres, of areas occupied by the landside public meeting areas, including seating and waiting areas, but excluding retail and concession areas and floor curtilage area of one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions;

asset allocator has the meaning set out in the **IM determination**;

asset category means one of the following asset types:

- (a) land;
- (b) sealed surfaces;
- (c) infrastructure and buildings; and

- (d) vehicles, plant and equipment;

asset category revaluation rate means, for each **asset category** or parts of each **asset category**:

- (a) **an indexed revaluation rate**; or
 (b) **a non-indexed revaluation rate**;

asset disposals means q calculated using the following formula:

- (a) in relation to allocated asset disposals:

$$q = a + b + c$$

where:

- a = **asset disposals (other)** ;
 b = **assets disposed of to a regulated supplier**;
 c = **assets disposed of to a related party**;

- (b) in relation to unallocated asset disposals:

$$q = a + b + c$$

where:

- a = **asset disposals (other)**;
 b = **assets disposed of to a regulated supplier**;
 c = **assets disposed of to a related party**;

- (c) in relation to forecast information, the regulatory carrying value of those assets which are forecast to be disposed of;

asset disposals (other) means the value of an asset disposal which is disposed of to a party other than a **regulated supplier** or a **related party**, and which is determined as follows:

- (a) in relation to the **unallocated RAB**, the unallocated opening **RAB** value less **regulatory depreciation** as determined in accordance with the input methodologies identified as applicable to that asset in the **IM determination**;
- (b) in relation to the **RAB**, the value of the assets (as determined in accordance with paragraph (a)) which is allocated to the **regulated activity** in accordance with Part 2 of the **IM determination**;

asset life ~~means the useful life of an asset as on the last day of the disclosure year 2009 as determined in accordance with the 2009 disclosure financial statements~~ has the meaning set out in the **IM Determination**;

asset maintenance means **operational expenditure** that is incurred with the intention of maintaining the life of an existing asset and includes emergency maintenance;

asset management and airport operations means **operational expenditure**, but excludes **asset maintenance** and **corporate overheads operational expenditure**;

asset replacement and renewal means **capital expenditure** predominantly associated with the progressive physical deterioration of assets or their immediate surrounds, or **capital expenditure** arising as a result of the obsolescence of assets and excludes **capacity growth capital expenditure**;

asset value has the meaning set out in the **IM determination**;

assets acquired from a regulated supplier means:

- (a) in relation to the **unallocated RAB**, the value of assets acquired from another **regulated supplier** as determined in accordance with clause 3.9 of the **IM determination**;
- (b) in relation to the **RAB**, the value of the assets (as determined in accordance with paragraph (a)) which is allocated to the **regulated activity** in accordance with Part 2 of the **IM determination**;

assets acquired from a related party means:

- (a) in relation to the **unallocated RAB** the value of assets acquired from a **related party** as determined in accordance with clause 3.9(1)(e) of the **IM determination**;
- (b) in relation to the **RAB**, means the value of the assets (as determined in accordance with paragraph (a)) which is allocated to the **regulated activity** in accordance with Part 2 of the **IM determination**;

assets commissioned means:

- (a) in relation to the **unallocated RAB** or **works under construction**, the value of **commissioned** assets as determined in accordance with clause 3.9 of the **IM determination**;
- (b) in relation to the **RAB**, the value of the assets (as determined in accordance with paragraph (a)) which is allocated to the **regulated activity** in accordance with Part 2 of the **IM determination**;
- (c) in relation to forecast information, a forecast of the value of the assets (as determined in accordance with paragraph (b)) for a future **disclosure year**;

assets disposed of to a regulated supplier means:

- (a) in relation to **unallocated RAB**, the unallocated opening **RAB** value less **regulatory depreciation** immediately preceding the disposal to a **regulated supplier**, as determined in accordance with the **IM determination**;
- (b) in relation to the **RAB**, the value of the assets (as determined in accordance with paragraph (a)) which was allocated to the **regulated activity** in accordance with Part 2 of the **IM determination**;

assets disposed of to a related party means:

- (a) in relation to the **unallocated RAB**, the unallocated opening **RAB** value less **regulatory depreciation** immediately preceding the disposal to a **related party**, as determined in accordance with the input methodologies identified as applicable to that asset in the **IM determination**;
- (b) in relation to the **RAB**, the value of the assets (as determined in accordance with paragraph (a)) which was allocated to the **regulated activity** in accordance with Part 2 of the **IM determination**;

assets with nil physical asset life means:

- (a) in relation to the **unallocated RAB**, the sum of **unallocated RAB** values from the previous **disclosure year** of assets that will have a nil physical life at the end of this **disclosure year**;
- (b) in relation to the **RAB**, the sum of **RAB** values from the previous **disclosure year** of assets that will have a nil physical life at the end of this **disclosure year**;

assets held for future use means the value of assets as determined in accordance with clause 3.11 of the **IM determination** where the asset meets paragraph (a) of the definition of 'excluded asset' in the **IM determination**;

assets held for future use additions means any change in **assets held for future use** as determined in accordance with clause 3.11 of the **IM determination**;

assets held for future use charge means a charge associated with **assets held for future use** that forms part of an **airport activity charge**;

assets held for future use disposals means **assets held for future use** that are disposed of. For the avoidance of doubt this excludes **transfers to works under construction**;

assets held for future use forecast closing cost means the value of q calculated using the following formula:

$$q = a + b - c + d - e - f$$

where:

a = **assets held for future use opening cost**;

b = **forecast holding costs**;

c = **forecast assets held for future use net revenue**;

d = **forecast assets held for future use additions**;

e = **forecast assets held for future use disposals**;

f = **forecast transfer to works under construction**;

assets held for future use opening cost means the cost of **assets held for future use** on the first day of the **pricing period** as determined in accordance with clause 3.11(2) of the **IM Determination**;

assets held for future use net revenue has the meaning set out in clause 3.11(6)(c) of the **IM determination**, where references to 'excluded asset' should be read as references to **assets held for future use**, and includes an **assets held for future use charge**;

assets not directly attributable means the **asset values** that are not **directly attributable** to a **regulated activity** or the **unregulated component**;

~~**attribution rate** means in respect of the **allowance for long term credit spread**, the value of q calculated using the following formula:~~

~~$$q = \frac{a \times b}{c}$$~~

where:

~~*a* = the RAB value for the previous disclosure year;~~

~~*b* = a leverage rate of 17%;~~

~~*c* = the sum of the book value of each qualifying debt and each non-qualifying debt as of the end of the disclosure year;~~

audited disclosure information means information disclosed pursuant to any of clauses 2.3(1) ~~or~~ 2.4(1) ~~or~~ of this determination;

average charge from airfield activities and specified passenger terminal activities means the value of *q* calculated using the following formula:

$$q = \frac{a}{b}$$

where:

a = the sum of:

- (i) **net operating charges** from **airfield activities** relating to **domestic** flights of 3 tonnes or more but less than 30 tonnes **MCTOW**;
- (ii) **net operating charges** from **airfield activities** relating to **domestic** flights of aircraft 30 tonnes **MCTOW** or more; and
- (iii) **net operating charges** from **specified passenger terminal activities** relating to **domestic passengers**;

or

the sum of:

- (iv) **net operating charges** from **airfield activities** relating to **international** flights; and
- (v) **net operating charges** from **specified passenger terminal activities** relating to **domestic flights**;

as the case may be;

and

b = the sum of:

- (vi) **number of domestic passengers** on flights of 3 tonnes or more but less than 30 tonnes **MCTOW**; and
- (vii) **number of domestic passengers** on flights of aircraft with a **MCTOW** rating of 30 tonnes **MCTOW** or more;

or

- (viii) **total number of international passengers**;

as the case may be;

average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW means the value of *q* calculated using the following formula:

$$q = \frac{a}{b}$$

where:

a = **net operating charges from airfield activities** relating to **domestic flights** of 3 tonnes or more but less than 30 tonnes **MCTOW**;

and

b = number of **domestic passengers** on flights of 3 tonnes or more but less than 30 tonnes **MCTOW**;

or

total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes **MCTOW**;

as the case may be;

average charge from airfield activities relating to domestic flights 30 tonnes MCTOW or more means the value of q calculated using the following formula:

$$q = \frac{a}{b}$$

where:

a = **net operating charges from airfield activities** relating to **domestic flights** of 30 tonnes **MCTOW** or more;

and

b = number of **domestic passengers** on flights of 30 tonnes **MCTOW** or more;

or

total MCTOW of domestic flights of 30 tonnes **MCTOW** or more;

as the case may be;

average charge from airfield activities relating to international flights means the value of q calculated using the following formula:

$$q = \frac{a}{b}$$

where:

a = **net operating charges from airfield activities** relating to **international flights**;

and

b = number of **international passengers**;

or

total MCTOW of international flights⁷ⁱ;

as the case may be;

average charge from specified passenger terminal activities means the value of q calculated using the following formula:

$$q = \frac{a}{b}$$

where:

a = **net operating charges from specified passenger terminal activities** relating to **domestic passengers**;

or

net operating charges from specified passenger terminal activities relating to **international passengers⁷ⁱ**;

as the case may be;

and

b = **number of domestic passengers**;

or

number of international passengers⁷ⁱ;

as the case may be;

average unit price means the average price paid for each unit acquired or sold in a transaction between the **airport** and a **related party**;

Aviation Security Service means the aviation security service established under s 72B(2)(ca) of the Civil Aviation Act 1990;

B

baggage outbound—make-up area floor space means the overall functional floor space, measured in square metres, of areas occupied by:

- (a) baggage make-up conveyors;
- (b) loops and laterals;
- (c) dolly circulation and staging;
- (d) staff sorting and loading space; and
- (e) hold baggage screening equipment;

baggage outbound—notional capacity means the practical capacity of an **airport's outbound** baggage sortation system(s), expressed in bags per hour, based on its configuration, conveyor speeds and continuous (x-ray or similar) inspection capacities where applicable;

baggage outbound—throughput of bags means:

- (a) in respect of manual sortation/make-up systems, an estimation of the number of bags being processed by the system during the relevant hour,

based on the throughput of **passengers** in that hour and an assumed number of bags per **passenger**; and

- (b) in respect of automated baggage sortation/make-up systems, the actual number of bags processed through the system during the relevant hour;

baggage reclaim—floor space means the overall functional floor space, measured in square metres, of areas occupied by:

- (a) baggage reclaim belts;
- (b) waiting areas;
- (c) trolley storage areas;
- (d) baggage service counters; and
- (e) areas occupied by airline staff directly interfacing with **passengers**;

but excluding areas in the baggage room such as the drop-off belt;

baggage reclaim—notional capacity means the capacity of baggage reclaim facilities expressed in bags per hour, assessed using accepted industry practice taking account of the numbers, types and sizes of aircraft expected to usually arrive in the **passenger busy hour** applicable to the baggage reclaim **functional component**;

baggage reclaim—throughput of bags means an estimation of the number of bags being delivered through the system during the relevant hour, based on the throughput of **passengers** in that hour and an assumed number of bags per **passenger**;

base value has the meaning given in clause 3.11(6)(a) of the **IM determination**;

bio-security screening and inspection and Customs secondary inspection—floor space means the overall functional floor space, measured in square metres, of areas providing:

- (a) biosecurity screening and inspection for **inbound passengers**, including the areas occupied by booths, benches, screening equipment, and the **MAF MPI** staff operating the screening and inspection areas;
- (b) **Customs** secondary inspection for **inbound passengers**, including the areas occupied by booths, benches, screening equipment, and **Customs** staff operating the screening and inspection areas;
- (c) queuing zones; and
- (d) an area up to two metres after the screening equipment or booths and benches on the landside of the screening and inspection points;

but excluding **MAF MPI** and **Customs** offices and search rooms;

bio-security screening and inspection and Customs secondary inspection—notional capacity means throughput capacity expressed in **passengers** per hour based on the number of **MAF MPI** screening stations and advice from **MAF MPI** on the sustainable processing rate;

~~**book value** is the book value in New Zealand dollars of a **qualifying debt** or **non-qualifying debt** as at either the end of the **disclosure year** or on the **issue date** as the context requires;~~

business day has the meaning set out in the **IM determination**;

C

capacity growth means **capital expenditure** incurred predominantly to provide for increased capacity;

capital expenditure means:

- (a) subject to paragraph (c), for the purpose of unallocated **works under construction**, costs:
 - (i) incurred in the acquisition or development of an asset during the **disclosure year** that is, or is intended to be, **commissioned**; and
 - (ii) that are included or are intended to be included in the value of assets **commissioned** relating to the **unallocated RAB**;
- (b) subject to paragraph (c), in all other instances, costs:
 - (i) incurred or forecast to be incurred in the acquisition or development of an asset during the **disclosure year** that is, or is intended to be, **commissioned**; and
 - (ii) that are included or are intended to be included in the value of **assets commissioned** relating to the **RAB**;
- (c) costs incurred or forecast to be incurred in the acquisition of an asset as determined in accordance with clause 3.11 of the **IM determination** are deemed to have been incurred or forecast to be incurred in the year in which they are included in the value of **transfer to works under construction**;

change in asset allocator means changes in any one of the following from the previous **disclosure year**:

- (a) the list of assets, the value of which has been allocated using an **asset allocator**;
- (b) the type of quantifiable measure used to allocate any asset value; or
- (c) the type of quantifiable measure used to allocate asset values, or the list of assets, included in a particular **asset category**;

change in cost allocator means changes in any one of the following from the previous **disclosure year**:

- (a) the list of **operating costs**, the value of which has been allocated using a **cost allocator**;
- (b) the type of quantifiable measure used to allocate any operating costs; or
- (c) the type of quantifiable measure used to allocate **operating costs**, or the list of **operating costs**, included in a particular **operating cost category**;

change in forecast asset life means a change to the weighted average forecast asset life that is greater than +/-10% for each **asset category** from the weighted average asset life that is implied in the most recent disclosure under clause 2.3;

charged services means a category or group of **specified airport services** in respect of which a standard charge applies;

check-in—floor space means the overall floor space, measured in square metres, of areas utilised by **passengers**, and check-in staff when in direct contact with **passengers**, including:

- (a) check in counters;
- (b) kiosks;
- (c) help desks;
- (d) service desks;
- (e) ticketing counters;
- (f) baggage scales
- (g) baggage injector feeds;
- (h) takeaway baggage conveyors;
- (i) bag drop belts;
- (j) queuing zones;
- (k) seating and waiting areas associated with the check-in area; and
- (l) circulation areas directly associated with any of the above functions;

but excludes:

- (m) airline and airport offices, unless used directly by **passengers** as part of normal processing and services; and
- (n) retail concession areas and floor curtilage area of one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions;

closing base value means the value of q calculated using the following formula:

$$q = a + b$$

where:

a = opening base value;

b = forecast assets held for future use revaluations;

commencement date means the date specified in clause 1.2;

Commission has the meaning set out in s 2 of the **Act**;

commissioned has the meaning set out in the **IM determination**;

commissioned project means a project or programme of **capital expenditure** that involves total expenditure of more than \$5 million over the life of the project or programme and that is first **commissioned** in the current **disclosure year**. For the purpose of this definition a programme is a group of projects that together contribute to one output (or a set of broadly overlapping outputs). Each project that the programme comprises must be separately disclosed;

consumer has the meaning set out in s 52C of the **Act**;

corporate overheads means **operational expenditure** that is incurred predominantly with respect to administration functions, but is not directly incurred in the operation and maintenance of assets necessary for the provision of **specified airport services**, including expenditure on:

- (a) corporate governance and management;

- (b) human resources;
- (c) information technology systems;
- (d) accounting services;
- (e) procurement; and
- (f) legal and risk management;

corporate tax rate has the meaning set out in the **IM determination**;

cost allocator has the meaning set out in the **IM determination**;

cost of debt assumption means the sum of the risk free rate and debt premium estimates as published by the **Commission** in accordance with Part 5 of the **IM determination**;

cost of financing works under construction means the cost of finance included in **capital expenditure** in relation to **works under construction**;

costs not directly attributable means the value of **operating costs** that are not **directly attributable** costs for each **operating cost category**, determined in accordance with Part 2 of the **IM determination**;

~~**coupon rate** is the nominal coupon rate of interest of a **qualifying debt** on the **issue date**;~~

CPI has the meaning set out in the **IM determination**;

CPI reference date means the date relating to the relevant **CPI** value as in accordance with clause 3.7 of the **IM determination**;

current year tax losses means **net taxable income** where the value of **net taxable income** is negative;

Customs means the New Zealand Customs Service;

CY means current year;

D

~~**default cash flow timing assumption** means an assumption under which **cash flows** all **expenditure** occurs 182 days before the end of the **disclosure year** and all **revenue** occurs 148 days before the end of the **disclosure year**;~~

~~**default revaluation gain/loss adjustment** means:~~

- ~~(a) for **indexed revaluations, periodic land revaluations** from:
 - ~~(i) **disclosure year 2010** onwards for the first **price setting event** after 31 December 2016, should an **Airport** choose such an approach; and~~
 - ~~(ii) the previous **price setting event** for the second and subsequent **price setting events** after 31 December 2016;~~~~
- ~~(b) for **non-indexed revaluations**, the sum of **periodic land revaluations** and **indexed revaluations** from:
 - ~~(i) **disclosure year 2010** onwards for the first **price setting event** after 31 December 2016, should an **Airport** choose such an approach; and~~
 - ~~(ii) the previous **price setting event** for the second and subsequent **price setting events** after 31 December 2016;~~~~

departure lounges—floor space means the overall functional floor space, measured in square metres, of areas occupied by:

- (a) departure gate lounges, including seating waiting areas;
- (b) airline boarding control counters; and
- (c) areas occupied by airline staff controlling boarding;

but excluding:

- (d) retail and concession areas and floor curtilage area one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions; and
- (e) airport lounges, pay-per-use lounges and facilities such as showers;

departure lounges—number of seats means the number of **passengers** that could reasonably be seated on the seating facilities provided for **passenger** use within the departure lounges floor space;

depreciation means:

- (a) in respect of **airport business—GAAP** or **airport company** financial results, depreciation as determined in accordance with **GAAP**; and
- (b) in respect of **airport business, regulatory depreciation**;

depreciation methodology means either:

- (a) **standard depreciation methodology**; or
- (b) **non-standard depreciation methodology**;

description of land means the parcels of land identified in a valuation report prepared for the purposes of clause 3.7 of the **IM determination**;

description of regulatory / GAAP adjustment means a brief description of the different approach used in preparing the **airport** performance compared to preparing **GAAP** compliant financial statements;

description of transaction means a brief description of the transaction with a **related party**, including the goods or services provided to or by the **related party** as part of that transaction;

~~**description of use (land)** means a description of how each parcel of land is used to provide **specified airport services** sufficiently detailed to allow interested persons to assess the usefulness of the asset in providing **specified airport services**;~~

~~**description of use (significant assets)** means a description of how **significant assets** are used to provide **specified airport services** that is sufficiently detailed to allow interested persons to assess the usefulness of the asset in providing **specified airport services**;~~

directly attributable has the meaning given to that term in Part 2 of the **IM determination**;

Director means a person occupying the position of director of a company by whatever name called;

disclosure year means the 12 month period ending on, in the case of—

- (a) Wellington International Airport Limited, 31 March; and
- (b) all other **airport companies**, 30 June;

domestic means aircraft operations between **airports** within New Zealand;

E

effect of change means the difference between the value allocated to the **airport** using the **original allocator or components** and the value allocated to the **airport** using the **new allocator or components**;

entity name means the legal name of a **related party**;

excluded intangible assets means, in respect of assets as at the year ended 2009, an intangible asset that is excluded in accordance with clause 3.1(b) of the **IM determination**;

excluded services has the meaning given in the **IM Determination**;

~~**execution cost for an interest rate swap**, in respect of **qualifying debt**, means half the wholesale bid offer spread of a vanilla interest rate swap (of which the term is equal to the original tenor of the qualifying debt where the bid and offer spread is calculated as at the pricing date or the issue date) multiplied by the book value in New Zealand dollars of the **qualifying debt** at its **issue date**;~~

F

~~**forecast asset base** means the forecast asset base for regulated activities rolled forward by an **airport** and used by that **airport** in determining the **forecast value of assets employed**;~~

~~**forecast assets held for future use revaluations** means the forecast revaluations for assets held for future use used by an **airport** incorporating the values used, if any, for the purposes of consultation undertaken as part of a **price setting event** for each **disclosure year** of the **pricing period**;~~

~~**forecast asset life** has the meaning of 'asset life' given in clause 3.6 of the **IM Determination**;~~

~~**forecast closing asset base** means the **forecast asset base** as at the last day of the relevant **pricing period**;~~

~~**forecast closing carry forward adjustment** means an amount forecast by an **airport** as part of a **price setting event** that an **airport** intends to recover from or return to **Consumers** in a future **price setting event**;~~

~~**forecast closing investment value** means the value of q calculated using the following formula:~~

$$q = a - b$$

~~where:~~

~~a = **forecast closing asset base**; and~~

~~b = **forecast closing carry forward adjustment**;~~

forecast cost of capital means the cost of capital ~~used-determined~~ by an **airport** ~~in~~ when determining the **forecast total revenue requirement** incorporating the values used for the purposes of consultation undertaken as part of a **price setting event**;

forecast depreciation means the forecast depreciation used by an **airport** in determining the **forecast total revenue requirement** incorporating the values used for the purposes of consultation undertaken as part of a **price setting event**;

forecast for current disclosure year means the most recent disclosure of forecast **capital expenditure** and **forecast operational expenditure** pertaining to the current **disclosure year** made in accordance with clause 2.5;

forecast for period to date means the most recent disclosure of the accumulated forecast **capital expenditure** and **forecast operational expenditure** pertaining to the years from the beginning of the **pricing period** to the current **disclosure year** made in accordance with clause 2.5;

forecast net cash flows means the value of q calculated using the following formula:

$$q = a - b - c - d - e$$

where:

a = forecast total revenue requirement;

b = forecast assets commissioned;

c = forecast asset disposals;

d = forecast operational expenditure; and

e = forecast unlevered tax;

forecast operational expenditure means the forecast operational expenditure used by an **airport** in determining the **forecast total revenue requirement** incorporating the values used for the purposes of consultation undertaken as part of a **price setting event**;

forecast other ~~income-operating revenue~~ means the forecast other ~~income-operating revenue~~ used by an **airport** in determining the **forecast total revenue requirement** incorporating the values used for the purposes of consultation undertaken as part of a **price setting event**;

forecast post-tax IRR means the forecast post-tax internal rate of return disclosed in the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 and the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19 for a **pricing period**, which is calculated based on the **opening investment value**, the **forecast closing investment value** and **forecast net cash flows**;

forecast pricing CPI means the CPI value used by an **airport** in setting prices as part of a **price setting event**;

~~**forecast return on assets employed** means the product of the **forecast value of assets employed** and the **forecast cost of capital**;~~

forecast revaluations means the forecast revaluations used by an **airport** in determining the **forecast total revenue requirement** incorporating the values used for the purposes of consultation undertaken as part of a **price setting event**;

forecast revenue for services applicable to the price setting event means the revenue an **airport** is expecting to earn from **charged services** consulted on as part of the **price setting event** for that **disclosure year**;

forecast unlevered tax means forecast tax on an unlevered basis used by an **airport** in determining the **forecast total revenue requirement** incorporating the values used for the purposes of consultation undertaken as part of a **price setting event**;

forecast total revenue requirement means the revenue an **airport** has forecast to require for all **specified airport services** supplied by the **airport** for that **disclosure year** excluding forecast assets held for future use net revenue;

~~**forecast value of assets employed** means the value of assets used by an **airport** in determining the **forecast total revenue requirement** incorporating the values used for the purposes of consultation undertaken as part of a **price setting event**;~~

full-time equivalent employees means the average number of **airport** employees that are employed during a **disclosure year** in the provision of **specified airport services**;

functional components means:

in respect of an **airport**:

- (a) airfield;
- (b) apron; and
- (c) the functional components of the passenger terminal; and

in respect of a passenger terminal:

- (d) landside circulation outbound;
- (e) check-in;
- (f) passport control outbound;
- (g) security screening;
- (h) airside circulation outbound;
- (i) departure lounges;
- (j) airside circulation inbound;
- (k) passport control inbound;
- (l) landside circulation inbound;
- (m) baggage reclaim;
- (n) bio-security screening and inspection and **Customs** secondary inspection;
- (o) arrivals concourse;
- (p) outbound baggage sortation system; and
- (q) total terminal functional areas providing passenger facilities and services;

G

GAAP means generally accepted accounting practice in New Zealand;

gains / (losses) on asset sales means, in respect of:

- (a) **assets disposed of to a related party**, zero;

- (b) **assets disposed of to a regulated supplier**, zero;
- (c) **asset disposals (other)**, the values determined in accordance with:
sale price of an asset - **assets disposals (other)**

where each component has the value as allocated to **regulated activities** in accordance with Part 2 of the **IM determination**; and

- (d) the **calculation of regulatory profit / (loss)**, means the unallocated **gains / (losses) on asset sales** which are allocated to the **regulated activity** in accordance with Part 2 of the **IM determination**;

GST means any tax required to be paid by an **airport** in accordance with the Goods and Services Tax Act 1985, as amended from time to time, and any equivalent preceding legislation, or any subsequent legislation that supplements or replaces that Act;

H

highest rate of finance applied means the highest rate of finance used to determine the **cost of financing works under construction**;

holding costs has the meaning set out in clause 3.11(6)(b) of the **IM determination**, where references to 'excluded asset' should be read as references to **assets held for future use**;

human resource costs means the remuneration, including the value of benefits, that is payable to employees;

I

IM determination means the [Airport Services Input Methodologies Determination 2010](#)~~Commerce Act (Specified Airport Services Input Methodologies) Determination 2010~~;

inbound means an aircraft or a **passenger** onboard an aircraft arriving at an **airport**;

independent auditor means a person who:

- (a) is qualified for appointment as auditor of a company under the Companies Act 1993 or, where the **airport** is a public entity (as defined in s 4 of the Public Audit Act 2001), is the Auditor-General;
- (b) has no relationship with, or interest in, the **airport** that is likely to involve a conflict of interest;
- (c) has not assisted with the compilation of the information or provided advice or opinions (other than in relation to audit reports) on the methodologies or processes used in compiling the information; and
- (d) is not associated with nor directed by any person who has provided any such assistance, advice, or opinion;

indexed revaluation means:

- (a) in relation to the **unallocated RAB**, the values determined in accordance with clause 3.7(1) of the **IM determination**; and
- (b) in relation to the **RAB**, the values determined in accordance with clause 3.7(~~32~~) of the **IM determination**;

indexed revaluation rate has the meaning set out in clause 3.7(7)(a) of the **IM Determination**;

initial base value has the meaning given in clause 3.11(6)(a) of the **IM determination**, but does not include "the sum of tracking revaluations in respect of all prior disclosure years" as set out in that clause;

initial disclosure year means the **disclosure year** ending in 2011;

initial RAB has the meaning set out in the **IM determination**;

initial RAB value has the meaning set out in the **IM determination**;

international means aircraft operations at an **airport** that began outside New Zealand, or began in New Zealand and ~~is~~are to continue outside New Zealand;

interruption means, in relation to any **specified airport service** provided by an **airport**, the withdrawal by the **airport** of that service for 15 minutes or longer, at a time when the service was required by a **scheduled** aircraft (or to process the **passengers** on a **scheduled** aircraft), but does not include:

- (a) **planned withdrawals**; or
- (b) the withdrawal of runway services necessitated by weather conditions; or
- (c) withdrawals of any services operated and managed by a third party and that are not being provided on behalf of, or under contract with, the **airport**;

interruption to baggage reclaim belts means an **interruption** to the baggage reclaim unit, where no equivalent alternative service is provided;

interruption to baggage sortation system on departures means an **interruption** to the baggage sortation system for departing bags such that the sortation system is materially unworkable, irrespective of where the breakdown occurs within the system;

interruption to contact stands means an **interruption** to a contact stand/airbridge, where no equivalent alternative service is provided;

interruption to fixed electrical ground power (FEGP) units means the percentage of time that all fixed electrical ground power service is unavailable during a **disclosure year** due to **interruptions**, calculated as the sum of the duration of each **interruption** during the **disclosure year** divided by the sum of the planned durations of FEGP supply to each aircraft during the **disclosure year**;

interruption to remote stands and means of embarkation/disembarkation means an **interruption** to a remote stand with concomitant bussing operations, or a remote stand where **passengers** walk to or from the terminal, and where no equivalent or better service is provided;

interruption to runway services means an **interruption** to a runway such that it is unusable by a **scheduled** aircraft and where no reasonable alternative service is provided;

interruption to taxiway services means an **interruption** to a taxiway such that a **scheduled** aircraft cannot land or depart and where no reasonable alternative service is provided;

~~issue date means the day on which a **qualifying debt** or **non-qualifying debt** is issued;~~

J

justification for change in depreciation methodology means an explanation which provides sufficient detail so that interested persons can assess how the introduction of, or change to the application of, a **non-standard depreciation methodology** meets the purpose of Part 4 of the **Act**;

K

key capital expenditure project means a current or future project or programme of **capital expenditure** that involves total expenditure of more than \$5 million over the life of the project or programme. For the avoidance of doubt, any amount of forecast capital expenditure that is planned to be incurred in a **disclosure year**, must be disclosed in the **disclosure year** it is incurred. For the purpose of this definition, a programme is a group of projects that together contribute to one output (or a set of broadly overlapping outputs). In making disclosures regarding programmes, **airports** must provide details of each individual project that the programme comprises;

L

landside circulation inbound—floor space means 50% of the overall functional floor space, measured in square metres, of areas providing general circulation to provide common access for both **inbound** and **outbound passengers** to and from check-in, security and landside retail/concessions, but excluding retail and concession areas and floor curtilage area of one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions;

landside circulation outbound—floor space means the overall functional floor space, measured in square metres, of areas providing general circulation to provide segregated access for outbound passengers to and from check-in, security and landside retail/concessions, and 50% of the overall functional floor space, measured in square metres, of areas providing general circulation to provide common access for inbound and outbound passengers to and from check-in, security and landside retail/concessions, but excluding retail and concession areas and floor curtilage area of one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions;

lease, rental and concession income means any income received from leases, rentals or concessions;

line item means the list of all **assets values** or **operating costs** included within the **asset category** or **operating cost category** for which the same **asset allocator** or **cost allocator** is used to allocate their **asset values** or **operating costs** between **airport activities**;

lost and found assets adjustment means:

- (a) in relation to the **unallocated RAB**, the value of found assets as determined in accordance with the **IM determination**, less the value of **lost assets**. The

value of a **lost asset** is its unallocated opening **RAB** value less its **regulatory depreciation**;

- (b) in relation to the **RAB**, the value of the asset (as determined in accordance with paragraph (a)) which is allocated to the **regulated activity** in accordance with Part 2 of the **IM determination**;

lost asset has the meaning set out in the **IM Determination**;

lost asset adjustment means:

- (a) in relation to the **unallocated RAB**, the unallocated opening **RAB** value of **lost assets**;
- (b) in relation to the **RAB**, the value of the asset (as determined in accordance with paragraph (a)) which is allocated to the **regulated activity** in accordance with Part 2 of the **IM determination**;

M

~~**MAF** means Ministry of Agriculture and Forestry;~~

market value of asset disposals to related parties means the value of assets disposed of to a related party as determined by a valuer. The valuer must meet the definition of valuer as defined in the **IM Determination**;

MCTOW means maximum certificated take-off weight measured in tonnes as contained in the aircraft's Certificate of Registration;

merger and acquisition expenses means expenditure related to merger and acquisition activities irrespective of the outcome of the merger or acquisition, but proportionate to the extent the benefits of the merger or acquisition would relate to the **airport**;

month means calendar month;

~~**MPI** means Ministry for Primary Industries or any successor ministry;~~

~~**MVAU valuation adjustment** means the increase or decrease in the **unallocated initial RAB value** or **works under construction** as of the year ended 2009, where an increase is recorded as a positive value and a decrease is recorded as a negative value, as result of complying with Part 3 of the **IM determination**;~~

N

net income means the revenue of the **airport**, including **gains and/or losses on assets sales** and other income. For the avoidance of doubt, the net income for the **airport business** is the **total regulatory income**;

net operating charges from airfield activities means the total, in relation to **airfield activities**, of **airport activity charges**, **other operating revenue** and **lease, rental and concession income** where the **lease, rental or concession income** is paid by an air transport operator and is essential for that (or other) air transport operator to be able to operate air transport services relating to:

- (a) **domestic** flights 3 tonnes or more but less than 30 tonnes **MCTOW**;
- (b) **domestic** flights of 30 tonnes **MCTOW** or more; or
- (c) **international** flights;

as the case may be, but does not include assets held for future use net revenue;

net operating charges from specified passenger terminal activities means the total, in relation to **specified passenger terminal activities**, of **airport activity charges, other operating revenue** and **lease, rental and concession income** where the **lease, rental or concession income** is one which is paid by an air transport operator and is essential for that (or other) air transport operator to be able to operate air transport services relating to:

- (a) **domestic passengers;**
- (b) **international passengers;**

as the case may be, but does not include assets held for future use net revenue;

net operating revenue means

- (a) in all instances other than **related party** transactions, the total of **airport activity charges, other operating revenue, and lease rental and concession income;**

(b) in relation to **related party** transactions, net operating revenue (as determined in accordance with paragraph (a)) from **related parties;** but does not include assets held for future use net revenue;

net revenue has the meaning set out in clause 3.11(6)(c) of the **IM Determination;**

net taxable income means:

- (a) if **regulatory taxable income / (loss)** is positive, **regulatory taxable income / (loss)** less **tax losses used;** or
- (b) if **regulatory taxable income / (loss)** is negative, nil;

new allocator or components means:

- (a) if a change in the **allocator type** or **cost allocator** used, the **asset allocator** or **cost allocator** used; or
- (b) if a change in **line item**, the **line item** included in the **asset allocator** or **cost allocator** used;

non taxable means not included in 'income subject to tax' for income tax purposes in accordance with the Income Tax Act 2007 as amended from time to time, and any equivalent preceding legislation, or any subsequent legislation that supplements or replaces that Act;

non-current assets – year ended 2009 means the value of the **2009 disclosed assets**, where the value of:

- (a) non-land assets are determined in accordance with clause 3.2(1)(a) of the **IM determination;** and
- (b) land is the value of the assets disclosed in the **2009 disclosure financial statements;**

non-indexed revaluations:

- (a) in relation to the **unallocated RAB**, ~~means the value of unallocated RAB revaluations which are not indexed revaluations~~ has the meaning set out in

clause 3.7(1) of the IM Determination, applying the revaluation rate specified in clause 3.7(7)(b) of the IM Determination; and

- (b) in relation to the RAB, means the value of RAB revaluations which are not indexed revaluations has the meaning set out in clause 3.7(2) of the IM Determination, applying the revaluation rate specified in clause 3.7(7)(b) of the IM Determination;

non-indexed revaluation rate has the meaning set out in clause 3.7(7)(b) of the IM Determination;

~~non-qualifying debt means a line of debt, other than trade debt, issued by an airport company that is not a qualifying debt;~~

non-standard depreciation means:

- (a) in relation to the **unallocated RAB**, the value of **regulatory depreciation** relating to non-standard assets determined in accordance with Part 3 of the **IM determination**;
- (b) in relation to the **RAB**, the value of **regulatory depreciation** (as determined in accordance with paragraph (a)) which is allocated to the **regulated activity** in accordance with Part 2 of the **IM determination**;

non-standard depreciation disclosure means information about the introduction of or change to **non-standard depreciation methodology**. This includes a **summary of change**; a **justification for change in depreciation methodology**; and the extent of customer disagreement and supplier response;

~~non-standard depreciation methodology means a description of the depreciation methodology which relates to the making of a non-standard depreciation disclosure a methodology used to determine depreciation that differs from the methodology used to determine standard depreciation;~~

~~notional debt issue cost readjustment means in respect of a qualifying debt, the value of q calculated using the following formula:~~

~~$$q = \left(\frac{1.75\%}{a} - 0.35\% \right) \times b$$~~

~~where:~~

~~a = original tenor of the qualifying debt;~~

~~b = book value of the qualifying debt at issue date;~~

~~For the avoidance of doubt, q will be a negative number.~~

notional deductible interest has the meaning given to that term in clause 4.1(4) of the **IM determination**;

notional interest tax shield means the product of **notional deductible interest** and the **corporate tax rate** applicable to the current **disclosure year**;

number of domestic passengers means the sum of:

- (a) the number of **inbound domestic passengers**; and
- (b) the number of **outbound domestic passengers**;

on:

- (c) flights of 3 tonnes or more but less than 30 tonnes **MCTOW**; or
- (d) flights of 30 tonnes **MCTOW** or more;

as the case may be;

number of international passengers means the sum of:

- (a) the number of **inbound international passengers**; and
- (b) the number of **outbound international passengers**;

less the estimated number of **international transit and transfer passengers**;

O

offsetting revenue means:

- (a) in relation to the **unallocated RAB**, revenue derived in relation to works under construction as described in clause 3.9(5)(a) of the **IM Determination**;
- (b) in relation to the **RAB**, the value of revenue (as determined in accordance with paragraph (a)) allocated to the regulated business using the same allocation that the value of the asset to which the revenue relates is allocated to the regulated business in accordance with Part 2 of the **IM determination**;

on time departure delay means that the **terminal departure time** of a **scheduled service** has been delayed by more than 15 minutes primarily as a result of **interruptions** to one or more **specified airport services**;

opening base value means:

- (a) for the first **disclosure year** of a **pricing period**,

$$q = a + b$$

where:

a = **initial base value**;

b = **opening tracking revaluations**;

- (b) for subsequent **disclosure years** of a **pricing period**, the **closing base value** for the previous **disclosure year**;

opening carry forward adjustment means the sum of:

- (a) a **forecast closing carry forward adjustment** from the previous **pricing period**;
- (b) a **default revaluation gain/loss adjustment**;
- (c) a **risk allocation adjustment**; and
- (d) other carry forward adjustments that are intended to reflect the remaining capital to be recovered as at the start of the **pricing period**;

opening investment value means the value of q calculated using the following formula:

$$q = a - b$$

where:

$a =$ opening RAB; and

$b =$ opening carry forward adjustment;

opening RAB means the Airport's estimate of the RAB as at the first day of the pricing period by rolling forward the RAB value disclosed in the most recent disclosure made in accordance with clause 2.3 preceding a price setting event;

opening tracking revaluations means tracking revaluations as at the first day of the pricing period;

operating cost category means one of the categories in the following list which comprises, for the purpose of a proposal, a classification of the types of **operating costs** that **airports** make when providing **airport activities** to **consumers** and **operating cost categories** means all of the following categories:

- (a) **corporate overheads;**
- (b) **asset management and airport operations; and**
- (c) **asset maintenance;**

operating cost has the meaning set out in the **IM determination**, and excludes costs incurred in providing **excluded services**;

operating surplus / (deficit) means **total regulatory income** less **operational expenditure**;

operating surplus / (deficit) before interest depreciation, revaluations and tax means **net income** less **operational expenditure**. For the avoidance of doubt, the **operating surplus / (deficit) before interest depreciation, revaluations and tax** for the **airport business** is the **operating surplus / (deficit)**;

operational expenditure means:

- (a) in all instances other than **related party** transactions, **operating costs** after applying Part 2 of the **IM determination**;
- (b) in relation to **related party** transactions, operational expenditure (as determined in accordance with paragraph (a)) transacted with **related parties**;

operational improvement processes means processes implemented by the **airport** whereby airlines and **airports** meet regularly to:

- (a) identify any measures available either to:
 - (i) reduce the likelihood of service losses which have caused loss of material services or on time departure delays from reoccurring; or
 - (ii) better manage such losses of service or on time departure delays so as to reduce the impact; and
- (b) review quarterly passenger satisfaction surveys to identify where remedial action is required by the **airport**, airline or border agencies;

operational surplus / (deficit) before interest means the value of q calculated using the following formula:

$$q = a - b - c - d$$

where:

a = **operational surplus / (deficit) before interest, depreciation, revaluations and tax;**

b = **depreciation;**

c = **total revaluations;** and

d = **tax expense;**

For the avoidance of doubt, operational surplus / (deficit) before interest for the **airport business** is **regulatory profit / (loss);**

original allocator or components means:

- (a) in respect of a change in the **cost allocator** or **allocator type** used, the **cost allocator** or **asset allocator** used directly prior to the change in allocator; or
- (b) in respect of a change in **line item**, the **line item** included in the **cost allocator** or **asset allocator** directly prior to the change in components;

~~**original tenor** means:~~

- ~~(a) where the **qualifying debt** or **non-qualifying debt** is not issued to a **related party**, the term of a **qualifying debt** or **non-qualifying debt** at the **issue date**;~~
- ~~(b) where the **qualifying debt** or **non-qualifying debt** is issued to a **related party**, the shorter of the~~
 - ~~(i) the tenor of the **qualifying debt**; or~~
 - ~~(ii) the period from the **qualifying debt's issue date** to the earliest date on which its repayment is or may be required.~~

other adjustments to the RAB tax value means any adjustment to the **RAB (tax value)** made in accordance with Part 4 of the **IM determination** other than:

- (a) **regulatory tax asset value of additions;**
- (b) **regulatory tax asset value of disposals;**
- (c) **regulatory tax asset value of assets transferred from / (to) unregulated asset base;** and
- (d) **tax depreciation;**

~~**other assets** means assets included in the **initial RAB** that are not **significant assets**;~~

other assets commissioned means **assets commissioned** that have not been separately disclosed as **commissioned projects**;

other capital expenditure means aggregate **capital expenditure** for the **disclosure year** that has not been separately disclosed as **key capital expenditure projects**;

other excluded assets means assets as at the year ended 2009 that are excluded from the **initial RAB** in accordance with clause 3.1(1)(a) of the **IM determination** and which are not **assets held for future use**;

other factors means the value of any factor used to determine the **forecast total revenue requirement** as required by clause 2.5(1) other than:

- (a) ~~forecast return on assets employed~~ **forecast asset base**;
- (b) **forecast operational expenditure**;
- (c) **forecast depreciation**;
- (d) **forecast unlevered tax**;
- (e) **forecast revaluations**; and
- (f) **forecast other ~~income~~ operating revenue**;

other incentives means the value of any arrangements where an **airport** agrees with a customer to provide goods or services, whether to the customer or a third party, in consideration for the customer taking **specified airport services**. For the avoidance of doubt other incentives excludes **pricing incentives**;

other income means any income received from the provision of **specified airport services** that is not captured by **total operating revenue** or **gains / (losses) on asset sales** **but does not include assets held for future use net revenue**;

other operating revenue means revenue earned by an **airport business** in relation to specific charges relating to a **regulated activity**, which has not been separately disclosed as an **airport activity charge** or **lease, rental and concession income**. Other operating revenue must not exceed 10% of **net operating revenue**;

other permanent differences —non deductible means the non deductible non-reversing differences between **regulatory profit / (loss) before tax** and **regulatory taxable income / (loss)** calculated for income tax purposes in respect of the **airport**;

other permanent differences—non taxable means the **non taxable** non-reversing differences between **regulatory profit / (loss) before tax** and **regulatory taxable income / (loss)** calculated for income tax purposes in respect of the **airport**;

other related party transactions means the value of any **related party** transactions that are not disclosed as:

- (a) **related party net operating revenue, operational expenditure or capital expenditure**; or
- (b) the value of transactions that are included in the **market value of asset disposals to related parties**;

other temporary adjustments—current period means adjustments for temporary differences, as determined in accordance with **GAAP** which arise in respect of the current **disclosure year**, excluding **depreciation**;

other temporary adjustments—prior period means adjustments for temporary differences, as determined in accordance with **GAAP**, which arise from previous **disclosure years**, including **depreciation**;

outbound means an aircraft or a **passenger** onboard an aircraft departing from an **airport**;

P

passenger means a person transported by an operator of an **air passenger service**, including airline staff on duty travel and passengering crew, excluding crew operating the service and excluding persons that do not pass through the passenger terminal while disembarking or embarking;

passenger aircraft landing charge means any price charged to an operator of a passenger aircraft by an **airport** for landing that aircraft at that **airport**;

passenger busy hour, in respect of a functional component of a passenger terminal, means the clock hour with the 30th highest ranked number of **passengers** in the **disclosure year** for that **airport** in the **passenger category** that best reflects the **passenger** usage of the functional component and whose **terminal arrival time** or **terminal departure time** fell within the clock hour. For the avoidance of doubt, although the passenger busy hours must be calculated without reference to the number of transit and transfer **passengers** onboard, disclosed figures for **passenger throughput** at functional components of the terminal during the busy hour will be adjusted where relevant for the estimated number of transit and transfer **passengers** arriving or departing during the busy hour;

passenger category means one of the following:

- (a) **passengers** on **outbound international** aircraft;
- (b) **passengers** on **inbound international** aircraft;
- (c) **passengers** on **outbound domestic** aircraft;
- (d) **passengers** on **outbound domestic** aircraft that require security screening of **passengers**;
- (e) **passengers** on **inbound domestic** aircraft;
- (f) **passengers** on **outbound** aircraft (applies only to **airports** with a functional component that is used as a combined facility by **passengers** on **international** and **domestic outbound** aircraft); or
- (g) **passengers** on **inbound** aircraft (applies only to **airports** with a functional component that is used as a combined facility by **passengers** on **international** and **domestic inbound** aircraft);

~~**passenger service income** means income derived from any charge payable to an **airport** for provision of services by that **airport** related to use of a terminal or terminal facilities. For the avoidance of doubt passenger service income includes income derived from any departure fee charged to a **passenger**;~~

passenger survey means a passenger survey carried out under clause 2.4(2);

passenger throughput, in respect of a functional component of a passenger terminal, means the estimated number of **passengers** passing through the functional component during the relevant busy hour; and is equal to the number of **passengers** in the **passenger category** that best reflects the **passenger** usage of the functional component during the **passenger busy hour** for that functional component, and (if **transit and transfer passengers** normally bypass the functional component or if the functional component is used to process only **transit and transfer passengers**) adjusted using an estimate of the number of **transit and transfer passengers** contained in the **passenger category**;

passport control (inbound)—floor space means the overall functional floor space, measured in square metres, of areas providing passport control for inbound passengers, including the areas occupied by booths and kiosks, and the **Customs** staff operating the control point screening, queuing zones and an area up to two metres after the booths and kiosks on the airside of the control point, but excludes **Customs** and Immigration offices;

passport control (outbound)—floor space means the overall functional floor space, measured in square metres, of areas providing passport control for outbound passengers, including the areas occupied by booths and kiosks, and the **Customs** staff operating the control point screening, queuing zones and an area up to two metres after the booths and kiosks on the airside of the control point, but excluding **Customs** and Immigration offices;

passport control inbound—notional capacity means the throughput capacity expressed in passengers per hour based on the number of **Customs** booths and automated border processing system kiosks and **Customs** advice regarding the sustainable processing rates for **Customs** booth and kiosk processing, unless a separate agreement has been reached between the **airport** and **Customs**, in which case the agreed maximum rate applies;

passport control outbound—notional capacity means the throughput capacity expressed in passengers per hour, based on the number of **Customs** booths and automated border processing system kiosks and **Customs** advice regarding the sustainable processing rates for **Customs** booth and kiosk processing, unless a separate agreement has been reached between the **airport** and **Customs**, in which case the agreed maximum rate applies;

periodic land revaluation means the value of q calculated using the following formula:

$$q = a - b$$

where:

a = the value of a revaluation resulting from the application of Schedule A of the IM Determination; and

b = indexed revaluation for the year in which the revaluation resulting from the application of Schedule A of the IM Determination occurs;

planned withdrawal means in relation to a **specified airport service** a withdrawal of that service of which the airlines affected by the withdrawal had 24 hours or more notice;

post-tax WACC has the meaning set out in the **IM determination**;

post-tax WACC at price setting event has the meaning set out in the **IM Determination**;

previous year means the **disclosure year** immediately prior to the current **disclosure year**, and **previous years** has an associated meaning;

price setting event ~~has the meaning set out in the IM Determination~~ means the fixing or altering of price by an **airport** in respect of a **specified airport service**, pursuant to s 4A and s 4B of the Airport Authorities Act 1966 excluding where the price is:

~~subject to adjustment as a result of a wash-up; or
 reset or adjusted annually, including without further consultation; or
 subject to separate negotiation for inclusion in the terms of a lease or licence; or
 not required to be consulted on by virtue of s 4B(3) of the Airport Authorities Act 1966;
 A price setting event is deemed to occur on the date that a new price comes into effect;~~

pricing asset base means the asset base used by an airport to set prices at a price setting event;

~~pricing date is the day on which a qualifying debt is priced;~~

pricing incentives means the value of incentives provided to customers by an airport that have the effect of lowering the price paid for **specified airport services** including discounts, rebates, credits, route incentives or reimbursements;

pricing methodology means the methodology or methodologies used by an airport to set **standard prices**, including all material assumptions, pricing principles, models, estimates, calculations and processes used as part of a **price setting event**;

pricing period means:

- (a) the **disclosure years** between two consecutive **price setting events**, inclusive of the years in which the **price setting events** occur; or
- (b) where a **price setting event** is not followed by another **price setting event**, a period of 5 consecutive years starting with a **pricing period starting year**;

pricing period starting year means the first **disclosure year** of a **pricing period**;

property plant and equipment (excluding works under construction) means:

- (a) in respect of an **airport**, the **RAB value**;
- (b) in respect of **airport business—GAAP**, the **RAB value** determined in accordance with **GAAP** but excluding **works under construction**; and
- (c) for **airport company—GAAP**, the value of property plant and equipment of the **airport company** determined in accordance with **GAAP**, but excluding **works under construction**;

proportion of year available means the percentage of the **disclosure year** the **commissioned project** had been **commissioned**;

proportionate regulatory value means the **assets commissioned-RAB value** multiplied by the **proportion of year available**;

~~proposed risk allocation adjustment means an commitment intention by an airport as part of a price setting event to adjust the opening investment value in a subsequent price setting event for a difference between:~~

- (a) any component in the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18, or the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19, or the Report on Demand Forecasts set out in Schedule 20; and
- ~~(b) the equivalent component disclosed in accordance with clause 2.3.~~

publicly disclose, in relation to any information, means to:

- (a) disclose the information to the public on the Internet at the **airport's** usual publicly accessible website;
- (b) make copies of the information available for inspection by any person during ordinary office hours, at the principal office of the **airport** making the public disclosure;
- (c) give notice in the *Gazette* of:
 - (i) that disclosure; and
 - (ii) the uniform resource locator of the Internet site where the information disclosed can be found; and
 - (iii) where hard copies of the information disclosed may be inspected or obtained; and
- (d) within 10 **working days** of being requested to do so by any person, provide that person with a copy of the information, either by post or for collection (during ordinary office hours) from that principal office, whichever the person prefers; and
- (e) within 5 **working days** after the information is disclosed to the public, provide a copy of the information to the **Commission** in the form that it is disclosed to the public and in an electronic format that is compatible with Microsoft Excel or Microsoft Word (as the case may be),

and **public disclosure** and **publicly disclosing** have corresponding meanings;

Q

~~**qualifying debt** means a line of debt, issued by an airport company with an original tenor greater than five years;~~

R

RAB means regulatory asset base;

RAB (tax value) means the value of q calculated using the following formula:

$$q = a + b - c \pm d - e \pm f$$

where:

a = **RAB (tax value)** for the **previous disclosure year**;

b = **regulatory tax asset value of additions**;

c = **regulatory tax asset value of disposals**;

d = **regulatory tax asset value of assets transferred from / (to) unregulated asset base**;

e = **tax depreciation**; and

f = **other adjustments to the RAB tax value**;

in the **initial disclosure year** the **RAB (tax value)** for the **previous disclosure year** will be the tax value of assets included in the RAB as at the beginning of the

initial disclosure year, to the extent the asset is allocated to the RAB under Part 2 of the **IM determination**;

RAB investment means the value of q calculated using the following formula:

$$q = a + b + c - d$$

where:

a = **commissioned projects**;

b = **other assets commissioned**;

c = **adjustment for merger, acquisition or sale activity**;

d = **asset disposals**;

RAB proportionate investment means the value of q calculated using the following formula:

$$q = a + b + c - d$$

where:

a = the sum of the **proportionate regulatory value** of **commissioned projects**;

b = the **proportionate regulatory value** of **other assets commissioned**;

c = the **proportionate regulatory value** of **adjustments for merger, acquisitions or sale activity**; and

d = the **proportionate regulatory value** of **asset disposals**;

RAB value means:

- (a) in relation to the **unallocated RAB**, the value of q calculated using the following formula:

$$q = a + b + c - d - e + f + g$$

where:

a = **RAB value** for the previous **disclosure year**;

b = **asset commissioned**;

c = **revaluations**;

d = **regulatory depreciation**;

e = **asset disposals**;

f = **lost and found assets adjustments**

g = **cost allocation adjustments**;

~~and in the initial disclosure year, the RAB value for the previous disclosure year is the RAB value for the year ended 2010 as disclosed in accordance with clause 2.10(1);~~

- (b) in relation to the **RAB**, the **unallocated RAB value** which is allocated to the **regulated activity** in accordance with Part 2 of the **IM determination**;

rates and levy costs means:

- (a) rates on assets used in the provision of **specified airport services** paid or payable by an **airport** to a territorial local authority under the:
 - (i) Ratings Powers Act 1988; or
 - (ii) Local Government (Rating) Act 2002; and
- (b) levies payable under s 53ZE of the **Act**;

rationale means a description of the criteria applied and/or the fundamental reasons used for selecting and/or determining each **asset allocator** and associated asset **allocator** and for selecting and/or determining each **cost allocator** and associated cost **allocator** as determined in accordance with Part 2 of the **IM determination**;

record has the meaning set out in s 4 of the Public Records Act 2005;

regulated activity has the meaning set out in the **IM determination**;

regulated supplier has the meaning set out in the **IM determination**;

regulatory / GAAP adjustments means the difference between the financial performance of the **airport business** and the **airport business—GAAP**;

regulatory depreciation means:

- (a) in relation to the **unallocated RAB**, unallocated depreciation as determined in accordance with Part 3 of the **IM determination**;
- (b) in relation to the **RAB**, depreciation as determined in accordance with Part 3 of the **IM determination**;

regulatory investment value or **RIV** means the sum of the **RAB value** for the previous **disclosure year** and the **RAB proportionate investment**;

regulatory profit / (loss) means the **regulatory profit / (loss) before tax** less the **regulatory tax allowance**;

~~**regulatory profit / (loss) before tax** means the **regulatory profit / (loss) before tax & allowance for long term credit spread** less the **allowance for long term credit spread**;~~

~~**regulatory profit / (loss) before tax & allowance for long term credit spread** means the value of q calculated using the following formula:~~

$$q = a - b + c$$

where:

a = **operating surplus / (deficit)**;

b = **regulatory depreciation**; and

c = **revaluations**;

regulatory tax allowance means the product of the **corporate tax rate** and **net taxable income**, where **net taxable income** is greater than zero;

regulatory tax asset value of additions means the sum of the regulatory tax asset values of asset additions as determined in accordance with clause 4.2 of the **IM determination**;

regulatory tax asset value of disposals means the sum of the regulatory tax asset values of asset disposals immediately prior to the disposal as determined in accordance with clause 4.2 of the **IM determination**;

regulatory tax asset value of assets transferred from/(to) unregulated asset base means the sum of the regulatory tax asset values of assets transferred from/(to) the unregulated asset base immediately prior to the transfer as determined in accordance with clause 4.2 of the **IM determination**, where:

- (a) a transfer to the **airport business** is positive; and
- (b) a transfer from the **airport business** is negative;

regulatory taxable income / (loss) means the value of q calculated using the following formula:

$$q = a + b + c + d - e - f - g - h - i$$

where:

- a = **regulatory profit / (loss) before tax**;
- b = **regulatory depreciation**;
- c = **other permanent differences—not deductible**;
- d = **other temporary adjustments—current period**;
- e = **revaluations**;
- f = **tax depreciation**;
- g = **notional deductible interest**;
- h = **other permanent differences—non taxable**; and
- i = **other temporary adjustments—prior period**;

related party has the meaning set out in the **IM determination**;

related party relationship means a brief description of the relationship between a related party and an **airport**;

revaluation ~~means:~~

- (a) in relation to the **unallocated RAB** has the same meaning as ‘unallocated revaluation’ as set out in the **IM determination**.
- (b) in relation to the **RAB** and the calculation of **regulatory profit / (loss)** has the same meaning as ‘revaluation’ as set out in the **IM determination**;

~~**revaluation rate** means the value of q calculated using the following formula:~~

~~$$q = \frac{a}{b} - 1$$~~

~~where:~~

- ~~a = **CPI for the quarter which coincides with the end of the disclosure year**;~~
- ~~and~~

~~*b* — CPI for the quarter which coincides with the end of the preceding disclosure year;~~

revalued land means:

- (a) in relation to the **unallocated RAB**, the sum of **unallocated RAB** values from the preceding **disclosure year** of land that has been revalued in accordance with clause 3.7(32) of the **IM Determination** in this **disclosure year**;
- (b) in relation to the **RAB**, the sum of **RAB** values from the previous **disclosure year** of land that has been revalued in accordance with clause 3.7(54) of the **IM Determination** in this **disclosure year**;

revenue requirement not applicable to price setting event means **forecast total revenue requirement** that is forecast to be earned through **specified airport services** other than those **charged services** to which the **price setting event** relates;

~~**revenue smoothing adjustment** means an adjustment to **forecast total revenue requirement** for a **disclosure year** intended to achieve smoothing of revenue across all **disclosure years** of the **price setting event** (and which should be NPV neutral);~~

~~**risk allocation adjustment** means an adjustment to the **opening investment value** made by an **airport** to reflect a **proposed risk allocation adjustment** from a previous **pricing period**;~~

ROI—comparable to a post-tax WACC means the value of q calculated using the following formula:

$$q = \frac{a}{b} \times 100$$

where:

a = **adjusted regulatory profit**; and

b = **regulatory investment value**;

ROI—comparable to a vanilla WACC means the value of q calculated using the following formula:

$$q = \frac{a}{b} \times 100$$

where:

a = **regulatory profit / (loss)**; and

b = **regulatory investment value**;

runway arrival time means the time recorded by air traffic controllers when an arriving aircraft touches down on the runway;

runway busy day, in respect of an **airport**, means the calendar day during the **disclosure year** with the 18th highest number of daily **aircraft movements** for that **airport**;

runway busy hour, in respect of an **airport**, means the clock hour during the **disclosure year** with the 30th highest number of hourly **aircraft movements** for that **airport**;

runway departure time means the time recorded by air traffic controllers when a departing aircraft lifts off the runway;

S

scheduled means:

- (a) in relation to an **interruption**, an aircraft movement to or from an **airport** which is either published in an airline schedule or advised to the **airport** more than seven days in advance, where that aircraft arrived or departed within 15 minutes of that scheduled time, or would have done had it not been for an **interruption** to a **specified airport service**; and
- (b) in all other cases, an aircraft movement to or from an **airport** which is either published in an airline schedule or advised to the **airport** more than seven days in advance;

security screening—floor space means the overall functional floor space, measured in square metres, of areas providing security screening services for **passengers**, including the areas occupied by screening equipment and benches, and the staff operating the screening, queuing zones and an area up to two metres after the benches on the airside of the screening zone, but excludes aviation security offices;

security screening—notional capacity means realistic hourly throughput capacity expressed in **passengers** per hour, based on the number of screening stations and the sustainable processing rate advised by the **Aviation Security Service**, and determined in respect of both:

- (a) security screening facilities other than those that cater for international transit and transfer **passengers**; and
- (b) security screening facilities that cater for international transit and transfer **passengers**;

~~**significant asset** means an **airport's** asset which has an **initial RAB value** greater than \$5 million;~~

specified airport services has the meaning set out in s 56A of the **Act**;

specified passenger terminal activities has the meaning set out in s 2 of the Airport Authority Act 1966;

standard depreciation means:

- (a) in relation to the **unallocated RAB**, unallocated depreciation calculated in accordance with clause 3.4(1) of the **IM determination**;
- (b) in relation to the **RAB**, depreciation calculated in accordance with clause 3.4(2) of the **IM determination**;

standard price means the headline price set by an **airport** for the provision of one or more **specified airport services** to airline customers or **passengers**, including where applicable as the result of a **price setting event**;

substantial customer has the meaning set out in section 2A of the Airport Authorities Act 1966;

summary of change means a summary of the change in depreciation approach including:

- (a) in respect of a change in **asset life**, the previous asset life and the current **asset life**; and
- (b) in respect of a change in methodology, the previous methodology and the current methodology;

T

tax depreciation means depreciation determined in accordance with clause 4.1(3)(b) of the IM determination;

tax expense means:

- (a) in respect of **airport business—GAAP** or **airport company** financial results, tax as determined in accordance with **GAAP**;
- (b) in respect of an **airport business**, the **regulatory tax allowance**;

tax losses (regulated business) means the value of q calculated using the following formula:

$$q = a + b - c$$

where:

- a = **tax losses (regulated business)** for the previous **disclosure year**;
- b = **current year tax losses**; and
- c = **tax losses used**,

and where in the **initial disclosure year**, **tax losses (regulated business)** for the previous **disclosure year** is zero;

tax losses used means the lesser of **tax losses (regulated business)** for the previous **disclosure year** and the **regulatory taxable income**;

~~**term credit spread difference** means, in respect of a **qualifying debt**, the value of q calculated using the following formula:~~

~~$$q = a \times b$$~~

~~where:~~

~~a = the amount determined in accordance with the formula~~

~~$$(e - d) - (e - f);$$~~

~~except that where that amount is—~~

~~less than 0.0015, a is 0.0015; and
more than 0.006, a is 0.006; and~~

~~b = the book value in New Zealand dollars of the **qualifying debt** at its **issue date**;~~

- ~~*c* = the yield shown on the Bloomberg New Zealand 'A' fair value curve for a bond with a tenor equal to, or closest to, the **original tenor** of the **qualifying debt**;~~
 - ~~*d* = the New Zealand swap rate quoted by Bloomberg for a tenor equal to the **original tenor** of the **qualifying debt**;~~
 - ~~*e* = the yield shown on the Bloomberg New Zealand 'A' fair value curve for a bond with a tenor of 5 years;~~
 - ~~*f* = the New Zealand swap rate quoted by Bloomberg for a tenor of 5 years;~~
- ~~and~~
- ~~*c*, *d*, *e* and *f* are determined as at the same time on the same **pricing date** of the **qualifying debt**.~~

terminal arrival time means the 'on-blocks' time recorded by the airline when an aircraft arrives and stops at its allocated aircraft parking stand;

terminal departure time means the 'off-blocks' time recorded by the airline when an aircraft starts to move off its allocated aircraft parking stand for departure, provided that if an aircraft has to return to a parking stand for any reason, then the terminal departure time is the time the aircraft finally leaves the parking stand;

total directly attributable means the sum of all **directly attributable operating costs** or **directly attributable asset values**;

total financial incentives means the sum of **pricing incentives** and **other incentives**;

total MCTOW means the combined **MCTOW** of:

- (a) **domestic** flights of 3 tonnes or more but less than 30 tonnes **MCTOW**;
- (b) **domestic** flights of 30 tonnes **MCTOW** or more; or
- (c) **international flights**;

as the case may be;

total not directly attributable means the sum of all **operating costs** not **directly attributable** or **asset values** not **directly attributable**. For the avoidance of doubt, the sum of **total directly attributable** is the total **operating costs** or **asset values** (which ever is applicable);

total passenger terminal functional areas providing passenger facilities and service—floor space means the aggregate of:

- (a) **landside circulation outbound—floor space**;
- (b) **check-in—floor space**;
- (c) **passport control outbound—floor space**;
- (d) **security screening—floor space**;
- (e) **airside circulation outbound—floor space**;
- (f) **departure lounges—floor space**;
- (g) **airside circulation inbound—floor space**;
- (h) **passport control inbound—floor space**;
- (i) **landside circulation inbound—floor space**;
- (j) **baggage reclaim—floor space**;

- (k) **bio-security screening and inspection and Customs secondary inspection—floor space;**
- (l) **arrivals concourse—floor space;** and
- (m) the floor space, measured in square metres, of areas providing general facilities for passengers, including:
 - (i) toilets;
 - (ii) help desks;
 - (iii) information desks;
 - (iv) telephone and internet facilities~~7~~₂;

but excluding plant/service areas and cleaners' rooms.

For the avoidance of doubt, **total passenger terminal functional areas providing passenger facilities and service—floor space** does not include the floor space of the outbound baggage sortation system;

total regulatory income means the sum of:

- (a) **net operating revenue;**
- (b) **gains / (losses) on asset sales;** and
- (c) **other income;**

but does not include assets held for future use net revenue;

total revaluations means the sum of **indexed revaluations** and **non-indexed revaluations**~~periodic land revaluations~~;

tracking revaluations has the meaning set out in clause 3.11(6)(d) of the **IM determination**, where references to 'excluded asset' should be read as references to **assets held for future use**;

transfer to works under construction means the value of **assets held for future use** transferred to **works under construction** as determined in accordance with clause 3.11 of the **IM determination**;

transit and transfer passenger means:

- (a) in respect of **domestic passengers**, a **passenger** departing on a **domestic** flight, who arrived at the **airport** on a **domestic** flight and was through-checked onto an outward **domestic** flight such that he or she was not required to reclaim any baggage or check in again at the **airport**; and
- (b) in respect of **international passengers**, a **passenger** departing on an international flight, who arrived at the **airport** on an international flight and was not required to pass through passport control outbound;

U

unallocated RAB means the sum of the unallocated opening **RAB** values; or the sum of the unallocated closing **RAB** values; or the sum of any roll forward components (as the case may be), as determined in accordance with the **IM determination**;

unallocated initial RAB value has the meaning set out in the **IM determination**;

unregulated activities—GAAP means the difference between the **airport company—GAAP** and the **airport business—GAAP**;

unregulated component means the component of **operating costs** or the **unallocated RAB** value of assets not allocated to **regulated activities** in accordance with Part 2 the **IM determination**;

V

value means the recorded value of similar **related party** transactions in respect of each **related party** during a **disclosure year**. For the avoidance of doubt, **capital expenditure** and **asset disposal** transactions require the separate disclosure of the value of each transaction;

vanilla WACC has the meaning set out in the **IM determination**;

W

WACC percentile equivalent for forecast cost of capital has the meaning set out in the **IM Determination**;

WACC percentile equivalent for forecast post-tax IRR has the meaning set out in the **IM Determination**;

~~**wash-up** means an annual adjustment to prices reflecting actual use and actual costs incurred;~~

working day has the meaning given to that term in s 2 of the **Act**;

works under construction means:

- (a) subject to paragraphs (c) and (d), in relation to unallocated works under construction, the value of q calculated using the following formula:

$$q = a + b - c$$

where:

a = **works under construction** for the **previous disclosure year**;

b = **capital expenditure**; and

c = **assets commissioned**;

The formula is to be calculated using **unallocated RAB** values.

- (b) subject to paragraphs (c) and (d), in relation to allocated works under construction, the value of the unallocated works under construction (as determined in accordance with paragraph (a)), which is allocated to the **regulated activity** in a manner consistent with either the principles of Part 2 of the **IM determination** or the assumptions used in determining the forecast of **key capital expenditure projects**;
- (c) in relation to works under construction – year ended 2009, the value of those assets or collections of assets as disclosed in the **2009 disclosure financial statements** and which are defined as works under construction in accordance with Part 3 of the **IM determination**;
- (d) in relation to works under construction adjusted – year ended 2009, means works under construction as of the year ended 2009 plus the value of the **MVAU valuation adjustment** for those assets included in works under

construction – year ended 2009 (as determined in accordance with paragraph (c)).

PART 2 DISCLOSURE REQUIREMENTS

2.1 Information Disclosure

- (1) Subject to clauses 2.9 and 2.10, from the **commencement date**, every **airport** must comply with the information disclosure requirements set out in this determination and, in particular, must comply with:
 - (a) the requirements to disclose financial and other information in clause 2.3;
 - (b) the requirements to disclose quality information in clause 2.4;
 - (c) the requirements to disclose forecast total revenue requirements and pricing information in clause 2.5;
 - (d) the audit ~~and~~ certification ~~and verification~~ requirements in clauses 2.6 and 2.7; and
 - (e) the retention and continuous disclosure requirements in clause 2.8.

2.2 Applicable Input Methodologies

- (1) Every **airport** must apply the following parts of the **IM determination**, when complying with this determination:
 - (a) Part 2 – Cost Allocation;
 - (b) Part 3 – Asset Valuation; and
 - (c) Part 4 – Treatment of Taxation.

2.3 Annual Disclosure Relating to Financial Information

- (1) ~~Subject to clause 2.10, W~~within five **months** after the end of each **disclosure year**, every **airport** must disclose information relating to its financial position by:
 - (a) completing each of the following reports by inserting all information relating to the **specified airport services** supplied by the **airport** for that **disclosure year**:
 - (i) the Report on Return on Investment set out in Schedule 1;
 - (ii) the Report on Regulatory Profit set out in Schedule 2;
 - (iii) the Report on Regulatory Tax Allowance set out in Schedule 3;
 - (iv) the Report on Regulatory Asset Base Roll Forward set out in Schedule 4;
 - (v) the Report on Related Party Transactions set out in Schedule 5;
 - (vi) the Report on Actual to Forecast Expenditure set out in Schedule 6;
 - (vii) the Report on Segmented Information set out in Schedule 7;
 - (viii) the Consolidation Statement set out in Schedule 8;
 - (ix) the Report on Asset Allocations set out in Schedule 9;
 - (x) the Report on Cost Allocations set out in Schedule 10; and
 - (b) **publicly disclosing** each of those reports.
- (2) For the purpose of clause 2.3(1)(a)(vi), the forecast figures that are entered in the Report on Actual to Forecast Expenditure in Schedule 6 must be the same as those that are entered in the most recent Report on the Forecast Total Asset Base Revenue Requirements disclosed in accordance with clause 2.5.

- (3) For the purpose of clause 2.3(1)(a)(iv), the **depreciation methodology** disclosed in the Report on Regulatory Asset Base Roll Forward set out in Schedule 4 must be the same as the **depreciation methodology** in the **forecast depreciation component** of the latest Report on the Forecast Total Revenue Requirements set out in Schedule 18 that was disclosed in accordance with clause 2.5(1).
- (4) ~~Subject to clause 2.10, W~~ within five **months** after the end of each **disclosure year**, every **airport** must **publicly disclose** each land valuation report prepared for the purpose of revaluing land in accordance with Schedule A of the **IM determination** and included in the Report on Regulatory Asset Base Roll Forward set out in Schedule 4.

2.4 Annual Disclosure of Quality and Statistics

- (1) ~~Subject to clause 2.10, W~~ within five **months** after the end of each **disclosure year**, every **airport** must disclose information relating to the quality of its **specified airport services** by:
 - (a) subject to clause 2.4(2), completing each of the following reports by inserting all information relating to the **specified airport services** supplied by the **airport** for that **disclosure year**:
 - (i) the Report on Reliability Measures set out in Schedule 11;
 - (ii) the Report on Capacity Utilisation Indicators for Aircraft and Freight Activities and Airfield Activities set out in Schedule 12;
 - (iii) the Report on Capacity Utilisation Indicators for Specified Passenger Terminal Activities set out in Schedule 13;
 - (iv) the Report on Passenger Satisfaction Indicators set out in Schedule 14;
 - (v) the Report on Operational Improvement Processes set out in Schedule 15;
 - (vi) the Report on Associated Statistics set out in Schedule 16; and
 - (vii) the Report on Pricing Statistics set out in Schedule 17; and
 - (b) **publicly disclosing** each of those reports.
- (2) Every three **months**, for the purpose of completing and **publicly disclosing** the Report on Passenger Satisfaction Indicators set out in Schedule 14, every **airport** must complete a **passenger** satisfaction survey by questionnaire for each of the following **passenger** types, in accordance with clauses 2.4(3) and 2.4(4):
 - (a) **passengers** about to board a domestic flight; and
 - (b) **passengers** about to board an international flight.
- (3) Each passenger survey must conform to the following requirements:
 - (a) each respondent must be a **passenger** about to board a flight;
 - (b) each survey questionnaire must be completed by one respondent only;
 - (c) the margin of error of the surveyed responses to each question for the combined quarterly surveys completed in each disclosure year must be no greater than 5% with a 95% confidence level;
 - (d) the survey design must account for any selection bias arising out of the respondent's choice of destination, airline and date of travel to the extent

that such selection bias does not materially affect the accuracy of the results;

- (e) the process for undertaking fieldwork in a manner that avoids bias must be documented, and that documented process must be made available to all individuals undertaking fieldwork;
- (f) survey questionnaires must invite the respondent to assess the quality of each of the service aspects on a five point rating scale, where:
 - 1 = “very dissatisfied” or “poor”;
 - 2 = “somewhat dissatisfied” or “fair”;
 - 3 = “neither satisfied or dissatisfied” or “good”;
 - 4 = “satisfied” or “very good”; and
 - 5 = “very satisfied” or “excellent”; and
- (g) the quarterly score S disclosed for each question in the passenger survey is a weighted average calculated using the following formula:

$$S = \frac{\sum_{I=1}^5 (I \times R(I))}{\sum_{I=1}^5 R(I)}$$

where:

- (i) each of the five possible responses are sequentially labelled with an integer value I , ranging from 1 to 5 in accordance with clause 2.4(3)(f) above; and
 - (ii) $R(I)$ is the number of respondents that returned, in answer to the question, the response labelled I .
- (4) If the design of the passenger survey, including fieldwork and result compilation procedures, changes to the extent that it may materially affect the comparability of results from one disclosed quarter to the next, the nature of the change and the effect of that change on the comparability of the survey must be noted in the survey comments box contained in the Report on Passenger Satisfaction Indicators set out in Schedule 14.
 - (5) The fieldwork documentation required pursuant to clause 2.4(3)(e) above must be made publicly available at the same time as the Report on Passenger Satisfaction Indicators set out in Schedule 14 is **publicly disclosed**. The Internet address of the site containing this documentation must be noted in the survey comments box contained in the Report on Passenger Satisfaction Indicators set out in Schedule 14.

2.5 Disclosure Following Price Setting Event

- (1) Within 40 **working days** following a decision by an **airport** to fix or alter a price that will cause a **price setting event**, or within five consecutive years of the previous disclosure under this clause, an **airport** must disclose information relating to its **forecast total revenue requirement** by:

- (a) completing each of the following reports by inserting all information relating to the **specified airport services** supplied by the **airport** for that **disclosure year**:
- (i) the Report on Forecast Total Asset Base Revenue Requirements set out in Schedule 18;
 - ~~(i)~~(ii) the Report on the Forecast Pricing Asset Base Revenue Requirements in Schedule 19 in respect of the pricing asset base, where any references to the RAB in Schedule 19 or in the definitions referred to in Schedule 19 should be read as references to the pricing asset base;
 - ~~(ii)~~(iii) the Report on Demand Forecasts set out in Schedule ~~19~~20; and
- (b) **publicly disclosing** each of those reports; and
- (c) in respect of each of the following components of the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 and the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19~~Report on the Forecast Total Revenue Requirements set out in Schedule 18~~:
- (i) **forecast** ~~value of assets employed~~asset base;
 - (ii) **forecast cost of capital**;
 - (iii) **forecast operational expenditure**;
 - (iv) **forecast depreciation**;
 - (v) **forecast** unlevered tax;
 - (vi) **forecast revaluations**; and
 - (vii) **other factors**,
- publicly disclosing** a description of how each of these components has been determined, including an explanation of:
- (viii) the rationale for the basis of preparing these components, and any related assumptions;
 - (ix) the extent to which each component is used to determine the forecast total revenue requirement; and
 - (x) Subject to clause 2.10, the differences (if any) between the preparation of each component and the most recent corresponding historical financial information disclosed in accordance with clause 2.3.
- (d) where an airport has included a forecast closing carry forward adjustment or an opening carry forward adjustment in the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 or the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19, publicly disclosing:
- (i) a description of the opening carry forward adjustment or forecast closing carry forward adjustment and an explanation of how it has been calculated;
 - (ii) a summary of views expressed by substantial customers of the airport on the opening carry forward adjustment or forecast closing

- carry forward adjustment from the consultation undertaken as part of a price setting event;
- (e) where an airport has included a forecast closing carry forward adjustment, publicly disclosing:
- (i) an explanation of how the closing investment value accurately reflects the remaining capital that is intended to be recovered by the airport over the relevant pricing period;
 - (ii) the purpose and appropriateness of the forecast closing carry forward adjustment;
 - (iii) when the forecast closing carry forward adjustment will have been fully offset;
 - (iv) an explanation of why a forecast closing carry forward adjustment is the most appropriate method of accounting for the amount that would be offset as part of the forecast closing carry forward adjustment;
- (f) where an airport has not applied the default cash flow timing assumption in the calculation of the forecast post-tax IRR, publicly disclosing an explanation of and evidence of how forecast cash flow timing is different from the default cash flow timing assumption;
- (g) publicly disclosing an explanation of any differences between the forecast post-tax IRR in:
- (i) the Report on Forecast Total Asset Base Revenue Requirements set out in Schedule 18; and
 - (ii) the Report on the Pricing Asset Base Revenue Requirements in Schedule 19;
- (h) publicly disclosing the post-tax WACC at price setting event in the Report on Forecast Total Asset Base Revenue Requirements set out in Schedule 18;
- (i) publicly disclosing an explanation for any differences, and evidence supporting the explanation, between:
- (i) the post-tax WACC at price setting event and the forecast cost of capital; and
 - (ii) the forecast cost of capital and the forecast post-tax IRR;
- ~~(d)~~(j) where the forecast value of assets employed forecast asset base is based on a value other than that used for the purposes of the latest disclosure under clause 2.3, publicly disclosing the valuation report on which the value of the forecast asset base forecast value of assets employed is based;
- ~~(e)~~(k) where an airport has included an assets held for future use charge, publicly disclosing information relating to the airport's forecast assets held for future use as set out in Schedule 18 and the assumptions and justifications of the airport's forecast assets held for future use net revenue;

~~(f)~~(l) **publicly disclosing** the **airport's** forecast **capital expenditure** by category and the aims and objectives of **key capital expenditure projects** as disclosed in accordance with Schedule 18;

~~(g)~~(m) **publicly disclosing**, for the period of five consecutive years immediately following the **price setting event**, a description of each **key capital expenditure project** as disclosed in accordance with Schedule 18, including an explanation of:

- (i) the process by which the need for the **key capital expenditure project** was determined, including any assessment criteria;
- (ii) any **consumer** engagement undertaken as part of the process referred to in clause 2.5(1)(m), including a description of how **consumer** demands have been assessed;
- (iii) any alternative expenditure projects considered, and the rationale for excluding those alternative projects;
- (iv) the extent to which the **key capital expenditure project** is reflected in pricing; and
- (v) any constraints or other factors on which successful completion of each **key capital expenditure project** is contingent; and

~~(n)~~ **publicly disclosing** any assumptions or justifications of the **airport's** forecast **operational expenditure** by category as disclosed in accordance with Schedule 18.

~~(h)~~(o) **publicly disclosing** information relating to the **airport's** forecast **total financial incentives** in accordance with Schedule 18;

~~(p)~~ where an **airport** uses a **non-standard depreciation methodology** for the **forecast depreciation** component of the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 or the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19, **publicly disclosing**:

- ~~(i)~~ a description of the **non-standard depreciation methodology**,
- ~~(ii)~~ an explanation of how the **non-standard depreciation methodology** is NPV neutral given the **Airport's post-tax IRR** and its expected time profile of capital recovery;
- ~~(iii)~~ an explanation of and evidence of how the **non-standard depreciation methodology** reflects the expected value or utilisation of the **RAB** or parts of the **RAB**, taking into account the expected time profile of capital recovery;
- ~~(iv)~~ for the first **price setting event** in which the **non-standard depreciation methodology** is applied, the **forecast depreciation** component of the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 or the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19 that would result from the application of **standard depreciation**, for the duration of the relevant **asset life** or 10 years, whichever is lesser; and
- ~~(v)~~ an explanation of how the **non-standard depreciation methodology** is consistent with section 52A of the Act.

- (q) where an airport uses **standard depreciation** for the **forecast depreciation** component of the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 or the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19, **publicly disclosing**:
 - (i) an explanation of and evidence of how the **standard depreciation** methodology reflects the expected value or utilisation of the **RAB** or parts of the **RAB**;
 - (ii) any **change in forecast asset life**; and
 - (iii) an explanation of any **change in forecast asset life**;
 - (r) **publicly disclosing** the **forecast revaluations** of the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 and the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19;
 - (s) **publicly disclosing** the **forecast pricing CPI** used as part of any revaluation approach that makes up the **forecast revaluations** component of:
 - (i) the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18; and
 - (ii) the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19;
 - (t) where an **alternative methodology with equivalent effect** is used as part of the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18, **publicly disclosing**:
 - (i) a description of the **alternative methodology with equivalent effect**;
 - (ii) an explanation of how the **alternative methodology with equivalent effect** complies with clauses 3.13(2)(a) and (b) of the **IM Determination**;
 - (iii) the component of the Report on the Forecast Total Revenue Requirements set out in Schedule 18 to which the **alternative methodology with equivalent effect** has been applied;
 - (iv) an explanation of the reasons for the application of the **alternative methodology with equivalent effect**; and
 - (v) the evidence on which the certification in Schedule 23 that is disclosed in accordance with clause 2.7(3) is based; and
 - (u) **publicly disclosing** for each service that is included in **revenue requirement not applicable to price setting event** as disclosed in accordance with Schedule 18:
 - (i) a description of the service;
 - (ii) the forecast total revenue requirement that is forecast to be earned from the service for each **disclosure year** of the **price setting event**;
 - (iii) the revenue earned from the service during the most recent **disclosure year**; and
 - (iv) reference to any price setting event that the service has been applicable;
- (2) Within 40 **working days** following a decision by an **airport** to fix or alter a price that will cause a **price setting event**, or within five consecutive years of the

previous disclosure under this clause (whichever is the later), an airport may disclose information relating to its forecast total revenue requirement by disclosing the WACC percentile equivalent for forecast cost of capital and the WACC percentile equivalent for forecast post-tax IRR in the Report on Forecast Total Asset Base Revenue Requirements set out in Schedule 18:

- (3) Within 40 **working days** following a decision by an **airport** to fix or alter a price that will cause a **price setting event**, the **airport** must **publicly disclose** an overview of the **airport's pricing methodology** used to set prices as part of the **price setting event**, including:
 - (a) a summary of the **airport's pricing methodology**; and
 - (b) to the extent related to the **price setting event**, a description of:
 - (i) **charged services**; and
 - (ii) the relationship between the quality of service provided and the cost for each **charged service**; and
 - (iii) the methodology used to allocate costs to particular **charged services**; and
 - (iv) significant changes to prices for **charged services**, including any rebalancing of prices, compared with equivalent services provided during the previous **pricing period**; and
 - (v) the methodology for determining the proposed prices for **charged services**, and how those prices are reconciled with the forecast total revenue requirement; and
 - (vi) any terminal access charges (even if these are bundled into other charges) and the methodology for determining any differentiation in terminal access charges on the basis of the means of access to the terminal (such as airbridge access, transfer bus access or walking access); and
 - (c) an explanation of the extent to which the **airport** considers that the application of the **pricing methodology** will lead to efficient prices, including whether there are any cross-subsidies.
- (4) Within 40 **working days** following a decision by an **airport** to fix or alter a price that will cause a **price setting event**, and within 5 **months** following the end of each **disclosure year**, an **airport** must **publicly disclose** a list of the **airport's standard prices** for all **specified airport services**, including whether the **standard prices** are inclusive or exclusive of **GST**.

2.6 Auditor's Reports

- (1) Where an **airport** is required to **publicly disclose** any **audited disclosure information**, the **airport** must:
 - (a) procure a report by an **independent auditor** in respect of that **audited disclosure information** that is addressed to directors and signed by the **independent auditor** (either in his or her own name or that of his or her firm), stating:
 - (i) a duty of care to the Commission;
 - (ii) the work done by the **independent auditor**; and

- (iii) the scope and limitations of the audit; and
 - (iv) the existence of any relationship (other than that of auditor) which the **independent auditor** has with, or any interests which the **independent auditor** has in, the **airport** or any of its subsidiaries; and
 - (v) whether the **independent auditor** has obtained all information and explanations that he or she required and, if not, the information and explanations not obtained; and
 - (vi) subject to clause 2.6(3), whether, in the **independent auditor's** opinion, as far as appears from an examination of them, proper **records** to enable the complete and accurate compilation of required information have been kept by the **airport**; and
 - (vii) subject to clause 2.6(2), whether (and, if not, the respects in which it does not), in the **independent auditor's** opinion, the **audited disclosure information** complies with this determination; and
- (b) **publicly disclose** the **independent auditor's** report prepared in accordance with clause 2.6(1)(a) at the same time as the **airport publicly discloses** the **audited disclosure information**.
- (2) For the purpose of clause 2.6(1)(a)(vii), complies with this determination means:
- (i) in respect of historical financial information **publicly disclosed** pursuant to clause 2.3(1), whether (and, if not, the respects in which it does not), in the **independent auditor's** opinion, that information has been prepared in all material respects in accordance with this determination; and
 - (ii) subject to clause 2.6(3), in respect of historical non-financial information **publicly disclosed** pursuant to clause 2.4(1), whether (and, if not, the respects in which it does not), in the **independent auditor's** opinion, the **airport** has complied in all material respects with the requirements, including guidance (if any) issued pursuant to this determination, and the information is based on the **records** examined under clause 2.6(1)(vi); ~~and~~
 - ~~(iii) in respect of the Report on the Initial Regulatory Asset Value pursuant to clause 2.10(1), whether (and, if not, the respects in which it does not), in the independent auditor's opinion, that information has been prepared in all material respects in accordance with this determination.~~
- (3) In respect of non-financial information, **independent auditors** may rely on **records** that are sourced from a third party.

2.7 Certificates

- (1) Where an **airport** is required to **publicly disclose** any information pursuant to either of clauses 2.3(1) or 2.4(1), the **airport** must at that time **publicly disclose** a certificate in the form set out in Schedule 2~~10~~ in respect of that information, duly signed by two **directors** of the **airport**.
- (2) Where an **airport** is required to **publicly disclose** any information pursuant to clause 2.5 ~~(except pursuant to clause 2.5(1)(t))~~, the **airport** must at that time

publicly disclose a certificate in the form set out in Schedule 22~~4~~ in respect of that information, duly signed by two **directors** of the **airport**.

- (3) ~~Where an **airport** is required to **publicly disclose** any information pursuant to clause 2.10(1), the **airport** must at that time **publicly disclose** a certificate in the form set out in Schedule 22 in respect of that information, duly signed by two **directors** of the **airport**.~~ Where an **airport** is required to **publicly disclose** any information pursuant to clause 2.5(1)(t), the **airport** must at that time **publicly disclose** a certificate in the form set out in Schedule 23 in respect of that information, duly signed by one senior manager of the **airport**.

2.8 Retention and Continuing Disclosure

- (1) An **airport** that is required by this determination to **publicly disclose** any information must retain, and continuously **publicly disclose**, that information for at least seven years from the date that information is first required to be **publicly disclosed**.

2.9 Exemptions

- (1) The **Commission** may at any time, by written notice to an **airport**:
- (a) exempt the **airport** from any or all of the requirements of this determination, for a period and on such terms and conditions as the **Commission** specifies in the notice; and
 - (b) amend or revoke any such exemption.

~~2.10 Transitional Provisions~~

- ~~(1) Within 11 months after the end of the first **disclosure year** in which an **airport** is subject to this determination, the **airport** must disclose information relating to its **RAB** by:~~
- ~~(a) completing the Report on Initial Regulatory Asset Base Value set out in Schedule 23 by inserting all information relating to the **specified airport services** supplied by the **airport**;~~
 - ~~(b) completing the Report on Asset Allocations set out in Schedule 9 by inserting all information relating to the cost allocation adjustment in Schedule 23 for the:~~
 - ~~(i) **initial RAB value**; and~~
 - ~~(ii) **RAB value** for the **disclosure year** 2010; and~~
 - ~~(c) **publicly disclosing** those reports.~~
- ~~(2) Notwithstanding any requirements set out in clauses 2.3 or 2.4 of this determination, but subject to clause 2.10(5) below, any information that would otherwise be required to be **publicly disclosed** pursuant to clauses 2.3 or 2.4 in respect of the **disclosure year** ending 2011 is required to be disclosed within 11 months after the end of the **disclosure year** ending 2011.~~
- ~~(3) Notwithstanding any requirements set out in clause 2.5 of this determination, on or before 30 September 2011 each **airport** must **publicly disclose** the information required to be disclosed pursuant to clause 2.5 for the **price setting event** in respect of that **airport** immediately preceding the **commencement date**.~~

- ~~(4) For the avoidance of doubt:~~
- ~~(a) clauses 2.10(2) or 2.10(3) relates to the timing of **public disclosure** only; and~~
 - ~~(b) nothing in clauses 2.10(2) or 2.10(3) affects the content of any information required to be **publicly disclosed** in this determination.~~
- ~~(5) Notwithstanding any requirements set out in clauses 2.3 or 2.4 of this determination, the following information is not required to be **publicly disclosed** in respect of the **disclosure year** ending 2011:~~
- ~~(a) the Report on Return on Investment set out in Schedule 1, clause 1a for years ended **CY 2** and **CY 1**;~~
 - ~~(b) the components of the Report on Regulatory Asset Base Roll Forward set out in clause 4b(vi) of Schedule 4 that relate to capital expenditure by primary purpose (although total capital expenditure is still required to be **publicly disclosed**);~~
 - ~~(c) **interruptions** identified by party responsible, as otherwise required to be disclosed in accordance with the Report on Reliability Measures set out in Schedule 11 (**interruptions** must instead be **publicly disclosed** as occurring for undetermined reasons);~~
 - ~~(d) the components of the Report on Actual to Forecast Expenditure set out in clause 6a of Schedule 6 that relate to expenditure by category (although total capital expenditure and total operating expenditure are still required to be **publicly disclosed**);~~
 - ~~(e) on-time departure delay indicators, and the fixed electrical ground power indicator as otherwise required to be disclosed in accordance with the Report on Reliability Measures set out in Schedule 11; and~~
 - ~~(f) where an **airport** has not undertaken some or all of the **passenger surveys** or similar surveys during the **disclosure year** ending 2011, the Report on Passenger Satisfaction Indicators set out in Schedule 14, or part thereof, as the case may be (although details of less than full compliance must be noted in the comments box).~~
- ~~(6) Notwithstanding any requirements set out in clauses 2.3 or 2.4 of this determination, the Report on Return on Investment as set out in Schedule 1, clause 1a for the year ended **CY 2** is not required to be **publicly disclosed** in respect of the **disclosure year** ending 2012.~~
- ~~(7) For the avoidance of doubt, nothing in clauses 2.10(5) or 2.10(6) affects any requirement to disclose any information in respect of the **disclosure year** ending 2013 or any subsequent **disclosure year**.~~

2.10 Transitional Provisions

- (1) When complying with clause 2.5(1) for the first **price setting event** after 31 December 2016, Auckland International Airport Limited and Christchurch International Airport Limited (or their subsidiaries and successors) must complete the Transitional Report on Regulatory Asset Base Value in Schedule 24 by:

- (a) inserting all information relating to the **specified airport services** supplied by the **airport** for the **disclosure year** ending on 30 June 2016, to the extent that the information required to be disclosed in Schedule 24 differs to the most recent corresponding historical financial information disclosed in accordance with clause 2.3;
- (b) **publicly disclosing** an explanation of the differences (if any) between the preparation of each component of the first Report on the Forecast Total Revenue Requirements set out in Schedule 18 prepared after 31 December 2016 and:
 - (i) the corresponding historical financial information prepared and disclosed in accordance with clause 2.10(1)(a); and
 - (ii) for the financial information that was not disclosed under clause 2.10(1)(a), the most recent corresponding historical financial information disclosed in accordance with clause 2.3.

~~Dr Mark Berry, Chair~~

~~Sue Begg, Deputy Chair~~

~~Pat Duignan~~Dr Stephen Gale

~~Peter Taylor~~Dr Jill Walker

~~Dated at Wellington this 22nd day of December [xx] 2010~~2016.

~~COMMERCE COMMISSION~~

SCHEDULE 1 Report on Return on Investment

Regulated Airport For Year Ended		Airport Company 31 March 2011		
SCHEDULE 1: REPORT ON RETURN ON INVESTMENT				
ref	Version 3.0			
(\$000 unless otherwise specified)				
6	1a: Return on Investment			
7		CY-2 *	CY-1 *	Current Year CY
8	Return on Investment (ROI)	<i>for year ended</i>		31 Mar 11
9	Regulatory profit / (loss)			-
10	<i>less</i> Notional interest tax shield			-
11	Adjusted regulatory profit			-
12	Regulatory investment value			-
13				
14	ROI—comparable to a post tax WACC (%)	█	█	Not defined
15	Post tax WACC (%)			
16				
17	ROI—comparable to a vanilla WACC (%)	█	█	Not defined
18	Vanilla WACC (%)			
19	Commentary on Return on Investment			
20				
21				
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28				
29				
30				
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32				
33				
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47	* Return on Investment disclosure is not required for years ended prior to 2011.			
48	Page 1			

Regulated Airport For Year Ended		Airport Company 31 March 2011	
SCHEDULE 1: REPORT ON RETURN ON INVESTMENT (cont)			
ref	Version 3.0		
		(\$000 unless otherwise specified)	
55	1b: Notes to the Report		
56	1b(i): Deductible Interest and Interest Tax Shield		
57	RAB value - previous year		-
58	Debt leverage assumption (%)		17%
59	Cost of debt assumption (%)		
60	Notional deductible interest		-
61	Tax rate (%)		
62	Notional interest tax shield		-
63	1b(ii): Regulatory Investment Value		
64	Regulatory asset base value - previous year		
		Assets	
		Commissioned	
		—RAB Value	
		(\$000)	
		Proportion of	
		Year Available	
		(%)	
			Proportionate
			Regulatory
			Value
65	Commissioned Projects		
66	[Commissioned Project 1]		-
67	[Commissioned Project 2]		-
68	[Commissioned Project 3]		-
69	[Commissioned Project 4]		-
70	[Commissioned Project 5]		-
71	[Commissioned Project 6]		-
72	[Commissioned Project 7]		-
73	[Commissioned Project 8]		-
74	[Commissioned Project 9]		-
75	<i>plus</i> Other assets commissioned		50%
76	<i>plus</i> Adjustment for merger, acquisition or sale activity		-
77	<i>less</i> Asset disposals		50%
78	RAB investment	-	
79	RAB proportionate investment		-
80			
81	Regulatory investment value		-
82			-

SCHEDULE 2 Report on the Regulatory Profit

Regulated Airport For Year Ended		Airport Company 31 March 2011
SCHEDULE 2: REPORT ON THE REGULATORY PROFIT		
ref	Version 3.0	
6	2a: Regulatory Profit	
7	Income	(\$000)
8	[Airport activity charge 1]	
9	[Airport activity charge 2]	
10	[Airport activity charge 3]	
11	[Airport activity charge 4]	
12	Lease, rental and concession income	
13	Other operating revenue	
14	Net operating revenue	-
15		
16	Gains / (losses) on sale of assets	
17	Other income	
18	Total regulatory income	-
19	Expenses	
20	Operational expenditure:	
21	Corporate overheads	
22	Asset management and airport operations	
23	Asset maintenance	
24	Total operational expenditure	-
25		
26	Operating surplus / (deficit)	-
27		
28	Regulatory depreciation	-
29		
30	plus Indexed revaluation	-
31	plus Non-indexed revaluations Periodic land revaluations	-
32	Total revaluations	-
33		
34	Regulatory Profit / (Loss) before tax & allowance for long term credit spread	-
35		
36	less Allowance for long term credit spread	-
37		
38	Regulatory Profit / (Loss) before tax	-
39		
40	less Regulatory tax allowance	-
41		
42	Regulatory Profit / (Loss)	-
43	Commentary on Regulatory Profit	
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Regulated Airport For Year Ended

SCHEDULE 2: REPORT ON THE REGULATORY PROFIT (cont)

ref Version 3.0

(\$000 unless otherwise specified)

2b: Notes to the Report

2b(i): Allowance for Long Term Credit Spread

Schedule 2b(i) is only to be completed if at the end of the disclosure year the weighted average original tenor of the airport's qualifying debt and non-qualifying debt is greater than five years.

Qualifying debt	Issue date	Pricing date	Original tenor (in years)	Coupon rate (%)	Book value	Term Credit Spread Difference	Execution cost of an interest rate swap	Notional debt issue cost readjustment

Attribution Rate (%)
 Allowance for long term credit spread

2b(ii): Financial Incentives

	(\$000)
Pricing incentives	<input type="text"/>
Other incentives	<input type="text"/>
Total financial incentives	-

2b(iii): Rates and Levy Costs

	(\$000)
Rates and levy costs	<input type="text"/>

2b(iv): Merger and Acquisition Expenses

	(\$000)
Merger and acquisition expenses	<input type="text"/>

Justification for Merger and Acquisition Expenses

SCHEDULE 3 Report on the Regulatory Tax Allowance

Regulated Airport For Year Ended		Airport Company 31 March 2011
SCHEDULE 3: REPORT ON THE REGULATORY TAX ALLOWANCE		
ref	Version 3.0	
6	3a: Regulatory Tax Allowance	(\$000)
7	Regulatory profit / (loss) before tax	-
8		
9	<i>plus</i> Regulatory depreciation	-
10	Other permanent differences—not deductible	*
11	Other temporary adjustments—current period	*
12		-
13		
14	<i>less</i> Total revaluations	-
15	Tax depreciation	-
16	Notional deductible interest	-
17	Other permanent differences—non taxable	*
18	Other temporary adjustments—prior period	*
19		-
20		
21	Regulatory taxable income (loss)	-
22		
23	<i>less</i> Tax losses used	-
24	Net taxable income	-
25		
26	Statutory tax rate (%)	-
27	Regulatory tax allowance	-
28	* Workings to be provided	
29	3b: Notes to the Report	
30	3b(i): Disclosure of Permanent Differences and Temporary Adjustments	
31	<i>The Airport Business is to provide descriptions and workings of items recorded in the four "other" categories above (explanatory notes can be provided in a separate note if necessary).</i>	
32		
33		
34		
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42		
43	3b(ii): Tax Depreciation Roll-Forward	
44		(\$000)
45	Opening RAB (Tax Value)	-
46	<i>plus</i> Regulatory tax asset value of additions	-
47	<i>less</i> Regulatory tax asset value of disposals	-
48	<i>plus</i> Regulatory tax asset value of assets transferred from/(to) unregulated asset base	-
49	<i>less</i> Tax depreciation	-
50	<i>plus</i> Other adjustments to the RAB tax value	-
51	Closing RAB (tax value)	-
52	3b(iii): Reconciliation of Tax Losses (Airport Business)	
53		(\$000)
54	Tax losses (regulated business)—prior period	-
55	<i>plus</i> Current year tax losses	-
56	<i>less</i> Tax losses used	-
57		
58	Tax losses (regulated business)	-
59	Page 5	

SCHEDULE 4 Report on Regulatory Asset Base Roll Forward

Regulated Airport		Airport Company	
For Year Ended		31 March 2011	
SCHEDULE 4: REPORT ON REGULATORY ASSET BASE ROLL FORWARD			
<small>ref Version 3.0</small>			
6		Unallocated RAB *	RAB
7		(\$000)	(\$000)
8	RAB value—previous disclosure year	[]	[]
9	<i>less</i>		
10	Regulatory depreciation	[]	[]
11	<i>plus</i>		
12	Indexed revaluations	[]	[]
13	Non-indexed revaluations Periodic land revaluations	[]	[]
14	Total revaluations	[]	[]
15	<i>plus</i>		
16	Assets commissioned (other than below)	[]	[]
17	Assets acquired from a regulated supplier	[]	[]
18	Assets acquired from a related party	[]	[]
19	Assets commissioned	[]	[]
20	<i>less</i>		
21	Asset disposals (other)	[]	[]
22	Asset disposals to a regulated supplier	[]	[]
23	Asset disposals to a related party	[]	[]
24	Asset disposals	[]	[]
25			
26	<i>plus</i> Lost and found assets adjustment	[]	[]
27			
28	Adjustment resulting from cost allocation		[]
29			
30	RAB value †	[]	[]
31	Commentary		
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
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50	<small>* The 'unallocated RAB' is the total value of those assets used wholly or partially to provide specified services without any allowance being made for the allocation of costs to non-specified services. The RAB value represents the value of these assets after applying this cost allocation. Neither value includes land held for future use or works under construction.</small>		
51	<small>† RAB to correspond with the total assets value disclosed in schedule 9 Asset Allocations.</small>		
52	4b: Notes to the Report		
53	4b(i): Regulatory Depreciation		
54		Unallocated RAB	RAB
55		(\$000)	(\$000)
56	Standard depreciation	[]	[]
57	Non-standard depreciation	[]	[]
58	Regulatory depreciation	[]	[]
59			<small>Page 6</small>

Regulated Airport For Year Ended		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; color: blue;">Airport Company</td> </tr> <tr> <td style="text-align: center; color: blue;">31 March 2011</td> </tr> </table>			Airport Company	31 March 2011
Airport Company						
31 March 2011						
SCHEDULE 4: REPORT ON REGULATORY ASSET BASE ROLL FORWARD (cont)						
ref	Version 3.0	(\$000 unless otherwise specified)				
66	4b(ii): Non-Standard Depreciation Disclosure					
67	Non-standard Depreciation Methodology	Depreciation charge for the period (RAB)	Year change made (year ended)	RAB value under 'non-standard' depreciation		
68				RAB value under 'standard' depreciation		
69						
70						
71						
72						
73	4b(iii): Non-Standard Depreciation Disclosure for Year of Change					
74	Summary of Change	Justification for change in depreciation methodology	Extent of customer disagreement and supplier response			
75						
76						
77	4b(iv): Calculation of Revaluation Rate and Indexed Revaluation of Fixed Assets					
78						
79	CPI at CPI reference date—previous year (index value)					
80	CPI at CPI reference date—current year (index value)					
81	Revaluation rate (%)			Not defined		
82		Unallocated RAB		RAB		
83	RAB value—previous disclosure year	-		-		
84	<i>less</i> Revalued land					
85	<i>less</i> Assets with nil physical asset life					
86	<i>less</i> Asset disposals	-	-			
87	<i>less</i> Lost asset adjustment					
88	Indexed revaluation	-		-		
89	4b(v): Works Under Construction					
90		Unallocated works under construction		Allocated works under construction		
91	Works under construction—previous disclosure year					
92	<i>plus</i> Capital expenditure		-			
93	<i>less</i> Asset commissioned	-	-			
94	<i>less</i> Offsetting revenue					
95	<i>plus</i> Adjustment resulting from cost allocation			-		
96	Works under construction	-				
97				Page 7		

		Regulated Airport For Year Ended		Airport Company 31 March 2011		
SCHEDULE 4: REPORT ON REGULATORY ASSET BASE ROLL FORWARD (cont)						
ref	Version 3.0					
104	4b(vi): Capital Expenditure by Primary Purpose					
105	Capacity growth					
106	plus Asset replacement and renewal					
107	Total capital expenditure	-				
108	4b(vii): Asset Classes					
109		Land	Sealed Surfaces	Infrastructure & Buildings	Vehicles, Plant & Equipment	Total *
110	RAB value—previous disclosure year					-
111	less Regulatory depreciation					-
112	plus Indexed revaluations					-
113	plus Non-indexed revaluations Periodic land revaluations					-
114	plus Assets commissioned					-
115	less Asset disposals					-
116	plus Lost and found assets adjustment					-
117	plus Adjustment resulting from cost allocation					-
118	RAB value	-	-	-	-	-
<small>* Corresponds to values in RAB roll forward calculation.</small>						
119	4b(viii): Assets Held for Future Use					
120		Base Value	Holding Costs	Net Revenues	Tracking Revaluations	Total
121	Assets held for future use—previous disclosure year					-
122	plus Assets held for future use—additions ¹					-
123	less Transfer to works under construction					-
124	less Assets held for future use—disposals					-
125	Assets held for future use ²	-	-	-	-	-
126	<small>¹ Holding Costs, Net Revenues, and Tracking Revaluations entries in the 'Assets held for future use—additions' line relate to the value incurred during the disclosure year. ² Each category value shown in the 'Assets held for future use' line (Base Value, Holding Costs, Net Revenues, and Tracking Revaluations) is carried forward into the following year's disclosure as 'Assets held for future use—previous disclosure year'.</small>					
127	Highest rate of finance applied (%)	-				
128	Page 8					

SCHEDULE 5 Report on Related Party Transactions

Regulated Airport For Year Ended	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Airport Company</td> </tr> <tr> <td style="text-align: center;">31 March 2011</td> </tr> </table>	Airport Company	31 March 2011	
Airport Company				
31 March 2011				
SCHEDULE 5: REPORT ON RELATED PARTY TRANSACTIONS				
<i>ref</i> Version 3.0				
6	5(i): Related Party Transactions	(\$000)		
7				
8	Net operating revenue	<input type="text"/>		
9	Operational expenditure	<input type="text"/>		
10	Related party capital expenditure	<input type="text"/>		
11	Market value of asset disposals	<input type="text"/>		
12	Other related party transactions	<input type="text"/>		
13	5(ii): Entities Involved in Related Party Transactions			
14	Entity Name	Related Party Relationship		
15	<input type="text"/>	<input type="text"/>		
16	<input type="text"/>	<input type="text"/>		
17	<input type="text"/>	<input type="text"/>		
18	<input type="text"/>	<input type="text"/>		
19	<input type="text"/>	<input type="text"/>		
20	<input type="text"/>	<input type="text"/>		
21	5(iii): Related Party Transactions			
22	Entity Name	Description of Transaction	Average Unit Price	Value
23			(\$)	(\$000)
24	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
25	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
26	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
27	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
28	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
29	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
30	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
31	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
32	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
33	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
34	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
35	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
36	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
37	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
38	Commentary on Related Party Transactions			
39	<input style="width: 100%; height: 100%;" type="text"/>			
40				
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SCHEDULE 6 Report on Actual to Forecast Expenditure

Regulated Airport For Year Ended		Airport Company 31 March 2011				
SCHEDULE 6: REPORT ON ACTUAL TO FORECAST EXPENDITURE						
ref Version 3.0						
6a: Actual to Forecast Expenditure						
(\$'000)						
	Actual for Current Disclosure Year (a)	Forecast for Current Disclosure Year* (b)	% Variance (a)/(b)-1	Actual for Period to Date (a)	Forecast for Period to Date* (b)	% Variance (a)/(b)-1
Expenditure by Category						
Capacity growth	-	-	Not defined	-	-	Not defined
Asset replacement and renewal	-	-	Not defined	-	-	Not defined
Total capital expenditure	-	-	Not defined	-	-	Not defined
Corporate overheads	-	-	Not defined	-	-	Not defined
Asset management and airport operations	-	-	Not defined	-	-	Not defined
Asset maintenance	-	-	Not defined	-	-	Not defined
Total operational expenditure	-	-	Not defined	-	-	Not defined
Key Capital Expenditure Projects						
[Project 1]	-	-	Not defined	-	-	Not defined
[Project 2]	-	-	Not defined	-	-	Not defined
[Project 3]	-	-	Not defined	-	-	Not defined
[Project 4]	-	-	Not defined	-	-	Not defined
[Project 5]	-	-	Not defined	-	-	Not defined
[Project 6]	-	-	Not defined	-	-	Not defined
[Project 7]	-	-	Not defined	-	-	Not defined
[Project 8]	-	-	Not defined	-	-	Not defined
[Project 9]	-	-	Not defined	-	-	Not defined
Other capital expenditure	-	-	Not defined	-	-	Not defined
Total capital expenditure	-	-	Not defined	-	-	Not defined
Explanation of Variances						
<small>Airport Companies must provide a brief explanation for any line item variance of more than 10% * Disclosure year coincides with Pricing Period Starting Year + 4.</small>						

Regulated Airport For Year Ended		<div style="display: inline-block; border: 1px solid black; padding: 2px;"> Airport Company 31 March 2011 </div>				
SCHEDULE 6: REPORT ON ACTUAL TO FORECAST EXPENDITURE (cont)						
<i>ref</i> Version 3.0						
73	6b: Forecast Expenditure					
74	<i>From most recent disclosure following a price setting event</i>					
	Starting year of current pricing period (year ended)	31 March 2007				
		Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4
76	Expenditure by Category	31 Mar 07	31 Mar 08	31 Mar 09	31 Mar 10	31 Mar 11
77		<i>for year ended</i>				
78	Capacity growth					
79	Asset replacement and renewal					
80	Total forecast capital expenditure	-	-	-	-	-
81						
82	Corporate overheads					
83	Asset management and airport operations					
84	Asset maintenance					
85	Total forecast operational expenditure	-	-	-	-	-
		Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4
86	Key Capital Expenditure Projects	31 Mar 07	31 Mar 07	31 Mar 07	31 Mar 10	31 Mar 11
87		<i>for year ended</i>				
88	[Project 1]					
89	[Project 2]					
90	[Project 3]					
91	[Project 4]					
92	[Project 5]					
93	[Project 6]					
94	[Project 7]					
95	[Project 8]					
96	[Project 9]					
97	Other capital expenditure					
98	Total forecast capital expenditure	-	-	-	-	-
99						

SCHEDULE 7 Report on Segmented Information

Regulated Airport For Year Ended		Airport Company 31 March 2011			
SCHEDULE 7: REPORT ON SEGMENTED INFORMATION					
ref	Version 3.0				
6				(\$000)	
7		Specified Passenger Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Airport Business*
8	[Airport activity charge 1]				—
9	[Airport activity charge 2]				—
10	[Airport activity charge 3]				—
11	[Airport activity charge 4]				—
12	Lease, rental and concession income				—
13	Other operating revenue				—
14	Net operating revenue	—	—	—	—
15					
16	Gains / (losses) on asset sales				—
17	Other income				—
18	Total regulatory income	—	—	—	—
19					
20	Total operational expenditure				—
21					
22	Regulatory depreciation				—
23					
24	Total revaluations				—
25					
26	Allowance for long term credit spread				—
27					
28	Regulatory tax allowance				—
29					
30	Regulatory profit/ loss	—	—	—	—
31					
32	Regulatory investment value				—
33	* Corresponds to values reported in the Report on Regulatory Profit and the Report on Return on Investment.				
34	Commentary on Segmented Information				
35					
36					
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56	Page 12				

SCHEDULE 8 Consolidation Statement

Regulated Airport For Year Ended		Airport Company 31 March 2011		
SCHEDULE 8: CONSOLIDATION STATEMENT				
<small>ref Version 3.0</small>				
6	8a: CONSOLIDATION STATEMENT			
7				(\$000)
8	Airport Businesses	Regulatory/ GAAP Adjustments	Airport Business- GAAP	Unregulated Activities- GAAP
9	-			
10	Net income			
11	-			
12	Total operational expenditure			
13	-	-	-	-
14	Operating surplus / (deficit) before interest, depreciation, revaluations and tax			
15	-			
16	Depreciation			
17	-			
18	Revaluations			
19	-			
20	Tax expense			
21	-			
22	Net operating surplus / (deficit) before interest			
23	-	-	-	-
24	Property plant and equipment			
25	-			
26	8b: NOTES TO CONSOLIDATION STATEMENT			
27	8b(i): REGULATORY / GAAP ADJUSTMENTS			
28				(\$000)
29	Description of Regulatory / GAAP Adjustment	Affected Line Item	Regulatory / GAAP Adjustments *	
30		[Select one]		
31		[Select one]		
32		[Select one]		
33		[Select one]		
34		[Select one]		
35	<small>* To correspond with the clause 8a column Regulatory/GAAP adjustments</small>			
36	Commentary on the Consolidation Statement			
37				
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SCHEDULE 9 Report on Asset Allocations

Regulated Airport		Airport Company				
For Year Ended		31 March 2011				
SCHEDULE 9: REPORT ON ASSET ALLOCATIONS						
ref	Version 3.0					
6	9a: Asset Allocations					(\$000)
7		Specified Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Airport Business	Unregulated Component
8						Total
9	Land					
10	Directly attributable assets				-	-
11	Assets not directly attributable				-	-
12	Total value land				-	
13	Sealed Surfaces					
14	Directly attributable assets				-	-
15	Assets not directly attributable				-	-
16	Total value sealed surfaces				-	
17	Infrastructure and Buildings					
18	Directly attributable assets				-	-
19	Assets not directly attributable				-	-
20	Total value infrastructure and buildings				-	
21	Vehicles, Plant and Equipment					
22	Directly attributable assets				-	-
23	Assets not directly attributable				-	-
24	Total value vehicles, plant and equipment				-	
25	Total directly attributable assets	-	-	-	-	-
26	Total assets not directly attributable	-	-	-	-	-
27	Total assets	-	-	-	-	-
28	Asset Allocators					
29	Asset Category	Allocator*	Allocator Type	Rationale	Asset Line Items	
30			[Select one]			
31			[Select one]			
32			[Select one]			
33			[Select one]			
34			[Select one]			
35			[Select one]			
36			[Select one]			
37			[Select one]			
38			[Select one]			
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54			[Select one]			
55			[Select one]			

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 9: REPORT ON ASSET ALLOCATIONS (cont)

ref Version 3.0

Asset Allocators (cont)					
63	Asset Category	Allocator*	Allocator Type	Rationale	Asset Line Items
64			[Select one]		
65			[Select one]		
66			[Select one]		
67			[Select one]		
68			[Select one]		
69			[Select one]		
70			[Select one]		
71			[Select one]		
72			[Select one]		
73			[Select one]		
74			[Select one]		
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126			[Select one]		
127			[Select one]		
128			[Select one]		

* A description of the metric used for allocation, e.g. floor space.

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 9: REPORT ON ASSET ALLOCATIONS (cont)

ref Version 3.0

137 **9b: Notes to the Report**

138 **9b(i): Changes in Asset Allocators**

		(\$000)		
		Effect of Change		
		CY-1	Current Year	CY+1
		31 Mar 10	31 Mar 11	31 Mar 12
141	Asset category			
142	Original allocator or components			
143	New allocator or components			
144	Rationale	-	-	-
145				
146	Asset category			
147	Original allocator or components			
148	New allocator or components			
149	Rationale	-	-	-
150				
151	Asset category			
152	Original allocator or components			
153	New allocator or components			
154	Rationale	-	-	-
155				
156	Asset category			
157	Original allocator or components			
158	New allocator or components			
159	Rationale	-	-	-
160				
161	Asset category			
162	Original allocator or components			
163	New allocator or components			
164	Rationale	-	-	-
165				
166	Asset category			
167	Original allocator or components			
168	New allocator or components			
169	Rationale	-	-	-
170				
171	Asset category			
172	Original allocator or components			
173	New allocator or components			
174	Rationale	-	-	-
175				

176 **Commentary on Asset Allocations**

SCHEDULE 10 Report on Cost Allocations

Regulated Airport		Airport Company				
For Year Ended		31 March 2011				
SCHEDULE 10: REPORT ON COST ALLOCATIONS						
<small>ref Version 3.0</small>						
6	10a: Cost Allocations					(\$000)
7		Specified Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Airport Business	Unregulated Component
8						Total
9	Corporate Overheads					
10	Directly attributable operating costs				-	-
11	Costs not directly attributable				-	-
12	Asset Management and Airport Operations					
13	Directly attributable operating costs				-	-
14	Costs not directly attributable				-	-
15	Asset Maintenance					
16	Directly attributable operating costs				-	-
17	Costs not directly attributable				-	-
18	Total directly attributable costs	-	-	-	-	-
19	Total costs not directly attributable	-	-	-	-	-
20	Total operating costs	-	-	-	-	-
21	Cost Allocators					
22	Operating Cost Category	Allocator*	Allocator Type	Rationale	Operating Cost Line Items	
23			[Select one]			
24			[Select one]			
25			[Select one]			
26			[Select one]			
27			[Select one]			
28			[Select one]			
29			[Select one]			
30			[Select one]			
31			[Select one]			
32			[Select one]			
33			[Select one]			
34			[Select one]			
35			[Select one]			
36			[Select one]			
37			[Select one]			
38			[Select one]			
39			[Select one]			
40			[Select one]			
41			[Select one]			
42			[Select one]			
43			[Select one]			
44			[Select one]			
45			[Select one]			
46			[Select one]			
47			[Select one]			
48			[Select one]			

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 10: REPORT ON COST ALLOCATIONS (cont)

ref Version 3.0

10b: Notes to the Report

10b(i): Changes in Cost Allocators

		Effect of Change (\$000)		
		Current Year		
		CY-1	(CY)	CY+1
		31 Mar 10	31 Mar 11	31 Mar 12
134	Operating cost category			
135	Original allocator or components			
136	New allocator or components			
137	Rationale			
138		-	-	-
139				
140	Operating cost category			
141	Original allocator or components			
142	New allocator or components			
143	Rationale			
144		-	-	-
145				
146	Operating cost category			
147	Original allocator or components			
148	New allocator or components			
149	Rationale			
150		-	-	-
151				
152	Operating cost category			
153	Original allocator or components			
154	New allocator or components			
155	Rationale			
156		-	-	-
157				
158	Operating cost category			
159	Original allocator or components			
160	New allocator or components			
161	Rationale			
162		-	-	-
163				
164	Operating cost category			
165	Original allocator or components			
166	New allocator or components			
167	Rationale			
168		-	-	-

Commentary on Cost Allocations

SCHEDULE 11 Report on Reliability Measures

Regulated Airport For Year Ended		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; padding: 2px;">Airport Company</td> </tr> <tr> <td style="text-align: center; padding: 2px;">31 March 2011</td> </tr> </table>	Airport Company	31 March 2011
Airport Company				
31 March 2011				
SCHEDULE 11: REPORT ON RELIABILITY MEASURES				
ref	Version 3.0			
6	Runway	Number	Total Duration	
	The number and duration of interruptions to runway(s) during disclosure year by party primarily responsible		Hours	Minutes
7				
8	Airports			
9	Airlines/Other			
10	Undetermined reasons			
11	Total	-	-	-
12	Taxiway			
	The number and duration of interruptions to taxiway(s) during disclosure year by party primarily responsible			
13				
14	Airports			
15	Airlines/Other			
16	Undetermined reasons			
17	Total	-	-	-
18	Remote stands and means of embarkation/disembarkation			
	The number and duration of interruptions to remote stands and means of embarkation/disembarkation during disclosure year by party primarily responsible			
19				
20	Airports			
21	Airlines/Other			
22	Undetermined reasons			
23	Total	-	-	-
24	Contact stands and airbridges			
	The number and duration of interruptions to contact stands during disclosure year by party primarily responsible			
25				
26	Airports			
27	Airlines/Other			
28	Undetermined reasons			
29	Total	-	-	-
30	Baggage sortation system on departures			
	The number and duration of interruptions to baggage sortation system on departures during disclosure year by party primarily responsible			
31				
32	Airports			
33	Airlines/Other			
34	Undetermined reasons			
35	Total	-	-	-
36	Baggage reclaim belts			
	The number and duration of interruptions to baggage reclaim belts during disclosure year by party primarily responsible			
37				
38	Airports			
39	Airlines/Other			
40	Undetermined reasons			
41	Total	-	-	-
42	On-time departure delay			
	The total number of flights affected by on time departure delay and the total duration of the delay during disclosure year by party primarily responsible			
43				
44	Airports			
45	Airlines/Other			
46	Undetermined reasons			
47	Total	-	-	-
48				

		Regulated Airport	<input type="text" value="Airport Company"/>
		For Year Ended	<input type="text" value="31 March 2011"/>
SCHEDULE 11: REPORT ON RELIABILITY MEASURES (cont)			
ref	Version 3.0		
55	Fixed electrical ground power availability (if applicable)		
56	The percentage of time that FEGP is unavailable due to interruptions*		<input type="text"/>
	<i>* Disclosure of FEGP information applies only to airports where fixed electrical ground power is available.</i>		
57			
58	Commentary concerning reliability measures		
59	<div style="border: 1px solid black; height: 100%; width: 100%;"></div>		
60			
61			
62			
63			
64			
65			
66			
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72			
73			
74			
75			
76			
77			
78	<i>Must include information on how the responsibility for interruptions is determined and the processes the Airport has put in place for undertaking any operational improvement in respect of reliability. If interruptions are categorised as "occurring for undetermined reasons", the reasons for inclusion in this category must be disclosed.</i>		
79			
80	Page 27		

SCHEDULE 12 Report on Capacity Utilisation Indicators for Aircraft and Freight Activities and Airfield Activities

Regulated Airport		Airport Company			
For Year Ended		31 March 2011			
SCHEDULE 12: REPORT ON CAPACITY UTILISATION INDICATORS FOR AIRCRAFT AND FREIGHT ACTIVITIES AND AIRFIELD ACTIVITIES					
<small>ref Version 3.0</small>					
Runway					
		Runway #1	Runway #2	Runway #3	
Description of runway(s)	Designations				
	Length of pavement (m)				
	Width (m)				
	Shoulder width (m)				
	Runway code				
	ILS category	[Select one]	[Select one]	[Select one]	
Declared runway capacity for specified meteorological condition	VMC (movements per hour)				
	IMC (movements per hour)				
Taxiway					
		Taxiway #1	Taxiway #2	Taxiway #3	
Description of main taxiway(s)	Name				
	Length (m)				
	Width (m)				
	Status	[Select one]	[Select one]	[Select one]	
	Number of links				
Aircraft parking stands					
Number of apron stands available during the runway busy day categorised by stand description and primary flight category					
		Contact stand—airbridge	Contact stand—walking	Remote stand—bus	
Air passenger services	International				
	Domestic jet				
	Domestic turboprop				
Total parking stands		—	—	—	
Busy periods for runway movements					
	Date				
Runway busy day					
Runway busy hour start time (day/month/year hour)					
Aircraft movements					
Number of aircraft runway movements during the runway busy day with air passenger service flights categorised by stand description and flight category					
		Contact stand—airbridge	Contact stand—walking	Remote stand—bus	Total
Air passenger services	International				—
	Domestic jet				—
	Domestic turboprop				—
	Total	—	—	—	—
Other (including General Aviation)					
Total aircraft movements during the runway busy day					—
Number of aircraft runway movements during the runway busy hour					
Commentary concerning capacity utilisation indicators for aircraft and freight activities and airfield activities					

SCHEDULE 13 Report on Capacity Utilisation Indicators for Specified Passenger Terminal Activities

Regulated Airport For Year Ended		Airport Company 31 March 2011		
SCHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECIFIED PASSENGER TERMINAL ACTIVITIES				
ref	Version 3.0	International terminal	Domestic terminal	Common area †
6	Outbound (Departing) Passengers			
7	Landside circulation (outbound)			
8	Passenger busy hour for landside circulation (outbound)—start time (day/month/year hour)			
9	Floor space (m ²)			
10	Passenger throughput during the passenger busy hour (passengers/hour)			
11	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined	Not defined
12				
13	Check-in			
14	Passenger busy hour for check-in—start time (day/month/year hour)			
15	Floor space (m ²)			
16	Passenger throughput during the passenger busy hour (passengers/hour)			
17	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined	Not defined
18				
19	Baggage (outbound)			
20	Passenger busy hour for baggage (outbound)—start time (day/month/year hour)			
21	Make-up area floor space (m ²)			
22	Notional capacity during the passenger busy hour (bags/hour)*			
23	Bags processed during the passenger busy hour (bags/hour)*			
24	Passenger throughput during the passenger busy hour (passengers/hour)			
25	Utilisation (% of processing capacity)	Not defined	Not defined	Not defined
26	* Please describe in the capacity utilisation indicators commentary box how notional capacity and bags throughput have been assessed.			
27				
28	Passport control (outbound)			
29	Passenger busy hour for passport control (outbound)—start time (day/month/year hour)			
30	Floor space (m ²)			
31	Number of emigration booths and kiosks			
32	Notional capacity during the passenger busy hour (passengers/hour) *			
33	Passenger throughput during the passenger busy hour (passengers/hour)			
34	Utilisation (busy hour passengers per 100m ²)	Not defined		
35	Utilisation (% of processing capacity)	Not defined		
36	* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.			
37				
38	Security screening			
39	Passenger busy hour for security screening—start time (day/month/year hour)			
40	Facilities for passengers excluding international transit & transfer			
41	Floor space (m ²)			
42	Number of screening points			
43	Notional capacity during the passenger busy hour (passengers/hour) *			
44	Passenger throughput during the passenger busy hour (passengers/hour)			
45	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined	
46	Utilisation (% of processing capacity)	Not defined	Not defined	
47	Facilities for international transit & transfer passengers			
48	Floor space (m ²)			
49	Number of screening points			
50	Notional capacity during the passenger busy hour (passengers/hour)*			
51	Estimated passenger throughput during the passenger busy hour (passengers/hour)			
52	Utilisation (busy hour passengers per 100m ²)	Not defined		
53	Utilisation (% of processing capacity)	Not defined		
54	* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.			

Regulated Airport For Year Ended		Airport Company 31 March 2011		
SCHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECIFIED PASSENGER TERMINAL ACTIVITIES (cont 1)				
ref	Version 3.0	International terminal	Domestic terminal	Common area †
61				
62	Airside circulation (outbound)			
63	Passenger busy hour for airside circulation (outbound)—start time			
64	(day/month/year hour)			
65	Floor space (m ²)			
66	Passenger throughput during the passenger busy hour (passengers/hour)			
67	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined	
68	Departure lounges			
69	Passenger busy hour for departure lounges—start time (day/month/year hour)			
70	Floor space (m ²)			
71	Number of seats			
72	Passenger throughput during the passenger busy hour (passengers/hour)			
73	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined	
74	Utilisation (passengers per seat)	Not defined	Not defined	
75	Inbound (Arriving) Passengers			
76	Airside circulation (inbound)			
77	Passenger busy hour for airside circulation (inbound)—start time			
78	(day/month/year hour)			
79	Floor space (m ²)			
80	Passenger throughput during the passenger busy hour (passengers/hour)			
81	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined	Not defined
82	Passport control (inbound)			
83	Passenger busy hour for passport control (inbound)—start time			
84	(day/month/year hour)			
85	Floor space (m ²)			
86	Number of immigration booths and kiosks			
87	Notional capacity during the passenger busy hour (passengers/hour) *			
88	Passenger throughput during the passenger busy hour (passengers/hour)			
89	Utilisation (busy hour passengers per 100m ²)	Not defined		
90	Utilisation (% of processing capacity)	Not defined		
91	<i>* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.</i>			
92	Landside circulation (inbound)			
93	Passenger busy hour for landside circulation (inbound)—start time			
94	(day/month/year hour)			
95	Floor space (m ²)			
96	Passenger throughput during the passenger busy hour (passengers/hour)			
97	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined	Not defined
98	Baggage reclaim			
99	Passenger busy hour for baggage reclaim—start time (day/month/year hour)			
100	Floor space (m ²)			
101	Number of reclaim units			
102	Notional reclaim unit capacity during the passenger busy hour (bags/hour)*			
103	Bags processed during the passenger busy hour (bags/hour)*			
104	Passenger throughput during the passenger busy hour (passengers/hour)			
105	Utilisation (% of processing capacity)	Not defined	Not defined	
106	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined	
107	<i>* Please describe in the capacity utilisation indicators commentary box how notional capacity and bags throughput have been assessed.</i>			
108	Bio-security screening and inspection and customs secondary inspection			
109	Passenger busy hour for bio-security screening and inspection and customs secondary inspection—start time (day/month/year hour)			
110	Floor space (m ²)			
111	Notional MAF secondary screening capacity during the passenger busy hour (passengers/hour)*			
112	Passenger throughput during the passenger busy hour (passengers/hour)			
113	Utilisation (% of processing capacity)	Not defined		
114	Utilisation (busy hour passengers per 100m ²)	Not defined		
115	<i>* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.</i>			
116	Arrivals concourse			
117	Passenger busy hour for arrivals concourse—start time (day/month/year hour)			
118	Floor space (m ²)			
119	Passenger throughput during the passenger busy hour (passengers/hour)			
120	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined	Not defined
121				
122				
123				

Regulated Airport		Airport Company		
For Year Ended		31 March 2011		
SCHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECIFIED PASSENGER TERMINAL ACTIVITIES (cont 2)				
<i>ref</i> Version 3.0				
		International terminal	Domestic terminal	Common area †
130				
131	Total terminal functional areas providing facilities and service directly for passengers			
132	Floor space (m ²)	<input type="text"/>	<input type="text"/>	<input type="text"/>
133	Number of working baggage trolleys available for passenger use	<input type="text"/>	<input type="text"/>	<input type="text"/>
134	at end of disclosure year	<input type="text"/>	<input type="text"/>	<input type="text"/>
135	Commentary concerning capacity utilisation indicators for Passenger Terminal Activities			
136				
137				
138				
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141				
142				
143				
144				
145				
146				
147				
148				
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164				
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166				
167				
168	<small>Commentary must include an assessment of the accuracy of the passenger data used to prepare the utilisation indicators.</small>			
169	<small>† For functional components which are normally shared by passengers on international and domestic aircraft.</small>			
170	<small>Page 31</small>			

SCHEDULE 14 Report on Passenger Satisfaction Indicators

Regulated Airport		Airport Company					
For Year Ended		31 March 2011					
SCHEDULE 14: REPORT ON PASSENGER SATISFACTION INDICATORS							
<small>ref Version 3.0</small>							
6	Survey organisation						
7	Survey organisation used	[Select one]					
8	If "Other", please specify						
9							
10	Passenger satisfaction survey score						
11	(average quarterly rating by service item)						
12	Domestic terminal	<small>Quarter</small>	1	2	3	4	Annual
13		<small>for year ended</small>	30 Jun 10	30 Sep 10	31 Dec 10	31 Mar 11	average
14	Ease of finding your way through an airport						—
15	Ease of making connections with other flights						—
16	Flight information display screens						—
17	Walking distance within and/or between terminals						—
18	Availability of baggage carts/trolleys						—
19	Courtesy, helpfulness of airport staff (excluding check-in and security)						—
20	Availability of washrooms/toilets						—
21	Cleanliness of washrooms/toilets						—
22	Comfort of waiting/gate areas						—
23	Cleanliness of airport terminal						—
24	Ambience of the airport						—
25	Security inspection waiting time						—
26	Check-in waiting time						—
27	Feeling of being safe and secure						—
28	Average survey score	—	—	—	—	—	—
29	International terminal	<small>Quarter</small>	1	2	3	4	Annual
30		<small>for year ended</small>	30 Jun 10	30 Sep 10	31 Dec 10	31 Mar 11	average
31	Ease of finding your way through an airport						—
32	Ease of making connections with other flights						—
33	Flight information display screens						—
34	Walking distance within and/or between terminals						—
35	Availability of baggage carts/trolleys						—
36	Courtesy, helpfulness of airport staff (excluding check-in and security)						—
37	Availability of washrooms/toilets						—
38	Cleanliness of washrooms/toilets						—
39	Comfort of waiting/gate areas						—
40	Cleanliness of airport terminal						—
41	Ambience of the airport						—
42	Passport and visa inspection waiting time						—
43	Security inspection waiting time						—
44	Check-in waiting time						—
45	Feeling of being safe and secure						—
46	Average survey score	—	—	—	—	—	—
47	<small>The margin of error requirement specified in clause 2.4(3)(c) of the determination applies only to the combined quarterly survey results for the disclosure year. Quarterly results may not conform to the margin of error requirement.</small>						
48	Commentary concerning report on passenger satisfaction indicators						
49							
50							
51							
52							
53							
54							
55							
56							
57							
58							
59							
60							
61							
62							
63							
64	<small>Commentary must include an assessment of the accuracy of the passenger data used to prepare the utilisation indicators and the internet location of fieldwork documentation.</small>						
65	<small>Page 32</small>						

SCHEDULE 15 Report on Operational Improvement Processes

Regulated Airport		Airport Company
For Year Ended		31 March 2011

SCHEDULE 15: REPORT ON OPERATIONAL IMPROVEMENT PROCESSES

ref Version 3.0

6 **Disclosure of the operational improvement process**

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39 *The process put in place by the Airport for it to meet regularly with airlines to improve the reliability and passenger satisfaction performance consistent with that reflected in the indicators.*

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Page 33

SCHEDULE 16 Report on Associated Statistics

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS

ref Version 3.0

6 16a: Aircraft statistics

7 *Disclosures are categorised by core aircraft types such as Boeing 737-400 or Airbus A320. Sub variants within these types need not be disclosed.*

8 **(i) International air passenger services—total number and MCTOW of landings by aircraft type during disclosure year**

	Aircraft type	Total number of landings	Total MCTOW (tonnes)
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
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31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53	Total	—	—

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS (cont)

ref Version 3.0

(ii) Domestic air passenger services—the total number and MCTOW of landings of flights by aircraft type during disclosure year			
(1). Domestic air passenger services—aircraft 30 tonnes MCTOW or more			
	Aircraft type	Total number of landings	Total MCTOW (tonnes)
61			
62			
63			
64			
65			
66			
67			
68			
69			
70			
71			
72			
73			
74			
75			
76			
77			
78			
79			
80			
81			
82			
83			
84			
85			
86			
87			
88	Total	—	—
(2). Domestic air passenger services—aircraft 3 tonnes or more but less than 30 tonnes MCTOW			
	Aircraft type	Total number of landings	Total MCTOW (tonnes)
90			
91			
92			
93			
94			
95			
96			
97			
98			
99			
100			
101			
102			
103			
104			
105			
106			
107			
108			
109			
110			
111			
112			
113			
114	Total	—	—
115			

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS (cont 2)

ref Version 3.0

122	(iii) The total number and MCTOW of landings of aircraft not included in (i) and (ii) above during disclosure year	Total number of landings	Total MCTOW (tonnes)
123			
124	Air passenger service aircraft less than 3 tonnes MCTOW		
125	Freight aircraft		
126	Military and diplomatic aircraft		
127	Other aircraft (including General Aviation)		

128	(iv) The total number and MCTOW of landings during the disclosure year	Total number of landings	Total MCTOW (tonnes)
129			
130	Total	-	-

16b: Terminal access

Number of domestic jet and international air passenger service aircraft movements* during disclosure year categorised by the main form of passenger access to and from terminal

	Contact stand-airbridge	Contact stand-walking	Remote stand-bus	Total
134	International air passenger service movements			-
135	Domestic jet air passenger service movements			-

* NB. The terminal access disclosure figures do not include non-jet aircraft domestic air passenger service flights.

16c: Passenger statistics

	Domestic	International	Total
139	The total number of passengers during disclosure year		
140	Inbound passengers [†]		-
141	Outbound passengers [†]		-
142	Total (gross figure)	-	-
144	less estimated number of transfer and transit passengers		-
146	Total (net figure)		-

[†] Inbound and outbound passenger numbers include the number of transit and transfer passengers on the flight. The number of transit and transfer passengers can be subtracted from the total to estimate numbers that pass through the passenger terminal.

16d: Airline statistics

Name of each commercial carrier providing a regular air transport passenger service through the airport during disclosure year

	Domestic	International
151		
152		
153		
154		
155		
156		
157		
158		
159		
160		
161		
162		
163		
164		
165		
166		
167		
168		
169		
170		

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS (cont 3)

ref Version 3.0

178	Airline statistics (cont)	
179	Domestic	International
180		
181		
182		
183		
184		
185		
186		
187		
188		
189		

16e: Human Resource Statistics

	Specified Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Total
191				
192				-
193				

Commentary concerning the report on associated statistics

SCHEDULE 17 Report on Pricing Statistics

Regulated Airport For Year Ended	<table border="1" style="margin: auto;"> <tr> <td style="text-align: center;">Airport Company</td> </tr> <tr> <td style="text-align: center;">31 March 2011</td> </tr> </table>	Airport Company	31 March 2011																																											
Airport Company																																														
31 March 2011																																														
SCHEDULE 17: REPORT ON PRICING STATISTICS																																														
<i>ref</i> Version 3.0																																														
17a: Components of Pricing Statistics																																														
6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22	<table style="width: 100%;"> <tr> <td style="width: 70%;">Net operating charges from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW</td> <td style="width: 5%; text-align: center;">F</td> <td style="width: 25%; text-align: center;">(\$000)</td> </tr> <tr> <td>Net operating charges from airfield activities relating to domestic flights of 30 tonnes MCTOW or more</td> <td></td> <td></td> </tr> <tr> <td>Net operating charges from airfield activities relating to international flights</td> <td></td> <td></td> </tr> <tr> <td>Net operating charges from specified passenger terminal activities relating to domestic passengers</td> <td></td> <td></td> </tr> <tr> <td>Net operating charges from specified passenger terminal activities relating to international passengers</td> <td></td> <td></td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Number of passengers</td> </tr> <tr> <td>Number of domestic passengers on flights of 3 tonnes or more but less than 30 tonnes MCTOW</td> <td></td> <td></td> </tr> <tr> <td>Number of domestic passengers on flights of 30 tonnes MCTOW or more</td> <td></td> <td></td> </tr> <tr> <td>Number of international passengers</td> <td></td> <td style="text-align: center;">—</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Total MCTOW (tonnes)</td> </tr> <tr> <td>Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW</td> <td></td> <td></td> </tr> <tr> <td>Total MCTOW of domestic flights of 30 tonnes MCTOW or more</td> <td></td> <td></td> </tr> <tr> <td>Total MCTOW of international flights</td> <td></td> <td></td> </tr> </table>	Net operating charges from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW	F	(\$000)	Net operating charges from airfield activities relating to domestic flights of 30 tonnes MCTOW or more			Net operating charges from airfield activities relating to international flights			Net operating charges from specified passenger terminal activities relating to domestic passengers			Net operating charges from specified passenger terminal activities relating to international passengers			 					Number of passengers	Number of domestic passengers on flights of 3 tonnes or more but less than 30 tonnes MCTOW			Number of domestic passengers on flights of 30 tonnes MCTOW or more			Number of international passengers		—	 					Total MCTOW (tonnes)	Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW			Total MCTOW of domestic flights of 30 tonnes MCTOW or more			Total MCTOW of international flights		
Net operating charges from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW	F	(\$000)																																												
Net operating charges from airfield activities relating to domestic flights of 30 tonnes MCTOW or more																																														
Net operating charges from airfield activities relating to international flights																																														
Net operating charges from specified passenger terminal activities relating to domestic passengers																																														
Net operating charges from specified passenger terminal activities relating to international passengers																																														
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Number of domestic passengers on flights of 3 tonnes or more but less than 30 tonnes MCTOW																																														
Number of domestic passengers on flights of 30 tonnes MCTOW or more																																														
Number of international passengers		—																																												
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Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW																																														
Total MCTOW of domestic flights of 30 tonnes MCTOW or more																																														
Total MCTOW of international flights																																														
17b: Pricing Statistics																																														
24 25 26 27 28 29 30 31	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;"></td> <td style="width: 20%; text-align: center;">Average charge (\$ per passenger)</td> <td style="width: 20%; text-align: center;">Average charge (\$ per tonne MCTOW)</td> </tr> <tr> <td>Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW</td> <td style="text-align: center;">Not defined</td> <td style="text-align: center;">Not defined</td> </tr> <tr> <td>Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more</td> <td style="text-align: center;">Not defined</td> <td style="text-align: center;">Not defined</td> </tr> <tr> <td>Average charge from airfield activities relating to international flights</td> <td style="text-align: center;">Not defined</td> <td style="text-align: center;">Not defined</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td></td> <td style="text-align: center;">Average charge (\$ per domestic passenger)</td> <td style="text-align: center;">Average charge (\$ per international passenger)</td> </tr> <tr> <td>Average charge from specified passenger terminal activities</td> <td style="text-align: center;">Not defined</td> <td style="text-align: center;">Not defined</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td></td> <td style="text-align: center;">Average charge (\$ per domestic passenger)</td> <td style="text-align: center;">Average charge (\$ per international passenger)</td> </tr> <tr> <td>Average charge from airfield activities and specified passenger terminal activities</td> <td style="text-align: center;">Not defined</td> <td style="text-align: center;">Not defined</td> </tr> </table>		Average charge (\$ per passenger)	Average charge (\$ per tonne MCTOW)	Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW	Not defined	Not defined	Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more	Not defined	Not defined	Average charge from airfield activities relating to international flights	Not defined	Not defined	 				Average charge (\$ per domestic passenger)	Average charge (\$ per international passenger)	Average charge from specified passenger terminal activities	Not defined	Not defined	 				Average charge (\$ per domestic passenger)	Average charge (\$ per international passenger)	Average charge from airfield activities and specified passenger terminal activities	Not defined	Not defined															
	Average charge (\$ per passenger)	Average charge (\$ per tonne MCTOW)																																												
Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW	Not defined	Not defined																																												
Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more	Not defined	Not defined																																												
Average charge from airfield activities relating to international flights	Not defined	Not defined																																												
	Average charge (\$ per domestic passenger)	Average charge (\$ per international passenger)																																												
Average charge from specified passenger terminal activities	Not defined	Not defined																																												
	Average charge (\$ per domestic passenger)	Average charge (\$ per international passenger)																																												
Average charge from airfield activities and specified passenger terminal activities	Not defined	Not defined																																												
Commentary on Pricing Statistics																																														
Page 38																																														

SCHEDULE 18 Report on the Forecast Total Asset Base Revenue Requirements

SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS		Airport Company 30 June 2018					
18(i): Forecast Internal Rate of Return (\$'000)	First Day of Pricing Period	Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4	Last Day of Pricing Period
	1 Jul 17	30 Dec 17	30 Dec 18	31 Dec 19	30 Dec 20	30 Dec 21	30 Jun 22
18(i): Forecast Internal Rate of Return (\$'000)							
Opening RAB							
Opening investment value							
Forecast total revenue requirement							
Forecast assets commissioned							
Forecast cash flow from asset disposals							
Forecast operational expenditure							
Forecast universal tax							
Forecast closing asset base							
Forecast closing carry forward adjustment							
Forecast net cash flows							
Forecast post-tax IRR as at 01 July 2017							
NPV check							
18(ii): Opening carry forward adjustment							
Forecast closing carry forward adjustments from previous price setting period							
Forecast closing carry forward adjustments from current price setting period							
Total opening carry forward adjustments							
Opening carry forward adjustments from current price setting period							
Opening carry forward adjustments from previous price setting period							
Total opening carry forward adjustments							
18(iii): Forecast closing carry forward adjustment							
Description of closing carry forward adjustment							
Description of closing carry forward adjustment							
Description of closing carry forward adjustment							
Description of closing carry forward adjustment							
Total forecast closing carry forward adjustment							
18(iv): Cash flow timing assumptions							
Year of most recent annual disclosure (year end)							
First day of pricing period							
Cash flow timing - revenues - days from year end							
Cash flow timing - expenditure - days from year end							
Explanation and evidence if airport assumption is different from default							

Regulated Airport
 Airport Company
 Pricing Period Starting Year Ended
 30 June 2018

SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont)

Version 3.0

18(v): Total Revenue Requirement

Overview of the methodology used to determine the revenue requirement

--

	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4
	30 Jun 19	30 Jun 20	30 Jun 21	30 Jun 22
(\$000)				
Forecast revenue for services applicable to the price setting event (excluding forecast assets held for future use revenue)				
Forecast lease, rental and concession income (not applicable to the price setting event)				
Forecast other operating revenue (not applicable to the price setting event)				
Forecast total revenue requirement (excluding assets held for future use revenue)				
less Forecast operational expenditure				
less Forecast depreciation				
less Forecast unlevyered tax				
plus Forecast revaluations				
Forecast regulatory profit / (loss)				
Forecast regulatory investment value				
ROI - comparable to a post tax WACC				
Forecast cost of capital				
Post-tax WACC at price setting event				
WACC percentile equivalent for forecast cost of capital (optional)				
WACC percentile equivalent for the post-tax IRR (optional)				

Explain the differences between the post-tax IRR and the forecast cost of capital, and the post-tax WACC at price setting event and the forecast cost of capital (including reasons)

--

Forecast total revenue requirement from airport charges (including assets held for future use revenue)

	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4
	30 Jun 19	30 Jun 20	30 Jun 21	30 Jun 22
Forecast total revenue requirement (excluding assets held for future use revenue)				
Forecast assets held for future use revenue				
Forecast total revenue requirement (including forecast assets held for future use revenue)				

Description of any other factors that are considered in determining the forecast total revenue requirement

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SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont 3)		Regulated Airport	Pricing Period Starting Year Ended	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4
Version 3.0		30 June 2018	30 Jun 17	30 Jun 18	30 Jun 19	30 Jun 21	30 Jun 22
124	(\$'000)						
125	18(vi): Opening Regulatory Asset Base						
126	Regulatory asset base as at 30 June 2016						
127	less Forecast depreciation						
128	plus Forecast revaluations						
129	plus Assets commissioned						
130	less Asset disposals						
131	plus (less) Forecast adjustment resulting from cost allocation						
132	Estimate of regulatory asset base at start of price setting event						
133							
134							
135	18(vii): Forecast Asset Base						
136	Forecast asset base—previous year						
137	less Forecast depreciation						
138	plus Forecast revaluations						
139	plus Assets commissioned						
140	less Asset disposals						
141	plus (less) Forecast adjustment resulting from cost allocation						
142	Forecast asset base						
143							
144							
145							
146							
147							
148	Description and explanation of the depreciation methodology applied						
149							
150	18(viii): Forecast Works Under Construction						
151	Works under construction—previous year						
152	plus Capital expenditure						
153	less Assets commissioned						
154	Works under construction						
155							
156	18(ix): Assets held for future use cost and base value						
157	Assets held for future use opening cost—previous year						
158	plus Forecast holding costs						
159	less Forecast assets held for future use net revenue						
160	plus Forecast assets held for future use additions						
161	less Forecast assets held for future use disposals						
162	less Forecast transfers to works under construction						
163	Assets held for future use closing cost						
164							
165	Initial base value						
166	plus Opening tracking revaluations						
167	plus Forecast assets held for future use revaluations						
168	plus Forecast assets held for future use additions						
169	less Forecast assets held for future use disposals						
170	less Forecast transfers to works under construction						
171	Closing base value						
172	Tracking revaluations						
173							
174							
175	Assumptions and explanations of any assets held for future use revenues						
176							
177							
178							

SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont 4)											
Regulated Airport											
Airport Company											
30 June 2018											
Pricing Period Starting Year Ended											
	Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4	Pricing Period Starting Year + 5	Pricing Period Starting Year + 6	Pricing Period Starting Year + 7	Pricing Period Starting Year + 8	Pricing Period Starting Year + 9	Total
	30 Jun 18	30 Jun 19	30 Jun 20	30 Jun 21	30 Jun 22	30 Jun 23	30 Jun 24	30 Jun 25	30 Jun 26	30 Jun 27	
185	Forecast Capital Expenditure										
186	Capacity growth										
187	Asset replacement and renewal										
188	Total capital expenditure										
189	Capital Expenditure by Category										
190	Total capital expenditure										
191	Capital Expenditure by Key Capital Expenditure Project										
192	Project 1										
193	Project 2										
194	Project 3										
195	Project 4										
196	Project 5										
197	Project 6										
198	Project 7										
199	Project 8										
200	Project 9										
201	Project 10										
202	Project 11										
203	Project 12										
204	Project 13										
205	Project 14										
206	Project 15										
207	Project 16										
208	Project 17										
209	Project 18										
210	Project 19										
211	Project 20										
212	Project 21										
213	Project 22										
214	Project 23										
215	Project 24										
216	Project 25										
217	Project 26										
218	Project 27										
219	Project 28										
220	Project 29										
221	Project 30										
222	Other capital expenditure										
223	Total Capital Expenditure										
224											
225											

Regulated Airport Pricing Period Starting Year Ended 30 June 2018					
CHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont 5) Version 3.0					
Basis for Cost Allocation					
An explanation of where and why disclosures differ from the cost-allocation input, methodology and/or, where costs are shared between regulated and non-regulated assets, an explanation of the basis for that allocation.					
Key Capital Expenditure Projects—Consumer Demands Assessment					
An explanation of how consumer demands have been assessed and incorporated for each reported project and the degree to which consumers agree with project scope, timing and cost.					
18(xi) Forecast operational expenditure					
(\$000)					
Corporate overheads					
Asset management and airport operations					
Asset maintenance					
Forecast operational expenditure					
Pricing Period Starting Year 30 Jun 18	Pricing Period Starting Year + 1 30 Jun 19	Pricing Period Starting Year + 2 30 Jun 20	Pricing Period Starting Year + 3 30 Jun 21	Pricing Period Starting Year + 4 30 Jun 22	Pricing Period Starting Year + 4 30 Jun 22
—	—	—	—	—	—

		Regulated Airport		Airport Company	
		Pricing Period Starting Year Ended		30 June 2018	
SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont 6)					
ref	Version 3.0				
277		18(xii) Forecast financial incentives			
278					
279					
280		Forecast pricing incentives	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3
281		Forecast other incentives	30 Jun 18	30 Jun 19	30 Jun 20
282		Forecast total financial incentives			
283					
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SCHEDULE 19 Report on the Forecast Pricing Asset Base Revenue Requirements

SCHEDULE 19: REPORT ON THE FORECAST PRICING ASSET BASE REVENUE REQUIREMENTS		Airport Company 30 June 2018	
ref	Version 3.0	First Day of Pricing Period	Last Day of Pricing Period
19(i): Forecast Internal Rate of Return (IRR)	<p>Forecast revenue for services applicable to price setting event</p> <p>Forecast assets commissioned</p> <p>Forecast cash flow from asset deposits</p> <p>Forecast operating expenditure</p> <p>Forecast unearned tax</p> <p>Forecast closing asset base</p> <p>Forecast closing carry forward adjustment</p> <p>Forecast closing investment value</p> <p>Forecast net cash flow</p> <p>Forecast post-tax IRR as at 01 July 2017</p> <p>NPV check</p>	<p>30 Jun 17</p> <p>30 Jun 18</p> <p>30 Dec 17</p> <p>2 Feb 18</p> <p>30 Dec 18</p> <p>2 Feb 19</p> <p>30 Dec 19</p> <p>3 Feb 20</p> <p>30 Dec 20</p> <p>2 Feb 21</p> <p>30 Dec 21</p> <p>2 Feb 22</p> <p>30 Jun 22</p>	<p>30 Jun 17</p> <p>30 Jun 18</p> <p>30 Dec 17</p> <p>2 Feb 18</p> <p>30 Dec 18</p> <p>2 Feb 19</p> <p>30 Dec 19</p> <p>3 Feb 20</p> <p>30 Dec 20</p> <p>2 Feb 21</p> <p>30 Dec 21</p> <p>2 Feb 22</p> <p>30 Jun 22</p>
19(ii): Opening carry forward adjustment	<p>Forecast closing forward adjustment</p> <p>Forecast closing forward adjustment from previous price setting event</p> <p>Total opening carry forward adjustments</p>	<p>OK</p>	<p>OK</p>
19(iii): Forecast closing carry forward adjustment	<p>Default revaluation gain/loss adjustment</p> <p>Risk allocation adjustment</p> <p>Other carry forward adjustments</p> <p>Opening carry forward adjustment</p> <p>Provides a summary of any views expressed by substantial customers about the pricing approaches reflected in the opening carry forward adjustment</p>	<p>OK</p>	<p>OK</p>
19(iv): Forecast closing carry forward adjustment	<p>Description of closing carry forward adjustment</p> <p>Description of closing carry forward adjustment</p> <p>Description of closing carry forward adjustment</p> <p>Total forecast closing carry forward adjustment</p> <p>Explain how the closing investment value provides a good indication of the remaining capital expected to be recovered by the airport in future pricing periods and provides a summary of substantial customer views on any closing carry forward adjustments</p>	<p>OK</p>	<p>OK</p>
19(v): Cash flow timing assumptions	<p>Year of most recent annual disclosure (year ended)</p> <p>First day of pricing period</p> <p>Cash flow timing - revenues - days from year end</p> <p>Cash flow timing - expenditure - days from year end</p> <p>Explanation and evidence if airport assumption is different from default</p>	<p>30 June 2018</p> <p>1 July 2017</p> <p>Assumption</p> <p>Assumption</p>	<p>30 June 2018</p> <p>1 July 2017</p> <p>Assumption</p> <p>Assumption</p>

Regulated Airport
 Pricing Period Starting Year Ended
Airport Company
 30 June 2018

SCHEDULE 19: REPORT ON THE FORECAST PRICING ASSET BASE REVENUE REQUIREMENTS (cont 2)

Version 3.0

19(v): Total Revenue Requirement for Pricing Assets

Overview of the methodology used to determine the revenue requirement for pricing assets

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	Pricing Period Starting Year 30 Jun 18	Pricing Period Starting Year + 1 30 Jun 19	Pricing Period Starting Year + 2 30 Jun 20	Pricing Period Starting Year + 3 30 Jun 21	Pricing Period Starting Year + 4 30 Jun 22
(\$000)					
Forecast revenue from airport activity charges applicable to the price setting event					
Forecast lease, rental and concession income (applicable to the price setting event)					
Forecast other operating revenue (applicable to the price setting event)					
Forecast pricing revenue for services applicable to the price setting event (excluding assets held for future use revenue)					
<i>plus</i>					
Forecast operational expenditure					
<i>less</i>					
Forecast depreciation					
<i>less</i>					
Forecast unlevered tax					
<i>plus</i>					
Forecast revaluations					
Forecast regulatory profit / (loss)					
Forecast regulatory investment value					
ROI - comparable to a post tax WACC					
Forecast cost of capital					

Explain any difference between the post-tax IRR on the pricing asset base and the post-tax IRR on the regulated asset base

--

Forecast pricing revenue requirement from airport charges (including assets held for future use charges)

	Pricing Period Starting Year 30 Jun 18	Pricing Period Starting Year + 1 30 Jun 19	Pricing Period Starting Year + 2 30 Jun 20	Pricing Period Starting Year + 3 30 Jun 21	Pricing Period Starting Year + 4 30 Jun 22
Forecast pricing revenue requirement (excluding forecast revenue from assets held for future use revenues)					
Forecast revenues from assets held for future use charges					
Forecast pricing revenue requirement from airport charges (including forecast revenue from assets held for future use charges)					

Description of any other factors that are considered in determining the forecast total revenue requirement

--

SCHEDULE 19: REPORT ON THE FORECAST PRICING ASSET BASE REVENUE REQUIREMENTS (cont 3)		Regulated Airport Pricing Period Starting Year Ended		30 Jun 2018		30 Jun 17		30 Jun 18		30 Jun 19		30 Jun 20		30 Jun 21		30 Jun 22	
120	Version 3.0																
121																	
122																	
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SCHEDULE 20 Report on Demand Forecasts

SCHEDULE 20: REPORT ON DEMAND FORECASTS <i>ref</i> Version 3.0		Regulated Airport Pricing Period Starting Year Ended														Airport Company 31 March 2013	
		20a: Passenger terminal demand		for year ended		31 Mar 13	31 Mar 14	31 Mar 15	31 Mar 16	31 Mar 17	31 Mar 18	31 Mar 19	31 Mar 20	31 Mar 21	31 Mar 22	Pricing Period Starting Year + 9	Pricing Period Starting Year + 8
6		(000)	Inbound passengers	Domestic													
7			International	International													
8			Combined *	Combined *													
9			Outbound passengers	Domestic													
10				International													
11				Combined *													
12																	
13																	
14																	
15																	
16																	
17			Inbound passengers	Domestic													
18				International													
19				Total													
20																	
21			Outbound passengers	Domestic													
22				International													
23				Total													
24																	
25			International transit and transfer passengers [†]														
26																	
27																	

* No disclosure of combined terminal forecasts is required for airports with no shared passenger terminal functional components.

† NB. Forecasts of international transit and transfer for passenger numbers relate only to airports with existing or planned international transit and transfer facilities

SCHEDULE 20: REPORT ON DEMAND FORECASTS (cont)		Regulated Airport										
		Airport Company 31 March 2013										
ref / Version 3.0		Pricing Period Starting Year Ended										
		Pricing Period Starting Year	31 Mar 13	31 Mar 14	31 Mar 15	31 Mar 16	31 Mar 17	31 Mar 18	31 Mar 19	31 Mar 20	31 Mar 21	31 Mar 22
34	20b: Aircraft Runway Movements											
35	(000)											
36												
37	Movements during busy period (total number of aircraft)											
38												
39												
40	Landings during year (total number of aircraft)											
41	Aircraft 30 tonnes MCTOW or more											
42	Aircraft 3 tonnes or more but less than 30 tonnes MCTOW											
43	Aircraft less than 3 tonnes MCTOW											
44	Total											
45	Landings during year (total MCTOW in tonnes)											
46	Aircraft 30 tonnes MCTOW or more											
47	Aircraft 3 tonnes or more but less than 30 tonnes MCTOW											
48	Aircraft less than 3 tonnes MCTOW											
49	Total											
50	Landings during year (total number of aircraft)											
51	Air passenger services—international											
52	Air passenger services—domestic											
53	Other aircraft											
54	Landings during year (total MCTOW in tonnes)											
55	Air passenger services—international											
56	Air passenger services—domestic											
57	Other aircraft											
58												
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SCHEDULE 21 Certification for Disclosed Information

Clause 2.7(1)

We, [insert full names], being directors of [name of Airport] certify that, having made all reasonable enquiry, to the best of our knowledge, the following attached audited information of [name of Airport] prepared for the purposes of clauses 2.3(1) and 2.4(1) of the Airport Services Input Methodologies Determination 2010~~Commerce Act (Specified Airport Services Information Disclosure) Determination 2010~~ in all material respects complies with that determination.

[Signature of 2 directors]

[Date]

SCHEDULE 22 Certification for Forecast Total Revenue Requirements and Pricing Disclosures

Clause 2.7(2)

We, **[insert full names]**, being directors of **[name of Airport]** certify that, having made all reasonable enquiry, to the best of our knowledge, the attached Report on Forecast Total Revenue Requirements and Report on Demand Forecasts and the following attached information of **[name of Airport]** prepared for the purposes of clause 2.5 of the ~~Commerce Act (Specified Airport Services Information Disclosure)~~ Determination 2010 in all material respects complies with that determination.

[Signature of 2 Directors]

[Date]

SCHEDULE 23 Certification for Alternative Methodology with Equivalent Effect

Clause 2.7(3)

I, [insert full name], being a senior manager of [name of Airport], certify that, to the best of my knowledge, all reasonable enquiry has been made to ensure that, the alternative methodologies with equivalent effect in the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 of the Airport Services Information Disclosure Determination 2010 are likely to comply with clause 3.13(2)(a) and comply with clause 3.13(2)(b) of the Airport Services Input Methodologies Determination 2010.

I make this certification based on the ~~following factual basis~~ evidence disclosed in accordance with clause 2.5(1)(t)(v).:

[Signature of senior manager]

[Date]

SCHEDULE 24 Transitional Report on Regulatory Asset Base Value

Regulated Airport For Year Ended	Airport Company 30 June 2018						
SCHEDULE 24: TRANSITIONAL REPORT ON REGULATORY ASSET BASE VALUE							
<small>ref Version 3.0</small>							
6							
7	24(i): Regulatory Asset Base Value (Rolled Forward)						
8	<small>For year ended</small>						
9	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 15%;"></th> <th style="width: 15%;">RAB 30 Jun 13 (\$000)</th> <th style="width: 15%;">RAB 30 Jun 14 (\$000)</th> <th style="width: 15%;">RAB 30 Jun 15 (\$000)</th> <th style="width: 15%;">RAB 30 Jun 16 (\$000)</th> <th style="width: 15%;">RAB 30 Jun 17 (\$000)</th> </tr> </table>		RAB 30 Jun 13 (\$000)	RAB 30 Jun 14 (\$000)	RAB 30 Jun 15 (\$000)	RAB 30 Jun 16 (\$000)	RAB 30 Jun 17 (\$000)
	RAB 30 Jun 13 (\$000)	RAB 30 Jun 14 (\$000)	RAB 30 Jun 15 (\$000)	RAB 30 Jun 16 (\$000)	RAB 30 Jun 17 (\$000)		
10	Total opening RAB value						
11	less Total depreciation						
12	plus Total revaluations						
13	plus Assets commissioned						
14	less Asset disposals						
15	plus Lost and found assets adjustment						
16	plus Adjustment resulting from asset allocation						
17	Total closing RAB value						
18	-						
19	-						
20	-						
21	-						
22	-						
23	-						
24	-						
25	-						
26							
27	24(ii): Asset Classes						
28	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 15%;"></th> <th style="width: 15%;">Land</th> <th style="width: 15%;">Sealed Surfaces</th> <th style="width: 15%;">Buildings</th> <th style="width: 15%;">Equipment</th> <th style="width: 15%;">Total *</th> </tr> </table>		Land	Sealed Surfaces	Buildings	Equipment	Total *
	Land	Sealed Surfaces	Buildings	Equipment	Total *		
29	RAB value—previous disclosure year						
30	less Regulatory depreciation						
31	plus Indexed revaluations						
32	plus Periodic land revaluations						
33	plus Assets commissioned						
34	less Asset disposals						
35	plus Lost and found assets adjustment						
36	plus Adjustment resulting from cost allocation						
37	RAB value						
38	-						
39	-						
40	-						
41	-						
42	-						
43	-						
44	-						
45	-						
46	-						
47	24(iii): Assets Held for Future Use						
48	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 15%;"></th> <th style="width: 15%;">Base Value</th> <th style="width: 15%;">Holding Costs</th> <th style="width: 15%;">Net Revenues</th> <th style="width: 15%;">Tracking Revaluations</th> <th style="width: 15%;">Total</th> </tr> </table>		Base Value	Holding Costs	Net Revenues	Tracking Revaluations	Total
	Base Value	Holding Costs	Net Revenues	Tracking Revaluations	Total		
49	Assets held for future use—previous disclosure year						
50	plus Assets held for future use—additions ¹						
51	less Transfer to works under construction						
52	less Assets held for future use—disposals						
53	Assets held for future use ²						
54	-						
55	-						
56	-						
57	-						
58	-						
59	-						
60	-						
61	-						
62	-						
63	-						
64	-						
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91	-						
92	-						
93	-						
94	-						
95	-						
96	-						
97	-						
98	-						
99	-						
100	-						

* Corresponds to values in RAB roll forward calculation.

¹ Each category value shown in the 'Assets held for future use' line (Base Value, Holding Costs, Net Revenues, and Tracking Revaluations) is carried forward into the following year's disclosure as 'Assets held for future use—previous disclosure year'.

² Description of and explanation for any alternative methodologies with equivalent effect that have been applied and which components they have been applied to (including evidence to support that it is likely to have equivalent effect)