

From: [REDACTED]
Sent: Thursday, July 18, 2024 2:09 PM
To: Infrastructure Regulation <infrastructure.regulation@comcom.govt.nz>
Subject: Auckland Airport Price Setting Event 4 Review

Dear Sir / Madam

All comparisons with nearby Airports are not relevant as those Airports are not Auckland Airport.

Everything is plain to see in;

Table X3 Auckland Airport PSE4 price path

Auckland (FY23 \$NZD)	FY23	FY24	FY25	FY26	FY27
Domestic Jet	\$6.73	\$9.92	\$11.09	\$12.43	\$13.97
Regional	\$4.43	\$6.87	\$7.68	\$8.61	\$9.67
International	\$23.39	\$31.73	\$34.64	\$37.96	\$41.68
Year on year change (FY23 \$NZD)	FY23	FY24	FY25	FY26	FY27
Domestic Jet		\$3.19	\$1.17	\$1.34	\$1.54
Regional		\$2.44	\$0.81	\$0.93	\$1.06
International		\$8.34	\$2.91	\$3.32	\$3.72
Year on year change (percentage)	FY23	FY24	FY25	FY26	FY27
Domestic Jet		47%	12%	12%	12%
Regional		55%	12%	12%	12%
International		36%	9%	10%	10%

The price increase is as good as 100% in 5 years. Even allowing for the grandiose \$200 million in excess profit that is dwarfed by the fundamental reason of outrageous excess capital expenditure. The latter being the grandiose problem. Auckland Airport needs to reevaluates its operations and rescue capital expenditure so it keeps price increases more in line with inflation expectations as anything more is excessive.

I have not read all the reports but until this fundamental issue is addressed all of you are wasting your time until nice to have replacing with **need to have** become the theme.

Regards

