



AIAL Layo

15 Code C Jets

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AIAL comments on Air NZ comparison

Existing international terminal footprint:

Works will fit-out existing floorplate. Main driver of works is to 'flip' AVSEC and Customs locations, as per Border agency requirements for international services

East Terminal Enabling: a key enabler of terminal integration, also enables AirNZ's international lounge expansion. It is part of the enabling works programme, and is currently under construction.

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AirNZ Terminal Design: Terminal design does not include essential functions including non-passenger screening, a truck dock, and necessary services / plant areas.

Regional solution:
This reflects an early design of a New Regional Terminal that was shared with airlines through consultation.

As was noted in the Price Setting Disclosure (Appendix A, p. 21), an allowance for this was included in the capital plan but remains subject to further development and consultation with airline customers.

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Domestic Terminal Building (DTB) west jet stands:
Inconsistent with the comparison provided by AirNZ, these stands remain available for use under the Terminal Integration Programme, either from the DTB or remotely.

AirNZ turboprop stand configuration:
Push-back of these aircraft onto realigned taxiway bravo expected to cause delays and reduce capacity of contingent runway operations

Stands for regional aircraft:
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
Meets regional demand while jets continue to operate from existing DTB. These stands can be accessed from the existing DTB.

AirNZ terminal design:
Location of pier causes operational jet blast issues, resulting in restrictions on use of existing international terminal. Brown areas sit outside the Domestic Processor footprint.

