



COMMERCE COMMISSION

## Decision No. [ ]

Airports information disclosure determination pursuant to Part 4 of the Commerce Act 1986 (the Act).

**The Commission:**  
**Dr M Berry**  
**PJM Taylor**  
**S Begg**  
**P Duignan**

**Summary of the Determination:** Pursuant to Part 4 of the Act, the Commerce Commission has determined information disclosure requirements that apply to suppliers of specified airport services. The attached determination sets these requirements as required under section 56E of the Act. The determination takes effect on and from 1 January 2011.

Date of Decision: [December 2010]

Regulation Branch  
Commerce Commission  
Wellington  
NEW ZEALAND

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## COMMERCE ACT (SPECIFIED AIRPORT SERVICES INFORMATION DISCLOSURE) DETERMINATION 2010

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

### 1. Title

- 1.1 This determination is the *Commerce Act (Specified Airport Services Information Disclosure) Determination 2010*.

### 2. Commencement Date

- 2.1 This determination comes into force on 1 January 2011.

### 3. Application

- 3.1 This determination applies to Airports as suppliers of regulated goods and services pursuant to Part 4 of the Act.

### 4. Interpretation

- 4.1 In this determination, unless the context otherwise requires,—
- (a) defined terms have the meaning given to those terms in Schedule 1;
  - (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 are to be measured and disclosed in accordance with GAAP; and
  - (f) non-financial items are to be measured and disclosed in accordance with standard industry practice.
- 4.3 If there is any inconsistency between this determination and any schedule to this determination, this determination prevails.

### 5. Information Disclosure

Subject to clauses 14 and 15, from the Commencement Date, every Airport must comply with the information disclosure requirements set out in this determination, and in particular must:

- (a) comply with the requirements to disclose financial and other information in accordance with clause 7;
- (b) comply with the requirements to disclose quality information in accordance with clause 8;
- (c) comply with the requirements to disclose forecast total revenue requirements and pricing information in accordance with clause 9; and
- (d) comply with the audit, verification and certification requirements in accordance with clause 10.

## **6. Applicable Input Methodologies**

Every Airport must apply the following parts of the *Input Methodology (Specified Airport Services) Determination 2010*, when complying with this determination:

- (a) Part 2 – Cost Allocation;
- (b) Part 3 – Asset Valuation; and
- (c) Part 4 – Treatment of Taxation.

## **7. Annual Disclosure Relating to Financial Information**

7.1 Subject to clause 15, within five Months after the end of each Financial 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 Financial Year:
  - (i) the Report on Return on Investment set out in Schedule 2;
  - (ii) the Report on Regulatory Profit set out in Schedule 3;
  - (iii) the Report on Regulatory Tax Allowance set out in Schedule 4;
  - (iv) the Report on Regulatory Asset Base Roll Forward set out in Schedule 5;
  - (v) the Report on Segmented Information set out in Schedule 6;
  - (vi) the Consolidation Statement set out in Schedule 7;
  - (vii) the Report on Related Party Transactions set out in Schedule 8;
  - (viii) the Report on Actual to Forecast Expenditure set out in Schedule 9;
  - (ix) the Report on Asset Allocations set out in Schedule 10;

- (x) the Report on Cost Allocations set out in Schedule 11; and
  - (b) Publicly Disclosing each of those reports.
- 7.2 Within five Working Days of Publicly Disclosing any information under this clause 7, an Airport must provide to the Commission an electronic copy of the information compatible with Microsoft Excel.

## 8. Annual Disclosure of Quality and Statistics

- 8.1 Subject to clause 15, within five Months after the end of each Financial Year, every Airport must disclose information relating to the quality of its Specified Airport Services by:
- (a) subject to clause 8.2, completing each of the following reports by inserting all information relating to the Specified Airport Services supplied by the Airport for that Financial Year:
    - (i) the Report on Reliability Measures set out in Schedule 12;
    - (ii) the Report on Capacity Utilisation Indicators for Aircraft, Freight and Airfield Activities set out in Schedule 13;
    - (iii) the Report on Capacity Utilisation Indicators for Passenger Terminal Activities set out in Schedule 14;
    - (iv) the Report on Passenger Satisfaction Indicators set out in Schedule 15;
    - (v) the Report on Associated Statistics set out in Schedule 16; and
    - (vi) the Report on Operational Improvement Process set out in Schedule 17; and
    - (vii) the Report on Pricing Statistics set out in Schedule 18; and
  - (b) Publicly Disclosing each of those reports.
- 8.2 Every three Months, for the purpose of completing and Publicly Disclosing the Report on Passenger Satisfaction Indicators set out in Schedule 15, every Airport must complete a passenger satisfaction survey by questionnaire for each of the following passenger types (**Passenger Survey**), in accordance with clauses 8.3 and 8.4:
- (a) passengers about to board a domestic flight; and
  - (b) passengers about to board an international flight.
- 8.3 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, and in respect of each survey, 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 labeled with an integer value  $I$ , ranging from 1 to 5 in accordance with clause 8.3(g) above; and
- (ii)  $R(I)$  is the number of respondents that returned, in answer to the question, the response labeled  $I$ .

8.4 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 15.

- 8.5 The fieldwork documentation required pursuant to clause 8.3(e) above must be made publicly available at the same time as the Report on Passenger Satisfaction Indicators set out in Schedule 15 is Publicly Disclosed.
- 8.6 Within five Working Days of Publicly Disclosing any information pursuant to this clause 8, an Airport must provide to the Commission an electronic copy of the information compatible with Microsoft Excel or Microsoft Word (as the case may be).

## **9. Disclosure Following Price Setting Event**

- 9.1 Within 20 Working Days following a Price Setting Event in respect of an Airport, the 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 Financial Year:
    - (i) the Report on Forecast Total Revenue Requirements set out in Schedule 19;
    - (ii) the Report on Demand Forecasts set out in Schedule 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 Revenue Requirements set out in Schedule 19:
    - (i) forecast cost of capital;
    - (ii) forecast operational expenditure;
    - (iii) forecast depreciation;
    - (iv) forecast tax;
    - (v) forecast revaluations; and
    - (vi) any other components,

Publicly Disclosing a description of how each of those components has been determined, including an explanation of:

    - (vii) the rationale for the basis of preparing those components, and any related assumptions;
    - (viii) the extent to which each component is used to determine the forecast total revenue requirement; and
    - (ix) the differences (if any) between the preparation of each component

and the most recent corresponding historical financial information disclosed in accordance with clause 7.

- 9.2 Within 20 Working Days following a Price Setting Event in respect of an Airport, the Airport must Publicly Disclose a high-level description of the Airport's forecast capital expenditure by category and project as disclosed in accordance with Schedule 19, including the aims and objectives of any proposed investments.
- 9.3 Within 20 Working Days following a Price Setting Event in respect of an Airport, the Airport must Publicly Disclose, for the period of five consecutive years immediately following the Price Setting Event, a description of each Key Capital Expenditure Project, including an explanation of:
- (a) the aims and objectives of each Key Capital Expenditure Project;
  - (b) the process by which the need for the Key Capital Expenditure Project was determined, including any assessment criteria;
  - (c) any consumer engagement undertaken as part of the process referred to in paragraph (b);
  - (d) any alternative expenditure projects considered, and the rationale for excluding those alternative projects; and
  - (e) any constraints or other factors on which successful completion of each Key Capital Expenditure Project is contingent.
- 9.4 Within 20 Working Days following a Price Setting Event in respect of an Airport, the Airport must Publicly Disclose any assumptions or justifications of the Airport's forecast operational expenditure by category as disclosed in accordance with Schedule 19.
- 9.5 Within 20 Working Days following a Price Setting Event in respect of an Airport, 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) a description of:
    - (i) categories or groups of Specified Airport Services that are provided together in respect of which individual charges apply (**Charged Services**);
    - (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;
    - (iv) significant changes to prices for Charged Services, including any



rebalancing of prices, compared with equivalent services provided during the previous Pricing Period;

- (v) the extent to which any prices for particular Charged Services are priced below incremental cost, and thereby involve cross-subsidies; and
- (vi) the methodology for determining the proposed prices for Charged Services, and how those prices are reconciled with the forecast total revenue requirement.

9.6 Within 20 Working Days following a Price Setting Event in respect of an Airport, the 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.

9.7 Within five Working Days of Publicly Disclosing any information under this clause 9, the Airport must provide to the Commission an electronic copy of the information compatible with Microsoft Excel or Microsoft Word (as the case may be).

## 10. Auditor's Reports

10.1 Where an Airport is required to Publicly Disclose any information pursuant to any of clauses 7.1, 8.1 and 15.1 (**Audited Disclosure Information**), the Airport must:

- (a) procure a report by an Independent Auditor (**Independent Auditor's Report**) in respect of that Audited Disclosure Information, signed by the Independent Auditor (either in his or her own name or that of his or her firm), stating:
  - (i) the work done by the Independent Auditor;
  - (ii) the scope and limitations of the audit;
  - (iii) 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;
  - (iv) whether the Independent Auditor has obtained all information and explanations that he or she required and, if not, the information and explanations not obtained;
  - (v) 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, if not, the Records not so kept; and
  - (vi) whether or not (and, if not, the respects in which it does not), in the Independent Auditor's opinion, the Audited Disclosure Information complies with this determination;

(vii) in respect of any historical financial information Publicly Disclosed pursuant to clause 7.1, whether or not (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

(viii) in respect of any historical non-financial information Publicly Disclosed pursuant to clause 8.1, whether or not (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 calculated based on the source data provided by the Airport; and

(b) Publicly Disclose that Independent Auditor's Report at the same time as the Airport Publicly Discloses the Audited Disclosure Information.

## **11. Certificates**

11.1 Where an Airport is required to Publicly Disclose any information pursuant to either of clauses 7.1 or 8.1, the Airport must at that time Publicly Disclose a certificate in the form set out in Schedule 21 in respect of that information, duly signed by two Directors of the Airport.

11.2 Where an Airport is required to Publicly Disclose any information pursuant to any of clauses 9.1-9.4, 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.

11.3 Where an Airport is required to Publicly Disclose any information pursuant to either of clauses 9.5 or 9.6, the Airport must at that time Publicly Disclose a certificate in the form set out in Schedule 24 in respect of that information, duly signed by two Directors of the Airport.

11.4 Where an Airport is required to Publicly Disclose any information pursuant to clause 15.1, 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 two Directors of the Airport.

## **12. Retention and Continuing Disclosure**

12.1 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.

## **13. Statutory Declarations**

13.1 Where an Airport is required to provide any information to the Commission pursuant to any of clauses 7.1, 8.1, 9.1-9.6, or 15.1, the Airport must at that time:

(a) verify that information by completing a statutory declaration in the form set

out in Schedule 25; and

- (b) provide that completed statutory declaration to the Commission.

13.2 Where an Airport is required to provide any further statements, reports, agreements, particulars, or other information to the Commission pursuant to section 53B(1)(c) of the Act, the Airport must at that time:

- (a) verify those further statements, reports, agreements, particulars, or other information by completing a statutory declaration in the form set out in Schedule 26; and
- (b) provide that completed statutory declaration to the Commission.

## **14. Exemptions**

14.1 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.

## **15. Transitional Provisions**

15.1 Within 11 Months after the end of the first Financial Year in which an Airport is subject to this determination, the Airport must disclose information relating to its regulatory asset base by:

- (a) completing the Report on Initial Regulatory Asset Value set out in Schedule 27 by inserting all information relating to the Specified Airport Services supplied by the Airport; and
- (b) Publicly Disclosing that report.

15.2 Within five Working Days of Publicly Disclosing the Report on Initial Regulatory Asset Value set out in Schedule 27, the Airport must provide to the Commission an electronic copy of that report in a form compatible with Microsoft Excel 2003.

15.3 Notwithstanding any requirements set out in clauses 7 or 8 of this determination, but subject to clause 15.6 below, any information that would otherwise be required to be Publicly Disclosed pursuant to clauses 7 or 8 in respect of the Financial Year ending 2011 is required to be disclosed within 11 Months after the end of the Financial Year ending 2011.

15.4 Notwithstanding any requirements set out in clause 9 of this determination:

- (a) on or before 30 September 2011, each Airport must Publicly Disclose the information required to be disclosed pursuant to clause 9 for the Price Setting

Event in respect of that Airport immediately preceding the Commencement Date; and

- (b) within five Working Days of Publicly Disclosing any information under clause 15.4(a), the Airport must provide to the Commission an electronic copy of the information compatible with Microsoft Excel or Microsoft Word (as the case may be).

15.5 For the avoidance of doubt:

- (a) clauses 15.3 or 15.4 relates to the timing of Public Disclosure only; and
- (b) nothing in clauses 15.3 or 15.4 affects the content of any information required to be Publicly Disclosed in this determination.

15.6 Notwithstanding any requirements set out in clauses 7 or 8 of this determination, the following information is not required to be Publicly Disclosed in respect of the Financial Year ending 2011:

- (a) line items 21-24 of the Report on Regulatory Profit set out in Schedule 3 (though line item 25 is still required to be Publicly Disclosed);
- (b) line items 88-90 of the Report on Regulatory Asset Base Roll Forward set out in Schedule 5 (though line item 91 is still required to be Publicly Disclosed);
- (c) line items 9-11, and 14-17, of the Report on Actual to Forecast Expenditure set out in Schedule 9;
- (d) on-time departure delay indicators, as otherwise required to be disclosed in accordance with the Report on Reliability Measures set out in Schedule 12; and
- (e) where an Airport has not undertaken some or all of the Passenger Surveys or similar surveys during the Financial Year ending 2011, the Report on Passenger Satisfaction Indicators set out in Schedule 15, or part thereof, as the case may be (though details of less than full compliance must be noted in the comments box).

15.7 For the avoidance of doubt, nothing in clause 15.6 affects any requirement to disclose any information in respect of the Financial Year ending 2012 or any subsequent Financial Year.

Dated at Wellington this 30<sup>th</sup> day of November 2010.  
COMMERCE COMMISSION

## SCHEDULE 1

*Clause 4*

### DEFINED TERMS

**% variance**

means the value of q calculated with reference to the following formula:

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

where:

a = **actual for current Financial Year**; and

b = **forecast for current Financial Year**

**Act**

means the Commerce Act 1986

**actual for current Financial Year**

means:

(a) in respect of **capital expenditure**, the actual **capital expenditure** in the current **Financial Year**; and

(b) in respect of **operational expenditure**, the actual **operational expenditure** in the current **Financial Year**

**actual for period to date**

means the accumulated actual **capital expenditure** or actual **operating expenditure**, as the case may be, from the beginning of the current **Pricing Period**, and including the **actual for current Financial Year**

**adjusted regulatory profit**

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

**adjustment for merger, acquisition or sale activity**

means the value of regulatory assets that are added to, or removed from, the regulatory asset base by way merger, acquisition or sale by an **Airport** to another **Airport**, multiplied by the proportion of the **Financial 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

**affected line item**

means the row reference in the Consolidation Statement

<b>aircraft and freight activities</b>	has the meaning given to that term in section 2 of the Airport Authorities Act 1966
<b>aircraft movement</b>	means an aircraft take-off or landing at an <b>Airport</b> , so that one arrival and one departure in respect of the same aircraft is treated as two movements
<b>aircraft parking charge</b>	means the price charged to an operator of an aircraft by an <b>Airport</b> for occupying airside space at the <b>Airport</b> for a period of time
<b>airfield activities</b>	has the meaning given to that term in section 2 of the Airport Authorities Act 1966
<b>airfield income</b>	means income earned in respect of the provision of <b>airfield activities</b>
<b>airport activity</b>	means any one or more of the following, as the case may be: <ul style="list-style-type: none"> <li>(a) <b>airfield activities</b>;</li> <li>(b) <b>aircraft and freight activities</b>; and</li> <li>(c) <b>specified passenger terminal activities</b></li> </ul>
<b>Airport or airport business</b>	means the business units of an <b>airport company</b> that provide <b>Specified Airport Services</b>
<b>airport business—GAAP</b>	means the financial performance of the <b>Airport</b> disclosed in accordance with <b>GAAP</b>
<b>airport company</b>	means a company described in section 56A(2) of the <b>Act</b>
<b>airport company—GAAP</b>	means the financial performance of the <b>airport company</b> , which includes both regulated and unregulated activities, disclosed in accordance with <b>GAAP</b>
<b>airside circulation inbound—busy hour</b>	means: <ul style="list-style-type: none"> <li>(a) in respect of an international terminal facility, the inbound international busy hour;</li> <li>(b) in respect of a domestic terminal facility, the inbound domestic busy hour; and</li> <li>(c) in respect of a common terminal facility, the inbound combined busy hour</li> </ul>
<b>airside circulation</b>	means the overall functional floor space, measured in square

**inbound—floor space**

metres, of areas providing general circulation for:

- (a) inbound passengers;
- (a) travellers; and
- (b) 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  
inbound—throughput of  
passengers**

means:

- (a) in respect of an international terminal facility, the number of inbound international passengers during the inbound international busy hour;
- (b) in respect of a domestic terminal facility, the number of inbound domestic passengers during the inbound domestic busy hour; and
- (c) in respect of a common terminal facility, the number of inbound combined passengers during the inbound combined busy hour

**airside circulation  
outbound—busy hour**

means:

- (a) in respect of an international terminal facility, the outbound international busy hour;
- (b) in respect of a domestic terminal facility means the outbound domestic busy hour; and
- (c) in respect of a common terminal facility means the outbound combined busy hour

**airside circulation  
outbound—floor space**

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

- (a) 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

**airside circulation  
outbound—throughput of  
passengers**

means:

- (a) in respect of an international terminal facility, the number of outbound international passengers during the outbound international busy hour;
- (b) in respect of a domestic terminal facility, the number of outbound domestic passengers during the outbound domestic busy hour; and
- (c) in respect of a common terminal facility, the number of outbound combined passengers during the outbound combined busy hour

**allocator type**

means the basis for the attribution or allocation of an **operating cost** or asset to an **airport activity**, being “directly attributable”, “causal” or “proxy”

**arrival time**

means the runway arrival time

**arrivals concourse—busy  
hour**

means:

- (a) in respect of an international terminal facility, the inbound international busy hour;
- (b) in respect of a domestic terminal facility, the inbound domestic busy hour; and
- (c) in respect of a common terminal facility, the inbound combined busy hour

**arrivals concourse—floor**

means the overall functional floor space, measured in square



<b>space</b>	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
<b>arrivals concourse— throughput of passengers</b>	<p>means:</p> <ul style="list-style-type: none"> <li>(a) in respect of an international terminal facility, the number of inbound international passengers less the number of inbound international transit and transfer passengers during the inbound international busy hour;</li> <li>(b) in respect of a domestic terminal facility, the number of inbound domestic passengers during the inbound domestic busy hour; and</li> <li>(c) in respect of a common terminal facility, the number of inbound combined passengers less the number of inbound international transit and transfer passengers during the inbound combined busy hour</li> </ul>
<b>asset allocator</b>	means the quantifiable measure used to allocate assets that are not directly attributable assets as determined in accordance with Part 2 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>asset category</b>	means a class of asset types as categorised for asset management purposes
<b>asset disposals</b>	means the value of assets disposed of as determined in accordance with clause 3.9 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>asset maintenance opex</b>	means <b>operational expenditure</b> that is incurred with the intention of maintaining, or extending the life of, an existing the life of an asset and includes emergency maintenance, but excludes asset maintenance associated to safety and security related assets
<b>asset management and airport operations opex</b>	means <b>operational expenditure</b> that relates to the operations of an <b>Airport</b> and its assets, but excludes <b>asset maintenance opex</b> , and <b>safety and security opex</b>

<b>asset replacement and renewal capex</b>	means <b>capital expenditure</b> predominantly associated with the progressive physical deterioration of assets or their immediate surrounds, or <b>capital expenditure</b> arising as a result of the obsolescence of assets, but excluding <b>security, safety and environment capex</b> and <b>capacity growth capex</b>
<b>assets acquired from a related party</b>	means the value of an asset acquired from a <b>related party</b> as determined in accordance with clause 3.8 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>assets acquired from a regulated supplier</b>	means the value of an asset acquired from another <b>regulated supplier</b> as determined in accordance with clause 3.8 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>assets commissioned</b>	means the value of commissioned assets as determined in accordance with clause 3.8 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>assets disposed of to a related party</b>	means the value of assets disposed of to a <b>related party</b> as determined in accordance with clause 3.9 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i> , excluding <b>land disposals</b>
<b>assets disposed of to a regulated supplier</b>	means the value of assets disposed of to another <b>regulated supplier</b> as determined through clause 3.9 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>assets held for future use</b>	means the value of assets as determined in accordance with clause 3.12 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>assets held for future use additions</b>	means any increase in value in respect of the initial value, holding costs or net revenue as determined in accordance with clause 3.12 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>assets not directly attributable</b>	means the value of assets that are not <b>directly attributable assets</b> for each <b>asset category</b> determined in accordance with Part 2 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>Audited Disclosure</b>	has the meaning given to that term in clause 10.1

## Information

### average freight income per tonne MCTOW

means the value of q calculated with reference to the following formula:

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

where:

- a = total income from **freight aircraft landing charge and lease, rentals and concessions income** in respect of freight for the current **Financial Year**; and
- b = total tonnes **MCTOW** for freight that attracts **freight aircraft landing charges** for the current **Financial Year**

### average freight landing charge per tonne MCTOW

means the value of q calculated with reference to the following formula:

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

where:

- a = total income from **freight aircraft landing charge** for the current **Financial Year**; and
- b = total tonnes **MCTOW** for freight that attracts **freight aircraft landing charges** for the current **Financial Year**

### average landing charge per passenger for domestic flights 3 tonnes MCTOW and over

means the value of q calculated with reference to the following formula:

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

where:

- a = total income from **passenger aircraft landing charges** from domestic flights 3 tonnes **MCTOW** and over for the current **Financial Year**; and
- b = total number of **inbound domestic passengers** on flights 3 tonnes **MCTOW** and over for the current **Financial Year**

### average landing charge per

means the value of q calculated with reference to the

**passenger for domestic flights under 3 tonnes MCTOW**

following formula:

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

where:

- a = total income from **passenger aircraft landing charges** from domestic flights under 3 tonnes **MCTOW** for the current **Financial Year**; and
- b = total number of **inbound domestic passengers** on flights under 3 tonnes of **MCTOW** for the current **Financial Year**

**average landing charge per passenger for international flights**

means the value of q calculated with reference to the following formula:

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

where:

- a = total income from **passenger aircraft landing charges** from international flights for the current **Financial Year**; and
- b = total number of **inbound international passengers** on flights for the current **Financial Year**

**average landing charge per tonne MCTOW for domestic flights 3 tonnes MCTOW and over**

means the value of q calculated with reference to the following formula:

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

where:

- a = total income from **passenger aircraft landing charges** from domestic flights 3 tonnes **MCTOW** and over for the current **Financial Year**; and
- b = total tonnes **MCTOW** for domestic aircraft 3 tonnes **MCTOW** and over for the current **Financial Year**

**average landing charge per tonne MCTOW for domestic flights under 3 tonnes**

means the value of q calculated with reference to the following formula:

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

**MCTOW**

b

where:

- a = total income from **passenger aircraft landing charges** from domestic flights under 3 tonnes **MCTOW** for the current **Financial Year**; and
- b = total tonnes of **MCTOW** for domestic aircraft under 3 tonnes **MCTOW** for the current **Financial Year**

**average landing charge per tonne MCTOW for international flights**

means the value of q calculated with reference to the following formula:

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

where:

- a = total income from **passenger aircraft landing charges** from international flights for the current **Financial Year**; and
- b = total tonnes **MCTOW** for international aircraft for the current **Financial Year**

**average parking charge per aircraft per day for aircraft 6 tonnes MCTOW and over**

means the value of q calculated with reference to the following formula:

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

where:

- a = total income from **aircraft parking charges** for aircrafts 6 tonnes **MCTOW** and over for the current **Financial Year**
- b = total number of aircraft 6 tonnes **MCTOW** and over for which an **aircraft parking charge** is due for the current **Financial Year**; and
- c = total number of days that **aircraft parking charges** are charged for aircrafts 6 tonnes **MCTOW** and over for the current **Financial Year**

**average parking charge per aircraft per day for aircraft under 6 tonnes MCTOW**

means the value of q calculated with reference to the following formula:

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

$$b \times c$$

where:

- a = total income from **aircraft parking charges** for aircraft under 6 tonnes **MCTOW** for the current **Financial Year**;
- b = total number of aircraft under 6 tonnes **MCTOW** for which an **aircraft parking charge** is due for the current **Financial Year**; and
- c = total number of days that **aircraft parking charges** are charged for aircraft under 6 tonnes **MCTOW** for the current **Financial Year**

**average passenger service charge per international passenger**

means the value of q calculated with reference to the following formula:

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

where:

- a = **passenger service income** for the current **Financial Year**; and
- b = total number of **international passengers** (but excluding **inbound international transit and transfer passengers** and **outbound international transit and transfer passengers**) for the current **Financial Year**

**average terminal service charge per passenger for domestic flights with airbridge or transfer bus**

means the value of q calculated with reference to the following formula:

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

where:

- a = **terminal service income** from domestic flights that use an airbridge or transfer bus service for the current **Financial Year**; and
- b = total number of **domestic passengers** on flights that use an airbridge or transfer bus service for the current **Financial Year**

**average terminal service charge per passenger for domestic flights without**

means the value of q calculated with reference to the following formula:

**airbridge or transfer bus**

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

where:

- a = **terminal service income** from domestic flights that do not use an airbridge or transfer bus service for the current **Financial Year**; and
- b = total number of **domestic passengers** on flights that do not use an airbridge or transfer bus service for the current **Financial Year**

**average terminal service charge per passenger for international flights with airbridge or transfer bus**

means the value of q calculated with reference to the following formula:

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

where:

- a = **terminal service income** from international flights that use an airbridge or transfer bus service for the current **Financial Year**; and
- b = total number of **international passengers** on flights that do not use an airbridge or transfer bus service for the current **Financial Year**

**average terminal service charge per passenger for international flights without airbridge or transfer bus**

means the value of q calculated with reference to the following formula:

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

where:

- a = **terminal service income** from international flights that do not use an airbridge or transfer bus service for the current **Financial Year**; and
- b = total number of **international passengers** on flights that do not use an airbridge or transfer bus service for the current **Financial Year**

**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 section 72B(2)(ca) of the Civil Aviation Act 1990

- baggage outbound—busy hour** means:
- (a) in respect of an international terminal facility, the outbound international busy hour;
  - (b) in respect of a domestic terminal facility, the outbound domestic busy hour; and
  - (c) in respect of a common terminal facility, the outbound combined busy hour
- 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), measured in passengers per hour, based on conveyor speeds and continuous (x-ray or similar) inspection requirements where applicable
- baggage outbound—throughput of bags** means:
- (a) in respect of manual sortation outbound systems, an estimation based on an assumed number of bags per passenger; and
  - (b) in respect of automated outbound baggage sortation systems, the actual number of bags processed through the system during the relevant hour
- baggage outbound—throughput of passengers** means:
- (a) in respect of an international terminal facility, the number of outbound international passengers less the number of outbound international transit and transfer passengers during the outbound international busy hour;
  - (b) in respect of a domestic terminal facility, the number of outbound domestic passengers less the number of outbound domestic transit and transfer passengers during the outbound domestic busy



hour; and

- (c) in respect of a common terminal facility, the number of outbound combined passengers less the number of outbound combined transit and transfer passengers during the outbound combined busy hour

**baggage reclaim—busy hour** means:

- (a) in respect of an international terminal facility, the inbound international busy hour;
- (b) in respect of a domestic terminal facility, the inbound domestic busy hour; and
- (c) in respect of a common terminal facility, the inbound combined busy 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 (bags)**

means the capacity of bags based on the practical number of narrow-body jets per reclaim unit per hour for domestic flights, and of wide-body jets per reclaim units per hour for international flights

**baggage reclaim—notional capacity (passengers)**

means the capacity of passengers based on the practical number of narrow-body jets per reclaim unit per hour for domestic flights, and of wide-body jets per reclaim units per hour for international flights

**baggage reclaim—throughput of passengers**

means:

- (a) in respect of an international terminal facility, the number of inbound international passengers less the number of inbound international transit and transfer passengers during the inbound

international busy hour;

- (b) in respect of a domestic terminal facility, the number of inbound domestic passengers less the number of inbound domestic transit and transfer passengers during the inbound domestic busy hour;
- (c) in respect of a common terminal facility, the number of inbound combined passengers less the number of inbound combined transit and transfer passengers during the inbound combined busy hour

**bio-security screening and inspection and customs secondary inspection—busy hour**

means the inbound international busy hour

**bio-security screening and inspection and customs secondary inspection—throughput of passengers**

means the number of inbound international passengers less the number of inbound international transit and transfer passengers during the inbound international busy hour

**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 arriving passengers, including the areas occupied by counters, screening equipment, and the Ministry of Agriculture and Forestry (MAF) staff operating the screening and inspection areas;
- (b) customs secondary inspection for arriving passengers, including the areas occupied by counters, screening equipment, and New Zealand Customs Service (NZ Customs) staff operating the screening and inspection areas;
- (c) queuing zones; and
- (d) an area up to two metres after the screening equipment or counters on the landside of the screening and inspection points,

but excluding MAF and NZ Customs offices and search rooms

**bio-security screening and**

means throughput capacity based on the number of Ministry

<b>inspection and customs secondary inspection— notional capacity</b>	of Agriculture and Forestry (MAF) screening stations and advice from MAF on the sustainable processing rate
<b>busy hour—for passenger numbers</b>	<p>in respect of an <b>Airport</b> means the clock hour with the 30th highest ranked passenger numbers in the previous <b>Financial Year</b> for that <b>Airport</b>, and in respect of each of the following categories of passenger:</p> <ul style="list-style-type: none"> <li>(a) outbound international passengers;</li> <li>(b) inbound international passengers;</li> <li>(c) all international passengers;</li> <li>(d) outbound domestic passengers;</li> <li>(e) inbound domestic passengers;</li> <li>(f) all domestic passengers;</li> <li>(g) outbound combined passengers;</li> <li>(h) inbound combined passengers; and</li> <li>(i) all combined passengers</li> </ul>
<b>capacity growth capex</b>	means <b>capital expenditure</b> incurred predominantly to provide for increased capacity
<b>capital contributions</b>	means cash or other forms of consideration received in a <b>Financial Year</b> from other parties, including consumers, for the predominant purpose of asset construction or enhancement
<b>capital expenditure</b>	means expenditure incurred in respect of acquiring or developing assets commissioned or assets which are intended to be <b>assets commissioned</b> , as determined in accordance with clause 3.8 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>capital expenditure projects</b>	means projects or programmes of <b>capital expenditure</b> that include expenditure of more than \$30 million in the current <b>pricing period</b> , the value of which is recognised in respect of the <b>Financial Year</b> in which the expenditure is incurred
<b>change in asset allocator</b>	<p>means changes in any one of the following from the previous <b>Financial Year</b>:</p> <ul style="list-style-type: none"> <li>(a) the list of assets, the value of which has been allocated using a specific <b>asset allocator</b>;</li> </ul>

- (b) calculated metrics to be used as the basis of allocations made using a specific **asset allocator**; or
- (c) asset allocators or the list of assets allocated to a specific **asset category**

**change in cost allocator**

means changes in any one of the following from the previous **Financial Year**:

- (a) the list of operating costs allocated using a specific **cost allocator**;
- (b) calculated metrics to be used as the basis of allocations made using a specific **cost allocator**; or
- (c) cost allocators or the list of operating costs allocated to a specific **operating cost category**

**Charged Services**

has the meaning given to that term in clause 9.5(b)

**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:

- (i) airline and airport offices, unless used directly by passengers as part of normal processing and

services; and

- (ii) 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

**check-in—busy hour**

means:

- (a) in respect of an international terminal facility, the outbound international busy hour;
- (b) in respect of a domestic terminal facility, the outbound domestic busy hour.; and
- (c) in respect of a common terminal facility, the outbound combined busy hour

**check-in—throughput of passengers**

means:

- (a) in respect of an international terminal facility, the number of outbound international passengers less the number of outbound international transit and transfer passengers during the outbound international busy hour;
- (b) in respect of a domestic terminal facility, the number of outbound domestic passengers less the number of outbound domestic transit and transfer passengers during the outbound domestic busy hour; and
- (c) in respect of a common terminal facility, the number of outbound combined passengers less the number of outbound combined transit and transfer passengers during the outbound combined busy hour

**Commencement Date**

means the date specified in clause 2

**Commission**

means the Commerce Commission, established by section 8 of the Commerce Act 1986

**commissioned project**

means projects or programmes of **capital expenditure** that include total expenditure of more than \$30 million and that are commissioned in the current **Financial Year**

**corporate overheads opex**

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

<b>corporate tax rate</b>	means the prevailing rate of income taxation applying to companies as specified in 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
<b>cost allocation adjustment</b>	means the sum of all cost allocation adjustments as that term is defined in Part 2 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>cost allocator</b>	means the quantifiable measure used to allocate <b>operating costs</b> that are <b>costs not directly attributable</b> , as determined in accordance with Part 2 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>cost of debt assumption</b>	means the sum of the risk free rate and debt premium estimates as published by the Commission in accordance with the clause 5.6 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>cost of financing works under construction</b>	means the cost of finance included in <b>capital expenditure</b>
<b>costs not directly attributable</b>	means the value of <b>operating costs</b> that are not <b>directly attributable costs</b> for each <b>operating cost category</b> , determined in accordance with Part 2 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>CPI</b>	has the meaning given to that term in Part 1 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>

<b>CPI at CPI reference date</b>	means the <b>CPI</b> for the quarter which coincides with the end of the <b>Financial Year</b>
<b>current year tax losses</b>	means <b>net taxable income</b> where the value of <b>net taxable income</b> is negative
<b>departure lounges—busy hour</b>	means: <ul style="list-style-type: none"> <li>(a) in respect of an international terminal facility, the outbound international busy hour;</li> <li>(b) in respect of a domestic terminal facility, the outbound domestic busy hour; and</li> <li>(c) in respect of a common terminal facility, the outbound combined busy hour</li> </ul>
<b>departure lounges—floor space</b>	means the overall functional floor space, measured in square metres, of areas occupied by: <ul style="list-style-type: none"> <li>(a) departure gate lounges, including seating waiting areas;</li> <li>(b) airline boarding control desks; and</li> <li>(c) areas occupied by airline staff controlling boarding,</li> </ul> but excluding: <ul style="list-style-type: none"> <li>(i) 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</li> <li>(ii) airport lounges, pay-per-use lounges and facilities such as showers</li> </ul>
<b>departure lounges—number of seats</b>	means the number of passengers that could reasonably be seated on the seating facilities provided for passenger use within the departure lounge floor space
<b>departure lounges—throughput of passengers</b>	means: <ul style="list-style-type: none"> <li>(a) in respect of an international terminal facility, the number of outbound international passengers during the outbound international busy hour;</li> <li>(b) in respect of a domestic terminal facility, the number of outbound domestic passengers during the outbound domestic busy hour; and</li> </ul>

- (c) in respect of a common terminal facility, the number of outbound combined passengers during the outbound combined busy hour

<b>departure time</b>	means the runway departure time
<b>depreciation</b>	means: <ul style="list-style-type: none"> <li>(a) in respect of <b>airport business—GAAP</b> or <b>airport company</b> financial results, depreciation as determined in accordance with <b>GAAP</b>; and</li> <li>(b) in respect of <b>airport business, regulatory depreciation</b></li> </ul>
<b>description of regulatory / GAAP adjustment</b>	means a brief description of the different approach used in preparing the <b>Airport</b> performance compared to preparing <b>GAAP</b> compliant financial statements
<b>description of transaction</b>	means a brief description of the transaction with a <b>related party</b> , including the goods or services provided to or by the <b>related party</b> as part of that transaction
<b>directly attributable</b>	has the meaning given to that term in Part 2 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>Director</b>	in respect of a particular company means a person occupying the position of director of that company by whatever name called
<b>domestic passenger</b>	means any <b>inbound domestic passenger</b> or any <b>outbound domestic passenger</b>
<b>excluded intangible assets</b>	in respect of assets as at the year ended 2009, has the meaning given to that term in clause 3.2(b) of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>effect of change</b>	means the difference between the value allocated to the <b>Airport</b> using the <b>original allocator or components</b> and the value allocated to the <b>Airport</b> using the <b>new allocator or components</b>
<b>entity name</b>	means the legal name of a <b>related party</b>
<b>Financial Year</b>	means the 12 month period ending with an <b>airport company's</b> balance date (as that term is defined in section 7



of the Financial Reporting Act 1993), as determined by the **Directors** of that **airport company** from time to time

<b>flexible depreciation methodology</b>	means a description of the methodology used and the assets, or group of assets, the methodology is applied to in accordance with Part 3 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>forecast cost of capital</b>	means the cost of capital used by an <b>Airport</b> in determining the <b>Airport's</b> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b>
<b>forecast depreciation</b>	means the forecast depreciation used by an <b>Airport</b> in determining the <b>Airport's</b> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b>
<b>forecast for current financial year</b>	means the forecast capital expenditure and operational expenditure pertaining to the current <b>Financial Year</b> as disclosed in the most recent disclosure made in accordance with clause 9
<b>forecast for period to date</b>	means the accumulated forecast <b>capital expenditure</b> and <b>operational expenditure</b> pertaining to the years from the beginning of the <b>Pricing Period</b> to the current <b>Financial Year</b> , as disclosed in the most recent disclosure made in accordance with clause 9
<b>forecast operational expenditure</b>	means the forecast operational expenditure used by an <b>Airport</b> in determining the <b>Airport's</b> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b>
<b>forecast other income</b>	means the forecast other income used by an <b>Airport</b> in determining the <b>Airport's</b> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b>
<b>forecast return on assets employed</b>	means the product of the <b>forecast value of assets employed</b> and the <b>forecast cost of capital</b>
<b>forecast revaluations</b>	means the forecast revaluations used by an <b>Airport</b> in determining the <b>Airport's</b> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b>

<b>forecast tax</b>	means forecast tax used by an <b>Airport</b> in determining the <b>Airport's</b> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b>
<b>forecast value of assets employed</b>	means the value of assets used by an <b>Airport</b> in determining the <b>Airport's</b> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b>
<b>freight aircraft landing charge</b>	means the price charged to an operator of an freight aircraft by an <b>Airport</b> for landing that aircraft at the <b>Airport</b> , but for the avoidance of about does not include any <b>passenger aircraft landing charges</b>
<b>functional components</b>	<p>means, in respect of an <b>Airport</b>:</p> <ul style="list-style-type: none"> <li>(a) airfield;</li> <li>(b) apron; and</li> <li>(c) the functional components of the passenger terminal, and</li> </ul> <p>in respect of a passenger terminal:</p> <ul style="list-style-type: none"> <li>(i) landside circulation outbound;</li> <li>(ii) check-in;</li> <li>(iii) passport control outbound;</li> <li>(iv) security screening;</li> <li>(v) airside circulation outbound;</li> <li>(vi) departure lounge;</li> <li>(vii) airside circulation inbound;</li> <li>(viii) passport control inbound;</li> <li>(ix) landside circulation inbound;</li> <li>(x) baggage reclaim;</li> <li>(xi) bio-security screening and inspection and customs secondary inspection;</li> <li>(xii) arrivals concourse;</li> <li>(xiii) outbound baggage sortation system; and</li> <li>(xiv) total terminal functional areas providing passenger facilities and service</li> </ul>
<b>GAAP</b>	means generally accepted accounting practice as defined in

section 3 of the Financial Reporting Act 1993

<b>gains / (losses) on asset sales</b>	means: <ul style="list-style-type: none"> <li>(a) in respect of <b>assets disposed of to a related party</b>, the difference between the <b>market value of assets disposed</b> and the value of the assets included in the <b>regulatory asset base value</b>;</li> <li>(b) in respect of <b>assets disposed of to an Airport</b>, zero; and</li> <li>(c) in respect of other <b>assets disposed</b>, the difference between the sale price of an asset and the value of the assets included in the <b>regulatory asset base value</b></li> </ul>
<b>GST</b>	means any tax required to be paid by an <b>Airport</b> 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
<b>highest rate of finance applied</b>	means the highest rate of finance used to determine the <b>cost of financing works under construction</b>
<b>inbound combined passenger</b>	means any passenger that is an <b>inbound domestic passenger</b> or an <b>inbound international passenger</b>
<b>inbound combined transit and transfer passenger</b>	means any passenger that is an <b>inbound domestic transit and transfer passenger</b> or an <b>inbound international transit and transfer passenger</b>
<b>inbound domestic passenger</b>	means any passenger on a flight that arrived at the <b>Airport</b> from a location within New Zealand
<b>inbound domestic transit and transfer passenger</b>	means any passenger on a flight that arrived at the <b>Airport</b> from a location within New Zealand, and who has baggage checked through onto an outgoing flight
<b>inbound international passenger</b>	means any passenger on a flight that arrived at the <b>Airport</b> from a location outside New Zealand
<b>inbound international transit and transfer passenger</b>	means any passenger on a flight that arrived at the <b>Airport</b> from a location outside New Zealand, and who did not pass through passport control outbound
<b>Independent Auditor</b>	means, in relation to any information that relates to an

**Airport**, 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 section 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

**Independent Auditor's Report**

has the meaning given to that term in clause 10.1(a)

**indexed revaluation**

means the product of the **regulatory asset base value** for the previous **Financial Year** and the **revaluation rate**

**initial cost allocation adjustment**

means the decrease in the **regulatory asset base value** as a result of complying with clause 3.3(2) of the *Input Methodologies (Specified Airport Services) Determination 2010*

**initial disclosure year**

means the **Financial Year** ending in 2011

**international passenger**

means any **inbound international passenger** or any **outbound international passenger**

**interruption**

means, in relation to any service provided by an **Airport**, the withdrawal by the **Airport** of the service for 15 minutes or longer, but does not include planned withdrawals or the withdrawal of runway services necessitated by weather conditions

**interruption to baggage reclaim belts**

means that the baggage reclaim unit scheduled was not available and no baggage reclaim unit alternative was available for use

**interruption to baggage**

means that the baggage sortation system for departing bags

<b>sortation system on departures</b>	was unavailable for more than 15 minutes, irrespective of where the breakdown was within the system
<b>interruption to contact stands</b>	means that a contact stand/airbridge was scheduled and no alternative contact stand/airbridge was provided
<b>interruption to remote stands and means of embarkation/disembarkation</b>	means that a remote stand with bussing operations or walking to or from the terminal was scheduled, but the remote stand and/or means of passengers accessing the terminal was not available and no alternative was provided
<b>interruption to runway services</b>	means that a scheduled aircraft cannot land or depart due to closure of a runway
<b>interruption to taxiway services</b>	means that the taxiway is unusable by scheduled aircraft and there is no alternative path reasonably available
<b>Key Capital Expenditure Projects</b>	<p>means <b>capital expenditure projects</b> where:</p> <ul style="list-style-type: none"> <li>(a) the project is partly or fully included in forecast capital expenditure over the 10 year forecast period; and</li> <li>(b) the total forecast capital expenditure of the project or programme over the relevant <b>Pricing Period</b> is equal to or greater than \$30 million</li> </ul> <p>For avoidance of doubt, if there are separate capital projects that contribute to one output (or a set of broadly overlapping outputs) these projects should be reported as a single programme, together with details of each individual project comprising it</p>
<b>land disposals</b>	means the value of land assets disposed of as determined through clause 3.9 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>landside circulation inbound—busy hour</b>	<p>means:</p> <ul style="list-style-type: none"> <li>(a) in respect of an international terminal facility, the inbound international busy hour;</li> <li>(b) in respect of a domestic terminal facility, the inbound domestic busy hour; and</li> <li>(c) in respect of a common terminal facility, the inbound combined busy hour</li> </ul>
<b>landside circulation</b>	means the overall functional floor space, measured in square

**inbound—floor space**

metres, of areas providing general circulation to provide access for inbound passengers to and from 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  
inbound—throughput of  
passengers**

means:

- (a) in respect of an international terminal facility, the number of inbound international passengers less the number of inbound international transit and transfer passengers during the inbound international busy hour;
- (b) in respect of a domestic terminal facility, the number of inbound domestic passengers during the inbound domestic busy hour; and
- (c) in respect of a common terminal facility means, the number of inbound combined passengers less the number of inbound international transit and transfer passengers during the inbound combined busy hour

**landside circulation  
outbound—busy hour**

means:

- (a) in respect of an international terminal facility, the outbound international busy hour;
- (b) in respect of a domestic terminal facility, the outbound domestic busy hour; and
- (c) in respect of a common terminal facility, the outbound combined busy hour

**landside circulation  
outbound—floor space**

means the overall functional floor space, measured in square metres, of areas providing general circulation to provide access for 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—throughput of  
passengers**

means:

- (a) in respect of an international terminal facility, the number of outbound international passengers less the number of outbound international transit and

transfer passengers during the outbound international busy hour;

- (b) in respect of a domestic terminal facility, the number of outbound domestic passengers during the outbound domestic busy hour; and
- (c) in respect of a common terminal facility, the number of outbound combined passengers less the number of outbound international transit and transfer passengers during the outbound combined busy hour

**landside circulation overall functional floor space**

means the overall functional floor space, measured in square metres, of areas providing general circulation to provide access for 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, rentals and concessions income**

means any income received from leases, rentals or concessions, but excluding **terminal services income**

**line item**

means the list of all **operating costs** or assets included within the **operating cost category** or **asset category** for which the same **cost allocator** has been used to allocate between **airport activities**

**lost and found assets**

means the net value of lost and found assets as determined in accordance with clause 3.10 of the *Input Methodologies (Specified Airport Services) Determination 2010*, where lost assets have a negative value and found assets have a positive value

**market value of asset disposals**

means the market value of assets disposed of to **related parties** as determined by an independent valuer

**MCTOW**

means maximum certificated take-off weight measured in tonnes

**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**

<b>Month</b>	means calendar month
<b>MVAU valuation adjustment</b>	means the increase or decrease in the <b>regulatory asset base value</b> , where an increase is recorded as a positive value and a decrease is recorded as a negative value, as result of complying with the requirement in clause 3.3(1)(b) of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>net income</b>	means the revenue of the <b>Airport</b> , including capital contributions, gains and/or losses on assets sales and other income  For the avoidance of doubt, the net income for the <b>airport business</b> is the <b>total regulatory income</b>
<b>net operating revenue</b>	means the total of airfield charges, passenger services charges, terminal services charges and lease rentals and concessions income
<b>net taxable income</b>	means either: <ul style="list-style-type: none"> <li>(a) <b>regulatory taxable income / (loss)</b> less <b>tax losses used</b>, if <b>regulatory taxable income / (loss)</b> is positive; or</li> <li>(b) nil, if <b>regulatory taxable income / (loss)</b> is negative</li> </ul>
<b>new allocator or components</b>	means: <ul style="list-style-type: none"> <li>(a) if a change in allocator, the <b>cost allocator</b> or <b>asset allocator</b> used; or</li> <li>(b) if a change in components, the <b>operating cost line items</b> or assets included in the <b>operating cost category</b> or <b>asset category</b></li> </ul>
<b>non-current assets – year ended 2009</b>	means the 2009 disclosed assets as defined in Part 3 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>non taxable</b>	means not included in assessable income 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



<b>non-indexed revaluations</b>	means the value of revaluations determined in accordance with clause 3.6 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>notional deductible interest</b>	has the meaning given to that term in Part 4 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>notional interest tax shield</b>	means the product of <b>notional deductible interest</b> and the <b>corporate tax rate</b> applicable to the current <b>Financial Year</b>
<b>on time departure delay</b>	means that a scheduled service has been delayed by more than 15 minutes primarily as a result of unavailability of identified airport activity services or facilities
<b>operating cost category</b>	means a grouping of operational costs as determined in accordance with Part 2 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>operating costs</b>	means expenditure other than <b>capital expenditure</b> incurred by the <b>Airport</b> in the provision of either <b>Specified Airport Services</b> alone or both <b>Specified Airport Services</b> and unregulated services, and excludes sums relating to depreciation, tax, revaluations and financing
<b>operating surplus / (deficit)</b>	means <b>total regulatory income</b> less <b>operational expenditure</b>
<b>operating surplus / (deficit) before interest depreciation, revaluations and tax</b>	means <b>net income</b> less <b>operational expenditure</b> For the avoidance of doubt, the operating surplus / (deficit) before interest depreciation, revaluations and tax for the <b>airport business</b> is the <b>operating surplus / (deficit)</b>
<b>operational expenditure</b>	means expenditure incurred by an <b>Airport</b> in the provision of <b>Specified Airport Services</b> that is not <b>capital expenditure</b> , including realised gains and losses on derivative financial instruments used to manage foreign currency risk, and allocated to categories of expenditure according to the primary purpose of the expenditure  For the avoidance of doubt, operational expenditure excludes depreciation, tax, revaluations and expenditure relating to the financing
<b>operational surplus / (deficit)</b>	means the value of q calculated with reference to the

**before interest**

following formula:

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

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

**other adjustments to the RAB tax value**

means any adjustment to the **RAB (tax value)** made in accordance with Part 4 of the *Input Methodologies (Specified Airport Services) Determination 2010* other than:

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

**other assets commissioned**

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

**other capital expenditure**

means aggregate **capital expenditure** for the **Financial Year** that has not been separately disclosed as **capital expenditure projects**

**other excluded assets**

means assets as at the year ended 2009 defined as excluded assets in accordance with subparagraphs (b) and (c) of the definition of excluded assets in Part 3 of the *Input*

*Methodologies (Specified Airport Services) Determination 2010*

<b>other factors</b>	<p>means the value of any factor used to determine the total revenue requirement as required by clause 9.1 other than:</p> <ul style="list-style-type: none"> <li>(a) <b>return on regulated assets;</b></li> <li>(b) <b>forecast operating expenditure;</b></li> <li>(c) <b>forecast depreciation;</b></li> <li>(d) <b>forecast tax;</b></li> <li>(e) <b>forecast revaluations;</b> and</li> <li>(f) <b>forecast other income</b></li> </ul>
<b>other incentives</b>	<p>means the value of any arrangements where an <b>Airport</b> agrees with an customer to provide goods or services, whether to the customer or a third party, in consideration for the Airport providing <b>Specified Airport Services</b> to the customer</p> <p>For the avoidance of doubt other incentives excludes <b>pricing incentives</b></p>
<b>other income</b>	<p>means any income received from the provision of <b>Specified Airport Services</b> that is not captured by <b>total operating revenue, capital contributions or gains / (losses) on asset sales.</b></p>
<b>other non-standard asset depreciation</b>	<p>means the value of <b>regulatory depreciation</b> relating to non-standard assets determined in accordance with Part 3 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i></p>
<b>other permanent differences—non deductible</b>	<p>means the non deductible non-reversing differences between <b>regulatory profit / (loss) before tax</b> and <b>regulatory taxable income / (loss)</b> calculated for income tax purposes in respect of the <b>Airport</b></p>
<b>other permanent differences—non taxable</b>	<p>means the non taxable non-reversing differences between <b>regulatory profit / (loss) before tax</b> and <b>regulatory taxable income / (loss)</b> calculated for income tax purposes in respect of the <b>Airport</b></p>
<b>other related party transactions</b>	<p>means the value of any <b>related party</b> transactions that are not disclosed as <b>related party net operating revenue, operational expenditure, capital expenditure or fair value</b></p>

**of asset disposals**

<b>other temporary adjustments—current period</b>	means adjustments for temporary differences, as determined in accordance with <b>GAAP</b> which arise in respect of the current <b>Financial Year</b> , excluding <b>depreciation</b>
<b>other temporary adjustments—prior period</b>	means adjustments for temporary differences, as determined in accordance with <b>GAAP</b> , which arise from previous <b>Financial Years</b> , including <b>depreciation</b>
<b>outbound combined passenger</b>	means any <b>outbound domestic passengers</b> or <b>outbound international passenger</b>
<b>outbound combined transit and transfer passenger</b>	means any <b>outbound domestic transit and transfer passenger</b> or <b>outbound international transit and transfer passenger</b>
<b>outbound domestic passenger</b>	means any passenger on a flight that departs from the <b>Airport</b> for a location within New Zealand
<b>outbound domestic transit and transfer passenger</b>	means any passenger on a flight that departs from the <b>Airport</b> for a location within New Zealand, and who arrived at the terminal on an aircraft with baggage checked through onto that flight
<b>outbound international passenger</b>	means any passenger on a flight that departs from the <b>Airport</b> for a location outside New Zealand
<b>outbound international transit and transfer passenger</b>	means any passenger on a flight that departs for a location outside New Zealand, and who arrived at the terminal on an aircraft and did not pass through passport control outbound
<b>outbound turboprop passenger</b>	any passenger on a flight that departs from the <b>Airport</b> on an aircraft that is not a jet aircraft for a location within New Zealand
<b>passenger aircraft landing charge</b>	means any price charged to an operator of a passenger aircraft by an <b>Airport</b> for landing that aircraft at that <b>Airport</b>
<b>passenger busy hour</b>	in respect of an <b>Airport</b> , means any one or more of the following, as the case may be: <ul style="list-style-type: none"> <li>(a) the clock hour during the previous <b>Financial Year</b> with the 30th highest number of <b>outbound international passengers</b> at that <b>Airport</b>;</li> <li>(b) the clock hour during the previous <b>Financial Year</b> with the 30th highest number of <b>inbound</b></li> </ul>

**international passengers** at that **Airport**;

- (c) the clock hour during the previous **Financial Year** with the 30th highest number of **outbound domestic passengers** at that **Airport**;
- (d) the clock hour during the previous **Financial Year** with the 30th highest number of **inbound domestic passengers** at that **Airport**;
- (e) the clock hour during the previous **Financial Year** with the 30th highest number of **outbound total passengers** at that **Airport**;
- (f) the clock hour during the previous **Financial Year** with the 30th highest number of **inbound total passengers** at that **Airport**;
- (g) the clock hour during the previous **Financial Year** with the 30th highest number of **domestic passengers** at that **Airport**;
- (h) the clock hour during the previous **Financial Year** with the 30th highest number of **international passengers** at that **Airport**; and/or
- (i) the clock hour during the previous **Financial Year** with the 30th highest number of **domestic passengers** and **international passengers** combined at that **Airport**

**passenger facilities  
functional floor space**

means the overall functional floor space, measured in square metres, of areas providing general facilities for passengers, including:

- (a) toilets;
- (b) help desks;
- (c) information desks;
- (d) telephone and internet facilities,

but excludes plant/service areas and cleaners' rooms

**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:

- (a) does not include terminal service income; but

- (b) includes income derived from any departure fee charged to a passenger

<b>Passenger Survey</b>	has the meaning given to that term in clause 9.2
<b>passport control (inbound) overall functional floor space</b>	means the overall functional floor space, measured in square metres, of areas providing passport control for arriving passengers, including the areas occupied by counters, and the customs staff operating the control point screening, queuing zones and an area up to two metres after the tables on the booths on the airside of the control point, but excludes customs and immigration offices
<b>passport control (outbound) overall functional floor space</b>	means the overall functional floor space, measured in square metres, of areas providing passport control for departing passengers, including the areas occupied by counters, and the customs staff operating the control point screening, queuing zones and an area up to two metres after the tables on the booths on the airside of the control point, but excludes customs and immigration offices
<b>passport control inbound—busy hour</b>	means the inbound international busy hour
<b>passport control inbound—floor space</b>	means the overall functional floor space, measured in square metres, of areas providing passport control for arriving passengers, including the areas occupied by counters, and the customs staff operating the control point screening, queuing zones and an area up to two metres after the booths on the airside of the control point, but excludes customs and immigration offices
<b>passport control inbound—nominal capacity</b>	means the throughput capacity based on the number of customs counters and smartgate portals and customs advice regarding the sustainable processing rates, unless a separate agreement has been reached between the <b>Airport</b> and customs, in which case the agreed maximum rate applies
<b>passport control inbound—throughput of passengers</b>	means the number of <b>inbound international passengers</b> less the number of inbound international transit and transfer passengers during the inbound international busy hour
<b>passport control outbound—busy hour</b>	means the outbound international busy hour
<b>passport control outbound—</b>	means the overall functional floor space, measured in square

<b>floor space</b>	metres, of areas providing passport control for departing passengers, including the areas occupied by counters, and the customs staff operating the control point screening, queuing zones and an area up to two metres after the tables on the booths on the airside of the control point, but excludes customs and immigration offices
<b>passport control outbound— notional capacity</b>	means the throughput capacity based on the number of customs counters and smartgate portals and customs advice regarding the sustainable processing rates, where such capacity is reported separately for customs counter and smartgate processing
<b>passport control outbound— throughput of passengers</b>	means the number of outbound international passengers less the number of outbound international transit and transfer passengers during the outbound international busy hour
<b>post-tax WACC</b>	has the meaning given to that term in Part 5 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>Previous Year</b>	means the <b>Financial Year</b> immediately prior to the current <b>Financial Year</b> , and <b>Previous Years</b> has an associated meaning
<b>Price Setting Event</b>	with respect to a <b>Specified Airport Service</b> , means the process and result of setting of price by an <b>Airport</b> in respect of that <b>Specified Airport Service</b> , pursuant to sections 4A and 4B of the Airport Authorities Act 1966
<b>pricing incentives</b>	means the value of incentives provided to customers by an <b>Airport</b> that have the effect of lowering the price paid for <b>Specified Airport Services</b> including discounts, rebates, credits or reimbursements
<b>Pricing Methodology</b>	means the methodology or methodologies used by an <b>Airport</b> to set <b>Standard Prices</b> , including all material assumptions, pricing principles, models, estimates, calculations and processes, and including, where applicable, as part of a <b>Price Setting Event</b>
<b>Pricing Period</b>	means: <ul style="list-style-type: none"> <li>(a) the period between two consecutive <b>Price Setting Events</b>; or</li> <li>(b) where a <b>Price Setting Event</b> is not followed by</li> </ul>

another **Price Setting Event**, a period of 5 consecutive years starting with a **Price Setting Event**

<b>Pricing Period starting year</b>	the first <b>Financial Year</b> of a <b>Pricing Period</b>
<b>property plant and equipment (excluding works under construction)</b>	<p>means:</p> <ul style="list-style-type: none"> <li>(a) in respect of an <b>Airport</b>, the <b>regulatory asset base value</b>;</li> <li>(b) in respect of <b>airport business—GAAP</b>, the regulatory asset base value determined in accordance with <b>GAAP</b>; and</li> <li>(c) for <b>airport company—GAAP</b>, the value of property plant and equipment of the <b>airport company</b> determined in accordance with <b>GAAP</b>, but excluding works under construction</li> </ul>
<b>proportionate regulatory value</b>	means the proportion of the total value of any asset that is equivalent to the proportion of the <b>Financial Year</b> that the assets are used by the <b>Airport</b>
<b>Publicly Disclose</b>	<p>in relation to any information, means to:</p> <ul style="list-style-type: none"> <li>(a) disclose the information to the public on the Internet at the <b>Airport's</b> usual publicly accessible website;</li> <li>(b) make copies of the information available for inspection by any person during ordinary office hours, at the principal office of the <b>Airport</b> making the public disclosure;</li> <li>(c) give notice in the <i>Gazette</i> of: <ul style="list-style-type: none"> <li>(i) that disclosure; and</li> <li>(ii) the uniform resource locator of the Internet site where the information disclosed can be found; and</li> <li>(iii) where hard copies of the information disclosed may be inspected or obtained; and</li> </ul> </li> <li>(d) within 10 <b>Working Days</b> 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</li> </ul>



office, whichever the person prefers; and

- (e) provide a copy of the information to the **Commission**,

and **Public Disclosure** and **Publicly Disclosing** have corresponding meanings

### **RAB (tax value)**

means the value of q calculated with reference to the following formula:

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

where:

- a = **RAB (tax value)** for the **previous Financial Year**;
- b = **tax value of asset additions**;
- c = **tax value of asset disposals**;
- d = **tax value of assets transferred from / (to) unregulated asset base**; and
- e = **other adjustments to the RAB tax value**,

and where:

- (a) in the **initial disclosure year** the **RAB (tax value)** for the previous **Financial 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 *Input Methodologies (Specified Airport Services) Determination 2010*; and
- (b) the **RAB (tax value)** for the previous **Financial Year** in the **initial disclosure year** will not be greater than the **regulatory asset base value**

### **RAB investment**

means the value of q calculated with reference to the following formula:

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

where:

- a = **commissioned projects**;
- b = **other assets commissioned**;
- c = **tax value of assets transferred from / (to) unregulated asset base**; and

**d = asset disposals**

**RAB proportionate investment**

means the value of q calculated with reference to the following formula:

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

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**

**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 section 53ZE of the **Act**

**rationale**

means a description of the criteria applied and/or rationale used for selecting each **cost allocator** as determined in accordance with Part 2 of the *Input Methodologies (Specified Airport Services) Determination 2010*

**Record**

has the meaning given to that term in section 4 of the Public Records Act 2005

**regulated supplier**

has the meaning given to that term in Part 1 of the *Input Methodologies (Specified Airport Services) Determination 2010*

**regulatory / GAAP adjustments**

means the difference between the financial performance of the **airport business** and the **airport business—GAAP**

**regulatory asset base value**

means the value of q calculated with reference to the

following formula:

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

where:

- a = **regulatory asset base value** for the previous **Financial 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 **regulatory asset base value** for the previous **Financial Year** is the **regulatory asset base value** for the year ended 2010 as disclosed in accordance with clause 15.1

<b>regulatory depreciation</b>	means depreciation as determined in accordance with Part 3 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>regulatory investment value</b> or <b>RIV</b>	means the sum of the <b>regulatory asset base value</b> for the previous <b>Financial Year</b> and the <b>RAB proportionate investment</b>
<b>regulatory profit / (loss)</b>	means the <b>regulatory profit / (loss) before tax</b> less the <b>regulatory tax allowance</b>
<b>regulatory profit / (loss) before tax</b>	means the value of q calculated with reference to the following formula: $a - b + c = q$ where: <ul style="list-style-type: none"> <li>a = <b>operating surplus / (deficit)</b>;</li> <li>b = <b>regulatory depreciation</b>; and</li> <li>c = <b>revaluations</b></li> </ul>
<b>regulatory tax allowance</b>	means the product of the <b>corporate tax rate</b> and <b>net taxable income</b> , where <b>net taxable income</b> is greater than zero
<b>regulatory taxable income /</b>	means the value of q calculated with reference to the

**(loss)**

following formula:

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

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 = **non taxable capital contributions;**
- g = **tax depreciation;**
- h = **deductible interest;**
- i = **other permanent differences—non taxable;**  
and
- j = **other temporary adjustments—prior period**

**related party**has the meaning given to that term in Part 3 of the *Input Methodologies (Specified Airport Services) Determination 2010***related party relationship**means a brief description of the relationship between a related party and an **Airport****revaluation rate**

means the value of q calculated with reference to the following formula:

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

where:

- a = **CPI at CPI reference date** for the current **Financial Year**; and
- b = **CPI at CPI reference date** for the previous **Financial Year**

**ROI—comparable to a post-tax WACC**

means the value of q calculated with reference to the following formula:

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

where:

a = **adjusted regulatory profit**; and

b = **regulatory investment value**

**ROI—comparable to a vanilla WACC**

means the value of q calculated with reference to the following formula:

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

where:

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

b = **regulatory investment value**

**runway movement busy day**

in respect of an **Airport**, means the calendar day during the previous **Financial Year** with the 18th highest number of aircraft movements for that **Airport**

**runway movement busy hour**

in respect of an **Airport**, means the clock hour during the previous **Financial Year** with the 30th highest number of aircraft movements for that **Airport**

**safety and security opex**

means any expenditure associated with operating the safety and security functions, and includes all expenditure associated with ensuring compliance with safety and security legislation

**scheduled operation**

means that an aircraft was scheduled to arrive or depart, and arrived or departed within 15 minutes of that scheduled time

**security screening—busy hour**

means:

- (a) in respect of an international terminal facility, the outbound international busy hour;
- (b) in respect of a domestic terminal facility, the outbound domestic busy hour; and
- (c) in respect of a common terminal facility, the outbound combined busy hour

**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 tables, and the staff operating the screening, queuing zones and an area up to two metres after the tables on the airside of the screening zone, but excludes aviation

	security offices
<b>security screening—notional capacity</b>	means realistic hourly throughput capacity based on the number of screening stations and the sustainable processing rate advised by the Aviation Security Service, and determined in respect of both <ul style="list-style-type: none"> <li>(a) security screening facilities other than those that cater for international transit and transfer passengers; and</li> <li>(b) security screening facilities that cater for international transit and transfer passengers</li> </ul>
<b>security screening—throughput of passengers (via facilities other than those that cater for international transit and transfer passengers)</b>	means: <ul style="list-style-type: none"> <li>(a) in respect of an international terminal facility, the number of <b>outbound international passengers</b> less the number of <b>outbound international transit and transfer passengers</b> during the outbound international busy hour;</li> <li>(b) in respect of a domestic terminal facility, the number of <b>outbound domestic passengers</b> less the number of <b>outbound turboprop passengers</b> during the outbound domestic busy hour; and</li> <li>(c) in respect of a common terminal facility, the number of <b>outbound combined passengers</b> less the number of <b>outbound international transit and transfer passengers</b> less the number of <b>outbound turboprop passengers</b> during the outbound combined busy hour</li> </ul>
<b>security screening—throughput of passengers (via facilities that cater for international transit and transfer passengers)</b>	means the number of international transit and transfer passengers passing through the Airport during the relevant outbound international busy hour
<b>security, safety and environment capex</b>	means <b>capital expenditure</b> predominantly associated with ensuring compliance with statutory requirements for airport security, safety, and environmental factors
<b>Specified Airport Services</b>	has the meaning given to that term in section 56A of the <b>Act</b>
<b>specified passenger terminal activities</b>	has the meaning given to that term in section 2 of the Airport Authority Act 1966

<b>Standard Price</b>	means the headline price set by an <b>Airport</b> for the provision of one or more <b>Specified Airport Services</b> to airline customers, including where applicable as the result of a <b>Price Setting Event</b>
<b>statement for stranded assets</b>	means a statement that an asset has become stranded, or is to become stranded, including an explanation of the reason for the asset stranding and an outline of the steps taken to mitigate the risk of asset stranding
<b>summary of change</b>	means a summary of the change in depreciation approach including: <ul style="list-style-type: none"> <li>(a) in respect of a change in asset life, the previous asset life and the current asset life; and</li> <li>(b) in respect of a change in methodology, the previous methodology and the current methodology</li> </ul>
<b>tax depreciation</b>	means depreciation determined in accordance with clause 4.3(3) of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>
<b>tax expense</b>	means: <ul style="list-style-type: none"> <li>(a) in respect of <b>airport business—GAAP</b> or <b>airport company</b> financial results, tax as determined in accordance with <b>GAAP</b>;</li> <li>(b) in respect of an <b>airport business</b>, the <b>regulatory tax allowance</b></li> </ul>
<b>tax losses (regulated business)</b>	means the value of q calculated with reference to the following formula: $a + b - c = q$ where: <ul style="list-style-type: none"> <li>a = <b>tax losses (regulated business)</b> for the previous <b>Financial Year</b>;</li> <li>b = <b>current year tax losses</b>; and</li> <li>c = <b>tax losses used</b>,</li> </ul> and where in the <b>initial disclosure year</b> , <b>tax losses (regulated business)</b> for the previous <b>Financial Year</b> is zero
<b>tax losses used</b>	means the lesser of <b>tax losses (regulated business)</b> for the

	previous <b>Financial Year</b> and the <b>regulatory taxable income</b>
<b>tax value of asset additions</b>	means the tax value of <b>assets commissioned</b>
<b>tax value of asset disposals</b>	means the tax value of <b>assets disposals</b>
<b>tax value of assets transferred from/(to) unregulated asset base</b>	means the tax book value of assets that are transferred either to or from (as the case may be) the <b>airport business</b> , where: <ul style="list-style-type: none"> <li>(a) a transfer to the <b>airport business</b> is positive; and</li> <li>(b) a transfer from the <b>airport business</b> is negative</li> </ul>
<b>terminal services income</b>	means income derived from any charge payable to an <b>Airport</b> for provision of services by that <b>Airport</b> related to the transfer or transportation of passengers between an airport terminal and an aircraft
<b>total directly attributable</b>	means the sum of all <b>directly attributable costs</b> and <b>directly attributable assets</b>
<b>total incentives</b>	means the sum of <b>pricing incentives</b> and <b>other incentives</b>
<b>total not directly attributable</b>	means the sum of all <b>costs not directly attributable</b> or <b>assets not directly attributable</b>  For the avoidance of doubt, the sum of <b>total directly attributable</b> and <b>total not directly attributable</b> is the <b>total operating costs</b> or assets (which ever is applicable)
<b>total number of combined passengers</b>	means the sum of the <b>total number of domestic passengers</b> and the <b>total number of international passengers</b>
<b>total number of domestic passengers</b>	the sum of the number of <b>inbound domestic passengers</b> and the number of <b>outbound domestic passengers</b> , less the number of <b>inbound domestic transit and transfer passengers</b>
<b>total number of international passengers</b>	the sum of the number of <b>inbound international passengers</b> and the number of <b>outbound international passengers</b> , less the number of <b>inbound international transit and transfer passengers</b>
<b>total passenger terminal functional areas providing passenger facilities and service—busy hour</b>	means: <ul style="list-style-type: none"> <li>(a) in respect of an international terminal facility, the all international busy hour;</li> <li>(b) in respect of a domestic terminal facility, the all</li> </ul>



domestic busy hour; and

- (c) in respect of a common terminal facility, the all combined busy hour

**total passenger terminal functional areas providing passenger facilities and service—floor space**

means the aggregate of passenger terminal functional floor space, measured in square metres, of the following functional areas landside circulation outbound, check-in, passport control outbound, security screening, airside circulation outbound, departure lounge, airside circulation inbound, passport control inbound, landside circulation inbound, baggage reclaim, bio-security screening and inspection and customs secondary inspection, arrivals concourse and passenger facilities (ie, the floor space, measured in square metres, of the aggregate of all functional areas within the terminal excluding the outbound baggage sortation system)

**total passenger terminal functional areas providing passenger facilities and service—throughput of passengers**

means:

- (a) in respect of an international terminal facility, the number of all international passengers during the all international busy hour;
- (b) in respect of a domestic terminal facility, the number of all domestic passengers during the all domestic busy hour; and
- (c) in respect of a common terminal facility, the number of all combined passengers during the all combined busy hour

**total regulatory income**

means the sum of:

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

**total revaluations**

means the sum of **indexed revaluations** and **non-indexed revaluations**

**transfer to capital expenditure**

means the value of **land held for future use** transferred to **works under construction** as determined in accordance with clause 3.12 of the *Input Methodologies (Specified Airport Services) Determination 2010*

**unregulated activities**

means the costs incurred or assets used, wholly or partially,

during a **Financial Year** by business units of an **Airport company** that are not involved in the provision of **Specified Airport Services**, expressed as a proportion of **operating costs** or asset values (as the case may be) of the relevant **airport company**

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

**value** means the recorded value of similar **related party** transactions in respect of each **related party** during a **Financial 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 given to that term in Part 5 of the *Input Methodologies (Specified Airport Services) Determination 2010*

**Working Day** has the meaning given to that term in section 2 of the **Act**

**works under construction** has the meaning given to that term in Part 3 of the *Input Methodologies (Specified Airport Services) Determination 2010*

**SCHEDULE 2**

Clause 7

**REPORT ON RETURN ON INVESTMENT**

Regulated Airport				
For Year Ended				
<b>SCHEDULE 2a: REPORT ON RETURN ON INVESTMENT</b>				
ref	Consultation draft 31 May 2010			
6		<b>CY-2</b>	<b>CY-1</b>	<b>Current Year CY</b>
7	<b>Return on Investment (ROI)</b>	<i>for year ended</i>		
8	Regulatory profit / (loss)	-	-	-
9	<i>less</i> Notional interest tax shield	-	-	-
10	Adjusted regulatory profit	-	-	-
11	Regulatory investment value	-	-	-
12				
13	ROI—comparable to a post tax WACC	-	-	-
14	Post tax WACC			
15				
16	ROI—comparable to a vanilla WACC	-	-	-
17	Vanilla WACC			
18				
19	<b>Commentary on Return on Investment</b>			
20				
21				
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Regulated Airport For Year Ended			
<b>SCHEDULE 2b: NOTES TO REPORT ON RETURN ON INVESTMENT</b>			
ref	Consultation draft 31 May 2010		
54	<b>2b(i): DEDUCTIBLE INTEREST AND INTEREST TAX SHIELD</b>		<b>\$000</b>
55	Regulatory asset base value - previous year		-
56	Debt leverage assumption		40%
57	Cost of debt assumption		
58	Notional deductible interest		-
59	Tax rate		
60	Notional interest tax shield		-
61	<b>2b(ii): REGULATORY INVESTMENT VALUE</b>		<b>(\$000)</b>
62			
63	Regulatory asset base value - previous year		
64			
65	<b>Commissioned Projects</b>	<b>Commissioned Value (\$000)</b>	<b>Proportion of Year Available (%)</b>
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 3

Clause 7

## REPORT ON THE REGULATORY PROFIT

Regulated Airport		<input style="width: 100%; height: 15px;" type="text"/>	
For Year Ended		<input style="width: 100%; height: 15px;" type="text"/>	
<b>SCHEDULE 3a: REPORT ON THE REGULATORY PROFIT</b>			
ref	Consultation draft 31 May 2010		
6	<b>Income</b>		(\$000)
7	Airfield income	<input style="width: 100%; height: 15px;" type="text"/>	
8	Terminal services income	<input style="width: 100%; height: 15px;" type="text"/>	
9	Passenger services income	<input style="width: 100%; height: 15px;" type="text"/>	
10	Lease, rentals and concessions income	<input style="width: 100%; height: 15px;" type="text"/>	
11	Net operating revenue		<input style="width: 100%; height: 15px; text-align: center;"/> -
12			
13	Capital contributions	<input style="width: 100%; height: 15px;" type="text"/>	
14	Gains / (losses) on sale of assets	<input style="width: 100%; height: 15px;" type="text"/>	
15	Other income	<input style="width: 100%; height: 15px;" type="text"/>	
16	Total regulatory income		<input style="width: 100%; height: 15px; text-align: center;"/> -
17			
18	<b>Expenses</b>		
19			
20	Operational expenditure:		
21	Corporate overheads	<input style="width: 100%; height: 15px;" type="text"/>	
22	Asset management and airport operations	<input style="width: 100%; height: 15px;" type="text"/>	
23	Asset maintenance	<input style="width: 100%; height: 15px;" type="text"/>	
24	Safety and security	<input style="width: 100%; height: 15px;" type="text"/>	
25	Total operational expenditure		<input style="width: 100%; height: 15px; text-align: center;"/> -
26			
27	<b>Operating surplus / (deficit)</b>		<input style="width: 100%; height: 15px; text-align: center;"/> -
28			
29	Regulatory depreciation		<input style="width: 100%; height: 15px; text-align: center;"/> -
30			
31	<i>plus</i> Indexed revaluation	<input style="width: 100%; height: 15px; text-align: center;"/> -	
32	<i>plus</i> Non-indexed revaluation	<input style="width: 100%; height: 15px; text-align: center;"/> -	
33	Total revaluations		<input style="width: 100%; height: 15px; text-align: center;"/> -
34			
35	<b>Regulatory Profit / (Loss) before tax</b>		<input style="width: 100%; height: 15px; text-align: center;"/> -
36			
37	<i>less</i> Regulatory tax allowance		<input style="width: 100%; height: 15px; text-align: center;"/> -
38			
39	<b>Regulatory Profit / (Loss)</b>		<input style="width: 100%; height: 15px; text-align: center;"/> -
40			Page 3

**Regulated Airport  
For Year Ended**


**SCHEDULE 3a: REPORT ON THE REGULATORY PROFIT (cont)**

ref Consultation draft 31 May 2010

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**Commentary on Regulatory Profit Statement**

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**SCHEDULE 3b: NOTES TO REPORT ON REGULATORY PROFIT**

ref

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**3b(i): FINANCIAL INCENTIVES**

Pricing incentives

Other incentives

Total financial incentives


(\$000)

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**3b(ii): RATES AND LEVY COSTS**

Rates and levy costs

(\$000)

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**3b(iii): MERGER AND ACQUISITION EXPENSES**

Merger and acquisition expenses

(\$000)

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**Justification for Merger and Acquisition Expenses**

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**SCHEDULE 4**

Clause 7

**REPORT ON THE REGULATORY TAX ALLOWANCE**

		Regulated Airport For Year Ended	
<b>SCHEDULE 4a: REPORT ON THE REGULATORY TAX ALLOWANCE</b>			
<i>ref</i> Consultation draft 31 May 2010			
6			(\$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	Non taxable capital contributions	-	
16	Tax depreciation	-	
17	Notional deductible interest	-	
18	Other permanent differences—non taxable	*	
19	Other temporary adjustments—prior period	*	
20			-
21			
22	Regulatory taxable income (loss)		-
23			
24	<i>less</i> Tax losses used		
25	Net taxable income		-
26			
27	Statutory tax rate		
28	Regulatory tax allowance		-
29	* Workings to be provided		
30			
<b>SCHEDULE 4b: NOTES TO REPORT ON THE REGULATORY TAX ALLOWANCE</b>			
<i>ref</i>			
33	<b>4b(i): DISCLOSURE OF PERMANENT DIFFERENCES AND TEMPORARY ADJUSTMENTS</b>		
34	<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>		
35			
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45			
46	<b>4b(ii): TAX DEPRECIATION ROLL-FORWARD</b>		
47			(\$000)
48	Opening RAB (Tax Value)		
49	<i>plus</i> Tax value of asset additions		
50	<i>less</i> Tax value of asset disposals		
51	<i>plus/(less)</i> Tax value of assets transferred from/(to) unregulated asset base		
52	<i>less</i> Tax depreciation		(\$000)
53	<i>plus/(less)</i> Other adjustments to the RAB tax value		
54	Closing RAB (tax value)		-
55			
56	<b>4b(iii): RECONCILIATION OF TAX LOSSES (AIRPORT BUSINESS)</b>		
57			(\$000)
58	Tax losses (regulated business)—prior period		
59	<i>plus</i> Current year tax losses	-	
60	<i>less</i> Tax losses used	-	
61			
62	Tax losses (regulated business)		-
63			

**SCHEDULE 5**

Clause 7

**REPORT ON REGULATORY ASSET BASE ROLL FORWARD**

<b>Regulated Airport</b>				
<b>For Year Ended</b>				
<b>SCHEDULE 5a: REPORT ON REGULATORY ASSET BASE ROLL FORWARD</b>				
ref	Consultation draft 31 May 2010			
6		(\$000)	(\$000)	
7	<b>Regulatory Asset Base Value</b>			
8	Regulatory asset base value—previous year			
9	<i>less</i>			
10	Regulatory depreciation		-	
11	<i>plus</i>			
12	Indexed revaluations	-		
13	Non-indexed revaluations			
14	<b>Total revaluations</b>		-	
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	<b>Assets commissioned</b>		-	
20	<i>less</i>			
21	Asset disposals (other than below)			
22	Assets disposed of to a regulated supplier			
23	Assets disposed of to a related party			
24	Land disposals			
25	<b>Asset disposals</b>		-	
26				
27	<i>plus (less)</i> <b>Lost and found assets adjustment</b>			
28				
29	<i>plus (less)</i> <b>Cost allocation adjustments</b>			
30				
31	<b>Regulatory asset base value—current year</b>		-	
32				
<b>SCHEDULE 5b: NOTES TO REPORT ON REGULATORY ASSET BASE ROLL FORWARD</b>				
ref				
35	<b>5b(i): REGULATORY DEPRECIATION</b>			
36		(\$000)		
37	Standard depreciation			
38	Other non-standard depreciation			
39	<b>Regulatory depreciation</b>		-	
40				
41	<b>5b(ii): FLEXIBLE DEPRECIATION ANNUAL DISCLOSURE</b>			
42		(\$000 unless otherwise specified)		
43		Depreciation charge for the period	Year change made (text entry)	RAB value under 'non-standard' depreciation
44	<b>Flexible Depreciation Methodology</b>			
45				
46				
47				
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49				
50	<b>5b(iii): FLEXIBLE DEPRECIATION DISCLOSURE FOR YEAR OF CHANGE</b>			
51	<b>Summary of Change</b>	Justification for change in depreciation approach	Extent of customer disagreement and supplier response	
52				
53				
54				
55	<b>Statement for Stranded Assets</b>			
56				
57				
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59				



**Regulated Airport**  
**For Year Ended**

**SCHEDULE 5b: NOTES TO REPORT ON ANNUAL REGULATORY VALUE ASSET DISCLOSURE BY ASSET CLASS (cont)**

ref Consultation draft 31 May 2010

**5b(iv): CALCULATION OF REVALUATION RATE AND INDEXED REVALUATION OF FIXED ASSETS**

66		
67	CPI at CPI reference date—previous year	
68		
69	CPI at CPI reference date—current year	
70	Revaluation rate	-
71		
72	Regulatory asset base—previous year	-
73	Indexed revaluation	-
74		

**5b(v): WORKS UNDER CONSTRUCTION**

75			
76		(\$000)	(\$000)
77	Works under construction—previous year		
78	plus Capital expenditure	-	
79	less Asset commissioned	-	
80	Works under construction		-
81			

**5b(vi): CAPITAL EXPENDITURE BY PRIMARY PURPOSE**

82			
83		(\$000)	(\$000)
84	Capacity growth		
85	Asset replacement and renewal		
86	Security safety and environment		
87	Total capital expenditure		-
88			

**5b(vii): ASSET CLASSES**

	Land (\$000)	Sealed Surfaces (\$000)	Infrastructure & Buildings (\$000)	Vehicles, Plant & Equipment (\$000)	Total (\$000)
92	Opening value				-
93	less Depreciation				-
94	plus Indexed revaluations				-
95	plus Non-indexed revaluations				-
96	plus Assets commissioned				-
97	less Asset disposals				-
98	plus/less Lost and found assets adjustments				-
99	plus/less Cost allocation adjustments				-
100	Closing value	-	-	-	-
101					

**5b(viii): ASSETS HELD FOR FUTURE USE**

	Initial Value (\$000)	Holding Costs (\$000)	Net Revenues (\$000)	Total (\$000)
105	Assets held for future use—previous year			-
106	plus Assets held for future use additions			-
107	less Transfer to capital expenditure			-
108	Assets held for future use	-	-	-
109				

**5b(ix): COST OF FINANCING WORKS UNDER CONSTRUCTION**

111	Cost of financing capitalised		(\$000)
112			
113	Highest rate of finance applied		%
114			
115			

## SCHEDULE 6

Clause 7

## REPORT ON SEGMENTED INFORMATION

		Regulated Airport				
		For Year Ended				
SCHEDULE 6: REPORT ON SEGMENTED INFORMATION						
ref	Consultation draft 31 May 2010					
6						(\$000)
7		Specified		Aircraft and	Eliminations /	Airport
8		Passenger	Airfield	Freight	Transfers	Business*
9		Terminal	Activities	Activities		
10		Activities				
9	Airfield income					–
10	Terminal services income					–
11	Passenger services income					–
12	Lease, rentals and concessions income					–
13	Net operating revenue	–	–	–	–	–
14						
15	Capital contributions					–
	Gains / (losses) on asset sales					–
	Other income					–
18	Total regulatory income	–	–	–	–	–
19						
20	Total operational expenditure					–
21						
22	Regulatory depreciation					–
23						
24	Regulatory tax allowance					–
25						
26	Total revaluations					–
27						
28	Regulatory profit/ loss	–	–	–	–	–
29						
30	Regulatory investment value					–
31	* should agree with Regulatory Profit Statement					
32						

# SCHEDULE 7

## CONSOLIDATION STATEMENT

Clause 7

**Regulated Airport  
For Year Ended**

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**SCHEDULE 7a: CONSOLIDATION STATEMENT**

ref Consultation draft 31 May 2010

		(\$000)				
		Airport Businesses	Regulatory/ GAAP Adjustments	Airport Business - GAAP	Unregulated Activities - GAAP	Airport Company - GAAP
6						
7						
8						
9	Net Income	-				
10						
11	Total operational expenditure	-				
12						
13	Operating surplus / (deficit) before interest, depreciation, revaluations and tax	-	-	-	-	-
14						
15						
16	Depreciation	-				
17	Revaluations	-				
18	Tax expense	-				
19						
20	Net operating surplus / (deficit) before interest	-	-	-	-	-
21						
22	Property plant and equipment	-				
23						

**SCHEDULE 7b: NOTES TO CONSOLIDATION STATEMENT**

ref

**7b(i): ACCOUNTING ADJUSTMENTS**

			(\$000)
	Description of Regulatory / GAAP Adjustment	Affected Line Item	Adjustment *
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			

\* should agree with Column F Regulatory/GAAP adjustment in Schedule 6a

**SCHEDULE 8**

*Clause 7*

**REPORT ON RELATED PARTY TRANSACTIONS**

**Regulated Airport  
For Year Ended**


**SCHEDULE 8: REPORT ON RELATED PARTY TRANSACTIONS**

*ref Consultation draft 31 May 2010*

**6 8(i) SUMMARY—RELATED PARTY TRANSACTIONS (\$000)**

7		
8	Net operating revenue	
9	Operational expenditure	
10	Capital expenditure	
11	Market value of asset disposals	
12	Other related party transactions	
13		

**14 8(ii) ENTITIES INVOLVED IN RELATED PARTY TRANSACTIONS**

15	16 Entity Name	16 Related Party Relationship
17		
18		
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**24 8(iii) RELATED PARTY TRANSACTIONS**

25	26 Entity Name	26 Description of Transaction	26 Average Unit Price	26 Value
27				
28				
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**SCHEDULE 9**

Clause 7

**REPORT ON ACTUAL TO FORECAST EXPENDITURE**

Regulated Airport  
For Year Ended

**SCHEDULE 9a: REPORT ON ACTUAL TO FORECAST EXPENDITURE**

ref Consultation draft 31 May 2010

							(\$000)					
							Actual for	Forecast for		Actual for	Forecast for	
							Current	Current	% Variance	Period to	Period to	% Variance
							Financial	Financial	(a)/(b)-1	Date	Date	(a)/(b)-1
							Year	Year		(a)	(b)	
							(a)	(b)				
<b>Expenditure by Category</b>												
Capacity growth												
Asset replacement and renewal												
Security safety and environment												
Total capital expenditure												
Corporate overheads												
Asset management and airport operations												
Asset maintenance												
Safety and security												
Total operational expenditure												
<b>Capital Expenditure Projects</b>												
[Project 1]												
[Project 2]												
[Project 3]												
[Project 4]												
[Project 5]												
[Project 6]												
[Project 7]												
[Project 8]												
[Project 9]												
Other capital expenditure												
Total capital expenditure												

**Explanation of Variances**

*Airport Companies must provide a brief explanation for any line item variance of more than 10%*

Regulated Airport  
For Year Ended


**SCHEDULE 9b: REPORT ON ACTUAL TO FORECAST EXPENDITURE**

ref Consultation draft 31 May 2010

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**FORECAST DISCLOSURES**

From most recent disclosures following a price setting event

**Expenditure by Category**

Pricing year  
PY PY+1 PY+2 PY+3 PY+4

for year ended

Capacity growth					
Asset replacement and renewal					
Security safety and environment					
Total Forecast Capital Expenditure					

Corporate Overheads					
Asset management and airport operations					
Asset maintenance					
Safety and security					
Total Forecast Operational Expenditure					

**Capital Expenditure Project**

Pricing year  
PY PY+1 PY+2 PY+3 PY+4

for year ended

[Project 1]					
[Project 2]					
[Project 3]					
[Project 4]					
[Project 5]					
[Project 6]					
[Project 7]					
[Project 8]					
[Project 9]					
Other capital expenditure					
Total Forecast Capital Expenditure					

**SCHEDULE 10**

Clause 7

**REPORT ON ASSET ALLOCATIONS**

Regulated Airport						
For Year Ended						
SCHEDULE 10a: REPORT ON ASSET ALLOCATIONS						
ref	Consultation draft 31 May 2010					
6						(\$000)
7						
8		<b>Specified</b>	<b>Airfield</b>	<b>Aircraft and</b>	<b>Aiport</b>	<b>Unregulated</b>
9		<b>Terminal</b>	<b>Activities</b>	<b>Freight</b>	<b>Business</b>	<b>Activities</b>
10						<b>Total</b>
11	<b>Land</b>					
12	Directly attributable assets				-	-
13	Assets not directly attributable				-	-
14	<b>Sealed Surfaces</b>					
15	Directly attributable assets				-	-
16	Assets not directly attributable				-	-
17	<b>Infrastructure and Buildings</b>					
18	Directly attributable assets				-	-
19	Assets not directly attributable				-	-
20	<b>Vehicles, Plant and Equipment</b>					
21	Directly attributable assets				-	-
22	Assets not directly attributable				-	-
23	Total directly attributable assets	-	-	-	-	-
24	Total assets not directly attributable	-	-	-	-	-
25	Total assets	-	-	-	-	-
26						Page 13





# SCHEDULE 11

## REPORT ON COST ALLOCATIONS

Clause 8

Regulated Airport <span style="border: 1px solid black; display: inline-block; width: 150px; height: 15px; vertical-align: middle;"></span>						
For Year Ended <span style="border: 1px solid black; display: inline-block; width: 150px; height: 15px; vertical-align: middle;"></span>						
<b>SCHEDULE 11a: REPORT ON COST ALLOCATIONS</b>						
ref	Consultation draft 31 May 2010					
6	(\$000)					
7						
8	<b>Specified Terminal Activities</b>	<b>Airfield Activities</b>	<b>Aircraft and Freight Activities</b>	<b>Airport Business</b>	<b>Unregulated Activities</b>	<b>Total</b>
9						
10	<b>Corporate Overheads</b>					
11	Directly attributable operating costs	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>
12	Costs not directly attributable	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>
13	<b>Asset Management and Airport Operations</b>					
14	Directly attributable operating costs	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>
15	Costs not directly attributable	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>
16	<b>Asset Maintenance</b>					
17	Directly attributable operating costs	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>
18	Costs not directly attributable	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>
19	<b>Security and Safety</b>					
20	Directly attributable operating costs	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>
21	Costs not directly attributable	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>
22						
23	Total directly attributable costs	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>
24	Total costs not directly attributable	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>
25	Total operating costs	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>	<input style="width: 50px; height: 15px;" type="text"/>
26	Page 15					

Regulated Airport  
For Year Ended

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**SCHEDULE 11a: REPORT ON COST ALLOCATIONS (cont)**

ref Consultation draft 31 May 2010

**Public Information**

**Cost Allocators**

35	Operating Cost Category	Cost Allocator	Allocator Type	Rationale	Operating Cost Line Items
36					
37					
38					
39					
40					
41					
42					
43					
44					
45					
46					
47					
48					
49					
50					
51					
52					
53					
54					
55					
56					
57					
58					

**SCHEDULE 11b: NOTES TO REPORT ON COST ALLOCATIONS**

ref

**11b(i): CHANGES IN COST ALLOCATORS**

		Effect of Change (\$000)		
		CY-1	Current Year (CY)	CY+1
64	Operating cost category			
65	Original allocator or components			
66	New allocator or components			
67	Rationale			
68		-	-	-
69				
70	Operating cost category			
71	Original allocator or components			
72	New allocator or components			
73	Rationale			
74		-	-	-
75				
76	Operating cost category			
77	Original allocator or components			
78	New allocator or components			
79	Rationale			
		-	-	-

## SCHEDULE 12

Clause 8

### REPORT ON RELIABILITY MEASURES

Regulated Airport				
For Year Ended				
<b>SCHEDULE 12: REPORT ON RELIABILITY MEASURES</b>				
ref	Consultation draft 31 May 2010			
6	<b>Runway</b>	<b>Number</b>	<b>Total Duration</b>	
	The number and duration of interruptions to runway(s) during financial year by party responsible		<b>Hours</b>	<b>Minutes</b>
7				
8	Airports			
9	Airlines/Other			
10	Undetermined reasons			
11	Total	-	-	-
12	<b>Taxiway</b>			
	The number and duration of interruptions to taxiway(s) during financial year by party responsible			
13				
14	Airports			
15	Airlines/Other			
16	Undetermined reasons			
17	Total	-	-	-
18	<b>Remote stands and means of embarkation/disembarkation</b>			
	The number and duration of interruptions to remote stands and means of embarkation/disembarkation during financial year by party responsible			
19				
20	Airports			
21	Airlines/Other			
22	Undetermined reasons			
23	Total	-	-	-
24	<b>Contact stands and aerobridges</b>			
	The number and duration of interruptions to contact stands during financial year by party responsible			
25				
26	Airports			
27	Airlines/Other			
28	Undetermined reasons			
29	Total	-	-	-
30	<b>On-time departure delay</b>			
	The total number of flights affected by on time departure delay and the total duration of the delay during financial year by party responsible			
31				
32	Airports			
33	Airlines/Other			
34	Undetermined reasons			
35	Total	-	-	-
36	<b>Baggage sortation system on departures</b>			
	The number and duration of interruptions to baggage sortation system on departures during financial year by party responsible			
37				
38	Airports			
39	Airlines/Other			
40	Undetermined reasons			
41	Total	-	-	-
42	<b>Baggage reclaim belts</b>			
	The number and duration of interruptions to baggage reclaim belts during financial year by party responsible			
43				
44	Airports			
45	Airlines/Other			
46	Undetermined reasons			
47	Total	-	-	-
48	<b>Fixed electrical ground power (if applicable)</b>			
49	Percentage of time fixed electrical ground power is unavailable (where ground power units are provided) during financial year	<input style="width: 100px;" type="text"/>		
50				
51	<b>Aerobridge availability</b>	<b>Domestic terminal</b>	<b>International terminal</b>	<b>Dual capability</b>
52	Average number of working aerobridges during financial year	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>
53				
54		<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>	
55				

Regulated Airport  
For Year Ended


**SCHEDULE 12: REPORT ON RELIABILITY MEASURES (cont)**

*ref* Consultation draft 31 May 2010

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**SCHEDULE 13**

Clause 8

**REPORT ON CAPACITY UTILISATION INDICATORS FOR AIRCRAFT, FREIGHT & AIRFIELD ACTIVITIES**

		<b>Regulated Airport</b>			
		<b>For Year Ended</b>			
<b>SCHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR AIRCRAFT, FREIGHT &amp; AIRFIELD ACTIVITIES</b>					
<small>ref Consultation draft 31 May 2010</small>					
6	<b>Runway</b>		<b>Runway #1</b>	<b>Runway #2</b>	<b>Runway #3</b>
7					
8		Designations			
9		Length of pavement (m)			
10	Description of runway(s)	Width (m)			
11		Shoulder width (m)			
12		Runway code			
13		ILS category			
15	Declared runway capacity for specified meteorological condition	VMC (movements per hour)			
16		IMC (movements per hour)			
17	<b>Taxiway</b>		<b>Taxiway #1</b>	<b>Taxiway #2</b>	<b>Taxiway #3</b>
18					
19		Name			
20	Description of main taxiway(s)	Length (m)			
21		Width (m)			
22		Status			
23		Number of links			
24	<b>Busy periods for runway movements</b>				
25		<b>Date</b>			
26		Busy day			
27		Busy hour start time (day/month/year hour)			
29	<b>Aircraft parking stand</b>				
30	Number of apron stands during the busy day categorised by primary use (aircraft category, flight category), and type				
31			<b>Aerobridge</b>	<b>Ground</b>	<b>Remote</b>
33	Jet aircraft	International			
34		Domestic regional			
35		Domestic local			
37	Turboprop and other aircraft	Any domestic flight			
38		International			
39		Domestic regional			
40		Domestic local			
42	Total parking stands		-	-	-
43	<b>Aircraft movements</b>				
44	Number of aircraft runway movements during the busy day categorised by aircraft type, flight category, and apron stand used				
45			<b>Aerobridge</b>	<b>Ground</b>	<b>Remote</b>
46	Jet aircraft	International			
47		Domestic regional			
48		Domestic local			
50	Turboprop and other aircraft	International			
51		Domestic regional			
52		Domestic local			
54	General Aviation				
56	Total aircraft runway movements during busy day		-	-	-
57					
58	Number of aircraft runway movements during the busy hour				
59	<b>Commentary concerning aircraft, freight &amp; airfield activity capacity and utilisation indicators</b>				
60					
61					
62					
63					
64					
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66					
67					

## SCHEDULE 14

Clause 8

# REPORT ON CAPACITY UTILISATION INDICATORS FOR PASSENGER TERMINAL ACTIVITIES

Regulated Airport				
For Year Ended				
<b>SCHEDULE 14: REPORT ON CAPACITY UTILISATION INDICATORS FOR PASSENGER TERMINAL ACTIVITIES</b>				
<small>ref Consultation draft 31 May 2010</small>				
		International terminal	Domestic terminal	Common area
	<b>Outbound (Departing) Passengers</b>			
7	<b>Landside circulation (outbound)</b>			
8	Busy hour start time (day/month/year hour)			
9	Floor space m <sup>2</sup>			
10	Throughput of passengers during the busy hour			
11	<b>Check-in</b>			
12	Busy hour start time (day/month/year hour)			
13	Floor space m <sup>2</sup>			
14	Throughput of passengers during the busy hour			
15	<b>Baggage (outbound)</b>			
16	Busy hour start time (day/month/year hour)			
17	Make-up area floor space m <sup>2</sup>			
18	Notional capacity during the busy hour, bags/hour:*			
19	Notional capacity during the busy hour, passengers/hour *			
20	Passengers processed during the busy hour			
21	<small>* Please describe in the capacity and utilisation indicators commentary box how the notional capacity has been assessed.</small>			
22	<b>Passport control (outbound)</b>			
23	Busy hour start time (day/month/year hour)			
24	Floor space m <sup>2</sup>			
25	Number of emigration counters			
26	Notional capacity during the busy hour (passengers/hour) *			
27	Throughput of passengers during the busy hour			
28	<small>* Please describe in the capacity and utilisation indicators commentary box how the notional capacity has been assessed.</small>			
29	<b>Security screening</b>			
30	Busy hour start time (day/month/year hour)			
31	Facilities for passengers excluding international transit & transfer			
32	Floor space m <sup>2</sup>			
33	Number of screening counters			
34	Notional capacity during the busy hour (passengers/hour) *			
35	Throughput of passengers during the busy hour			
36	Facilities for international transit & transfer passengers			
37	Floor space m <sup>2</sup>			
38	Number of screening counters			
39	Notional capacity during the busy hour (passengers/hour) *			
40	Throughput of passengers during the busy hour			
41	<small>* Please describe in the capacity and utilisation indicators commentary box how the notional capacity has been assessed.</small>			
42				

**Regulated Airport  
For Year Ended**

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**SCHEDULE 14: REPORT ON CAPACITY UTILISATION INDICATORS FOR PASSENGER TERMINAL ACTIVITIES (cont 1)**

ref Consultation draft 31 May 2010

		International terminal	Domestic terminal	Common area
49	<b>Airside circulation (outbound)</b>			
50	Busy hour start time (day/month/year hour)			
51	Floor space m <sup>2</sup>			
52	Throughput of passengers during the busy hour			
53				
54	<b>Departure lounges</b>			
55	Busy hour start time (day/month/year hour)			
56	Floor space m <sup>2</sup>			
57	Number of seats			
58	Throughput of passengers during the busy hour			
	<b>Inbound (Arriving) Passengers</b>			
60	<b>Airside circulation (inbound)</b>			
61	Busy hour start time (day/month/year hour)			
62	Floor space m <sup>2</sup>			
63	Throughput of passengers during the busy hour			
64	<b>Passport control (inbound)</b>			
65	Busy hour start time (day/month/year hour)			
66	Floor space m <sup>2</sup>			
67	Number of immigration counters			
68	Notional capacity during the busy hour (passengers/hour) *			
69	Throughput of passengers during the busy hour			
70	<i>* Please describe in the capacity and utilisation indicators commentary box how the notional capacity has been assessed.</i>			
71	<b>Landside circulation (inbound)</b>			
72	Busy hour start time (day/month/year hour)			
73	Floor space m <sup>2</sup>			
74	Throughput of passengers during the busy hour			
75	<b>Baggage reclaim</b>			
76	Busy hour start time (day/month/year hour)			
77	Floor space m <sup>2</sup>			
78	Number of reclaim units			
79	Notional reclaim unit capacity during the busy hour, passengers/hour *			
80	Throughput of passengers during the busy hour			
81	<i>* Please describe in the capacity and utilisation indicators commentary box how the notional capacity has been assessed.</i>			
82	<b>Bio-security screening and inspection and customs secondary inspection</b>			
83	Busy hour start time (day/month/year hour)			
84	Floor space m <sup>2</sup>			
85	Notional MAF secondary screening capacity during the busy hour (passengers/hour)			
86	Throughput of passengers during the busy hour			
87	<i>* Please describe in the capacity and utilisation indicators commentary box how the notional capacity has been assessed.</i>			
88				
89	<b>Arrivals concourse</b>			
90	Busy hour start time (day/month/year hour)			
91	Floor space m <sup>2</sup>			
92	Throughput of passengers during the busy hour			
93				

Regulated Airport  
For Year Ended


**SCHEDULE 14: REPORT ON CAPACITY UTILISATION INDICATORS FOR PASSENGER TERMINAL ACTIVITIES (cont 2)**

ref Consultation draft 31 May 2010

100	<b>Total terminal functional areas providing facilities and service directly for passengers</b>		
101	Busy hour start time (day/month/year hour)		
102	Floor space m <sup>2</sup>		
103	Number of working baggage trolleys available to passengers during the busy		
104	hour		
105	Throughput of passengers during the busy hour		

106	<b>Commentary concerning passenger terminal activity capacity and utilisation indicators</b>
107	
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*Commentary must include an assessment of the accuracy of the passenger data used to prepare the utilisation indicators.*

122



**SCHEDULE 15**

Clause 8

**REPORT ON PASSENGER SATISFACTION INDICATORS**

<b>Regulated Airport</b>							
<b>For Year Ended</b>							
<b>SCHEDULE 15: REPORT ON PASSENGER SATISFACTION INDICATORS</b>							
<i>ref Consultation draft 31 May 2010</i>							
6	<b>Survey organisation</b>						
7	Survey organisation used						
8	If "Other", please specify						
9							
10	<b>Passenger satisfaction survey score</b>						
11	(average quarterly rating by service item)						
12	<b>Domestic terminal</b>	<i>Quarter</i>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>Annual average</b>
13		<i>Quarter ended</i>					
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	<b>Average survey score</b>		-	-	-	-	-
29							
30	<b>International terminal</b>	<i>Quarter</i>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>Annual average</b>
31		<i>Quarter ended</i>					
32	Ease of finding your way through an airport						-
33	Ease of making connections with other flights						-
34	Flight information display screens						-
35	Walking distance within and/or between terminals						-
36	Availability of baggage carts/trolleys						-
37	Courtesy, helpfulness of airport staff (excluding check-in and security)						-
38	Availability of washrooms/toilets						-
39	Cleanliness of washrooms/toilets						-
40	Comfort of waiting/gate areas						-
41	Cleanliness of airport terminal						-
42	Ambience of the airport						-
43	Passport and visa inspection waiting time						-
44	Security inspection waiting time						-
45	Check-in waiting time						-
46	Feeling of being safe and secure						-
47	<b>Average survey score</b>		-	-	-	-	-
48							
49							
50							
51							
52							
53							
54							
55							
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**SCHEDULE 16**

*Clause 8*

**REPORT ON ASSOCIATED STATISTICS**

Regulated Airport  
For Year Ended


**SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS**

ref Consultation draft 31 May 2010

**16a: Aircraft statistics**

(i) The total number and MCTOW of scheduled landings of international flights by aircraft type during financial year

	Aircraft type	Number of landings	MCTOW (tonnes)
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
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37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52	Total	-	-
53			

Regulated Airport  
For Year Ended


**SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS (cont)**

ref Consultation draft 31 May 2010

60 (ii) The total number and MCTOW of scheduled landings of domestic flights by aircraft type during financial year  
61 (1). Aircraft less than 3 tonnes MCTOW

62	Aircraft type	Number of landings	MCTOW (tonnes)
63			
64			
65			
66			
67			
68			
69			
70			
71			
72			
73			
74			
75			
76			
77			
78			
79	Total	—	—

(2). Aircraft 3 tonnes MCTOW or more

81	Aircraft type	Number of landings	MCTOW (tonnes)
82			
83			
84			
85			
86			
87			
88			
89			
90			
91			
92			
93			
94			
95			
96			
97			
98			
99			
100			
101			
102			
103			
104			
105			
106			
107	Total	—	—

108 (iii) The total number and MCTOW of landings of aircraft not included in (i) and (ii) above during financial year

109		Number of landings	MCTOW (tonnes)
110	Military and diplomatic aircraft		
111	Freight aircraft		
112	Other aircraft		
113			

**Regulated Airport  
For Year Ended**


**SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS (cont 2)**

ref Consultation draft 31 May 2010

**16b: Terminal access**

	Domestic	International	Total
Number of aircraft movements during financial year categorised by the main form of passenger access to and from terminal			
Airbridge			-
Contact stand, walking			-
Contact stand, bus			-

**16c: Passenger statistics**

	Domestic	International	Total
The total number of passengers during financial year			
Inbound passengers			-
Outbound passengers			-
Transfer and transit passengers			-

**16d: Freight statistics**

	International
Tonnage of freight during financial year	
Inbound, tonnes	
Outbound, tonnes	

**16e: Airline statistics**

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

**16f: Human Resource Statistics**

Number of FTEs	
Total human resource costs (\$000)	

**16g: Commentary regarding the above statistics**

# SCHEDULE 17

Clause 8

## REPORT ON OPERATIONAL IMPROVEMENT PROCESS

Regulated Airport  
For Year Ended


### SCHEDULE 17: REPORT ON OPERATIONAL IMPROVEMENT PROCESS

ref Consultation draft 31 May 2010

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#### Disclosure of the operational improvement process

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*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.*

**SCHEDULE 18**

Clause 8

**REPORT ON PRICING STATISTICS**

		Regulated Airport For Year Ended	
<b>SCHEDULE 18: REPORT ON PRICING STATISTICS</b>			
ref	Consultation draft 31 May 2010		
6			<b>Average charge (\$/unit) *</b>
7			
8	<b>Average net operating revenue per passenger</b>		-
9			
10	<b>Airfield activities</b>		
11	Average landing charge per passenger for domestic flights under 3 tonnes MCTOW		
12	Average landing charge per passenger for domestic flights 3 tonnes MCTOW and over		
13	Average landing charge per passenger for international flights		
14			
15	Average landing charge per tonne MCTOW for domestic flights under 3 tonnes MCTOW		
16	Average landing charge per tonne MCTOW for domestic flights 3 tonnes MCTOW and over		
17	Average landing charge per tonne MCTOW for international flights		
18			
19	Average parking charge per aircraft per day for aircraft under 6 tonnes MCTOW		
20	Average parking charge per aircraft per day for aircraft 6 tonnes MCTOW and over		
21			
22	<b>Aircraft and freight activities</b>		
23	Average freight landing charge per tonne MCTOW		
23	Average freight income per tonne MCTOW		
24			
25	<b>Specified passenger terminal</b>		
26	Average passenger service charge per international passenger		
27			
28	Average terminal service charge per passenger from domestic flights with airbridge or transfer bus		
29	Average terminal service charge per passenger from domestic flights without airbridge or transfer bus		
30	Average terminal service charge per passenger from international flights with airbridge or transfer bus		
31	Average terminal service charge per passenger from international flights without airbridge or transfer bus		
33			Page 28

**SCHEDULE 19**

Clause 9

**REPORT ON THE FORECAST TOTAL REVENUE REQUIREMENTS**

Regulated Airport <input style="width: 150px;" type="text"/> For Year Ended <input style="width: 150px;" type="text"/>							
<b>SCHEDULE 19a: REPORT ON THE FORECAST TOTAL REVENUE REQUIREMENTS</b>							
ref	Consultation draft 31 May 2010						
6	<b>Overview of the methodology used to determine the revenue requirement</b>						
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20	(\$000)	for year ended	Year 1	Year 2	Year 3	Year 4	Year 5
22	Forecast value of assets employed						
23	Forecast cost of capital						
24	Forecast return on assets employed		-	-	-	-	-
25	plus Forecast operating expenditure		-	-	-	-	-
26	plus Forecast depreciation						
27	plus Forecast tax						
28	plus (less) Forecast revaluations						
29	less Forecast other income						
30	plus (less) Other factors						
31	Forecast total revenue requirement		-	-	-	-	-
32							
33	<b>Forecast total revenue requirement for the following airport activities</b>						
34	Airfield activities						
35	Aircraft and freight activities						
36	Specialised passenger terminal activities						
37	Total		-	-	-	-	-
38							
39	<b>Description of any other factors that are considered in determining the forecast total revenue requirement</b>						
40							
41							
42							
43							
44							
45							
46							
47							
48							
49							
50							
51							
52							
53							
<b>SCHEDULE 19b: NOTES ON THE REPORT ON THE FORECAST TOTAL REVENUE REQUIREMENTS</b>							
ref							
56	(\$000)	for year ended	Year 1	Year 2	Year 3	Year 4	Year 5
57							
58	<b>19b(iv) FORECAST OPERATING EXPENDITURE</b>						
59	Corporate overheads						
60	Asset management and airport operations						
61	Asset maintenance						
62	Safety and security						
63	Total operational expenditure		-	-	-	-	-
64							





SCHEDULE 20

Clause 9

REPORT ON DEMAND FORECASTS

		Regulated Airport For Year Ended																		
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10									
ref	6	SCHEDULE 20: REPORT ON DEMAND FORECASTS																		
	7	<i>for year ended</i>																		
	8	(\$'000)																		
	9	<b>Passenger terminal demand</b>																		
	10	Inbound passengers	Domestic																	
	11		International																	
	12		Combined *																	
	13	Outbound passengers	Domestic																	
	14		International																	
	15		Combined *																	
	16																			
	17																			
	18																			
	19	Inbound passengers	Domestic																	
	20		International																	
	21		Total																	
	22	Number of passengers during year	Domestic																	
	23		International																	
	24		Total																	
	25	<b>Freight Volume</b>																		
	26	International freight volume																		
	27	(tonnes)	Inbound																	
	28		Outbound																	

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

		Regulated Airport For Year Ended											
<b>SCHEDULE 20: REPORT ON DEMAND FORECASTS (cont)</b>													
ref.	Consultation draft 31 May 2010												
35	<b>Aircraft Runway Movements</b>												
36	Inbound flights during busy period (total number of aircraft)												
37	During the runway movement busy hour												
38	During the runway movement busy day												
39													
40													
41	Aircraft 3 tonnes or more												
42	Aircraft less than 3 tonnes												
43	Total												
44													
45	Aircraft with MCTOW of 3 tonnes or more												
46	Aircraft with MCTOW of less than 3 tonnes												
47	Total												
48													
49	Scheduled passenger aircraft												
50	Military and diplomatic aircraft												
51	Freight aircraft												
52													
53	Scheduled passenger aircraft												
54	Military and diplomatic aircraft												
55	Freight aircraft												
56													

**SCHEDULE 21***Clause 11***CERTIFICATION FOR DISCLOSED INFORMATION**

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 7.1 and 8.1 of the *Commerce Act (Specified Airport Services Information Disclosure) Determination 2010* complies with that determination.

[*Signature of 2 directors*]

[*Date*]

**SCHEDULE 22***Clause 11***CERTIFICATION FOR FORECAST TOTAL REVENUE  
REQUIREMENTS DISCLOSURE**

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 of [*name of Airport*] prepared for the purposes of clause 9.1 of the *Commerce Act (Specified Airport Services Information Disclosure) Determination 2010* complies with that determination.

[*Signature of 2 Directors*]

[*Date*]

**SCHEDULE 23***Clause 11***CERTIFICATION FOR PRICING DISCLOSURES**

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 information in respect of Pricing Methodology and Standard Prices of [*name of Airport*] prepared for the purposes of clauses 9.5 and 9.6 of the *Commerce Act (Specified Airport Services Information Disclosure) Determination 2010* complies with that determination, that that the Standard Prices have been derived from the application of the Pricing Methodologies.

[*Signature of 2 directors*]

[*Date*]

**SCHEDULE 24***Clause 11***CERTIFICATION FOR INITIAL REGULATORY ASSET VALUE  
DISCLOSURE**

We, [*insert names*], being directors of [*name of Airport*] certify that, having made all reasonable enquiry, to the best of our knowledge the attached Report on Initial Regulatory Asset Value of [*name of Airport*], prepared for the purposes of clause 15.1 of the *Commerce Act (Specified Airport Services Information Disclosure) Determination 2010* complies with that determination.

[*Signatures of 2 directors*]

[*Date*]

**SCHEDULE 25***Clause 13***STATUTORY DECLARATION FOR PUBLICLY DISCLOSED  
INFORMATION**

I, *[insert full name]*, of *[insert address]*, being a director of *[insert name of Airport]*, solemnly and sincerely declare that having made all reasonable enquiry, to the best of my knowledge, the information attached to this declaration is a true copy of information made available to the public by *[insert name of Airport]* under the *Commerce Act (Specified Airport Services Information Disclosure) Determination 2010*, and I make this solemn declaration conscientiously believing the same to be true and by virtue of the Oaths and Declarations Act 1957.

Declared at *[insert place]* this *[insert day of month]* day of *[insert month and year]*.

*[Signature of director]*

*[Signature of Justice of the Peace (or solicitor or other person authorised to take a statutory declaration)]*.

**SCHEDULE 26***Clause 13***STATUTORY DECLARATION FOR ADDITIONAL INFORMATION**

I, [*insert full name*], of [*insert address*], being a director of [*insert name of Airport*] solemnly and sincerely declare that having made all reasonable enquiry, to the best of my knowledge, the document(s) attached to this declaration:

- (a) is/are the statement(s), report(s), agreement(s), particular(s), information [*specify*] requested by the Commerce Commission on [*insert date*] pursuant to section 53B(1)(c) of the Commerce Act 1986; and
- (b) contain(s) all the statement(s), report(s), agreement(s), particular(s), information [*specify*] in the possession, or under the control, of [*insert name of Airport*] that relate to that request,

and I make this solemn declaration conscientiously believing the same to be true and by virtue of the Oaths and Declarations Act 1957.

Declared at [*insert place*] this [*insert day of month*] day of [*insert month and year*].

[*Signature of Director*]

[*Signature of Justice of the Peace (or solicitor or other person authorised to take a statutory declaration)*].



## SCHEDULE 27

Clause 15

### REPORT ON INITIAL REGULATORY ASSET BASE VALUE

Regulated Airport For Year Ended			
<b>SCHEDULE 27a: REPORT ON INITIAL REGULATORY ASSET BASE VALUE</b>			
<small>ref</small> Consultation draft 31 May 2010			
6		(\$000)	(\$000)
7			
8	<b>Non-current assets—year ended 2009</b>		-
9	<i>less</i>		
10	Assets held for future use—year ended 2009		
11	Works under construction—year ended 2009		
12	Other excluded assets		
13	Excluded intangible assets		
14			-
15	<i>plus/less</i>		
16	MVAU valuation adjustment		
17	<i>less</i>		
18	Initial cost allocation adjustment		
19			
20	<b>Regulatory asset base value—year ended 2009</b>		-
21	<i>less</i>		
22	<b>Regulatory depreciation</b>		
23	<i>plus</i>		
24	Indexed revaluations	-	
25	Non-indexed revaluations		
26	<b>Revaluations</b>		-
27	<i>plus</i>		
28	Assets commissioned (other than below)		
29	Assets acquired from a regulated supplier		
30	Assets acquired from a related party		
31	<b>Assets commissioned</b>		-
32	<i>less</i>		
33	Asset disposals (other than below)		
34	Assets disposed of to a regulated supplier		
35	Assets disposed of to a related party		
36	Land Disposals		
37	<b>Asset disposals</b>		-
38			
39	<i>plus (less)</i> Lost and found assets adjustment		
40			
41	<i>plus (less)</i> Cost allocation adjustments		
42			
43	<b>Regulatory Asset Base Value—year ended 2010</b>		-
44			
<b>SCHEDULE 27b: NOTES TO REPORT ON INITIAL REGULATORY ASSET BASE VALUE</b>			
47	<b>27b(i): CALCULATION OF REVALUATION RATE AND INDEXED REVALUATION</b>		
48			
49	CPI at CPI reference date—2009		
50			
51	CPI at CPI reference date—2010		
52	Revaluation Rate		-
53			
54	Regulatory asset base—year ended 2009	-	
55	Indexed revaluation	-	
56			
57	<b>27b(ii): WORKS UNDER CONSTRUCTION</b>		
58		(\$000)	(\$000)
59	Works under construction—year ended 2009		
60	<i>plus</i> Capital expenditure		
61	<i>less</i> Assets commissioned	-	
62	Works under construction—year ended 2010		-
63			

**Regulated Airport**   
**For Year Ended**

**SCHEDULE 27b: NOTES TO REPORT ON INITIAL REGULATORY ASSET BASE VALUE (cont)**

*ref* Consultation draft 31 May 2010

**27b(iii): ASSETS HELD FOR FUTURE USE**

		Initial Value (\$000)	Holding Costs (\$000)	Net Revenues (\$000)	Total (\$000)
73	Assets held for future use—year ended 2009	-	-	-	-
74	<i>plus</i> Assets held for future use additions				-
75	<i>less</i> Transfer to capital expenditure				-
76	Assets held for future use—year ended 2010	-	-	-	-

**27b(vi): ASSET LIVES**

	Asset or Asset Group	Asset Life (years)
81	<input style="width: 95%; height: 15px;" type="text"/>	<input style="width: 95%; height: 15px;" type="text"/>
82	<input style="width: 95%; height: 15px;" type="text"/>	<input style="width: 95%; height: 15px;" type="text"/>
83	<input style="width: 95%; height: 15px;" type="text"/>	<input style="width: 95%; height: 15px;" type="text"/>
84	<input style="width: 95%; height: 15px;" type="text"/>	<input style="width: 95%; height: 15px;" type="text"/>
85	<input style="width: 95%; height: 15px;" type="text"/>	<input style="width: 95%; height: 15px;" type="text"/>
86	<input style="width: 95%; height: 15px;" type="text"/>	<input style="width: 95%; height: 15px;" type="text"/>
87	<input style="width: 95%; height: 15px;" type="text"/>	<input style="width: 95%; height: 15px;" type="text"/>