

Airport Information Disclosure Determination Omnibus Amendment No. 1

Decision No. NZCC 5

Amendment made under s 52Q of the Commerce Act 1986 to make clarifications and address issues identified by suppliers of specified airport services when preparing information for disclosure.

The Commission:

S Begg

P Duignan

S Gale

Date of Decision: 27 February 2012

Airport Information Disclosure Determination Amendment No. 1

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

1. DETERMINATION AMENDED

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

2. COMMENCEMENT

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

3. INTERPRETATION

- 3.1 Terms in bold type have the meaning given to those terms in the Determination. Terms used in this determination that are defined in the Act but not this determination have the same meaning as in the Act.
- 3.2 Nothing in this determination limits the **Commission's** authority to amend the Determination in accordance with the Act.

4. AMENDMENTS

- 4.1 In clause 1.4 replace the definition of **adjustment resulting from cost allocation** with:

“(a) **adjustment resulting from cost allocation** means
 “in relation to the **RAB**, the value of q calculated using the following formula:

$$“q = a - (b - c + d + e - f + g)$$

“where:

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

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

“ c = **regulatory depreciation**;

“ d = **total revaluations**;

“ e = **assets commissioned**;

“ f = **asset disposals**;

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

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

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

4.2 In clause 1.4 replace the definition of **allocator** with:

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

4.3 In clause 1.4 replace the definition of **allowance for long term credit spread** with:

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

“(a) if at the end of the **disclosure year** the weighted average **original tenor** of the **airport’s qualifying debt** and **non-qualifying debt** is less than five years, nil;

“(b) in all other instances, the value of q calculated using the following formula:

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

“where:

“ a = the sum of the **term credit spread difference** for each **qualifying debt**;

“ b = the sum of the **execution cost of an interest rate swap** when this cost is incurred for each **qualifying debt**;

“ c = the sum of the **notional debt issue cost readjustment** for each **qualifying debt**;

“ d = **attribution rate**;

4.4 In clause 1.4, after the definition of **assets disposed of to a related party**, insert the definition:

“**assets with nil physical asset life** means:

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

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

4.5 In clause 1.4 replace the definition of **change in asset allocator** with:

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

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

4.6 In clause 1.4 replace the definition of **change in cost allocator** with:

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

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

4.7 In clause 1.4, after the definition of **excluded intangible assets**, insert the definition:

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

4.8 In clause 1.4 replace the definition of **execution cost for an interest rate swap** with:

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

4.9 In clause 1.4 replace the definition of **forecast cost of capital** with:

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

4.10 In clause 1.4 replace the definition of **forecast depreciation** with:

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

- 4.11 In the clause 1.4 definition of **forecast for current disclosure year** insert the word “**forecast**” in bold type before “**operational expenditure**”.
- 4.12 In the clause 1.4 definition of **forecast for period to date** insert the word “**forecast**” in bold type before “**operational expenditure**”.
- 4.13 In clause 1.4 replace the definition of **forecast operational expenditure** with:
 “**forecast operational expenditure** means the forecast operational expenditure used by an **airport** in determining the **forecast total revenue requirement** incorporating the values used for the purposes of consultation undertaken as part of a **price setting event**;”
- 4.14 In clause 1.4 replace the definition of **forecast other income** with:
 “**forecast other income** means the forecast other income used by an **airport** in determining the **forecast total revenue requirement** incorporating the values used for the purposes of consultation undertaken as part of a **price setting event**;”
- 4.15 In clause 1.4 replace the definition of **forecast revaluations** with:
 “**forecast revaluations** means the forecast revaluations used by an **airport** in determining the **forecast total revenue requirement** incorporating the values used for the purposes of consultation undertaken as part of a **price setting event**;”
- 4.16 In clause 1.4, after the definition of **forecast revaluations**, insert the definition:
 “**forecast revenue for services applicable to the price setting event** means the revenue an **airport** is expecting to earn from **charged services** consulted on as part of the **price setting event** for that **disclosure year**;”
- 4.17 In clause 1.4, after the definition of **forecast revenue for services applicable to the price setting event**, insert the definition:
 “**forecast tax** means forecast tax used by an **airport** in determining the **forecast total revenue requirement** incorporating the values used for the purposes of consultation undertaken as part of a **price setting event**;”
- 4.18 In clause 1.4, after the definition of **forecast tax**, insert the definition:
 “**forecast total revenue requirement** means the revenue an **airport** has forecast to require for all **specified airport services** supplied by the **airport** for that **disclosure year**;”
- 4.19 In clause 1.4 replace the definition of **forecast value of assets employed** with:
 “**forecast value of assets employed** means the value of assets used by an **airport** in determining the **forecast total revenue requirement** incorporating

the values used for the purposes of consultation undertaken as part of a **price setting event;**”

- 4.20 In clause 1.4 replace the definition of **lost and found assets adjustment** with:

“**lost and found assets adjustment** means:

- “(a) in relation to the **unallocated RAB**, the value of found assets as determined in accordance with the **IM determination**, less the value of **lost assets**. The value of a **lost asset** is its unallocated opening **RAB** value less its **regulatory depreciation**;
- “(b) in relation to the **RAB**, the value of the asset (as determined in accordance with paragraph (a)) which is allocated to the regulated activity in accordance with Part 2 of the **IM determination**;”

- 4.21 In clause 1.4, after the definition of **lost and found assets adjustment**, insert the definition:

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

- 4.22 In clause 1.4, after the definition of **lost asset**, insert the definition:

“**lost asset adjustment** means:

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

- 4.23 In clause 1.4, after the definition of **MAF**, insert the definition:

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

- 4.24 In clause 1.4 replace the definition of **net operating revenue** with:

“**net operating revenue** means

- “(a) in all instances other than **related party** transactions, the total of **airport activity charges, other operating revenue, and lease rental and concession income**;
- “(b) in relation to **related party** transactions, net operating revenue (as determined in accordance with paragraph (a)) from **related parties**;”

- 4.25 In clause 1.4, after the definition of **number of international passengers**, insert the definition:

“**offsetting revenue** means

- “(a) in relation to the unallocated **RAB**, revenue derived in relation to works under construction as described in clause 3.9(5)(a) of the **IM Determination**;
- “(b) in relation to the **RAB**, the value of revenue (as determined in accordance with paragraph (a)) allocated to the regulated business using the same allocation that the value of the asset to which the revenue relates is allocated to the regulated business in accordance with Part 2 of the **IM determination**;”
- 4.26 In clause 1.4 replace the definition of **operating cost** with:
- “**operating cost** has the meaning set out in the **IM determination**, and excludes costs incurred in providing **excluded services**;”
- 4.27 In clause 1.4 replace the definition of **operational expenditure** with:
- “**operational expenditure** means:
- “(a) in all instances other than **related party** transactions, **operating costs** after applying Part 2 of the **IM determination**;
- “(b) in relation to **related party** transactions, operational expenditure (as determined in accordance with paragraph (a)) transacted with **related parties**;”
- 4.28 In the clause 1.4 definition of **other factors** replace “total revenue requirement” with “**forecast total revenue requirement**” in bold text.
- 4.29 In clause 1.4 replace the definition of **other related party transactions** with:
- “**other related party transactions** means the value of any **related party** transactions that are not disclosed as:
- “(a) **related party net operating revenue, operational expenditure or capital expenditure**; or
- “(b) the value of transactions that are included in the **market value of asset disposals to related parties**;”
- 4.30 In clause 1.4, after the definition of **property plant and equipment (excluding works under construction)**, insert the definition:
- “**proportion of year available** means the percentage of the **disclosure year** the **commissioned project** had been **commissioned**;”
- 4.31 In clause 1.4 replace the definition of **proportionate regulatory value** with:
- “**proportionate regulatory value** means the **assets commissioned-RAB value** multiplied by the **proportion of year available**;”
- 4.32 In the clause 1.4 definition of **RAB (tax value)** delete the words “and where: (a)” and the words “and (b) the **RAB (tax value)** for the previous **disclosure year** in the **initial disclosure year** will not be greater than the **RAB value**;”

4.33 In the clause 1.4 definition of **regulatory taxable income / (loss)** replace each occurrence of the word “deductable” with “deductible”.

4.34 In clause 1.4, after the definition of **revaluation rate**, insert the definition:

“**revalued land** means:

“(a) in relation to the **unallocated RAB**, the sum of **unallocated RAB** values from the preceding **disclosure year** of land that has been revalued in accordance with clause 3.7(2) of the **IM Determination** in this **disclosure year**;

“(b) in relation to the **RAB**, the sum of **RAB** values from the previous **disclosure year** of land that has been revalued in accordance with clause 3.7(4) of the **IM Determination** in this **disclosure year**;”

4.35 In clause 1.4, after the definition of **revalued land**, insert the definition:

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

4.36 In clause 1.4, after the definition of **revenue requirement not applicable to price setting event**, insert the definition:

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

4.37 Replace clause 2.4(3)(c) with:

“the margin of error of the surveyed responses to each question for the combined quarterly surveys completed in each disclosure year must be no greater than 5% with a 95% confidence level;”

4.38 Replace the following text in clause 2.5(1):

“Within 20 **working days** following a decision by an **airport** that a **price setting event** will occur, or within five consecutive years of the previous disclosure under this clause, an **airport** must disclose information relating to its forecast total revenue requirement by:”

with:

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

4.39 Replace clause 2.5(1)(c)(vii) with:

“**other factors**,”

4.40 Replace clause 2.5(1)(e) with:

“**publicly disclosing** the **airport’s** forecast **capital expenditure** by category and the aims and objectives of **key capital expenditure projects** as disclosed in accordance with Schedule 18;”

4.41 Replace clause 2.5(1)(f) with:

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

“(i) the process by which the need for the **key capital expenditure project** was determined, including any assessment criteria;

“(ii) any **consumer** engagement undertaken as part of the process referred to in clause 2.5(1)(f), including a description of how **consumer** demands have been assessed;

“(iii) any alternative expenditure projects considered, and the rationale for excluding those alternative projects;

“(iv) the extent to which the **key capital expenditure project** is reflected in pricing; and

“(v) any constraints or other factors on which successful completion of each **key capital expenditure project** is contingent; and”

4.42 In clause 2.5(1)(g) replace the word “forecast” in plain type with the word “**forecast**” in bold type.

4.43 Insert after clause 2.5(1)(g):

“(h) **publicly disclosing** for each service that is included in **revenue requirement not applicable to price setting event** as disclosed in accordance with Schedule 18:

“(i) a description of the service;

“(ii) the forecast total revenue requirement that is forecast to be earned from the service for each disclosure year of the price setting event;

“(iii) the revenue earned from the service during the most recent disclosure year; and

“(iv) reference to any price setting event that the service has been applicable;”

4.44 Replace the following text in clause 2.5(2):

“Within 20 **working days** following a decision by an **airport** that a **price setting event** will occur, 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:"

with:

"Within 40 **working days** following a decision by an **airport** to fix or alter a price that will cause a **price setting event**, the **airport** must **publicly disclose** an overview of the **airport's pricing methodology** used to set prices as part of the **price setting event**, including:"

4.45 In clause 2.5(2)(b) insert "to the extent related to the **price setting event**," before "a description of:"

4.46 Replace clause 2.5(3) with:

"Within 40 **working days** following a decision by an **airport** to fix or alter a price that will cause a **price setting event**, and within 5 **months** following the end of each **disclosure year**, an **airport** must **publicly disclose** a list of the **airport's standard prices** for all **specified airport services**, including whether the **standard prices** are inclusive or exclusive of **GST**."

4.47 Replace clause 2.6(1) with:

"Where an **airport** is required to **publicly disclose** any **audited disclosure information**, the **airport** must:

"(a) procure a report by an **independent auditor** in respect of that **audited disclosure information** that is addressed to directors and signed by the **independent auditor** (either in his or her own name or that of his or her firm), stating:

"(i) a duty of care to the Commission;

"(ii) the work done by the **independent auditor**; and

"(iii) the scope and limitations of the audit; and

"(iv) the existence of any relationship (other than that of auditor) which the **independent auditor** has with, or any interests which the **independent auditor** has in, the **airport** or any of its subsidiaries; and

"(v) whether the **independent auditor** has obtained all information and explanations that he or she required and, if not, the information and explanations not obtained; and

"(vi) subject to clause 2.6(3), whether, in the **independent auditor's** opinion, as far as appears from an examination of them, proper **records** to enable the complete and accurate compilation of required information have been kept by the **airport**; and

"(vii) subject to clause 2.6(2), whether (and, if not, the respects in which it does not), in the **independent auditor's** opinion, the **audited disclosure information** complies with this determination; and

“(b) **publicly disclose** the **independent auditor’s** report prepared in accordance with clause 2.6(1)(a) at the same time as the **airport publicly discloses** the **audited disclosure information.**”

4.48 Insert after clause 2.6(1):

“(2) For the purpose of clause 2.6(1)(a)(vii), complies with this determination means:

“(i) in respect of historical financial information **publicly disclosed** pursuant to clause 2.3(1), whether (and, if not, the respects in which it does not), in the **independent auditor’s** opinion, that information has been prepared in all material respects in accordance with this determination; and

“(ii) subject to clause 2.6(3), in respect of historical non-financial information **publicly disclosed** pursuant to clause 2.4(1), whether (and, if not, the respects in which it does not), in the **independent auditor’s** opinion, the **airport** has complied in all material respects with the requirements, including guidance (if any) issued pursuant to this determination, and the information is based on the **records** examined under clause 2.6(1)(vi); and

“(iii) in respect of the Report on the Initial Regulatory Asset Value pursuant to clause 2.10(i), whether (and, if not, the respects in which it does not), in the **independent auditor’s** opinion, that information has been prepared in all material respects in accordance with this determination.

“(3) In respect of non-financial information, **independent auditors** may rely on **records** that are sourced from a third party.”

4.49 In clause 2.7(2) replace the words “any of clauses 2.5(1)(a)–2.5(1)(f)” with “clause 2.5”.

4.50 Replace clause 2.10(1)(b)(i) with:

“**initial RAB value; and**”

4.51 Replace clause 2.10(1)(b)(ii) with:

“**RAB value for the disclosure year 2010; and**”

4.52 In Schedule 20 (Certification for Disclosed information) insert “in all material respects” before “complies with that determination”.

4.53 In Schedule 21 (Certification for Forecast Total Revenue Requirements and Pricing Disclosures) insert “in all material respects” before “complies with that determination”.

4.54 In Schedule 21 (Certification for Forecast Total Revenue Requirements and Pricing Disclosures) delete “in respect of Pricing Methodology and Standard

prices” and delete “and that the Standard Prices have been derived from the application of the Pricing Methodology”.

- 4.55 In Schedule 22 (Certification for Initial Regulatory Asset Value Disclosure) insert “in all material respects” before “complies with that determination”.
- 4.56 In Schedule 22 (Certification for Initial Regulatory Asset Value Disclosure) replace “Report on Asset Allocations” with “Reports on Asset Allocations”.
- 4.57 Replace Schedules 1–19 and Schedule 23 with the attached Schedules 1–19 and Schedule 23.



Susan Begg, *Deputy Chair*

Dated at Wellington this 27th day of February 2012.

COMMERCE COMMISSION

Explanatory Note

This Amendment clarifies questions raised by suppliers of specified airport services when preparing information for disclosure in compliance with the Commission’s IM determination and implementing s 52P determination. The Amendment also makes some points of clarification identified by the Commission.

The Commerce Amendment Act 2008 introduced changes to the Commerce Act 1986 (“Act”), including a requirement for the Commerce Commission to set information disclosure requirements for suppliers of specified airport services.

The information disclosure requirements were set out in Commerce Commission decision 715 and took effect on 1 January 2011. Amendments to these requirements are made under section 52Q of the Act. The Commission has not conducted an enquiry but has consulted with interested parties on all material changes. Suppliers of specified airport services must apply the input methodologies in the Commerce Act (Specified Airport Services Input Methodologies) Determination 2010 when complying with the information disclosure determination.

SCHEDULE 1 REPORT ON RETURN ON INVESTMENT

Regulated Airport For Year Ended																																									
SCHEDULE 1: REPORT ON RETURN ON INVESTMENT																																									
1a: Return on Investment	(\$000 unless otherwise specified)																																								
	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;"></th> <th style="width: 16.6%; text-align: center;">CY-2 *</th> <th style="width: 16.6%; text-align: center;">CY-1 *</th> <th style="width: 16.6%; text-align: center;">Current Year CY</th> </tr> </thead> <tbody> <tr> <td style="padding: 2px 5px;">Return on Investment (ROI)</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="padding: 2px 5px;">Regulatory profit / (loss)</td> <td style="border: 1px solid black; text-align: center;">-</td> <td style="border: 1px solid black; text-align: center;">-</td> <td style="border: 1px solid black; text-align: center;">-</td> </tr> <tr> <td style="padding: 2px 5px;"><i>less</i> Notional interest tax shield</td> <td style="border: 1px solid black; text-align: center;">-</td> <td style="border: 1px solid black; text-align: center;">-</td> <td style="border: 1px solid black; text-align: center;">-</td> </tr> <tr> <td style="padding: 2px 5px;">Adjusted regulatory profit</td> <td style="border: 1px solid black; text-align: center;">-</td> <td style="border: 1px solid black; text-align: center;">-</td> <td style="border: 1px solid black; text-align: center;">-</td> </tr> <tr> <td style="padding: 2px 5px;">Regulatory investment value</td> <td style="border: 1px solid black; text-align: center;">-</td> <td style="border: 1px solid black; text-align: center;">-</td> <td style="border: 1px solid black; text-align: center;">-</td> </tr> <tr> <td style="padding: 2px 5px;">ROI—comparable to a post tax WACC (%)</td> <td style="border: 1px solid black; text-align: center;">-</td> <td style="border: 1px solid black; text-align: center;">-</td> <td style="border: 1px solid black; text-align: center;">-</td> </tr> <tr> <td style="padding: 2px 5px;">Post tax WACC (%)</td> <td style="border: 1px solid black; text-align: center;">-</td> <td style="border: 1px solid black; text-align: center;">-</td> <td style="border: 1px solid black; text-align: center;">-</td> </tr> <tr> <td style="padding: 2px 5px;">ROI—comparable to a vanilla WACC (%)</td> <td style="border: 1px solid black; text-align: center;">-</td> <td style="border: 1px solid black; text-align: center;">-</td> <td style="border: 1px solid black; text-align: center;">-</td> </tr> <tr> <td style="padding: 2px 5px;">Vanilla WACC (%)</td> <td style="border: 1px solid black; text-align: center;">-</td> <td style="border: 1px solid black; text-align: center;">-</td> <td style="border: 1px solid black; text-align: center;">-</td> </tr> </tbody> </table>		CY-2 *	CY-1 *	Current Year CY	Return on Investment (ROI)				Regulatory profit / (loss)	-	-	-	<i>less</i> Notional interest tax shield	-	-	-	Adjusted regulatory profit	-	-	-	Regulatory investment value	-	-	-	ROI—comparable to a post tax WACC (%)	-	-	-	Post tax WACC (%)	-	-	-	ROI—comparable to a vanilla WACC (%)	-	-	-	Vanilla WACC (%)	-	-	-
	CY-2 *	CY-1 *	Current Year CY																																						
Return on Investment (ROI)																																									
Regulatory profit / (loss)	-	-	-																																						
<i>less</i> Notional interest tax shield	-	-	-																																						
Adjusted regulatory profit	-	-	-																																						
Regulatory investment value	-	-	-																																						
ROI—comparable to a post tax WACC (%)	-	-	-																																						
Post tax WACC (%)	-	-	-																																						
ROI—comparable to a vanilla WACC (%)	-	-	-																																						
Vanilla WACC (%)	-	-	-																																						
Commentary on Return on Investment																																									
* Return on Investment disclosure is not required for years ended prior to 2011.																																									

Regulated Airport
For Year Ended

SCHEDULE 1: REPORT ON RETURN ON INVESTMENT (cont)

(\$000 unless otherwise specified)

1b: Notes to the Report

1b(i): Deductible Interest and Interest Tax Shield

RAB value - previous year	—
Debt leverage assumption (%)	17%
Cost of debt assumption (%)	
Notional deductible interest	—
Tax rate (%)	
Notional interest tax shield	—

1b(ii): Regulatory Investment Value

Regulatory asset base value - previous year

--

Commissioned Projects	Assets Commissioned —RAB Value (\$000)	Proportion of Year Available (%)	Proportionate Regulatory Value
[Commissioned Project 1]			—
[Commissioned Project 2]			—
[Commissioned Project 3]			—
[Commissioned Project 4]			—
[Commissioned Project 5]			—
[Commissioned Project 6]			—
[Commissioned Project 7]			—
[Commissioned Project 8]			—
[Commissioned Project 9]			—
<i>plus</i> Other assets commissioned		50%	—
<i>plus</i> Adjustment for merger, acquisition or sale activity			—
<i>less</i> Asset disposals		50%	—
RAB investment	—		
RAB proportionate investment			—
Regulatory investment value			—

SCHEDULE 2 REPORT ON THE REGULATORY PROFIT

Regulated Airport		
For Year Ended		
SCHEDULE 2: REPORT ON THE REGULATORY PROFIT		
2a: Regulatory Profit		
Income		(\$000)
[Airport activity charge 1]		
[Airport activity charge 2]		
[Airport activity charge 3]		
[Airport activity charge 4]		
Lease, rental and concession income		
Other operating revenue		
Net operating revenue		-
Gains / (losses) on sale of assets		
Other income		
Total regulatory income		-
Expenses		
Operational expenditure:		
Corporate overheads		
Asset management and airport operations		
Asset maintenance		
Total operational expenditure		-
Operating surplus / (deficit)		-
Regulatory depreciation		-
<i>plus</i> Indexed revaluation	-	
<i>plus</i> Non-indexed revaluation	-	
Total revaluations		-
Regulatory Profit / (Loss) before tax & allowance for long term credit spread		-
<i>less</i> Allowance for long term credit spread		-
Regulatory Profit / (Loss) before tax		-
<i>less</i> Regulatory tax allowance		-
Regulatory Profit / (Loss)		-
Commentary on Regulatory Profit		

Regulated Airport
 For Year Ended

SCHEDULE 2: REPORT ON THE REGULATORY PROFIT (cont)

(\$000 unless otherwise specified)

2b: Notes to the Report

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

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

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

-

Attribution Rate (%)

Allowance for long term credit spread -

2b(ii): Financial Incentives

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

2b(iii): Rates and Levy Costs

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

2b(iv): Merger and Acquisition Expenses

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

Justification for Merger and Acquisition Expenses

SCHEDULE 3 REPORT ON THE REGULATORY TAX ALLOWANCE

Regulated Airport		
For Year Ended		
SCHEDULE 3: REPORT ON THE REGULATORY TAX ALLOWANCE		
3a: Regulatory Tax Allowance		(\$000)
Regulatory profit / (loss) before tax		-
<i>plus</i> Regulatory depreciation	-	
Other permanent differences—not deductible		*
Other temporary adjustments—current period		*
		-
<i>less</i> Total revaluations	-	
Tax depreciation	-	
Notional deductible interest	-	
Other permanent differences—non taxable		*
Other temporary adjustments—prior period		*
		-
Regulatory taxable income (loss)		-
<i>less</i> Tax losses used		
Net taxable income		-
Statutory tax rate (%)		
Regulatory tax allowance		-
* Workings to be provided		
3b: Notes to the Report		
3b(i): Disclosure of Permanent Differences and Temporary Adjustments		
<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>		
3b(ii): Tax Depreciation Roll-Forward		
		(\$000)
Opening RAB (Tax Value)		
<i>plus</i> Regulatory tax asset value of additions		
<i>less</i> Regulatory tax asset value of disposals		
<i>plus</i> Regulatory tax asset value of assets transferred from/(to) unregulated asset base		
<i>less</i> Tax depreciation		
<i>plus</i> Other adjustments to the RAB tax value		
Closing RAB (tax value)		-
3b(iii): Reconciliation of Tax Losses (Airport Business)		
		(\$000)
Tax losses (regulated business)—prior period		
<i>plus</i> Current year tax losses	-	
<i>less</i> Tax losses used	-	
Tax losses (regulated business)		-

SCHEDULE 4 REPORT ON REGULATORY ASSET BASE ROLL FORWARD

	Regulated Airport		
	For Year Ended		
SCHEDULE 4: REPORT ON REGULATORY ASSET BASE ROLL FORWARD			
	Unallocated RAB *	RAB	
	(\$000)	(\$000)	(\$000)
RAB value—previous disclosure year			
<i>less</i> Regulatory depreciation	-	-	-
<i>plus</i> Indexed revaluations	-	-	
Non-indexed revaluations			
Total revaluations	-	-	-
<i>plus</i> Assets commissioned (other than below)			
Assets acquired from a regulated supplier			
Assets acquired from a related party			
Assets commissioned	-	-	-
<i>less</i> Asset disposals (other)			
Asset disposals to a regulated supplier			
Asset disposals to a related party			
Asset disposals	-	-	-
<i>plus</i> Lost and found assets adjustment			
Adjustment resulting from cost allocation			-
RAB value †	-	-	-
Commentary			
<small>* The 'unallocated RAB' is the total value of those assets used wholly or partially to provide specified services without any allowance being made for the allocation of costs to non-specified services. The RAB value represents the value of these assets after applying this cost allocation. Neither value includes land held for future use or works under construction. † RAB to correspond with the total assets value disclosed in schedule 9 Asset Allocations.</small>			
4b: Notes to the Report			
4b(i): Regulatory Depreciation			
	Unallocated RAB	RAB	
	(\$000)	(\$000)	
Standard depreciation			
Non-standard depreciation			
Regulatory depreciation	-	-	

Regulated Airport
For Year Ended

SCHEDULE 4: REPORT ON REGULATORY ASSET BASE ROLL FORWARD (cont)

(\$000 unless otherwise specified)

4b(ii): Non-Standard Depreciation Disclosure

Non-standard Depreciation Methodology	Depreciation charge for the period (RAB)	Year change made (year ended)	RAB value under 'non-standard' depreciation	RAB value under 'standard' depreciation

4b(iii): Non-Standard Depreciation Disclosure for Year of Change

Summary of Change	Justification for change in depreciation methodology	Extent of customer disagreement and supplier response

4b(iv): Calculation of Revaluation Rate and Indexed Revaluation of Fixed Assets

CPI at CPI reference date—previous year (index value)	
CPI at CPI reference date—current year (index value)	
Revaluation rate (%)	

	Unallocated RAB	RAB
RAB value—previous disclosure year		
<i>less</i> Revalued land		
<i>less</i> Assets with nil physical asset life		
<i>less</i> Asset disposals		
<i>less</i> Lost asset adjustment		
Indexed revaluation		

4b(v): Works Under Construction

	Unallocated works under construction	Allocated works under construction
Works under construction—previous disclosure year		
<i>plus</i> Capital expenditure		
<i>less</i> Asset commissioned		
<i>less</i> Offsetting revenue		
<i>plus</i> Adjustment resulting from cost allocation		
Works under construction		

Regulated Airport
For Year Ended

SCHEDULE 4: REPORT ON REGULATORY ASSET BASE ROLL FORWARD (cont)

4b(vi): Capital Expenditure by Primary Purpose

Capacity growth		
plus Asset replacement and renewal		
Total capital expenditure		-

4b(vii): Asset Classes

	Land	Sealed Surfaces	Infrastructure & Buildings	Vehicles, Plant & Equipment	Total *
RAB value—previous disclosure year					-
less Regulatory depreciation					-
plus Indexed revaluations					-
plus Non-indexed revaluations					-
plus Assets commissioned					-
less Asset disposals					-
plus Lost and found assets adjustment					-
plus Adjustment resulting from cost allocation					-
RAB value	-	-	-	-	-

* Corresponds to values in RAB roll forward calculation.

4b(viii): Assets Held for Future Use

	Base Value	Holding Costs	Net Revenues	Tracking Revaluations	Total
Assets held for future use—previous disclosure year					-
plus Assets held for future use—additions ¹					-
less Transfer to works under construction					-
less Assets held for future use—disposals					-
Assets held for future use ²	-	-	-	-	-

¹ Holding Costs, Net Revenues, and Tracking Revaluations entries in the 'Assets held for future use—additions' line relate to the value incurred during the disclosure year.

² Each category value shown in the 'Assets held for future use' line (Base Value, Holding Costs, Net Revenues, and Tracking Revaluations) is carried forward into the following year's disclosure as 'Assets held for future use—previous disclosure year'.

Highest rate of finance applied (%)

SCHEDULE 6 REPORT ON ACTUAL TO FORECAST EXPENDITURE

	Regulated Airport For Year Ended	
SCHEDULE 6: REPORT ON ACTUAL TO FORECAST EXPENDITURE		
6a: Actual to Forecast Expenditure		
		(\$000)
	Actual for Current Disclosure Year (a)	Forecast for Current Disclosure Year* (b)
		% Variance (a)/(b)-1
	Actual for Period to Date (a)	Forecast for Period to Date* (b)
		% Variance (a)/(b)-1
Expenditure by Category		
Capacity growth	-	-
Asset replacement and renewal	-	-
Total capital expenditure	-	-
Corporate overheads	-	-
Asset management and airport operations	-	-
Asset maintenance	-	-
Total operational expenditure	-	-
Key Capital Expenditure Projects		
[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		
<small>Airport Companies must provide a brief explanation for any line item variance of more than 10% * Disclosure year coincides with Pricing Period Starting Year + 0.</small>		

SCHEDULE 7 REPORT ON SEGMENTED INFORMATION

Regulated Airport For Year Ended	<input style="width: 100%; height: 20px;" type="text"/> <input style="width: 100%; height: 20px;" type="text"/>			
SCHEDULE 7: REPORT ON SEGMENTED INFORMATION				
	(\$000)			
	Specified Passenger Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Airport Business*
[Airport activity charge 1]				-
[Airport activity charge 2]				-
[Airport activity charge 3]				-
[Airport activity charge 4]				-
Lease, rental and concession income				-
Other operating revenue				-
Net operating revenue	-	-	-	-
Gains / (losses) on asset sales				-
Other income				-
Total regulatory income	-	-	-	-
Total operational expenditure				-
Regulatory depreciation				-
Total revaluations				-
Allowance for long term credit spread				-
Regulatory tax allowance				-
Regulatory profit/ loss	-	-	-	-
Regulatory investment value				-
* Corresponds to values reported in the Report on Regulatory Profit and the Report on Return on Investment.				
Commentary on Segmented Information				

SCHEDULE 8 CONSOLIDATION STATEMENT

Regulated Airport For Year Ended	

SCHEDULE 8: CONSOLIDATION STATEMENT

8a: CONSOLIDATION STATEMENT

		Regulatory/ GAAP Adjustments	Airport Business- GAAP	Unregulated Activities- GAAP	(\$000) Airport Company- GAAP
Net income	-				
Total operational expenditure	-				
Operating surplus / (deficit) before interest, depreciation, revaluations and tax	-	-	-	-	-
Depreciation	-				
Revaluations	-				
Tax expense	-				
Net operating surplus / (deficit) before interest	-	-	-	-	-
Property plant and equipment	-				

8b: NOTES TO CONSOLIDATION STATEMENT

8b(i): REGULATORY / GAAP ADJUSTMENTS

		(\$000) Regulatory / GAAP Adjustments *
Description of Regulatory / GAAP Adjustment	Affected Line Item	
	[Select one]	
	[Select one]	
	[Select one]	
	[Select one]	
	[Select one]	
	[Select one]	
	[Select one]	

* To correspond with the clause 8a column Regulatory/GAAP adjustments

Commentary on the Consolidation Statement

Regulated Airport
For Year Ended

SCHEDULE 9: REPORT ON ASSET ALLOCATIONS (cont)

9b: Notes to the Report

9b(i): Changes in Asset Allocators

		Effect of Change (\$000)		
			Current Year (CY)	
		CY-1		CY+1
Asset category				
Original allocator or components				
New allocator or components				
Rationale				
		Original		
		New		
		Difference	-	-
Asset category				
Original allocator or components				
New allocator or components				
Rationale				
		Original		
		New		
		Difference	-	-
Asset category				
Original allocator or components				
New allocator or components				
Rationale				
		Original		
		New		
		Difference	-	-
Asset category				
Original allocator or components				
New allocator or components				
Rationale				
		Original		
		New		
		Difference	-	-
Asset category				
Original allocator or components				
New allocator or components				
Rationale				
		Original		
		New		
		Difference	-	-
Asset category				
Original allocator or components				
New allocator or components				
Rationale				
		Original		
		New		
		Difference	-	-
Asset category				
Original allocator or components				
New allocator or components				
Rationale				
		Original		
		New		
		Difference	-	-

Commentary on Asset Allocations

Regulated Airport
For Year Ended

SCHEDULE 10: REPORT ON COST ALLOCATIONS (cont)

10b: Notes to the Report

10b(i): Changes in Cost Allocators

		Effect of Change (\$000)		
			Current Year (CY)	
		CY-1		CY+1
Operating cost category				
Original allocator or components	Original			
New allocator or components	New			
Rationale	Difference	-	-	-
Operating cost category				
Original allocator or components	Original			
New allocator or components	New			
Rationale	Difference	-	-	-
Operating cost category				
Original allocator or components	Original			
New allocator or components	New			
Rationale	Difference	-	-	-
Operating cost category				
Original allocator or components	Original			
New allocator or components	New			
Rationale	Difference	-	-	-
Operating cost category				
Original allocator or components	Original			
New allocator or components	New			
Rationale	Difference	-	-	-
Operating cost category				
Original allocator or components	Original			
New allocator or components	New			
Rationale	Difference	-	-	-
Operating cost category				
Original allocator or components	Original			
New allocator or components	New			
Rationale	Difference	-	-	-

Commentary on Cost Allocations

SCHEDULE 11 REPORT ON RELIABILITY MEASURES

Regulated Airport For Year Ended	<table border="1" style="width: 100%; height: 20px;"> <tr><td style="width: 50%;"></td><td style="width: 50%;"></td></tr> <tr><td style="width: 50%;"></td><td style="width: 50%;"></td></tr> </table>																								
SCHEDULE 11: REPORT ON RELIABILITY MEASURES																									
<p>Runway The number and duration of interruptions to runway(s) during disclosure year by party primarily responsible</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 15%; text-align: center;">Number</th> <th colspan="2" style="width: 25%; text-align: center;">Total Duration</th> </tr> <tr> <th></th> <th></th> <th style="text-align: center;">Hours</th> <th style="text-align: center;">Minutes</th> </tr> </thead> <tbody> <tr><td>Airports</td><td style="border: 1px solid black; width: 60px; height: 20px;"></td><td style="border: 1px solid black; width: 60px; height: 20px;"></td><td style="border: 1px solid black; width: 60px; height: 20px;"></td></tr> <tr><td>Airlines/Other</td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td></tr> <tr><td>Undetermined reasons</td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td></tr> <tr style="background-color: #ffffcc;"><td>Total</td><td style="text-align: center;">-</td><td style="text-align: center;">-</td><td style="text-align: center;">-</td></tr> </tbody> </table>		Number	Total Duration				Hours	Minutes	Airports				Airlines/Other				Undetermined reasons				Total	-	-	-	
	Number	Total Duration																							
		Hours	Minutes																						
Airports																									
Airlines/Other																									
Undetermined reasons																									
Total	-	-	-																						
<p>Taxiway The number and duration of interruptions to taxiway(s) during disclosure year by party primarily responsible</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr><td>Airports</td><td style="border: 1px solid black; width: 60px; height: 20px;"></td><td style="border: 1px solid black; width: 60px; height: 20px;"></td><td style="border: 1px solid black; width: 60px; height: 20px;"></td></tr> <tr><td>Airlines/Other</td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td></tr> <tr><td>Undetermined reasons</td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td></tr> <tr style="background-color: #ffffcc;"><td>Total</td><td style="text-align: center;">-</td><td style="text-align: center;">-</td><td style="text-align: center;">-</td></tr> </tbody> </table>	Airports				Airlines/Other				Undetermined reasons				Total	-	-	-									
Airports																									
Airlines/Other																									
Undetermined reasons																									
Total	-	-	-																						
<p>Remote stands and means of embarkation/disembarkation The number and duration of interruptions to remote stands and means of embarkation/disembarkation during disclosure year by party primarily responsible</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr><td>Airports</td><td style="border: 1px solid black; width: 60px; height: 20px;"></td><td style="border: 1px solid black; width: 60px; height: 20px;"></td><td style="border: 1px solid black; width: 60px; height: 20px;"></td></tr> <tr><td>Airlines/Other</td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td></tr> <tr><td>Undetermined reasons</td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td></tr> <tr style="background-color: #ffffcc;"><td>Total</td><td style="text-align: center;">-</td><td style="text-align: center;">-</td><td style="text-align: center;">-</td></tr> </tbody> </table>	Airports				Airlines/Other				Undetermined reasons				Total	-	-	-									
Airports																									
Airlines/Other																									
Undetermined reasons																									
Total	-	-	-																						
<p>Contact stands and airbridges The number and duration of interruptions to contact stands during disclosure year by party primarily responsible</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr><td>Airports</td><td style="border: 1px solid black; width: 60px; height: 20px;"></td><td style="border: 1px solid black; width: 60px; height: 20px;"></td><td style="border: 1px solid black; width: 60px; height: 20px;"></td></tr> <tr><td>Airlines/Other</td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td></tr> <tr><td>Undetermined reasons</td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td></tr> <tr style="background-color: #ffffcc;"><td>Total</td><td style="text-align: center;">-</td><td style="text-align: center;">-</td><td style="text-align: center;">-</td></tr> </tbody> </table>	Airports				Airlines/Other				Undetermined reasons				Total	-	-	-									
Airports																									
Airlines/Other																									
Undetermined reasons																									
Total	-	-	-																						
<p>Baggage sortation system on departures The number and duration of interruptions to baggage sortation system on departures during disclosure year by party primarily responsible</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr><td>Airports</td><td style="border: 1px solid black; width: 60px; height: 20px;"></td><td style="border: 1px solid black; width: 60px; height: 20px;"></td><td style="border: 1px solid black; width: 60px; height: 20px;"></td></tr> <tr><td>Airlines/Other</td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td></tr> <tr><td>Undetermined reasons</td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td></tr> <tr style="background-color: #ffffcc;"><td>Total</td><td style="text-align: center;">-</td><td style="text-align: center;">-</td><td style="text-align: center;">-</td></tr> </tbody> </table>	Airports				Airlines/Other				Undetermined reasons				Total	-	-	-									
Airports																									
Airlines/Other																									
Undetermined reasons																									
Total	-	-	-																						
<p>Baggage reclaim belts The number and duration of interruptions to baggage reclaim belts during disclosure year by party primarily responsible</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr><td>Airports</td><td style="border: 1px solid black; width: 60px; height: 20px;"></td><td style="border: 1px solid black; width: 60px; height: 20px;"></td><td style="border: 1px solid black; width: 60px; height: 20px;"></td></tr> <tr><td>Airlines/Other</td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td></tr> <tr><td>Undetermined reasons</td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td></tr> <tr style="background-color: #ffffcc;"><td>Total</td><td style="text-align: center;">-</td><td style="text-align: center;">-</td><td style="text-align: center;">-</td></tr> </tbody> </table>	Airports				Airlines/Other				Undetermined reasons				Total	-	-	-									
Airports																									
Airlines/Other																									
Undetermined reasons																									
Total	-	-	-																						
<p>On-time departure delay The total number of flights affected by on time departure delay and the total duration of the delay during disclosure year by party primarily responsible</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr><td>Airports</td><td style="border: 1px solid black; width: 60px; height: 20px;"></td><td style="border: 1px solid black; width: 60px; height: 20px;"></td><td style="border: 1px solid black; width: 60px; height: 20px;"></td></tr> <tr><td>Airlines/Other</td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td></tr> <tr><td>Undetermined reasons</td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td><td style="border: 1px solid black;"></td></tr> <tr style="background-color: #ffffcc;"><td>Total</td><td style="text-align: center;">-</td><td style="text-align: center;">-</td><td style="text-align: center;">-</td></tr> </tbody> </table>	Airports				Airlines/Other				Undetermined reasons				Total	-	-	-									
Airports																									
Airlines/Other																									
Undetermined reasons																									
Total	-	-	-																						

Regulated Airport
For Year Ended

SCHEDULE 11: REPORT ON RELIABILITY MEASURES (cont)

Fixed electrical ground power availability (if applicable)

The percentage of time that FEGP is unavailable due to interruptions*

--

** Disclosure of FEGP information applies only to airports where fixed electrical ground power is available.*

Commentary concerning reliability measures

--

Must include information on how the responsibility for interruptions is determined and the processes the Airport has put in place for undertaking any operational improvement in respect of reliability. If interruptions are categorised as "occurring for undetermined reasons", the reasons for inclusion in this category must be disclosed.

SCHEDULE 12 REPORT ON CAPACITY UTILISATION INDICATORS FOR AIRCRAFT AND FREIGHT ACTIVITIES AND AIRFIELD ACTIVITIES

Regulated Airport
 For Year Ended

SCHEDULE 12: REPORT ON CAPACITY UTILISATION INDICATORS FOR AIRCRAFT AND FREIGHT ACTIVITIES AND AIRFIELD ACTIVITIES

Runway

		Runway #1	Runway #2	Runway #3
Description of runway(s)	Designations	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>
	Length of pavement (m)	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>
	Width (m)	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>
	Shoulder width (m)	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>
	Runway code	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>
Declared runway capacity for specified meteorological condition	ILS category	[Select one]	[Select one]	[Select one]
	VMC (movements per hour) IMC (movements per hour)	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>

Taxiway

		Taxiway #1	Taxiway #2	Taxiway #3
Description of main taxiway(s)	Name	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>
	Length (m)	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>
	Width (m)	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>
	Status	[Select one]	[Select one]	[Select one]
	Number of links	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>

Aircraft parking stands
 Number of apron stands available during the runway busy day categorised by stand description and primary flight category

		Contact stand—airbridge	Contact stand—walking	Remote stand—bus
Air passenger services	International	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>
	Domestic jet	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>
	Domestic turboprop	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>
Total parking stands		-	-	-

Busy periods for runway movements

Date

Runway busy day

Runway busy hour start time (day/month/year hour)

Aircraft movements
 Number of aircraft runway movements during the runway busy day with air passenger service flights categorised by stand description and flight category

		Contact stand—airbridge	Contact stand—walking	Remote stand—bus	Total
Air passenger services	International	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	-
	Domestic jet	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	-
	Domestic turboprop	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	<input style="width: 100%; height: 15px;" type="text"/>	-
	Total	-	-	-	-
Other (including General Aviation)					<input style="width: 100%; height: 15px;" type="text"/>
Total aircraft movements during the runway busy day					-

Number of aircraft runway movements during the runway busy hour

Commentary concerning capacity utilisation indicators for aircraft and freight activities and airfield activities

SCHEDULE 13 REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECIFIED PASSENGER TERMINAL ACTIVITIES

Regulated Airport For Year Ended			
SCHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECIFIED PASSENGER TERMINAL ACTIVITIES			
	International terminal	Domestic terminal	Common area †
Outbound (Departing) Passengers			
Landside circulation (outbound)			
Passenger busy hour for landside circulation (outbound)—start time (day/month/year hour)			
Floor space (m ²)			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (busy hour passengers per 100m ²)	—	—	—
Check-in			
Passenger busy hour for check-in—start time (day/month/year hour)			
Floor space (m ²)			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (busy hour passengers per 100m ²)	—	—	—
Baggage (outbound)			
Passenger busy hour for baggage (outbound)—start time (day/month/year hour)			
Make-up area floor space (m ²)			
Notional capacity during the passenger busy hour (bags/hour)*			
Bags processed during the passenger busy hour (bags/hour)*			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (% of processing capacity)	—	—	—
<i>* Please describe in the capacity utilisation indicators commentary box how notional capacity and bags throughput have been assessed.</i>			
Passport control (outbound)			
Passenger busy hour for passport control (outbound)—start time (day/month/year hour)			
Floor space (m ²)			
Number of emigration booths and kiosks			
Notional capacity during the passenger busy hour (passengers/hour) *			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (busy hour passengers per 100m ²)	—		
Utilisation (% of processing capacity)	—		
<i>* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.</i>			
Security screening			
Passenger busy hour for security screening—start time (day/month/year hour)			
Facilities for passengers excluding international transit & transfer			
Floor space (m ²)			
Number of screening points			
Notional capacity during the passenger busy hour (passengers/hour) *			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (busy hour passengers per 100m ²)	—	—	
Utilisation (% of processing capacity)	—	—	
Facilities for international transit & transfer passengers			
Floor space (m ²)			
Number of screening points			
Notional capacity during the passenger busy hour (passengers/hour)*			
Estimated passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (busy hour passengers per 100m ²)	—		
Utilisation (% of processing capacity)	—		
<i>* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.</i>			

Regulated Airport
For Year Ended

SCHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECIFIED PASSENGER TERMINAL ACTIVITIES (cont 1)

	International terminal	Domestic terminal	Common area †
Airside circulation (outbound)			
Passenger busy hour for airside circulation (outbound)—start time (day/month/year hour)			
Floor space (m ²)			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (busy hour passengers per 100m ²)	—	—	
Departure lounges			
Passenger busy hour for departure lounges—start time (day/month/year hour)			
Floor space (m ²)			
Number of seats			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (busy hour passengers per 100m ²)	—	—	
Utilisation (passengers per seat)	—	—	
Inbound (Arriving) Passengers			
Airside circulation (inbound)			
Passenger busy hour for airside circulation (inbound)—start time (day/month/year hour)			
Floor space (m ²)			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (busy hour passengers per 100m ²)	—	—	—
Passport control (inbound)			
Passenger busy hour for passport control (inbound)—start time (day/month/year hour)			
Floor space (m ²)			
Number of immigration booths and kiosks			
Notional capacity during the passenger busy hour (passengers/hour) *			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (busy hour passengers per 100m ²)	—		
Utilisation (% of processing capacity)	—		
<i>* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.</i>			
Landside circulation (inbound)			
Passenger busy hour for landside circulation (inbound)—start time (day/month/year hour)			
Floor space (m ²)			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (busy hour passengers per 100m ²)	—	—	—
Baggage reclaim			
Passenger busy hour for baggage reclaim—start time (day/month/year hour)			
Floor space (m ²)			
Number of reclaim units			
Notional reclaim unit capacity during the passenger busy hour (bags/hour)*			
Bags processed during the passenger busy hour (bags/hour)*			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (% of processing capacity)	—	—	
Utilisation (busy hour passengers per 100m ²)	—	—	
<i>* Please describe in the capacity utilisation indicators commentary box how notional capacity and bags throughput have been assessed.</i>			
Bio-security screening and inspection and customs secondary inspection			
Passenger busy hour for bio-security screening and inspection and customs secondary inspection—start time (day/month/year hour)			
Floor space (m ²)			
Notional MAF secondary screening capacity during the passenger busy hour (passengers/hour)*			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (% of processing capacity)	—		
Utilisation (busy hour passengers per 100m ²)	—		
<i>* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.</i>			
Arrivals concourse			
Passenger busy hour for arrivals concourse—start time (day/month/year hour)			
Floor space (m ²)			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (busy hour passengers per 100m ²)	—	—	—

Regulated Airport
For Year Ended

SCHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECIFIED PASSENGER TERMINAL ACTIVITIES (cont 2)

	International terminal	Domestic terminal	Common area †
Total terminal functional areas providing facilities and service directly for passengers			
Floor space (m ²)	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
Number of working baggage trolleys available for passenger use at end of disclosure year	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
Commentary concerning capacity utilisation indicators for Passenger Terminal Activities			
<small>Commentary must include an assessment of the accuracy of the passenger data used to prepare the utilisation indicators. † For functional components which are normally shared by passengers on international and domestic aircraft.</small>			

SCHEDULE 14 REPORT ON PASSENGER SATISFACTION INDICATORS

	Regulated Airport	
	For Year Ended	

SCHEDULE 14: REPORT ON PASSENGER SATISFACTION INDICATORS

Survey organisation
 Survey organisation used [Select one]
 If "Other", please specify

Passenger satisfaction survey score
 (average quarterly rating by service item)

Domestic terminal	Quarter	1	2	3	4	Annual average
Ease of finding your way through an airport						-
Ease of making connections with other flights						-
Flight information display screens						-
Walking distance within and/or between terminals						-
Availability of baggage carts/trolleys						-
Courtesy, helpfulness of airport staff (excluding check-in and security)						-
Availability of washrooms/toilets						-
Cleanliness of washrooms/toilets						-
Comfort of waiting/gate areas						-
Cleanliness of airport terminal						-
Ambience of the airport						-
Security inspection waiting time						-
Check-in waiting time						-
Feeling of being safe and secure						-
Average survey score		-	-	-	-	-

International terminal	Quarter	1	2	3	4	Annual average
Ease of finding your way through an airport						-
Ease of making connections with other flights						-
Flight information display screens						-
Walking distance within and/or between terminals						-
Availability of baggage carts/trolleys						-
Courtesy, helpfulness of airport staff (excluding check-in and security)						-
Availability of washrooms/toilets						-
Cleanliness of washrooms/toilets						-
Comfort of waiting/gate areas						-
Cleanliness of airport terminal						-
Ambience of the airport						-
Passport and visa inspection waiting time						-
Security inspection waiting time						-
Check-in waiting time						-
Feeling of being safe and secure						-
Average survey score		-	-	-	-	-

The margin of error requirement specified in clause 2.4(3)(c) of the determination applies only to the combined quarterly survey results for the disclosure year. Quarterly results may not conform to the margin of error requirement.

Commentary concerning report on passenger satisfaction indicators

Commentary must include an assessment of the accuracy of the passenger data used to prepare the utilisation indicators and the internet location of fieldwork documentation.

SCHEDULE 15 REPORT ON OPERATIONAL IMPROVEMENT PROCESSES

Regulated Airport
For Year Ended

SCHEDULE 15: REPORT ON OPERATIONAL IMPROVEMENT PROCESSES

Disclosure of the operational improvement process

--

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.

Regulated Airport
For Year Ended

SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS (cont 3)

Airline statistics (cont)

Domestic

International

16e: Human Resource Statistics

	Specified Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Total
Number of full-time equivalent employees				-
Human resource costs (\$000)				

Commentary concerning the report on associated statistics

SCHEDULE 18 REPORT ON THE FORECAST TOTAL REVENUE REQUIREMENTS

Regulated Airport Pricing Period Starting Year Ended					
SCHEDULE 18: REPORT ON THE FORECAST TOTAL REVENUE REQUIREMENTS					
18a: Revenue Requirement					
Overview of the methodology used to determine the revenue requirement					
(\$000)	Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4
Forecast value of assets employed					
Forecast cost of capital					
Forecast return on assets employed					
<i>plus</i> Forecast operational expenditure					
<i>plus</i> Forecast depreciation					
<i>plus</i> Forecast tax					
<i>plus (less)</i> Forecast revaluations					
<i>less</i> Forecast other income					
<i>plus (less)</i> Other factors					
Forecast total revenue requirement					
<i>less</i> Revenue requirement not applicable to price setting event					
<i>plus (less)</i> Revenue smoothing adjustment					
Forecast revenue for services applicable to price setting event					
Forecast total revenue requirement for the following regulated activities					
Airfield activities					
Aircraft and freight activities					
Specified passenger terminal activities					
Forecast total revenue requirement					
Description of any other factors that are considered in determining the forecast total revenue requirement					

Regulated Airport
Pricing Period Starting Year Ended

SCHEDULE 18: FORECAST TOTAL REVENUE REQUIREMENTS (cont 2)

18b(iii): Forecast Capital Expenditure

(\$000)	Pricing Period Starting Year Ended										Total	
	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4	Pricing Period Starting Year + 5	Pricing Period Starting Year + 6	Pricing Period Starting Year + 7	Pricing Period Starting Year + 8	Pricing Period Starting Year + 9			
Capital Expenditure by Category												
Capacity growth												
Asset replacement and renewal												
Total capital expenditure												
Capital Expenditure by Key Capital Expenditure Project												
[Project 1]												
[Project 2]												
[Project 3]												
[Project 4]												
[Project 5]												
[Project 6]												
[Project 7]												
[Project 8]												
[Project 9]												
[Project 10]												
[Project 11]												
[Project 12]												
[Project 13]												
[Project 14]												
[Project 15]												
[Project 16]												
[Project 17]												
[Project 18]												
[Project 19]												
[Project 20]												
[Project 21]												
[Project 22]												
[Project 23]												
[Project 24]												
[Project 25]												
[Project 26]												
[Project 27]												
[Project 28]												
[Project 29]												
[Project 30]												
Other capital expenditure												
Total Capital Expenditure												

Regulated Airport Pricing Period Starting Year Ended	

SCHEDULE 18: FORECAST TOTAL REVENUE REQUIREMENTS (cont. 3)

Basis for Cost Allocation

An explanation of where and why disclosures differ from the cost-allocation input methodology and/or, where costs are shared between regulated and non-regulated assets, an explanation of the basis for that allocation.

Key Capital Expenditure Projects—Consumer Demands Assessment

An explanation of how consumer demands have been assessed and incorporated for each reported project and the degree to which consumers agree with project scope, timing and cost.

18b(iv) FORECAST OPERATIONAL EXPENDITURE

(\$000)

	Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4
Corporate overheads	-				
Asset management and airport operations					
Asset maintenance					
Forecast operational expenditure					

SCHEDULE 19: REPORT ON DEMAND FORECASTS

**Regulated Airport
Pricing Period Starting Year Ended**

19a: Passenger terminal demand

	Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4	Pricing Period Starting Year + 5	Pricing Period Starting Year + 6	Pricing Period Starting Year + 7	Pricing Period Starting Year + 8	Pricing Period Starting Year + 9
(000)										
Busy hour passenger numbers										
Inbound passengers										
Domestic										
International										
Combined *										
Outbound passengers										
Domestic										
International										
Combined *										
Number of passengers during year										
Inbound passengers										
Domestic										
International										
Total										
Outbound passengers										
Domestic										
International										
Total										
International transit and transfer passengers [†]										

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

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

SCHEDULE 19 REPORT ON DEMAND FORECASTS

SCHEDULE 19: REPORT ON DEMAND FORECASTS (cont)		Regulated Airport Pricing Period Starting Year Ended																			
		Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4	Pricing Period Starting Year + 5	Pricing Period Starting Year + 6	Pricing Period Starting Year + 7	Pricing Period Starting Year + 8	Pricing Period Starting Year + 9										
19b: Aircraft Runway Movements																					
	(000)																				
Movements during busy period (total number of aircraft)	During the runway busy hour During the runway busy day																				
Landings during year (total number of aircraft)	Aircraft 30 tonnes MCTOW or more Aircraft 3 tonnes or more but less than 30 tonnes MCTOW Aircraft less than 3 tonnes MCTOW Total																				
Landings during year (total MCTOW in tonnes)	Aircraft 30 tonnes MCTOW or more Aircraft 3 tonnes or more but less than 30 tonnes MCTOW Aircraft less than 3 tonnes MCTOW Total																				
Landings during year (total number of aircraft)	Air passenger services—international Air passenger services—domestic Other aircraft																				
Landings during year (total MCTOW in tonnes)	Air passenger services—international Air passenger services—domestic Other aircraft																				
Description of the basis for forecasts, and/or assumptions made in forecasting																					

SCHEDULE 23 REPORT ON INITIAL REGULATORY ASSET BASE VALUE

Regulated Airport For Year Ended				
SCHEDULE 23: REPORT ON INITIAL REGULATORY ASSET BASE VALUE				
23a: Regulatory Asset Base Value				
	Unallocated RAB *		RAB	
	(\$000)	(\$000)	(\$000)	(\$000)
Allocated non-current assets—year ended 2009		-		
Adjustment to reinstate unallocated 2009 asset values		-		
Non-current assets—year ended 2009		-		
<i>less</i>				
Assets held for future use—year ended 2009				
Works under construction—year ended 2009				
Excluded intangible assets				
Other excluded assets		-		
<i>plus</i>				
MVAU valuation adjustment				
Initial RAB value		-		
<i>less</i>				
Regulatory depreciation				
<i>plus</i>				
Indexed revaluations	-		-	
Non-indexed revaluations				
Total revaluations		-		-
<i>plus</i>				
Assets commissioned (other than below)				
Assets acquired from a regulated supplier				
Assets acquired from a related party				
Assets commissioned		-		-
<i>less</i>				
Asset disposals (other)				
Assets disposed of to a regulated supplier				
Assets disposed of to a related party				
Asset disposals		-		-
<i>plus</i>				
Lost and found assets adjustment				
Adjustment resulting from cost allocation				-
RAB Value—year ended 2010		-		
Commentary				
* The 'unallocated RAB' is the total value of those assets used wholly or partially to provide specified services without any allowance being made for the allocation of costs to non-specified services. The RAB value represents the value of these assets after applying this cost allocation. Neither value includes land held for future use or works under construction.				

Regulated Airport
For Year Ended

SCHEDULE 23: INITIAL REGULATORY ASSET BASE VALUE (cont)

23b: Notes to the Report

(\$000 unless otherwise specified)

23b(i): Calculation of Revaluation Rate and Indexed Revaluation

CPI at CPI reference date—2009			
CPI at CPI reference date—2010			
Revaluation rate (%)			-
	Unallocated RAB		RAB
Initial RAB value	-		-
less Revalued land			
less Assets with nil physical asset life			
less Asset disposals	-		-
less Lost asset adjustment			
Indexed revaluation	-		-

23b(ii): Works Under Construction

	Unallocated works under construction (\$000)		Allocated works under construction (\$000)
Works under construction—year ended 2009	-		
plus MVAU valuation adjustment			
Works under construction adjusted—year ended 2009		-	
plus Capital expenditure			
less Assets commissioned	-		-
less Offsetting revenue			
plus Adjustment resulting from cost allocation			-
Works under construction—year ended 2010		-	

23b(iii): Assets Held for Future Use

	Base Value (\$000)	Holding Costs (\$000)	Net Revenues (\$000)	Tracking Revaluations (\$000)	Total (\$000)
Assets held for future use—year ended 2009					-
plus Assets held for future use—additions ¹					-
less Transfer to works under construction					-
less Assets held for future use—disposals					-
Assets held for future use—year ended 2010 ²	-	-	-	-	-

¹ Holding Costs, Net Revenues, and Tracking Revaluations entries in the 'Assets held for future use—additions' line relate to the value incurred during the disclosure year.
² Each category value shown in the 'Assets held for future use—year ended 2010' line (Base Value, Holding Costs, Net Revenues, and Tracking Revaluations) is carried forward into the following year's disclosure as 'Assets held for future use—previous disclosure year'.

23b(iv): Asset Lives & Asset Uses

Land

Description of Land	RAB value year end	Description of use (land)
[Asset 1]		
[Asset 2]		
[Asset 3]		
[Asset 4]		
[Asset 5]		
[Asset 6]		
[Asset 7]		
[Asset 8]		
[Asset 9]		
[Asset 10]		
[Asset 11]		
[Asset 12]		
[Asset 13]		
[Asset 14]		
[Asset 15]		
Total value land	-	

Regulated Airport
 For Year Ended

SCHEDULE 23: INITIAL REGULATORY ASSET BASE VALUE (cont 2)

Sealed Surfaces:

Significant asset	RAB value year end	Description of use (significant assets)	Asset life (years)
[Asset 1]			
[Asset 2]			
[Asset 3]			
[Asset 4]			
[Asset 5]			
[Asset 6]			
[Asset 7]			

Other assets sealed surfaces

Total value sealed surfaces

23b(iv): Asset Lives & Asset Uses (cont)

Infrastructure and Buildings

Significant asset	RAB value year end	Description of use (significant assets)	Asset life (years)
[Asset 1]			
[Asset 2]			
[Asset 3]			
[Asset 4]			
[Asset 5]			
[Asset 6]			
[Asset 7]			

Other assets infrastructure and buildings

Total value infrastructure and buildings

Vehicles, Plant and Equipment

Significant asset	RAB value year end	Description of use (significant assets)	Asset life (years)
[Asset 1]			
[Asset 2]			
[Asset 3]			
[Asset 4]			
[Asset 5]			
[Asset 6]			
[Asset 7]			

Other assets vehicles, plant and equipment

Total value vehicles, plant and equipment