

**INFORMATION DISCLOSURE (AIRPORT  
SERVICES) CONSULTATION UPDATE  
PAPER** WITH MARKED UP CHANGES TO DETERMINATION

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OCTOBER 2010



COMMERCE COMMISSION

Regulation Branch  
Commerce Commission  
Wellington  
NEW ZEALAND

11 October 2010

ISBN: 978-1-869451-17-2

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## **CHAPTER 1: INTRODUCTION**

### **1.1 Overview**

- 1.1.1 This paper sets out updates to the Commerce Act (Specified Airport Services Information Disclosure) Determination 2010<sup>1</sup> (draft Determination) published on 31 May 2010.
- 1.1.2 This is expected to be the final consultative step before the Commission makes its final Information Disclosure Determination for specified airport services in December 2010.
- 1.1.3 The Commission has made no final decisions in relation to information disclosure for specified airport services.

### **1.2 Scope**

- 1.2.1 This paper provides for technical consultation on the revised draft Determination, attached as Appendix A. Submissions on the Draft Reasons Paper and draft Determination raised several issues and suggested a number of amendments. The revised draft Determination reflects the Commission's responses both to these submissions and to feedback received at the Technical Working Session held on 13 September 2010. The Commission's responses and updated draft decisions are set out in the summary table in Chapter 2, below.
- 1.2.2 The purpose of this technical consultation is to ensure that the Determination accurately reflects the Commission's updated draft decisions. The Commission seeks submissions from interested persons on whether the Determination achieves this purpose. Only issues raised that have resulted in changes to the Determination have been recorded.<sup>2</sup> Discussion of higher-level policy direction, or issues not included in the summary table, is out of the scope of this paper.

### **1.3 Next Steps**

- 1.3.1 Following this technical consultation, the Commission intends to publish the Commerce Act (Specified Airport Services Information Disclosure) Determination 2010, together with the Final Reasons Paper.<sup>3</sup>

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<sup>1</sup> Commerce Commission, Commerce Act (Specified Airport Services Information Disclosure) Determination 2010.

<sup>2</sup> A full summary of issues raised and the Commission's responses will be included in the final Reasons Paper.

<sup>3</sup> These documents will be made available on the Commission's website, <http://www.comcom.govt.nz>.

## 1.4 Submissions

- 1.4.1 The Commission invites submissions on the technical drafting of the revised draft Determination (provided as Appendix A), and whether the revised draft Determination accurately reflects the Commission's updated draft decisions contained in this paper. Where a submitter considers that the updated draft decisions are not accurately reflected, the Commission requests that its submission include any necessary drafting amendments.
- 1.4.2 To facilitate feedback from submitters the Commission has provided electronic versions on its website of the Update Paper, revised draft Determination and Excel templates as follows:
- Update Paper, with Appendix A containing the revised draft Determination (pdf document);
  - Update Paper with Determination Markups — Update Paper, with Appendix A containing a marked up version of the revised draft Determination showing the changes since the draft version was published on 31 May 2010 (pdf document);
  - Draft templates of Schedules 2–20 & 26 — to enable interested parties to submit edits and inserted comments that illustrate proposed revisions to these Schedules (Microsoft Excel document); and
  - Revised draft Determination — to enable interested parties to submit marked-up edits that illustrate proposed revisions to the document text (Microsoft Word document).
- 1.4.3 The Commission has received a late submission from the New Zealand Airports Association regarding Director Certification. The Commission invites submissions from all interested persons on this late submission, as part of this consultation.<sup>4</sup>
- 1.4.4 All submissions should be received by the Commission no later than **5pm Friday, 5 November 2010**.
- 1.4.5 To foster an informed and transparent process, the Commission intends to publish all submissions on its website. Accordingly, the Commission requests an electronic copy of each submission and requests that hard copies of submissions not be provided (unless an electronic copy is not available). The Commission also requires that these electronic copies be provided in an accessible form (ie, they are 'unlocked' and text can be easily transferred). If the submission contains confidential information or if the submitter wishes that the published version be 'locked', an additional document labelled "public version" should be provided. Submissions should be sent to:

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<sup>4</sup> NZAA, *Topic for Technical Consultation Round—Director Consultation*, letter to Commerce Commission, 27 September 2010. A copy of this submission may be found on the Commission's website at <http://www.comcom.govt.nz/airports-information-disclosure/>

regulation.branch@comcom.govt.nz;  
or  
John Hamill  
Manager  
Airports and Input Methodologies  
Commerce Commission  
P.O. Box 2351  
Wellington

### ***Confidentiality***

- 1.4.6 The Commission discourages requests for non-disclosure of submissions, in whole or in part, as it is desirable to test all information in a fully public way. It is unlikely to agree to any requests that submissions in their entirety remain confidential. However, the Commission recognises there will be cases where interested persons making submissions may wish to provide confidential information to the Commission.
- 1.4.7 If it is necessary to include such material in a submission the information should be clearly marked and preferably included in an appendix to the submission. Interested persons should provide the Commission with both confidential and public versions of their submissions in both electronic and hard-copy formats. The responsibility for ensuring that confidential information is not included in a public version of a submission rests entirely with the party making the submission.
- 1.4.8 Interested persons can also request that the Commission makes orders under s 100 of the Act in respect of information that should not be made public. Any request for a s 100 order must be made when the relevant information is supplied to the Commission and must identify the reasons why the relevant information should not be made public. The Commission will provide further information on s 100 orders if requested by interested persons, including the principles that are applied when considering requests for such orders. A key benefit of such orders is to enable confidential information to be shared with specified parties on a restricted basis for the purpose of making submissions. Any s 100 order will apply for a limited time only as specified in the order. Once an order expires, the Commission will follow its usual process in response to any request for information under the Official Information Act 1982.

## **CHAPTER 2: UPDATES TO DRAFT DETERMINATION**

### **2.1 Introduction**

2.1.1 In updating its draft Determination the Commission has considered submissions on the draft Determination and draft decisions; has taken into account input from interested persons at the Airports Information Disclosure Working Session held at Wellington Airport on 13 September 2010 (“working session”); and has considered submissions received in response to matters raised at that working session.

### **2.2 Summary of Updates**

2.2.1 The Commission received submissions on its draft Determination from the following interested persons:

- Auckland International Airport Limited (“AIAL”), including a cross-submission;
- Board of Airline Representatives New Zealand Inc (“BARNZ”), including a cross-submission;
- Christchurch International Airport Limited (“CIAL”), including a cross-submission;
- New Zealand Airports Association (“NZAA”), including advice prepared by Airbiz Aviation Strategies Limited (“Airbiz”) for the Joint Working Group and a cross-submission; and
- Wellington International Airport Limited (“WIAL”).

2.2.2 Submissions were received from the following parties on matters raised at the working session concerning the disclosure of information to allow interested persons to assess whether assets in the disclosed asset base are used and useful:

- Air New Zealand Limited (“Air NZ”);
- AIAL, including a cross-submission;
- BARNZ, including a cross-submission; and
- NZAA, including a cross-submission.

2.2.3 A submission was received from NZAA and a cross submission was received from BARNZ on matters raised at the working session concerning the definition of terms.

2.2.4 Having considered these submissions,<sup>5</sup> the Commission has updated the Determination in the following categories of information disclosure for specified airport services:

- Historical Financial Information disclosures;

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<sup>5</sup> These submissions are available on the Commission’s website at: <http://www.comcom.govt.nz/information-disclosure/>

- Quality disclosures;
- Forecast Total Revenue and supporting information;
- Pricing and related disclosures; and
- Certification and Audit.

2.2.5 The Commission notes that substantial changes have been made to the information disclosure requirements relating to pricing statistics in Schedule 18. Details of these changes are set out in the pricing and related disclosures table in Chapter 2.

## **2.3 Issues Raised in Submissions and Commission Responses— Summary Table**

2.3.1 The following table summarises issues raised in submissions and cross submissions to the Commission's Information Disclosure (Airport Services) Draft Reasons Paper and draft Commerce Act (Specified Airport Services Information Disclosure) Determination 2010, published on 31 May 2010. It also records the Commission's responses and resulting changes to the draft Determination. The table excludes suggested changes by submitters which, following Commission consideration, have not resulted in changes to the draft Determination.



***Historical Financial Information***

#	Topic and Submitters' Views—Historical Financial Information	Commission's Response
1	<p><b>Used and useful assets</b></p> <p>In the Input Methodologies Airport Services Draft Reasons Paper, the Commission proposed that the matter of whether an asset is both used and useful is appropriately left for interested persons to assess based on disclosed information.<sup>1</sup></p> <p>BARNZ considered that if the RAB was to contain assets regardless of their usefulness, then interested persons should be provided with sufficient information to make their own assessments of the asset's usefulness. NZAA considered that the RAB should contain all used assets regardless of their usefulness.<sup>2 3</sup></p> <p>NZAA opposed the Commission's September 2010 proposal to disclose additional information relating to the usefulness of assets. NZAA considered that the proposal was backward looking, resulted in considerable compliance costs and would not assist interested persons to assess if the purpose of Part 4 is being met.<sup>4</sup></p>	<p>Airports should disclose sufficient information about assets such that interested persons can make their own assessments as to whether assets are 'useful'.</p> <p>The Commission considers that the compliance costs of preparing this information should be reasonable given the airports can present it in a summarised form and have flexibility in how the information is aggregated. It is reasonable to expect that the airports would maintain financial information on significant assets.</p> <p>As many assets in the RAB will contribute to future operations and reported costs (eg depreciation), providing information about these assets has a forward looking nature. The Commission notes that Schedule 26b(iv) also includes disclosure of asset life information. Refer to Input Methodologies consultation paper for further explanation.<sup>5</sup></p> <p><b>Implementation</b></p> <p>The template for the initial RAB has been amended to provide information regarding the description and use of assets included in the initial RAB.</p> <p>New terms have been added to list of defined terms to support Schedule 26:</p> <ul style="list-style-type: none"> <li>▪ allocated value;</li> <li>▪ asset life;</li> <li>▪ description of land;</li> <li>▪ description of use (land);</li> <li>▪ description of use (significant assets);</li> <li>▪ Initial RAB;</li> <li>▪ Initial RAB value;</li> <li>▪ other assets; and</li> <li>▪ significant assets.</li> </ul>

#	Topic and Submitters' Views—Historical Financial Information	Commission's Response
2	<p><b>Non-Standard depreciation</b></p> <p>NZAA and BARNZ both submitted that there should be a provision to disclose changes to both asset lives, and depreciation rates.<sup>6 7</sup></p> <p>This issue includes changes relating to assets which have become stranded.</p>	<p>Airports should be required to disclose changes to asset lives and depreciation rates which result in the introduction of or change to non-standard depreciation approaches. Airports should provide sufficient explanation to allow interested persons to make their own assessments regarding the changes adopted by the airport.</p> <p><b>Implementation</b></p> <p>A definition of 'Justification for change re non-standard depreciation methodology' was added to make the Commission's intent for the Schedules dealing with non-standard depreciation clear.</p> <p>In Schedule 5 'flexible depreciation' has been renamed 'non-standard depreciation' to reflect Input Methodologies terminology.</p> <p>As any write-downs for stranded assets will be covered by the Schedule describing changes for non-standard depreciation, there is no need for a separate statement for stranded assets. Hence the Commission has removed the separate statement for stranded assets from Schedule 5b(iii) and the list of defined terms.</p>
3	<p><b>Segmented regulatory profit Schedule</b></p> <p>NZAA proposed that in Schedule 6 (now Schedule 8), which reports on segmented regulatory profit, that the column 'eliminations/transfers' should be removed.<sup>8</sup></p> <p>BARNZ proposed maintaining it to provide disclosure of asset transfers.<sup>9</sup></p>	<p>The correct implementation of the cost allocation methodology and reporting of revenue in accordance with the requirements will eliminate the need for this column. This is because for any line item the sum of the values for segmented businesses should by definition equal the value of the regulated airport business.</p> <p>Accordingly there will be no need to eliminate the effect of inter-segmental transactions to produce the aggregate view of the regulated airport business.</p> <p>Retention of this column would not provide details about the transfer of assets between segmented businesses, as for assets the column only provides a year end view.</p> <p><b>Implementation</b></p> <p>Schedule 8 (formerly Schedule 6) amended by removing the 'eliminations/transfers' column.</p> <p>Removed reference to the 'elimination/transfers' column from Schedule 9b(i) Regulatory/GAAP Adjustments.</p>

#	Topic and Submitters' Views—Historical Financial Information	Commission's Response
4	<p><b>Safety, security and environmental expenditure</b></p> <p>NZAA proposed removing the separate disclosure as it would be difficult to implement. NZAA was concerned that a broad approach to airport security, safety and environmental expenditure might be adopted.<sup>10</sup></p> <p>BARNZ did not support NZAA's proposal and submitted that safety is an important service provided by airports and therefore should be disclosed. BARNZ suggested that a narrower approach could be used to define this expenditure.<sup>11</sup></p>	<p>Due to the integral nature of safety and security to airports there is considerable scope in how this item could be defined.</p> <p>Aviation Security Service (AVSEC) performs many airport security tasks (eg, passenger screening and perimeter security). AVSEC recovers their costs by fees levied on airlines on a per passenger basis.<sup>12</sup></p> <p>Hence, reporting airports' expenditure on safety, security and environment using a narrower definition would have limited benefit, due to the role performed by AVSEC.</p> <p>The use of a broader definition which included expenditure with a safety, security or environmental component would be problematic as it could extend to a high percentage of the airports activities (eg, the RESA component of a runway or runway lighting), and cost allocations would be arbitrary and difficult.</p> <p><b>Implementation</b></p> <p>The Commission has removed separate disclosure of safety and security operational expenses, or security, safety and environmental' capital expenditure from Schedules 3a, 5b, 7a and 7b, and defined terms.</p>
5	<p><b>Capital contributions</b></p> <p>The Commission had previously proposed that capital contributions payable to an airport should be disclosed as regulatory income.</p> <p>NZAA and BARNZ responded to this proposal by suggesting an amendment as to the scope of the consideration that was treated as income.<sup>13</sup></p> <p>The Input Methodologies project has subsequently considered the issue of capital contributions and proposed that capital contributions should be netted off against the cost of the asset when it is recognised in the RAB, and hence not recognised as income.</p>	<p>To give effect to the approach proposed in the revised draft the Input Methodologies Determination, the Commission has revised the reporting templates to remove capital contributions from regulatory income. The netting off of the capital contributions against the value of the RAB is applied in the Determination through the definition of Assets Commissioned, which has been updated in the revised draft Input Methodologies Determination.</p> <p><b>Implementation</b></p> <p>The Commission has deleted capital contributions from income in Schedule 3a and Schedule 8. The Commission has deleted non-taxable capital contributions from Schedule 4.</p>

#	Topic and Submitters' Views—Historical Financial Information	Commission's Response
6	<p><b>Level of Disaggregation for Airport Activity Income</b></p> <p>The Commission previously proposed that airports should disaggregate operating revenue from airfield activities into several categories defined by the Commission.</p> <p>Submissions from both NZAA and BARNZ identified problems with the proposed category terminal services income with NZAA arguing it was too small to warrant separate disclosure.<sup>14</sup></p> <p>BARNZ and NZAA differed over the relevance of separate disclosure of income related to safety and security (see item 4 above).</p> <p>Discussion at the industry workshop indicated that there are differences in the pricing structures used by airports. An issue is whether Schedules 3a and 6a should include separate disclosure of charges for the transportation of passengers between a terminal and an aircraft or other separated income relating to terminal services.</p> <p>NZAA proposed that income should be disclosed at a level sufficiently high 'to have application across all three airports'.</p>	<p>Due to differences in how each airport charges its customers for airport activities, it will be difficult to implement predefined generic revenue categories which provide a meaningful level of disaggregation. The use of predefined categories could create difficulties for an airport should the categories not correspond with its pricing structure and for interested persons may imply a higher level of comparability than is warranted.</p> <p>Having Schedules 3a and 6a include revenue figures which correspond with each airport's pricing structure will allow interested persons to compare the revenues which airports have received to known price lists.</p> <p>To simplify compliance airports may combine the smaller line items.</p> <p>Revenue from leases, rentals and concessions should continue to be disclosed in its own predefined category.</p> <p><b>Implementation</b></p> <p>In Schedules 3a and 6a (new Schedule 8) the predefined income categories relating to safety and security, airfields, terminal services and passenger services have been removed. Instead, the Schedule has line items for airports to disclose the revenue received for each material charge for airport activities (eg, landing charges, passenger services charges).</p> <p>A separate line item 'other operating revenue' has been added to report smaller revenue flows to Schedules 3a and 8.</p> <p>Accordingly, all references to terminal services income have been removed from the Schedules and defined terms.</p> <p>New defined terms were added:</p> <ul style="list-style-type: none"> <li>▪ airport activity charge; and</li> <li>▪ other operating revenue.</li> </ul>
7	<p><b>Disclosure of land revaluation reports</b></p> <p>BARNZ proposed that the airports should publicly disclose valuation reports.<sup>15</sup></p> <p>NZAA responded to BARNZ that it agreed 'that valuation reports may be provided when valuations of regulated assets are undertaken'.</p> <p>NZAA considered that the BARNZ proposal was beyond the 'point of sufficiency' and that a high level summary should be sufficient.<sup>16</sup></p>	<p>Public disclosure of the most recent land revaluation report is important as it will inform interested persons about the RAB which affects airports' disclosed capital costs.</p> <p><b>Implementation</b></p> <p>The Commission has added a new requirement (sub-clause 7.2) that the airports must disclose a recent valuation report when the report relates to land which is used in full or part in the provision of specified airport services.</p>

#	Topic and Submitters' Views—Historical Financial Information	Commission's Response
8	<p><b>Adjustments to Initial RAB</b></p> <p>BARNZ proposed that detailed disclosures should be required “on adjustments to the 2009 disclosed asset base when setting the initial RAB”.<sup>17</sup></p>	<p>The Commission considers that for the purpose of Part 4 it is only necessary to provide disclosure of the value of the initial adjustments to the initial RAB to the level shown in Schedule 27a.</p> <p>The Commission notes, however, that:</p> <ul style="list-style-type: none"> <li>▪ adjustments for 'assets held for future use' and 'works under construction' are rolled forwards under the reporting regime; and</li> <li>▪ airports must disclose the valuation reports for their MVAU land valuations under other parts of the Requirements.</li> </ul> <p>For the initial adjustments the Commission considers that requiring the airports to complete Schedule 10a for the disclosure years ended 2009 and 2010 will assist interested persons to understand the initial regulatory asset base.</p> <p><b>Implementation</b></p> <p>The Commission has amended clause 15.1 of the Requirements to require the airports to publish Schedule 10a ‘Report on Asset Allocations’ for the disclosure years ended 2009 and 2010, as part of the transitional provisions.</p>
9	<p><b>Order of Schedules</b></p> <p>BARNZ proposed that Schedule 6 and 7 should be located next to schedule 10 and 11 (presentation only issue).<sup>18</sup> NZAA had no objection to this proposal.<sup>19</sup></p>	<p>The proposed repositioning will improve the readability of the regulatory reporting.</p> <p><b>Implementation</b></p> <p>Reorder schedules such that Schedules 6 and 7 become Schedules 8 and 9 respectively.</p>
10	<p><b>Credit spread differential</b></p> <p>The draft Determination specified that the term of the debt premium will match the term of the risk-free rate and did not include a separate allowance for long term credit spread differential.</p> <p>Airports considered that prudent firms in a competitive market will match their debt maturities to the life of the assets.<sup>20</sup></p>	<p>As part of the Input Methodologies project, the Commission considered the issue of long term credit spread differential. To give effect to the approach proposed by the Input Methodologies project, the Commission will recognise an allowance for long term credit spread. The new allowance applies only to airports whose debt portfolio has a weighted average original tenor greater than five years.</p> <p>Further explanation is provided in the Input Methodologies consultation papers.</p> <p><b>Implementation</b></p> <p>In the Report on Regulatory Profit (Schedule 3a) the line item ‘Allowance for long term credit spread’ has been added.</p> <p>Schedule 3b(i) has been added to explain the allowance for long term credit spread. Subsequent 3b Schedules have been renumbered.</p> <p>New terms has been added to list of defined terms to support Schedule 27b(i):</p> <ul style="list-style-type: none"> <li>▪ allowance for long term credit spread;</li> </ul>

#	Topic and Submitters' Views—Historical Financial Information	Commission's Response
		<ul style="list-style-type: none"> <li>▪ business day;</li> <li>▪ book value;</li> <li>▪ coupon rate;</li> <li>▪ execution cost for an interest rate swap;</li> <li>▪ issue date;</li> <li>▪ notional debt issue cost readjustment;</li> <li>▪ non-qualifying debt;</li> <li>▪ original tenor;</li> <li>▪ pricing date;</li> <li>▪ qualifying debt;</li> <li>▪ term credit spread difference;</li> <li>▪ unweighted market bid yield equal to the original tenor;</li> <li>▪ unweighted market bid yield of five year debt; and</li> <li>▪ vanilla NZ\$ denominated nominal bonds.</li> </ul> <p>The Commission has renamed 'regulatory profit / (loss) before tax' to 'regulatory profit / (loss) before tax &amp; allowance for long term credit spread'.</p> <p>The Commission has redefined 'regulatory profit / (loss)' to reflect the allowance for long term credit spread.</p>
11	<p>Other changes to existing defined terms</p> <p>Revisions to defined terms to improve accuracy, clarity and/or consistency with the Input Methodologies Determination.</p>	<p>Existing defined terms should be amended to improve accuracy; consistency with the Input Methodologies draft Determination; and/or to assist the airports prepare the Schedules and/or interested persons understand the information disclosed.</p> <p><b>Implementation</b></p> <p>The following defined terms have been amended:</p> <ul style="list-style-type: none"> <li>▪ asset allocator;</li> <li>▪ asset category;</li> <li>▪ asset maintenance opex;</li> <li>▪ asset management and airport operations opex;</li> <li>▪ assets held for future use additions;</li> <li>▪ assets not directly attributable;</li> <li>▪ capital expenditure;</li> </ul>

#	Topic and Submitters' Views—Historical Financial Information	Commission's Response
		<ul style="list-style-type: none"> <li>▪ cost allocation adjustment;</li> <li>▪ cost allocator;</li> <li>▪ cost of financing works under construction;</li> <li>▪ financial year (replaced by disclosure year);</li> <li>▪ flexible depreciation methodology has been replaced with Non-Standard Depreciation Methodology;</li> <li>▪ gains / (losses) on asset sales;</li> <li>▪ line item;</li> <li>▪ net operating revenue;</li> <li>▪ new allocator or components;</li> <li>▪ non-standard depreciation disclosure;</li> <li>▪ operating cost category;</li> <li>▪ original allocator or components;</li> <li>▪ property plant and equipment (excluding works under construction);</li> <li>▪ RAB (tax value);</li> <li>▪ RAB investment;</li> <li>▪ Rationale;</li> <li>▪ revaluation rate;</li> <li>▪ tax depreciation;</li> <li>▪ tax value of asset disposals;</li> <li>▪ total directly attributable;</li> <li>▪ total not directly attributable;</li> <li>▪ unregulated activities (renamed unregulated services; and</li> <li>▪ works under construction.</li> </ul>

#	Topic and Submitters' Views—Historical Financial Information	Commission's Response
12	<p><b>Other new defined terms</b>                      Add definitions for terms used in the templates or other parts of the Determination.</p>	<p>New defined terms should be added to explain terms used in the templates or other parts of the Determination. When appropriate these terms should refer to, or be consistent with, the Input Methodologies draft Determination. Defining terms will assist the airports prepare the Schedules and/or interested persons understand the information disclosed.</p> <p><b>Implementation</b>                      The following defined terms have been added:</p> <ul style="list-style-type: none"> <li>▪ asset value;</li> <li>▪ other assets;</li> <li>▪ holding cost;</li> <li>▪ initial value;</li> <li>▪ net revenue; and</li> <li>▪ tracking revaluations.</li> </ul>



**Quality Disclosures**

#	Topic and Submitters' Views—Quality Disclosures	Commission's Response
1	<p><b>Definition of arrival &amp; departure times</b></p> <p>BARNZ proposed that arrival and departure time be defined in respect of on-block and off-block apron times, and noted that this would be in accordance with an overseas definition of on-time delays.<sup>21</sup></p> <p>Working session attendees proposed that arrival and departure definitions be applied as follows: Schedule 12 on-time departure delay disclosures are based on off-block times; Schedule 13 busy periods on touchdown and lift-off times; and Schedule 14 busy periods on on-block/off-block times.</p>	<p>The draft Determination (through its arrival and departure time definitions) required that the busy hour and busy days in the throughput and departure delay disclosures be time-stamped using the touchdown and lift-off times provided to the airport by Airways Corporation.</p> <p>Passenger terminal utilisation can be more accurately assessed by using passenger volume data time-stamped with on-block and off-block apron times, as this will more closely reflect terminal egress and ingress times.</p> <p>The Commission understands taxiway congestion does not contribute significantly to flight delays at present (although it may do so in the future). The airlines prefer to use off-block times when assessing on-time departure delays. The process to be developed by airports for establishing which party is responsible for each on-time delay will require involvement of both airports and airlines, and the Commission considers that defining departure delays in terms of off-block times may expedite the development of this process by providing consistency with current reporting practices.</p> <p>Attendees at the working session considered that airlines could provide information held on Airways' Collaborative Arrival Manager (CAM) system to airports to assist with the preparation of these disclosures.</p> <p><b>Implementation</b></p> <p>Schedule 12 on-time departure delay disclosures are now based on off-block times.</p> <p>Schedule 13 busy periods continue to be based on touchdown and lift-off times.</p> <p>Schedule 14 busy periods are now based on on-block/off-block times.</p> <p>Arrival time and departure time definitions have been replaced by terminal arrival time, runway arrival time, terminal departure time, and runway departure time definitions.</p> <p>The definition of on-time departure delays now specifies terminal departure time.</p> <p>The definition of passenger busy hour specifies terminal arrival time and terminal departure time.</p>

#	Topic and Submitters' Views—Quality Disclosures	Commission's Response
2	<p><b>Schedule 13 (aircraft movements) busy day stand access</b></p> <p>Submitting parties proposed changing the aircraft categories.<sup>22</sup> NZAA also indicated that disclosure of stand use for each category may be impractical as aircraft movement data from Airways Corporation does not record the stand allocated to each flight, and proposed that instead total runway movements and an average 'per stand' figure be disclosed.<sup>23</sup></p> <p>The Sept 2010 workshop attendees agreed that contributing information can be sourced from airport/airlines allocation records, but noted that the stand allocation processes from which this information is derived will not pick up all stand usage (including parking spaces leased or reserved for military flights).</p>	<p>Disclosure of busy day stand access is important as it will contribute to an understanding of future investment requirements and the extent to which airports are able to meet the needs of passengers and air operators during periods of high demand.</p> <p>Aircraft categories that better reflect the type of aircraft than the flight route are appropriate to busy hour stand access disclosures. The revised draft Schedule 13 contains four aircraft categories for the disclosure of busy day aircraft movements. Of these, three categories relate to air passenger service flights with the fourth category consisting of all other flights which use airport apron stands.</p> <p>Passenger flights that take place within New Zealand and which do not land at any other airport (eg, scenic flights) do not constitute domestic flights under the definition of domestic and so would be included, along with non-passenger flights, in the 'Other' category. Also included in the 'Other' category are general aviation flights that take place within New Zealand.</p> <p><b>Implementation</b></p> <p>The aircraft categories for aircraft movements disclosure have been changed to:</p> <ul style="list-style-type: none"> <li>▪ Air passenger services:                     <ul style="list-style-type: none"> <li>- International;</li> <li>- Domestic jet,</li> <li>- Domestic turbo-prop;</li> </ul> </li> <li>▪ Other (incl. General Aviation).</li> </ul> <p>Calculated totals are labelled 'Total aircraft movements during busy day'.</p>

#	Topic and Submitters' Views—Quality Disclosures	Commission's Response
3	<p><b>Definition of passenger</b></p> <p>Working session attendees agreed that 'passenger' should be a defined term and not be limited to revenue passengers.</p> <p>NZAA proposed that the definition of passenger should refer to persons transported by an operator of regular air passenger transport services. The definition of 'regular air passenger transport services' would replace the definition of 'scheduled operation', and would mean a service offered by an operator consisting of four or more air transport operations for the carriage of passengers between two or more aerodromes within any consecutive 28 day period, excluding charter, non scheduled and general aviation operations.<sup>24</sup></p> <p>BARNZ disagreed, commenting that limiting passengers to those carried on regular air transport passenger services will not capture all passengers using terminal facilities. BARNZ proposed that 'passenger' be defined to mean any person carried on an aircraft, excluding:</p> <ul style="list-style-type: none"> <li>(a) Persons that do not use the specified passenger terminal activity facilities provided at that Airport; and</li> <li>(b) Crew operating the service.</li> </ul> <p>BARNZ also rejected NZAA's suggestion that the definition 'scheduled operation' be replaced, noting that the term 'scheduled' applies to a number of definitions that concern interruptions to service.<sup>25</sup></p>	<p>Including a definition of passenger will improve comparability of passenger number information. The definition should reflect the number of people using the functional components of the terminal, irrespective of whether charges are levied on, or on behalf of, them by airports and airlines.</p> <p>The term 'scheduled operations' referred to scheduled movements which occurred within 15 minutes of the scheduled time. Although the term 'scheduled' appears in a number of the interruption to service definitions, it is not used in the sense of scheduled movements which occurred within 15 minutes of the scheduled time.</p> <p><b>Implementation</b></p> <p>'Passenger' is defined to mean a person transported by an operator of an air passenger service, including airline staff on duty travel and passengering crew, excluding crew operating the service and excluding persons that do not pass through the passenger terminal while disembarking or embarking.</p> <p>'Air passenger service' is defined to mean an air operation operated by an air operator for the carriage of passengers.</p> <p>The definition of 'scheduled operation' has been removed.</p>
4	<p><b>Schedule 12 interruptions to material services should exclude 3rd party services</b></p> <p>NZAA proposed that, due to the difficulty of collecting information, the scope of this disclosure be limited to airbridges owned by the airport.<sup>26</sup> BARNZ proposed that an explanatory note be added to Schedule 12 stating "Disclosure of interruptions should not include interruptions to any assets owned and managed by a third party, and which are not being provided on behalf of, or under contract with, the Airport".<sup>27</sup></p>	<p>Disclosures concerning interruptions to material services (including airbridges) are limited to interruptions to the supply of specified airport services. As defined in section 56A of the Commerce Act 1986, any specified airport service must be a service that is supplied by AIAL, CIAL or WIAL. In the Commission's view, services that are operated and managed by a third party and are not being provided on behalf of, or under contract with, the airport are not specified airport services.</p> <p><b>Implementation</b></p> <p>To provide clarification, the definition of interruptions has been expanded. Disclosure of interruptions should not include interruptions to any services that are operated and managed by a third party and are not being provided on behalf of or under contract with the airport.</p>

#	Topic and Submitters' Views—Quality Disclosures	Commission's Response
5	<p><b>Schedule 12 fixed electrical ground power units</b></p> <p>NZAA proposed that the requirement to disclose the proportion of time that FEGP supply is unavailable be removed since FEGP is an elective service not available at all airports. NZAA suggested FEGP is not sufficiently important to warrant additional disclosure and notes that it is not clear how non-availability would be calculated and planned maintenance treated.<sup>28</sup></p> <p>BARNZ noted that CIAL is currently discussing with airlines whether to install ground power units as part of the current terminal project and suggested that the use of ground power units is likely to become more common given the environmental benefits of reducing aviation fuel usage through Auxiliary Power Units.<sup>29</sup></p>	<p>The provision of FEGP units is likely to become increasingly important to airlines and other interested persons. Attendees at the working session agreed that FEGP reliability information should be disclosed at airports where the service is provided.</p> <p><b>Implementation</b></p> <p>A requirement to disclose FEGP availability has been added to Schedule 12.</p> <p>The term 'Interruption to fixed electrical ground power units' has been defined to mean that a fixed electrical ground power unit was scheduled for supply to an aircraft but was not available. The percentage of time that FEGP is not available due to interruptions is defined as the sum of the duration of each interruption during the financial year divided by the sum of the scheduled durations of FEGP supply to each aircraft during the financial year.</p>
6	<p><b>Schedule 12 transitional provisions</b></p> <p>NZAA proposed (supported by BARNZ) that the requirement to disclose interruptions by party responsible be removed in the transitional year, and that this be effected by inserting the following subclause in the Determination:</p> <p>"15.6(c) interruptions by party responsible, as otherwise required to be disclosed in accordance with the Report on Reliability Measures as set out in Schedule 12".<sup>30</sup></p>	<p>As noted in the draft Reasons Paper<sup>31</sup>, although airports were required to collect loss of material service data, they were not required under the AAA disclosure requirements to categorise this information by party responsible. The Commission considered that no transitional provisions should be required in respect of the loss of material service indicators since the draft Determination provides for these indicators to be categorised as occurring for undetermined reasons.</p> <p><b>Implementation</b></p> <p>Subclause 15.6(c) has been added to clarify that during the transitional year information should be entered in the 'undetermined reasons' entry boxes of Schedule 12.</p>
7	<p><b>Schedule 12 clarification of 'party responsible'</b></p> <p>In submissions, BARNZ proposed that the requirement to disclose 'interruptions by party responsible' be clarified as 'interruptions by party predominantly responsible'. This proposal was supported by NZAA.<sup>32</sup></p>	<p>These measures are intended to provide interested persons with information concerning the reliability of the airport's provision of service. There may be instances where other parties have contributory responsibility for the interruption and sole responsibility cannot be ascribed. Disclosures should be categorised by the party (airport or airline) primarily responsible for causing the interruption.</p> <p><b>Implementation</b></p> <p>The references in Schedule 12 to 'party responsible' have been changed to 'party primarily responsible'.</p>

#	Topic and Submitters' Views—Quality Disclosures	Commission's Response
8	<p><b>Schedule 12 airbridge service interruptions and availability</b></p> <p>Submitting parties considered the disclosure requirement at lines 51–54 of the draft Schedule 12 (airbridge availability) to be unnecessary as it is already reflected in the disclosure requirements at lines 24–29 of the Schedule (contact stands and airbridges) and line 42 of the draft Schedule 13 (airbridges).<sup>33</sup></p>	<p>The line 52 disclosure requirement in the draft Schedule 12 (the average number of working airbridges) effectively duplicated other draft disclosure requirements.</p> <p>The Commission notes that the description of the disclosure requirement in line 54 of Schedule 12 was missing from both the draft schedule and the template. This requirement was described in the Draft Reasons Paper<sup>34</sup>, and also was discussed by participants at the working session.</p> <p><b>Implementation</b></p> <p>The requirement to disclose the average number of working airbridges (line 52) has been removed from Schedule 12.</p> <p>The disclosure requirement in line 54 of the draft Schedule 12 is now labelled 'The total number of aircraft movements during financial year where an airbridge was requested but was not available'.</p>
9	<p><b>Schedule 13 aircraft parking stands</b></p> <p>Submitting parties proposed that the primary use of the parking stands be categorised as: International jet, Domestic jet, Domestic turbo-prop; and with the total labelled 'Total stands'.<sup>35</sup></p>	<p>The Commission understands that these categories of air passenger service are sufficient to reflect the primary use of all stands.</p> <p><b>Implementation</b></p> <p>The primary use categories have been changed to:</p> <ul style="list-style-type: none"> <li>▪ Air passenger services:</li> <li>▪ International;</li> <li>▪ Domestic jet;</li> <li>▪ Domestic turbo-prop.</li> </ul> <p>Calculated totals have been labelled Total stands.</p>
10	<p><b>Schedule 13 aircraft parking stands</b></p> <p>Parties propose relabelling column headings as 'airbridge', 'contact stand—walking' and 'remote stand—bus'.<sup>36</sup></p>	<p>The Commission understands that the revised terms reflect standard industry usage.</p> <p><b>Implementation</b></p> <p>The stand types in the Schedule 13 busy day stand access disclosure, the Schedule 13 aircraft parking stands disclosure, and the Schedule 16b terminal access disclosure have been renamed, from aerobridge, ground, and remote to:</p> <ul style="list-style-type: none"> <li>▪ Contact stand—airbridge</li> <li>▪ Contact stand—walking</li> <li>▪ Remote stand—bus.</li> </ul>

#	Topic and Submitters' Views—Quality Disclosures	Commission's Response
11	<p><b>Number of definitions concerning functional components</b></p> <p>Definitions: Parties consider that the number of definitions relating to functional components should be reduced, largely to reduce the risk of confusion and error.<sup>37</sup></p>	<p>At the working session Airbiz and NZAA suggested that specificity would be retained if terms similar to 'making adjustment for...' were used in the busy hour and passenger throughput definitions.</p> <p><b>Implementation</b></p> <p>Busy hours and passenger throughput definitions were previously defined for each functional component of the passenger terminal. These separate definitions have been replaced with two definitions:</p> <ul style="list-style-type: none"> <li>▪ 'passenger busy hour'; and</li> <li>▪ 'passenger throughput'.</li> </ul> <p>A new definition, 'passenger category', lists the categories of passenger (eg, passengers on outbound international aircraft and passengers on inbound domestic aircraft) used for determining passenger busy hours. Rather than separately define each passenger category, the four component terms:</p> <ul style="list-style-type: none"> <li>▪ 'inbound'</li> <li>▪ 'outbound'</li> <li>▪ 'domestic and'</li> <li>▪ 'international'</li> </ul> <p>are defined.</p> <p>The passenger category 'that best reflects the passenger usage of the functional component' is used to derive the busy hour for a functional component of the passenger terminal. Passenger throughput during the busy hour is equal to the number of passengers in this passenger category adjusted, 'if transit and transfer passengers do not normally pass through the functional component', by an estimate of the number of transit and transfer passengers contained in the passenger category.</p>

#	Topic and Submitters' Views—Quality Disclosures	Commission's Response
12	<p><b>Schedule 14 floor area definitions</b></p> <p>Submitting parties proposed excluding 'landside circulation inbound' from the definition of functional components for capacity utilisation reporting as this component exists only at Wellington airport.</p> <p>In submissions, BARNZ proposed that the definition of 'passenger facilities functional floor space' be deleted.<sup>38</sup></p>	<p>Wellington Airport has an identifiable landside circulation area that provides landside passageway for both inbound and outbound passengers. Utilisation of this area would be under-represented if it were considered to provide passageway for only outbound passengers. At the working session, attendees agreed that it made sense to retain 'landside circulation inbound' as a functional component for Wellington Airport.</p> <p>Although passenger facilities are part of the 'total passenger terminal functional areas providing passenger facilities and service', the disclosure requirements do not consider passenger facilities to be a stand-alone functional area. Consequently, a stand-alone definition of 'passenger facilities functional floor space' is not required.</p> <p><b>Implementation</b></p> <p>The definitions of 'Landside circulation inbound' and 'landside circulation outbound' specify that floor areas which are shared by inbound and outbound passengers at any airport be equally allocated between the two functional areas. The redundant definition 'landside circulation overall functional floorspace' has been removed.</p> <p>The definition of 'passenger facilities—functional floor space' has been deleted and floor space that it describes has been moved into the definition of 'total passenger terminal functional areas providing passenger facilities and service—floor space'.</p>
13	<p><b>Schedule 14 disclosure of passenger numbers, passenger/m<sup>2</sup> ratios, or both</b></p> <p>Parties proposed in submissions that, for each functional component of the passenger terminal, the throughput of passengers during the busy hour be disclosed as a ratio (passengers per 100m<sup>2</sup>) rather than as a headcount.<sup>39</sup></p>	<p>Separately disclosing the numerator and denominator of the capacity utilisation ratios improves clarity and assists interested persons to identify trends. Disclosing the derived capacity utilisation ratios can make this information more readily available and may make it easier for airports to provide commentary concerning the ratios.</p> <p><b>Implementation</b></p> <p>Schedule 14 disclosures require disclosure of passenger throughput by headcount in respect of each functional component. Cells for displaying the calculated capacity utilisation ratios have been added to Schedule 14.</p>

#	Topic and Submitters' Views—Quality Disclosures	Commission's Response
14	<p><b>Schedule 14 standardisation of the terms describing service points in floor area definitions and schedules</b></p> <p>Parties proposed a number of terms to describe the service points in a passenger terminal.<sup>40</sup></p>	<p>The Determination should use industry-agreed terms.</p> <p><b>Implementation</b></p> <p>The following terminology is used in the floor area definitions and in Schedule 14:</p> <ul style="list-style-type: none"> <li>▪ a generic term is applied to the SmartGate automated border processing system with the units described as 'kiosks';</li> <li>▪ security 'screening points' rather than 'screening counters' (Schedule 14) and booths and benches rather than 'counters' (definition of biosecurity and customs screening floor space; and</li> <li>▪ Emigration and immigration booths rather than 'counters' (Schedule 14).</li> </ul>
15	<p><b>Schedule 14 transit and transfer passenger figures</b></p> <p>Airbiz noted and other parties acknowledged that the transit and transfer passenger numbers used by airports for their busy hour capacity utilisation calculations may be estimates and proposed that these be labelled as such.<sup>41</sup></p>	<p>The Commission recognises that airports may have limited information concerning the passenger composition of domestic flights to accurately report the numbers of domestic transit and transfer passengers during a busy period. The airports may also not have precise information concerning the dwell times of international transit and transfer passengers. The estimated figures should be disclosed to allow interested persons to understand the effect of these assumptions.</p> <p><b>Implementation</b></p> <p>Transit and transfer passenger numbers are labelled 'estimated' in the definitions and in Schedule 14.</p>



#	Topic and Submitters' Views—Quality Disclosures	Commission's Response
16	<p><b>Schedule 14 baggage outbound—capacity and throughput</b></p> <p>BARNZ proposed changing the units in the baggage outbound—notional capacity definition from passengers per hour to bags per hour.<sup>42</sup></p> <p>Airbiz and NZAA agreed with this proposal and proposed that Schedule 14 be revised such that disclosure is made only in terms of bags per hour. NZAA also proposed technical wording changes to the capacity and throughput definitions.<sup>43</sup></p>	<p>Schedule 14 to the draft Determination required that baggage system capacity be expressed in both bags per hour and passengers per hour. The latter reflected an initial preference that all terminal capacity utilisation measures be directly assessable in passenger per hour terms.</p> <p>However baggage processing capacity, when expressed in passengers per hour, is dependent on the average number of bags checked in by each passenger—an estimated figure that can vary with the timing of the busy hour.</p> <p>The Commission's draft view is that baggage processing capacity should be expressed in bags per hour as it is the more accurate and consistent indicator. For comparability, the utilisation indicator should also be expressed in the same units. The Commission notes that the passengers per busy hour and the bags per busy hour disclosures will provide interested persons with sufficient information to convert the disclosed capacity into passenger per hour terms if necessary.</p> <p><b>Implementation</b></p> <p>'Baggage outbound—notional capacity' is defined in units of bags per hour.</p> <p>'Baggage outbound—notional capacity' and 'Baggage outbound—throughput of bags' contains technical wording changes.</p> <p>The Schedule 14 busy hour baggage outbound disclosures now list:</p> <ul style="list-style-type: none"> <li>▪ Capacity, expressed solely in bags per hour; and</li> <li>▪ Throughput, expressed in bags per hour.</li> </ul>
17	<p><b>Schedule 14 outbound turboprop passenger</b></p> <p>Parties proposed replacing references to 'outbound turboprop passengers' with 'outbound domestic passengers not requiring security screening'. The term described an adjustment to calculate passenger throughput for domestic security screening. Following a subsequent proposal for a new passenger category to define a domestic security screening busy hour (see item 'Schedule 14 busy hour—for passenger number' below), NZAA and BARNZ proposed that the new passenger category be then defined as 'outbound domestic passengers requiring security screening'.<sup>44</sup></p>	<p>The proposed terminology accurately reflects the meaning of the term and the purpose of the reference.</p> <p><b>Implementation</b></p> <p>The definition of passenger categories includes 'passengers on outbound domestic aircraft that require security screening of passengers'.</p>

#	Topic and Submitters' Views—Quality Disclosures	Commission's Response
18	<p><b>Schedule 14 total (inbound and outbound) capacity utilisation of each terminal</b></p> <p>Submitting parties note that volumes of inbound and outbound passengers each move through the terminal as a wave, and although the separate flows can be used effectively to assess utilisation of individual functional areas, the aggregate flow cannot be applied to the whole terminal. Parties proposed that the requirement to disclose the total number of passengers in the terminal in the busy hour (utilisation for all inbound and outbound passengers) is removed, and that lines 101 (Busy hour start time ...) and 105 (Throughput of passengers in the busy hour) of Schedule 14 be deleted.<sup>45</sup></p>	<p><b>Implementation</b></p> <p>Total (inbound plus outbound) passenger flows have been excluded from the 'busy hour—for passenger number' and 'throughput of passengers at a functional component of a passenger terminal' definitions.</p> <p>The disclosure requirements have been removed from Schedule 14.</p>
19	<p><b>Schedule 14 baggage reclaim capacity</b></p> <p>Airbiz proposed that the disclosure of baggage reclaim capacity be expressed in bags per hour. NZAA proposed that the definition of baggage reclaim capacity be expressed only in bags per hour. NZAA also proposed a revised definition that does not associate wide-body jet requirements with international baggage reclaim facilities.<sup>46</sup></p>	<p>Schedule 14 to the draft Determination required that baggage system capacity be expressed in passengers per hour, reflecting an initial preference that all terminal capacity utilisation measures be directly assessable in passenger per hour terms.</p> <p>As with baggage make-up measures, measures that express baggage reclaim capacity and throughput in units of bags per hour provide a relatively accurate and consistent indicator of utilisation.</p> <p><b>Implementation</b></p> <p>'Baggage reclaim—notional capacity' is now defined only in bags per hour, and means the capacity of baggage reclaim facilities is expressed in bags per hour, assessed using accepted industry practice taking account of the numbers, types and sizes of aircraft expected to usually arrive in the passenger busy hour applicable to the baggage reclaim functional component.</p> <p>'Baggage reclaim—throughput of bags' is defined to mean an estimation of the number of bags being delivered through the system during the relevant hour, based on the throughput of passengers in that hour and an assumed number of bags per passenger.</p> <p>The Schedule 14 busy hour baggage reclaim disclosures now list:</p> <ul style="list-style-type: none"> <li>▪ Notional reclaim unit capacity during the busy hour (bags/hour);</li> <li>▪ Bags processed during the busy hour (bags/hour).</li> </ul>

#	Topic and Submitters' Views—Quality Disclosures	Commission's Response
20	<p><b>Schedule 14 busy hour—for passenger numbers</b></p> <p>At the October workshop Airbiz noted that the busy hour for outbound domestic passengers and the busy hour for outbound domestic passengers requiring security screening do not coincide, meaning that the disclosed utilisation of the security screening functional component may not be a true representation of utilisation. Airbiz proposed that a separate 'outbound domestic passengers requiring security screening' busy hour be disclosed. NZAA agreed with this proposal.<sup>47</sup></p>	<p>As capacity utilisation changes significantly with time of use, it is important that the selected busy hour be representative of a high use period. The cost to airports of deriving this additional busy hour is relatively small.</p> <p><b>Implementation</b></p> <p>The definition of 'passenger category' lists the categories of passenger flow for which the busy hours are disclosed (and from which the passenger throughputs at each functional component are derived). A new passenger category, 'passengers on outbound domestic aircraft that require security screening of passengers' has been included in the definition.</p>
21	<p><b>Schedule 15 fieldwork documentation</b></p> <p>NZAA proposed including in schedule 15 an entry field for disclosing the date on which the survey fieldwork documentation was made public.<sup>48</sup></p>	<p>Publicly available information is to be posted on the Internet and should be easily accessible by interested persons.</p> <p><b>Implementation</b></p> <p>A requirement that the Internet location of the fieldwork documentation be provided in the Schedule 15 commentary box has been added to the Determination (clause 8.5 and Schedule 15).</p>
22	<p><b>Definition of MCTOW</b></p> <p>BARNZ proposed that the definition of MCTOW specify that it be the value contained in the aircraft's Certificate of Registration.<sup>49</sup> NZAA agreed, noting that this would enable independent verification of the reported values.<sup>50</sup></p>	<p>The proposed change better reflects the purpose of the referenced term.</p> <p><b>Implementation</b></p> <p>The definition of MCTOW has been revised.</p>
23	<p><b>Schedule 16(a) aggregation of aircraft types</b></p> <p>In submission, NZAA proposed aggregating the last 20% of aircraft in each weight category as 'Others'.<sup>51</sup></p> <p>BARNZ noted in cross submission that this could result in as few as 2 or 3 aircraft types being disclosed and that even with a lower threshold this would have excluded the need to disclose A380 usage following the expansion of the AIAL runway. BARNZ suggested listing 95% of aircraft types per weight category plus all types for which capex was expended in last 10 years.<sup>52</sup></p>	<p>The Draft Reasons Paper stipulates that aircraft types should be differentiated by the manufacturer's model. The Commission understands that the information requirements can be disclosed to within the specific model of aircraft type eg, 777-300, but not to sub-type level eg, 777-300 ER without resulting in excessively long disclosure lists.</p> <p><b>Implementation</b></p> <p>A description of the required level breakdown of aircraft types is included in Schedule 16a.</p>

#	Topic and Submitters' Views—Quality Disclosures	Commission's Response
24	<p><b>Schedule 16(d) international freight statistics</b></p> <p>NZAA indicated that new information feeds will be required from airlines to verify the actual international freight base volumes on airport.<sup>53</sup></p>	<p>The Draft Reasons Paper noted that, although freight operations are a potential driver of airport growth, information concerning the annual volumes of domestic freight will not assist interested persons sufficiently to justify the cost of collecting the domestic data. The Commission considered that the annual international freight volumes should be disclosed as these would still provide a useful indicator of consumer value that is provided by the airports.<sup>54</sup></p> <p>The Commission notes however that interested persons can source annual figures on export and import volumes at each airport from the Statistics Department.<sup>55</sup></p> <p>Particularly as comparable information is available elsewhere, the Commission considers the cost to airports of disclosing annual freight volumes in a timely manner would exceed the value of the information to interested persons.</p> <p><b>Implementation</b></p> <p>Schedule 16(d) requirement to disclose international freight volumes for the financial year has been removed.</p>
25	<p><b>Schedule 16 human resources statistics</b></p> <p>In submissions, BARNZ proposed disaggregating HR disclosures by segmented activity. BARNZ noted that it has found tracking FTEs per passenger separately within airfield activities and specified passenger terminal activities over the past 10 years to be a useful litmus test of efficiency improvements. BARNZ also noted that these disclosures provided a transparent indicator of the degree of change in allocation methodologies.<sup>56</sup></p> <p>In cross submission NZAA noted that some FTEs are common to all three activities and observed that allocators are available from the Schedule 11a disclosures.<sup>57</sup></p> <p>In cross submission BARNZ considered that very little additional work would be involved for airports to prepare cost disclosures by segmented activity as the allocations will have been undertaken to prepare the Schedule 6 and 11 disclosures.<sup>58</sup></p>	<p>Under the AAA regulations, specified airport companies are required to disclose both FTE employee numbers and remuneration payable to employees by segmented activity.</p> <p>Disaggregation of FTEs can also provide interested persons with information concerning the effectiveness of capital investment (such as automation systems). The Commission considers that disclosure of FTEs by segmented activity would be of benefit to interested persons assessing efficiency improvements.</p> <p>The Commission considers that disclosure of total human resource costs assists interested persons to compare the costs of remuneration with those applicable to a competitive market. However, the Commission does not consider disclosure of human resource costs by segmented activity would significantly assist interested persons to assess whether the purpose of Part 4 is being met.</p> <p><b>Implementation</b></p> <p>Schedule 16 requires segmented disclosure of FTEs.</p>

#	Topic and Submitters' Views—Quality Disclosures	Commission's Response
26	<p><b>Schedule 16 domestic transfer and transit passenger figures</b></p> <p>Parties proposed removing the requirement to disclose annual domestic transfer and transit passenger numbers as there is no source of data readily available which provides a reliable and meaningful statistic to report.<sup>59</sup></p>	<p>Particularly since some airports set charges that are based on passenger volumes, the Commission considers that annual passenger volumes are of relevance to interested persons and provide comparative pricing information irrespective of whether an airport prices on a per passenger basis. The number of inbound and outbound passengers also provides contextual information concerning passenger terminal services. Although transit and transfer passengers only visit the airport once on a trip, they are counted twice, once as an inbound and once as an outbound passenger.</p> <p>The annual number of international transit and transfer passengers at international terminals with a security area for transit and transfer passengers is required to be disclosed. This allows interested persons to reduce the effect of double counting when combining international inbound and outbound passenger numbers.</p> <p>Although a similar effect occurs when adding domestic inbound and outbound passenger numbers, the Commission considers that the cost to airports of disclosing annual domestic transit and transfer passenger numbers exceeds the value of the information to interested persons.</p> <p><b>Implementation</b></p> <p>The Schedule 16 requirement to disclose the number of domestic transit and transfer passenger has been removed. The requirement to disclose the number of international transit and transfer passengers has been retained, but it is acknowledged that this figure may, at least in part, be estimated.</p> <p>The definition 'total number of domestic passengers' has been revised to mean 'the sum of the number of inbound domestic passengers and the number of outbound domestic passengers during a specified period of time.'</p> <p>'Total number of international passengers' is defined as 'the sum of the number of inbound international passengers and the number of outbound international passengers, less the estimated number of international transit and transfer passengers during a specified period of time'.</p>

#	Topic and Submitters' Views—Quality Disclosures	Commission's Response
27	<p><b>Schedule 16(a) aircraft statistics</b></p> <p>As noted in item 3 above, the revised draft Determination does not limit the definition of 'passengers' to revenue passengers on scheduled flights. Accordingly, 'air passenger service' has been defined as an 'air operation operated by an air operator for the carriage of passengers'. This effectively replaces the term 'scheduled operation'.</p>	<p>The Commission considers that this change will assist interested persons to relate the Schedule 16(a) aircraft statistics to net operating revenue from specified passenger terminal activities.</p> <p><b>Implementation</b></p> <p>The references in Schedule 16(a)(i) and 16(a)(ii) to 'scheduled landings of international flights' and 'scheduled landings of international flights' are replaced with 'landings of international air passenger service flights' and 'landings of domestic air passenger service flights'.</p>

***Forecast Total Revenue and supporting information***

#	Topic and Submitter’s Views—Forecast Total Revenue	Commission’s Response
1	<p><b>Forecast Asset Base</b></p> <p>BARNZ proposed that the Forecast Asset Base (FAB) be added to the clause 9.1(c) list of forecast total revenue components that should be disclosed following a Price Setting Event.</p> <p>BARNZ considered the asset base is one of the most important material inputs when determining charges under the building blocks methodology currently used by the airports. BARNZ noted that interested persons need to be able to understand the composition and value of the asset base used by each airport to set charges as well as any difference between it and the RAB used for disclosure purposes.<sup>60</sup></p> <p>NZAA noted that the requirements in Tables 19(b)(i) and 19(b)(ii) of Schedule 19 to disclose 10 year roll-forward calculations for the Forecast Asset Base and Works under Construction, was inconsistent with the 5 year requirements specified in Table B (p. 88) of the Draft Reasons Paper.</p> <p>In its submission, NZAA proposed that the Schedule 19 requirement to disclose roll-forward calculations for the Forecast Asset Base and Works under Construction be removed. In cross-submission, NZAA amended this view to agree with BARNZ that the Forecast Asset Base be added to the clause 9.1(c) list of Forecast Total Revenue components.<sup>61</sup></p>	<p>The Commission considers that the FAB should be included in the disclosure requirements. This was a drafting error - was included in Schedules but not within the draft Determination or the Draft Reasons Paper.</p> <p><b>Implementation</b></p> <p>The Commission has included the FAB in clause 9.1(c) of the final Determination as ‘Forecast value of assets employed’.</p>
2	<p><b>Disclosure of Valuation Report</b></p> <p>In regard to clause 9.1(c) BARNZ considered that “where the asset base used for pricing differs from the RAB, the Airport should be required to disclose any valuation report which exists”.<sup>62</sup> NZAA agreed that valuation reports may be provided when valuations of regulated assets are undertaken (typically at least every 5 years).<sup>63</sup></p>	<p>The Commission considers that where forecast revenue is based on an asset value different to that used in the most recently disclosed RAB, a valuation report should be disclosed to support that different value. This will allow interested persons to assess its reasonableness. The Commission also considers that disclosure following a Price Setting Event (rather than at the time the valuation is undertaken) increases the utility of the information to interested persons by putting it in an appropriate context.</p> <p><b>Implementation</b></p> <p>The Commission has added a clause to require the disclosure of a valuation report where the value of assets employed used for the forecast is based on a value different to that of the most recently disclosed RAB value.</p>
3	<p><b>Proposed definition for Price Setting Event</b></p>	<p>The Commission considers that definition of a Price Setting Event should avoid</p>

#	Topic and Submitter's Views—Forecast Total Revenue	Commission's Response
	<p>BARNZ noted that AIAL resets the terminal services charge and jet fuel pipeline charge annually. Airlines prefer it this way as airlines value the transparency the annual forecasting and wash-up processes provide, as well as the opportunities these processes provide for airlines to engage with the airport.</p> <p>BARNZ stated that AIAL may seek to move away from the annual resetting process if the Commission requires airports to disclose information as described in clause 9.<sup>64</sup></p> <p>The definition of a Price Setting Event was discussed at the September working session. NZAA, as part of its mark-ups on the draft Determination, submitted alternative wording for the definition of a Price Setting Event for the Commission's consideration.<sup>65</sup> BARNZ submitted changes to this proposed wording following the working session, including inserting a provision into clause 9 specifying that disclosures under clause 9 must occur within five years of a previous prices setting event.<sup>66</sup></p>	<p>triggering an Event where this is not useful in promoting the provision of sufficient information to interested persons.</p> <p>The Commission considers that NZAA's proposed technical drafting better meets the policy objective than the definition in the draft Determination; the Commission also notes BARNZ's view that wash-ups will usually involve consultation, and should therefore be separately noted as an exclusion.</p> <p><b>Implementation</b></p> <p>The definition of a Price Setting Event has been amended to read as below:</p> <p>“means the fixing or altering of price by an airport in respect of a specified airport service, pursuant to sections 4A and 4B of the Airport Authorities Act 1966 excluding where the price is:</p> <ul style="list-style-type: none"> <li>a) subject to adjustment as a result of a wash-up;</li> <li>b) reset or adjusted annually, without further consultation; or</li> <li>c) subject to separate negotiation for inclusion in the terms of a lease or licence; or</li> <li>d) not required to be consulted on by virtue of section 4B(3) of the Airport Authorities Act 1966.</li> </ul> <p>A price setting event is deemed to occur on the date that a new price comes into effect”.</p> <p>The Commission has also amended clause 9.1 to require disclosure following a Price Setting Event within five consecutive years of the previous disclosure under the clause.</p> <p>In addition, ‘wash-up’ has become a defined term as follows:</p> <p>“a ‘wash-up’ means an annual adjustment to prices reflecting actual use and actual costs incurred for the current financial year”.</p>



#	Topic and Submitter's Views—Forecast Total Revenue	Commission's Response
4	<p><b>Key Capital Expenditure Projects: disclosure threshold</b></p> <p>BARNZ considered the threshold of \$30 million proposed in the Draft Reasons Paper was too high, as the vast majority of airport capital expenditure would be forecast and disclosed as a single lump sum under each of the three activity categories. BARNZ noted that this would limit the ability of interested persons to assess the innovation and investment being undertaken, and whether it will enable services to be provided at a level that reflects consumer demands. BARNZ proposed a lower threshold of \$5 million be applied or, alternatively, a requirement to disclose the 5 largest projects (as has been proposed for EDBs and GDBs).<sup>67</sup> The BARNZ proposal was supported by Air NZ.<sup>68</sup> NZAA, in cross-submission, considered \$5m too low and supported a threshold of \$30 million or the disclosure of the 5 largest projects.<sup>69</sup> At the working session both airports and airlines agreed that a \$5 million threshold was acceptable. BARNZ provided a breakdown of major capital expenditure in relation to aeronautical activities.</p> <p>In its Cross-submission NZAA also considered that space for a description of how consumer demands have been assessed should be included in the Schedules.<sup>70</sup></p>	<p>The Commission notes that a threshold must capture a significant proportion of capital expenditure, rather than a certain number of projects, to provide sufficient and meaningful information to interested persons. Accordingly, the Commission considers that a lower threshold than originally proposed is appropriate. Analysis of the data provided by BARNZ at the working session indicates that a threshold level of \$5 million is likely to capture a significant proportion of forecast capital expenditure that is relevant to pricing for the forecast period.</p> <p>A threshold may also require scaling to individual airports' circumstances and over time to remain meaningful. The Commission therefore intends to monitor performance against the threshold over time, and to revisit the threshold level if deemed necessary. This is consistent with the Commission's undertaking to work with disclosers to resolve any implementation issues that may arise.</p> <p>The Commission considers that specifically requiring airports to disclose how they have undertaken an assessment of consumer demands, in relation to the objectives of Key Capital Expenditure Projects is helpful. The Commission considers that it is more consistent with drafting practice and provides more flexibility for disclosers if this is included in the Determination, rather than as a box or item in the Schedules.</p> <p><b>Implementation</b></p> <p>The Commission has changed the Key Capital Expenditure project threshold within the draft Determination to \$5 million.</p> <p>The Commission has also inserted into the draft Determination a specific requirement (clause 9.1(f)(iii)) to include a description of how consumer demands in relation to Key Capital Expenditure Projects have been assessed.</p>

#	Topic and Submitter's Views—Forecast Total Revenue	Commission's Response
5	<p><b>Key Capital Expenditure Projects: inclusion of regulated vs. unregulated assets</b></p> <p>BARNZ asks if the Key Capital Expenditure Projects definition include both regulated and unregulated assets (eg, terminal expansion that provides both regulated (aeronautical space) and unregulated (retail space)).<sup>71</sup> NZAA considers that disclosures should not include any component of unregulated activities as this is outside the scope of the Act.</p> <p>NZAA also submits that airports should explain the allocation basis for the estimated project expenditure.<sup>72</sup></p>	<p>The Commission considers it is consistent with the purpose of Part 4 to distinguish between regulated and unregulated assets within information disclosure. The Commission notes that unregulated assets are excluded from the definition of Key Capital Expenditure Projects, consistent with the definition of Capital Expenditure adopted in the Revised Draft Input Methodologies Determination.<sup>73</sup></p> <p>Consistent with this, the Commission further considers it important to determine the proportion of shared assets and associated expenditure related to provision of specified airport services.</p> <p><b>Implementation</b></p> <p>A commentary box has been added to Schedule 19 for the explanation of allocation between regulated and unregulated assets, and an explanation of differences with the cost-allocation input methodology.</p>
6	<p><b>Demand forecast (Schedule 20): international transit and transfer passengers</b></p> <p>BARNZ considered that it would be useful if international transit and transfer passengers were forecast.<sup>74</sup> NZAA disagreed with BARNZ in cross-submission, viewing such a requirement as unnecessary as the information is specific to AIAL.<sup>75</sup> In cross-submission, BARNZ amended its initial view to suggest a materiality threshold of 5% of international passenger volumes could be adopted.<sup>76</sup> At the working session, attendees considered that a materiality threshold would be superfluous as only AIAL currently has transit/transfer passenger numbers of any volume. Attendees considered that disclosure as relevant to the situation of the individual airport concerned would be sufficient.</p>	<p>The Commission considers that transit and transfer passengers should be disclosed as the information would be useful to interested persons to track expenditure associated with changes in transit and transfer passenger numbers over time. The Commission considers that airports should have this information available. Following discussion at the working session, the Commission considers that a materiality threshold would not be useful, and if not relevant to the situation of the individual airport, that a nil disclosure would be acceptable.</p> <p><b>Implementation</b></p> <p>The Commission has amended Schedule 20 to include lines for disclosure of international transit and transfer passengers.</p>
7	<p><b>Demand Forecast (Schedule 20): terminology relating to capacity</b></p> <p>Changes to terminology - BARNZ noted that 'landings' is the most commonly used term rather than 'inbound flights'. 'Landings' should be used in its place in lines 41, 45, 49, 53.<sup>77</sup></p>	<p>The Commission considers that commonly used industry terminology should be adopted.</p> <p><b>Implementation</b></p> <p>The Commission has inserted 'landings' and 'movements' in Schedule 20, in place of 'inbound flights'.</p>

#	Topic and Submitter's Views—Forecast Total Revenue	Commission's Response
8	<p><b>Demand Forecast (Schedule 20): aircraft runway movements (busy hour)</b>                      BARNZ considered that disclosure of inbound flights during the busy period would be of 'total aircraft movements during the runway movement busy hour'.<sup>78</sup> NZAA agreed in Cross-submission.<sup>79</sup></p>	<p>Following consultation the Commission considers that a split into inbound and outbound flights may not be relevant to actual capacity calculations undertaken by airports, and therefore may not reflect actual capital expenditure decisions.</p> <p><b>Implementation</b>                      The Commission has changed Schedule 20 by replacing the reference in line 38 'Inbound flights during busy period' with 'Movements during busy period'. The terms 'Runway movement busy hour' and 'Runway movement busy day' have been changed to 'Runway busy hour' and 'Runway busy day'.</p>
9	<p><b>Demand Forecast (Schedule 20): domestic and international passenger aircraft</b>                      BARNZ considers that forecast demand should separately show 'scheduled international passenger aircraft' and 'scheduled domestic passenger aircraft'.<sup>80</sup> NZAA agreed in Cross-submission.<sup>81</sup></p>	<p>The Commission considers that splitting forecast passenger aircraft landings into international and domestic would be helpful for forecasting revenues from each source.</p> <p><b>Implementation</b>                      The Commission has inserted lines to separately disclose international and domestic Landings of Total number of aircraft, and Landings by MCTOW, in Schedule 20.</p>
10	<p><b>Demand Forecast (Schedule 20): 'Scheduled Passenger Aircraft' replaced with 'Air Passenger Services'</b>                      BARNZ noted that NZAA's proposed definition of regular air passenger services, which excludes chartered, non-schedules, and general aviation operations, does not capture all passengers using specified passenger terminal facilities.<sup>82</sup></p>	<p>The Commission considers that all passenger flights should be included in the disclosure.</p> <p><b>Implementation</b>                      The Commission has changed the term 'Scheduled Passenger Aircraft' in lines 49-55 of Schedule 20 to 'Air Passenger Services'.</p>
11	<p><b>Demand Forecast (Schedule 20): aircraft weight categories</b>                      BARNZ considered that disclosure of inbound forecast flights should be broken down into three weight categories, rather than the two currently proposed.<sup>83</sup> NZAA accepted this recommendation.<sup>84</sup></p>	<p>The Commission considers that this change would be beneficial as it would provide further information to interested persons on airports' forecast revenue related to aircraft size and category. The Commission also considers that an additional weight category may increase the relevance of the requirements over time. The Commission further expects that this information would be readily available.</p> <p><b>Implementation</b>                      The Commission has inserted the additional aircraft size category into Schedule 20.</p>

#	Topic and Submitter's Views—Forecast Total Revenue	Commission's Response
12	<p><b>Demand Forecast (Schedule 20): explanation of basis for forecasts</b>                      BARNZ suggested (following the AirBiz report) adding a box for commentary explaining the basis for forecasts and any assumptions made.<sup>85</sup> NZAA agreed in Cross-submission.<sup>86</sup></p>	<p>The Commission considers that this is beneficial, as it would provide further information for interested persons to understand the basis for forecasts, and the relationship of forecasts to prices and capital expenditure.</p> <p><b>Implementation</b>                      The Commission has inserted a commentary box into Schedule 20 for explanations of the basis for forecasts and any assumptions made.</p>
13	<p><b>Pricing period starting year</b>                      The Commission identified that it was not clear as to when a pricing event occurs or when the starting year of a pricing period begins.</p>	<p>The Commission considers it appropriate that the starting year of a pricing period should start from the beginning of the disclosure year to which a price change is to occur.</p> <p>The Commission notes that the starting year of a pricing period may not be consecutive to the year to which a disclosure was most recently made under the Determination. Accordingly, to ensure the RAB roll-forward is available to interested persons, supporting forecast asset base information needs to relate to the 10 years following the most recent disclosure year.</p> <p><b>Implementation</b>                      The Commission has</p> <ul style="list-style-type: none"> <li>▪ amended the definitions of Price Setting Event and Pricing Period;</li> <li>▪ clarified when information is to be disclosed (clause 9); and</li> <li>▪ amended Schedule 19 to set Year 1 of the 5-year forecasts at the Pricing Period starting year, and so that Year 1 of the forecast asset base information starts from the year following the latest disclosure under the Determination.</li> </ul>

***Pricing and related disclosures***

#	Topic and Submitter's Views—Pricing	Commission's Response
1	<p><b>Pricing statistics purpose, scope and terminology</b>                      BARNZ and NZAA raised a number of points, including in discussion at working session, relating to the scope of pricing statistics and the terminology used therein.<sup>87</sup></p>	<p>The Commission has considered the submissions relating to pricing statistics and revised the requirements set out in Schedule 18.</p> <p>The pricing statistics should assist interested persons to compare proxies of average prices on a like-for-like basis between airports. This requires using measures of 'average price' that are comparable across airports even in the light of differences between pricing structures and potential changes to these over time.</p> <p>The revised Schedule 18 requires the disclosure of average revenue statistics as a proxy for average prices. The pricing statistics no longer refer to revenue from (potentially) airport specific charges.</p> <p>The numerators of the pricing statistics are revenue categories split into types of passenger (domestic and international) and different MCTOW categories relating to Airport Activities and Specified Passenger Terminal Activities.</p> <p>The denominators of the pricing statistics are relevant measures of MCTOW and total passenger numbers.</p> <p>To ensure transparency, Schedule 18 requires the relevant numerators and denominators to be disclosed separately.</p> <p>The Commission considers that the revenue from leases and rental is to be included in the revenue used for pricing statistics such that comparisons are not affected by differences in airports' business structures.</p> <p>A new weight break of 30 tonnes has been introduced recognising that aircraft over 30 tonnes are generally used on the main trunk routes whereas smaller aircraft are generally used on regional routes.</p> <p><b>Implementation</b></p> <p>In line with the revised requirements in Schedule 18 several new definitions have been added to the Determination:</p> <ul style="list-style-type: none"> <li>▪ average revenue from airfield activities relating to domestic flights of 3 to 30 tonnes MCTOW;</li> <li>▪ average revenue from airfield activities relating to domestic flights 30 tonnes MCTOW and over;</li> <li>▪ average revenue from airfield activities relating to international flights;</li> <li>▪ average revenue from specified passenger terminal activities; and</li> <li>▪ average revenue from airfield activities and specified passenger terminal activities.</li> </ul>

#	Topic and Submitter's Views—Pricing	Commission's Response
		<p>The definitions relating to previously used pricing statistics have been deleted from the Determination.</p>
2	<p><b>Materiality of revenue covered by certain Pricing Statistics and relevance</b>                      BARNZ and NZAA highlighted, including in discussion at Working Session of 13 September 2010, that certain pricing statistics cover revenues of low value or are not relevant therefore should not be required.<sup>88</sup></p>	<p>The Commission has considered the submissions relating to pricing statistics and removed several requirements from Schedule 18.</p> <p>Pricing statistics relating to parking charges have been removed as revenues from these are modest.</p> <p>Pricing statistics relating to domestic flights of less than 3 tonnes MCTOW per passenger have been removed as there do not tend to be passengers carried on these flights and airports may not collect relevant records for these.</p> <p>Pricing statistics relating to freight services have been removed since most freight is transported in the belly-hold and airports current pricing structures do not directly relate to freight transported.</p> <p><b>Implementation</b></p> <p>The following definitions have been removed from the Determination:</p> <ul style="list-style-type: none"> <li>▪ Average parking charge per aircraft per day;</li> <li>▪ Average freight landing charges per tonne MCTOW; and</li> <li>▪ Average freight income per tonne MCTOW.</li> </ul>
3	<p><b>Standard Price</b>                      BARNZ highlighted that the definition of Standard Price only relates to airline customers and should also refer to passengers.<sup>89</sup>                      NZAA agreed with this view.<sup>90</sup></p>	<p>The Commission has considered the submission and agrees that the definition should also refer to passengers.</p> <p><b>Implementation</b></p> <p>The definition of Standard Price has been amended.</p>

***Certification and Audit***

#	Topic and Submitter's Views—Certification and Audit	Commission's Response
1	<p><b>Comparative disclosures – Schedule 2A</b>                      NZAA was concerned that the Commission's proposed approach to the initial disclosure was retrospective. Under Schedule 2a for the financial year ended 2011 the airports would also be required to report comparative disclosures for 2010 and 2009.<sup>91</sup></p>	<p>The previously drafted transitional provision inadvertently omitted the exclusion of comparatives for 2010 and 2009.</p> <p><b>Implementation</b>                      A transitional provision has been added, stipulating prior period columns in Schedule 2a are not required to be completed prior to the 2011 disclosure year.</p>
2	<p><b>Certification — statutory declarations</b>                      NZAA considered that the obligation placed on directors to declare that information provided to the Commission is a true copy of the publicly disclosed information may be unnecessarily onerous, in light of reviewing the range of declarations proposed under the Commission's draft Schedules 21-27.<sup>92</sup></p>	<p>The assurance provided by the statutory declaration declaring '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...' is significantly achieved via Schedules 21, 22, 23 and 24.</p> <p><b>Implementation</b>                      The Commission has deleted clause 13.1 and Schedule 25 in the requirements.</p>
3	<p><b>Transitional –Operating expenditure breakdown</b>                      BARNZ suggested that , for the year ended 2011 disclosures, airports should be required to break down operating expenditure either using the categories provided in clause 6 of the Schedule to the Airport Authorities (Airport Companies Information Disclosure) Regulations 1999 or as provided under Schedule 3 of the Commerce Commission ID Determination.<sup>93</sup>                      NZAA considered the operating expenditure categories proposed are largely workable.<sup>94</sup></p>	<p>Given NZAA believes the categories are workable, the Commission considers the transitional provision should be amended to require new categories currently proposed to be disclosed in the initial disclosures.</p> <p><b>Implementation</b>                      The Commission has amended the transitional provision to remove the exemption relating to line items 21 – 24 in Schedule 3.</p>
4	<p><b>Audit of Report on Initial Regulatory Asset Base Value</b>                      The Commission notes that no audit assurance was provided for in the draft Determination.</p> <p><b>References</b>                      N/A</p>	<p>The Commission considers audit assurance is required for this disclosure.</p> <p><b>Implementation</b>                      The Commission has added Schedule 26 (Report on Initial RAB value) to the disclosures required to be audited.</p>

## CHAPTER 3: DISCLOSURE TEMPLATE CHANGES

3.1.1 These tables in this chapter set out the changes to Schedules 2–20 and Schedule 26 (previously schedule 27) of the draft Determination (ie, the images of the Excel disclosure templates). Minor changes (such as corrections to typographical errors) to the Draft Determination, are shown in Appendix A of the Update Paper with Determination Markups.

### *Historical Financial Information Disclosures*

Template Sheet Name <sup>6</sup>	Line reference and Changed Entry <sup>7</sup>
S2.Return on Investment	Row 55 'regulatory asset base value' changed to 'RAB value'
S3.Regulatory Profit Statement	Rows 7, 8 Added new generic boxes for charging category line items
	Rows 7, 8 Deleted revenue line items 'Airfield income', 'Terminal services income' and 'Passenger services income'
	Row 9 Added new line item 'Other operating revenue'
	Row 13 Capital contributions: deleted
	Row 24 Safety and security: deleted
	Rows 32, 35 Added line item Allowance for Long Term Credit Spread
	Pagination Revised the schedule layout so that it is spread over two rather than three pages
Schedules Added new Schedule 3b(i): Allowance for Long Term Credit Spread	
S4.Tax Allowance	Row 15 Deleted non-taxable capital contributions

<sup>6</sup> In this chapter, 'Template sheet names' refers to the worksheet tab names of the revised draft Excel template workbook.

<sup>7</sup> In this chapter, unless specified the row and cell references refer to the row and cell locations in the 1 June 2010 draft Excel template.



Template Sheet Name <sup>6</sup>	Line reference and Changed Entry <sup>7</sup>
S5.RAB Roll-Forward	Row 86 Deleted row 86 'Security safety and environment' Row 29 Made 'Cost allocation adjustment' singular to match defined term Rows 41, 43, 50 Replaced 'Flexible' with 'Non-Standard' in headings Row 41 Renamed the heading to '5b(ii): 'Non-standard depreciation disclosure' from 'Flexible Annual Depreciation Disclosure' Rows 55 to 59 Statement for Stranded Assets: deleted Row 51 Heading renamed 'Justification for change re: non-standard depreciation methodology', to provide consistency of terminology Rows 22, 23 Replaced 'assets disposed of' with 'asset disposals' as the latter is a defined term Rows 52, 53 Changed widths of entry cells in 5b(iii): non-standard depreciation disclosure for year of change Row 22 Line item 'Assets disposals to a regulated supplier' renamed 'Assets disposed of to a regulated supplier' to match defined terms Row 23 Line item 'Assets disposals to a related party' renamed 'Assets disposed of to a related party' to match defined terms Row 110 Renamed from 'Cost of Financing capitalised' to 'Cost of financing works under construction'
S6.Related Party Transactions	Schedule number changed from Schedule 8 to Schedule 6
S7.Expenditure Statement	Row 11, 82 Deleted former rows 11 and 82 'Safety, security and environment' Row 17, 88 Deleted former rows 17 and 88 'Safety and security' Cells E7, G7 Changed financial year to disclosure year Schedule Schedule number changed from 9 to 7 Schedule 7b Column headers changed from 'Pricing year' or 'PY' to 'Pricing Period Starting Year'
S8.Segmented Information	Rows 9 to 11 Deleted revenue line items 'Airfield income', 'Terminal services income' and 'Passenger services income' Rows 9 & 10 Add new generic boxes for charging category line items Row 11 Added new line item 'other operating revenue' Row 15 Deleted former row 15 'Capital contributions' Column J Deleted former column J 'Eliminations / Transfers' Column J Revised formulas in Airport Business column (new cells J9:J30) to reflect deletion of Eliminations/Transfers column Column I Deleted former column I for presentation reasons as a result of deletion of former column J Schedule Schedule number changed from Schedule 6 to Schedule 8
S9.Consolidation Statement	Cell C36 Amended cell C36 by changing the reference to Schedule 6a to read schedule 9a Cell B26 Schedule 7b(i) renamed from Accounting Adjustments to Regulatory / GAAP Adjustments Schedule Schedule number changed from Schedule 7 to Schedule 9
S10.Asset Allocation	New rows 11, 15, 19 & 23 New total value rows added in each asset category Cell P8 Renamed to Unregulated Services - previously Unregulated Activities Cell F39 Changed 'Asset Allocator' to 'Allocator'

Template Sheet Name <sup>6</sup>	Line reference and Changed Entry <sup>7</sup>	
S11.Cost Allocation	Cell P8	Renamed to ‘Unregulated Services’ - previously ‘Unregulated Activities’
	Cell F35	Changed Cost Allocator to Allocator
S26.Initial RAB Value	Rows 12 & 13	Swapped rows 12 and 13 around to improve presentation
	Row 20	Renamed row 20 Initial Regulatory asset base value—year ended 2009 (added ‘Initial’ and used RAB acronym)
	Row 39	Renamed row 39 to ‘Lost and found assets’ (deleted ‘adjustment’)
	Row 41	Renamed row 41 to ‘Cost allocation adjustment’ (dropped ‘s’ from adjustments)
	Row 54	Renamed row 54 to ‘Regulatory asset base value—year ended 2009’ (added ‘value’ and used RAB acronym)
	Schedule	Deleted previous Schedule 27b(iv) ‘Asset Lives’ and replaced it with ‘Asset Lives & Asset Uses’. Changes are from new row 77 to new row 128
	Schedule	Schedule number changed to 26

**Quality disclosures**

Template Sheet Name	Line reference and Changed Entry
S12.Reliability	<p>Rows 7, 13, 19, 25, 31, 37 &amp; 43                      Party responsible changed to ‘party primarily responsible’</p> <p>Row 48-50                      Fixed electrical ground power disclosure description changed; ‘availability’ added to heading</p> <p>Row 51-54                      Average number of airbridge disclosure requirement removed, label added</p> <p>Row 51                      ‘Aerobridge availability’ becomes ‘Airbridge’ availability’</p> <p>Row 52                      ‘Dual capability’ box deleted</p> <p>Row 54                      Input boxes deleted</p> <p>Row 62                      Commentary box heading added</p>
S13.Airfield Capacity & Utilisation	<p>Row 4                      Title changed to ‘Report on Capacity Utilisation Indicators for Aircraft and Freight Activities and Airfield Activities’</p> <p>Rows 24-28                      Busy period disclosures moved to below Aircraft parking stands</p> <p>Rows 29                      ‘stand’ changed to ‘stands’</p> <p>Rows 30                      Description changed to ‘Number of apron stands available during the runway busy day categorised by primary stand use and flight category’</p> <p>Rows 31, 45                      Stand use labels changed to ‘Contact stand–airbridge, Contact stand–walking, Remote stand–bus’</p> <p>Rows 32-40                      Flight categories changed to: Air passenger services International, Domestic jet, Domestic turbo-prop</p> <p>Row 44                      Description changed to ‘Number of aircraft runway movements during the runway busy day categorised by stand use and flight category’</p> <p>Rows 46-54                      Flight categories changed to: Air passenger services International, Domestic jet, Domestic turbo-prop; Other (incl. General Aviation)</p> <p>Row 56                      ‘Total aircraft runway movements during busy day’ changed to ‘Total aircraft movements during the runway busy day’</p> <p>Row 58                      ‘busy hour’ changed to ‘runway busy hour’</p> <p>Row 59                      Commentary box heading changed</p>

Template Sheet Name	Line reference and Changed Entry
S14.Terminal Capacity & Utilisation	<p>Rows 4, 47, 98 Title changed to ‘Report on Capacity Utilisation Indicators for Specified Passenger Terminal Activities’</p> <p>Row 19 ‘Notional capacity during the busy hour, passengers/hour’ removed. Replaced by ‘Bags processed during the busy hour (bags/hour)’</p> <p>Row 20 ‘Passengers processed during the busy hour’ replaced by ‘Throughput of passengers during the passenger busy hour (passengers/hour)’</p> <p>Rows 25, 67 Passport control immigration and emigration ‘counters’ renamed ‘booths and kiosks’</p> <p>Rows 31, 36 Unused data input cells removed</p> <p>Row 33, 38 Security screening ‘counters’ renamed screening ‘points’</p> <p>Row 79 Baggage reclaim: notional capacity changed from passengers/hour to bags/hour</p> <p>New row (103) Baggage reclaim: ‘Bags processed during the passenger busy hour (passengers/hour)’</p> <p>New row (130) Heading added (for clarity on new page): ‘International terminal, Domestic terminal, Common area’</p> <p>Row 101 ‘busy hour start time’ removed</p> <p>Row 103 ‘Number of working baggage trolleys available to passengers during the busy hour’ changed to ‘Number of working baggage trolleys available for passenger use at end of financial year’</p> <p>General Throughput of passengers: units added (passengers/hour)                      Other units added where missing                      Units placed in brackets                      Busy hour start time disclosure labels refer to the name of the functional component                      ‘busy hour’ renamed ‘passenger busy hour’                      Utilisation ratios added (busy hour passengers per 100m<sup>2</sup>, passengers per seat, % of processing capacity)</p>
S15.Passenger Surveys	<p>Row 50 Commentary box heading added</p>

Template Sheet Name	Line reference and Changed Entry
S16.Statistics	<p>Row 7 'The total number and MCTOW of scheduled landings of international flights' replaced by 'The total number and MCTOW of landings of international air passenger flights'</p> <p>Row 60 'The total number and MCTOW of scheduled landings of domestic flights...' replaced by 'The total number and MCTOW of landings of domestic air passenger service flights...'</p> <p>Rows 8, 62, 81, 109                      'Headings: 'Number of landings, MCTOW (tonnes)'' replaced by 'Total number of landings', 'Total MCTOW (tonnes)'</p> <p>Rows 61-79 Disclosure of individual aircraft types for aircraft less than 3 tonnes MCTOW replaced with 'Air passenger service aircraft less than 3 tonnes MCTOW' (new row 123)</p> <p>Rows 80-107 'Aircraft 3 tonnes MCTOW or more' replaced by '(1). Aircraft 3 tonnes or more but less than 30 tonnes MCTOW' (new rows 81-87) and '(2). Aircraft 30 tonnes MCTOW or more' (new rows 88-113)</p> <p>Row 110 Military and diplomatic aircraft: Row removed</p> <p>Row 112 'Other aircraft' replaced by 'Other aircraft (including General Aviation'</p> <p>New rows 126-127                      '(iv) The total number and MCTOW of landings during the financial year', new total added: 'Total number of landings, Total MCTOW (tonnes)'</p> <p>Row 122 'Number of aircraft movements' replaced by 'Number of air passenger service aircraft movements'.</p> <p>Rows 124-126 stand descriptions changed to 'Contact stand-airbridge, contact stand-walking, remote stand-bus'</p> <p>Row 133 'Transit and transfer passengers' relabelled 'Estimated number of transit and transfer passengers'. Entry cell for the number of domestic transit and transfer passengers removed</p> <p>Rows 135-140 Freight statistics: Rows removed</p> <p>Row 155 Number of FTEs: Entry cells added in respect of 'Specified Terminal Activities, Airfield Activities, Aircraft and Freight Activities, Total'</p> <p>Row 156 Total human resource costs (\$000): Moved to below heading 'Total'</p>
S17.Forum	<p>Row 4 Title changed to 'Report on Operational Improvement Processes'</p>

***Forecast Total Revenue and supporting information***

<b>Template Sheet Name</b>	<b>Changed Entry</b>
S19.Revenue Methodology	<p>New Rows 98-119</p> <p>Commentary box added: 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</p> <p>Row 99 New heading: 'Capital Expenditure by Key Capital Expenditure Project'</p> <p>Row 2 Pricing Period starting year amended: Year 1 of the 5-year forecasts is set at the Pricing Period starting year</p> <p>Row 68 Year 1 of the 10-year forecast asset base information starts from the year following the latest disclosure under the Determination. New heading 'For prices taking effect in year ended'</p> <p>New Row 54 New Input box entitled 'Year of most recent disclosure (year ended)'</p> <p>Rows 58-63 Forecast Operating Expenditure moved to position below Forecast Capital Expenditure input area</p>
S20.Demand Forecasts	<p>Row 25: New line for disclosure of 'International Transit and Transfer passengers'</p> <p>Row 38 'Inbound Flights' replaced with 'Movements'</p> <p>Row 41, 45, 49, 53                      'Inbound flights' replaced with 'Landings'</p> <p>Row 41-3, 46-9                      Aircraft weight categories changed: less than 3 tonnes and 3 tonnes or more replaced with 3 weight categories: 30 tonnes MCTOW or more, 3 tonnes or more but less than 30 tonnes MCTOW; and 30 tonnes MCTOW or more</p> <p>Row 51-4, 56-8                      Aircraft categories changed: from Schedule passenger/Military/diplomatic and Freight, to Air Passenger services: international and domestic</p> <p>New Rows 58-72                      Commentary box added for explanations of the basis for forecasts and any assumptions made</p>

***Pricing and related disclosures***

<b>Template Sheet Name</b>	<b>Changed Entry</b>
S18.Pricing Stats	Schedule 18 has been redrafted following consultation

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**APPENDIX A: REVISED DRAFT DETERMINATION FOR  
SPECIFIED AIRPORT SERVICES**



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

~~31 May~~11 October 2010

ISBN: 978-1-~~869450-71-7~~869451-16-5

## **DRAFT 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 **Aairports** as suppliers of regulated goods and services ~~pursuant to under~~ Part 4 of the **Act**.

### **4. Interpretation**

4.1 In this determination, unless the context otherwise requires,—

- (a) ~~defined~~ terms **in bold type** 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~~**must** be measured and disclosed in accordance with **GAAP**; and
- (f) non-financial items ~~are to~~**must** be measured and disclosed in accordance with standard industry practice.

4.3 If there is any inconsistency between **the main body of** this determination and any schedule to this determination, **the main body of** this determination prevails.

### **5. Information Disclosure**

Subject to clauses 14 and 15, from the ~~Commencement Date~~**commencement date**, every **Aairport** 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 and verification requirements in accordance with clauses 10, 11 and 13.

## 6. Applicable Input Methodologies

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

- (a) Part 2 – Cost and Asset Value 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 Mmonths after the end of each **Financial Year** disclosure year, every **Aairport** 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~~ specified airport services supplied by the **Aairport** for that **Financial Year** disclosure 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~~ Related Party Transactions 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 97;~~

~~(ix)~~

(vi) the Report on Segmented Information set out in Schedule 8;

(vii) the Consolidation Statement set out in Schedule 9;

(viii) the Report on Asset Allocations set out in Schedule 10;

~~(x)~~

(ix) the Report on Cost Allocations set out in Schedule 11; and

(b) ~~Publicly Disclosing~~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~~Subject to clause 15, within five **months** after the end of each **disclosure year**, every **airport** must **publicly disclose** each land valuation report prepared for the purpose of revaluing land under clause 3.6 of the IM determination and included in the Report on Regulatory Asset Base Roll Forward set out in Schedule 5.

## 8. Annual Disclosure of Quality and Statistics

8.1 Subject to clause 15, within five **Mmonths** after the end of each **Financial Year**disclosure year, every **Aairport** must disclose information relating to the quality of its ~~Specified Airport Services~~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~~specified airport services supplied by the **Aairport** for that **Financial Year**disclosure year:
- (i) the Report on Reliability Measures set out in Schedule 12;
  - (ii) the Report on Capacity Utilisation Indicators for Aircraft, and Freight Activities and Airfield Activities set out in Schedule 13;
  - (iii) the Report on Capacity Utilisation Indicators for Specified 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 Processeses set out in Schedule 17; and

(vii) the Report on Pricing Statistics set out in Schedule 18; and

(b) ~~Publicly Disclosing~~**publicly disclosing** each of those reports.

8.2 Every three ~~M~~**months**, for the purpose of completing and ~~Publicly Disclosing~~**publicly disclosing** the Report on Passenger Satisfaction Indicators set out in Schedule 15, every ~~A~~**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~~**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~~**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(gf) 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~~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~~publicly disclosed. The Internet address of the site containing this documentation must be noted in the survey comments box contained in the Report on Passenger Satisfaction Indicators set out in Schedule 15.

~~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~~working days following a ~~Price Setting Event in respect~~decision to fix or alter prices as part of an Airport, a price setting event, or within five consecutive years of the Airport~~previous disclosure under this clause, an airport~~ must disclose information relating to its forecast total revenue requirement by:

- (a) completing each of the following reports by inserting all information relating to the ~~Specified Airport Services~~specified airport services supplied by the ~~A~~airport for that ~~Financial Year~~disclosure 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~~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 value of assets employed;**

~~(i)~~**(ii) forecast cost of capital;**

~~(ii)~~**(iii) forecast operational expenditure;**

~~(iii)~~**(iv) forecast depreciation;**

~~(iv)~~**(v) forecast tax;**

~~(v)~~**(vi) forecast revaluations; and**

~~(vi)~~**(vii) any other components,**

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

~~(vii)~~**(viii) the rationale for the basis of preparing those components, and any related assumptions;**

~~(viii)~~**(ix) the extent to which each component is used to determine the forecast total revenue requirement; and**

~~(ix)~~**(x) 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,~~

~~(d) where the Airport must Publicly Disclose~~**forecast value of assets employed** is based on a value other than that used for the purposes of the latest disclosure under clause 7, **publicly disclosing** the valuation on which the value of the **forecast value of assets employed** is based;

~~(e)~~ **publicly disclosing** a high-level description of the ~~A~~**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~~ ~~(f)~~ **publicly disclosing**, for the period of five consecutive years immediately following the ~~Price Setting Event~~**price setting event**, a description of each ~~Key Capital Expenditure Project~~**key capital expenditure project**, including an explanation of:

~~(a)~~ **(i)** the aims and objectives of each ~~Key Capital Expenditure Project~~**key capital expenditure project;**

- (b) (ii) the process by which the need for the ~~Key Capital Expenditure Project~~**key capital expenditure project** was determined, including any assessment criteria;
- (c) (iii) any **consumer** engagement undertaken as part of the process referred to in ~~paragraph (b);~~**clause 9.1(f), including a description of how consumer demands have been assessed;**
- (d) (iv) any alternative expenditure projects considered, and the rationale for excluding those alternative projects; and
- (e) (v) any constraints or other factors on which successful completion of each ~~Key Capital Expenditure Project~~**key capital expenditure project** is contingent—; and

~~9.4~~ **Within 20 Working Days following a Price Setting Event in respect of an Airport, the Airport must Publicly Disclose (g) publicly disclosing** any assumptions or justifications of the ~~A~~**airport's** forecast **operational expenditure** by category as disclosed in accordance with Schedule 19.

~~9.52~~ **Within 20 Working Days**working days following a ~~Price Setting Event in respect of an Airport~~**decision to fix or alter prices as part of a price setting event**, the ~~A~~**airport** must ~~Publicly Disclose~~**publicly disclose** an overview of the ~~Airport's Pricing Methodology~~**airport's pricing methodology** used to set prices as part of the ~~Price Setting Event~~**price setting event**, including:

- (a) a summary of the ~~Airport's Pricing Methodology~~**airport's pricing methodology**; and
- (b) a description of:
  - (i) categories or groups of ~~Specified Airport Services~~**specified airport services** that are provided together in respect of which individual charges apply (~~Charged Services~~;**charged services**); and
  - (ii) the relationship between the quality of service provided and the cost for each ~~Charged Service~~**charged service**; and
  - (iii) the methodology used to allocate costs to particular ~~Charged Services~~;**charged services**; and
  - (iv) significant changes to prices for ~~Charged Services~~**charged services**, including any rebalancing of prices, compared with equivalent services provided during the previous ~~Pricing Period~~;**pricing period**; and
  - (v) the extent to which any prices for particular ~~Charged Services~~**charged services** are priced below incremental cost, and thereby involve cross-subsidies; and

(vi) the methodology for determining the proposed prices for ~~Charged Services~~**charged services**, and how those prices are reconciled with the forecast total revenue requirement; and

(vii) any terminal access charges (even if these are bundled into other charges) and the methodology for determining any differentiation in terminal access charges on the basis of the means of access to the terminal (such as airbridge access, transfer bus access or walking access).

9.63 Within 20 ~~Working Days~~**working days** following a ~~Price Setting Event~~ in respect of ~~an Airport, the Airport~~**decision to fix or alter prices as part of a price setting event, the airport** must ~~Publicly Disclose~~**publicly disclose** a list of the ~~Airport's Standard Prices~~**airport's standard prices** for all ~~Specified Airport Services~~**specified airport services**, including whether the ~~Standard Prices~~**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 ~~A~~**airport** is required to ~~Publicly Disclose~~**publicly disclose** any **audited disclosure information** pursuant to any of clauses 7.1, 8.1 and 15.1 (~~Audited Disclosure Information~~), the ~~A~~**airport** must:

(a) procure a report by an ~~Independent Auditor~~ (**Independent Auditor's Report**)**independent auditor** in respect of that ~~Audited Disclosure Information~~**audited disclosure information**, signed by the ~~Independent Auditor~~**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~~; **independent auditor**; and

(ii) the scope and limitations of the audit; and

(iii) the existence of any relationship (other than that of auditor) which the ~~Independent Auditor~~**independent auditor** has with, or any interests which the ~~Independent Auditor~~**independent auditor** has in, the ~~A~~**airport** or any of its subsidiaries; and

(iv) whether the ~~Independent Auditor~~**independent auditor** has obtained all information and explanations that he or she required and, if not, the information and explanations not obtained; and

(v) whether, in the ~~Independent Auditor's~~**independent auditor's** opinion, as far as appears from an examination of them, proper ~~R~~**records** to enable the complete and accurate compilation of required information

have been kept by the **Aairport** and, if not, the **Rrecords** not so kept; and

(vi) whether ~~or not~~ (and, if not, the respects in which it does not), in the ~~Independent Auditor's~~ **independent auditor's** opinion, the ~~Audited Disclosure Information~~ **audited disclosure information** complies with this determination; and

(vii) in respect of any historical financial information ~~Publicly Disclosed~~ **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~~ **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~~ **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~~ **independent auditor's** opinion, the ~~Aairport~~ has complied in all material respects with the requirements, including guidance (if any) issued pursuant to this determination, and ~~calculated the information is~~ based on the ~~source data provided by the Airport;~~ **records** examined under subsection (v); and

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

(ix) in respect of the Report on the Initial Regulatory Asset Value pursuant to clause 15.1, 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

(b) publicly disclose the independent auditor's report prepared in accordance with clause 10.1(a) at the same time as the airport publicly discloses the audited disclosure information.

## 11. Certificates

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

11.2 Where an **Aairport** is required to ~~Publicly Disclose~~ **publicly disclose** any information pursuant to any of clauses 9.1-~~9.4~~ (a)-(f), the **Aairport** must at that time ~~Publicly Disclose~~ **publicly disclose** a certificate in the form set out in Schedule 22 in respect of that information, duly signed by two ~~Ddirectors~~ of the **Aairport**.

11.3 Where an **Aairport** is required to ~~Publicly Disclose~~**publicly disclose** any information pursuant to either of clauses 9.51(g) or 9.62, the **Aairport** must at that time ~~Publicly Disclose~~**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**.

~~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 24 in respect of that information, duly signed by two ~~D~~**directors** of the **Aairport**.

~~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 **Aairport** that is required by this determination to ~~Publicly Disclose~~**publicly disclose** any information must retain, and continuously ~~Publicly Disclose~~**publicly disclose**, that information for at least seven years from the date that information is first required to be ~~Publicly Disclosed~~**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~~**13.1** 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 **Aairport** 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~~**25**; 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 **Aairport**:

(a) exempt the **Aairport** 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 ~~M~~**months** after the end of the first ~~Financial Year~~**disclosure year** in which an ~~A~~**airport** is subject to this determination, the ~~A~~**airport** must disclose information relating to its ~~regulatory asset base~~**RAB** by:

- (a) completing the Report on Initial Regulatory Asset Value set out in Schedule ~~27~~**26** by inserting all information relating to the ~~Specified Airport Services~~**specified airport services** supplied by the ~~Airport; and~~**airport;**

- (b) ~~Publicly Disclosing that report.~~

~~15.2~~ ~~Within five Working Days of Publicly Disclosing~~**completing** the Report on ~~Initial Regulatory Asset Value~~**Allocations** set out in Schedule ~~27~~, the ~~Airport~~ must ~~provide~~**10** by inserting all information relating to the ~~Commission an~~ electronic copy of that report in a form compatible with Microsoft Excel ~~2003~~**-initial cost allocation adjustment in Schedule 27 for the:**

- ~~(i)~~ **RAB value for the year ended 2009; and**

- ~~(ii)~~ **disclosure year ending 2010; and**

- ~~(c)~~ **publicly disclosing those reports.**

15.~~3~~**2** Notwithstanding any requirements set out in clauses 7 or 8 of this determination, but subject to clause 15.~~6~~**5** below, any information that would otherwise be required to be ~~Publicly Disclosed~~**publicly disclosed** pursuant to clauses 7 or 8 in respect of the ~~Financial Year~~ **disclosure year** ending 2011 is required to be disclosed within 11 ~~M~~**months** after the end of the ~~Financial Year~~**disclosure year** ending 2011.

15.~~4~~**3** Notwithstanding any requirements set out in clause 9 of this determination :

- ~~(a)~~ on or before 30 September 2011, each ~~A~~**airport** must ~~Publicly Disclose~~**publicly disclose** the information required to be disclosed pursuant to clause 9 for the ~~Price Setting Event~~**price setting event** in respect of that ~~A~~**airport** immediately preceding the ~~Commencement Date; and~~**commencement date.**

- ~~(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~~ ~~15.4~~ For the avoidance of doubt:

- (a) clauses 15.~~2~~ or 15.~~3~~ or 15.~~4~~ relates to the timing of ~~Public Disclosure~~**public disclosure** only; and

- (b) nothing in clauses 15.32 or 15.43 affects the content of any information required to be ~~Publicly Disclosed~~**publicly disclosed** in this determination.

15.65 Notwithstanding any requirements set out in clauses 7 or 8 of this determination, the following information is not required to be ~~Publicly Disclosed~~**publicly disclosed** in respect of the ~~Financial Year~~**disclosure year** ending 2011:

- (a) line items ~~21-248-17~~ of the Report on ~~Regulatory Profit~~**Return on Investment** set out in Schedule ~~3 (though line item 25 is still required to be Publicly Disclosed);~~**2** for years ended **CY-2** and **CY-1**;
- (b) line items ~~88-9075-76~~ of the Report on Regulatory Asset Base Roll Forward set out in Schedule 5 (though line item ~~9477~~ is still required to be ~~Publicly Disclosed~~**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 (c) interruptions identified by party responsible, as otherwise required to be disclosed in accordance with the Report on Reliability Measures set out in Schedule 12; and (interruptions must instead be publicly disclosed as occurring for undetermined reasons);~~
- ~~(d) line items 9-10, and 13-15, of the Report on Actual to Forecast Expenditure set out in Schedule 7;~~
- (e) ~~on-time departure delay indicators, airbridge availability indicators, and the fixed electrical ground power indicator as otherwise required to be disclosed in accordance with the Report on Reliability Measures set out in Schedule 12; and~~
- (f) where an ~~A~~**airport** has not undertaken some or all of the ~~Passenger Surveys~~**passenger surveys** or similar surveys during the ~~Financial Year~~**disclosure year** ending 2011, the Report on Passenger Satisfaction Indicators set out in Schedule 15, or part thereof, as the case may be (~~although details of less than full compliance must be noted in the comments box~~).

~~15.6 Notwithstanding any requirements set out in clauses 7 or 8 of this determination, line items 8-17 of the Report on Return on Investment as set out in Schedule 2 for the year ended CY-2 are not required to be publicly disclosed in respect of the disclosure year ending 2012.~~

15.7 For the avoidance of doubt, nothing in ~~clause~~**clauses 15.5 or 15.6** affects any requirement to disclose any information in respect of the ~~Financial Year~~**disclosure year** ending 201~~2~~**3** or any subsequent ~~Financial Year~~**disclosure year**.

## SCHEDULE 1

Clause 4

### DEFINED TERMS

**% variance**

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

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

where:

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

b = forecast for current **Financial Year**disclosure year

**Act**

means the Commerce Act 1986

**actual for current Financial Year**disclosure year

means:

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

(b) in respect of **operational expenditure**, the actual **operational expenditure** in the current **Financial Year**disclosure 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**pricing period, and including the **actual for current Financial Year**disclosure year

**adjusted regulatory profit**

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

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

means the value of regulatory assets that are added to, or removed from, the **regulatory asset base**RAB by ~~of~~ way of merger, acquisition or sale by an **Aairport** to another **Aairport**, multiplied by the proportion of the **Financial Year**disclosure year the assets are available to the **Aairport** making the disclosure, where added assets have a positive value and removed assets have a negative value

<b>affected line item</b>	means the row reference in the Consolidation Statement <u>set out in Schedule 9</u>
<b><u>air passenger service</u></b>	<u>means an air operation operated by an air operator for the carriage of passengers</u>
<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>Aairport</b> , so that one arrival and one departure in respect of the same aircraft is treated as two movements
<b><del>aircraft parking charge</del></b>	<del>means the price charged to an operator of an aircraft by an <b>Aairport</b> for occupying airside space at the <b>Aairport</b> for a period of time</del>
<b>airfield activities</b>	has the meaning given to that term in section 2 of the Airport Authorities Act 1966
<b><del>airfield income</del></b>	<del>means income earned in respect of the provision of <b>airfield activities</b></del>
<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><u>airport activity charge</u></b>	<u>means revenue earned by an <b>airport</b> in relation to a specific charge or group of charges, other than <b>lease, rentals and concessions income</b>. In determining how charges are disclosed, consideration must be given to the charging structure outlined in the pricing methodology disclosed in accordance with clause 9.2</u>
<b>airport business—GAAP</b>	means the financial performance of the <b>Aairport</b> disclosed in accordance with <b>GAAP</b>
<b>airport company</b>	means a company described in section 56A(2) of the Act
<b>airport company—GAAP</b>	means the financial performance of the <b>airport company</b> , which includes both regulated and <b>unregulated</b>

~~activities~~services, disclosed in accordance with GAAP

**Aairport or airport business**

means the ~~business units~~parts of an **airport company** that provide ~~Specified Airport Services~~specified airport services

**airside circulation  
inbound—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~~

**airside circulation  
inbound—floor space**

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

- (a) **inbound passengers**;
- ~~(ab)~~ travellers; and
- ~~(bc)~~ 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~~

**airside circulation  
outbound—busy hour**

~~of inbound combined passengers during the inbound combined 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~~

~~in respect of a common terminal facility, the number of outbound combined passengers during the outbound~~

	<del>combined busy hour</del>
<b><u>allocated value</u></b>	<u>means the value of an asset included in the closing <b>RAB</b> in accordance with clause 3.3 of the <b>IM determination</b></u>
<b><u>allocator</u></b>	<u>means the quantifiable metric (e.g. employee numbers, floor spare etc) used as the numerator and denominator in determining a <b>cost allocator</b> or <b>asset allocator</b></u>
<b>allocator type</b>	means the basis for the attribution or allocation of an <b>operating cost</b> or <b>asset value</b> to an <b>airport activity</b> , being “directly attributable”, “causal” or “proxy”
<b><u>allowance for long term credit spread</u></b>	<p><u>means:</u></p> <p><u>(a) if at the end of the <b>disclosure year</b>, the weighted average <b>original tenor</b> of the <b>airport’s qualifying debt</b> and <b>non-qualifying debt</b> is less than five years, a value of nil; or</u></p> <p><u>(b) the value of q calculated with reference to the following formula:</u></p> $\underline{q = (a + b + c) \times d}$ <p><u>where:</u></p> <p><u>a = the sum of the <b>term credit spread difference</b> for each <b>qualifying debt</b>;</u></p> <p><u>b = the sum of the <b>execution cost of an interest rate swap</b> when this cost is incurred for each <b>qualifying debt</b>;</u></p> <p><u>c = the sum of the <b>notional debt issue cost readjustment</b> for each <b>qualifying debt</b>;</u></p> <p><u>d = <b>attribution rate</b></u></p>
<b>arrival time</b>	means the runway arrival time
<b><del>arrivals concourse—busy hour</del></b>	<p><del>means:</del></p> <p><del>(a) in respect of an international terminal facility, the inbound international busy hour;</del></p> <p><del>(b) in respect of a domestic terminal facility, the inbound domestic busy hour; and</del></p>

<p><b>arrivals concourse—floor space</b></p>	<p><del>(c) — in respect of a common terminal facility, the inbound combined busy hour</del></p> <p>means the overall functional floor space, measured in square metres, of areas occupied by the landside public meeting areas, including seating and waiting areas, but excluding retail and concession areas and floor curtilage area of one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions</p>
<p><b>arrivals concourse—throughput of passengers</b></p>	<p>means:</p> <p><del>(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;</del></p> <p><del>(b) — in respect of a domestic terminal facility, the number of inbound domestic passengers during the inbound domestic busy hour; and</del></p> <p><del>(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</del></p>
<p><b>asset allocator</b></p>	<p>means <del>the</del> <u>proportion of a</u> quantifiable measure used to allocate <del>assets</del><u>asset values</u> that are not <b>directly attributable</b> <del>assets</del><u>asset values</u> as determined in accordance with Part 2 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i> <b><u>IM determination</u></b></p>
<p><b>asset category</b></p>	<p>means <del>a class</del> <u>one of the following</u> asset types <del>as categorised for asset management purposes;</del></p> <p><del>(a) land;</del></p> <p><del>(b) sealed surfaces;</del></p> <p><del>(c) infrastructure and buildings; and</del></p> <p><del>(d) vehicles, plant and equipment;</del></p>
<p><b>asset disposals</b></p>	<p>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><u>IM determination</u></b></p>



<u>asset life</u>	means the useful life of an asset as on the last day of the <b>disclosure year</b> 2009 as determined in accordance with the disclosure financial statements completed by the <b>airport</b> under regulation 4 of the <i>Airport Authorities (Airport Companies Information Disclosure) Regulations 1999</i> for the accounting period (as defined in regulation 2(1) of those regulations) ending in 2009
asset maintenance <del>opex</del>	means <b>operational expenditure</b> that is incurred with the intention of maintaining, <del>or extending</del> the life of, an existing <del>the life of an</del> asset and includes emergency maintenance, <del>but excludes asset maintenance associated to safety and security related assets</del>
asset management and airport operations <del>opex</del>	means <b>operational expenditure</b> <del>that relates to the operations of an Airport and its assets</del> , but excludes <b>asset maintenance opex</b> , <del>and safety and security opex</del> and <b>corporate overheads operational expenditure</b>
asset replacement and renewal <del>capex</del>	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, <del>but excluding security, safety and environment capex and</del> <b>excludes capacity growth capex</b> <u>capital expenditure</u>
<u>asset value</u>	<u>means the value of an asset used in or in relation to the undertaking of regulated activities, and is determined in accordance with Part 3 of the IM determination as if Part 2 of the IM determination had never applied</u>
assets acquired from a regulated supplier	means the value of an asset acquired from another <b>regulated supplier</b> as determined in accordance with clause 3.8 <del>of the Input Methodologies (Specified Airport Services) Determination 2010</del> (2)(d) of the <b>IM determination</b>
assets acquired from a related party	means the value of an asset acquired from a <b>related party</b> as determined in accordance with clause 3.8 <del>of the Input Methodologies (Specified Airport Services) Determination 2010</del> (2)(e) of the <b>IM determination</b>
assets commissioned	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>IM determination</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><u>Input Methodologies (Specified Airport Services) Determination 2010IM determination</u></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><u>Input Methodologies (Specified Airport Services) Determination 2010IM determination</u></i> , excluding <b>land disposals</b>
<b>assets held for future use</b>	means the value of assets as determined in accordance with clause 3.12 of the <i><u>Input Methodologies (Specified Airport Services) Determination 2010IM determination</u></i>
<b>assets held for future use additions</b>	means any <u>increase</u> <del>change</del> in value in respect of the initial value, holding costs <del>or</del> , net revenue <u>or tracking revaluations</u> as determined in accordance with clause 3.12 of the <i><u>Input Methodologies (Specified Airport Services) Determination 2010-IM determination</u></i>
<b>assets not directly attributable</b>	means the <del>value of assets</del> <u>asset values</u> that are not <b>directly attributable</b> <del>assets for</del> to each <b>asset category</b> determined in accordance with Part 2 of the <i><u>Input Methodologies (Specified Airport Services) Determination 2010IM determination</u></i>
<b><u>attribution rate</u></b>	<p>means in respect of the <b><u>allowance for long term credit spread</u></b>, the value of q calculated with reference to the <u>following formula</u>:</p> $q = (a \times b) / c$ <p><u>where:</u></p> <ul style="list-style-type: none"> <li><u>a = the RAB value for the previous disclosure year</u></li> <li><u>b = a leverage rate of 40%</u></li> <li><u>c = the sum of the book value of each <b>qualifying debt</b> and each <b>non-qualifying debt</b> as of the end of the <b>disclosure year</b></u></li> </ul>
<b><u>Audited Disclosure Information</u></b> <b><u>audited disclosure information</u></b>	has the meaning given <del>means</del> <u>information disclosed pursuant to that term</u> <del>many of</del> clause <del>40</del> 7.1, 8.1 or 15.1 of this <u>determination</u>
<b>average freight income per</b>	means the value of q calculated with reference to the

**tonne MCTOW**

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 passenger 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 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:

$$\frac{\text{_____a}}{\text{_____b}} = q$$

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:

$$\frac{\text{_____a}}{\text{_____b}} = q$$

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 MCTOW**

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

$$\frac{\text{_____a}}{\text{_____b}} = q$$

where:

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

~~— 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**~~

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

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

~~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:~~

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

~~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:~~

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

~~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 revenue from airfield activities and specified passenger terminal activities**

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

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

where:

~~— a —~~ = the sum of:

**net operating revenue from airfield activities** relating to **domestic** flights of aircraft with a **MCTOW** rating of 3 tonnes or more but less than 30 tonnes;

**net operating revenue from airfield activities** relating to **domestic** flights of aircraft with a **MCTOW** rating of 30 tonnes or more; and  
**net operating revenue from specified passenger terminal activities** relating to **domestic** flights;

~~—~~ or

the sum of:

**net operating revenue from airfield activities** relating to **international** flights; and  
**net operating revenue from specified passenger terminal activities** relating to **domestic** flights;

and

~~— b —~~ = the sum of:

**total number of domestic passengers on flights** of aircraft with a **MCTOW** rating of 3 tonnes or more but less than 30 tonnes; and

total number of domestic passengers on flights of aircraft with a MCTOW rating of 30 tonnes or more;

or total number of international passengers

average revenue from airfield activities relating to domestic flights of 3 to 30 tonnes MCTOW

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

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

where:

a = net operating revenue from airfield activities relating to domestic flights of aircraft with a MCTOW rating of 3 tonnes or more but less than 30 tonnes;

and

b = total number of domestic passengers on flights of aircraft with a MCTOW rating of 3 tonnes or more but less than 30 tonnes;

or total MCTOW of domestic flights aircraft with a MCTOW rating of 3 tonnes or more but less than 30 tonnes

average revenue from airfield activities relating to domestic flights 30 tonnes MCTOW and over

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

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

where:

a = net operating revenue from airfield activities relating to domestic flights of aircraft with a MCTOW rating of 30 tonnes or more; and

b = total number of domestic passengers on flights of aircraft with a MCTOW rating of 30 tonnes or more;

or total MCTOW of domestic flights of aircraft with a MCTOW rating of 30 tonnes or more

average revenue from airfield activities relating to international flights

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

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

$$\frac{\quad}{\quad} b$$

where:

$a =$  net operating revenue from airfield activities relating to international flights ; and

$b =$  total number of international passengers;  
or total MCTOW of international flights

average revenue from specified passenger terminal activities

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

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

where:

$a =$  net operating revenue from specified passenger terminal activities relating to domestic passengers;

or net operating revenue from specified passenger terminal activities relating to international passengers

and

$b =$  total number of domestic passengers;  
or total number of international passengers

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

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

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



~~airbridge or transfer bus~~

~~\_\_\_\_\_ b~~

~~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 airbridge or transfer bus~~

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

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

~~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:~~

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

~~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:~~

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

~~where:~~

~~\_\_\_\_\_ a = terminal service income from international~~

	<del>flights that do not use an airbridge or transfer bus service for the current <b>Financial Year</b>; and</del>
	<del>————— b ————— = ————— total number of <b>international passengers on flights that do not use an airbridge or transfer bus service for the current <b>Financial Year</b></b></del>
<b>average unit price</b>	means the average price paid for each unit acquired or sold in a transaction between the <b>Aairport</b> and a <b>related party</b>
<b>Aviation Security Service</b>	means the aviation security service established under section 72B(2)(ca) of the Civil Aviation Act 1990
<del><b>baggage outbound—busy hour</b></del>	<p><del>means:</del></p> <p style="padding-left: 40px;"><del>(a) in respect of an international terminal facility, the outbound international busy hour;</del></p> <p style="padding-left: 40px;"><del>(b) in respect of a domestic terminal facility, the outbound domestic busy hour; and</del></p> <p style="padding-left: 40px;"><del>(c) in respect of a common terminal facility, the outbound combined busy hour</del></p>
<b>baggage outbound—make-up area floor space</b>	<p>means the overall functional floor space, measured in square metres, of areas occupied by:</p> <ul style="list-style-type: none"> <li>(a) baggage make-up conveyors;</li> <li>(b) loops and laterals;</li> <li>(c) dolly circulation and staging;</li> <li>(d) staff sorting and loading space; and</li> <li>(e) hold baggage screening equipment</li> </ul>
<b>baggage outbound—notional capacity</b>	means the practical capacity of an <b>Aairport's outbound</b> baggage sortation system(s), <del>measured</del> <u>expressed</u> in <del>passengers</del> <u>bags</u> per hour, based on <u>its configuration,</u> conveyor speeds and continuous (x-ray or similar) inspection <del>requirements</del> <u>capacities</u> where applicable
<b>baggage outbound—throughput of bags</b>	<p>means:</p> <p style="padding-left: 40px;">(a) in respect of manual sortation-<del>outbound</del>/<u>make-up</u> systems, an estimation <u>of the number of bags being processed by the system during the relevant hour,</u> based on <u>the throughput of passengers in that hour</u> <u>and</u> an assumed number of bags per <b>passenger</b>;</p> <p style="padding-left: 40px;">and</p>

- (b) in respect of automated ~~outbound~~-baggage sortation/~~make-up~~ 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~~baggage reclaim unit facilities expressed in bags per hour ~~for domestic flights,~~ assessed using accepted industry practice taking account of the numbers, types and sizes of wide-body jets per aircraft expected to usually arrive in the **passenger busy hour** applicable to the baggage reclaim units per hour for international flights  
**functional component**

~~**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~~bags~~**

means:

(a) ~~in respect of an international terminal facility,~~ in respect of an international terminal facility, the number of ~~inbound international passengers less~~inbound international passengers less ~~bags being delivered through the number of inbound international transit and transfer passengers~~bags being delivered through the number of inbound international transit and transfer passengers ~~system~~ system during the ~~inbound international busy~~relevant hour;

(b) ~~in respect of a domestic terminal facility,~~ in respect of a domestic terminal facility, ~~based on the number of inbound domestic passengers less the number of inbound domestic transit and transfer passengers during the inbound domestic busy~~throughput of passengers in that hour;

(c) ~~in respect of a common terminal facility,~~ 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~~ inbound combined passengers less the number of inbound combined transit and transfer passengers during the inbound combined busy hour and an assumed number of bags per passenger

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

~~means the inbound international busy hour~~

**bio-security screening and inspection and eCustoms secondary inspection—floor space**

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

(a) biosecurity screening and inspection for arriving inbound passengers, including the areas occupied by ~~counters~~counters ~~booths,~~ booths, ~~benches,~~ benches, screening equipment, and the Ministry of Agriculture and

Forestry (MAF) staff operating the screening and inspection areas;

- (b) **eCustoms** secondary inspection for **arriving inbound passengers**, including the areas occupied by **counters, booths, benches**, 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, booths and benches** on the landside of the screening and inspection points,

but excluding MAF and **NZ-Customs** offices and search rooms

**bio-security screening and inspection and eCustoms secondary inspection— notional capacity**

means throughput capacity **expressed in passengers per hour** based on the number of Ministry of Agriculture and Forestry (MAF) screening stations and advice from MAF on the sustainable processing rate

~~**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~~

**book value**

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

**busy hour— for passenger numbers**

~~in respect of an **Airport** means the clock hour with the 30th highest ranked passenger numbers in the previous **Financial Year** for that **Airport**, and in respect of each of the following categories of passenger:~~

- ~~(a)—outbound international passengers;~~
- ~~(b)—inbound international passengers;~~
- ~~(c)—all international passengers;~~
- ~~(d)—outbound domestic passengers;~~
- ~~(e)—inbound domestic passengers;~~
- ~~(f)—all domestic passengers;~~
- ~~(g)—outbound combined passengers;~~

	<p><del>(h) inbound combined passengers; and</del></p> <p><del>(i) all combined passengers</del></p>
<b><u>business day</u></b>	has the meaning given to that term in clause 1.4 of the <b><u>IM determination</u></b>
<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><u>Financial Year disclosure year</u></b> from other parties, including <b>consumers</b> , for the predominant purpose of asset construction or enhancement
<b>capital expenditure</b>	<del>means expenditure incurred in respect of acquiring or developing assets commissioned or assets which are intended to be assets commissioned, as determined in accordance with clause 3.8 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i></del> has the meaning given to that term in clause 1.4 of the <b><u>IM determination</u></b>
<b>capital expenditure projects</b>	means projects or programmes of <b>capital expenditure</b> , <u>including financing and escalation costs</u> , that <u>collectively</u> include expenditure of more than \$ <u>305</u> million in the current <b>pricing period</b> , the value of which is recognised in respect of the <b><u>Financial Year disclosure year</u></b> in which the expenditure is incurred
<b>change in asset allocator</b>	means changes in any one of the following from the previous <b><u>Financial Year disclosure year</u></b> : <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> <li>(b) calculated metrics to be used as the basis of allocations made using a specific <b>asset cost allocator</b>; or</li> <li>(c) <b>asset allocators</b> or the list of assets allocated to a specific <b>asset category</b></li> </ul>
<b>change in cost allocator</b>	means changes in any one of the following from the previous <b><u>Financial Year disclosure year</u></b> : <ul style="list-style-type: none"> <li>(a) the list of <b>operating costs</b> allocated using a specific <b>cost allocator</b>;</li> <li>(b) calculated metrics to be used as the basis of</li> </ul>

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~~  
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~~

	<del>outbound domestic busy hour; and</del>
	<del>(e) — in respect of a common terminal facility, the outbound combined busy hour</del>
<del>check-in throughput of passengers</del>	means: <ul style="list-style-type: none"> <li><del>(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;</del></li> <li><del>(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</del></li> <li><del>(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</del></li> </ul>
<del>Commencement Date</del> <u>commencement date</u>	means the date specified in clause 2
<del>Commission</del>	means the Commerce Commission, established by section 8 of the Commerce Act 1986
<del>commissioned project</del>	means projects or programmes of <b>capital expenditure</b> that include total expenditure of more than \$ <del>305</del> million and that are commissioned in the current <del>Financial Year</del> <u>disclosure year</u>
<del>consumer</del>	<u>has the meaning set out in section 52C of the Act</u>
<del>corporate overheads</del> <b>opex</b>	means <b>operational expenditure</b> 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 <del>Specified Airport Services</del> <u>specified airport services</u> , including expenditure on: <ul style="list-style-type: none"> <li>(a) corporate governance and management;</li> <li>(b) human resources;</li> <li>(c) information technology systems;</li> </ul>



- (d) accounting services;
- (e) procurement; and
- (f) legal and risk management

<b>corporate tax rate</b>	<del>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 has the meaning given in clause 1.4 of the</del> <b><u>IM determination</u></b>
<b>cost allocation adjustment</b>	means the sum of <del>all</del> <b><u>each value of</u></b> cost allocation adjustments, as that term is defined in <del>Part 2</del> <b><u>clause 3.11</u></b> of the <del>Input Methodologies (Specified Airport Services) Determination 2010</del> <b><u>IM determination</u></b>
<b>cost allocator</b>	means <del>the</del> <b><u>a proportion of a</u></b> 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 <del>Input Methodologies (Specified Airport Services) Determination 2010</del> <b><u>IM determination</u></b>
<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 <del>the clause 5.6 of the Input Methodologies (Specified Airport Services) Determination 2010</del> <b><u>Part 5 of the IM determination</u></b>
<b>cost of financing works under construction</b>	means the cost of finance included in <b>capital expenditure</b> <b><u>in relation to works under construction</u></b>
<b>costs not directly attributable</b>	means the value of <b>operating costs</b> that are not <b>directly attributable</b> costs for each <b>operating cost category</b> , determined in accordance with Part 2 of the <del>Input Methodologies (Specified Airport Services) Determination 2010</del> <b><u>IM determination</u></b>
<b><u>coupon rate</u></b>	<del>is the nominal coupon rate of interest of a</del> <b><u>qualifying debt on the issue date</u></b>
<b>CPI</b>	has the meaning given <del>to that term</del> in <del>Part</del> <b><u>clause 1.4</u></b> of the <del>Input Methodologies (Specified Airport Services) Determination 2010</del> <b><u>IM determination</u></b>
<b><del>CPI at CPI reference date</del></b>	<del>means the</del> <b><u>CPI</u></b> for the quarter which coincides with the end

	<del>of the <b>Financial Year</b></del>
<b>current year tax losses</b>	means <b>net taxable income</b> where the value of <b>net taxable income</b> is negative
<u><b>Customs</b></u>	<u>means the New Zealand Customs Service</u>
<u><b>CY</b></u>	<u>means current year</u>
<del><b>departure lounges—busy hour</b></del>	<p>means:</p> <p><del>(a)—in respect of an international terminal facility, the outbound international busy hour;</del></p> <p><del>(b)—in respect of a domestic terminal facility, the outbound domestic busy hour; and</del></p> <p><del>(c)—in respect of a common terminal facility, the outbound combined busy hour</del></p>
<b>departure lounges—floor space</b>	<p>means the overall functional floor space, measured in square metres, of areas occupied by:</p> <p>(a) departure gate lounges, including seating waiting areas;</p> <p>(b) airline boarding control <del>desks</del><u>counters</u>; and</p> <p>(c) areas occupied by airline staff controlling boarding,</p> <p>but excluding:</p> <p><del>(d)</del> 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</p> <p><del>(e)</del> airport lounges, pay-per-use lounges and facilities such as showers</p>
<b>departure lounges—number of seats</b>	means the number of <b>passengers</b> that could reasonably be seated on the seating facilities provided for <b>passenger</b> use within the <del>departure lounges</del> <u>s</u> floor space
<del><b>departure lounges—throughput of passengers</b></del>	<p>means:</p> <p><del>(a)—in respect of an international terminal facility, the number of outbound international passengers during the outbound international busy hour;</del></p> <p><del>(b)—in respect of a domestic terminal facility, the</del></p>

	<del>number of outbound domestic passengers during the outbound domestic busy hour; and</del>
	<del>(c) — in respect of a common terminal facility, the number of outbound combined passengers during the outbound combined busy hour</del>
<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><u>description of land</u></b>	<u>means the parcels of land identified in the valuation report prepared for the purposes of clause 3.6 of the <b>IM determination</b></u>
<b>description of regulatory / GAAP adjustment</b>	means a brief description of the different approach used in preparing the <b>Aairport</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><u>description of use (land)</u></b>	<u>means a description of how each parcel of land is used to provide <b>specified airport services</b> sufficiently detailed to allow interested persons to assess the usefulness of the asset in providing <b>specified airport services</b></u>
<b><u>description of use (significant assets)</u></b>	<u>means a description of how <b>significant assets</b> are used to provide <b>specified airport services</b> that is sufficiently detailed to allow interested persons to assess the usefulness of the asset in providing <b>specified airport services</b></u>
<b>directly attributable</b>	has the meaning given to that term in Part 2 of the <i><b>Input Methodologies (Specified Airport Services) Determination 2010</b></i> <u><b>IM determination</b></u>
<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><u>disclosure year</u></b>	<u>means 12 month period ending on, in the case of-</u> (a) <u>Wellington International Airport Limited, 31 March, and</u> (a)(b) <u>all other airport companies, 30 June;</u>
<b><del>domestic passenger</del></b>	<del>means any inbound domestic passenger or any outbound domestic passenger</del>
<b><u>domestic</u></b>	<u>means aircraft operations between airports within New Zealand</u>
<b>effect of change</b>	means the difference between the value allocated to the <b>Aairport</b> using the <b>original allocator or components</b> and the value allocated to the <b>Aairport</b> using the <b>new allocator or components</b>
<b>entity name</b>	means the legal name of a <b>related party</b>
<b>excluded intangible assets</b>	<u>means, in respect of assets as at the year ended 2009, <del>has the meaning given to an intangible asset</del> that <del>terms excluded</del> in accordance with clause 3.21(b) of the <i>Input Methodologies (Specified Airport Services) Determination 2010-IM determination</i></u>
<b><u>execution cost for an interest rate swap</u></b>	<u>in respect of a <b>qualified debt</b>, half the wholesale bid offer spread of an interest rate swap where that interest rate swap was executed within one week of either the <b>pricing date</b> or the <b>issue date</b>.</u>
<b><del>Financial Year</del></b>	<del>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 <b>Directors</b> of that <b>airport company</b> from time to time</del>
<b><del>flexible depreciation methodology</del></b>	<del>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></del>
<b>forecast cost of capital</b>	means the cost of capital used by an <b>Aairport</b> in determining the <b>Aairport's</b> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b> <u>price setting event</u>
<b>forecast depreciation</b>	means the forecast depreciation used by an <b>Aairport</b> in determining the <b>Aairport's</b> total revenue requirement for the

	purposes of consultation undertaken as part of a <b>Price Setting Event</b> <u>price setting event</u>
<b>forecast for current financial disclosure year</b>	means the forecast <b>capital expenditure</b> and <b>operational expenditure</b> pertaining to the current <b>Financial Year disclosure 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> <u>pricing period</u> to the current <b>Financial Year disclosure year</b> , as disclosed in the most recent disclosure made in accordance with clause 9
<b>forecast operational expenditure</b>	means the forecast <b>operational expenditure</b> used by an <b>Aairport</b> in determining the <b>Aairport's</b> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b> <u>price setting event</u>
<b>forecast other income</b>	means the forecast other income used by an <b>Aairport</b> in determining the <b>Aairport's</b> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b> <u>price setting event</u>
<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>Aairport</b> in determining the <b>Aairport's</b> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b> <u>price setting event</u>
<b>forecast tax</b>	means forecast tax used by an <b>Aairport</b> in determining the <b>Aairport's</b> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b> <u>price setting event</u>
<b>forecast value of assets employed</b>	means the value of assets used by an <b>Aairport</b> in determining the <b>Aairport's</b> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b> <u>price setting event</u>
<b>freight aircraft landing charge</b>	<del>means the price charged to an operator of an freight aircraft by an Airport for landing that aircraft at the Airport, but for the avoidance of about does not include any passenger</del>

**aircraft landing charges****functional components**

means, in respect of an **Aairport**:

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

in respect of a passenger terminal:

- (i) landside circulation outbound;
- (ii) check-in;
- (iii) passport control outbound;
- (iv) security screening;
- (v) airside circulation outbound;
- (vi) departure lounges;
- (vii) airside circulation inbound;
- (viii) passport control inbound;
- (ix) landside circulation inbound;
- (x) baggage reclaim;
- (xi) bio-security screening and inspection and **eCustoms** secondary inspection;
- (xii) arrivals concourse;
- (xiii) outbound baggage sortation system; and
- (xiv) total terminal functional areas providing passenger facilities and services

**GAAP**

means generally accepted accounting practice as defined in section 3 of the Financial Reporting Act 1993

**gains / (losses) on asset sales**

means:

- (a) in respect of **assets disposed of to a related party**, the difference between the **market value of assets disposed** and the value of the assets included in the **regulatory asset baseRAB** value;
- (b) in respect of assets disposed of to an **Aairport**, zero; and
- (c) in respect of other **assets disposed**, the difference

between the sale price of an asset and the **value** of the assets included in the **regulatory asset base**RAB **value**

**GST**

means any tax required to be paid by an **Aairport** 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

**highest rate of finance applied**

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

~~**inbound combined passenger**~~

~~means any passenger that is an **inbound domestic passenger** or an **inbound international passenger**~~

**holding cost**

has the meaning given in clause 3.12(7)(b) of the **IM determination**

**IM determination**

means the *Input Methodologies (Specified Airport Services) Determination 2010*

**inbound**

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

~~**inbound combined transit and transfer passenger**~~

~~means any passenger that is an **inbound domestic transit and transfer passenger** or an **inbound international transit and transfer passenger**~~

~~**inbound domestic passenger**~~

~~means any passenger on a flight that arrived at the **Aairport** from a location within New Zealand~~

~~**inbound domestic transit and transfer passenger**~~

~~means any passenger on a flight that arrived at the **Aairport** from a location within New Zealand, and who has baggage checked through onto an outgoing flight~~

~~**inbound international passenger**~~

~~means any passenger on a flight that arrived at the **Aairport** from a location outside New Zealand~~

~~**inbound international transit and transfer passenger**~~

~~means any passenger on a flight that arrived at the **Aairport** from a location outside New Zealand, and who did not pass through passport control outbound~~

**Independent Auditor****independent auditor**

means, in relation to any information that relates to an **Aairport**, a person who:

- (a) is qualified for appointment as auditor of a

company under the Companies Act 1993 or, where the **Aairport** 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 **Aairport** 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 RAB** value for the previous **Financial Year disclosure year** and the **revaluation rate**

### **initial cost allocation adjustment**

means the decrease in the **regulatory asset base RAB** value as a result of complying with clause 3.2(3(2)) of the ~~Input~~ **Methodologies (Specified Airport Services) Determination 2010-IM determination**

### **initial disclosure year**

means the **Financial Year disclosure year** ending in 2011

### **initial RAB**

~~has the meaning given in clause 3.1 of the IM determination~~

### **initial RAB value**

~~has the meaning given in clause 3.2 of the IM determination~~

### **initial value**

~~has the meaning given in clause 3.12(7)(a) of the IM determination~~

### **international**

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

### **~~international passenger~~**

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

### **interruption**

means, in relation to any service provided by an **Aairport**,



<p>the withdrawal by the <b>Aairport</b> of the service for 15 minutes or longer, but does not include planned withdrawals, or the withdrawal of runway services necessitated by weather conditions, <u>or withdrawals of any services that are operated and managed by a third party and are not being provided on behalf of, or under contract with, the airport</u></p>	
<p><b>interruption to baggage reclaim belts</b></p>	<p>means that the baggage reclaim unit scheduled was not available and no baggage reclaim unit alternative was available for use</p>
<p><b>interruption to baggage sortation system on departures</b></p>	<p>means that the baggage sortation system for departing bags was unavailable for more than 15 minutes, irrespective of where the breakdown was within the system</p>
<p><b>interruption to contact stands</b></p>	<p>means that a contact stand/airbridge was scheduled and no alternative contact stand/airbridge was provided</p>
<p><u><b>interruption to fixed electrical ground power (FEGP) units</b></u></p>	<p><u>means the percentage of time that all fixed electrical ground power units (FEGP) were scheduled for supply to an aircraft but were unavailable due to <b>interruptions</b>, calculated as the sum of the duration of each <b>interruption</b> during the financial year divided by the sum of the scheduled durations of FEGP supply to each aircraft during the financial year</u></p>
<p><b>interruption to remote stands and means of embarkation/disembarkation</b></p>	<p>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 <b>passengers</b> accessing the terminal was not available and no alternative was provided</p>
<p><b>interruption to runway services</b></p>	<p>means that a scheduled aircraft cannot land or depart due to closure of a runway</p>
<p><b>interruption to taxiway services</b></p>	<p>means that the taxiway is unusable by scheduled aircraft and there is no alternative path reasonably available</p>
<p><u><b>issue date</b></u></p>	<p><u>means the day on which a <b>qualifying debt</b> or <b>non-qualifying debt</b> is issued</u></p>
<p><u><b>justification for change re non-standard depreciation methodology</b></u></p>	<p><u>means an explanation which provides sufficient detail so that interested persons can make their own assessments about the introduction of, or charge to the application of, a <b>non-standard depreciation methodology</b></u></p>
<p><u><b>Key Capital Expenditure Projects</b></u> <u><b>key capital expenditure projects</b></u></p>	<p>means <u>a projects or programmes of capital expenditure projects</u> where:</p> <p style="margin-left: 40px;">(a) <del>the project is partly or fully included in forecast capital</del> <u>that collectively include expenditure over of</u></p>

more than \$5 million in the 10 year forecast period;~~and~~

- ~~(b) —, the value of which is recognised in respect of the total forecast capital **disclosure year** in which the expenditure of the project or programme over the relevant **Pricing Period** is equal to or greater than \$30 million~~

incurred. For the avoidance of doubt, if there are separate **capital expenditure** 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

#### land disposals

means the value of land assets disposed of as determined through clause 3.9 of the *Input Methodologies (Specified Airport Services) Determination 2010* IM determination

#### ~~landside circulation inbound—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~~

#### landside circulation inbound—floor space

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

#### ~~landside circulation 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 segregated access for outbound passengers to and from check-in, security and landside retail/concessions, and 50% of the overall functional floor space, measured in square metres, of areas providing general circulation to provide common access for inbound and outbound passengers to and from check-in, security and landside retail/concessions,

but excluding retail and concession areas and floor curtilage area of one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions

**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~~

<b>landside circulation overall functional floor space</b>	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
<b>lease, rentals and concessions income</b>	means any income received from leases, rentals or concessions, but excluding <b>terminal services income</b>
<b>line item</b>	means the list of all <u>assets values or operating costs</u> or <del>assets</del> included within the <u>asset category or operating cost category</u> or <del>asset category</del> for which the same <u>asset allocator or cost allocator has been</u> used to allocate <u>their asset values or operating costs</u> between airport activities
<b>lost and found assets</b>	means the net value of lost and found assets as determined in accordance with clause 3.10 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i> <b>IM determination</b> , where lost assets have a negative value and found assets have a positive value
<b>market value of asset disposals</b>	means the market value of assets disposed of to <b>related parties</b> as determined by an independent valuer
<b>MCTOW</b>	means maximum certificated take-off weight measured in tonnes <u>as contained in the aircraft's Certificate of Registration</u>
<b>merger and acquisition expenses</b>	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 <b>Aairport</b>
<b>Month</b>	means calendar month
<b>MVAU valuation adjustment</b>	means the increase or decrease in the <b>regulatory asset baseRAB value or works under construction</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> <u>6 of the IM determination</u>

<b>net income</b>	means the revenue of the <b>Aairport</b> , including <del>capital contributions</del> , 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 <del>airfield</del> <b>airport activity charges</b> , <del>passenger services charges, terminal services charges</del> <b>other operating revenue</b> , and <b>lease rentals and concessions income</b>
<b><u>net revenue</u></b>	<u>has the meaning given in clause 3.12(7)(c) of the <b>IM Determination</b></u>
<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 <del>the allocator, the type or cost allocator or used, the asset allocator used, or cost allocator used; or</del> <b><u>allocator used; or</u></b></li> <li>(b) if a change in <del>components, the operating cost line items or assets</del><b><u>item, the line item</u></b> included in the <del>operating cost category or asset category</del> <b><u>allocator or cost allocator used</u></b></li> </ul>
<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-current assets – year ended 2009</b>	means the 2009 disclosed assets as defined in Part 3 of the <del>Input Methodologies (Specified Airport Services) Determination 2010</del> <b><u>IM determination</u></b>
<b>non-indexed revaluations</b>	means the value of revaluations <del>determined in accordance with clause 3.6 of the Input Methodologies (Specified Airport Services) Determination 2010</del> <b><u>which are not indexed</u></b>

<b><u>non-qualifying debt</u></b>	<b><u>revaluations</u></b> means a line of debt, other than trade debt, issued by an <b><u>airport company</u></b> that is not a <b><u>qualifying debt</u></b>
<b><u>non-standard depreciation disclosure</u></b>	has the meaning set out in clause 1.4 of the <b><u>IM determination</u></b>
<b><u>non-standard depreciation methodology</u></b>	means a description of the depreciation methodology which (i) relates to the making of a <b><u>non-standard depreciation disclosure</u></b> and (ii) is applied to in accordance with clause 3.4 of the <b><u>IM determination</u></b>
<b><u>notional debt issue cost readjustment</u></b>	means in respect of a <b><u>qualifying debt</u></b> , the value of q calculated with reference to the following formula:  $q = ((1.75\% / a) - 0.35\%) \times b$
	where:  <b><u>a = original tenor of the qualifying debt</u></b> <b><u>b = book value of the qualifying debt at issue date</u></b>
<b>notional deductible interest</b>	has the meaning given to that term in <del>Part</del> clause 4.1(4) of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i> <b><u>IM determination</u></b>
<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><u>Financial Year disclosure year</u></b>
<b>on time departure delay</b>	means that <b><u>the terminal departure time of</u></b> 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>	<del>means a grouping of operational costs as determined in accordance with Part 2 of the Input Methodologies (Specified Airport Services) Determination 2010</del> means one of the categories in the following list which comprises, for the purpose of a proposal, a classification of the types of <b><u>operating costs that airports make when providing airport activities to consumers and operating cost categories</u></b> means all of the following categories:  (a) <b><u>corporate overheads;</u></b> (b) <b><u>asset management and airport operations; and</u></b>

<b>operating costs</b>	<p style="text-align: center;"><u>(c) asset maintenance</u></p> <p><del>means expenditure other than capital expenditure incurred by the Airport in the provision of either Specified Airport Services alone or both Specified Airport Services and unregulated services, and excludes sums relating to depreciation, tax, revaluations and financing</del> <u>has the meaning set out in clause 1.4 of the IM determination</u></p>
<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>	<p>means <b>net income</b> less <b>operational expenditure</b></p> <p>For the avoidance of doubt, the <b>operating surplus / (deficit) before interest depreciation, revaluations and tax</b> for the airport business is the <b>operating surplus / (deficit)</b></p>
<b>operational expenditure</b>	<p><del>means expenditure incurred by an Airport in the provision of Specified Airport Services that is not capital expenditure, 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</del></p> <p><del>For the avoidance of doubt, operational expenditure excludes depreciation, tax, revaluations and expenditure relating to the financing</del> <u>means <b>operating costs</b> after applying Part 2 of the IM determination</u></p>
<b>operational surplus / (deficit) before interest</b>	<p>means the value of q calculated with reference to the following formula:</p> $\underline{q = a - b - c - d} \quad \text{---} \quad \underline{q}$ <p>where:</p> <ul style="list-style-type: none"> <li>a = <b>operational surplus / (deficit) before interest, depreciation, revaluations and tax;</b></li> <li>b = <b>depreciation;</b></li> <li>c = <b>total revaluations;</b> and</li> <li>d = <b>tax expense</b></li> </ul> <p>For the avoidance of doubt, operational surplus / (deficit) Before Interest for the <b>airport business</b> is <b>regulatory profit / (loss)</b></p>

**original allocator or components**

means:

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

**original tenor**

means the term of a **qualifying debt** or **non-qualifying debt** at the **issue date**

**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* **IM determination** 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**

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

**other assets commissioned**

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

**other capital expenditure**

means aggregate **capital expenditure** for the **Financial Year****disclosure 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~~ clause 3.1 of the **IM determination**

**other factors**

means the value of any factor used to determine the total revenue requirement as required by clause 9.1 other than:



- (a) **return on regulated assets;**
- (b) **forecast operating expenditure;**
- (c) **forecast depreciation;**
- (d) **forecast tax;**
- (e) **forecast revaluations; and**
- (f) **forecast other income**

**other incentives**

means the value of any arrangements where an **Aairport** agrees with an customer to provide goods or services, whether to the customer or a third party, in consideration for the **Aairport** providing **Specified Airport Services** **specified airport services** to the customer

For the avoidance of doubt other incentives excludes **pricing incentives**

**other income**

means any income received from the provision of **Specified Airport Services** **specified airport services** that is not captured by **total operating revenue, capital contributions or gains / (losses) on asset sales.**

**other non-standard asset depreciation**

means the value of **regulatory depreciation** relating to non-standard assets determined in accordance with Part 3 of the ***Input Methodologies (Specified Airport Services) Determination 2010*** **IM determination**

**other operating revenue**

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

**other permanent differences—non deductible**

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

**other permanent differences—non taxable**

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

**other related party**

means the value of any **related party** transactions that are

<b>transactions</b>	not disclosed as <b>related party net operating revenue, operational expenditure, capital expenditure or fair value of asset disposals</b>
<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><u>Financial Year disclosure year</u></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><u>Financial Years disclosure years</u></b> , including <b>depreciation</b>
<b><u>outbound</u></b>	<u>means an aircraft or a <b>passenger</b> onboard an aircraft departing from an <b>airport</b></u>
<b><u>passenger</u></b>	<u>means a person transported by an operator of a <b>air passenger service</b>, including airline staff on duty travel and <u>passenger crew, excluding crew operating the service and excluding persons that do not pass through the passenger terminal while disembarking or embarking</u></u>
<del><b>outbound combined passenger</b></del>	<del>means any <b>outbound domestic passengers or outbound international passenger</b></del>
<del><b>outbound combined transit and transfer passenger</b></del>	<del>means any <b>outbound domestic transit and transfer passenger or outbound international transit and transfer passenger</b></del>
<del><b>outbound domestic passenger</b></del>	<del>means any passenger on a flight that departs from the <b>Airport</b> for a location within New Zealand</del>
<del><b>outbound domestic transit and transfer passenger</b></del>	<del>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</del>
<del><b>outbound international passenger</b></del>	<del>means any passenger on a flight that departs from the <b>Airport</b> for a location outside New Zealand</del>
<del><b>outbound international transit and transfer passenger</b></del>	<del>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</del>
<del><b>outbound turboprop passenger</b></del>	<del>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</del>

Zealand**passenger aircraft landing charge**

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

**passenger busy hour**

in respect of ~~an **Aairport**~~ functional component of a passenger terminal, means ~~any one or more of the following, as the case may be:~~

(a) ~~the clock hour during the previous **Financial Year** with the 30th highest ranked number of **outbound international passengers** at in the previous disclosure year for that **Aairport**;~~

~~(b) airport in the passenger category that best reflects the passenger usage of the functional component and whose terminal arrival time or terminal departure time fell within the clock hour during the previous **Financial Year** with the 30th highest number of **inbound international passengers** at that **Aairport**;~~

~~(c) For the clock hour during avoidance of doubt, although the previous **Financial Year** with passenger busy hours must be calculated without reference to the 30th highest number of **outbound domestic** transit and transfer passengers onboard, disclosed figures for **passenger throughput** at that **Aairport**;~~

~~(d) functional components of the clock hour terminal during the previous **Financial Year** with busy hour will be adjusted where relevant for the 30th highest number of **inbound domestic passengers** at that **Aairport**;~~

~~(e) the clock hour during the previous **Financial Year** with the 30th highest number of **outbound total passengers** at that **Aairport**;~~

~~(f) the clock hour during the previous **Financial Year** with the 30th highest estimated number of **inbound total passengers** at that **Aairport**;~~

~~(g) the clock hour during the previous **Financial Year** with the 30th highest number of **domestic passengers** at that **Aairport**;~~

~~(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 passenger** transit and **international transfer passengers** combined at that **Airport** arriving or departing during the busy hour~~

**passenger category**

means one of the following:

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

**passenger 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 **Aairport** for provision of services by that **Aairport** 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**

**Passenger Survey**  
**passenger survey**

has the meaning given to that term in means a passenger survey carried out under clause 98.2

**passenger throughput**

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

**passport control (inbound)**  
**overall functional floor space**

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

**passport control (outbound)**  
**overall functional floor space**

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

**passport control inbound—**  
**busy hour**

means the inbound international busy hour

**passport control (inbound—**  
**)—floor space**

means the overall functional floor space, measured in square metres, of areas providing passport control for arriving inbound passengers, including the areas occupied by counters booths and kiosks, and the eCustoms staff operating the control point screening, queuing zones and an area up to two metres after the booths and kiosks on the airside of the control point, but excludes eCustoms and immigration offices

**passport control inbound—**  
**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

**passport control outbound—**  
**busy hour**

means the outbound international busy hour

**passport control  
(outbound)—floor space**

means the overall functional floor space, measured in square metres, of areas providing passport control for ~~departing~~outbound passengers, including the areas occupied by ~~counters~~booths and kiosks, and the ~~e~~Customs staff operating the control point screening, queuing zones and an area up to two metres after the ~~tables on the~~booths and kiosks on the airside of the control point, but ~~excludes~~eustoms~~excluding Customs~~ and ~~i~~Immigration offices

**passport control inbound—  
notional capacity**

means the throughput capacity expressed in passengers per hour based on the number of ~~eustoms counters~~Customs booths and ~~smartgate portals~~automated border processing system kiosks and ~~e~~Customs advice regarding the sustainable processing rates for Customs booth and kiosk processing, unless a separate agreement has been reached between the ~~A~~airport and ~~e~~Customs, in which case the agreed maximum rate applies

**passport control outbound—  
notional capacity**

means the throughput capacity expressed in passengers per hour, based on the number of ~~eustoms counters~~Customs booths and ~~smartgate portals~~automated border processing system kiosks and ~~e~~Customs advice regarding the sustainable processing rates, ~~where such capacity is reported separately for eustoms counter~~Customs booth and smartgate processing kiosk processing, unless a separate agreement has been reached between the ~~airport and Customs~~, in which case the agreed maximum rate applies

~~passport control outbound—  
throughput of passengers~~

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

**post-tax WACC**

has the meaning given to that term in ~~Part~~clause 5.1(2) of the ~~Input Methodologies (Specified Airport Services) Determination 2010~~IM determination

~~Previous Year~~previous year

means the ~~Financial Year~~disclosure year immediately prior to the current ~~Financial Year~~disclosure year, and ~~Previous Years~~previous years has an associated meaning

~~Price Setting Event~~price setting event

with respect to a ~~Specified Airport Service~~, means the ~~process and result of setting~~fixing or altering of price by an ~~A~~airport in respect of ~~that Specified Airport Service~~a specified airport service, pursuant to sections 4A and 4B of the Airport Authorities Act 1966 ~~excluding where the price is:~~  
(a) subject to adjustment as a result of a wash-up;  
(b) reset or adjusted annually, including without further

	<p><u>consultation; or</u></p> <p><u>(c) subject to separate negotiation for inclusion in the terms of a lease or licence; or</u></p> <p><u>(d) not required to be consulted on by virtue of section 4B(3) of the Airport Authorities Act 1966.</u></p> <p><u>A price setting event is deemed to occur on the date that a new price comes into effect</u></p>
<b><u>pricing date</u></b>	<b><u>is the day on which a <b>qualifying debt</b> is priced</u></b>
<b>pricing incentives</b>	means the value of incentives provided to customers by an <b>Aairport</b> that have the effect of lowering the price paid for <b><u>Specified Airport Services</u></b> <b><u>specified airport services</u></b> including discounts, rebates, credits or reimbursements
<b><u>Pricing Methodology</u></b> <b><u>pricing methodology</u></b>	means the methodology or methodologies used by an <b>Aairport</b> to set <b><u>Standard Prices</u></b> <b><u>standard prices</u></b> , including all material assumptions, pricing principles, models, estimates, calculations and processes, <del>and including, where applicable, used</del> as part of a <b><u>Price Setting Event</u></b> <b><u>price setting event</u></b>
<b><u>Pricing Period</u></b> <b><u>pricing period</u></b>	means: <ul style="list-style-type: none"> <li>(a) the <del>period-disclosure years</del> between two consecutive <b><u>Price Setting Events</u></b><b><u>price setting events, inclusive of the years in which the price setting events occur</u></b>; or</li> <li>(b) where a <b><u>Price Setting Event</u></b><b><u>price setting event</u></b> is not followed by another <b><u>Price Setting Event</u></b><b><u>price setting event</u></b>, a period of 5 consecutive years starting with a <b><u>Price Setting Event</u></b><b><u>pricing period starting year</u></b></li> </ul>
<b><u>Pricing Period</u></b> <b><u>pricing period starting year</u></b>	the first <b><u>Financial Year</u></b> <b><u>disclosure year</u></b> of a <b><u>Pricing Period</u></b> <b><u>pricing period</u></b>
<b>property plant and equipment (excluding works under construction)</b>	means: <ul style="list-style-type: none"> <li>(a) in respect of an <b>Aairport</b>, the <b><u>regulatory asset base</u></b><b><u>RAB</u></b> value;</li> <li>(b) in respect of <b>airport business—GAAP</b>, the <b><u>regulatory asset base</u></b><b><u>RAB</u></b> value determined in accordance with <b>GAAP</b> <b><u>but excluding works under construction</u></b>; and</li> <li>(c) for <b>airport company—GAAP</b>, the value of</li> </ul>

property plant and equipment of the **airport company** determined in accordance with GAAP, but excluding **works under construction**

**proportionate regulatory value**

means the proportion of the total value of any asset that is equivalent to the proportion of the **Financial Year disclosure year** that the assets are used by the **Aairport**

**Publicly Disclose publicly disclose**

in relation to any information, means to:

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

**in the form that it is disclosed to the public and Public Disclosure in an electronic format that is compatible with Microsoft Excel or Microsoft Word (as the case may be),**

and **Publicly Disclosing public disclosure and publicly disclosing** have corresponding meanings

**qualifying debt**

**means a line of debt, issued by an airport company with an**



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

original tenor greater than five years.

means regulatory asset base

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

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

where:

a = **RAB (tax value)** for the previous **Financial Year; disclosure 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 =~~ e = tax depreciation; and

f = other adjustments to the RAB tax value,

and where:

- (a) in the **initial disclosure year** the **RAB (tax value)** for the previous **Financial Year; disclosure year** will be the tax value of assets included in the RAB as at the beginning of the **initial disclosure year**, to the extent the asset is allocated to the RAB under Part 2 of the *Input Methodologies (Specified Airport Services) Determination 2010 IM determination*; and
- (b) the **RAB (tax value)** for the previous **Financial Year; disclosure year** in the **initial disclosure year** will not be greater than the **regulatory asset base RAB value**

**RAB investment**

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

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

where:

a = **commissioned projects;**

b = **other assets commissioned;**

~~c = tax value of assets transferred from / (to) unregulated asset base; and~~

**RAB proportionate investment**

c = adjustment for merger, acquisition or sale activity

d = asset disposals

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

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

where:

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

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

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

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

**RAB value**

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

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

where:

a = RAB value for the previous disclosure year;

b = asset commissioned;

c = revaluations;

d = regulatory depreciation;

e = asset disposals;

f = lost and found assets adjustments

g = cost allocation adjustments; and

in the initial disclosure year, the RAB value for the previous disclosure year is the RAB value for the year ended 2010 as disclosed in accordance with clause 15.1

**rates and levy costs**

means:

- (a) rates on assets used in the provision of **Specified Airport Services** specified airport services paid or payable by an **Aairport** 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~~the fundamental reasons used for selecting and/or determining each asset allocator and associated asset allocator and for selecting and/or determining each cost allocator and associated cost allocator as determined in accordance with Part 2 of the *Input Methodologies (Specified Airport Services) Determination 2010* IM determination

**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~~clause 1.4 of the *Input Methodologies (Specified Airport Services) Determination 2010* IM determination

**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><u>IM determination</u></b>
<b>regulatory investment value or RIV</b>	means the sum of the <b>regulatory asset base <u>RAB</u></b> value for the previous <b><u>Financial Year disclosure year</u></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 <u>and the allowance for long term credit spread</u></b>
<b>regulatory profit / (loss) before tax <u>&amp; allowance for long term credit spread</u></b>	means the value of q calculated with reference to the following formula: $q = a - b + c = q$ <p>where:</p> <ul style="list-style-type: none"> <li>a = <b>operating surplus / (deficit);</b></li> <li>b = <b>regulatory depreciation; and</b></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 / (loss)</b>	means the value of q calculated with reference to the following formula: $q = a + b + c + d - e - f - g - h - i - j = q$ <p>where:</p> <ul style="list-style-type: none"> <li>a = <b>regulatory profit / (loss) before tax;</b></li> <li>b = <b>regulatory depreciation;</b></li> <li>c = <b>other permanent differences—not deductible;</b></li> <li>d = <b>other temporary adjustments—current period;</b></li> <li>e = <b>revaluations;</b></li> <li>f = <b>non taxable capital contributions;</b></li> <li>g = <b>tax depreciation;</b></li> <li>h = <b>deductible interest;</b></li> <li>i = <b>other permanent differences—non taxable;</b></li> </ul>

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 IM determination***

**related party relationship**

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

**revaluation rate**

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

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

where:

a = **means CPI at CPI reference date** for the **current Financial Year** quarter which coincides with the end of the **disclosure year**; and

b = **means CPI at CPI reference date** for the **previous Financial Year** quarter which coincides with the end of the preceding **disclosure year**.

**In the initial disclosure year, the revaluation rate 0 is nil.**

**ROI—comparable to a post-tax WACC**

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

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

where:

a = **adjusted regulatory profit**; and

b = **regulatory investment value**

**ROI—comparable to a vanilla WACC**

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

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

where:

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

b = **regulatory investment value**

<b><u>runway arrival time</u></b>	<u>means the time recorded by air traffic controllers when an arriving aircraft touches down on the runway</u>
<b>runway <del>movement</del>-busy day</b>	in respect of an <b>Aairport</b> , means the calendar day during the previous <b>Financial Year</b> <u>disclosure year</u> with the 18th highest number of <u>daily</u> aircraft movements for that <b>Aairport</b>
<b>runway <del>movement</del>-busy hour</b>	in respect of an <b>Aairport</b> , means the clock hour during the previous <b>Financial Year</b> <u>disclosure year</u> with the 30th highest number of <u>hourly</u> aircraft movements for that <b>Aairport</b>
<b><u>runway departure time</u></b>	<u>means the time recorded by air traffic controllers when a departing aircraft lifts off the runway</u>
<b><del>safety and security opex</del></b>	<del>means any expenditure associated with operating the safety and security functions, and includes all expenditure associated with ensuring compliance with safety and security legislation</del>
<b><del>scheduled operation</del></b>	<del>means that an aircraft was scheduled to arrive or depart, and arrived or departed within 15 minutes of that scheduled time</del>
<b>security screening—<del>busy</del> hour</b>	means: <ul style="list-style-type: none"> <li><del>(a) in respect of an international terminal facility, the outbound international busy hour;</del></li> <li><del>(b) in respect of a domestic terminal facility, the outbound domestic busy hour; and</del></li> <li><del>(c) in respect of a common terminal facility, the outbound combined busy hour</del></li> </ul>
<b>security screening—floor space</b>	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 <del>tablesbenches</del> , and the staff operating the screening, queuing zones and an area up to two metres after the <del>tablesbenches</del> on the airside of the screening zone, but excludes aviation security offices
<b>security screening—<del>notional</del> capacity</b>	means realistic hourly throughput capacity <u>expressed in passengers per hour</u> , based on the number of screening stations and the sustainable processing rate advised by the <b>Aviation Security Service</b> , and determined in respect of

both

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

~~security screening—  
throughput of passengers  
(via facilities other than  
those that cater for  
international transit and  
transfer 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 turboprop 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** less the number of **outbound turboprop passengers** during the outbound combined busy hour~~

~~security screening—  
throughput of passengers  
(via facilities that cater for  
international transit and  
transfer passengers)~~

~~means the number of international transit and transfer passengers passing through the Airport during the relevant outbound international busy hour~~

~~security, safety and  
environment capex~~

~~means **capital expenditure** predominantly associated with ensuring compliance with statutory requirements for airport security, safety, and environmental factors~~

~~significant assets~~

~~means an **airport's** largest assets, as measured by its **initial RAB** value, cumulatively comprising at least 80 percent of the total value of non-land assets in the **initial RAB**. The list of significant assets should separately disclose assets that are not included in the asset base used for consultation under section 4B of the Airport Authorities Act 1966.~~

~~**Specified Airport  
Services**specified airport  
services~~

~~has the meaning given to that term in section 56A of the Act~~

**specified passenger terminal activities** has the meaning given to that term in section 2 of the Airport Authority Act 1966

**Standard Price**  
**price**

means the headline price set by an **Airport** for the provision of one or more **Specified Airport Services** specified airport services to airline customers or passengers, including where applicable as the result of a **Price Setting Event** price setting event

~~**statement for stranded assets**~~

~~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~~

**summary of change**

means a summary of the change in depreciation approach including:

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

**tax depreciation**

means depreciation determined in accordance with clause 4.1(3)(b) of the *Input Methodologies (Specified Airport Services) Determination 2010* **IM determination**

**tax expense**

means:

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

**tax losses (regulated business)**

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

$$\underline{q} = a + b - c \quad \text{---} q$$

where:

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



	and where in the <b>initial disclosure year, tax losses (regulated business)</b> for the previous <b>Financial Yeardisclosure year</b> is zero
<b>tax losses used</b>	means the lesser of <b>tax losses (regulated business)</b> for the previous <b>Financial Yeardisclosure 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><u>term credit spread difference</u></b>	<p>means, in respect of a <b>qualifying debt</b>, the value of <b>q</b> calculated with reference to the following formula:</p> $q = ((a - b) - (c - d)) \times e$ <p>where:</p> <ul style="list-style-type: none"> <li><b>a</b> = <b>unweighted market bid yield equal to the original tenor</b></li> <li><b>b</b> = <b>is the swap rate with a tenor equal to the original tenor at the pricing date</b></li> <li><b>c</b> = <b>unweighted market bid yield of five year debt</b></li> <li><b>d</b> = <b>the swap rate with a tenor of five years at the pricing date of the qualifying debt</b></li> <li><b>e</b> = <b>book value of the qualifying debt at issue date</b></li> </ul>
<b><u>terminal arrival time</u></b>	means the “on-blocks” time recorded by the airline when an <b>aircraft arrives and stops at its allocated aircraft parking stand</b>
<b><u>terminal departure time</u></b>	means the “off-blocks” time recorded by the airline when an <b>aircraft starts to move off its allocated aircraft parking stand for departure, provided that if an aircraft has to return to a parking stand for any reason, then the terminal departure time shall be the time the aircraft finally leaves the parking stand</b>
<b><u>terminal services income</u></b>	means income derived from any charge payable to an <b>Airport</b> for provision of services by that <b>Airport</b> related to

	<del>the transfer or transportation of passengers between an airport terminal and an aircraft</del>
<b>total directly attributable</b>	means the sum of all <b>directly attributable <u>operating costs</u></b> <del>and</del> <b>directly attributable <u>assets/asset values</u></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><u>operating costs</u></b> not <b>directly attributable</b> or <b><u>assets/asset values</u></b> not <b>directly attributable</b> ;
	For the avoidance of doubt, the sum of <b>total directly attributable</b> <del>and total not directly attributable</del> is the total <b>operating costs</b> or <b><u>assets/asset values</u></b> (which ever is applicable)
<del><b>total number of combined passengers</b></del>	<del>means the sum of the <b>total number of domestic passengers</b> and the <b>total number of international passengers</b></del>
<b>total number of domestic passengers</b>	<u>means</u> the sum of the number of <b>inbound domestic passengers</b> and the number of <b>outbound domestic passengers</b> , <del>less the number during a specified period of <b>inbound domestic transit and transfer passengers time</b></del>
<b>total number of international passengers</b>	<u>means</u> the sum of the number of <b>inbound international passengers</b> and the number of <b>outbound international passengers</b> , less the <u>estimated</u> number of <b>inbound international transit and transfer passengers</b> <u>during a specified period of time</u>
<del><b>total passenger terminal functional areas providing passenger facilities and service—busy hour</b></del>	<del>means:</del> <ul style="list-style-type: none"> <li><del>(a) in respect of an international terminal facility, the all international busy hour;</del></li> <li><del>(b) in respect of a domestic terminal facility, the all domestic busy hour; and</del></li> <li><del>(c) in respect of a common terminal facility, the all combined busy hour</del></li> </ul>
<b>total passenger terminal functional areas providing passenger facilities and service—floor space</b>	means the aggregate of <del>passenger terminal functional floor space, measured in square metres, of the following functional areas:</del> <ul style="list-style-type: none"> <li><u>(a) landside circulation outbound, <u>—floor space;</u></u></li> <li><u>(b) check-in, <u>—floor space;</u></u></li> <li><u>(c) passport control outbound, <u>—floor space;</u></u></li> </ul>

- (d) ~~security screening, —floor space;~~
- (e) ~~airside circulation outbound, —floor space;~~
- (f) ~~departure lounge, lounges —floor space;~~
- (g) ~~airside circulation inbound, —floor space;~~
- (h) ~~passport control inbound, —floor space;~~
- (i) ~~landside circulation inbound, —floor space;~~
- (j) ~~baggage reclaim, —floor space;~~
- (k) ~~bio-security screening and inspection and  
eCustoms secondary inspection, —floor space;~~
- (l) ~~arrivals concourse —floor space;~~ and
- (m) ~~the floor space, measured in square metres, of  
areas providing general facilities for passengers,  
including:~~
- ~~(i) toilets;~~
  - ~~(ii) help desks;~~
  - ~~(iii) information desks;~~
  - ~~(iv) telephone and internet facilities,~~
- ~~but excluding plant/service areas and cleaners’  
rooms.~~

~~For the avoidance of doubt, **total passenger terminal functional areas providing passenger facilities (ie, the and service—floor space, measured in square metres, of does not include the aggregate floor space 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~~

<b>total regulatory income</b>	means the sum of: <ol style="list-style-type: none"> <li>(a) <b>net operating revenue;</b></li> <li>(b) <b>capital contributions;</b></li> <li>(c) <b>gains / (losses) on asset sales;</b> and</li> <li>(d) <b>other income</b></li> </ol>
<b>total revaluations</b>	means the sum of <b>indexed revaluations</b> and <b>non-indexed revaluations</b>
<u><b>tracking revaluations</b></u>	<u>has the meaning set out in clause 3.12(7)(d) of the <b>IM determination</b></u>
<b>transfer to capital expenditure</b>	means the value of <b>land held for future use</b> transferred to <b>works under construction</b> as determined in accordance with clause 3.12 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i> <u><b>IM determination</b></u>
<u><b>transit and transfer passenger</b></u>	<u>in respect of <b>domestic passengers</b>, means any <b>passenger</b> departing on a domestic flight, who arrived at the <b>airport</b> on a domestic flight and was through-checked onto an outward domestic flight such that he or she was not required to reclaim any baggage or check in again at the airport; and</u> <u>in respect of <b>international passengers</b>, means any <b>passenger</b> departing on an international flight, who arrived at the <b>airport</b> on an international flight and was not required to pass through passport control outbound</u>
<del><b>unregulated activities</b></del>	<del>means the costs incurred or assets used, wholly or partially, during a <b>Financial Year</b> by business units of an <b>Airport company</b> that are not involved in the provision of <b>Specified Airport Services</b>, expressed as a proportion of <b>operating costs</b> or asset values (as the case may be) of the relevant <b>airport company</b></del>
<b>unregulated business units—GAAP</b>	means the difference between the <b>airport company—GAAP</b> and the <b>airport business—GAAP</b>
<u><b>unregulated services</b></u>	<u>means the costs incurred or assets used, wholly or partially, during a <b>disclosure year</b> by business units of an <b>airport company</b> that are not involved in the provision of <b>specified airport services</b>, expressed as a proportion of <b>operating costs</b> or <b>asset values</b> (as the case may be) of the relevant <b>airport company</b></u>

**unweighted market bid yield equal to the original tenor**

means the unweighted average of the interpolated wholesale market bid yield to maturity of publicly traded **vanilla NZ\$ denominated bonds**, with a remaining tenor equal to the **original tenor of the qualifying debt** and a Standard & Poor's credit rating of A- or an equivalent rating from another rating agency, for each **business day** in the month preceding the **issue date of the qualifying debt**.

This value is to be determined as closely as reasonably possible to the approach outlined in clause 5.4(1) of the **IM determination** except that references to five years shall be read as references to a period of time equal to the remaining tenure of the **qualifying debt**

**unweighted market bid yield of five year debt**

means the unweighted average of the interpolated wholesale market bid yield to maturity of publicly traded **vanilla NZ\$ denominated bonds**, with a remaining tenor of five years and a Standard & Poor's credit rating of A- or an equivalent rating from another rating agency, for each **business day** in the month preceding the start of the **disclosure year**.

This value is to be determined as closely as reasonably possible to the approach outlined in clause 5.4(1) of the **IM determination** except that references to five years shall be read as references to a period of time equal to the remaining tenure of the **qualifying debt**

**value**

means the recorded value of similar **related party** transactions in respect of each **related party** during a **Financial Year disclosure year**

For the avoidance of doubt, **capital expenditure** and **asset disposal** transactions require the separate disclosure of the value of each transaction

**vanilla NZ\$ denominated nominal bonds**

has the meaning set out in clause 1.4 of the **IM determination**

**vanilla WACC**

has the meaning given to that term in ~~Part~~ clause 5.1(1) of the *Input Methodologies (Specified Airport Services) Determination 2010* **IM determination**

**wash-up**

means an annual adjustment to prices reflecting actual use and actual costs incurred for the current financial year

**Working Day working day**

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

**works under construction**

has means:

(a) for the meaning given purpose of Schedule 5, the value of q calculated with reference to that term in the following formula:

$$q = a + b - c$$

where:

a = works under construction for the previous disclosure year;

b = capital expenditure; and

c = assets commissioned;

(b) for the purpose of Schedule 26, the value of those assets or collections of assets which are **works under construction** as determined by Part 3 of the *Input Methodologies (Specified Airport Services) Determination 2010* **IM determination**

**works under construction adjusted – year ended 2009**

means **works under construction** as of the year ended 2009 plus (or minus) an **MVAU valuation adjustment** for the those **works under construction**

**SCHEDULE 2**

Clause 7

**REPORT ON RETURN ON INVESTMENT**

Regulated Airport				
For Year Ended				
<b>SCHEDULE 2a: REPORT ON RETURN ON INVESTMENT</b>				
<i>ref</i> 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>			
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**Regulated Airport**  
**For Year Ended**


**SCHEDULE 2b: NOTES TO REPORT ON RETURN ON INVESTMENT**

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		

		Proportion of Year Available (%)	Proportionate Regulatory Value
65	<b>Commissioned Projects</b>	<b>Commissioned Value (\$000)</b>	<b>Proportionate Regulatory Value</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			



**Regulated Airport  
For Year Ended**


**SCHEDULE 2a: REPORT ON RETURN ON INVESTMENT**

*ref Consultation draft 11 October 2010*

		CY-2	CY-1	Current Year CY
6				
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 Commentary on Return on Investment**

46

**Regulated Airport  
For Year Ended**


**SCHEDULE 2b: NOTES TO REPORT ON RETURN ON INVESTMENT**

ref Consultation draft 11 October 2010

53	<b>2b(i): DEDUCTIBLE INTEREST AND INTEREST TAX SHIELD</b>	<b>\$000</b>
54	RAB value - previous year	-
55	Debt leverage assumption	40%
56	Cost of debt assumption	-
57	Notional deductible interest	-
58	Tax rate	-
59	Notional interest tax shield	-

60	<b>2b(ii): REGULATORY INVESTMENT VALUE</b>	<b>(\$000)</b>
61	Regulatory asset base value - previous year	-

	Commissioned Value (\$000)	Proportion of Year Available (%)	Proportionate Regulatory Value
62	<b>Commissioned Projects</b>		
63	[Commissioned Project 1]		-
64	[Commissioned Project 2]		-
65	[Commissioned Project 3]		-
66	[Commissioned Project 4]		-
67	[Commissioned Project 5]		-
68	[Commissioned Project 6]		-
69	[Commissioned Project 7]		-
70	[Commissioned Project 8]		-
71	[Commissioned Project 9]		-
72	plus Other assets commissioned	50%	-
73	plus Adjustment for merger, acquisition or sale activity		-
74	less Asset disposals	50%	-
75	RAB investment		-
76	RAB proportionate investment		-
77			-
78	Regulatory investment value		-

### SCHEDULE 3

Clause 7

## REPORT ON THE REGULATORY PROFIT

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

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)

-
---

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

Rates and levy costs

(\$000)

--

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

Merger and acquisition expenses

(\$000)

--

**Justification for Merger and Acquisition Expenses**

--



Regulated Airport   
For Year Ended

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

*ref Consultation draft 11 October 2010*

**68 3b(i): ALLOWANCE FOR LONG TERM CREDIT SPREAD**

69 Schedule 3b(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.

70	Qualifying debt	Issue date	Pricing date	Original tenor (in years)	Coupon rate	Book value	Term Credit Spread Difference	Execution cost for an interest rate swap	Notional debt issue cost readjustment
71									
72									
73									
74							-	-	-

75  
76  
77

78 Attribution Rate

79 Allowance for long term credit spread

**81 3b(ii): FINANCIAL INCENTIVES**

82			(\$000)
83	Pricing incentives	<input type="text"/>	
84	Other incentives	<input type="text"/>	
85	Total financial incentives	<input type="text" value="-"/>	

**86 3b(iii): RATES AND LEVY COSTS**

87		(\$000)
88	Rates and levy costs	<input type="text"/>

**89 3b(iv): MERGER AND ACQUISITION EXPENSES**

90		(\$000)
91	Merger and acquisition expenses	<input type="text"/>

**92 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>		
ref	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	Regulatory taxable income (loss)	-
22		
23		
24	<i>less</i> Tax losses used	-
25	Net taxable income	-
26		
27	Statutory tax rate	-
28	Regulatory tax allowance	-
29	<i>* Workings to be provided</i>	
30		
<b>SCHEDULE 4b: NOTES TO REPORT ON THE REGULATORY TAX ALLOWANCE</b>		
ref		
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>	
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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	-
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	<b>Flexible Depreciation Methodology</b>	<b>Depreciation charge for the period</b>	<b>Year change made (text entry)</b>	<b>RAB value under 'non-standard' depreciation</b>
44				<b>RAB value under 'standard' depreciation</b>
45				
46				
47				
48				
49				
50	<b>5b(iii): FLEXIBLE DEPRECIATION DISCLOSURE FOR YEAR OF CHANGE</b>			
51	<b>Summary of Change</b>	<b>Justification for change in depreciation approach</b>	<b>Extent of customer disagreement and supplier response</b>	
52				
53				
54				
55	<b>Statement for Stranded Assets</b>			
56				
57				
58				
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			

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

**SCHEDULE 5a: REPORT ON REGULATORY ASSET BASE ROLL FORWARD**

*ref* Consultation draft 11 October 2010

		(\$000)	(\$000)
6			
7	<b>Regulatory Asset Base Value</b>		
8	RAB value—previous year		<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>
9	<i>less</i>		
10	<b>Regulatory depreciation</b>		<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>
11	<i>plus</i>		
12	Indexed revaluations	<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>	
13	Non-indexed revaluations	<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>	
14	<b>Total revaluations</b>		<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>
15	<i>plus</i>		
16	Assets commissioned (other than below)	<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>	
17	Assets acquired from a regulated supplier	<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>	
18	Assets acquired from a related party	<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>	
19	<b>Assets commissioned</b>		<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>
20	<i>less</i>		
21	Asset disposals (other than below)	<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>	
22	Asset disposals to a regulated supplier	<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>	
23	Asset disposals to a related party	<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>	
24	Land disposals	<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>	
25	<b>Asset disposals</b>		<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>
26			
27	<i>plus (less)</i> <b>Lost and found assets adjustment</b>		<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>
28			
29	<i>plus (less)</i> <b>Cost allocation adjustment</b>		<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>
30			
31	<b>RAB value—current year</b>		<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>
32			

**SCHEDULE 5b: NOTES TO REPORT ON REGULATORY ASSET BASE ROLL FORWARD**

		(\$000)		
35	<b>5b(i): REGULATORY DEPRECIATION</b>			
36				
37	Standard depreciation	<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>		
38	Other non-standard depreciation	<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>		
39	<b>Regulatory depreciation</b>		<span style="border: 1px solid black; display: inline-block; width: 50px; height: 15px;"></span>	
40	<b>5b(ii): NON-STANDARD DEPRECIATION DISCLOSURE</b>			
41		(\$000 unless otherwise specified)		
42	<b>Non-standard Depreciation Methodology</b>	<b>Depreciation charge for the period</b>	<b>Year change made (text entry)</b>	<b>RAB value under 'non-standard' depreciation</b>
43	<span style="border: 1px solid black; display: inline-block; width: 100%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 50%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 50%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 50%; height: 15px;"></span>
44	<span style="border: 1px solid black; display: inline-block; width: 100%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 50%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 50%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 50%; height: 15px;"></span>
45	<span style="border: 1px solid black; display: inline-block; width: 100%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 50%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 50%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 50%; height: 15px;"></span>
46	<span style="border: 1px solid black; display: inline-block; width: 100%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 50%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 50%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 50%; height: 15px;"></span>
47	<span style="border: 1px solid black; display: inline-block; width: 100%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 50%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 50%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 50%; height: 15px;"></span>
48	<b>5b(iii): NON-STANDARD DEPRECIATION DISCLOSURE FOR YEAR OF CHANGE</b>			
49	<b>Summary of Change</b>	<b>Justification for change re non-standard depreciation methodology</b>	<b>Extent of customer disagreement and supplier response</b>	
50	<span style="border: 1px solid black; display: inline-block; width: 100%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 100%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 100%; height: 15px;"></span>	
51	<span style="border: 1px solid black; display: inline-block; width: 100%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 100%; height: 15px;"></span>	<span style="border: 1px solid black; display: inline-block; width: 100%; height: 15px;"></span>	
52				

Regulated Airport   
For Year Ended

**SCHEDULE 5b: NOTES TO REPORT ON REGULATORY ASSET BASE ROLL FORWARD (cont)**

ref Consultation draft 11 October 2010

59	<b>5b(iv): CALCULATION OF REVALUATION RATE AND INDEXED REVALUATION OF FIXED ASSETS</b>					
60	CPI at CPI reference date—previous year	<input type="text" value="-"/>				
61						
62	CPI at CPI reference date—current year	<input type="text" value="-"/>				
63	Revaluation rate	<input type="text" value="-"/>				
64						
65	RAB value—previous year	<input type="text" value="-"/>				
66	Indexed revaluation	<input type="text" value="-"/>				
67	<b>5b(v): WORKS UNDER CONSTRUCTION</b>					
68		(\$000)	(\$000)			
69	Works under construction—previous year	<input type="text"/>				
70	plus Capital expenditure	<input type="text" value="-"/>				
71	less Asset commissioned	<input type="text" value="-"/>				
72	Works under construction				<input type="text" value="-"/>	
73	<b>5b(vi): CAPITAL EXPENDITURE BY PRIMARY PURPOSE</b>					
74		(\$000)	(\$000)			
75	Capacity growth	<input type="text"/>				
76	Asset replacement and renewal	<input type="text"/>				
77	Total capital expenditure				<input type="text" value="-"/>	
78	<b>5b(vii): ASSET CLASSES</b>					
79		Land	Sealed Surfaces	Infrastructure & Buildings	Vehicles, Plant & Equipment	Total
80		(\$000)	(\$000)	(\$000)	(\$000)	(\$000)
81	Opening value	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="-"/>
82	less Depreciation	<input type="text" value="-"/>				
83	plus Indexed revaluations	<input type="text" value="-"/>				
84	plus Non-indexed revaluations	<input type="text" value="-"/>				
85	plus Assets commissioned	<input type="text" value="-"/>				
86	less Asset disposals	<input type="text" value="-"/>				
87	plus/less Lost and found assets adjustments	<input type="text" value="-"/>				
88	plus/less Cost allocation adjustments	<input type="text" value="-"/>				
89	Closing value	<input type="text" value="-"/>	<input type="text" value="-"/>	<input type="text" value="-"/>	<input type="text" value="-"/>	<input type="text" value="-"/>
90	<b>5b(viii): ASSETS HELD FOR FUTURE USE</b>					
91		Initial Value	Holding Costs	Net Revenues	Total	
92		(\$000)	(\$000)	(\$000)	(\$000)	
93	Assets held for future use—previous year	<input type="text"/>				<input type="text" value="-"/>
94	plus Assets held for future use additions	<input type="text"/>				<input type="text" value="-"/>
95	less Transfer to capital expenditure	<input type="text"/>				<input type="text" value="-"/>
96	Assets held for future use	<input type="text" value="-"/>	<input type="text" value="-"/>	<input type="text" value="-"/>	<input type="text" value="-"/>	
97	<b>5b(ix): COST OF FINANCING WORKS UNDER CONSTRUCTION</b>					
98						
99	Cost of financing works under construction	<input type="text"/>			(\$000)	
100						
101	Highest rate of finance applied	<input type="text"/>			%	
102						

## SCHEDULE 6

Clause 7

**REPORT ON SEGMENTED INFORMATION**

		Regulated Airport				
		For Year Ended				
<b>SCHEDULE 6: REPORT ON SEGMENTED INFORMATION</b>						
ref	Consultation draft 31 May 2010					
6						(\$000)
7		Specified Passenger Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Eliminations / Transfers	Airport Business*
8						
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						

**REPORT ON RELATED PARTY TRANSACTIONS**

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


**SCHEDULE 6: REPORT ON RELATED PARTY TRANSACTIONS**

*ref* Consultation draft 11 October 2010

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

6		
7		
8	Net operating revenue	
9	Operational expenditure	
10	Capital expenditure	
11	Market value of asset disposals	
12	Other related party transactions	

**6 (ii) ENTITIES INVOLVED IN RELATED PARTY TRANSACTIONS**

	Entity Name	Related Party Relationship
14		
15		
16		
17		
18		
19		
20		

**6 (iii) RELATED PARTY TRANSACTIONS**

	Entity Name	Description of Transaction	Average Unit Price	Value
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
35				
36				
37				

38

**SCHEDULE 7**

Clause 7

**CONSOLIDATION STATEMENT**

**Regulated Airport  
For Year Ended**


**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

**REPORT ON ACTUAL TO FORECAST EXPENDITURE**

Regulated Airport  
For Year Ended


**SCHEDULE 7a: REPORT ON ACTUAL TO FORECAST EXPENDITURE**

ref Consultation draft 11 October 2010

		(\$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
<b>Expenditure by Category</b>						
Capacity growth	-		Not defined			Not defined
Asset replacement and renewal	-		Not defined			Not defined
Total capital expenditure	-	-	Not defined	-	-	Not defined
Corporate overheads	-		Not defined			Not defined
Asset management and airport operations	-		Not defined			Not defined
Asset maintenance	-		Not defined			Not defined
Total operational expenditure	-	-	Not defined	-	-	Not defined
<b>Capital Expenditure Projects</b>						
[Project 1]			Not defined			Not defined
[Project 2]			Not defined			Not defined
[Project 3]			Not defined			Not defined
[Project 4]			Not defined			Not defined
[Project 5]			Not defined			Not defined
[Project 6]			Not defined			Not defined
[Project 7]			Not defined			Not defined
[Project 8]			Not defined			Not defined
[Project 9]			Not defined			Not defined
Other capital expenditure			Not defined			Not defined
Total capital expenditure	-	-	Not defined	-	-	Not defined

**Explanation of Variances**

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



Regulated Airport  
For Year Ended


**SCHEDULE 7b: REPORT ON ACTUAL TO FORECAST EXPENDITURE**

ref Consultation draft 11 October 2010

**71 FORECAST DISCLOSURES**

72 From most recent disclosures following a price setting event

		Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4
73 <b>Expenditure by Category</b>						
74	<i>for year ended</i>					
75	Capacity growth					
76	Asset replacement and renewal					
77	Total Forecast Capital Expenditure					
78						
79	Corporate Overheads					
80	Asset management and airport operations					
81	Asset maintenance					
82	Total Forecast Operational Expenditure					
		Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4
83 <b>Capital Expenditure Project</b>						
84	<i>for year ended</i>					
85	[Project 1]					
86	[Project 2]					
87	[Project 3]					
88	[Project 4]					
89	[Project 5]					
90	[Project 6]					
91	[Project 7]					
92	[Project 8]					
93	[Project 9]					
94	Other capital expenditure					
95	Total Forecast Capital Expenditure					
96						



## REPORT ON SEGMENTED INFORMATION

**Regulated Airport  
For Year Ended**

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### SCHEDULE 8: REPORT ON SEGMENTED INFORMATION

ref Consultation draft 11 October 2010

		(\$000)			
6		Specified Passenger Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Airport Business*
7					
8	[Airport activity charge 1]				-
	[Airport activity charge 2]				
	[Airport activity charge 3]				
11	[Airport activity charge 4]				-
12	Lease, rentals and concessions income				
13	Other operating revenue				-
14	Net operating revenue	-	-	-	-
15					
16	Gains / (losses) on asset sales				-
17	Other income				-
18	Total regulatory income	-	-	-	-
19					
20	Total operational expenditure				-
21					
22	Regulatory depreciation				-
23					
24	Regulatory tax allowance				-
25					
26	Total revaluations				-
27					
28	Regulatory profit/ loss	-	-	-	-
29					
30	Regulatory investment value				-
31	* Corresponds to the Regulatory Profit Statement				

**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 Current Financial Year (a)	Forecast for Current Financial Year (b)	% Variance (a)/(b)-1	Actual for Period to Date (a)	Forecast for Period to Date (b)	% Variance (a)/(b)-1			
<b>Expenditure by Category</b>									
Capacity growth	-		Not defined			Not defined			
Asset replacement and renewal	-		Not defined			Not defined			
Security safety and environment	-		Not defined			Not defined			
Total capital expenditure	-	-	Not defined	-	-	Not defined			
Corporate overheads	-		Not defined			Not defined			
Asset management and airport operations	-		Not defined			Not defined			
Asset maintenance	-		Not defined			Not defined			
Safety and security	-		Not defined			Not defined			
Total operational expenditure	-	-	Not defined	-	-	Not defined			
<b>Capital Expenditure Projects</b>									
[Project 1]			Not defined			Not defined			
[Project 2]			Not defined			Not defined			
[Project 3]			Not defined			Not defined			
[Project 4]			Not defined			Not defined			
[Project 5]			Not defined			Not defined			
[Project 6]			Not defined			Not defined			
[Project 7]			Not defined			Not defined			
[Project 8]			Not defined			Not defined			
[Project 9]			Not defined			Not defined			
Other capital expenditure			Not defined			Not defined			
Total capital expenditure	-	-	Not defined	-	-	Not defined			

**Explanation of Variances**

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

**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				
	PY	PY+1	PY+2	PY+3	PY+4
Capacity growth					
Asset replacement and renewal					
Security safety and environment					
<b>Total Forecast Capital Expenditure</b>					
Corporate Overheads					
Asset management and airport operations					
Asset maintenance					
Safety and security					
<b>Total Forecast Operational Expenditure</b>					

**Capital Expenditure Project**

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

	for year ended				
	PY	PY+1	PY+2	PY+3	PY+4
[Project 1]					
[Project 2]					
[Project 3]					
[Project 4]					
[Project 5]					
[Project 6]					
[Project 7]					
[Project 8]					
[Project 9]					
Other capital expenditure					
<b>Total Forecast Capital Expenditure</b>					

**CONSOLIDATION STATEMENT**

**Regulated Airport  
For Year Ended**

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**SCHEDULE 9a: CONSOLIDATION STATEMENT**

*ref* Consultation draft 11 October 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	Operating surplus / (deficit) before interest, depreciation, revaluations and tax	-	-	-	-	-
13						
14						
15	Depreciation	-				
16	Revaluations	-				
17	Tax expense	-				
18						
19	Net operating surplus / (deficit) before interest	-	-	-	-	-
20						
21	Property plant and equipment	-				
22						

**SCHEDULE 9b: NOTES TO CONSOLIDATION STATEMENT**

*ref*

**9b(i): REGULATORY / GAAP ADJUSTMENTS**

			(\$000)
	Description of Regulatory / GAAP Adjustment	Affected Line Item	Regulatory / GAAP Adjustments *
25			
26			
27			
28		[Select one]	
29		[Select one]	
30		[Select one]	
31		[Select one]	
32		[Select one]	
33		[Select one]	
34		[Select one]	

\* To correspond with the Schedule 9a column Regulatory/GAAP adjustments



Regulated Airport  
For Year Ended


**SCHEDULE 10a: REPORT ON ASSET ALLOCATIONS (cont)**

ref Consultation draft 31 May 2010

**33 Public Information**

**34 Asset Allocators**

35	Asset Category	Asset Allocator	Allocator Type	Rationale	Asset Line Items
36					
37					
38					
39					
40					
41					
42					
43					
44					
45					
46					
47					
48					
49					
50					
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56					
57					
58					

**SCHEDULE 10b: NOTES TO REPORT ON ASSET ALLOCATIONS**

ref

**61 10b(i): CHANGES IN ASSET ALLOCATORS**

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



Regulated Airport  
For Year Ended


**SCHEDULE 10a: REPORT ON ASSET ALLOCATIONS**

ref Consultation draft 11 October 2010

							(\$000)
		Specified Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Airport Business	Unregulated Services	Total
6							
7							
8	<b>Land</b>						
9	Directly attributable assets				-		-
10	Assets not directly attributable				-		-
11	<b>Total value land</b>				-		
12	<b>Sealed Surfaces</b>						
13	Directly attributable assets				-		-
14	Assets not directly attributable				-		-
15	<b>Total value sealed surfaces</b>				-		
16	<b>Infrastructure and Buildings</b>						
17	Directly attributable assets				-		-
18	Assets not directly attributable				-		-
19	<b>Total value infrastructure and buildings</b>				-		
20	<b>Vehicles, Plant and Equipment</b>						
21	Directly attributable assets				-		-
22	Assets not directly attributable				-		-
23	<b>Total value vehicles, plant and equipment</b>				-		
24							
25	Total directly attributable assets	-	-	-	-		-
26	Total assets not directly attributable	-	-	-	-	-	-
27	Total assets	-	-	-	-	-	-
28							Page 12





Regulated Airport  
For Year Ended

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

ref Consultation draft 31 May 2010

**33 Public Information**

**34 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					
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**SCHEDULE 11b: NOTES TO REPORT ON COST ALLOCATIONS**

ref

**61 11b(i): CHANGES IN COST ALLOCATORS**

62			Effect of Change (\$000)		
63			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	Operating cost category				
76	Original allocator or components				
77	New allocator or components				
78	Rationale				
79					

Regulated Airport  
For Year Ended


**SCHEDULE 11a: REPORT ON COST ALLOCATIONS**

ref Consultation draft 11 October 2010

		(\$000)					
		Specified Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Airport Business	Unregulated Services	Total
6							
7							
8	<b>Corporate Overheads</b>						
9	Directly attributable operating costs				-		-
10	Costs not directly attributable				-		-
11	<b>Asset Management and Airport Operations</b>						
12	Directly attributable operating costs				-		-
13	Costs not directly attributable				-		-
14	<b>Asset Maintenance</b>						
15	Directly attributable operating costs				-		-
16	Costs not directly attributable				-		-
17	<b>Security and Safety</b>						
18	Directly attributable operating costs				-		-
19	Costs not directly attributable				-		-
20							
21	Total directly attributable costs	-	-	-	-		-
22	Total costs not directly attributable	-	-	-	-	-	-
23	Total operating costs	-	-	-	-	-	-
24							

Regulated Airport  
For Year Ended


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

ref Consultation draft 11 October 2010

**31 Public Information**

**32 Cost Allocators**

33	Operating Cost Category	Allocator	Allocator Type	Rationale	Operating Cost Line Items
34			[Select one]		
35			[Select one]		
36			[Select one]		
37			[Select one]		
38			[Select one]		
39			[Select one]		
40			[Select one]		
41			[Select one]		
42			[Select one]		
43			[Select one]		
44			[Select one]		
45			[Select one]		
46			[Select one]		
47			[Select one]		
48			[Select one]		
49			[Select one]		
50			[Select one]		
51			[Select one]		
52			[Select one]		
53			[Select one]		
54			[Select one]		
55			[Select one]		
56			[Select one]		

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

ref

**59 11b(i): CHANGES IN COST ALLOCATORS**

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

**SCHEDULE 12**

Clause 8

**REPORT ON RELIABILITY MEASURES**

<b>Regulated Airport</b>				
<b>For Year Ended</b>				
<b>SCHEDULE 12: REPORT ON RELIABILITY MEASURES</b>				
<small>ref Consultation draft 31 May 2010</small>				
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			
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			
53				
54				
55				

Regulated Airport  
For Year Ended


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

*ref Consultation draft 31 May 2010*

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Regulated Airport  
For Year Ended


**SCHEDULE 12: REPORT ON RELIABILITY MEASURES**

ref Consultation draft 11 October 2010

6	<b>Runway</b>	Number	Total Duration	
			Hours	Minutes
7	The number and duration of interruptions to runway(s) during financial year by party primarily responsible			
8	Airports			
9	Airlines/Other			
10	Undetermined reasons			
11	Total	-	-	-
12	<b>Taxiway</b>			
13	The number and duration of interruptions to taxiway(s) during financial year by party primarily responsible			
14	Airports			
15	Airlines/Other			
16	Undetermined reasons			
17	Total	-	-	-
18	<b>Remote stands and means of embarkation/disembarkation</b>			
19	The number and duration of interruptions to remote stands and means of embarkation/disembarkation during financial year by party primarily responsible			
20	Airports			
21	Airlines/Other			
22	Undetermined reasons			
23	Total	-	-	-
24	<b>Contact stands and airbridges</b>			
25	The number and duration of interruptions to contact stands during financial year by party primarily responsible			
26	Airports			
27	Airlines/Other			
28	Undetermined reasons			
29	Total	-	-	-
30	<b>On-time departure delay</b>			
31	The total number of flights affected by on time departure delay and the total duration of the delay during financial year by party primarily responsible			
32	Airports			
33	Airlines/Other			
34	Undetermined reasons			
35	Total	-	-	-
36	<b>Baggage sortation system on departures</b>			
37	The number and duration of interruptions to baggage sortation system on departures during financial year by party primarily responsible			
38	Airports			
39	Airlines/Other			
40	Undetermined reasons			
41	Total	-	-	-
42	<b>Baggage reclaim belts</b>			
43	The number and duration of interruptions to baggage reclaim belts during financial year by party primarily responsible			
44	Airports			
45	Airlines/Other			
46	Undetermined reasons			
47	Total	-	-	-

Regulated Airport  
For Year Ended


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

ref Consultation draft 11 October 2010

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**Fixed electrical ground power availability (if applicable)**

The percentage of time that FEGP is not available due to interruptions\*  
*\* Applies to airports where fixed electrical ground power is available.*

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**Airbridge availability**

The total number of aircraft movements during financial year where an airbridge was requested but was not available

**Domestic  
terminal**

**International  
terminal**

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**Commentary concerning reliability measures**

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**SCHEDULE 13**

Clause 8

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

Regulated Airport			
For Year Ended			
<b>SCHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR AIRCRAFT, FREIGHT &amp; AIRFIELD ACTIVITIES</b>			
<small>ref Consultation draft 31 May 2010</small>			
<b>Runway</b>		<b>Runway #1</b>	<b>Runway #2</b>
	Designations		
	Length of pavement (m)		
Description of runway(s)	Width (m)		
	Shoulder width (m)		
	Runway code		
	ILS category		
Declared runway capacity for specified meteorological condition	VMC (movements per hour)		
	IMC (movements per hour)		
<b>Taxiway</b>			
		<b>Taxiway #1</b>	<b>Taxiway #2</b>
	Name		
Description of main taxiway(s)	Length (m)		
	Width (m)		
	Status		
	Number of links		
<b>Busy periods for runway movements</b>			
		<b>Date</b>	
	Busy day		
	Busy hour start time (day/month/year hour)		
<b>Aircraft parking stand</b>			
Number of apron stands during the busy day categorised by primary use (aircraft category, flight category), and type			
		<b>Aerobridge</b>	<b>Ground</b>
		<b>Remote</b>	
Jet aircraft	International		
	Domestic regional		
	Domestic local		
	Any domestic flight		
Turboprop and other aircraft	International		
	Domestic regional		
	Domestic local		
	Any domestic flight		
Total parking stands	-	-	-
<b>Aircraft movements</b>			
Number of aircraft runway movements during the busy day categorised by aircraft type, flight category, and apron stand used			
		<b>Aerobridge</b>	<b>Ground</b>
		<b>Remote</b>	
Jet aircraft	International		
	Domestic regional		
	Domestic local		
Turboprop and other aircraft	International		
	Domestic regional		
	Domestic local		
General Aviation			
Total aircraft runway movements during busy day	-	-	-
Number of aircraft runway movements during the busy hour			
<b>Commentary concerning aircraft, freight &amp; airfield activity capacity and utilisation indicators</b>			

Regulated Airport  
For Year Ended

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**SCHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR AIRCRAFT AND FREIGHT ACTIVITIES AND AIRFIELD ACTIVITIES**

ref Consultation draft 11 October 2010

Runway		Runway #1	Runway #2	Runway #3
Description of runway(s)	Designations			
	Length of pavement (m)			
	Width (m)			
	Shoulder width (m)			
	Runway code			
	ILS category	[Select one]	[Select one]	[Select one]
Declared runway capacity for specified meteorological condition	VMC (movements per hour)			
	IMC (movements per hour)			

Taxiway		Taxiway #1	Taxiway #2	Taxiway #3
Description of main taxiway(s)	Name			
	Length (m)			
	Width (m)			
	Status	[Select one]	[Select one]	[Select one]
	Number of links			

Aircraft parking stands		Contact stand-airbridge	Contact stand-walking	Remote stand-bus
Number of apron stands available during the runway busy day categorised by primary stand use and flight category				
Air passenger services	International			
	Domestic jet			
	Domestic turbo-prop			
Total parking stands		-	-	-

Busy periods for runway movements		Date
Runway busy day		
Runway busy hour start time (day/month/year hour)		

Aircraft movements		Contact stand-airbridge	Contact stand-walking	Remote stand-bus
Number of aircraft runway movements during the runway busy day categorised by stand use and flight category				
Air passenger services	International			
	Domestic jet			
	Domestic turbo-prop			
Other (incl. General Aviation)				
Total aircraft movements during the runway busy day		-	-	-

Number of aircraft runway movements during the runway busy hour	
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**Commentary concerning capacity utilisation indicators for aircraft and freight activities and airfield activities**

**SCHEDULE 14**

Clause 8

**REPORT ON CAPACITY UTILISATION INDICATORS FOR  
SPECIFIED PASSENGER TERMINAL ACTIVITIES**

		Regulated Airport For Year Ended		
SCHEDULE 14: REPORT ON CAPACITY UTILISATION INDICATORS FOR PASSENGER TERMINAL ACTIVITIES				
ref		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	* Please describe in the capacity and utilisation indicators commentary box how the notional capacity has been assessed.			
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	* Please describe in the capacity and utilisation indicators commentary box how the notional capacity has been assessed.			
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	* Please describe in the capacity and utilisation indicators commentary box how the notional capacity has been assessed.			
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	* Please describe in the capacity and utilisation indicators commentary box how the notional capacity has been assessed.			
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	* Please describe in the capacity and utilisation indicators commentary box how the notional capacity has been assessed.			
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	* Please describe in the capacity and utilisation indicators commentary box how the notional capacity has been assessed.			
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>		
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*Commentary must include an assessment of the accuracy of the passenger data used to prepare the utilisation indicators.*

**Regulated Airport  
For Year Ended**


**SCHEDULE 14: REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECIFIED PASSENGER TERMINAL ACTIVITIES**

ref Consultation draft 11 October 2010

		International terminal	Domestic terminal	Common area
	<b>Outbound (Departing) Passengers</b>			
7	<b>Landside circulation (outbound)</b>			
8	Passenger busy hour for landside circulation (outbound)—start time (day/month/year hour)			
9	Floor space (m <sup>2</sup> )			
10	Throughput of passengers during the passenger busy hour (passengers/hour)			
11	Utilisation (busy hour passengers per 100m <sup>2</sup> )	-	-	-
12				
13	<b>Check-in</b>			
14	Passenger busy hour for check-in—start time (day/month/year hour)			
15	Floor space (m <sup>2</sup> )			
16	Throughput of passengers during the passenger busy hour (passengers/hour)			
17	Utilisation (busy hour passengers per 100m <sup>2</sup> )	-	-	-
18				
19	<b>Baggage (outbound)</b>			
20	Passenger busy hour for baggage (outbound)—start time (day/month/year hour)			
21	Make-up area floor space (m <sup>2</sup> )			
22	Notional capacity during the passenger busy hour (bags/hour)*			
23	Bags processed during the passenger busy hour (bags/hour)*			
24	Throughput of passengers during the passenger busy hour (passengers/hour)			
25	Utilisation (% of processing capacity)	-	-	-
26	<i>* Please describe in the capacity and utilisation indicators commentary box how the notional capacity and bags throughput has been assessed.</i>			
27				
28	<b>Passport control (outbound)</b>			
29	Passenger busy hour for passport control (outbound)—start time (day/month/year hour)			
30	Floor space (m <sup>2</sup> )			
31	Number of emigration booths and kiosks			
32	Notional capacity during the passenger busy hour (passengers/hour) *			
33	Throughput of passengers during the passenger busy hour (passengers/hour)			
34	Utilisation (busy hour passengers per 100m <sup>2</sup> )	-	-	-
35	Utilisation (% of processing capacity)	-	-	-
36	<i>* Please describe in the capacity and utilisation indicators commentary box how the notional capacity has been assessed.</i>			
37				
38	<b>Security screening</b>			
39	Passenger busy hour for security screening—start time (day/month/year hour)			
40	Facilities for passengers excluding international transit & transfer			
41	Floor space (m <sup>2</sup> )			
42	Number of screening points			
43	Notional capacity during the passenger busy hour (passengers/hour) *			
44	Throughput of passengers during the passenger busy hour (passengers/hour)			
45	Utilisation (busy hour passengers per 100m <sup>2</sup> )	-	-	-
46	Utilisation (% of processing capacity)	-	-	-
47				
48	Facilities for international transit & transfer passengers			
49	Floor space (m <sup>2</sup> )			
50	Number of screening points			
51	Notional capacity during the passenger busy hour (passengers/hour)*			
52	Estimated throughput of passengers during the passenger busy hour (passengers/hour)			
53	Utilisation (busy hour passengers per 100m <sup>2</sup> )	-	-	-
54	Utilisation (% of processing capacity)	-	-	-
55	<i>* Please describe in the capacity and utilisation indicators commentary box how the notional capacity has been assessed.</i>			



Regulated Airport  
For Year Ended


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

ref Consultation draft 11 October 2010

ref		International terminal	Domestic terminal	Common area
61	<b>Airside circulation (outbound)</b>			
62	Passenger busy hour for airside circulation (outbound)—start time (day/month/year hour)			
63	Floor space (m <sup>2</sup> )			
64	Throughput of passengers during the passenger busy hour (passengers/hour)			
65	Utilisation (busy hour passengers per 100m <sup>2</sup> )	—	—	
66	<b>Departure lounges</b>			
67	Passenger busy hour for departure lounges—start time (day/month/year hour)			
68	Floor space (m <sup>2</sup> )			
69	Number of seats			
70	Throughput of passengers during the passenger busy hour (passengers/hour)			
71	Utilisation (busy hour passengers per 100m <sup>2</sup> )	—	—	
72	Utilisation (passengers per seat)	—	—	
73	<b>Inbound (Arriving) Passengers</b>			
74	<b>Airside circulation (inbound)</b>			
75	Passenger busy hour for airside circulation (inbound)—start time (day/month/year hour)			
76	Floor space (m <sup>2</sup> )			
77	Throughput of passengers during the passenger busy hour (passengers/hour)			
78	Utilisation (busy hour passengers per 100m <sup>2</sup> )	—	—	—
79	<b>Passport control (inbound)</b>			
80	Passenger busy hour for passport control (inbound)—start time (day/month/year hour)			
81	Floor space (m <sup>2</sup> )			
82	Number of immigration booths and kiosks			
83	Notional capacity during the passenger busy hour (passengers/hour) *			
84	Throughput of passengers during the passenger busy hour (passengers/hour)			
85	Utilisation (busy hour passengers per 100m <sup>2</sup> )	—	—	
86	Utilisation (% of processing capacity)	—	—	
87	<i>* Please describe in the capacity and utilisation indicators commentary box how the notional capacity has been assessed.</i>			
88	<b>Landside circulation (inbound)</b>			
89	Passenger busy hour for landside circulation (inbound)—start time (day/month/year hour)			
90	Floor space (m <sup>2</sup> )			
91	Throughput of passengers during the passenger busy hour (passengers/hour)			
92	Utilisation (busy hour passengers per 100m <sup>2</sup> )	—	—	—
93	<b>Baggage reclaim</b>			
94	Passenger busy hour for baggage reclaim—start time (day/month/year hour)			
95	Floor space (m <sup>2</sup> )			
96	Number of reclaim units			
97	Notional reclaim unit capacity during the passenger busy hour (bags/hour)*			
98	Bags processed during the passenger busy hour (bags/hour)*			
99	Throughput of passengers during the passenger busy hour (passengers/hour)			
100	Utilisation (% of processing capacity)	—	—	
101	Utilisation (busy hour passengers per 100m <sup>2</sup> )	—	—	
102	<i>* Please describe in the capacity and utilisation indicators commentary box how the notional capacity has been assessed.</i>			
103	<b>Bio-security screening and inspection and customs secondary inspection</b>			
104	Passenger busy hour for bio-security screening and inspection and customs secondary inspection—start time (day/month/year hour)			
105	Floor space (m <sup>2</sup> )			
106	Notional MAF secondary screening capacity during the passenger busy hour (passengers/hour)*			
107	Throughput of passengers during the passenger busy hour (passengers/hour)			
108	Utilisation (% of processing capacity)	—	—	
109	Utilisation (busy hour passengers per 100m <sup>2</sup> )	—	—	
110	<i>* Please describe in the capacity and utilisation indicators commentary box how the notional capacity has been assessed.</i>			
111	<b>Arrivals concourse</b>			
112	Passenger busy hour for arrivals concourse—start time (day/month/year hour)			
113	Floor space (m <sup>2</sup> )			
114	Throughput of passengers during the passenger busy hour (passengers/hour)			
115	Utilisation (busy hour passengers per 100m <sup>2</sup> )	—	—	—

Regulated Airport  
For Year Ended


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

ref Consultation draft 11 October 2010

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International terminal	Domestic terminal	Common area
------------------------	-------------------	-------------

**Total terminal functional areas providing facilities and service directly for passengers**

Floor space (m <sup>2</sup> )	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of working baggage trolleys available for passenger use at end of financial year	<input type="text"/>	<input type="text"/>	<input type="text"/>

**Commentary concerning passenger terminal activity capacity and utilisation indicators**

*Commentary must include an assessment of the accuracy of the passenger data used to prepare the utilisation indicators.*

## SCHEDULE 15

Clause 8

# REPORT ON PASSENGER SATISFACTION INDICATORS

Regulated Airport							
For Year Ended							
<b>SCHEDULE 15: REPORT ON PASSENGER SATISFACTION INDICATORS</b>							
ref	Consultation draft 31 May 2010						
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>	Quarter	1	2	3	4	Annual
13		Quarter ended					average
14	Ease of finding your way through an airport						-
15	Ease of making connections with other flights						-
16	Flight information display screens						-
17	Walking distance within and/or between terminals						-
18	Availability of baggage carts/trolleys						-
19	Courtesy, helpfulness of airport staff (excluding check-in and security)						-
20	Availability of washrooms/toilets						-
21	Cleanliness of washrooms/toilets						-
22	Comfort of waiting/gate areas						-
23	Cleanliness of airport terminal						-
24	Ambience of the airport						-
25	Security inspection waiting time						-
26	Check-in waiting time						-
27	Feeling of being safe and secure						-
28	<b>Average survey score</b>	-	-	-	-	-	-
29							
30	<b>International terminal</b>	Quarter	1	2	3	4	Annual
31		Quarter ended					average
32	Ease of finding your way through an airport						-
33	<del>Ease of making connections with other flights</del>						-
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>	-	-	-	-	-	-
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Regulated Airport  
For Year Ended

**SCHEDULE 15: REPORT ON PASSENGER SATISFACTION INDICATORS**

ref Consultation draft 11 October 2010

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**Survey organisation**

Survey organisation used  
If "Other", please specify

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

**Domestic terminal**

Quarter ended	1 30 Jun 10	2 30 Sep 10	3 31 Dec 10	4 31 Mar 11	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					-
<b>Average survey score</b>	-	-	-	-	-

**International terminal**

Quarter ended	1 30 Jun 10	2 30 Sep 10	3 31 Dec 10	4 31 Mar 11	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					-
<b>Average survey score</b>	-	-	-	-	-

**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 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			
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9			
10			
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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	—	—

80 (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			
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97			
98			
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103			
104			
105			
106	Total	—	—

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

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

Regulated Airport  
For Year Ended


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

ref Consultation draft 31 May 2010

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**16b: Terminal access**

Number of aircraft movements during financial year categorised by the main form of passenger access to and from terminal

Domestic	International	Total

**16c: Passenger statistics**

The total number of passengers during financial year

Domestic	International	Total

**16d: Freight statistics**

Tonnage of freight during financial year

International

**16e: Airline statistics**

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

Domestic	International

**16f: Human Resource Statistics**

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


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







**Regulated Airport  
For Year Ended**


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

ref Consultation draft 11 October 2010

121	<b>(iii) The total number and MCTOW of landings of aircraft not included in (i) and (ii) above during financial year</b>		
122		<b>Total number of landings</b>	<b>Total MCTOW (tonnes)</b>
123	Air passenger service aircraft less than 3 tonnes MCTOW		
124	Freight aircraft		
125	Other aircraft (including General Aviation)		

126	<b>(iv) The total number and MCTOW of landings during the financial year</b>		
127		<b>Total number of landings</b>	<b>Total MCTOW (tonnes)</b>
128	Total		

**16b: Terminal access**

	Domestic	International	Total
129	Number of air passenger service aircraft movements during financial year categorised by the main form of passenger access to and from terminal		
130			
131	Contact stand-airbridge		
132			-
133	Contact stand-walking		
134			-
134	Remote stand-bus		
134			-

**16c: Passenger statistics**

	Domestic	International	Total
135	The total number of passengers during financial year		
136			
137	Inbound passengers		
138			-
139	Outbound passengers		
140			-
140	Estimated number of transfer and transit passengers		
140			-

**16d: Airline statistics**

	Domestic	International
141	Name of each commercial carrier providing a regular air transport passenger service through the airport during financial year	
142		
143		
144		
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**16f: Human Resource Statistics**

	Specified Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Total
153	Number of FTEs			
154				
155	Total human resource costs (\$000)			
156				

**16g: Commentary concerning the report on associated statistics**

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# SCHEDULE 17

Clause 8

## REPORT ON OPERATIONAL IMPROVEMENT PROCESSES

Regulated Airport  
For Year Ended


### SCHEDULE 17: REPORT ON OPERATIONAL IMPROVEMENT PROCESS

ref Consultation draft 31 May 2010

#### 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.*

Regulated Airport  
For Year Ended


**SCHEDULE 17: REPORT ON OPERATIONAL IMPROVEMENT PROCESSES**

ref Consultation draft 11 October 2010

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**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.*

**SCHEDULE 18**

Clause 8

**REPORT ON PRICING STATISTICS**

<b>Regulated Airport</b>		
<b>For Year Ended</b>		
<b>SCHEDULE 18: REPORT ON PRICING STATISTICS</b>		
<i>ref</i>	<i>Consultation draft 31 May 2010</i>	
6		<b>Average charge</b>
7		<b>(\$/unit) *</b>
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	<del>Average landing charge per tonne MCTOW for domestic flights 3 tonnes MCTOW and over</del>	
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

Regulated Airport  
For Year Ended


**SCHEDULE 18: REPORT ON PRICING STATISTICS**

ref Consultation draft 11 October 2010

6	<b>Components of Pricing Statistics</b>		
7	Net operating revenue from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW	(\$000)	
8	Net operating revenue from airfield activities relating to domestic flights of 30 tonnes MCTOW or more		
9	Net operating revenue from airfield activities relating to international flights		
10	Net operating revenue from specified passenger terminal activities relating to domestic passengers		
11	Net operating revenue from specified passenger terminal activities relating to international passengers		
12			
13			
14	Total number of domestic passengers on flights of 3 tonnes or more but less than 30 tonnes MCTOW	<b>Number of passengers</b>	
15	Total number of domestic passengers on flights of 30 tonnes MCTOW or more		
16	Total number of international passengers	-	
17			
18			
19		<b>Total MCTOW (tonnes)</b>	
20	Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW		
21	Total MCTOW of domestic flights of 30 tonnes MCTOW or more		
22	Total MCTOW of international flights		
23	<b>Pricing Statistics</b>		
24	Average revenue from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW	<b>Average revenue (\$ per passenger)</b>	<b>Average revenue (\$ per tonne MCTOW)</b>
25	Average revenue from airfield activities relating to domestic flights of 30 tonnes MCTOW or more	-	-
26	Average revenue from airfield activities relating to international flights	-	-
27		-	-
28		<b>Average revenue (\$ per domestic passenger)</b>	<b>Average revenue (\$ per international passenger)</b>
29	Average revenue from specified passenger terminal activities	-	-
30		<b>Average revenue (\$ per domestic passenger)</b>	<b>Average revenue (\$ per international passenger)</b>
31	Average revenue from airfield activities and specified passenger terminal activities	-	-
32			

**SCHEDULE 19**

Clause 9

**REPORT ON THE FORECAST TOTAL REVENUE REQUIREMENTS**

Regulated Airport <input style="width: 150px; height: 15px;" type="text"/> For Year Ended <input style="width: 150px; height: 15px;" 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>						
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19							
20	(\$000)		Year 1	Year 2	Year 3	Year 4	Year 5
21		<i>for year ended</i>					
22	Forecast value of assets employed						
23	Forecast cost of capital						
24	Forecast return on assets employed	-	-	-	-	-	-
25	<i>plus</i> Forecast operating expenditure	-	-	-	-	-	-
26	<i>plus</i> Forecast depreciation						
27	<i>plus</i> Forecast tax						
28	<i>plus (less)</i> Forecast revaluations						
29	<i>less</i> Forecast other income						
30	<i>plus (less)</i> 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							
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49							
<b>SCHEDULE 19b: NOTES ON THE REPORT ON THE FORECAST TOTAL REVENUE REQUIREMENTS</b>							
ref							
56	(\$000)		Year 1	Year 2	Year 3	Year 4	Year 5
57		<i>for year ended</i>					
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							

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	Total
ref	<i>for year ended</i>										
<b>SCHEDULE 19b: NOTES ON REPORT ON THE FORECAST TOTAL REVENUE REQUIREMENTS (cont)</b>											
71	(\$000)										
72	<i>Consultation draft 31 May 2010</i>										
<b>19b(i) FORECAST ASSET BASE</b>											
73	Forecast value of assets employed - previous year										
74	Depreciation										
75	less										
76	plus										
77	Revaluations										
78	plus										
79	Assets commissioned										
80	less										
81	Asset disposals										
82	plus (less)										
	Cost allocation adjustments										
	Forecast value of assets employed										
<b>19b(ii) FORECAST WORKS UNDER CONSTRUCTION</b>											
85	Works under construction—previous year										
86	plus										
87	Capital expenditure										
88	less										
89	Asset commissioned										
90	Works under construction										
<b>19b(iii) FORECAST CAPITAL EXPENDITURE</b>											
91	Capital Expenditure by Category										
92	Capacity growth										
93	Asset replacement and renewal										
94	Security safety and environment										
95	Total capital expenditure										
96											
97											
98											
99											
100	Capital Expenditure by Projects										
101	[Project 1]										
102	[Project 2]										
103	[Project 3]										
104	[Project 4]										
105	[Project 5]										
106	[Project 6]										
107	[Project 7]										
108	[Project 8]										
109	[Project 9]										
110	[Project 10]										
111	Other capital expenditure										
112	Total Capital Expenditure										
113	Note: Additional rows to be added if required										





**Regulated Airport**

**For Prices taking effect in Year Ended**

**SCHEDULE 19b: NOTES ON REPORT ON THE FORECAST TOTAL REVENUE REQUIREMENTS (cont)**

ref. Consultation draft 11 October 2010

ref.	Year of most recent disclosure (year ended) for year ended	30 March 2010										Total	
		Year 1 30 Mar 11	Year 2 30 Mar 12	Year 3 30 Mar 13	Year 4 30 Mar 14	Year 5 30 Mar 15	Year 6 30 Mar 16	Year 7 30 Mar 17	Year 8 30 Mar 18	Year 9 30 Mar 19	Year 10 30 Mar 20		
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Note: Additional rows to be added if required





SCHEDULE 20: REPORT ON DEMAND FORECASTS (cont)		Regulated Airport For Year Ended											
ref	Consultation draft 31 May 2010												
	<b>Aircraft Runway Movements</b>												
35	Inbound flights during busy period (total number of aircraft)												
36	During the runway movement busy hour												
37	During the runway movement busy day												
38													
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													

		Regulated Airport									
		Pricing Period Starting Year									
ref		Year 1 30 Mar 11	Year 2 30 Mar 12	Year 3 30 Mar 13	Year 4 30 Mar 14	Year 5 30 Mar 15	Year 6 30 Mar 16	Year 7 30 Mar 17	Year 8 30 Mar 18	Year 9 30 Mar 19	Year 10 30 Mar 20
6											
7											
8	(\$000)										
9	<b>Passenger terminal demand</b>										
10	Busy hour passenger numbers										
11	Domestic										
12	International										
13	Combined *										
14	Outbound passengers										
15	Domestic										
16	International										
17	Combined *										
18											
19											
20											
21											
22											
23											
24											
25											
26											
27	<b>Freight Volume</b>										
28	International freight volume (tonnes)										
29	Inbound										
30	Outbound										

\* 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 extant or planned international transit and transfer facilities



**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 9.51(g) and 9.62 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 Methodology~~iesy~~.

[*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 2726**

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>			
<i>ref</i> 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>			
<i>ref</i>			
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)
Assets held for future use—year ended 2009				—
<i>plus</i> Assets held for future use additions				—
<i>less</i> Transfer to capital expenditure				—
Assets held for future use—year ended 2010	—	—	—	—

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

Asset or Asset Group	Asset Life (years)

Regulated Airport  
For Year Ended

**SCHEDULE 26a: REPORT ON INITIAL REGULATORY ASSET BASE VALUE**

ref Consultation draft 11 October 2010

	(\$000)	(\$000)
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
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19		
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**SCHEDULE 26b: NOTES TO REPORT ON INITIAL REGULATORY ASSET BASE VALUE**

	(\$000)	(\$000)
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
60		
61		
62		
63		

Regulated Airport   
For Year Ended

**SCHEDULE 26b: NOTES TO REPORT ON INITIAL REGULATORY ASSET BASE VALUE (cont)**

ref Consultation draft 11 October 2010

70 <b>26b(iii): ASSETS HELD FOR FUTURE USE</b>				
	Initial Value	Holding Costs	Net Revenues	Total
	(\$000)	(\$000)	(\$000)	(\$000)
72				-
73	Assets held for future use—year ended 2009			
74	plus Assets held for future use additions			
75	less Transfer to capital expenditure			
76	Assets held for future use—year ended 2010			

77 <b>26b(iv): ASSET LIVES &amp; ASSET USES</b>				
78 Land				
	Description of Land	Allocated value	Description of use (land)	
80	[Asset 1]			
81	[Asset 2]			
82	[Asset 3]			
83	[Asset 4]			
84	[Asset 5]			
85	[Asset 6]			
86	[Asset 7]			
87				
88	<b>Total value land</b>			

89 Sealed Surfaces:				
	Significant asset	Allocated value	Description of use (significant assets)	Asset life (years)
91	[Asset 1]			
92	[Asset 2]			
93	[Asset 3]			
94	[Asset 4]			
95	[Asset 5]			
96	[Asset 6]			
97	[Asset 7]			
98				
99	<b>Other assets sealed surfaces</b>			
100				
101	<b>Total value sealed surfaces</b>			

102 Infrastructure and Buildings				
	Significant asset	Allocated value	Description of use (significant assets)	Asset life (years)
104	[Asset 1]			
105	[Asset 2]			
106	[Asset 3]			
107	[Asset 4]			
108	[Asset 5]			
109	[Asset 6]			
110	[Asset 7]			
111				
112	<b>Other assets infrastructure and buildings</b>			
113				
114	<b>Total value infrastructure and buildings</b>			

115 Vehicles, Plant and Equipment				
	Significant asset	Allocated value	Description of use (significant assets)	Asset life (years)
117	[Asset 1]			
118	[Asset 2]			
119	[Asset 3]			
120	[Asset 4]			
121	[Asset 5]			
122	[Asset 6]			
123	[Asset 7]			
124				
125	<b>Other assets vehicles, plant and equipment</b>			
126				
127	<b>Total value vehicles, plant and equipment</b>			