

Airport Services Information Disclosure Determination 2010

Consolidating all amendments as of 18 June 2019

Publication date: 18 June 2019

Commerce Commission

Wellington, New Zealand

Status of this consolidated information disclosure determination

- We provide consolidated versions of the Commission’s determinations for your reference convenience and they are not the official versions. Official versions of Commission decisions have a decision number and are signed by a member of the Commission.
- The official version of the principal determination and the amendments incorporated into this consolidated version are available on the Commission’s website:
<https://comcom.govt.nz/regulated-industries/airports/disclosure-requirements-for-airports>
- The official versions of the information disclosure determinations are also available for inspection at the Commission’s office at level 9, 44 The Terrace, Wellington, and printed copies may be purchased at a reasonable price.

Guidance for using this consolidated determination

- This consolidated determination acts as a reference for the information disclosure requirements applicable from 13 June 2019 for Auckland International Airport Limited and Christchurch International Airport Limited.
- Schedule 18 and Schedule 19 of this consolidated determination should be used as a reference for Wellington International Airport Limited for the purposes of complying with clause 2.5(1) of the Airport Services Information Disclosure Determination 2010, as amended, from 13 June 2019.
- Wellington International Airport Limited should use this consolidated determination as a reference for completing its first ex-post disclosure for the next pricing period and future disclosures. For the ex-post disclosures that Wellington International Airport Limited completes before its next pricing period, Wellington International Airport Limited should use the information disclosure determination consolidated as of 3 April 2018 as a reference instead of this document.

Determination version history		
Determination date	Decision number	Determination name
22 December 2010	715	Commerce Act (Specified Airport Services Information Disclosure) Determination 2010
27 February 2012	[2012] NZCC 5	Amendment to Commerce Act (Specified Airport Services Information Disclosure) Determination 2010
20 December 2016	[2016] NZCC 29	Airport Services Information Disclosure Amendments Determination 2016
21 December 2017	[2017] NZCC 36	Airport Services Information Disclosure Amendments Determination 2017
13 June 2019	[2019] NZCC 5	Airport Services Information Disclosure (Backward-looking Profitability) Amendments Determination 2019

AIRPORT SERVICES INFORMATION DISCLOSURE DETERMINATION 2010

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

PART 1 GENERAL PROVISIONS

1.1 Title

This determination is the Airport Services Information Disclosure Determination 2010.

1.2 Commencement Date

- (1) This determination consolidates all amendments to the **principal determination** as of 18 June 2019.
- (2) Schedules 1-4, 6 and 7 of this determination apply to Wellington International Airport Limited for the **disclosure years** commencing from the first **disclosure year** of its next **pricing period**.

1.3 Application

This determination applies to **airport companies** as suppliers of regulated goods and services under Part 4 of the **Act**.

1.4 Interpretation

- (1) In this determination, unless the context otherwise requires—
 - (a) terms in bold type have the meaning given to those terms in this clause 1.4;
 - (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 must be measured and disclosed in accordance with **GAAP** unless otherwise provided in the **IM Determination**; and
 - (f) non-financial items must be measured and disclosed in accordance with standard industry practice.
- (2) 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.
- (3) In this determination, including in the schedule, the words or phrases in bold type bear the following meanings:

% variance

means the value of q calculated using the following formula:

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

where:

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

b = **forecast for current disclosure year**

A

accounting-based allocation approach

has the meaning set out in the IM determination

Act

means the Commerce Act 1986

actual for current disclosure year

means actual revenue, actual expenditure or actual other financial information, as the case may be, for the current **disclosure year**

actual for period to date

means the actual revenue, actual expenditure or actual other financial information, as the case may be, from the beginning of the current **pricing period**, up to and including the **actual for current disclosure year**

adjustment resulting from cost allocation	<p>means</p> <p>(a) in relation to the RAB, the value of q calculated using the following formula:</p> $q = a - (b - c + d + e - f + g)$ <p>where:</p> <p>a = the RAB value for the current disclosure year;</p> <p>b = the RAB value for the previous disclosure year;</p> <p>c = regulatory depreciation;</p> <p>d = total revaluations;</p> <p>e = assets commissioned;</p> <p>f = asset disposals;</p> <p>g = lost and found assets adjustment;</p> <p>The formula must be calculated using component values that relate to the RAB. These inputs are the values that result from the application of the cost allocation requirements of the IM determination;</p> <p>(b) in relation to works under construction, the adjustment to the value of allocated works under construction to account for changes in allocation of capital expenditure in works under construction</p>
affected line item	means the row reference in the Consolidation Statement set out in clause 8a of Schedule 8
air passenger service	means an air operation operated by an air operator for the carriage of passengers
aircraft and freight activities	has the meaning set out in s 2 of the Airport Authorities Act 1966
aircraft movement	means an aircraft take-off or landing at an airport , so that one arrival and one departure in respect of the same aircraft is treated as two movements. An aircraft movement is deemed to occur at the runway arrival time or the runway departure time as the case may be;
airfield activities	has the meaning set out in s 2 of the Airport Authorities Act 1966;

airport or airport business	means the parts of an airport company that provide specified airport services ;
airport activity charge	means revenue earned by an airport in relation to a specific charge or group of charges, other than lease, rental and concession income . In determining how charges are disclosed, consideration must be given to the charging structure outlined in the pricing methodology disclosed in accordance with clause 2.5(1)
airport business—GAAP	means the financial performance of the airport business , disclosed in accordance with GAAP
airport company	means a company described in s 56A(1) of the Act
airport company—GAAP	means the financial performance of the airport company , which includes both regulated and unregulated services, disclosed in accordance with GAAP
airside circulation inbound—floor space	means the overall functional floor space, measured in square metres, of areas providing general circulation for: <ul style="list-style-type: none">(a) inbound passengers;(b) travellers; and(c) concourse areas that provide access for:<ul style="list-style-type: none">(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 outbound—floor space	<p>means the overall functional floor space, measured in square metres, of:</p> <ul style="list-style-type: none">(a) areas providing general circulation for outbound passengers;(b) travellers; and(c) concourse areas that provide access for:<ul style="list-style-type: none">(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
allocator	<p>means the quantifiable metric (such as employee numbers or floor space) used as the numerator and denominator in determining a cost allocator or asset allocator</p>
allocator type	<p>means the basis for the attribution or allocation of an operating cost or asset value to a regulated activity, being “directly attributable”, “causal” or “proxy”</p>
alternative methodology with equivalent effect	<p>means a methodology applied by an airport in accordance with clause 3.13 of the IM Determination</p>
arrivals concourse—floor space	<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>
asset allocator	<p>has the meaning set out in the IM determination</p>

asset category	means one of the following asset types: <ul style="list-style-type: none">(a) land;(b) sealed surfaces;(c) infrastructure and buildings; and(d) vehicles, plant and equipment
asset category revaluation rate	means, for each asset category or parts of each asset category : <ul style="list-style-type: none">(a) an indexed revaluation rate; or(b) a non-indexed revaluation rate
asset disposals	means q calculated using the following formula: <ul style="list-style-type: none">(a) in relation to allocated asset disposals:$q = a+b+c$where:<ul style="list-style-type: none">a = asset disposals (other);b = assets disposed of to a regulated supplier;c = assets disposed of to a related party;(b) in relation to unallocated asset disposals:$q = a+b+c$where:<ul style="list-style-type: none">a = asset disposals (other);b = assets disposed of to a regulated supplier;c = assets disposed of to a related party;(c) in relation to forecast information, the regulatory carrying value of those assets which are forecast to be disposed of

asset disposals (other)	means the value of an asset disposal which is disposed of to a party other than a regulated supplier or a related party , and which is determined as follows: <ul style="list-style-type: none">(a) in relation to the unallocated RAB, the unallocated opening RAB value less regulatory depreciation as determined in accordance with the input methodologies identified as applicable to that asset in the IM determination;(b) in relation to the RAB, the value of the assets (as determined in accordance with paragraph (a)) which is allocated to the regulated activity in accordance with Part 2 of the IM determination
asset life	has the meaning set out in the IM Determination
asset maintenance	means operational expenditure that is incurred with the intention of maintaining the life of an existing asset and includes emergency maintenance
asset management and airport operations	means operational expenditure , but excludes asset maintenance and corporate overheads operational expenditure
asset replacement and renewal	means capital expenditure predominantly associated with the progressive physical deterioration of assets or their immediate surrounds, or capital expenditure arising as a result of the obsolescence of assets and excludes capacity growth capital expenditure
asset value	has the meaning set out in the IM determination
assets acquired from a regulated supplier	means: <ul style="list-style-type: none">(a) in relation to the unallocated RAB, the value of assets acquired from another regulated supplier as determined in accordance with clause 3.9 of the IM determination;(b) in relation to the RAB, the value of the assets (as determined in accordance with paragraph (a)) which is allocated to the regulated activity in accordance with Part 2 of the IM determination

assets acquired from a related party

means:

- (a) in relation to the **unallocated RAB** the value of assets acquired from a **related party** as determined in accordance with clause 3.9(1)(e) of the **IM determination**;
- (b) in relation to the **RAB**, means the value of the assets (as determined in accordance with paragraph (a)) which is allocated to the **regulated activity** in accordance with Part 2 of the **IM determination**

assets commissioned

means:

- (a) in relation to the **unallocated RAB** or **works under construction**, the value of **commissioned** assets as determined in accordance with clause 3.9 of the **IM determination**;
- (b) in relation to the **RAB**, the value of the assets (as determined in accordance with paragraph (a)) which is allocated to the **regulated activity** in accordance with Part 2 of the **IM determination**;
- (c) in relation to forecast information, a forecast of the value of the assets (as determined in accordance with paragraph (b)) for a future **disclosure year**

assets disposed of to a regulated supplier

means:

- (a) in relation to **unallocated RAB**, the unallocated opening **RAB** value less **regulatory depreciation** immediately preceding the disposal to a **regulated supplier**, as determined in accordance with the **IM determination**;
- (b) in relation to the **RAB**, the value of the assets (as determined in accordance with paragraph (a)) which was allocated to the **regulated activity** in accordance with Part 2 of the **IM determination**

assets disposed of to a related party	means: <ul style="list-style-type: none">(a) in relation to the unallocated RAB, the unallocated opening RAB value less regulatory depreciation immediately preceding the disposal to a related party, as determined in accordance with the input methodologies identified as applicable to that asset in the IM determination;(b) in relation to the RAB, the value of the assets (as determined in accordance with paragraph (a)) which was allocated to the regulated activity in accordance with Part 2 of the IM determination
assets with nil physical asset life	means: <ul style="list-style-type: none">(a) in relation to the unallocated RAB, the sum of unallocated RAB values from the previous disclosure year of assets that will have a nil physical life at the end of this disclosure year;(b) in relation to the RAB, the sum of RAB values from the previous disclosure year of assets that will have a nil physical life at the end of this disclosure year
assets held for future use	means the value of assets as determined in accordance with clause 3.11 of the IM determination where the asset meets paragraph (a) of the definition of ‘excluded asset’ in the IM determination
assets held for future use additions	means any change in assets held for future use as determined in accordance with clause 3.11 of the IM determination
assets held for future use charge	means a charge associated with assets held for future use that forms part of an airport activity charge
assets held for future use disposals	means assets held for future use that are disposed of. For the avoidance of doubt this excludes transfers to works under construction

assets held for future use forecast closing cost	<p>means the value of q calculated using the following formula:</p> $q = a + b - c + d - e - f$ <p>where:</p> <p>a = assets held for future use opening cost;</p> <p>b = forecast holding costs;</p> <p>c = forecast assets held for future use net revenue;</p> <p>d = forecast assets held for future use additions;</p> <p>e = forecast assets held for future use disposals;</p> <p>f = forecast transfer to works under construction</p>
assets held for future use opening cost	<p>means the cost of assets held for future use on the first day of the disclosure year as determined in accordance with clause 3.11(2) of the IM Determination</p>
assets held for future use net revenue	<p>has the meaning set out in clause 3.11(6)(c) of the IM determination, where references to 'excluded asset' should be read as references to assets held for future use, and includes an assets held for future use charge</p>
assets held for future use revaluations	<p>means the revaluations for assets held for future use as determined in accordance with clause 3.11(6)(d) of the IM Determination</p>
assets not directly attributable	<p>means the asset values that are not directly attributable to a regulated activity or the unregulated component</p>
audited disclosure information	<p>means information disclosed pursuant to any of clauses 2.3(1) or 2.4(1) of this determination</p>
average charge from airfield activities and specified passenger terminal activities	<p>means the value of q calculated using the following formula:</p> $q = \frac{a}{b}$ <p>where:</p> <p>a = the sum of:</p>

- (i) **net operating charges** from **airfield activities** relating to **domestic** flights of 3 tonnes or more but less than 30 tonnes **MCTOW**;
- (ii) **net operating charges** from **airfield activities** relating to **domestic** flights of aircraft 30 tonnes **MCTOW** or more; and
- (iii) **net operating charges** from **specified passenger terminal activities** relating to **domestic passengers**;

or

the sum of:

- (iv) **net operating charges** from **airfield activities** relating to **international** flights; and
- (v) **net operating charges** from **specified passenger terminal activities** relating to **domestic** flights;

as the case may be;

and

b = the sum of:

- (vi) **number of domestic passengers** on flights of 3 tonnes or more but less than 30 tonnes **MCTOW**; and
- (vii) **number of domestic passengers** on flights of aircraft with a **MCTOW** rating of 30 tonnes **MCTOW** or more;

or

- (viii) **total number of international passengers**;

as the case may be

average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW

means the value of q calculated using the following formula:

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

where:

a = **net operating charges** from **airfield activities** relating to **domestic** flights of 3 tonnes or more but less than 30 tonnes **MCTOW**;

and

b = number of **domestic passengers** on flights of 3 tonnes or more but less than 30 tonnes **MCTOW**;

or

total MCTOW of **domestic** flights of 3 tonnes or more but less than 30 tonnes **MCTOW**;

as the case may be

average charge from airfield activities relating to domestic flights 30 tonnes MCTOW or more

means the value of q calculated using the following formula:

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

where:

a = **net operating charges** from **airfield activities** relating to **domestic** flights of 30 tonnes **MCTOW** or more;

and

b = **number of domestic passengers** on flights of 30 tonnes **MCTOW** or more;

or

total MCTOW of **domestic** flights of 30 tonnes **MCTOW** or more;

as the case may be

average charge from airfield activities relating to international flights

means the value of q calculated using the following formula:

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

where:

a = **net operating charges from airfield activities relating to international flights;**

and

b = **number of international passengers;**

or

total MCTOW of international flights;

as the case may be

average charge from specified passenger terminal activities

means the value of q calculated using the following formula:

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

where:

a = **net operating charges from specified passenger terminal activities relating to domestic passengers;**

or

net operating charges from specified passenger terminal activities relating to international passengers;

as the case may be;

and

b = **number of domestic passengers;**

or

number of international passengers;

as the case may be

average unit price	means the average price paid for each unit acquired or sold in a transaction between the airport and a related party
Aviation Security Service	means the aviation security service established under s 72B(2)(ca) of the Civil Aviation Act 1990

B

baggage outbound—make-up area floor space	means the overall functional floor space, measured in square metres, of areas occupied by: <ul style="list-style-type: none">(a) baggage make-up conveyors;(b) loops and laterals;(c) dolly circulation and staging;(d) staff sorting and loading space; and(e) hold baggage screening equipment
baggage outbound—notional capacity	means the practical capacity of an airport's outbound baggage sortation system(s), expressed in bags per hour, based on its configuration, conveyor speeds and continuous (x-ray or similar) inspection capacities where applicable
baggage outbound—throughput of bags	means: <ul style="list-style-type: none">(a) in respect of manual sortation/make-up systems, an estimation of the number of bags being processed by the system during the relevant hour, based on the throughput of passengers in that hour and an assumed number of bags per passenger; and(b) in respect of automated baggage sortation/make-up systems, the actual number of bags processed through the system during the relevant hour
baggage reclaim—floor space	means the overall functional floor space, measured in square metres, of areas occupied by: <ul style="list-style-type: none">(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	means the capacity of baggage reclaim facilities 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
baggage reclaim—throughput of bags	means 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
base value	has the meaning given in clause 3.11(6)(a) of the IM determination
bio-security screening and inspection and Customs secondary inspection—floor space	means the overall functional floor space, measured in square metres, of areas providing: <ul style="list-style-type: none">(a) biosecurity screening and inspection for inbound passengers, including the areas occupied by booths, benches, screening equipment, and the MPI staff operating the screening and inspection areas;(b) Customs secondary inspection for inbound passengers, including the areas occupied by booths, benches, screening equipment, and Customs staff operating the screening and inspection areas;(c) queuing zones; and(d) an area up to two metres after the screening equipment or booths and benches on the landside of the screening and inspection points, but excluding MPI and Customs offices and search rooms
bio-security screening and inspection and Customs secondary inspection— notional capacity	means throughput capacity expressed in passengers per hour based on the number of MPI screening stations and advice from MPI on the sustainable processing rate
business day	has the meaning set out in the IM determination

C

capacity growth	means capital expenditure incurred predominantly to provide for increased capacity
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capital expenditure

means:

- (a) subject to paragraph (c), for the purpose of unallocated **works under construction**, costs:
 - (i) incurred in the acquisition or development of an asset during the **disclosure year** that is, or is intended to be, **commissioned**; and
 - (ii) that are included or are intended to be included in the value of assets **commissioned** relating to the **unallocated RAB**;
- (b) subject to paragraph (c), in all other instances, costs:
 - (i) incurred or forecast to be incurred in the acquisition or development of an asset during the **disclosure year** that is, or is intended to be, **commissioned**; and
 - (ii) that are included or are intended to be included in the value of **assets commissioned** relating to the **RAB**;
- (c) costs incurred or forecast to be incurred in the acquisition of an asset as determined in accordance with clause 3.11 of the **IM determination** are deemed to have been incurred or forecast to be incurred in the year in which they are included in the value of **transfer to works under construction**;

capital expenditure on land for disclosure year 2010

means the value of *b* applied in the formula for calculation of the unallocated initial RAB value of land as set out in clause 3.2(3) of the **IM determination**

capital expenditure on land for disclosure year 2011

means the value of *e* applied in the formula for calculation of the unallocated initial RAB value of land as set out in clause 3.2(3) of the **IM determination**

cash flow timing assumption	means, for the purpose of historical information disclosed in accordance with clause 2.3: (a) for assets commissioned , the middle day of the month that the assets were commissioned; or (b) in all other instances, the forecast cash flow timing assumption applied during a price setting event for the pricing period
causal relationship	has the meaning set out in the IM determination
change in asset allocator	means changes in any one of the following from the previous disclosure year : (a) the list of assets, the value of which has been allocated using an asset allocator ; (b) the type of quantifiable measure used to allocate any asset value; or (c) the type of quantifiable measure used to allocate asset values, or the list of assets, included in a particular asset category
change in cost allocator	means changes in any one of the following from the previous disclosure year : (a) the list of operating costs , the value of which has been allocated using a cost allocator ; (b) the type of quantifiable measure used to allocate any operating costs; or (c) the type of quantifiable measure used to allocate operating costs , or the list of operating costs , included in a particular operating cost category
change in forecast asset life	means a change to the weighted average forecast asset life that is greater than +/-10% for each asset category from the weighted average asset life that is implied in the most recent disclosure under clause 2.3
charged services	means a category or group of specified airport services in respect of which a standard charge applies

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:

- (m) airline and airport offices, unless used directly by **passengers** as part of normal processing and services; and
- (n) retail 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

closing base value

means:

- (a) for the purpose of historical information disclosed in accordance with clause 2.3, the value of q calculated using the following formula:

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

where:

a = opening base value;

b = assets held for future use revaluations;

c = assets held for future use additions;

d = assets held for future use disposals; and

e = transfers to works under construction

- (b) for the purpose of information disclosed in accordance with clause 2.5, the value of q calculated using the following formula:

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

where:

a = opening base value;

b = forecast assets held for future use revaluations;

c = forecast assets held for future use additions;

d = forecast assets held for future use disposals; and

e = forecast transfers to works under construction

closing carry forward adjustment	<p>means the value of q calculated using the following formula:</p> $q = a + b + c + d + e$ <p>where:</p> <p>a = opening carry forward adjustment;</p> <p>b = default revaluation gain/loss adjustment;</p> <p>c = risk allocation adjustment;</p> <p>d = other carry forward adjustment - forecast; and</p> <p>e = other carry forward adjustment – not forecast</p>
closing investment value	<p>means the value of q calculated using the following formula:</p> $q = a - b$ <p>where:</p> <p>a = RAB value; and</p> <p>b = closing carry forward adjustment</p>
commencement date	means the date specified in clause 1.2
Commission	has the meaning set out in s 2 of the Act
commissioned	has the meaning set out in the IM determination
consumer	has the meaning set out in s 52C of the Act
corporate overheads	<p>means operational expenditure that is incurred predominantly with respect to administration functions, but is not directly incurred in the operation and maintenance of assets necessary for the provision of specified airport services, including expenditure on:</p> <ul style="list-style-type: none"> (a) corporate governance and management; (b) human resources; (c) information technology systems; (d) accounting services; (e) procurement; and (f) legal and risk management
corporate tax rate	has the meaning set out in the IM determination
cost allocator	has the meaning set out in the IM determination

cost of debt assumption	means the sum of the risk free rate, average debt premium estimates and debt issuance costs as published by the Commission in accordance with Part 5 of the IM determination
cost of financing works under construction	means the cost of finance included in capital expenditure in relation to works under construction
costs not directly attributable	means the value of operating costs that are not directly attributable costs for each operating cost category , determined in accordance with Part 2 of the IM determination
CPI	has the meaning set out in the IM determination
CPI reference date	means the date relating to the relevant CPI value in accordance with clause 3.7 of the IM determination
current year tax losses	means net taxable income where the value of net taxable income is negative
Customs	means the New Zealand Customs Service
CY	means current year

D

default cash flow timing assumption	means an assumption under which all expenditure occurs 182 days before the end of the disclosure year and all revenue occurs 148 days before the end of the disclosure year
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- default revaluation gain/loss adjustment** means:
- (a) for **indexed revaluations, periodic land revaluations** from:
 - (i) **disclosure year** 2010 onwards for the first **price setting event** after 31 December 2016, should an **airport** choose such an approach; and
 - (ii) the previous **price setting event** for the second and subsequent **price setting events** after 31 December 2016;
 - (b) for **non-indexed revaluations**, the sum of **periodic land revaluations** and **indexed revaluations** from:
 - (i) **disclosure year** 2010 onwards for the first **price setting event** after 31 December 2016, should an **airport** choose such an approach; and
 - (ii) the previous **price setting event** for the second and subsequent **price setting events** after 31 December 2016
- departure lounges—floor space** means the overall functional floor space, measured in square metres, of areas occupied by:
- (a) departure gate lounges, including seating waiting areas;
 - (b) airline boarding control counters; and
 - (c) areas occupied by airline staff controlling boarding;
- but excluding:
- (d) 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
 - (e) airport lounges, pay-per-use lounges and facilities such as showers
- departure lounges—number of seats** means the number of **passengers** that could reasonably be seated on the seating facilities provided for **passenger** use within the departure lounges floor space

depreciation	means: <ul style="list-style-type: none">(a) in respect of airport business—GAAP or airport company financial results, depreciation as determined in accordance with GAAP; and(b) in respect of airport business, regulatory depreciation
depreciation methodology	means either: <ul style="list-style-type: none">(a) standard depreciation methodology; or(b) non-standard depreciation methodology
description of land	means the parcels of land identified in a valuation report prepared for the purposes of clause 3.7 of the IM determination
description of regulatory / GAAP adjustment	means a brief description of the different approach used in preparing the airport performance compared to preparing GAAP compliant financial statements
description of transaction	means a brief description of the transaction with a related party , including the goods or services provided to or by the related party as part of that transaction
directly attributable	has the meaning set out in the IM determination
Director	means a person occupying the position of director of a company by whatever name called
disclosure year	means the 12 month period ending on, in the case of— <ul style="list-style-type: none">(a) Wellington International Airport Limited, 31 March; and(b) all other airport companies, 30 June
domestic	means aircraft operations between airports within New Zealand

E

effect of change	means the difference between the value allocated to the airport using the original allocator or components and the value allocated to the airport using the new allocator or components
entity name	means the legal name of a related party

estimated present value of the proposed risk allocation adjustment	means the estimated present monetary value of a proposed risk allocation adjustment for the pricing period to date , where the present monetary value is intended to impact on a subsequent price setting event
estimated value of land assets for the 2009 year	means the value of <i>a</i> applied in the formula for calculation of the unallocated initial RAB value of land as set out in clause 3.2(3) of the IM determination
estimated value of land assets for the 2011 year	means the value of <i>d</i> applied in the formula for calculation of the unallocated initial RAB value of land as set out in clause 3.2(3) of the IM determination
excluded intangible assets	means, in respect of assets as at the year ended 2009, an intangible asset that is excluded in accordance with clause 3.1(b) of the IM determination
excluded services	has the meaning given in the IM Determination

F

forecast asset base	means the forecast asset base for regulated activities rolled forward by an airport
forecast assets held for future use revaluations	means the forecast revaluations for assets held for future use used by an airport incorporating the values used, if any, for the purposes of consultation undertaken as part of a price setting event for each disclosure year of the pricing period
forecast asset life	has the meaning of 'asset life' given in clause 3.6 of the IM Determination
forecast closing asset base	means the forecast asset base as at the last day of the relevant disclosure year
forecast closing carry forward adjustment	means an amount forecast by an airport as part of a price setting event that an airport intends to recover from or return to consumers in a future disclosure year

forecast closing investment value	<p>means the value of q calculated using the following formula:</p> $q = a - b$ <p>where:</p> <p>a = forecast closing asset base; and</p> <p>b = forecast closing carry forward adjustment</p>
forecast cost of capital	<p>means the cost of capital determined by an airport when determining the forecast total revenue requirement incorporating the values used for the purposes of consultation undertaken as part of a price setting event</p>
forecast depreciation	<p>means the forecast depreciation used by an airport in determining the forecast total revenue requirement incorporating the values used for the purposes of consultation undertaken as part of a price setting event</p>
forecast for current disclosure year	<p>means the most recent disclosure of forecast revenue, forecast expenditure or other forecast financial information, as the case may be, pertaining to the current disclosure year made in accordance with clause 2.5</p>
forecast for period to date	<p>means the most recent disclosure of forecast revenue, forecast expenditure or other forecast financial information, as the case may be, pertaining to the years from the beginning of the pricing period to the current disclosure year made in accordance with clause 2.5</p>
forecast net cash flows	<p>means the value of q calculated using the following formula:</p> $q = a - b - c - d - e$ <p>where:</p> <p>a = forecast total revenue requirement;</p> <p>b = forecast assets commissioned;</p> <p>c = forecast asset disposals;</p> <p>d = forecast operational expenditure;</p> <p>and</p> <p>e = forecast unlevered tax</p>

forecast opening carry forward adjustment	means the sum of: <ul style="list-style-type: none">(a) a forecast closing carry forward adjustment from the previous pricing period;(b) a default revaluation gain/loss adjustment;(c) a risk allocation adjustment; and(d) other carry forward adjustments that are intended to reflect the remaining capital to be recovered as at the start of the pricing period
forecast operational expenditure	means the forecast operational expenditure used by an airport in determining the forecast total revenue requirement incorporating the values used for the purposes of consultation undertaken as part of a price setting event
forecast other operating revenue	means the forecast other operating revenue used by an airport in determining the forecast total revenue requirement incorporating the values used for the purposes of consultation undertaken as part of a price setting event
forecast post-tax IRR	means the forecast post-tax internal rate of return disclosed in the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 and the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19 for either a disclosure year , a pricing period , or a pricing period to date , which is calculated based on the opening investment value , the forecast closing investment value and forecast net cash flows
forecast pricing CPI	means the CPI value used by an airport in setting prices as part of a price setting event
forecast revaluations	means the forecast revaluations used by an airport in determining the forecast total revenue requirement incorporating the values used for the purposes of consultation undertaken as part of a price setting event
forecast revenue for services applicable to the price setting event	means the revenue an airport is expecting to earn from charged services consulted on as part of the price setting event for that disclosure year

forecast unlevered tax	means forecast tax on an unlevered basis used by an airport in determining the forecast total revenue requirement incorporating the values used for the purposes of consultation undertaken as part of a price setting event
forecast total revenue requirement	means the revenue an airport has forecast to require for all specified airport services supplied by the airport for that disclosure year excluding forecast assets held for future use net revenue
full-time equivalent employees	means the average number of airport employees that are employed during a disclosure year in the provision of specified airport services
functional components	means: in respect of an airport : (a) airfield; (b) apron; and (c) the functional components of the passenger terminal; and in respect of a passenger terminal: (d) landside circulation outbound; (e) check-in; (f) passport control outbound; (g) security screening; (h) airside circulation outbound; (i) departure lounges; (j) airside circulation inbound; (k) passport control inbound; (l) landside circulation inbound; (m) baggage reclaim; (n) bio-security screening and inspection and Customs secondary inspection; (o) arrivals concourse; (p) outbound baggage sortation system; and (q) total terminal functional areas providing passenger facilities and services

G

GAAP	means generally accepted accounting practice in New Zealand
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gains / (losses) on asset sales	<p>means, in respect of:</p> <ul style="list-style-type: none">(a) assets disposed of to a related party, zero;(b) assets disposed of to a regulated supplier, zero;(c) asset disposals (other), the values determined in accordance with: <p style="margin-left: 40px;">sale price of an asset - assets disposals (other)</p>where each component has the value as allocated to regulated activities in accordance with Part 2 of the IM determination; and(d) the calculation of regulatory profit / (loss), means the unallocated gains / (losses) on asset sales which are allocated to the regulated activity in accordance with Part 2 of the IM determination
GST	<p>means any tax required to be paid by an airport 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</p>
H	
highest rate of finance applied	<p>means the highest rate of finance used to determine the cost of financing works under construction</p>
holding costs	<p>has the meaning set out in clause 3.11(6)(b) of the IM determination, where references to 'excluded asset' should be read as references to assets held for future use</p>
human resource costs	<p>means the remuneration, including the value of benefits, that is payable to employees</p>
I	
IM determination	<p>means the Airport Services Input Methodologies Determination 2010</p>
inbound	<p>means an aircraft or a passenger onboard an aircraft arriving at an airport</p>

independent auditor	means a person who: <ul style="list-style-type: none">(a) is qualified for appointment as auditor of a company under the Companies Act 1993 or, where the airport is a public entity (as defined in s 4 of the Public Audit Act 2001), is the Auditor-General;(b) has no relationship with, or interest in, the airport that is likely to involve a conflict of interest;(c) has not assisted with the compilation of the information or provided advice or opinions (other than in relation to audit reports) on the methodologies or processes used in compiling the information; and(d) is not associated with nor directed by any person who has provided any such assistance, advice, or opinion
indexed revaluation	means: <ul style="list-style-type: none">(a) in relation to the unallocated RAB, the unallocated revaluation values determined in accordance with clause 3.7(1) of the IM determination; and(b) in relation to the RAB, the revaluation values determined in accordance with clause 3.7(2) of the IM determination
indexed revaluation rate	has the meaning set out in clause 3.7(7)(a) of the IM Determination
initial base value	has the meaning given in clause 3.11(6)(a) of the IM determination , but does not include "the sum of tracking revaluations in respect of all prior disclosure years" as set out in that clause;
initial disclosure year	means the disclosure year ending in 2011;
initial RAB	has the meaning set out in the IM determination ;
initial RAB value	has the meaning set out in the IM determination ;
international	means aircraft operations at an airport that began outside New Zealand, or began in New Zealand and are to continue outside New Zealand;

interruption	means, in relation to any specified airport service provided by an airport , the withdrawal by the airport of that service for 15 minutes or longer, at a time when the service was required by a scheduled aircraft (or to process the passengers on a scheduled aircraft), but does not include: <ul style="list-style-type: none">(a) planned withdrawals; or(b) the withdrawal of runway services necessitated by weather conditions; or(c) withdrawals of any services operated and managed by a third party and that are not being provided on behalf of, or under contract with, the airport
interruption to baggage reclaim belts	means an interruption to the baggage reclaim unit, where no equivalent alternative service is provided
interruption to baggage sortation system on departures	means an interruption to the baggage sortation system for departing bags such that the sortation system is materially unworkable, irrespective of where the breakdown occurs within the system
interruption to contact stands	means an interruption to a contact stand/airbridge, where no equivalent alternative service is provided
interruption to fixed electrical ground power (FEGP) units	means the percentage of time that all fixed electrical ground power service is unavailable during a disclosure year due to interruptions , calculated as the sum of the duration of each interruption during the disclosure year divided by the sum of the planned durations of FEGP supply to each aircraft during the disclosure year
interruption to remote stands and means of embarkation/disembarkation	means an interruption to a remote stand with concomitant bussing operations, or a remote stand where passengers walk to or from the terminal, and where no equivalent or better service is provided
interruption to runway services	means an interruption to a runway such that it is unusable by a scheduled aircraft and where no reasonable alternative service is provided
interruption to taxiway services	means an interruption to a taxiway such that a scheduled aircraft cannot land or depart and where no reasonable alternative service is provided

J

justification for change in depreciation methodology

means an explanation which provides sufficient detail so that interested persons can assess how the introduction of, or change to the application of, a **non-standard depreciation methodology** meets the purpose of Part 4 of the **Act**

K

key capital expenditure project

means a current or future project or programme of **capital expenditure** that involves total expenditure of more than \$5 million over the life of the project or programme. For the avoidance of doubt, any amount of forecast capital expenditure that is planned to be incurred in a **disclosure year**, must be disclosed in the **disclosure year** it is incurred. For the purpose of this definition, a programme is a group of projects that together contribute to one output (or a set of broadly overlapping outputs). In making disclosures regarding programmes, **airports** must provide details of each individual project that the programme comprises

L

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 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
lease, rental and concession income	means any income received from leases, rentals or concessions
line item	means the list of all assets values or operating costs included within the asset category or operating cost category for which the same asset allocator or cost allocator is used to allocate their asset values or operating costs between airport activities
lost and found assets adjustment	means: <ul style="list-style-type: none">(a) in relation to the unallocated RAB, the value of found assets as determined in accordance with the IM determination, less the value of lost assets. The value of a lost asset is its unallocated opening RAB value less its regulatory depreciation;(b) in relation to the RAB, the value of the asset (as determined in accordance with paragraph (a)) which is allocated to the regulated activity in accordance with Part 2 of the IM determination
lost asset	has the meaning set out in the IM Determination
lost asset adjustment	means: <ul style="list-style-type: none">(a) in relation to the unallocated RAB, the unallocated opening RAB value of lost assets;(b) in relation to the RAB, the value of the asset (as determined in accordance with paragraph (a)) which is allocated to the regulated activity in accordance with Part 2 of the IM determination

M

market value of asset disposals to related parties	means the value of assets disposed of to a related party as determined by a valuer. The valuer must meet the definition of valuer as defined in the IM Determination
MCTOW	means maximum certificated take-off weight measured in tonnes as contained in the aircraft's Certificate of Registration
merger and acquisition expenses	means expenditure related to merger and acquisition activities irrespective of the outcome of the merger or acquisition, but proportionate to the extent the benefits of the merger or acquisition would relate to the airport
month	means calendar month
MPI	means Ministry for Primary Industries or any successor ministry

N

net cash flows	means the value of q calculated using the following formula: $q = a - b - c - d - e$ where: a = total regulatory income ; b = assets commissioned ; c = asset disposals ; d = operational expenditure ; and e = unlevered tax
net income	means the revenue of the airport , including gains and/or losses on assets sales and other income. For the avoidance of doubt, the net income for the airport business is the total regulatory income

net operating charges from airfield activities	<p>means the total, in relation to airfield activities, of airport activity charges, other operating revenue and lease, rental and concession income where the lease, rental or concession income is paid by an air transport operator and is essential for that (or other) air transport operator to be able to operate air transport services relating to:</p> <ul style="list-style-type: none">(a) domestic flights 3 tonnes or more but less than 30 tonnes MCTOW;(b) domestic flights of 30 tonnes MCTOW or more; or(c) international flights; <p>as the case may be, but does not include assets held for future use net revenue</p>
net operating charges from specified passenger terminal activities	<p>means the total, in relation to specified passenger terminal activities, of airport activity charges, other operating revenue and lease, rental and concession income where the lease, rental or concession income is one which is paid by an air transport operator and is essential for that (or other) air transport operator to be able to operate air transport services relating to:</p> <ul style="list-style-type: none">(a) domestic passengers;(b) international passengers; <p>as the case may be, but does not include assets held for future use net revenue</p>
net operating revenue	<p>means</p> <ul style="list-style-type: none">(a) in all instances other than related party transactions, the total of airport activity charges, other operating revenue, and lease rental and concession income;(b) in relation to related party transactions, net operating revenue (as determined in accordance with paragraph (a)) from related parties <p>but does not include assets held for future use net revenue</p>
net revenue	<p>has the meaning set out in clause 3.11(6)(c) of the IM Determination;</p>

net taxable income	means: <ul style="list-style-type: none">(a) if regulatory taxable income / (loss) is positive, regulatory taxable income / (loss) less tax losses used; or(b) if regulatory taxable income / (loss) is negative, nil
new allocator or components	means: <ul style="list-style-type: none">(a) if a change in the allocator type or cost allocator used, the asset allocator or cost allocator used; or(b) if a change in line item, the line item included in the asset allocator or cost allocator used
non taxable	means not included in 'income subject to tax' 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
non-indexed revaluations	means: <ul style="list-style-type: none">(a) in relation to the unallocated RAB, has the meaning set out in clause 3.7(1) of the IM Determination, applying the revaluation rate specified in clause 3.7(7)(b) of the IM Determination; and(b) in relation to the RAB, has the meaning set out in clause 3.7(2) of the IM Determination, applying the revaluation rate specified in clause 3.7(7)(b) of the IM Determination
non-indexed revaluation rate	has the meaning set out in clause 3.7(7)(b) of the IM Determination
non-standard depreciation	means: <ul style="list-style-type: none">(a) in relation to the unallocated RAB, the value of regulatory depreciation relating to non-standard assets determined in accordance with Part 3 of the IM determination;(b) in relation to the RAB, the value of regulatory depreciation (as determined in accordance with paragraph (a)) which is allocated to the regulated activity in accordance with Part 2 of the IM determination

non-standard depreciation disclosure	means information about the introduction of or change to non-standard depreciation methodology . This includes a summary of change ; a justification for change in depreciation methodology ; and the extent of customer disagreement and supplier response
non-standard depreciation methodology	means a methodology used to determine depreciation that differs from the methodology used to determine standard depreciation
notional deductible interest	has the meaning given to that term in clause 4.1(4) of the IM determination
notional interest tax shield	means the product of notional deductible interest and the corporate tax rate applicable to the current disclosure year
number of domestic passengers	means the sum of: <ul style="list-style-type: none">(a) the number of inbound domestic passengers; and(b) the number of outbound domestic passengers; on: <ul style="list-style-type: none">(c) flights of 3 tonnes or more but less than 30 tonnes MCTOW; or(d) flights of 30 tonnes MCTOW or more; as the case may be
number of international passengers	means the sum of: <ul style="list-style-type: none">(a) the number of inbound international passengers; and(b) the number of outbound international passengers; less the estimated number of international transit and transfer passengers
O	
on time departure delay	means that the terminal departure time of a scheduled service has been delayed by more than 15 minutes primarily as a result of interruptions to one or more specified airport services

opening base value	means: (a) for the first disclosure year of a pricing period , $q = a + b$ where: $a =$ initial base value ; $b =$ opening tracking revaluations ; (b) for subsequent disclosure years of a pricing period , the closing base value for the previous disclosure year
opening carry forward adjustment	means the closing carry forward adjustment from the previous disclosure year
opening investment value	means the value of q calculated using the following formula: $q = a - b$ where: $a =$ opening RAB ; and $b =$ opening carry forward adjustment
opening RAB	means: (a) for the purpose of disclosures made in accordance with clause 2.3 and in relation to a disclosure year , the airport's RAB value from the previous disclosure year ; or (b) for the purpose of disclosures made in accordance with clause 2.5, the airport's estimate of the RAB as at the first day of a disclosure year by rolling forward the RAB value disclosed in the most recent disclosure made in accordance with clause 2.3 preceding a price setting event
opening tracking revaluations	means tracking revaluations as at the first day of the pricing period or the disclosure year , as the case may be

operating cost category	means one of the categories in the following list which comprises, for the purpose of a proposal, a classification of the types of operating costs that airports make when providing airport activities to consumers and operating cost categories means all of the following categories: <ul style="list-style-type: none">(a) corporate overheads;(b) asset management and airport operations;and(c) asset maintenance
operating cost	has the meaning set out in the IM determination , and excludes costs incurred in providing excluded services
operating surplus / (deficit)	means total regulatory income less operational expenditure
operating surplus / (deficit) before interest depreciation, revaluations and tax	means net income less operational expenditure . For the avoidance of doubt, the operating surplus / (deficit) before interest depreciation, revaluations and tax for the airport business is the operating surplus / (deficit)
operational expenditure	means: <ul style="list-style-type: none">(a) in all instances other than related party transactions, operating costs after applying Part 2 of the IM determination;(b) in relation to related party transactions, operational expenditure (as determined in accordance with paragraph (a)) transacted with related parties
operational improvement processes	means processes implemented by the airport whereby airlines and airports meet regularly to: <ul style="list-style-type: none">(a) identify any measures available either to:<ul style="list-style-type: none">(i) reduce the likelihood of service losses which have caused loss of material services or on time departure delays from reoccurring; or(ii) better manage such losses of service or on time departure delays so as to reduce the impact; and(b) review quarterly passenger satisfaction surveys to identify where remedial action is required by the airport, airline or border agencies

operational surplus / (deficit) before interest

means the value of q calculated using the following formula:

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

where:

a = **operational surplus / (deficit) before interest, depreciation, revaluations and tax;**

b = **depreciation;**

c = **total revaluations;** and

d = **tax expense;**

For the avoidance of doubt, operational surplus / (deficit) before interest for the **airport business** is **regulatory profit / (loss)**

original allocator or components

means:

- (a) in respect of a change in 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 **line item**, the **line item** included in the **cost allocator** or **asset allocator** directly prior to the change in components

other adjustments to the RAB tax value

means any adjustment to the **RAB (tax value)** made in accordance with Part 4 of the **IM determination** other than:

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

other capital expenditure

means aggregate **capital expenditure** for the **disclosure year** that has not been separately disclosed as **key capital expenditure projects**

other carry forward adjustment – forecast

means other carry forward adjustments which reflect capital that an **airport** identified in its **price setting event** was to be recovered during the **disclosure year**

other carry forward adjustment – not forecast	means other carry forward adjustments which reflect capital that an airport intends to recover in a future pricing period , but is not an other carry forward adjustment – forecast
other excluded assets	means assets as at the year ended 2009 that are excluded from the initial RAB in accordance with clause 3.1(1)(a) of the IM determination and which are not assets held for future use
other factors	means the value of any factor used to determine the forecast total revenue requirement as required by clause 2.5(1) other than: <ul style="list-style-type: none">(a) forecast asset base;(b) forecast operational expenditure;(c) forecast depreciation;(d) forecast unlevered tax;(e) forecast revaluations; and(f) forecast other operating revenue
other incentives	means the value of any arrangements where an airport agrees with a customer to provide goods or services, whether to the customer or a third party, in consideration for the customer taking specified airport services . For the avoidance of doubt other incentives excludes pricing incentives
other income	means any income received from the provision of specified airport services that is not captured by total operating revenue or gains / (losses) on asset sales but does not include assets held for future use net revenue
other operating revenue	means revenue earned by an airport business in relation to specific charges relating to a regulated activity , which has not been separately disclosed as an airport activity charge or lease, rental and concession 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 airport
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 airport

other related party transactions	means the value of any related party transactions that are not disclosed as: <ul style="list-style-type: none">(a) related party net operating revenue, operational expenditure or capital expenditure; or(b) the value of transactions that are included in the market value of asset disposals to related parties
other temporary adjustments—current period	means adjustments for temporary differences, as determined in accordance with GAAP which arise in respect of the current disclosure year , excluding depreciation
other temporary adjustments—prior period	means adjustments for temporary differences, as determined in accordance with GAAP , which arise from previous disclosure years , including depreciation
outbound	means an aircraft or a passenger onboard an aircraft departing from an airport
P	
passenger	means 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
passenger aircraft landing charge	means any price charged to an operator of a passenger aircraft by an airport for landing that aircraft at that airport

passenger busy hour

in respect of a functional component of a passenger terminal, means the clock hour with the 30th highest ranked number of **passengers** in the **disclosure year** for that **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. For the avoidance of doubt, although the passenger busy hours must be calculated without reference to the number of transit and transfer **passengers** onboard, disclosed figures for **passenger throughput** at functional components of the terminal during the busy hour will be adjusted where relevant for the estimated number of transit and transfer **passengers** 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 survey

means a passenger survey carried out under clause 2.4(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)— floor space	means the overall functional floor space, measured in square metres, of areas providing passport control for inbound passengers, including the areas occupied by booths and kiosks, and the Customs 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 Customs and Immigration offices
passport control (outbound)— floor space	means the overall functional floor space, measured in square metres, of areas providing passport control for outbound passengers, including the areas occupied by booths and kiosks, and the Customs 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 excluding Customs and Immigration offices
passport control inbound— notional capacity	means the throughput capacity expressed in passengers per hour based on the number of Customs booths and automated border processing system kiosks and Customs advice regarding the sustainable processing rates for Customs booth and 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— notional capacity	means the throughput capacity expressed in passengers per hour, based on the number of Customs booths and automated border processing system kiosks and Customs advice regarding the sustainable processing rates for Customs booth and kiosk processing, unless a separate agreement has been reached between the airport and Customs , in which case the agreed maximum rate applies
periodic land revaluation	means the value of q calculated using the following formula: $q = a - b$ where: a = the value of a revaluation resulting from the application of Schedule A of the IM Determination ; and b = indexed revaluation for the year in which the revaluation resulting from the application of Schedule A of the IM Determination occurs
planned withdrawal	means in relation to a specified airport service a withdrawal of that service of which the airlines affected by the withdrawal had 24 hours or more notice
post-tax IRR	means the post-tax internal rate of return disclosed in the Report on Profitability set out in Schedule 1 for a disclosure year or a pricing period to date , which is calculated based on the opening investment value , the closing investment value and net cash flows
post-tax WACC	has the meaning set out in the IM determination
post-tax WACC at price setting event	has the meaning set out in the IM Determination
previous year	means the disclosure year immediately prior to the current disclosure year , and previous years has an associated meaning
price setting event	has the meaning set out in the IM Determination
pricing asset base	means the asset base used by an airport to set prices at a price setting event

pricing incentives	means the value of incentives provided to customers by an airport that have the effect of lowering the price paid for specified airport services including discounts, rebates, credits, route incentives or reimbursements
pricing methodology	means the methodology or methodologies used by an airport to set standard prices , including all material assumptions, pricing principles, models, estimates, calculations and processes used as part of a price setting event
pricing period	means: <ul style="list-style-type: none">(a) the disclosure years between two consecutive price setting events, inclusive of the years in which the price setting events occur; or(b) where a price setting event is not followed by another price setting event, a period of 5 consecutive years starting with a pricing period starting year
pricing period starting year	means the first disclosure year of a pricing period
pricing period to date	means: <ul style="list-style-type: none">(a) for the purpose of disclosures made in accordance with clause 2.3, the period starting on the first day of the first disclosure year of the current pricing period and ending on the last day of the current disclosure year; or(b) for the purpose of disclosures made in accordance with clause 2.5, the period starting on the first day of the first disclosure year of the current pricing period and ending on the last day of the forecast disclosure year
principal determination	means the <i>Airport Services Information Disclosure Determination 2010 715</i> , as published on 22 December 2010

property plant and equipment (excluding works under construction)	means: <ul style="list-style-type: none">(a) in respect of an airport, the RAB value;(b) in respect of airport business—GAAP, the RAB value determined in accordance with GAAP but excluding works under construction; and(c) for airport company—GAAP, the value of property plant and equipment of the airport company determined in accordance with GAAP, but excluding works under construction
proposed risk allocation adjustment	means an intention by an airport as part of a price setting event to adjust the opening investment value in a subsequent price setting event for a difference between: <ul style="list-style-type: none">(a) any component in the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18, or the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19, or the Report on Demand Forecasts set out in Schedule 20; and(b) the equivalent component disclosed in accordance with clause 2.3.
proxy asset allocator	has the meaning set out in the IM Determination
proxy cost allocator	has the meaning set out in the IM Determination

publicly disclose

in relation to any information, means to:

- (a) disclose the information to the public on the Internet at the **airport'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 **airport** 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** 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 in an electronic format that is compatible with Microsoft Excel or Microsoft Word (as the case may be);

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

R

RAB

means regulatory asset base

RAB (tax value)

means the value of q calculated using the following formula:

$$q = a + b - c \pm d - e \pm f$$

where:

a = **RAB (tax value)** for the **previous disclosure year**;

b = **regulatory tax asset value of additions**;

c = **regulatory tax asset value of disposals**;

d = **regulatory tax asset value of assets transferred from / (to) unregulated asset base**;

e = **tax depreciation**; and

f = **other adjustments to the RAB tax value**;

in the **initial disclosure year** the **RAB (tax value)** for the **previous 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 **IM determination**

RAB value	<p>means:</p> <p>(a) in relation to the unallocated RAB, the value of q calculated using the following formula:</p> $q = a + b + c - d - e + f + g$ <p>where:</p> <p>a = RAB value for the previous disclosure year;</p> <p>b = assets commissioned;</p> <p>c = revaluations;</p> <p>d = regulatory depreciation;</p> <p>e = asset disposals;</p> <p>f = lost and found assets adjustments</p> <p>g = cost allocation adjustments;</p> <p>(b) in relation to the RAB, the unallocated RAB value which is allocated to the regulated activity in accordance with Part 2 of the IM determination</p>
rates and levy costs	<p>means:</p> <p>(a) rates on assets used in the provision of specified airport services paid or payable by an airport to a territorial local authority under the:</p> <p>(i) Ratings Powers Act 1988; or</p> <p>(ii) Local Government (Rating) Act 2002; and</p> <p>(b) levies payable under s 53ZE of the Act</p>
rationale	<p>means a description of the criteria applied and/or 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 IM determination</p>
record	<p>has the meaning set out in s 4 of the Public Records Act 2005</p>
regulated activity	<p>has the meaning set out in the IM determination</p>

regulated supplier	has the meaning set out in the IM determination
regulatory / GAAP adjustments	means the difference between the financial performance of the airport business and the airport business—GAAP
regulatory depreciation	means: <ul style="list-style-type: none"> (a) in relation to the unallocated RAB, unallocated depreciation as determined in accordance with Part 3 of the IM determination; (b) in relation to the RAB, depreciation as determined in accordance with Part 3 of the IM determination
regulatory profit / (loss)	means the regulatory profit / (loss) before tax less the regulatory tax allowance
regulatory profit / (loss) before tax	means the value of q calculated using the following formula: $q = a - b + c$ <p>where:</p> <ul style="list-style-type: none"> a = operating surplus / (deficit); b = regulatory depreciation; and c = revaluations
regulatory tax allowance	means the product of the corporate tax rate and net taxable income , where net taxable income is greater than zero
regulatory tax asset value of additions	means the sum of the regulatory tax asset values of asset additions as determined in accordance with clause 4.2 of the IM determination
regulatory tax asset value of disposals	means the sum of the regulatory tax asset values of asset disposals immediately prior to the disposal as determined in accordance with clause 4.2 of the IM determination
regulatory tax asset value of assets transferred from/(to) unregulated asset base	means the sum of the regulatory tax asset values of assets transferred from/(to) the unregulated asset base immediately prior to the transfer as determined in accordance with clause 4.2 of the IM determination , where: <ul style="list-style-type: none"> (a) a transfer to the airport business is positive; and (b) a transfer from the airport business is negative

regulatory taxable income / (loss)

means the value of q calculated using the following formula:

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

where:

a = **regulatory profit / (loss) before tax;**

b = **regulatory depreciation;**

c = **other permanent differences— not deductible;**

d = **other temporary adjustments— current period;**

e = **revaluations;**

f = **tax depreciation;**

g = **notional deductible interest;**

h = **other permanent differences— non taxable; and**

i = **other temporary adjustments— prior period**

related party

has the meaning set out in the **IM determination**

related party relationship

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

revaluation

means:

- (a) in relation to the **unallocated RAB** has the same meaning as ‘unallocated revaluation’ as set out in the **IM determination**.
- (b) in relation to the **RAB** and the calculation of **regulatory profit / (loss)** has the same meaning as ‘revaluation’ as set out in the **IM determination**

revalued land	means: <ul style="list-style-type: none">(a) in relation to the unallocated RAB, the sum of unallocated RAB values from the preceding disclosure year of land that has been revalued in accordance with clause 3.7(3) of the IM Determination in this disclosure year;(b) in relation to the RAB, the sum of RAB values from the previous disclosure year of land that has been revalued in accordance with clause 3.7(5) of the IM Determination in this disclosure year
revenue requirement not applicable to price setting event	means forecast total revenue requirement that is forecast to be earned through specified airport services other than those charged services to which the price setting event relates
risk allocation adjustment	means: <ul style="list-style-type: none">(a) for the purposes of historical information disclosed under clause 2.3, an adjustment to the closing carry forward adjustment made by an airport to reflect a proposed risk allocation adjustment for the current pricing period; or(b) for the purposes of information disclosed under clause 2.5, an adjustment to the forecast opening carry forward adjustment made by an airport to reflect a proposed risk allocation adjustment from a previous pricing period
runway arrival time	means the time recorded by air traffic controllers when an arriving aircraft touches down on the runway
runway busy day	in respect of an airport , means the calendar day during the disclosure year with the 18th highest number of daily aircraft movements for that airport
runway busy hour	in respect of an airport , means the clock hour during the disclosure year with the 30th highest number of hourly aircraft movements for that airport
runway departure time	means the time recorded by air traffic controllers when a departing aircraft lifts off the runway

S

scheduled	means: <ul style="list-style-type: none">(a) in relation to an interruption, an aircraft movement to or from an airport which is either published in an airline schedule or advised to the airport more than seven days in advance, where that aircraft arrived or departed within 15 minutes of that scheduled time, or would have done had it not been for an interruption to a specified airport service; and(b) in all other cases, an aircraft movement to or from an airport which is either published in an airline schedule or advised to the airport more than seven days in advance
security screening—floor space	means the overall functional floor space, measured in square metres, of areas providing security screening services for passengers , including the areas occupied by screening equipment and benches, and the staff operating the screening, queuing zones and an area up to two metres after the benches on the airside of the screening zone, but excludes aviation security offices
security screening—notional capacity	means realistic hourly throughput capacity expressed in passengers per hour, based on the number of screening stations and the sustainable processing rate advised by the Aviation Security Service , and determined in respect of both: <ul style="list-style-type: none">(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
specified airport services	has the meaning set out in s 56A of the Act
specified passenger terminal activities	has the meaning set out in s 2 of the Airport Authorities Act 1966

standard depreciation	means: <ul style="list-style-type: none">(a) in relation to the unallocated RAB, unallocated depreciation calculated in accordance with clause 3.4(1) of the IM determination;(b) in relation to the RAB, depreciation calculated in accordance with clause 3.4(2) of the IM determination
standard price	means the headline price set by an airport for the provision of one or more specified airport services to airline customers or passengers , including where applicable as the result of a price setting event
substantial customer	has the meaning set out in section 2A of the Airport Authorities Act 1966
summary of change	means a summary of the change in depreciation approach including: <ul style="list-style-type: none">(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
T	
tax depreciation	means depreciation determined in accordance with clause 4.1(3)(b) of the IM determination
tax expense	means: <ul style="list-style-type: none">(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 using the following formula: $q = a + b - c$ where: a = tax losses (regulated business) for the previous disclosure year ; b = current year tax losses ; and c = tax losses used ; and where in the initial disclosure year , tax losses (regulated business) for the previous disclosure year is zero
tax losses used	means the lesser of tax losses (regulated business) for the previous disclosure year and the regulatory taxable income
terminal arrival time	means the ‘on-blocks’ time recorded by the airline when an aircraft arrives and stops at its allocated aircraft parking stand
terminal departure time	means the ‘off-blocks’ time recorded by the airline when an 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 is the time the aircraft finally leaves the parking stand
total directly attributable	means the sum of all directly attributable operating costs or directly attributable asset values
total financial incentives	means the sum of pricing incentives and other incentives
total MCTOW	means the combined MCTOW of: (a) domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW ; (b) domestic flights of 30 tonnes MCTOW or more; or (c) international flights ; as the case may be

total not directly attributable	means the sum of all operating costs not directly attributable or asset values not directly attributable . For the avoidance of doubt, the sum of total directly attributable is the total operating costs or asset values (whichever is applicable)
total passenger terminal functional areas providing passenger facilities and service—floor space	means the aggregate of: <ul style="list-style-type: none">(a) landside circulation outbound—floor space;(b) check-in—floor space;(c) passport control outbound—floor space;(d) security screening—floor space;(e) airside circulation outbound—floor space;(f) departure 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 Customs 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:<ul style="list-style-type: none">(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 and service—floor space does not include the floor space of the outbound baggage sortation system
total regulatory income	means the sum of: <ul style="list-style-type: none">(a) net operating revenue;(b) gains / (losses) on asset sales; and(c) other income; but does not include assets held for future use net revenue
total revaluations	means the sum of indexed revaluations and periodic land revaluations

tracking revaluations	has the meaning set out in clause 3.11(6)(d) of the IM determination , where references to 'excluded asset' should be read as references to assets held for future use
transfer to works under construction	means the value of assets held for future use transferred to works under construction as determined in accordance with clause 3.11 of the IM determination
transit and transfer passenger	means: <ul style="list-style-type: none">(a) in respect of domestic passengers, a passenger departing on a domestic flight, who arrived at the airport 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(b) in respect of international passengers, a passenger departing on an international flight, who arrived at the airport on an international flight and was not required to pass through passport control outbound

U

unallocated RAB	means the sum of the unallocated opening RAB values; or the sum of the unallocated RAB values; or the sum of any roll forward components (as the case may be), as determined in accordance with the IM determination
unallocated initial RAB value	has the meaning set out in the IM determination
units used	means a standard measure of a quantity, including monetary and non-monetary measures
unlevered tax	means the regulatory tax allowance less the notional interest tax shield
unregulated activities—GAAP	means the difference between the airport company—GAAP and the airport business—GAAP
unregulated component	means the component of operating costs or the unallocated RAB value of assets not allocated to regulated activities in accordance with Part 2 the IM determination

V

value	means the recorded value of similar related party transactions in respect of each related party during a disclosure year . For the avoidance of doubt, capital expenditure and asset disposal transactions require the separate disclosure of the value of each transaction
value of disposed assets on land for disclosure year 2010	means the value of <i>c</i> applied in the formula for calculation of the unallocated initial RAB value of land as set out in clause 3.2(3) of the IM determination
value of disposed assets on land for disclosure year 2011	means the value of <i>f</i> applied in the formula for calculation of the unallocated initial RAB value of land as set out in clause 3.2(3) of the IM determination
variance	means the value of <i>q</i> calculated using the following formula:

$$q = a - b$$

where:

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

b = **forecast for current disclosure year**;

or

a = **actual for period to date**; and

b = **forecast for period to date**

as the case may be

W

WACC percentile equivalent for forecast cost of capital	has the meaning set out in the IM Determination
WACC percentile equivalent for forecast post-tax IRR	has the meaning set out in the IM Determination
working day	has the meaning given to that term in s 2 of the Act

works under construction

means:

- (a) in relation to unallocated works under construction, the value of q calculated using the following formula:

$$q = a + b - c$$

where:

a = **works under construction** for the **previous disclosure year**;

b = **capital expenditure**; and

c = **assets commissioned**;

The formula is to be calculated using **unallocated RAB** values.

- (b) in relation to allocated works under construction, the value of the unallocated works under construction (as determined in accordance with paragraph (a)), which is allocated to the **regulated activity** in a manner consistent with either the principles of Part 2 of the **IM determination** or the assumptions used in determining the forecast of **key capital expenditure projects**;

PART 2 DISCLOSURE REQUIREMENTS

2.1 Information Disclosure

- (1) Subject to clauses 2.9 and 2.10, from the **commencement date**, every **airport** must comply with the information disclosure requirements set out in this determination and, in particular, must comply with:
 - (a) the requirements to disclose financial and other information in clause 2.3;
 - (b) the requirements to disclose quality information in clause 2.4;
 - (c) the requirements to disclose forecast total revenue requirements and pricing information in clause 2.5;
 - (d) the audit and certification requirements in clauses 2.6 and 2.7; and
 - (e) the retention and continuous disclosure requirements in clause 2.8.

2.2 Applicable Input Methodologies

- (1) Every **airport** must apply the following parts of the **IM determination**, when complying with this determination:
 - (a) Part 2 – Cost Allocation;
 - (b) Part 3 – Asset Valuation; and
 - (c) Part 4 – Treatment of Taxation.

2.3 Annual Disclosure Relating to Financial Information

- (1) Within five **months** after the end of each **disclosure year**, every **airport** must disclose information relating to its financial position by:
 - (a) completing each of the following reports by inserting all information relating to the **specified airport services** supplied by the **airport** for that **disclosure year** and **pricing period to date**:
 - (i) the Report on Profitability set out in Schedule 1;
 - (ii) the Report on Regulatory Profit set out in Schedule 2;
 - (iii) the Report on Regulatory Tax Allowance set out in Schedule 3;
 - (iv) the Report on Regulatory Asset Base Roll Forward set out in Schedule 4;
 - (v) the Report on Related Party Transactions set out in Schedule 5;
 - (vi) the Report on Actual to Forecast Performance set out in Schedule 6;
 - (vii) the Report on Segmented Information set out in Schedule 7;
 - (viii) the Consolidation Statement set out in Schedule 8;
 - (ix) the Report on Asset Allocations set out in Schedule 9;
 - (x) the Report on Cost Allocations set out in Schedule 10; and
 - (b) **publicly disclosing** each of those reports.
- (2) For the purpose of clause 2.3(1), the forecast figures that are disclosed must be consistent with those that were disclosed in the most recent Report on the Forecast Total Asset Base Revenue Requirements disclosed in accordance with clause 2.5.
- (3) For the purpose of clause 2.3(1), in completing the Report on Profitability set out in Schedule 1, the Report on Regulatory Profit set out in Schedule 2, the Report

on Regulatory Asset Base Roll Forward set out in Schedule 4 and the Report on Actual to Forecast Performance set out in Schedule 6, if a **price setting event occurs** part way through a **disclosure year**, the **airport** must:

- (a) **publicly disclose** two versions of each of the abovementioned reports:
 - (i) one that compares actual financial information from the **disclosure year** and from the **pricing period to date** with information in the most recent Report on the Forecast Total Asset Base Revenue Requirement disclosed in accordance with clause 2.5; and
 - (ii) another that compares actual financial information from the **disclosure year** and from the **pricing period to date** with information in the second most recent Report on the Forecast Total Asset Base Revenue Requirement disclosed in accordance with clause 2.5; and
 - (b) **publicly disclose** an explanation of any differences between the two versions of each of the reports disclosed under clauses 2.3(6)(a).
- (4) For the purpose of clause 2.3(1)(a)(iv), the **depreciation methodology** disclosed in the Report on Regulatory Asset Base Roll Forward set out in Schedule 4 must be the same as the **depreciation methodology** in the **forecast depreciation** component of the latest Report on the Forecast Total Revenue Requirements set out in Schedule 18 that was disclosed in accordance with clause 2.5(1).
 - (5) 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 in accordance with Schedule A of the **IM determination** and included in the Report on Regulatory Asset Base Roll Forward set out in Schedule 4.
 - (6) For the purpose of clause 2.3(1)(a)(ix)-(x), in completing the Report on Asset Allocations in Schedule 9 and the Report on Cost Allocations in Schedule 10, **airports** must **publicly disclose**, for each **asset category** in Schedule 9 and each **operating cost category** in Schedule 10 that includes **operating costs** and asset values that are not **directly attributable**, and for which the **accounting-based allocation approach** is used-
 - (a) whether the **allocators** used are causal allocators, **proxy asset allocators** or **proxy cost allocators**; and
 - (b) where **proxy asset allocators** or **proxy cost allocators** are used, explain-
 - (i) why a **causal relationship** cannot be established or why it is impractical to apply a **causal relationship**; and
 - (ii) the rationale for the quantifiable measure used for each **proxy asset allocator** or **proxy cost allocator**.
 - (7) For the purpose of completing each of the reports specified in clause 2.3(1), an **airport** must use the **cash flow timing assumptions**.
 - (8) In completing the Report on Profitability set out in Schedule 1 for a **disclosure year**, **airports** must provide explanatory comments that allow interested persons to understand the reasons for any **variance** for the **post-tax IRR** for the

pricing period to date. Those explanatory comments must include an explanation of:

- (a) any **variances** disclosed in the Report on Profitability set out in Schedule 1, the Report on Regulatory Profit set out in Schedule 2 or the Report on Regulatory Asset Base Roll Forward set out in Schedule 4 that have a material impact on the **variance** for the **post-tax IRR** for the **pricing period to date**; and
 - (b) any **% variances** in the Report on Actual to Forecast Performance set out in Schedule 6 that have a material impact on the **variance** for the **post-tax IRR** for the **pricing period to date**.
- (9) In completing each of the reports specified in clause 2.3(1) for a **disclosure year**, where there has been a change in an **airport's** accounting treatments from the accounting treatment used for the **price setting event** disclosure under clause 2.5 for that **disclosure year**, the **airport** must explain the impact of this change on its **post-tax IRR** and the affected components of its **post-tax IRR**.

2.4 Annual Disclosure of Quality and Statistics

- (1) Within five **months** after the end of each **disclosure year**, every **airport** must disclose information relating to the quality of its **specified airport services** by:
- (a) subject to clause 2.4(2), completing each of the following reports by inserting all information relating to the **specified airport services** supplied by the **airport** for that **disclosure year**:
 - (i) the Report on Reliability Measures set out in Schedule 11;
 - (ii) the Report on Capacity Utilisation Indicators for Aircraft and Freight Activities and Airfield Activities set out in Schedule 12;
 - (iii) the Report on Capacity Utilisation Indicators for Specified Passenger Terminal Activities set out in Schedule 13;
 - (iv) the Report on Passenger Satisfaction Indicators set out in Schedule 14;
 - (v) the Report on Operational Improvement Processes set out in Schedule 15;
 - (vi) the Report on Associated Statistics set out in Schedule 16; and
 - (vii) the Report on Pricing Statistics set out in Schedule 17; and
 - (b) **publicly disclosing** each of those reports.
- (2) Every three **months**, for the purpose of completing and **publicly disclosing** the Report on Passenger Satisfaction Indicators set out in Schedule 14, every **airport** must complete a **passenger** satisfaction survey by questionnaire for each of the following **passenger** types, in accordance with clauses 2.4(3) and 2.4(4):
- (a) **passengers** about to board a domestic flight; and
 - (b) **passengers** about to board an international flight.
- (3) Each passenger survey must conform to the following requirements:
- (a) each respondent must be a **passenger** about to board a flight;
 - (b) each survey questionnaire must be completed by one respondent only;

- (c) the margin of error of the surveyed responses to each question for the combined quarterly surveys completed in each disclosure year must be no greater than 5% with a 95% confidence level;
- (d) the survey design must account for any selection bias arising out of the respondent’s choice of destination, airline and date of travel to the extent that such selection bias does not materially affect the accuracy of the results;
- (e) the process for undertaking fieldwork in a manner that avoids bias must be documented, and that documented process must be made available to all individuals undertaking fieldwork;
- (f) survey questionnaires must invite the respondent to assess the quality of each of the service aspects on a five point rating scale, where:
 - 1 = “very dissatisfied” or “poor”;
 - 2 = “somewhat dissatisfied” or “fair”;
 - 3 = “neither satisfied or dissatisfied” or “good”;
 - 4 = “satisfied” or “very good”; and
 - 5 = “very satisfied” or “excellent”; and
- (g) the quarterly score S disclosed for each question in the passenger survey is a weighted average calculated using the following formula:

$$S = \frac{\sum_{I=1}^5 (I \times R(I))}{\sum_{I=1}^5 R(I)}$$

where:

- (i) each of the five possible responses are sequentially labelled with an integer value I , ranging from 1 to 5 in accordance with clause 2.4(3)(f) above; and
 - (ii) $R(I)$ is the number of respondents that returned, in answer to the question, the response labelled I .
- (4) If the design of the passenger survey, including fieldwork and result compilation procedures, changes to the extent that it may materially affect the comparability of results from one disclosed quarter to the next, the nature of the change and the effect of that change on the comparability of the survey must be noted in the survey comments box contained in the Report on Passenger Satisfaction Indicators set out in Schedule 14.
 - (5) The fieldwork documentation required pursuant to clause 2.4(3)(e) above must be made publicly available at the same time as the Report on Passenger Satisfaction Indicators set out in Schedule 14 is **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 14.

2.5 Disclosure Following Price Setting Event

- (1) Within 40 **working days** following a decision by an **airport** to fix or alter a price that will cause a **price setting event**, or within five consecutive years of the previous disclosure under this clause, an **airport** must disclose information relating to its **forecast total revenue requirement** by:
- (a) completing each of the following reports by inserting all information relating to the **specified airport services** supplied by the **airport** for that **disclosure year**:
 - (i) the Report on Forecast Total Asset Base Revenue Requirements set out in Schedule 18;
 - (ii) the Report on the Forecast Pricing Asset Base Revenue Requirements in Schedule 19 in respect of the **pricing asset base**, where any references to the **RAB** in Schedule 19 or in the definitions referred to in Schedule 19 should be read as references to the **pricing asset base**;
 - (iii) the Report on Demand Forecasts set out in Schedule 20; and
 - (b) **publicly disclosing** each of those reports; and
 - (c) in respect of each of the following components of the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 and the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19:
 - (i) **forecast asset base**;
 - (ii) **forecast cost of capital**;
 - (iii) **forecast operational expenditure**;
 - (iv) **forecast depreciation**;
 - (v) **forecast unlevered tax**;
 - (vi) **forecast revaluations**; and
 - (vii) **other factors**,

publicly disclosing a description of how each of these components has been determined, including an explanation of:

 - (viii) the rationale for the basis of preparing these components, and any related assumptions;
 - (ix) the extent to which each component is used to determine the forecast total revenue requirement; and
 - (x) Subject to clause 2.10, the differences (if any) between the preparation of each component and the most recent corresponding historical financial information disclosed in accordance with clause 2.3.
 - (d) where an **airport** has included a **forecast closing carry forward adjustment** or an **opening carry forward adjustment** in the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 or the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19, **publicly disclosing**:

- (i) a description of the **opening carry forward adjustment** or **forecast closing carry forward adjustment** and an explanation of how it has been calculated;
 - (ii) a summary of views expressed by **substantial customers** of the **airport** on the **opening carry forward adjustment** or **forecast closing carry forward adjustment** from the consultation undertaken as part of a **price setting event**;
- (e) where an **airport** has included a **forecast closing carry forward adjustment, publicly disclosing**:
 - (i) an explanation of how the **closing investment value** accurately reflects the remaining capital that is intended to be recovered by the **airport** over the relevant **pricing period**;
 - (ii) the purpose and appropriateness of the **forecast closing carry forward adjustment**;
 - (iii) when the **forecast closing carry forward adjustment** will have been fully offset;
 - (iv) an explanation of why a **forecast closing carry forward adjustment** is the most appropriate method of accounting for the amount that would be offset as part of the **forecast closing carry forward adjustment**;
- (f) where an **airport** has not applied the **default cash flow timing assumption** in the calculation of the **forecast post-tax IRR, publicly disclosing** an explanation of and evidence of how forecast cash flow timing is different from the **default cash flow timing assumption**;
- (g) **publicly disclosing** an explanation of any differences between **the forecast post-tax IRR** in:
 - (i) the Report on Forecast Total Asset Base Revenue Requirements set out in Schedule 18; and
 - (ii) the Report on the Pricing Asset Base Revenue Requirements in Schedule 19;
- (h) **publicly disclosing** the **post-tax WACC at price setting event** in the Report on Forecast Total Asset Base Revenue Requirements set out in Schedule 18;
- (i) **publicly disclosing** an explanation for any differences, and evidence supporting the explanation, between:
 - (i) the **post-tax WACC at price setting event** and the **forecast cost of capital**; and
 - (ii) the **forecast cost of capital** and the **forecast post-tax IRR**;
- (j) where the **forecast asset base** is based on a value other than that used for the purposes of the latest disclosure under clause 2.3, **publicly disclosing** the valuation report on which the value of the **forecast asset base** is based;
- (k) where an **airport** has included an **assets held for future use charge, publicly disclosing** information relating to the **airport's forecast assets**

held for future use as set out in Schedule 18 and the assumptions and justifications of the **airport's forecast assets held for future use net revenue**;

- (l) **publicly disclosing** the **airport's forecast capital expenditure** by category and the aims and objectives of **key capital expenditure projects** as disclosed in accordance with Schedule 18;
- (m) **publicly disclosing**, for the period of five consecutive years immediately following the **price setting event**, a description of each **key capital expenditure project** as disclosed in accordance with Schedule 18, including an explanation of:
 - (i) the process by which the need for the **key capital expenditure project** was determined, including any assessment criteria;
 - (ii) any **consumer** engagement undertaken as part of the process referred to in clause 2.5(1)(m), including a description of how **consumer** demands have been assessed;
 - (iii) any alternative expenditure projects considered, and the rationale for excluding those alternative projects;
 - (iv) the extent to which the **key capital expenditure project** is reflected in pricing; and
 - (v) any constraints or other factors on which successful completion of each **key capital expenditure project** is contingent; and
- (n) **publicly disclosing** any assumptions or justifications of the **airport's forecast operational expenditure** by category as disclosed in accordance with Schedule 18.
- (o) **publicly disclosing** information relating to the **airport's forecast total financial incentives** in accordance with Schedule 18;
- (p) where an **airport** uses a **non-standard depreciation methodology** for the **forecast depreciation** component of the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 or the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19, **publicly disclosing**:
 - (i) a description of the **non-standard depreciation methodology**,
 - (ii) an explanation of how the **non-standard depreciation methodology** is NPV neutral given the **Airport's post-tax IRR** and its expected time profile of capital recovery;
 - (iii) an explanation of and evidence of how the **non-standard depreciation methodology** reflects the expected value or utilisation of the **RAB** or parts of the **RAB**, taking into account the expected time profile of capital recovery;
 - (iv) for the first **price setting event** in which the **non-standard depreciation methodology** is applied, the **forecast depreciation** component of the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 or the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19 that would result from the application of **standard depreciation**, for the

- duration of the relevant **asset life** or 10 years, whichever is lesser;
and
- (v) an explanation of how the **non-standard depreciation methodology** is consistent with section 52A of the Act.
- (q) where an airport uses **standard depreciation** for the **forecast depreciation** component of the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 or the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19, **publicly disclosing**:
- (i) an explanation of and evidence of how the **standard depreciation** methodology reflects the expected value or utilisation of the **RAB** or parts of the **RAB**;
- (ii) any **change in forecast asset life**; and
- (iii) an explanation of any **change in forecast asset life**;
- (r) **publicly disclosing** the **forecast revaluations** of the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 and the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19;
- (s) **publicly disclosing** the **forecast pricing CPI** used as part of any revaluation approach that makes up the **forecast revaluations** component of:
- (i) the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18; and
- (ii) the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19;
- (t) where an **alternative methodology with equivalent effect** is used as part of the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18, **publicly disclosing**:
- (i) a description of the **alternative methodology with equivalent effect**;
- (ii) an explanation of how the **alternative methodology with equivalent effect** complies with clauses 3.13(2)(a) and (b) of the **IM Determination**;
- (iii) the component of the Report on the Forecast Total Revenue Requirements set out in Schedule 18 to which the **alternative methodology with equivalent effect** has been applied;
- (iv) an explanation of the reasons for the application of the **alternative methodology with equivalent effect**; and
- (v) the evidence on which the certification in Schedule 23 that is disclosed in accordance with clause 2.7(3) is based; and
- (u) **publicly disclosing** for each service that is included in **revenue requirement not applicable to price setting event** as disclosed in accordance with Schedule 18:
- (i) a description of the service;
- (ii) the forecast total revenue requirement that is forecast to be earned from the service for each **disclosure year** of the **price setting event**;
- (iii) the revenue earned from the service during the most recent **disclosure year**; and

- (iv) reference to any price setting event that the service has been applicable;
- (2) Within 40 **working days** following a decision by an **airport** to fix or alter a price that will cause a **price setting event**, or within five consecutive years of the previous disclosure under this clause (whichever is the later), an **airport** may disclose information relating to its **forecast total revenue requirement** by disclosing the **WACC percentile equivalent for forecast cost of capital** and the **WACC percentile equivalent for forecast post-tax IRR** in the Report on Forecast Total Asset Base Revenue Requirements set out in Schedule 18;
- (3) Within 40 **working days** following a decision by an **airport** to fix or alter a price that will cause a **price setting event**, the **airport** must **publicly disclose** an overview of the **airport's pricing methodology** used to set prices as part of the **price setting event**, including:
 - (a) a summary of the **airport's pricing methodology**; and
 - (b) to the extent related to the **price setting event**, a description of:
 - (i) **charged services**; and
 - (ii) the relationship between the quality of service provided and the cost for each **charged service**; and
 - (iii) the methodology used to allocate costs to particular **charged services**; and
 - (iv) significant changes to prices for **charged services**, including any rebalancing of prices, compared with equivalent services provided during the previous **pricing period**; and
 - (v) the methodology for determining the proposed prices for **charged services**, and how those prices are reconciled with the forecast total revenue requirement; and
 - (vi) 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); and
 - (c) an explanation of the extent to which the **airport** considers that the application of the **pricing methodology** will lead to efficient prices, including whether there are any cross-subsidies.
- (4) Within 40 **working days** following a decision by an **airport** to fix or alter a price that will cause a **price setting event**, and within 5 **months** following the end of each **disclosure year**, an **airport** must **publicly disclose** a list of the **airport's standard prices** for all **specified airport services**, including whether the **standard prices** are inclusive or exclusive of **GST**.

2.6 Auditor's Reports

- (1) Where an **airport** is required to **publicly disclose** any **audited disclosure information**, the **airport** must:
 - (a) procure a report by an **independent auditor** in respect of that **audited disclosure information** that is addressed to directors and signed by the

independent auditor (either in his or her own name or that of his or her firm), stating:

- (i) a duty of care to the Commission;
 - (ii) the work done by the **independent auditor**; and
 - (iii) the scope and limitations of the audit; and
 - (iv) the existence of any relationship (other than that of auditor) which the **independent auditor** has with, or any interests which the **independent auditor** has in, the **airport** or any of its subsidiaries; and
 - (v) whether the **independent auditor** has obtained all information and explanations that he or she required and, if not, the information and explanations not obtained; and
 - (vi) subject to clause 2.6(3), whether, in the **independent auditor's** opinion, as far as appears from an examination of them, proper **records** to enable the complete and accurate compilation of required information have been kept by the **airport**; and
 - (vii) subject to clause 2.6(2), whether (and, if not, the respects in which it does not), in the **independent auditor's** opinion, the **audited disclosure information** complies with this determination; and
- (b) **publicly disclose** the **independent auditor's** report prepared in accordance with clause 2.6(1)(a) at the same time as the **airport publicly discloses** the **audited disclosure information**.
- (2) For the purpose of clause 2.6(1)(a)(vii), complies with this determination means:
- (i) in respect of historical financial information **publicly disclosed** pursuant to clause 2.3(1), whether (and, if not, the respects in which it does not), in the **independent auditor's** opinion, that information has been prepared in all material respects in accordance with this determination; and
 - (ii) subject to clause 2.6(3), in respect of historical non-financial information **publicly disclosed** pursuant to clause 2.4(1), whether (and, if not, the respects in which it does not), in the **independent auditor's** opinion, the **airport** has complied in all material respects with the requirements, including guidance (if any) issued pursuant to this determination, and the information is based on the **records** examined under clause 2.6(1)(vi).
- (3) In respect of non-financial information, **independent auditors** may rely on **records** that are sourced from a third party.

2.7 Certificates

- (1) Where an **airport** is required to **publicly disclose** any information pursuant to either of clauses 2.3(1) or 2.4(1), the **airport** must at that time **publicly disclose** a certificate in the form set out in Schedule 21 in respect of that information, duly signed by two **directors** of the **airport**.
- (2) Where an **airport** is required to **publicly disclose** any information pursuant to clause 2.5 (except pursuant to clause 2.5(1)(t)), the **airport** must at that time

publicly disclose a certificate in the form set out in Schedule 22 in respect of that information, duly signed by two **directors** of the **airport**.

- (3) Where an **airport** is required to **publicly disclose** any information pursuant to clause 2.5(1)(t), 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 one senior manager of the **airport**.

2.8 Retention and Continuing Disclosure

- (1) An **airport** that is required by this determination to **publicly disclose** any information must retain, and continuously **publicly disclose**, that information for at least seven years from the date that information is first required to be **publicly disclosed**.

2.9 Exemptions

- (1) The **Commission** may at any time, by written notice to an **airport**:
- (a) exempt the **airport** from any or all of the requirements of this determination, for a period and on such terms and conditions as the **Commission** specifies in the notice; and
 - (b) amend or revoke any such exemption.

2.10 Transitional Provisions

- (1) Within five **months** after the end of **disclosure year** 2018, every **airport** must:
- (a) complete the Transitional Report on Regulatory Asset Base Value for Land set out in Schedule 25 by inserting all information relating to the **specified airport services** supplied by the **airport** relevant to the completion of that Report; and
 - (b) **publicly disclose** that Report.
- (2) For the purpose of subclause (1), **airports** must calculate the allocated **initial RAB value** as specified in Schedule 25 in accordance with its cost allocation approach used for **disclosure year** 2010.
- (3) Within five **months** after the end of **disclosure year** 2019, Auckland International Airport Limited and Christchurch International Airport Limited must **publicly disclose** the Report on the Forecast Total Asset Base Revenue Requirements as set out in Schedule 18 in a manner consistent with information previously disclosed under clause 2.5 for the most recent **price setting event**.

SCHEDULE 1 Report on Profitability

Regulated Airport		Airport Company	
For Year Ended		31 March 2011	
Pricing period starting year (year ended)		31 March 2007	
SCHEDULE 1: REPORT ON PROFITABILITY			
<i>ref</i> Version 5.0			
7	1a: Internal Rates of Return		
8		Actual for	Forecast for
9		Current	Current
10		Disclosure Year	Disclosure Year
11			Variance
12	Post-tax IRR - pricing period to date (%)	-	-
13	Post-tax IRR - current year (%)	-	-
14	1a(i): Pricing Period to Date IRR		
15		(\$000 unless otherwise specified)	
16		Actual for	Forecast for
17		Period to Date	Period to Date
18			Variance
19	Opening RAB	-	-
20	Opening carry forward adjustment	-	-
21	Opening investment value	-	-
22	<i>plus</i> Total regulatory income	-	-
23	<i>less</i> Assets commissioned	-	-
24	<i>plus</i> Asset disposals	-	-
25	<i>less</i> Operational expenditure	-	-
26	<i>less</i> Unlevered tax	-	-
27	RAB value	-	-
28	Closing carry forward adjustment	-	-
29	Closing investment value	-	-
30	Post-tax IRR for pricing period to date (%)	-	-
31	1a(ii): Current Year Annual IRR		
32		(\$000 unless otherwise specified)	
33		Actual for	Forecast for
34		Current	Current
35		Disclosure Year	Disclosure Year
36			Variance
37	Opening RAB	-	-
38	Opening carry forward adjustment	-	-
39	Opening investment value	-	-
40	<i>plus</i> Total regulatory income	-	-
41	<i>less</i> Assets commissioned	-	-
42	<i>plus</i> Asset disposals	-	-
43	<i>less</i> Operational expenditure	-	-
44	<i>less</i> Unlevered tax	-	-
45	RAB value	-	-
46	Closing carry forward adjustment	-	-
47	Closing investment value	-	-
48	Post-tax IRR for current year (%)	-	-
49	Explanation of variances		
50	<i>Consistent with clause 2.3(8), this explains the variance in the Post-tax IRR for pricing period to date and includes explanations for variances disclosed in Schedule 1, 2, 4 and 6 that have a material impact on the variance in the Post-tax IRR for pricing period to date.</i>		
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		Regulated Airport For Year Ended		Airport Company		
		Pricing period starting year (year ended)		31 March 2011		
				31 March 2007		
SCHEDULE 1: REPORT ON PROFITABILITY (cont)						
ref	Version 5.0					
70	1b: Actual IRR Inputs	Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4
71		31 March 2007	31 March 2008	31 March 2009	31 March 2010	31 March 2011
72						
73	Opening RAB		-	-	-	-
74	Opening carry forward adjustment		-	-	-	-
75	Opening investment value	-	-	-	-	-
76						
77	Total regulatory income					
78	Assets commissioned - 1st month					
79	Assets commissioned - 2nd month					
80	Assets commissioned - 3rd month					
81	Assets commissioned - 4th month					
82	Assets commissioned - 5th month					
83	Assets commissioned - 6th month					
84	Assets commissioned - 7th month					
85	Assets commissioned - 8th month					
86	Assets commissioned - 9th month					
87	Assets commissioned - 10th month					
88	Assets commissioned - 11th month					
89	Assets commissioned - 12th month					
90	Asset disposals					
91	Operational expenditure					
92	Unlevered tax					
93						
94	RAB value					
95	Closing carry forward adjustment					
96	Closing investment value	-	-	-	-	-
97						
98	Post-tax IRR - pricing period to date (%)					
99						
100	1c: Carry Forward Balance					
101				Actual	Forecast	Variance
102	Opening carry forward adjustment					-
103						
104	Default revaluation gain/loss adjustment					-
105	Risk allocation adjustment					-
106	Other carry forward adjustment – forecast					-
107	Other carry forward adjustment – not forecast					-
108						
109	Closing carry forward adjustment			-	-	-
110	Commentary on Carry forward balance					
111						
112						
113						
114						
115						
116						
117						
118						
119						
120	1d: Cash flow timing assumptions			flow timing assumption		
121						
122	Cash flow timing - revenues - days from year end			148		
123	Cash flow timing - expenditure - days from year end			182		
124						

SCHEDULE 2 Report on the Regulatory Profit

Regulated Airport For Year Ended		Airport Company 31 March 2011		
SCHEDULE 2: REPORT ON THE REGULATORY PROFIT				
ref	Version 5.0			
6	2a: Regulatory Profit		(\$000 unless otherwise specified)	
7	Income	Actual	Forecast	Variance
8	[Airport activity charge 1]			
9	[Airport activity charge 2]			
10	[Airport activity charge 3]			
11	[Airport activity charge 4]			
12	Lease, rental and concession income			
13	Other operating revenue			
14	Net operating revenue	-	-	-
15				
16	Gains / (losses) on sale of assets			
17	Other income			
18	Total regulatory income	-	-	-
19	Expenses			
20	Operational expenditure:			
21	Corporate overheads			
22	Asset management and airport operations			
23	Asset maintenance			
24	Total operational expenditure	-	-	-
25				
26	Operating surplus / (deficit)	-	-	-
27				
28	Regulatory depreciation	-	-	-
29				
30	<i>plus</i> Indexed revaluation	-		
31	<i>plus</i> Periodic land revaluations	-		
32	Total revaluations	-	-	-
33				
34	Regulatory Profit / (Loss) before tax	-	-	-
35				
36	<i>less</i> Regulatory tax allowance	-		
37				
38	Regulatory Profit / (Loss)	-	-	-
39				

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 2: REPORT ON THE REGULATORY PROFIT (cont)

ref Version 5.0

(\$000 unless otherwise specified)

46 **2b: Notes to the Report**

47 **2b(i): Financial Incentives**

48			(\$000)
49	Pricing incentives		
50	Other incentives		
51	Total financial incentives		—

52 **2b(ii): Rates and Levy Costs**

53			(\$000)
54	Rates and levy costs		

55 **2b(iii): Merger and Acquisition Expenses**

56			(\$000)
57	Merger and acquisition expenses		

58 **Justification for Merger and Acquisition Expenses**

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SCHEDULE 3 Report on the Regulatory Tax Allowance

Regulated Airport For Year Ended		Airport Company 31 March 2011
SCHEDULE 3: REPORT ON THE REGULATORY TAX ALLOWANCE		
<small>ref Version 5.0</small>		
6 3a: Regulatory Tax Allowance		(\$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 Tax depreciation	-	
16 Notional deductible interest	-	
17 Other permanent differences—non taxable	*	
18 Other temporary adjustments—prior period	*	
19		-
20		
21 Regulatory taxable income (loss)		-
22		
23 <i>less</i> Tax losses used		
24 Net taxable income		-
25		
26 Statutory tax rate (%)		
27 Regulatory tax allowance		-
28		
29 Notional interest tax shield	-	
30 Unlevered tax		-
<small>*Workings to be provided</small>		
31		
3b: Notes to the Report		
32		
3b(i): Disclosure of Permanent Differences and Temporary Adjustments		
<small>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).</small>		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
3b(ii): Tax Depreciation Roll-Forward		
46		
(\$000)		
48 Opening RAB (Tax Value)		
49 <i>plus</i> Regulatory tax asset value of additions		
50 <i>less</i> Regulatory tax asset value of disposals		
51 <i>plus</i> Regulatory tax asset value of assets transferred from/(to) unregulated asset base		
52 <i>less</i> Tax depreciation		
53 <i>plus</i> Other adjustments to the RAB tax value		
54 Closing RAB (tax value)		-
3b(iii): Reconciliation of Tax Losses (Airport Business)		
55		
(\$000)		
57 Tax losses (regulated business)—prior period		
58 <i>plus</i> Current year tax losses	-	
59 <i>less</i> Tax losses used	-	
60		
61 Tax losses (regulated business)		-
3b(iv): Deductible Interest and Interest Tax Shield		
62		
63 RAB value - previous year		-
64 Debt leverage assumption (%)		19%
65 Cost of debt assumption (%)		
66 Notional deductible interest		-
67 Tax rate (%)		
68 Notional interest tax shield		-
69		

SCHEDULE 4 Report on Regulatory Asset Base Roll Forward

Regulated Airport	Airport Company
For Year Ended	31 March 2011

SCHEDULE 4: REPORT ON REGULATORY ASSET BASE ROLL FORWARD

ref Version 5.0

			Actual (\$000)	Forecast (\$000)	Variance (\$000)
6					
7		(\$000)			
8	RAB value—previous disclosure year		-		
9					
10	<i>less</i> Regulatory depreciation		-		
11	<i>plus</i> Total revaluations		-		
12	<i>plus</i> Assets Commissioned		-		
13	<i>less</i> Asset disposals		-		
14	<i>plus</i> Lost and found assets adjustment		-		
15	Adjustment resulting from cost allocation		-		
16					
17	RAB value †		-		
18					
19			Unallocated RAB *		RAB
20		(\$000)	(\$000)	(\$000)	(\$000)
21	RAB value—previous disclosure year				
22	<i>less</i>				
23	Regulatory depreciation		-		-
24	<i>plus</i>				
25	Indexed revaluations	-		-	
26	Periodic land revaluations				
27	Total revaluations		-		-
28	<i>plus</i>				
29	Assets commissioned (other than below)				
30	Assets acquired from a regulated supplier				
31	Assets acquired from a related party				
32	Assets commissioned		-		-
33	<i>less</i>				
34	Asset disposals (other)				
35	Asset disposals to a regulated supplier				
36	Asset disposals to a related party				
37	Asset disposals		-		-
38					
39	<i>plus</i> Lost and found assets adjustment				
40					
41	Adjustment resulting from cost allocation				-
42					
43	RAB value †		-		-

* The 'unallocated RAB' is the total value of those assets used wholly or partially to provide specified services without any allowance being made for the allocation of costs to non-specified services. The RAB value represents the value of these assets after applying this cost allocation. Neither value includes land held for future use or works under construction.

† RAB to correspond with the total assets value disclosed in schedule 9 Asset Allocations.

		Regulated Airport For Year Ended		Airport Company 31 March 2011	
SCHEDULE 4: REPORT ON REGULATORY ASSET BASE ROLL FORWARD (cont)					
ref Version 5.0					
(\$000 unless otherwise specified)					
53	4b: Notes to the Report				
54	4b(i): Regulatory Depreciation				
56		Unallocated RAB (\$000)		RAB (\$000)	
57	Standard depreciation				
58	Non-standard depreciation				
59	Regulatory depreciation	-		-	
60	4b(ii): Non-Standard Depreciation Disclosure				
(\$000 unless otherwise specified)					
		Depreciation charge for the period (RAB)	Year change made (year ended)	RAB value under 'non- standard' depreciation	RAB value under 'standard' depreciation
61	Non-standard Depreciation Methodology				
62					
63					
64					
65					
66					
67	4b(iii): Calculation of Revaluation Rate and Indexed Revaluation of Fixed Assets				
(\$000 unless otherwise specified)					
69	CPI at CPI reference date—previous year (index value)				
70	CPI at CPI reference date—current year (index value)				
71	Revaluation rate (%)				Not defined
72					
73	Asset category revaluation rates				
74	Land				
75	Sealed Surfaces				
76	Infrastructure and buildings				
77	Vehicles, plant and equipment				
78					
79	Revaluations				
80	Land	Unallocated RAB		RAB	
81	Sealed Surfaces				
82	Infrastructure and buildings				
83	Vehicles, plant and equipment				
84	Indexed revaluation	-		-	
85	4b(iv): Works Under Construction				
86		Unallocated works under construction		Allocated works under construction	
87	Works under construction—previous disclosure year				
88	plus Capital expenditure			-	
89	less Asset commissioned	-		-	
90	plus Adjustment resulting from cost allocation			-	
91	Works under construction	-			
92					

Regulated Airport
For Year Ended

Airport Company
31 March 2011

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

ref Version 5.0

99 **4b(v): Capital Expenditure by Primary Purpose**

100	Capacity growth		
101	plus Asset replacement and renewal		
102	Total capital expenditure		-

103 **4b(vi): Asset Classes**

	Land	Sealed Surfaces	Infrastructure & Buildings	Vehicles, Plant & Equipment	Total *
104					
105	RAB value—previous disclosure year				-
106	less Regulatory depreciation				-
107	plus Indexed revaluations				-
108	plus Periodic land revaluations				-
109	plus Assets commissioned				-
110	less Asset disposals				-
111	plus Lost and found assets adjustment				-
112	plus Adjustment resulting from cost allocation				-
113	RAB value	-	-	-	-

* Corresponds to values in RAB roll forward calculation

114 **4b(vii): Assets Held for Future Use**

	(\$000)	(\$000)
115		
116	Assets held for future use opening cost—previous year	
117	plus Holding costs	
118	less Assets held for future use net revenue	
119	plus Assets held for future use additions	
120	less Assets held for future use disposals	
121	less Transfers to works under construction	
122	Assets held for future use closing cost	-
123		
124	Opening base value	
125	plus Assets held for future use revaluations	
126	plus Assets held for future use additions	-
127	less Assets held for future use disposals	-
128	less Transfers to works under construction	-
129	Closing base value	-
130		
131	plus Opening tracking revaluations	
132	Tracking revaluations	-
133	Highest rate of finance applied (%)	
134		

SCHEDULE 5 Report on Related Party Transactions

Regulated Airport For Year Ended	Airport Company 31 March 2011			
SCHEDULE 5: REPORT ON RELATED PARTY TRANSACTIONS				
ref Version 5.0				
6	5(i): Related Party Transactions	(\$000)		
7				
8	Net operating revenue			
9	Operational expenditure			
10	Related party capital expenditure			
11	Market value of asset disposals			
12	Other related party transactions			
13	5(ii): Entities Involved in Related Party Transactions			
14	Entity Name	Related Party Relationship		
15				
16				
17				
18				
19				
20				
21	5(iii): Related Party Transactions			
22	Entity Name	Description of Transaction	Average Unit Price	Value
23			(\$)	(\$000)
24				
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
35				
36				
37				
38	Commentary on Related Party Transactions			
39				
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SCHEDULE 6 Report on Actual to Forecast Performance

Regulated Airport	Airport Company
For Year Ended	31 March 2011

SCHEDULE 6: REPORT ON ACTUAL TO FORECAST PERFORMANCE

ref Version 5.0

6	6a: Actual to Forecast Expenditure					
7	(\$000)					
8	Actual for Current Disclosure Year	Forecast for Current Disclosure Year*	% Variance (a)/(b)-1	Actual for Period to Date (a)	Forecast for Period to Date* (b)	% Variance (a)/(b)-1
9	(a)	(b)	(a)/(b)-1	(a)	(b)	(a)/(b)-1
10	Expenditure by Category					
11	–	–	Not defined	–	–	Not defined
12	Capacity growth					
13	–	–	Not defined	–	–	Not defined
14	Asset replacement and renewal					
15	–	–	Not defined	–	–	Not defined
16	Total capital expenditure					
17	–	–	Not defined	–	–	Not defined
18	Key Capital Expenditure Projects					
19	–	–	Not defined	–	–	Not defined
20	[Project 1]					
21	–	–	Not defined	–	–	Not defined
22	[Project 2]					
23	–	–	Not defined	–	–	Not defined
24	[Project 3]					
25	–	–	Not defined	–	–	Not defined
26	[Project 4]					
27	–	–	Not defined	–	–	Not defined
28	[Project 5]					
29	–	–	Not defined	–	–	Not defined
30	[Project 6]					
31	–	–	Not defined	–	–	Not defined
32	[Project 7]					
33	–	–	Not defined	–	–	Not defined
34	[Project 8]					
35	–	–	Not defined	–	–	Not defined
36	[Project 9]					
37	–	–	Not defined	–	–	Not defined
38	Other capital expenditure					
39	–	–	Not defined	–	–	Not defined
40	Total capital expenditure					
41	–	–	Not defined	–	–	Not defined

42	Explanation of Variances					
43						
44						
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Airport businesses are to provide explanations of material variances between actual and forecast expenditure.

* Disclosure year coincides with Pricing Period Starting Year + 4.

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 6: REPORT ON ACTUAL TO FORECAST PERFORMANCE (cont)

ref Version 5.0

73 6b: Forecast Expenditure

74 From most recent disclosure following a price setting event
Starting year of current pricing period (year ended) 31 March 2007

	for year ended	Pricing Period	Pricing Period	Pricing Period	Pricing Period	Pricing Period
		Starting Year	Starting Year	Starting Year	Starting Year	Starting Year
Expenditure by Category						
		31 Mar 07	+ 1 31 Mar 08	+ 2 31 Mar 09	+ 3 31 Mar 10	+ 4 31 Mar 11
Capacity growth						
Asset replacement and renewal						
Total forecast capital expenditure		-	-	-	-	-
Corporate overheads						
Asset management and airport operations						
Asset maintenance						
Total forecast operational expenditure		-	-	-	-	-
Key Capital Expenditure Projects						
		31 Mar 07	+ 1 31 Mar 07	+ 2 31 Mar 07	+ 3 31 Mar 10	+ 4 31 Mar 11
[Project 1]						
[Project 2]						
[Project 3]						
[Project 4]						
[Project 5]						
[Project 6]						
[Project 7]						
[Project 8]						
[Project 9]						
Other capital expenditure						
Total forecast capital expenditure		-	-	-	-	-

		Regulated Airport		Airport Company				
		For Year Ended		31 March 2011				
SCHEDULE 6: REPORT ON ACTUAL TO FORECAST PERFORMANCE (cont)								
Version 5.0								
6c: Actual to Forecast Adjustments - Items Identified in Price Setting Events								
					Estimated present value of the proposed risk allocation adjustment (\$000)			
	Units used	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	
Proposed risk allocation adjustment								
	[Proposed adjustment 1]			Not defined			Not defined	
	[Proposed adjustment 2]			Not defined			Not defined	
	[Proposed adjustment 3]			Not defined			Not defined	
	[Proposed adjustment 4]			Not defined			Not defined	
	[Proposed adjustment 5]			Not defined			Not defined	
	[Proposed adjustment 6]			Not defined			Not defined	
	[Proposed adjustment 7]			Not defined			Not defined	
	[Proposed adjustment 8]			Not defined			Not defined	
	[Proposed adjustment 9]			Not defined			Not defined	
*include additional rows if needed								
Total proposed risk allocation adjustments								-
Explanation of how the airport produced the estimated present value of each proposed risk allocation adjustment								
Airport Companies must provide a brief explanation of how the airport produced its estimated present value for each risk allocation adjustment specified in rows 111-119.								
* Disclosure year Pricing Period Starting Year .								

SCHEDULE 7 Report on Segmented Information

Regulated Airport For Year Ended		Airport Company 31 March 2011			
SCHEDULE 7: REPORT ON SEGMENTED INFORMATION					
ref	Version 5.0				
6		(\$000)			
7		Specified Passenger Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Airport Business*
8	[Airport activity charge 1]				–
9	[Airport activity charge 2]				–
10	[Airport activity charge 3]				–
11	[Airport activity charge 4]				–
12	Lease, rental and concession 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	Total revaluations				–
25					
26	Regulatory tax allowance				–
27					
28	Regulatory profit/ loss	–	–	–	–
29					
30	RAB value				–
31	* Corresponds to values reported in the Report on Regulatory Profit and the Report on Return on Investment.				
32	Commentary on Segmented Information				
33					
34					
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SCHEDULE 8 Consolidation Statement

	Regulated Airport For Year Ended	Airport Company 31 March 2011			
SCHEDULE 8: CONSOLIDATION STATEMENT					
ref	Version 5.0				
6	8a: CONSOLIDATION STATEMENT				
7		Regulatory/ GAAP	Airport Business– GAAP	Unregulated Activities– GAAP	(\$000) Airport Company– GAAP
8	Airport Businesses	Adjustments			
9	Net income	–			
10					
11	Total operational expenditure	–			
12					
13	Operating surplus / (deficit) before interest, depreciation, revaluations and tax	–	–	–	–
14					
15	Depreciation	–			
16	Revaluations	–			
17	Tax expense	–			
18					
19	Net operating surplus / (deficit) before interest	–	–	–	–
20					
21	Property plant and equipment	–			
22					
23	8b: NOTES TO CONSOLIDATION STATEMENT				
24	8b(i): REGULATORY / GAAP ADJUSTMENTS				
25				(\$000)	
26	Description of Regulatory / GAAP Adjustment	Affected Line Item	Regulatory / GAAP Adjustments *		
27		[Select one]			
28		[Select one]			
29		[Select one]			
30		[Select one]			
31		[Select one]			
32		[Select one]			
33		[Select one]			
34	* To correspond with the clause 8a column Regulatory/GAAP adjustments				
35	Commentary on the Consolidation Statement				
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SCHEDULE 9 Report on Asset Allocations

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 9: REPORT ON ASSET ALLOCATIONS

ref Version 5.0

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

28 Asset Allocators	Asset Category	Allocator*	Allocator Type	Rationale
29			[Select one]	
30			[Select one]	
31			[Select one]	
32			[Select one]	
33			[Select one]	
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]	

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 9: REPORT ON ASSET ALLOCATIONS (cont)

ref Version 5.0

62 Asset Allocators (cont)				
63 Asset Category	63 Allocator*	63 Allocator Type	63 Rationale	63 Asset Line Items
64		[Select one]		
65		[Select one]		
66		[Select one]		
67		[Select one]		
68		[Select one]		
69		[Select one]		
70		[Select one]		
71		[Select one]		
72		[Select one]		
73		[Select one]		
74		[Select one]		
75		[Select one]		
76		[Select one]		
77		[Select one]		
78		[Select one]		
79		[Select one]		
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122		[Select one]		
123		[Select one]		
124		[Select one]		
125		[Select one]		
126		[Select one]		
127		[Select one]		
128		[Select one]		

129 * A description of the metric used for allocation, e.g. floor space.

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 9: REPORT ON ASSET ALLOCATIONS (cont)

ref Version 5.0

137 **9b: Notes to the Report**

138 **9b(i): Changes in Asset Allocators**

		Effect of Change (\$000)		
		Current Year		
		CY-1	(CY)	CY+1
		31 Mar 10	31 Mar 11	31 Mar 12
141	Asset category			
142	Original allocator or components			
143	New allocator or components			
144	Rationale			
145		-	-	-
146	Asset category			
147	Original allocator or components			
148	New allocator or components			
149	Rationale			
150		-	-	-
151	Asset category			
152	Original allocator or components			
153	New allocator or components			
154	Rationale			
155		-	-	-
156	Asset category			
157	Original allocator or components			
158	New allocator or components			
159	Rationale			
160		-	-	-
161	Asset category			
162	Original allocator or components			
163	New allocator or components			
164	Rationale			
165		-	-	-
166	Asset category			
167	Original allocator or components			
168	New allocator or components			
169	Rationale			
170		-	-	-
171	Asset category			
172	Original allocator or components			
173	New allocator or components			
174	Rationale			
175		-	-	-

176 **Commentary on Asset Allocations**

SCHEDULE 10 Report on Cost Allocations

Regulated Airport		Airport Company				
For Year Ended		31 March 2011				
SCHEDULE 10: REPORT ON COST ALLOCATIONS <small>ref Version 5.0</small>						
6	10a: Cost Allocations					(\$000)
7		Specified		Aircraft and		
8		Terminal	Airfield	Freight	Airport	Unregulated
9		Activities	Activities	Activities	Business	Component
10						Total
11	Corporate Overheads					
12	Directly attributable operating costs	-			-	-
13	Costs not directly attributable				-	-
14	Asset Management and Airport Operations					
15	Directly attributable operating costs	-			-	-
16	Costs not directly attributable				-	-
17	Asset Maintenance					
18	Directly attributable operating costs	-			-	-
19	Costs not directly attributable				-	-
20	Total directly attributable costs	-	-	-	-	-
21	Total costs not directly attributable	-	-	-	-	-
22	Total operating costs	-	-	-	-	-
23	Cost Allocators					
24	Operating Cost Category	Allocator*	Allocator	Type	Rationale	Operating Cost Line Items
25				[Select one]		
26				[Select one]		
27				[Select one]		
28				[Select one]		
29				[Select one]		
30				[Select one]		
31				[Select one]		
32				[Select one]		
33				[Select one]		
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]		

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 10: REPORT ON COST ALLOCATIONS (cont)

ref | Version 5.0

55	Cost Allocators (cont)				
56	Operating Cost Category	Allocator*	Allocator Type	Rationale	Operating Cost Line Items
57			[Select one]		
58			[Select one]		
59			[Select one]		
60			[Select one]		
61			[Select one]		
62			[Select one]		
63			[Select one]		
64			[Select one]		
65			[Select one]		
66			[Select one]		
67			[Select one]		
68			[Select one]		
69			[Select one]		
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112			[Select one]		
113			[Select one]		
114			[Select one]		
115			[Select one]		
116			[Select one]		
117			[Select one]		
118			[Select one]		
119			[Select one]		
120			[Select one]		
121			[Select one]		

* A description of the metric used for allocation, e.g. floor space.

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 10: REPORT ON COST ALLOCATIONS (cont)

ref Version 5.0

130 **10b: Notes to the Report**

131 **10b(i): Changes in Cost Allocators**

		Effect of Change (\$000)		
		Current Year		
		CY-1	(CY)	CY+1
		31 Mar 10	31 Mar 11	31 Mar 12
134	Operating cost category			
135	Original allocator or components			
136	New allocator or components			
137	Rationale			
138		Original		
139		New		
140		Difference	-	-
141	Operating cost category			
142	Original allocator or components			
143	New allocator or components			
144	Rationale			
145		Original		
146		New		
147		Difference	-	-
148	Operating cost category			
149	Original allocator or components			
150	New allocator or components			
151	Rationale			
152		Original		
153		New		
154		Difference	-	-
155	Operating cost category			
156	Original allocator or components			
157	New allocator or components			
158	Rationale			
159		Original		
160		New		
161		Difference	-	-
162	Operating cost category			
163	Original allocator or components			
164	New allocator or components			
165	Rationale			
166		Original		
167		New		
168		Difference	-	-

169 **Commentary on Cost Allocations**

SCHEDULE 11 Report on Reliability Measures

Regulated Airport For Year Ended		<table border="1" style="margin: auto;"> <tr> <td style="text-align: center; color: blue;">Airport Company</td> </tr> <tr> <td style="text-align: center; color: blue;">31 March 2011</td> </tr> </table>			Airport Company	31 March 2011
Airport Company						
31 March 2011						
SCHEDULE 11: REPORT ON RELIABILITY MEASURES						
ref	Version 5.0					
6	Runway	Number	Total Duration			
	The number and duration of interruptions to runway(s) during disclosure year by party primarily responsible		Hours	Minutes		
7						
8	Airports					
9	Airlines/Other					
10	Undetermined reasons					
11	Total	-	-	-		
12	Taxiway					
	The number and duration of interruptions to taxiway(s) during disclosure year by party primarily responsible					
13						
14	Airports					
15	Airlines/Other					
16	Undetermined reasons					
17	Total	-	-	-		
18	Remote stands and means of embarkation/disembarkation					
	The number and duration of interruptions to remote stands and means of embarkation/disembarkation during disclosure year by party primarily responsible					
19						
20	Airports					
21	Airlines/Other					
22	Undetermined reasons					
23	Total	-	-	-		
24	Contact stands and airbridges					
	The number and duration of interruptions to contact stands during disclosure year by party primarily responsible					
25						
26	Airports					
27	Airlines/Other					
28	Undetermined reasons					
29	Total	-	-	-		
30	Baggage sortation system on departures					
	The number and duration of interruptions to baggage sortation system on departures during disclosure year by party primarily responsible					
31						
32	Airports					
33	Airlines/Other					
34	Undetermined reasons					
35	Total	-	-	-		
36	Baggage reclaim belts					
	The number and duration of interruptions to baggage reclaim belts during disclosure year by party primarily responsible					
37						
38	Airports					
39	Airlines/Other					
40	Undetermined reasons					
41	Total	-	-	-		
42	On-time departure delay					
	The total number of flights affected by on time departure delay and the total duration of the delay during disclosure year by party primarily responsible					
43						
44	Airports					
45	Airlines/Other					
46	Undetermined reasons					
47	Total	-	-	-		
48						

		Regulated Airport	Airport Company
		For Year Ended	31 March 2011
SCHEDULE 11: REPORT ON RELIABILITY MEASURES (cont)			
ref	Version 5.0		
55	Fixed electrical ground power availability (if applicable)		
56	The percentage of time that FEGP is unavailable due to interruptions*		
	<i>* Disclosure of FEGP information applies only to airports where fixed electrical ground power is available.</i>		
57			
58	Commentary concerning reliability measures		
59			
60			
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78			
79	<i>Must include information on how the responsibility for interruptions is determined and the processes the Airport has put in place for undertaking any operational improvement in respect of reliability. If interruptions are categorised as "occurring for undetermined reasons", the reasons for inclusion in this category must be disclosed.</i>		
80	Page 22		

SCHEDULE 12 Report on Capacity Utilisation Indicators for Aircraft and Freight Activities and Airfield Activities

Regulated Airport		Airport Company		
For Year Ended		31 March 2011		
SCHEDULE 12: REPORT ON CAPACITY UTILISATION INDICATORS FOR AIRCRAFT AND FREIGHT ACTIVITIES AND AIRFIELD ACTIVITIES				
<small>ref Version 5.0</small>				
6	Runway			
7		Runway #1	Runway #2	Runway #3
8	Description of runway(s)			
9	Designations			
10	Length of pavement (m)			
11	Width (m)			
12	Shoulder width (m)			
13	Runway code			
14	ILS category	[Select one]	[Select one]	[Select one]
15	Declared runway capacity for specified meteorological condition			
16	VMC (movements per hour)			
17	IMC (movements per hour)			
18	Taxiway			
19		Taxiway #1	Taxiway #2	Taxiway #3
20	Description of main taxiway(s)			
21	Name			
22	Length (m)			
23	Width (m)			
24	Status	[Select one]	[Select one]	[Select one]
25	Number of links			
26	Aircraft parking stands			
27	Number of apron stands available during the runway busy day categorised by stand description and primary flight category			
28		Contact stand-airbridge	Contact stand-walking	Remote stand-bus
29	Air passenger services			
30	International			
31	Domestic jet			
32	Domestic turboprop			
33	Total parking stands	-	-	-
34	Busy periods for runway movements			
35		Date		
36	Runway busy day			
37	Runway busy hour start time (day/month/year hour)			
38	Aircraft movements			
39	Number of aircraft runway movements during the runway busy day with air passenger service flights categorised by stand description and flight category			
40		Contact stand-airbridge	Contact stand-walking	Remote stand-bus
41	Air passenger services			Total
42	International			-
43	Domestic jet			-
44	Domestic turboprop			-
45	Total	-	-	-
46	Other (including General Aviation)			
47	Total aircraft movements during the runway busy day			-
48	Number of aircraft runway movements during the runway busy hour			
49				
50				
51	Commentary concerning capacity utilisation indicators for aircraft and freight activities and airfield activities			
52				
53				
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SCHEDULE 13 Report on Capacity Utilisation Indicators for Specified Passenger Terminal Activities

Regulated Airport		Airport Company			
For Year Ended		31 March 2011			
SCHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECIFIED PASSENGER TERMINAL ACTIVITIES					
ref	Version 5.0	International terminal	Domestic terminal	Common area †	
6	Outbound (Departing) Passengers				
7	Landside circulation (outbound)				
8	Passenger busy hour for landside circulation (outbound)—start time (day/month/year hour)				
9	Floor space (m ²)				
10	Passenger throughput during the passenger busy hour (passengers/hour)				
11	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined	Not defined	
12					
13	Check-in				
14	Passenger busy hour for check-in—start time (day/month/year hour)				
15	Floor space (m ²)				
16	Passenger throughput during the passenger busy hour (passengers/hour)				
17	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined	Not defined	
18					
19	Baggage (outbound)				
20	Passenger busy hour for baggage (outbound)—start time (day/month/year hour)				
21	Make-up area floor space (m ²)				
22	Notional capacity during the passenger busy hour (bags/hour)*				
23	Bags processed during the passenger busy hour (bags/hour)*				
24	Passenger throughput during the passenger busy hour (passengers/hour)				
25	Utilisation (% of processing capacity)	Not defined	Not defined	Not defined	
26	* Please describe in the capacity utilisation indicators commentary box how notional capacity and bags throughput have been assessed.				
27	Passport control (outbound)				
28	Passenger busy hour for passport control (outbound)—start time (day/month/year hour)				
29	Floor space (m ²)				
30	Number of emigration booths and kiosks				
31	Notional capacity during the passenger busy hour (passengers/hour) *				
32	Passenger throughput during the passenger busy hour (passengers/hour)				
33	Utilisation (busy hour passengers per 100m ²)	Not defined			
34	Utilisation (% of processing capacity)	Not defined			
35	* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.				
36	Security screening				
37	Passenger busy hour for security screening—start time (day/month/year hour)				
38	Facilities for passengers excluding international transit & transfer				
39	Floor space (m ²)				
40	Number of screening points				
41	Notional capacity during the passenger busy hour (passengers/hour) *				
42	Passenger throughput during the passenger busy hour (passengers/hour)				
43	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined		
44	Utilisation (% of processing capacity)	Not defined	Not defined		
45	Facilities for international transit & transfer passengers				
46	Floor space (m ²)				
47	Number of screening points				
48	Notional capacity during the passenger busy hour (passengers/hour)*				
49					
50	Estimated passenger throughput during the passenger busy hour (passengers/hour)				
51	Utilisation (busy hour passengers per 100m ²)	Not defined			
52	Utilisation (% of processing capacity)	Not defined			
53	* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.				
54					

		Regulated Airport For Year Ended		Airport Company 31 March 2011	
SCHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECIFIED PASSENGER TERMINAL ACTIVITIES (cont 1)					
ref Version 5.0					
		International terminal	Domestic terminal	Common area †	
61	Airside circulation (outbound)				
62	Passenger busy hour for airside circulation (outbound)—start time				
63	(day/month/year hour)				
64	Floor space (m ²)				
65	Passenger throughput during the passenger busy hour (passengers/hour)				
66	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined		
67					
68	Departure lounges				
69	Passenger busy hour for departure lounges—start time (day/month/year hour)				
70	Floor space (m ²)				
71	Number of seats				
72	Passenger throughput during the passenger busy hour (passengers/hour)				
73	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined		
74	Utilisation (passengers per seat)	Not defined	Not defined		
75	Inbound (Arriving) Passengers				
76	Airside circulation (inbound)				
77	Passenger busy hour for airside circulation (inbound)—start time				
78	(day/month/year hour)				
79	Floor space (m ²)				
80	Passenger throughput during the passenger busy hour (passengers/hour)				
81	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined		Not defined
82	Passport control (inbound)				
83	Passenger busy hour for passport control (inbound)—start time				
84	(day/month/year hour)				
85	Floor space (m ²)				
86	Number of immigration booths and kiosks				
87	Notional capacity during the passenger busy hour (passengers/hour) *				
88	Passenger throughput during the passenger busy hour (passengers/hour)				
89	Utilisation (busy hour passengers per 100m ²)	Not defined			
90	Utilisation (% of processing capacity)	Not defined			
91	<i>* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.</i>				
92	Landside circulation (inbound)				
93	Passenger busy hour for landside circulation (inbound)—start time				
94	(day/month/year hour)				
95	Floor space (m ²)				
96	Passenger throughput during the passenger busy hour (passengers/hour)				
97	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined		Not defined
98	Baggage reclaim				
99	Passenger busy hour for baggage reclaim—start time (day/month/year hour)				
100	Floor space (m ²)				
101	Number of reclaim units				
102	Notional reclaim unit capacity during the passenger busy hour (bags/hour)*				
103	Bags processed during the passenger busy hour (bags/hour)*				
104	Passenger throughput during the passenger busy hour (passengers/hour)				
105	Utilisation (% of processing capacity)	Not defined	Not defined		
106	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined		
107	<i>* Please describe in the capacity utilisation indicators commentary box how notional capacity and bags throughput have been assessed.</i>				
108	Bio-security screening and inspection and customs secondary inspection				
109	Passenger busy hour for bio-security screening and inspection and customs secondary inspection—start time (day/month/year hour)				
110	Floor space (m ²)				
111	Notional MAF secondary screening capacity during the passenger busy hour (passengers/hour)*				
112	Passenger throughput during the passenger busy hour (passengers/hour)				
113	Utilisation (% of processing capacity)	Not defined			
114	Utilisation (busy hour passengers per 100m ²)	Not defined			
115	<i>* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.</i>				
116	Arrivals concourse				
117	Passenger busy hour for arrivals concourse—start time (day/month/year hour)				
118	Floor space (m ²)				
119	Passenger throughput during the passenger busy hour (passengers/hour)				
120	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined		Not defined
121					
122					
123					

Regulated Airport		Airport Company		
For Year Ended		31 March 2011		
SCHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECIFIED PASSENGER TERMINAL ACTIVITIES (cont 2)				
ref	Version 5.0			
130		International terminal	Domestic terminal	Common area †
131	Total terminal functional areas providing facilities and service directly for passengers			
132	Floor space (m ²)	<input type="text"/>	<input type="text"/>	<input type="text"/>
133	Number of working baggage trolleys available for passenger use			
134	at end of disclosure year	<input type="text"/>	<input type="text"/>	<input type="text"/>
135	Commentary concerning capacity utilisation indicators for Passenger Terminal Activities			
136				
137				
138				
139				
140				
141				
142				
143				
144				
145				
146				
147				
148				
149				
150				
151				
152				
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154				
155				
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158				
159				
160				
161				
162				
163				
164				
165				
166				
167				
168	<i>Commentary must include an assessment of the accuracy of the passenger data used to prepare the utilisation indicators.</i>			
169	<i>† For functional components which are normally shared by passengers on international and domestic aircraft.</i>			
170	Page 26			

SCHEDULE 14 Report on Passenger Satisfaction Indicators

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 14: REPORT ON PASSENGER SATISFACTION INDICATORS

ref Version 5.0

6 **Survey organisation**
7 Survey organisation used
8 If "Other", please specify

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

12 Domestic terminal	Quarter	1	2	3	4	Annual
13 for year ended		30 Jun 10	30 Sep 10	31 Dec 10	31 Mar 11	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 Average survey score		–	–	–	–	–

29 International terminal	Quarter	1	2	3	4	Annual
30 for year ended		30 Jun 10	30 Sep 10	31 Dec 10	31 Mar 11	average
31 Ease of finding your way through an airport						–
32 Ease of making connections with other flights						–
33 Flight information display screens						–
34 Walking distance within and/or between terminals						–
35 Availability of baggage carts/trolleys						–
36 Courtesy, helpfulness of airport staff (excluding check-in and security)						–
37 Availability of washrooms/toilets						–
38 Cleanliness of washrooms/toilets						–
39 Comfort of waiting/gate areas						–
40 Cleanliness of airport terminal						–
41 Ambience of the airport						–
42 Passport and visa inspection waiting time						–
43 Security inspection waiting time						–
44 Check-in waiting time						–
45 Feeling of being safe and secure						–
46 Average survey score		–	–	–	–	–

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

48 **Commentary concerning report on passenger satisfaction indicators**

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

SCHEDULE 15 Report on Operational Improvement Processes

Regulated Airport		Airport Company
For Year Ended		31 March 2011

SCHEDULE 15: REPORT ON OPERATIONAL IMPROVEMENT PROCESSES

ref Version 5.0

6 **Disclosure of the operational improvement process**

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39 *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.*

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Page 28

SCHEDULE 16 Report on Associated Statistics

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS

ref Version 5.0

6 16a: Aircraft statistics

7 Disclosures are categorised by core aircraft types such as Boeing 737-400 or Airbus A320. Sub variants within these types need not be disclosed.

8 (i) International air passenger services—total number and MCTOW of landings by aircraft type during disclosure year

	Aircraft type	Total number of landings	Total MCTOW (tonnes)
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
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42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52	Total	—	—

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS (cont)

ref Version 5.0

(ii) Domestic air passenger services—the total number and MCTOW of landings of flights by aircraft type during disclosure year

(1). Domestic air passenger services—aircraft 30 tonnes MCTOW or more

	Aircraft type	Total number of landings	Total MCTOW (tonnes)
63			
64			
65			
66			
67			
68			
69			
70			
71			
72			
73			
74			
75			
76			
77			
78			
79			
80			
81			
82			
83			
84			
85			
86			
87			
88	Total	—	—

(2). Domestic air passenger services—aircraft 3 tonnes or more but less than 30 tonnes MCTOW

	Aircraft type	Total number of landings	Total MCTOW (tonnes)
90			
91			
92			
93			
94			
95			
96			
97			
98			
99			
100			
101			
102			
103			
104			
105			
106			
107			
108			
109			
110			
111			
112			
113			
114	Total	—	—
115			

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS (cont 2)

ref Version 5.0

		Total number of landings	Total MCTOW (tonnes)
122	(iii) The total number and MCTOW of landings of aircraft not included in (i) and (ii) above during disclosure year		
123			
124	Air passenger service aircraft less than 3 tonnes MCTOW		
125	Freight aircraft		
126	Military and diplomatic aircraft		
127	Other aircraft (including General Aviation)		

		Total number of landings	Total MCTOW (tonnes)
128	(iv) The total number and MCTOW of landings during the disclosure year		
129			
130	Total	-	-

16b: Terminal access

Number of domestic jet and international air passenger service aircraft movements* during disclosure year categorised by the main form of passenger access to and from terminal

	Contact stand-airbridge	Contact stand-walking	Remote stand-bus	Total
133				
134	International air passenger service movements			-
135	Domestic jet air passenger service movements			-

* NB. The terminal access disclosure figures do not include non-jet aircraft domestic air passenger service flights.

16c: Passenger statistics

	Domestic	International	Total
137			
138			
139	The total number of passengers during disclosure year		
140			-
141			-
142	-	-	-
143	Total (gross figure)		
144			-
145	less estimated number of transfer and transit passengers		
146			-
147	Total (net figure)		

† Inbound and outbound passenger numbers include the number of transit and transfer passengers on the flight. The number of transit and transfer passengers can be subtracted from the total to estimate numbers that pass through the passenger terminal.

16d: Airline statistics

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

	Domestic	International
150		
151		
152		
153		
154		
155		
156		
157		
158		
159		
160		
161		
162		
163		
164		
165		
166		
167		
168		
169		
170		
171		

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS (cont 3)

ref Version 5.0

Airline statistics (cont)

	Domestic	International
178		
179		
180		
181		
182		
183		
184		
185		
186		
187		
188		
189		

16e: Human Resource Statistics

	Specified Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Total
191				
192				-
193				

Commentary concerning the report on associated statistics

SCHEDULE 17 Report on Pricing Statistics

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 17: REPORT ON PRICING STATISTICS

ref Version 5.0

6	17a: Components of Pricing Statistics	
7	Net operating charges from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW	(\$000)
8		
9	Net operating charges from airfield activities relating to domestic flights of 30 tonnes MCTOW or more	
10	Net operating charges from airfield activities relating to international flights	
11	Net operating charges from specified passenger terminal activities relating to domestic passengers	
12	Net operating charges from specified passenger terminal activities relating to international passengers	
13		
14		Number of passengers
15	Number of domestic passengers on flights of 3 tonnes or more but less than 30 tonnes MCTOW	
16	Number of domestic passengers on flights of 30 tonnes MCTOW or more	
17	Number of international passengers	-
18		
19		Total MCTOW (tonnes)
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	17b: Pricing Statistics	
24	Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW	Average charge (\$ per passenger)
25		Not defined
26		Not defined
27	Average charge from airfield activities relating to international flights	Not defined
28		Average charge (\$ per domestic passenger)
29	Average charge from specified passenger terminal activities	Not defined
30		Average charge (\$ per domestic passenger)
31	Average charge from airfield activities and specified passenger terminal activities	Not defined
32	Commentary on Pricing Statistics	
33		
34		
35		
36		
37		
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39		
40		
41		
42		
43		
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SCHEDULE 18 Report on the Forecast Total Asset Base Revenue Requirements

SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS											
Ver 1.0											
Airport Company 30 June 2018											
Cash flow date	First Day of Pricing Period	Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4	Last Day of Pricing Period				
								1 Jul 17	30 Dec 17	30 Jun 18	2 Feb 19
18(I): Forecast Internal Rate of Return (\$'000)											
8	Opening RAB										
9	Forecast opening carry forward adjustment										
10	Opening investment value										
11	plus										
12	Forecast total revenue requirement										
13	less										
14	Forecast assets commissioned										
15	plus										
16	Forecast cash flow from asset disposals										
17	less										
18	Forecast operational expenditure										
19	less										
20	Forecast unlevered tax										
21	Forecast closing asset base										
22	Forecast closing carry forward adjustment										
23	Forecast closing investment value										
24	Forecast net cash flows										
25	Forecast post-tax IRR - Pricing period										
26	NPV check										
27											
28											
29											
OK											
18(II): Forecast Internal Rate of Return - Annual and Period to Date (\$'000)											
30	Forecast closing asset base										
31	Forecast closing carry forward adjustment										
32	Forecast closing investment value										
33	Forecast closing asset base										
34	Forecast closing carry forward adjustment										
35	Forecast closing investment value										
36	Forecast post-tax IRR - annual										
37	Forecast post-tax IRR - period to date										
38											
39											
18(III): Forecast opening carry forward adjustment											
40	Forecast closing carry forward adjustment										
41	Forecast closing carry forward adjustment from current pricing period										
42	Forecast closing carry forward adjustment from current pricing period										
43	Forecast closing carry forward adjustment from current pricing period										
44	Forecast closing carry forward adjustment from current pricing period										
45	Forecast closing carry forward adjustment from current pricing period										
46	Forecast closing carry forward adjustment from current pricing period										
47	Forecast closing carry forward adjustment from current pricing period										
48	Forecast closing carry forward adjustment from current pricing period										
49	Forecast closing carry forward adjustment from current pricing period										
50	Forecast closing carry forward adjustment from current pricing period										
Please explain each adjustment and how this has been calculated											
18(IV): Forecast closing carry forward adjustment											
51	Forecast closing carry forward adjustment										
52	Forecast closing carry forward adjustment										
53	Forecast closing carry forward adjustment										
54	Forecast closing carry forward adjustment										
55	Forecast closing carry forward adjustment										
56	Forecast closing carry forward adjustment										
57	Forecast closing carry forward adjustment										
58	Forecast closing carry forward adjustment										
59	Forecast closing carry forward adjustment										
60	Forecast closing carry forward adjustment										
61	Forecast closing carry forward adjustment										
Please explain each adjustment and how this has been calculated											
Please explain how the closing investment value provides a good indication of the remaining capital expected to be recovered by the airport in future pricing periods and provide a summary of substantial customer views on any closing carry forward adjustments											

SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont)		Regulated Airport	
Version 4.0		Pricing Period Starting Year Ended	
18(v): Cash flow timing assumptions		30 June 2018	
68	Year of most recent annual disclosure (year ended)	30 June 2016	
69	First day of pricing period	1 July 2017	
70			
71			
72	Cash flow timing - revenues - days from year end		Default
73	Cash flow timing - expenditure - days from year end		Airport assumption
74			148
75			182
76			
77	18(v): Total Revenue Requirement		
78	Overview of the methodology used to determine the revenue requirement		
79			
80			
81			
82			
83			
84			
85			
86			
87	(\$000)		
88	Forecast revenue for services applicable to the price setting event (excluding forecast assets held for future use revenue)		
89	Forecast revenue for services not applicable to the price setting event		
90	plus		
91	Forecast other operating revenue (not applicable to the price setting event)		
92	plus		
93	Forecast total revenue requirement (excluding assets held for future use revenue)		
94	less		
95	Forecast operational expenditure		
96	less		
97	Forecast unlevered tax		
98	plus		
99	Forecast regulatory profit / (loss)		
100			
101	Forecast cost of capital		
102	Post-tax WACC at price setting event		
103	WACC percentile equivalent for forecast cost of capital (optional)		
104	WACC percentile equivalent for the post-tax IRR (optional)		
105			
106			
107			
108			
109			
110			
111			
112	Forecast total revenue requirement from airport charges (including assets held for future use revenue)		
113	Forecast total revenue requirement (excluding assets held for future use revenue)		
114	Forecast assets held for future use revenue		
115	Forecast total revenue requirement (including forecast assets held for future use revenue)		
116			
117			
118			
119			
120			
121			
122			
123			
124			

SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont 3)		Regulated Airport	
		Pricing Period Starting Year Ended	Airport Company 30 June 2018
ref	Version 4.0	(\$'000)	
132			
133	18(vii): Opening Regulatory Asset Base		
134	Regulatory asset base as at 30 June 2016		
135	Forecast depreciation		
136	plus		
137	Assets commissioned		
138	less		
139	Asset disposals		
140	Forecast adjustment resulting from cost allocation		
141	plus (less)		
142	Estimate of regulatory asset base at start of price setting event		
		30 Jun 17	
143	18(viii): Forecast Asset Base		
144	Forecast asset base—previous year		
145	less		
146	Forecast depreciation		
147	plus		
148	Forecast revaluations		
149	Assets commissioned		
150	less		
151	Asset disposals		
152	Forecast adjustment resulting from cost allocation		
153	plus (less)		
154	Forecast closing asset base		
155			
156			
157			
158			
159			
160			
161			
162			
163			
164			
165			
166			
167			
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Regulated Airport
Pricing Period Starting Year Ended

Airport Company
30 June 2018

SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont 4)

ref | Version 4.0

18(x1): Forecast Capital Expenditure

for year ended

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

Page 4

Regulated Airport Pricing Period Starting Year Ended		Airport Company 30 June 2018
SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont 5)		
240	Basis for Cost Allocation	
241		
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243		
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254		
255	Key Capital Expenditure Projects—Consumer Demands Assessment	
256		
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266	An explanation of how consumer demands have been assessed and incorporated for each reported project and the degree to which consumers agree with project's scope, timing and cost.	
267		
268		
269		
270	18(xii) Forecast operational expenditure	
271	(\$000)	
272		
273	Corporate overheads	
274	Asset management and airport operations	
275	Asset maintenance	
276	Forecast operational expenditure	
277		
278		

Regulated Airport
Pricing Period Starting Year Ended
Airport Company
30 June 2018

SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont 6)

ref | Version 4.0

18(xiii) Forecast financial incentives

	Pricing Period Starting Year 30 Jun 18	Pricing Period Starting Year + 1 30 Jun 19	Pricing Period Starting Year + 2 30 Jun 20	Pricing Period Starting Year + 3 30 Jun 21	Pricing Period Starting Year + 4 30 Jun 22
(\$000)					
Forecast pricing incentives					
Forecast other incentives					
Forecast total financial incentives					

18(xiv) Forecast revaluations

	Pricing Period Starting Year - 1 30 Jun 17	Pricing Period Starting Year 30 Jun 18	Pricing Period Starting Year + 1 30 Jun 19	Pricing Period Starting Year + 2 30 Jun 20	Pricing Period Starting Year + 3 30 Jun 21	Pricing Period Starting Year + 4 30 Jun 22
Forecast CPI used to set prices						
Forecast pricing CPI (%)						
Asset category revaluation rates (%)						
Land						
Sealed Surfaces						
Infrastructure and buildings						
Vehicles, plant and equipment						
Revaluations (\$000s)						
Land						
Sealed Surfaces						
Infrastructure and buildings						
Vehicles, plant and equipment						
Total forecast revaluations						
Value of any forecast revaluations not consistent with IMs						

18(xv) Alternative methodologies with equivalent effect

Description of and explanation for any alternative methodologies with equivalent effect that have been applied and which components they have been applied to (including evidence to support that it is likely to have equivalent effect)

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SCHEDULE 19 Report on the Forecast Pricing Asset Base Revenue Requirements

SCHEDULE 19 - REPORT ON THE FORECAST PRICING ASSET BASE REVENUE REQUIREMENTS <i>(in \$ million)</i>		Airport Company 30 June 2018				
	First Day of Pricing Period	Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Last Day of Pricing Period
19(i): Forecast Internal Rate of Return (Opening asset base (applicable to price setting))	1 Jul 17	30 Jun 18 30 Dec 17	30 Jun 19 2 Feb 19 30 Dec 18	30 Jun 20 3 Feb 20 31 Dec 19	30 Jun 21 2 Feb 21 30 Dec 20	30 Jun 22
19(i): Forecast Internal Rate of Return (Closing asset base (applicable to price setting))						
19(i): Forecast Internal Rate of Return (Forecast opening carry forward adjustment)						
19(i): Forecast Internal Rate of Return (Opening investment value)						
19(i): Forecast Internal Rate of Return (Forecast revenue for services applicable to price setting event)						
19(i): Forecast Internal Rate of Return (Forecast assets commissioned)						
19(i): Forecast Internal Rate of Return (Forecast cash flow from asset disposals)						
19(i): Forecast Internal Rate of Return (Forecast operational expenditure)						
19(i): Forecast Internal Rate of Return (Forecast unreserved tax)						
19(i): Forecast Internal Rate of Return (Forecast closing asset base)						
19(i): Forecast Internal Rate of Return (Forecast closing carry forward adjustment)						
19(i): Forecast Internal Rate of Return (Forecast closing investment value)						
19(i): Forecast Internal Rate of Return (Forecast net cash flows)						
19(i): Forecast Internal Rate of Return (Forecast real-time IRR as at 01 July 2017)						
19(i): Forecast Internal Rate of Return (NPV check)						
19(i): Opening carry forward adjustment						
19(ii): Forecast closing carry forward adjustment						
19(iii): Forecast closing carry forward adjustment						
19(iv): Cash flow timing assumptions						

Regulated Airport
Pricing Period Starting Year Ended
Airport Company
30 June 2018

SCHEDULE 19: REPORT ON THE FORECAST PRICING ASSET BASE REVENUE REQUIREMENTS (cont 2)

Version 4.0

19(v): Total Revenue Requirement for Pricing Assets

Overview of the methodology used to determine the revenue requirement for pricing assets

[Empty box for methodology overview]

	Pricing Period Starting Year Ended 30 Jun 18	Pricing Period Starting Year Ended 30 Jun 19	Pricing Period Starting Year Ended 30 Jun 20	Pricing Period Starting Year Ended 30 Jun 21	Pricing Period Starting Year Ended 30 Jun 22
(\$000)					
Forecast revenue from airport activity, charges applicable to the price setting event					
Forecast lease, rental and concession income (applicable to the price setting event)					
Forecast other operating revenue (applicable to the price setting event)					
plus Forecast pricing revenue for services applicable to the price setting event pricing revenue requirement (excluding assets held for future use revenue)					
less Forecast operational expenditure					
Forecast unrelieved tax					
less Forecast unrelieved tax					
plus Forecast revaluations					
Forecast regulatory profit / (loss)					
Forecast cost of capital					

Explain any difference between the post-tax IRR on the pricing asset base and the post-tax IRR on the regulated asset base

[Empty box for IRR difference explanation]

Forecast pricing revenue requirement from airport charges (including assets held for future use charges)

Forecast pricing revenue requirement (excluding forecast revenue from assets held for future use revenues)	
Forecast revenues from assets held for future use charges	
Forecast pricing revenue requirement from airport charges (including forecast revenue from assets held for future use charges)	

Description of any other factors that are considered in determining the forecast total revenue requirement

[Empty box for other factors description]

SCHEDULE 19: REPORT ON THE FORECAST PRICING ASSET BASE REVENUE REQUIREMENTS (cont 3)		Regulated Airport Pricing Period Starting Year Ended		Airport Company 30 June 2018				
ref	Version 4.0 (\$'000)	30 Jun 17	Pricing Period Starting Year 30 Jun 17	Pricing Period Starting Year + 1 30 Jun 18	Pricing Period Starting Year + 2 30 Jun 19	Pricing Period Starting Year + 3 30 Jun 20	Pricing Period Starting Year + 4 30 Jun 21	Pricing Period Starting Year + 5 30 Jun 22
116	19(vi): Opening Regulated Asset Base (applicable to price setting)							
117	Regulated asset base (applicable to price setting) as at 30 June 2016							
118	Forecast depreciation							
119	plus							
120	Forecast revaluations							
121	plus							
122	Assets commissioned							
123	less							
124	Asset disposals							
	Forecast adjustment resulting from cost allocation							
	Estimate of regulated asset base (applicable to price setting) at start of price setting event							
125								
126	<i>for year ended</i>							
127	19(vii): Forecast Asset Base (applicable to price setting)							
128	Forecast pricing asset base—previous year							
129	less							
130	Forecast depreciation							
131	plus							
132	Forecast revaluations							
133	plus							
134	Assets commissioned							
135	less							
136	Asset disposals							
137	Forecast adjustment resulting from cost allocation							
138	plus (less)							
139	Forecast pricing asset base							
140	Description of and explanation for the depreciation methodology applied							

SCHEDULE 20 Report on Demand Forecasts

SCHEDULE 20: REPORT ON DEMAND FORECASTS		Regulated Airport									
Version 4.0		Pricing Period Starting Year Ended									
		Airport Company 30 June 2018									
ref	20a: Passenger terminal demand	Pricing Period Starting Year 30 Jun 18	Pricing Period Starting Year + 1 30 Jun 19	Pricing Period Starting Year + 2 30 Jun 20	Pricing Period Starting Year + 3 30 Jun 21	Pricing Period Starting Year + 4 30 Jun 22	Pricing Period Starting Year + 5 30 Jun 23	Pricing Period Starting Year + 6 30 Jun 24	Pricing Period Starting Year + 7 30 Jun 25	Pricing Period Starting Year + 8 30 Jun 26	Pricing Period Starting Year + 9 30 Jun 27
6	(000)										
7	Inbound passengers										
8	Domestic										
9	International										
10	Combined *										
11	Outbound passengers										
12	Domestic										
13	International										
14	Combined *										
15											
16											
17	Number of passengers										
18	during year										
19	Inbound passengers										
20	Domestic										
21	International										
22	Total										
23	Outbound passengers										
24	Domestic										
25	International										
26	Total										
27	International transit and transfer passengers [†]										

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

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

SCHEDULE 20: REPORT ON DEMAND FORECASTS (cont)		Regulated Airport Pricing Period Starting Year Ended									
ref Version 4.0		Airport Company 30 June 2018									
		Pricing Period Starting Year									
		30 Jun 18	30 Jun 19	30 Jun 20	30 Jun 21	30 Jun 22	30 Jun 23	30 Jun 24	30 Jun 25	30 Jun 26	30 Jun 27
		Pricing Period Starting Year	Pricing Period Starting Year	Pricing Period Starting Year	Pricing Period Starting Year	Pricing Period Starting Year	Pricing Period Starting Year	Pricing Period Starting Year	Pricing Period Starting Year	Pricing Period Starting Year	Pricing Period Starting Year
		+ 1	+ 2	+ 3	+ 4	+ 5	+ 6	+ 7	+ 8	+ 9	
		30 Jun 18	30 Jun 19	30 Jun 20	30 Jun 21	30 Jun 22	30 Jun 23	30 Jun 24	30 Jun 25	30 Jun 26	30 Jun 27
		for year ended									
34	20b: Aircraft Runway Movements										
35	(000)										
36	Movements during busy period (total number of aircraft)										
37	During the runway busy hour										
38	During the runway busy day										
39	Aircraft 30 tonnes MCTOW or more										
40	Aircraft 3 tonnes or more but less than 30 tonnes MCTOW										
41	Aircraft less than 3 tonnes MCTOW										
42	Total										
43											
44											
45	Aircraft 30 tonnes MCTOW or more										
46	Aircraft 3 tonnes or more but less than 30 tonnes MCTOW										
47	Aircraft less than 3 tonnes MCTOW										
48	Total										
49											
50	Air passenger services—international										
51	Air passenger services—domestic										
52	Other aircraft										
53											
54	Air passenger services—international										
55	Air passenger services—domestic										
56	Other aircraft										
57											
58											
59											
60											
61											
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72											
		Description of the basis for forecasts, and/or assumptions made in forecasting									

SCHEDULE 21 Certification for Disclosed Information

Clause 2.7(1)

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 2.3(1) and 2.4(1) of the Airport Services Input Methodologies Determination 2010 in all material respects complies with that determination.

[Signature of 2 directors]

[Date]

SCHEDULE 22 Certification for Forecast Total Revenue Requirements and Pricing Disclosures

Clause 2.7(2)

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 and the following attached information of **[name of Airport]** prepared for the purposes of clause 2.5 of the Airport Services Information Disclosure Determination 2010 in all material respects complies with that determination.

[Signature of 2 Directors]

[Date]

SCHEDULE 23 Certification for Alternative Methodology with Equivalent Effect

Clause 2.7(3)

I, **[insert full name]**, being a senior manager of **[name of Airport]**, certify that, to the best of my knowledge, all reasonable enquiry has been made to ensure that the alternative methodologies with equivalent effect in the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 of the Airport Services Information Disclosure Determination 2010 are likely to comply with clause 3.13(2)(a) and comply with clause 3.13(2)(b) of the Airport Services Input Methodologies Determination 2010.

I make this certification based on the evidence disclosed in accordance with clause 2.5(1)(t)(v).

[Signature of senior manager]

[Date]

SCHEDULE 25 Transitional Report on Regulatory Asset Base Value for Land

		Regulated Airport	Airport Company	
		For Year Ended		
SCHEDULE 25: TRANSITIONAL REPORT ON REGULATORY ASSET BASE VALUE FOR LAND				
ref	Version 4.0			
6	25: Regulatory Asset Base Value for Land			
7		Unallocated RAB		RAB
8		(\$000)		(\$000)
9				
10	Estimated value of land assets for the 2009 year			
11	Capital expenditure on land for disclosure year 2010			
12	Value of disposed assets on land for disclosure year 2010 (negative amount)			
13	Estimated value of land assets for the 2011 year			
14	Capital expenditure on land for disclosure year 2011			
15	Value of disposed assets on land for disclosure year 2011 (negative amount)			
16				
17	Initial RAB value	-		
18	Commentary			
19				
20				
21				
22				
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