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Public version

Airport Information Disclosure Determination Omnibus Amendment No. 1

Decision No. NZCC 5

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

The Commission:

S Begg

P Duignan

S Gale

Date of Decision: 27 February 2012

Airport Information Disclosure Determination Amendment No. 1

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

1. DETERMINATION AMENDED

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

2. COMMENCEMENT

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

3. INTERPRETATION

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

4. AMENDMENTS

- 4.1 In clause 1.4 replace the definition of adjustment resulting from cost allocation with:
 - "(a) "adjustment resulting from cost allocation means

"in relation to the **RAB**, the value of q calculated using the following formula:

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

"where:

"a = the RAB value for the current disclosure year;"

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

"c = regulatory depreciation;

"d = total revaluations;

"e = assets commissioned;

" f = asset disposals;

" g = lost and found assets adjustment;

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

- "(b) in relation to works under construction, the adjustment to the value of allocated works under construction to account for changes in allocation of capital expenditure in works under construction;"
- 4.2 In clause 1.4 replace the definition of **allocator** with:

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

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

"allowance for long term credit spread means:

- "(a) if at the end of the disclosure year the weighted average original tenor of the airport's qualifying debt and non-qualifying debt is less than five years, nil;
- "(b) in all other instances, the value of q calculated using the following formula:

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

"where:

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

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

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

"d = attribution rate;"

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

"assets with nil physical asset life means:

- "(a) in relation to the **unallocated RAB**, the sum of **unallocated RAB** values from the previous **disclosure year** of assets that will have a nil physical life at the end of this **disclosure year**;
- "(b) in relation to the RAB, the sum of RAB values from the previous disclosure year of assets that will have a nil physical life at the end of this disclosure year;"
- 4.5 In clause 1.4 replace the definition of **change in asset allocator** with:

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

- "(a) the list of assets, the value of which has been allocated using an asset allocator;
- "(b) the type of quantifiable measure used to allocate any asset value; or
- "(c) the type of quantifiable measure used to allocate asset values, or the list of assets, included in a particular **asset category**;"
- 4.6 In clause 1.4 replace the definition of **change in cost allocator** with:

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

- "(a) the list of **operating costs**, the value of which has been allocated using a **cost allocator**;
- "(b) the type of quantifiable measure used to allocate any operating costs; or
- "(c) the type of quantifiable measure used to allocate operating costs, or the list of operating costs, included in a particular operating cost category;"
- 4.7 In clause 1.4, after the definition of **excluded intangible assets**, insert the definition:

"excluded services has the meaning given in the IM Determination;"

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

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

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

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

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

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

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

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

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

"lost and found assets adjustment means:

- "(a) in relation to the unallocated RAB, the value of found assets as determined in accordance with the IM determination, less the value of lost assets. The value of a lost asset is its unallocated opening RAB value less its regulatory depreciation;
- "(b) in relation to the **RAB**, the value of the asset (as determined in accordance with paragraph (a)) which is allocated to the regulated activity in accordance with Part 2 of the **IM determination**;"
- 4.21 In clause 1.4, after the definition of **lost and found assets adjustment**, insert the definition:

"lost asset has the meaning set out in the IM Determination;"

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

"lost asset adjustment means:

- "(a) in relation to the **unallocated RAB**, the unallocated opening **RAB** value of **lost assets**;
- "(b) in relation to the RAB, the value of the asset (as determined in accordance with paragraph (a)) which is allocated to the regulated activity in accordance with Part 2 of the IM determination;"
- 4.23 In clause 1.4, after the definition of **MAF**, insert the definition:

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

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

"net operating revenue means

- "(a) in all instances other than related party transactions, the total of airport activity charges, other operating revenue, and lease rental and concession income;
- "(b) in relation to **related party** transactions, net operating revenue (as determined in accordance with paragraph (a)) from **related** parties;"
- 4.25 In clause 1.4, after the definition of **number of international passengers**, insert the definition:

"offsetting revenue means

- "(a) in relation to the unallocated **RAB**, revenue derived in relation to works under construction as described in clause 3.9(5)(a) of the **IM Determination**;
- "(b) in relation to the **RAB**, the value of revenue (as determined in accordance with paragraph (a)) allocated to the regulated business using the same allocation that the value of the asset to which the revenue relates is allocated to the regulated business in accordance with Part 2 of the **IM determination**;"
- 4.26 In clause 1.4 replace the definition of **operating cost** with:
 - "operating cost has the meaning set out in the **IM determination**, and excludes costs incurred in providing **excluded services**;"
- 4.27 In clause 1.4 replace the definition of **operational expenditure** with:

"operational expenditure means:

- "(a) in all instances other than **related party** transactions, **operating costs** after applying Part 2 of the **IM determination**;
- "(b) in relation to **related party** transactions, operational expenditure (as determined in accordance with paragraph (a)) transacted with **related parties**;"
- 4.28 In the clause 1.4 definition of **other factors** replace "total revenue requirement" with "**forecast total revenue requirement**" in bold text.
- 4.29 In clause 1.4 replace the definition of **other related party transactions** with:
 - "other related party transactions means the value of any related party transactions that are not disclosed as:
 - "(a) related party net operating revenue, operational expenditure or capital expenditure; or
 - "(b) the value of transactions that are included in the market value of asset disposals to related parties;"
- 4.30 In clause 1.4, after the definition of **property plant and equipment (excluding works under construction)**, insert the definition:
 - "proportion of year available means the percentage of the disclosure year the commissioned project had been commissioned;"
- 4.31 In clause 1.4 replace the definition of **proportionate regulatory value** with:
 - "proportionate regulatory value means the assets commissioned-RAB value multiplied by the proportion of year available;"
- 4.32 In the clause 1.4 definition of RAB (tax value) delete the words "and where: (a)" and the words "and (b) the RAB (tax value) for the previous disclosure year in the initial disclosure year will not be greater than the RAB value;"

- 4.33 In the clause 1.4 definition of **regulatory taxable income / (loss)** replace each occurrence of the word "deductable" with "deductible".
- 4.34 In clause 1.4, after the definition of **revaluation rate**, insert the definition:

"revalued land means:

- "(a) in relation to the **unallocated RAB**, the sum of **unallocated RAB** values from the preceding **disclosure year** of land that has been revalued in accordance with clause 3.7(2) of the **IM Determination** in this **disclosure year**;
- "(b) in relation to the **RAB**, the sum of **RAB** values from the previous **disclosure year** of land that has been revalued in accordance with clause 3.7(4) of the **IM Determination** in this **disclosure year**;"
- 4.35 In clause 1.4, after the definition of **revalued land**, insert the definition:
 - "revenue requirement not applicable to price setting event means forecast total revenue requirement that is forecast to be earned through specified airport services other than those charged services to which the price setting event relates;"
- 4.36 In clause 1.4, after the definition of **revenue requirement not applicable to price setting event**, insert the definition:
 - "revenue smoothing adjustment means an adjustment to forecast total revenue requirement for a disclosure year intended to achieve smoothing of revenue across all disclosure years of the price setting event (and which should be NPV neutral);"
- 4.37 Replace clause 2.4(3)(c) with:
 - "the margin of error of the surveyed responses to each question for the combined quarterly surveys completed in each disclosure year must be no greater than 5% with a 95% confidence level;"
- 4.38 Replace the following text in clause 2.5(1):
 - "Within 20 working days following a decision by an airport that a price setting event will occur, or within five consecutive years of the previous disclosure under this clause, an airport must disclose information relating to its forecast total revenue requirement by:"

with:

- "Within 40 working days following a decision by an airport to fix or alter a price that will cause a price setting event, or within five consecutive years of the previous disclosure under this clause, an airport must disclose information relating to its forecast total revenue requirement by:"
- 4.39 Replace clause 2.5(1)(c)(vii) with:

"other factors,"

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

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

- 4.41 Replace clause 2.5(1)(f) with:
 - "(a) publicly disclosing, for the period of five consecutive years immediately following the price setting event, a description of each key capital expenditure project as disclosed in accordance with Schedule 18, including an explanation of:
 - "(i) the process by which the need for the **key capital expenditure project** was determined, including any assessment criteria;
 - "(ii) any **consumer** engagement undertaken as part of the process referred to in clause 2.5(1)(f), including a description of how **consumer** demands have been assessed;
 - "(iii) any alternative expenditure projects considered, and the rationale for excluding those alternative projects;
 - "(iv) the extent to which the **key capital expenditure project** is reflected in pricing; and
 - "(v) any constraints or other factors on which successful completion of each **key capital expenditure project** is contingent; and"
- 4.42 In clause 2.5(1)(g) replace the word "forecast" in plain type with the word "forecast" in bold type.
- 4.43 Insert after clause 2.5(1)(g):
 - "(h) **publicly disclosing** for each service that is included in **revenue** requirement not applicable to price setting event as disclosed in accordance with Schedule 18:
 - "(i) a description of the service;
 - "(ii) the forecast total revenue requirement that is forecast to be earned from the service for each disclosure year of the price setting event;
 - "(iii) the revenue earned from the service during the most recent disclosure year; and
 - "(iv) reference to any price setting event that the service has been applicable;"
- 4.44 Replace the following text in clause 2.5(2):

"Within 20 working days following a decision by an airport that a price setting event will occur, the airport must publicly disclose an overview of the

airport's pricing methodology used to set prices as part of the **price setting event**, including:"

with:

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

- 4.45 In clause 2.5(2)(b) insert "to the extent related to the **price setting event**," before "a description of:"
- 4.46 Replace clause 2.5(3) with:

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

4.47 Replace clause 2.6(1) with:

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

- "(a) procure a report by an independent auditor in respect of that audited disclosure information that is addressed to directors and signed by the independent auditor (either in his or her own name or that of his or her firm), stating:
 - "(i) a duty of care to the Commission;
 - "(ii) the work done by the independent auditor; and
 - "(iii) the scope and limitations of the audit; and
 - "(iv) the existence of any relationship (other than that of auditor) which the **independent auditor** has with, or any interests which the **independent auditor** has in, the **airport** or any of its subsidiaries; and
 - "(v) whether the **independent auditor** has obtained all information and explanations that he or she required and, if not, the information and explanations not obtained; and
 - "(vi) subject to clause 2.6(3), whether, in the independent auditor's opinion, as far as appears from an examination of them, proper records to enable the complete and accurate compilation of required information have been kept by the airport; and
 - "(vii) subject to clause 2.6(2), whether (and, if not, the respects in which it does not), in the **independent auditor's** opinion, the **audited disclosure information** complies with this determination; and

- "(b) publicly disclose the independent auditor's report prepared in accordance with clause 2.6(1)(a) at the same time as the airport publicly discloses the audited disclosure information."
- 4.48 Insert after clause 2.6(1):
 - "(2) For the purpose of clause 2.6(1)(a)(vii), complies with this determination means:
 - "(i) in respect of historical financial information **publicly disclosed** pursuant to clause 2.3(1), whether (and, if not, the respects in which it does not), in the **independent auditor's** opinion, that information has been prepared in all material respects in accordance with this determination; and
 - "(ii) subject to clause 2.6(3), in respect of historical non-financial information **publicly disclosed** pursuant to clause 2.4(1), whether (and, if not, the respects in which it does not), in the **independent auditor's** opinion, the **airport** has complied in all material respects with the requirements, including guidance (if any) issued pursuant to this determination, and the information is based on the **records** examined under clause 2.6(1)(vi); and
 - "(iii) in respect of the Report on the Initial Regulatory Asset Value pursuant to clause 2.10(i), whether (and, if not, the respects in which it does not), in the **independent auditor's** opinion, that information has been prepared in all material respects in accordance with this determination.
 - "(3) In respect of non-financial information, **independent auditors** may rely on **records** that are sourced from a third party."
- 4.49 In clause 2.7(2) replace the words "any of clauses 2.5(1)(a)–2.5(1)(f)" with "clause 2.5".
- 4.50 Replace clause 2.10(1)(b)(i) with:

"initial RAB value; and"

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

"RAB value for the disclosure year 2010; and"

- 4.52 In Schedule 20 (Certification for Disclosed information) insert "in all material respects" before "complies with that determination".
- 4.53 In Schedule 21 (Certification for Forecast Total Revenue Requirements and Pricing Disclosures) insert "in all material respects" before "complies with that determination".
- 4.54 In Schedule 21 (Certification for Forecast Total Revenue Requirements and Pricing Disclosures) delete "in respect of Pricing Methodology and Standard

- prices" and delete "and that the Standard Prices have been derived from the application of the Pricing Methodology".
- 4.55 In Schedule 22 (Certification for Initial Regulatory Asset Value Disclosure) insert "in all material respects" before "complies with that determination".
- 4.56 In Schedule 22 (Certification for Initial Regulatory Asset Value Disclosure) replace "Report on Asset Allocations" with "Reports on Asset Allocations".
- 4.57 Replace Schedules 1–19 and Schedule 23 with the attached Schedules 1–19 and Schedule 23.

Susan Begg, Deputy Chair

Dated at Wellington this 27th day of February 2012.

COMMERCE COMMISSION

Explanatory Note

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

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

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

SCHEDULE 1 REPORT ON RETURN ON INVESTMENT

Regulated Airpo For Year Ende CHEDULE 1: REPORT ON RETURN ON INVESTME	ed		
1a: Return on Investment		nlessotherwise sp	pecified)
Return on Investment (ROI) Regulatory profit / (loss) less Notional interest tax shield Adjusted regulatory profit Regulatory investment value ROI—comparable to a post tax WACC (%) Post tax WACC (%) ROI—comparable to a vanilla WACC (%) Vanilla WACC (%) Commentary on Return on Investment	CY-2 *	CY-1 *	Current Year CY

	Regulated Airport For Year Ended			
SCHEDULE 1: REPORT ON RETU	JRN ON INVESTMENT	(cont)		
1b: Notes to the Report		(\$000 u	nless otherwise sp	ecified)
1b(i): Deductible Interest and RAB value - previous year Debt leverage assumption (%) Cost of debt assumption (%) Notional deductible interest Tax rate (%) Notional interest tax shield 1b(ii): Regulatory Investment Regulatory asset base value - previous results and results and results are results as a second results and results are results as a second results are results are results are results as a second results are	t Value			- 17% - -
Commissioned Projects	iodo you	Assets Commissioned —RAB Value (\$000)	Proportion of Year Available (%)	Proportionate Regulatory Value
[Commissioned Project 1]				_
[Commissioned Project 2]				_
[Commissioned Project 3]				-
[Commissioned Project 4]				_
[Commissioned Project 5]				_
[Commissioned Project 6]				_
[Commissioned Project 7]				_
[Commissioned Project 8]				_
[Commissioned Project 9]				_
plus Other assets commissione	ed		50%	_
plus Adjustment for merger, acc	quisition or sale activity			_
less Asset disposals			50%	-
RAB investment		_		
RAB proportionate investmen				
TIME proportionate investmen	nt		<u></u>	_
Regulatory investment value	nt			

SCHEDULE 2 REPORT ON THE REGULATORY PROFIT

	Regulated Airport For Year Ended	
SCHEDULE 2: RE	PORT ON THE REGULATORY PROFIT	
2a: Regulatory	, Profit	
Income	, Pront	(\$000)
	[Airport activity charge 1]	(0000)
	[Airport activity charge 2]	
	[Airport activity charge 3] [Airport activity charge 4]	
	Lease, rental and concession income	
	Other operating revenue	
	Net operating revenue	
	Gains / (losses) on sale of assets Other income	
	Total regulatory income	
Expenses		
	Operational expenditure:	
	Corporate overheads Asset management and airport operations	
	Asset maintenance	
	Total operational expenditure	
Operating s	urplus / (deficit)	
Operating s	urpius / (delicit)	
	Regulatory depreciation	
plus	Indexed revaluation	_
plus	Non-indexed revaluation Total revaluations	-
	Profit / (Loss) before tax & allowance for long ten	n credit spread
less Regulatory	Allowance for long term credit spread Profit / (Loss) before tax	
less	Regulatory tax allowance	
Regulatory	Profit / (Loss)	_
Commentar	y on Regulatory Profit	

	Regulated Airport				
	For Year Ended				
EDULE 2: REPORT ON THE REGULATORY PROFIT (cont)					
	(\$000 up	less otherwise	enacified)		
b: Notes to the Report	(4000 un	ile 33 Other Wise	specified)		
Ob (!) Allower of the Lorent Town Over I'll Owner I					
2b(i): Allowance for Long Term Credit Spread				-116 -11-1-4 1	
Schedule 2b(i) is only to be completed if at the end of the disclosure year the weighted average of the years.	original tenor of the airport s	s qualifying debt	and non-qu	alitying debt is	s greater than
			Term Credit	Execution cost of an	Notional debt issue
Original tend			Spread	interest	cost
Qualifying debt Issue date Pricing date years)	(%)	Book value	Difference	rate swap	readjustmen
	•		-	-	-
				ĺ	
				Ų	
			Attribut	tion Rate (%)	
		Allowance fo	r long torm o	rodit aproad	_
		Allowance to	r long term c	reuit spreau	
2b(ii): Financial Incentives					
(\$000)					
Pricing incentives Other incentives					
Total financial incentives	-				
2b(iii): Rates and Levy Costs (\$000)					
Rates and levy costs					
2b(iv): Merger and Acquisition Expenses					
(\$000) Merger and acquisition expenses					
morger and desperation expenses					
Justification for Merger and Acquisition Expenses					

SCHEDULE 3 REPORT ON THE REGULATORY TAX ALLOWANCE

	Regulated Airport For Year Ended		
SCHEDULE	3: REPORT ON THE REGULATORY TAX ALLOWANCE		
3a: Regu	latory Tax Allowance	(\$000)	
	Regulatory profit / (loss) before tax		
plus	Regulatory depreciation Other permanent differences—not deductible Other temporary adjustments—current period		
less	Total revaluations Tax depreciation Notional deductible interest Other permanent differences—non taxable Other temporary adjustments—prior period		_
	Regulatory taxable income (loss)		
less	Tax losses used Net taxable income		
	Statutory tax rate (%) Regulatory tax allowance to be provided		
	provided in a separate note if necessary).		
3b(ii): T	ax Depreciation Roll-Forward	(\$000)	
plus less plus less plus	Opening RAB (Tax Value) Regulatory tax asset value of additions Regulatory tax asset value of disposals Regulatory tax asset value of assets transferred from/(to) unregulated asset base Tax depreciation Other adjustments to the RAB tax value Closing RAB (tax value)		
3b(iii): F	Reconciliation of Tax Losses (Airport Business)	(\$000)	
plus less	Tax losses (regulated business)—prior period Current year tax losses Tax losses used		
	Tax losses (regulated business)		

SCHEDULE 4 REPORT ON REGULATORY ASSET BASE ROLL FORWARD

		Dogulated Airport			
		Regulated Airport For Year Ended			
_					
DULE	E 4: REPORT ON REGULATORY ASSET BASE R	OLL FORWARD			
		Unalloca	ited RAB *		RAB
		(\$000)	(\$000)	(\$000)	(\$000)
	RAB value—previous disclosure year				
less					
	Regulatory depreciation		-		_
plus			, ,		7
	Indexed revaluations		-		
	Non-indexed revaluations				
plus	Total revaluations		_		_
pius	Assets commissioned (other than below)		7		
	Assets acquired from a regulated supplier Assets acquired from a related party		-		
	Assets commissioned				
less	Assets commissioned		_		_
1033	Asset disposals (other)		l l		7
	Asset disposals to a regulated supplier		1		
	Asset disposals to a regulated supplier Asset disposals to a related party				
	Asset disposals				
	Accet disposais				
plus	Lost and found assets adjustment				
,	200, and round accord adjustment				
	Adjustment resulting from cost allocation				_
RAI	B value [†]		-		-
Comr	mentary				
specifi † RAB Note	'unallocated RAB' is the total value of those assets used wholly or partially ied services. The RAB value represents the value of these assets after ap 8 to correspond with the total assets value disclosed in schedule 9 Asset A es to the Report Regulatory Depreciation	pplying this cost allocation. Neither vi			
specifi † RAB Note	ied services. The RAB value represents the value of these assets after ap 8 to correspond with the total assets value disclosed in schedule 9 Asset A es to the Report	pplying this cost allocation. Neither vi	alue includes land held fo		rks under construction
specifi † RAB Note	ied services. The RAB value represents the value of these assets after ap 8 to correspond with the total assets value disclosed in schedule 9 Asset A es to the Report	pplying this cost allocation. Neither vi	ulue includes land held fo		
specifi † RAB Note	ied services. The RAB value represents the value of these assets after ap 8 to correspond with the total assets value disclosed in schedule 9 Asset A es to the Report Regulatory Depreciation	pplying this cost allocation. Neither vi	alue includes land held fo		rks under constructio
specifi † RAB Note	ied services. The RAB value represents the value of these assets after ap 8 to correspond with the total assets value disclosed in schedule 9 Asset A es to the Report	pplying this cost allocation. Neither vi	ulue includes land held fo		rks under constructio
specifi † RAB Note	ied services. The RAB value represents the value of these assets after ap 8 to correspond with the total assets value disclosed in schedule 9 Asset A es to the Report Regulatory Depreciation Standard depreciation	pplying this cost allocation. Neither vi	ulue includes land held fo		rks under constructio

	Regulated Airport			
	For Year Ended			
EDULE 4: REPORT ON REGULATORY ASSET B	ASE ROLL FORWARD (cont)			
.boll iiill oil oil illaolai oili aooli b	7.02 11022 1 0111171112 (0011)			
	(\$000	ınless otherwise s	pecified)	
4b(ii): Non-Standard Depreciation Disclosure				
			RAB value	RAB value
	Depreciation	Year change	under 'non-	under
Non-standard Depreciation Methodology	charge for the period (RAB)	made (year ended)	standard' depreciation	'standard' depreciation
Non-standard Depreciation Methodology	period (HAB)	(year ended)	depreciation	depreciation
	<u>'</u>	"	,	
4b(iii): Non-Standard Depreciation Disclosure for	or Year of Change			
	Justification for change	se in		customer ment and
Summary of Change	depreciation methodo			response
			1	
4b(iv): Calculation of Revaluation Rate and Inde CPI at CPI reference date—previous year (index value CPI at CPI reference date—current year (index value)		C 13		
Revaluation rate (%)				-
Revaluation rate (%)	D0	atad BAR		
, <i>,</i>	Unalloc	ated RAB	R. 1	AB
RAB value—previous disclosure year	Unalloc	ated RAB	R.	AB
RAB value—previous disclosure year less Revalued land	Unalloc	ated RAB	R.	AB
RAB value—previous disclosure year less Revalued land less Assets with nil physical asset life	Unalloc	ated RAB	R.	AB
RAB value—previous disclosure year less Revalued land less Assets with nil physical asset life	Unalloc	ated RAB	R.	AB
RAB value—previous disclosure year less Revalued land less Assets with nil physical asset life less Asset disposals	Unalloc — — —	ated RAB	R.	AB
RAB value—previous disclosure year less Revalued land less Assets with nil physical asset life less Asset disposals less Lost asset adjustment	Unalloc — —	ated RAB	R.	AB
RAB value—previous disclosure year less Revalued land less Assets with nil physical asset life less Asset disposals less Lost asset adjustment Indexed revaluation	-	-		
RAB value—previous disclosure year less Revalued land less Assets with nil physical asset life less Asset disposals Lost asset adjustment Indexed revaluation		- d works under	Allocated v	- works under
RAB value—previous disclosure year less Revalued land less Assets with nil physical asset life less Asset disposals Lost asset adjustment Indexed revaluation 4b(v): Works Under Construction		-	Allocated v	_
RAB value—previous disclosure year less Revalued land less Assets with nil physical asset life less Asset disposals Lost asset adjustment Indexed revaluation 4b(v): Works Under Construction Works under construction—previous disclosure year		- d works under	Allocated v	- works under
RAB value—previous disclosure year less Revalued land less Assets with nil physical asset life less Asset disposals less Lost asset adjustment Indexed revaluation 4b(v): Works Under Construction Works under construction—previous disclosure year plus Capital expenditure		- d works under	Allocated v	- works under
RAB value—previous disclosure year less Revalued land less Assets with nil physical asset life less Asset disposals less Lost asset adjustment Indexed revaluation 4b(v): Works Under Construction Works under construction—previous disclosure year plus Capital expenditure less Asset commissioned		- d works under	Allocated v	- works under
RAB value—previous disclosure year less Revalued land less Assets with nil physical asset life less Asset disposals less Lost asset adjustment Indexed revaluation 4b(v): Works Under Construction Works under construction—previous disclosure year plus Capital expenditure less Asset commissioned less Offsetting revenue		- d works under	Allocated v	- works under
RAB value—previous disclosure year less Revalued land less Assets with nil physical asset life less Asset disposals less Lost asset adjustment Indexed revaluation 4b(v): Works Under Construction Works under construction—previous disclosure year plus Capital expenditure less Asset commissioned		- d works under	Allocated v	- works under

EDULE 4: REPORT ON REGULATORY ASSET BA	For	lated Airport Year Ended			
EDULE 4. REPORT ON REGULATORT ASSET BI	ASE NOLL FOR	WAND (COIII)			
4b(vi): Capital Expenditure by Primary Purpose					
Capacity growth					
plus Asset replacement and renewal					
Total capital expenditure					
4b(vii): Asset Classes					
TD(VII). Asset Glasses			Infrastructure &	Vehicles, Plant	
	Land	Sealed Surfaces	Buildings	& Equipment	Total *
RAB value—previous disclosure year					
less Regulatory depreciation					
plus Indexed revaluations					
plus Non-indexed revaluations					
plus Assets commissioned					
less Asset disposals					
plus Lost and found assets adjustment					
plus Adjustment resulting from cost allocation					
RAB value	_	-	-	-	
	* Corresponds to val	lues in RAB roll forward	calculation.		
4b(viii): Assets Held for Future Use					
	Base Value	Holding Costs	Net Revenues	Tracking Revaluations	Total
Assets held for future use—previous disclosure year	base value	Holding Costs	Net nevertues	nevaluations	TOLAT
plus Assets held for future use—additions¹					
less Transfer to works under construction					
less Assets held for future use—disposals					
Assets held for future use ²	_	_	_	_	
Holding Costs, Net Revenues, and Tracking Revaluations entries in t	the 'Assets held for fitte	ro uso—additions! line re	plate to the value incur	grad during the disclosi	uro voar
² Each category value shown in the 'Assets held for future use' line (Bases)					
disclosure as 'Assets held for future use—previous disclosure year' .			,		3,-
Highest rate of finance applied (%)					

SCHEDULE 5 REPORT ON RELATED PARTY TRANSACTIONS

Regulat For Ye SCHEDULE 5: REPORT ON RELA	ed Airport ear Ended ATED PARTY	TRANSACTION	IS	
5(i): Related Party Transaction	ons		(\$000)	
Net operating revenue Operational expenditure Related party capital expenditure Market value of asset disposals Other related party transactions				
5(ii): Entities Involved in Rela Entity Name	ited Party Tra		Party Relationship	
5(iii): Related Party Transacti Entity Name	ions Description	of Transaction	Average Unit Price (\$)	Value (\$000)
			(4)	(4000)
Commentary on Related Party	Transactions			

SCHEDULE 6 REPORT ON ACTUAL TO FORECAST EXPENDITURE

6a: Actual to Forecast Expenditure						
Expenditure by Category	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)	(\$000) % Variand (a)/(b)-1
Capacity growth	_	_	_		_	_
Asset replacement and renewal	_	_	_		_	_
Total capital expenditure	_	_	_	_	_	_
Corporate overheads	-	-	-		-	_
Asset management and airport operations	_	_	_		_	_
Asset maintenance	_	_	_		_	_
Total operational expenditure	_	_	_	_	_	
Key Capital Expenditure Projects						
[Project 1]		_	-		_	_
[Project 2]		_	_		_	_
[Project 3]		_	-		_	_
[Project 4]	1	_	_		_	_
[Project 5]	_	_	_		_	
[Project 6] [Project 7]	-	_	_			
[Project 7] [Project 8]	1	_	_		_	
[Project 9]		_	_		_	_
Other capital expenditure		_	_		-	_
Total capital expenditure	_	_	-	-	_	_
Explanation of Variances						
Explanation of Variances						
Explanation of Variances						
Explanation of Variances						
Explanation of Variances						
Explanation of Variances						
Explanation of Variances						
Explanation of Variances						
Explanation of Variances						

DULE 6: REPORT ON ACTUAL TO FOREC	For Year End AST EXPENDITURE (
6b: Forecast Expenditure					
From most recent disclosure following a price setting event					
Starting year of current pricing period (year ended)	Prici Peri	od Period	Pricing Period	Pricing Period	Prici Peri
Expenditure by Category	Starti Yea		Starting Year + 2	Starting Year + 3	Start Year
Capacity growth					
Asset replacement and renewal					
Total forecast capital expenditure			_	_	
Corporate overheads			1	Γ	
Asset management and airport operations					
Asset maintenance					
Total forecast operational expenditure			_	-	
Key Capital Expenditure Projects	Prici Peric Starti Yea	od Period ng Starting	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Prici Peric Starti Year
[Project 1]	, —		7		
[Project 2]			1	1	
[Project 3]			1	1	
[Project 4]			1		
[Project 5]					
[Project 6]					
[Project 7]				1	
[Project 8]					
[Project 9]				1	
		_		1	11

SCHEDULE 7 REPORT ON SEGMENTED INFORMATION

		I		
	Specified Passenger Terminal Activities	Airfield Activities	Aircraft and Freight Activities	(\$000) Airport Business
[Airport activity charge 1]				-
[Airport activity charge 2]				-
[Airport activity charge 3]				-
[Airport activity charge 4]				-
Lease, rental and concession income Other operating revenue				-
Net operating revenue	_	_	_	_
Tot operating reserved				
Gains / (losses) on asset sales				-
Other income				-
Total regulatory income	_	_	_	-
Total operational expenditure				-
Regulatory depreciation				-
Total revaluations				-
Allowance for long term credit spread				-
Regulatory tax allowance				-
Regulatory profit/ loss	_	_	_	-
Regulatory investment value				-
Commentary on Segmented Information				

SCHEDULE 8 CONSOLIDATION STATEMENT

For Ver	ed Airport ar Ended				
HEDULE 8: CONSOLIDATION STATEMEN					
8a: CONSOLIDATION STATEMENT	Airport Businesses	Regulatory/ GAAP Adjustments	Airport Business– GAAP	Unregulated Activities- GAAP	(\$000) Airport Company– GAAP
				1	
Net income	_				
Total operational expenditure	_				
Operating surplus / (deficit) before interest, depreciation, revaluations and tax	_	_	_	_	_
Depreciation	_				
Revaluations	_				
Tax expense	_				
Net operating surplus / (deficit) before interest	_	_	_	_	_
Property plant and equipment	_				
Description of Regulatory / GAAP Adju	ustment		Affected Line Item		Regulatory GAAP Adjustments
			[Select one]		
			[Select one]		
			[Select one]		
			[Select one]		
			[Select one] [Select one]		
* To correspond with the clause 8a column Regulatory	y/GAAP adjustmer	nts	[Select one]		

SCHEDULE 9 REPORT ON ASSET ALLOCATIONS

		Regulate For Ye	ed Airport ear Ended				
CHEDULE 9: REPORT ON ASSET	T ALLOCATIONS						
9a: Asset Allocations							(\$000)
Lond		Specified Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Airport Business	Unregulated Component	Total
Land Directly attributable assets					_	ן	_
Assets not directly attributable					_		_
Total value land		<u> </u>			_		
Sealed Surfaces							
Directly attributable assets					_		_
Assets not directly attributable				<u> </u>	_		_
Total value sealed surfaces					_	J	
Infrastructure and Buildings						1	
Directly attributable assets				-	_		_
Assets not directly attributable Total value infrastructure and I	huildingo				_		_
Total value infrastructure and i	buildings					J	
Vehicles, Plant and Equipment				,		,	
Directly attributable assets					_		_
Assets not directly attributable					_		_
Total value vehicles, plant and	equipment				_	J	
Total directly attributable assets		_	_	_	_]	_
Total assets not directly attributate	ble	_	_	_	_	_	_
Total assets		_	_	_	_	_	_
]	
Asset Allocators		Allocator					_
Asset Allocators Asset Category	Allocator*	Туре		Rationale		Asset Lin	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lin	ne Items
	Allocator*	Type [Select one] [Select one]		Rationale		Asset Lin	ne Items
	Allocator*	Type [Select one] [Select one] [Select one]		Rationale		Asset Lii	ne Items
	Allocator*	Type [Select one] [Select one]		Rationale		Asset Lii	ne Items
	Allocator*	Type [Select one] [Select one] [Select one]		Rationale		Asset Lii	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lii	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lii	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lii	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lii	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lii	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lin	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lin	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lin	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lin	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lin	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lin	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lin	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lin	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lis	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lis	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lis	ne Items
	Allocator*	Type [Select one]		Rationale		Asset Lin	ne Items

Asset Allocators (cont)						
Asset Allocators (cont)		Allocator				
Asset Category	Allocator*	Type [Select one]	Rationale	Asset Line Item		
		[Select one]				
		[Select one]				
		[Select one]				
		[Select one]				
		[Select one]				
		[Select one]				
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		[Select one]				
		[Select one]				

	Regulate For Yea	d Airport	
SCHEDULE 9: REPORT ON ASSET	ALLOCATIONS (cont)		
9b: Notes to the Report			
9b(i): Changes in Asset Allocat	tors		(**************************************
			(\$000) Effect of Change
			Current Year CY-1 (CY) CY+1
Asset category Original allocator or components		Original	
New allocator or components Rationale		New Difference	
Asset category		Original	
Original allocator or components New allocator or components		Original New	
Rationale		Difference	
Asset category Original allocator or components New allocator or components		Original New	
Rationale		Difference	
Asset category Original allocator or components		Original	
New allocator or components Rationale		New Difference	
Asset category			
Original allocator or components New allocator or components		Original New	
Rationale		Difference	
Asset category Original allocator or components		Original	
New allocator or components Rationale		New Difference	
Asset category			
Original allocator or components New allocator or components		Original New	
Rationale		Difference	
Commentary on Asset Allocations			

SCHEDULE 10 REPORT ON COST ALLOCATIONS

		Regulate For Ye	ed Airport ar Ended				
IEDULE 10: REPORT ON COST	ALLOCATIONS						
0a: Cost Allocations							(\$000)
		Specified Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Airport Business	Unregulated Component	Total
Corporate Overheads							
Directly attributable operating	costs				-		_
Costs not directly attributable					_		
Asset Management and Airpor						1 1	
Directly attributable operating	costs				_		
Costs not directly attributable					_]	
Asset Maintenance						1 1	
Directly attributable operating	COSIS	<u> </u>		 	_	 	
Costs not directly attributable					_	الـــــا	
Total directly attributable costs		_	_	_	_] [
Total costs not directly attributable	ole	_		_	_	_	
Total operating costs			_	_	_	_	
Cost Allocators Operating Cost Category	Allocator*	Allocator Type		Rationale		Operating Cos	st Line Iter
Cost Allocators		Allocator					
	Allocator*	Туре		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one] [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one] [Select one] [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one] [Select one] [Select one] [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one] [Select one] [Select one] [Select one] [Select one]		Rationale		Operating Cos	st Line Ite
	Allocator*	Type [Select one] [Select one] [Select one] [Select one] [Select one] [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one]		Rationale		Operating Cos	st Line Iter
	Allocator*	Type Select one Select one		Rationale		Operating Cos	st Line Iter
	Allocator*	Type [Select one]		Rationale		Operating Cos	st Line Iten

OULE 10: REPORT ON COST A	ALLOCATIONS (co	ont)		
Cost Allocators (cont)				
0	AU	Allocator	Betterrele	0
Operating Cost Category	Allocator*	Type [Select one]	Rationale	Operating Cost Line
		[Select one]		
		[Select one]		
		[Select one] [Select one]		
		[Select one]		
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		[Select one]		

	Regulated Airport For Year Ended				
SCHEDULE 10: REPORT ON COST	ALLOCATIONS (cont)				
10b: Notes to the Report					
10b(i): Changes in Cost Alloca	tors				
3				Effect of Change	(\$000)
			CY-1	Current Year (CY)	CY+1
Operating cost category Original allocator or components		Original	C1-1	(C1)	C1+1
New allocator or components		New			
Rationale		Difference	_		
Operating cost category Original allocator or components		Original			
New allocator or components Rationale		New Difference	-	-	-
Operating cost category		-]	<u> </u>		
Original allocator or components New allocator or components		Original New			
Rationale		Difference	_	_	-
Operating cost category				7[
Original allocator or components New allocator or components		Original New			
Rationale		Difference	_		
Operating cost category Original allocator or components		Original			
New allocator or components Rationale		New Difference	-	-	-
Operating cost category		-]			
Original allocator or components New allocator or components		Original New			
Rationale		Difference	_	_	-
Operating cost category Original allocator or components		Original			
New allocator or components		New			
Rationale		Difference	_		
Commentary on Cost Allocations					

SCHEDULE 11 REPORT ON RELIABILITY MEASURES

	Regulated Airport For Year Ended		
DULE 11: REPORT ON RELIABILITY			
Runway		Number	Total Duration
The number and duration of interruptions to r party primarily responsible	runway(s) during disclosure year by		Hours Minut
Airports			
Airlines/Other			
Undetermined reasons			
Total		-	_ ;
Taxiway			
The number and duration of interruptions to t	axiway(s) during disclosure year by		
party primarily responsible			
Airports			
Airlines/Other			
Undetermined reasons			
Total		-	
Remote stands and means of embarkation	/disembarkation		
The number and duration of interruptions to r embarkation/disembarkation during disclosu			
Airports			
Airlines/Other			
Undetermined reasons			
Total		-	- :
Contact stands and airbridges			
The number and duration of interruptions to o	contact stands during disclosure year by		
party primarily responsible			
Airports			
Airlines/Other			
Undetermined reasons			
Total		-	_ [
Baggage sortation system on departures			
The number and duration of interruptions to be during disclosure year by party primarily res			
Airports			
Airlines/Other			
Undetermined reasons			
Total		-	_ ;
Baggage reclaim belts			
The number and duration of interruptions to be year by party primarily responsible	paggage reclaim belts during disclosure		
Airports			
Airlines/Other			
Undetermined reasons			
Total		-	- :
On-time departure delay			
The total number of flights affected by on time			
of the delay during disclosure year by party	primarily responsible		
Airports			
Airlines/Other Undetermined reasons			
			1 11

Regulated Airport For Year Ended SCHEDULE 11: REPORT ON RELIABILITY MEASURES (cont)
Fixed electrical ground power availability (if applicable) The percentage of time that FEGP is unavailable due to interruptions* * Disclosure of FEGP information applies only to airports where fixed electrical ground power is available.
Commentary concerning reliability measures
Must include information on how the responsibility for interruptions is determined and the processes the Airport has put in place for undertaking any operational improvement in respect of reliability. If interruptions are categorised as "occurring for undetermined reasons", the reasons for inclusion in this category must be disclosed.

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

DULE 12: REPORT ON CAF	PACITY LITH ISATION IN	Regulated Airport For Year Ended	RAFT AND FREIGHT A	CTIVITIES AND	
ELD ACTIVITIES	ACIT I OTILISATION IN	DICATORS FOR AIRC	TALL AND I REIGHT A	CTIVITIES AND	
Runway					
Description of runway(s)	Designations	Runway #1	Runway #2	Runway #3	1
Description of runway(s)	Designations Length of pavement (m)				
	Width (m)				
	Shoulder width (m)				
	Runway code				
	ILS category	[Select one]	[Select one]	[Select one]	
Declared runway capacity for specified meteorological condition	VMC (movements per hour) IMC (movements per hour)				
Taxiway					
Description of main taxiway(s)	Name	Taxiway #1	Taxiway #2	Taxiway #3	1
,()	Length (m)				
	Width (m)				
	Status	[Select one]	[Select one]	[Select one]	
	Number of links				
Aircraft parking stands					
Number of apron stands available	during the runway busy day c	ategorised by stand description	on and primary flight category	,	
		Contact stand-airbridge	Contact stand-walking	Remote stand-bus	•
Air passenger services	International				
	Domestic jet Domestic turboprop				
Total parking stands	Domockie talboprop	-	_	-	
Busy periods for runway movem	nente				
busy perious for runway moven	icitis	Date			
	Runway busy day				
	Runway busy hour start time (day/month/year hour)				
	(,,,				
Aircraft movements					
Number of aircraft runway movem	nents during the runway busy d	Contact stand-airbridge	Contact stand-walking	Remote stand—bus	y Total
Air passenger services	International				1
	Domestic jet				
	Domestic turboprop				
	Total	_	-	_	
Other (including General Aviation					
Total aircraft movements during t	he runway busy day				L
No combined of all and the comment of the comment					
Number of aircraft runway movem hour	nents during the runway busy				
Commentary concerning capaci	ty utilisation indicators for a	ircraft and freight activities	and airfield activities		

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

Regulated Airport For Year Ended			
ULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR	SPECIFIED PASSE	NGER TERMINAL A	CTIVITIES
Outbound (Departing) Passengers	International terminal	Domestic terminal	Common area [†]
Landside circulation (outbound)			
Passenger busy hour for landside circulation (outbound)—start time (day/month/year hour)			
Floor space (m²)			
Passenger throughput during the passenger busy hour (passengers/hour) Utilisation (busy hour passengers per 100m ⁵)	-	-	
Check-in			
Passenger busy hour for check-in—start time (day/month/year hour) Floor space (m²)			
Passenger throughput during the passenger busy hour (passengers/hour) Utilisation (busy hour passengers per 100m ⁵)	-	_	
Poggago (outhound)			
Baggage (outbound) Passenger busy hour for baggage (outbound)—start time (day/month/year hour) Make-up area floor space (m²)			
Notional capacity during the passenger busy hour (bags/hour)*			
Bags processed during the passenger busy hour (bags/hour)*			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (% of processing capacity) * Please describe in the capacity utilisation indicators commentary box how notional capacity and ba	gs throughput have been ass	essed.	
Passport control (outbound)			
Passenger busy hour for passport control (outbound)—start time			
(day/month/year hour)			
Floor space (m²)			
Number of emigration booths and kiosks			
Notional capacity during the passenger busy hour (passengers/hour) *		-	
Passenger throughput during the passenger busy hour (passengers/hour) Utilisation (busy hour passengers per 100m²)			
Utilisation (% of processing capacity)			
*Please describe in the capacity utilisation indicators commentary box how the notional capacity has	s been assessed.	,	
Security screening			
Passenger busy hour for security screening—start time (day/month/year hour)			
Facilities for passengers excluding international transit & transfer		,	
Floor space (m°)			
Number of screening points			
Notional capacity during the passenger busy hour (passengers/hour) *			
Passenger throughput during the passenger busy hour (passengers/hour) Utilisation (busy hour passengers per 100m ⁵)	_	_	
Utilisation (% of processing capacity)	_	-	
Facilities for international transit & transfer passengers		1	
Floor space (m°) Number of screening points			
Notional capacity during the passenger busy hour (passengers/hour)*			
Estimated passenger throughput during the passenger busy hour (passengers/hou	ur)]	
Utilisation (busy hour passengers per 100m²)	_		
Utilisation (% of processing capacity)	-		
* Please describe in the capacity utilisation indicators commentary box how the notional capacity has	been assessed.		

Regulated Airpo For Year Ende	ed		
EDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR	R SPECIFIED PASSE	NGER TERMINAL A	ACTIVITIES (co
	International terminal	Domestic terminal	Common area [†]
Airside circulation (outbound)			
Passenger busy hour for airside circulation (outbound)—start time			
(day/month/year hour)			
Floor space (m²)			
Passenger throughput during the passenger busy hour (passengers/hour) Utilisation (busy hour passengers per 100m¹)	-	-	
Departure lounges			
Passenger busy hour for departure lounges—start time (day/month/year hour)			
Floor space (m ^a)			
Number of seats			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (busy hour passengers per 100m ^s) Utilisation (passengers per seat)		_	
Inbound (Arriving) Passengers			
Airside circulation (inbound)			
Passenger busy hour for airside circulation (inbound)—start time (day/month/year hour)			
Floor space (m ^a)			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (busy hour passengers per 100m²)	_	-	
Passport control (inbound)			
Passenger busy hour for passport control (inbound)—start time		_	
(day/month/year hour)			
Floor space (m²)			
Number of immigration booths and kiosks			
Notional capacity during the passenger busy hour (passengers/hour) *			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (busy hour passengers per 100m²)	_		
Utilisation (% of processing capacity) *Please describe in the capacity utilisation indicators commentary box how the notional capacity	has been assessed.	ı	
Landside circulation (inbound)			
Passenger busy hour for landside circulation (inbound)—start time			
(day/month/year hour)			
Floor space (m ^o)			
Passenger throughput during the passenger busy hour (passengers/hour) Utilisation (busy hour passengers per 100m ⁵)	_	-	-
Baggage reclaim			
Passenger busy hour for baggage reclaim—start time (day/month/year hour)			
Floor space (m²)			
Number of reclaim units			
Notional reclaim unit capacity during the passenger busy hour (bags/hour)*			
Bags processed during the passenger busy hour (bags/hour)*			
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (% of processing capacity)		-	
Utilisation (busy hour passengers per 100m ⁵) * Please describe in the capacity utilisation indicators commentary box how notional capacity and	bags throughput have been ass	essed.	
Bio-security screening and inspection and customs secondary inspection			
Passenger busy hour for bio-security screening and inspection and			
customs secondary inspection—start time (day/month/year hour)]	
Floor space (m ²)			
Notional MAF secondary screening capacity during the passenger busy hour			
(passengers/hour)*		1	
Passenger throughput during the passenger busy hour (passengers/hour)			
Utilisation (% of processing capacity) Utilisation (busy hour passengers per 100m²)			
* Please describe in the capacity utilisation indicators commentary box how the notional capacity	has been assessed.		
Arrivals concourse			
Arrivals concourse Passenger busy hour for arrivals concourse—start time (day/month/year hour)			
Passenger busy hour for arrivals concourse—start time (day/month/year hour)			

International Common area! Total terminal functional areas providing facilities and service directly for passengers Floor space (m) Number of working baggage trolleys available for passenger use at end of disclosure year Commentary concerning capacity utilisation indicators for Passenger Terminal Activities	Regulated Airport For Year Ended			
Total terminal functional areas providing facilities and service directly for passengers Floor space (m²) Number of working baggage trolleys available for passenger use at end of disclosure year	CHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR S	PECIFIED PASSE	NGER TERMINAL	ACTIVITIES (cont 2)
Floor space (m²) Number of working baggage trolleys available for passenger use at end of disclosure year		terminal	Domestic terminal	
Commentary concerning capacity utilisation indicators for Passenger Terminal Activities	Floor space (m²) Number of working baggage trolleys available for passenger use	engers		
	Commentary concerning capacity utilisation indicators for Passenger Terminal A	ctivities	,	
	, , , , , , , , , , , , , , , , , , , ,			
Commentary must include an assessment of the accuracy of the passenger data used to prepare the utilisation indicators.	Commentary must include an assessment of the accuracy of the passenger data used to prepare the u	tilisation indicators.		

SCHEDULE 14 REPORT ON PASSENGER SATISFACTION INDICATORS

Survey organisation					_	
Survey organisation used		[Select one]				
f "Other", please specify	L					
Passenger satisfaction survey score average quarterly rating by service item)						
Oomestic terminal Qu	uarter	1	2	3	4	Ann
Ease of finding your way through an airport						
Ease of making connections with other flights	_					
Flight information display screens	-					
Walking distance within and/or between terminals	-					
Availability of baggage carts/trolleys						
Courtesy, helpfulness of airport staff (excluding check-in and securi	ity)					
Availability of washrooms/toilets	-		-			
Cleanliness of washrooms/toilets			-			
Comfort of waiting/gate areas	-		-			
Cleanliness of airport terminal	-					
Ambience of the airport			-			
Security inspection waiting time	-					
Check-in waiting time	-					
Feeling of being safe and secure	-					
Average survey score	L		<u> </u>			
nternational terminal Qu	uarter	1	2	3	4	Ann
Ease of finding your way through an airport	ſ		1			
Ease of making connections with other flights						
Flight information display screens						
Walking distance within and/or between terminals						
Availability of baggage carts/trolleys						
Courtesy, helpfulness of airport staff (excluding check-in and securi	ity)					
Availability of washrooms/toilets						
Cleanliness of washrooms/toilets						
Comfort of waiting/gate areas						
Cleanliness of airport terminal						
Ambience of the airport	_					
Passport and visa inspection waiting time						
Security inspection waiting time						
Check-in waiting time	_					
Feeling of being safe and secure	_					
Average survey score	L	-	<u> </u>	_	_	
results may not conform to the margina of error requirement. Commentary concerning report on passenger satisfaction indicates the satisfaction indicates th	ators					

SCHEDULE 15 REPORT ON OPERATIONAL IMPROVEMENT PROCESSES

Regulated Airport For Year Ended
SCHEDULE 15: REPORT ON OPERATIONAL IMPROVEMENT PROCESSES
Disclosure of the operational improvement process
The process put in place by the Airport for it to meet regularly with airlines to improve the reliability and passenger satisfaction performance consistent with that reflected in the indicators.

SCHEDULE 16 REPORT ON ASSOCIATED STATISTICS

Regulated Airport For Year Ended		
HEDULE 16: REPORT ON ASSOCIATED STATISTICS		
16a: Aircraft statistics Disclosures are categorised by core aircraft types such as Boeing 737-400 or Airbus A320. Sub variants	within these types need	not be disclosed.
(i) International air passenger services—total number and MCTOW of landings by air		
	Total number	Total MCTOW
Aircraft type	of landings	(tonnes)
	 	
	-	
	-	
	_ <mark> </mark>	
	_ 	
	_ <mark>-</mark>	
	_ 	
	_ <mark> </mark>	
	<mark>_</mark>	
	- 	
	_	
	-	
	<u> </u>	
Total	_	_

Regulated Airport		
Regulated Airport For Year Ended		
SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS (cont)		
(ii) Domestic air passenger services—the total number and MCTOW of landings of flight	nts by aircraft typ	e during
disclosure year		
(1). Domestic air passenger services—aircraft 30 tonnes MCTOW or more	T-4-1	T-4-LMOTOW
Aircraft type	Total number of landings	Total MCTOW (tonnes)
Anotali type	Orlandings	(torines)
Total		
(2). Domestic air passenger services—aircraft 3 tonnes or more but less than 30 ton	nes MCTOW	
(2). Democrate an passenger services and are a termos or more parties and new termos	Total number	Total MCTOW
Aircraft type	of landings	(tonnes)
		<u> </u>
	<u> </u>	<u> </u>
	——	\vdash
Total	-	-

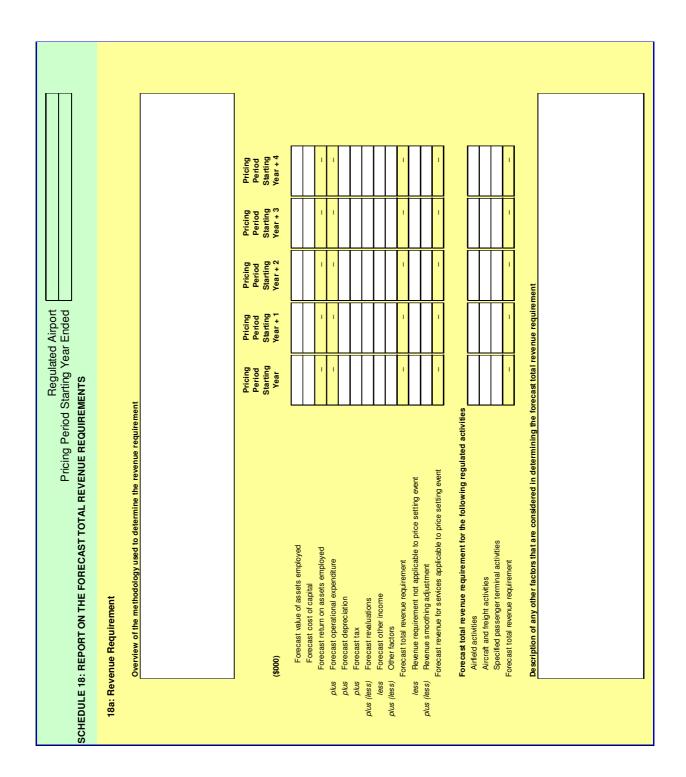
Regul	ated Airport			
Togui	Year Ended			
FOI	rear Ended			
SCHEDULE 16: REPORT ON ASSOCIATED STATI	STICS (cont 2)			
	` ′			
(iii) The total number and MCTOW of landings of a	ircraft not include	ed in (i) and (ii) a	bove during discl	osure year
			Total number	Total MCTOW
			of landings	(tonnes)
Air passenger service aircraft less than 3 tonnes MCTOV	V			
Freight aircraft				
Military and diplomatic aircraft				
Other aircraft (including General Aviation)				
(iv) The total number and MCTOW of landings du	ring the disclosure	e year		
	•		Total number	Total MCTOW
			of landings	(tonnes)
Total			_	_
16b: Terminal access				
Number of domestic jet and international air passenger s	ervice aircraft move	ments* during disc	losure year catego	rised by the main
form of passenger access to and from terminal				
	Contact	Contact	Remote	Tatal
	stand-airbridge	stand-walking	stand—bus	Total
International air passenger service movements				_
Domestic jet air passenger service movements * NB. The terminal access disclosure figures do not inclu	do non jot aircraft don	nostio air passangar s	orvice flights	
ND. The terminal access disclosure lightes do not more	de non-jet ancran don	lestic all passerigers	ervice iligilis.	
16c: Passenger statistics				
Toc. I asseriger statistics	Domestic	International		Total
	2011100110	momanonar		.o.u.
The total number of passengers during disclosure year				
Inbound passengers†				-
Outbound passengers [†]				-
Total (gross figure)	_	_		-
less estimated number of transfer and transit pass	ongoro			
	engers			_
Total (net figure)				_
† Inbound and outbound passenger numbers include the number passengers can be subtracted from the total to estimate number			ight. The number of tr	ansit and transfer
passengers can be subtracted from the total to estimate humber	3 that pass through the	e passenger terrimar.		
16d: Airline statistics				
Name of each commercial carrier providing a regular air to	ransnort nassender	service through the	airport during disc	closure vear
Name of each commercial earner providing a regular air ti	ransport passeriger	Scrwcc through the	c amport during dis-	ciosaic year
Domestic			International	
Domestic	Ī		International	
	-			
	-			
	-			
	-			
	_			
	-			
	-			
	_			
	-			
	_			

		Regulated Airport			
		Regulated Airport For Year Ended			
eche:	DULE 16: REPORT ON ASSOCIATE		\		
SCHE	JULE 10. REPORT ON ASSOCIATE	D STATISTICS (COIRS)	,		
	Airline statistics (cont)				
	Domestic			International	
	Domestic			International	
164	e: Human Resource Statistics				
100	. Human resource statistics	Specified		Aircraft and	
		Terminal	Airfield	Freight	
		Activities	Activities	Activities	Total
	Number of full-time equivalent employees]		_
	Human resource costs (\$000)				
	Commentary concerning the report on ass	ociated statistics			
	Commentary concerning the report on ass	ociate a statistics			

SCHEDULE 17 REPORT ON PRICING STATISTICS

Net operating charges from airfield activities relating to domestic flights of 30 tonnes MCTOW or more Net operating charges from airfield activities relating to international flights of 30 tonnes MCTOW or more Net operating charges from airfield activities relating to international flights of 30 tonnes MCTOW or more Net operating charges from specified passenger terminal activities relating to domestic passengers Net operating charges from specified passenger terminal activities relating to international passengers Net operating charges from specified passenger terminal activities relating to international passengers Net operating charges from specified passenger terminal activities relating to international passengers Number of domestic passengers on flights of 30 tonnes MCTOW or more Number of domestic passengers on flights of 30 tonnes MCTOW or more Number of international passengers on flights of 30 tonnes MCTOW or more Total MCTOW of domestic flights of 30 tonnes MCTOW or more Total MCTOW of international flights 17b: Pricing Statistics Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more Average charge from airfield activities relating to international flights Average charge from airfield activities relating to international flights Average charge from specified passenger terminal activities Average charge from specified passenger terminal activities Average charge charge (\$ per domestic passenger) Average charge charge (\$ per domestic passenger) Average charge charge (\$ per international passenger) Average charge charge charge charge (\$ per international passenger) Average charge charge charge charge (\$ per intern	Pricing Statistics In airfield activities relating to domestic flights of 3 tonnes or more but on airfield activities relating to international flights of 30 tonnes MCTOW or more on airfield activities relating to international flights on specified passenger terminal activities relating to international passengers on flights of 3 tonnes or more but less than 30 tonnes MCTOW engers on flights of 30 tonnes MCTOW or more on all flights of 30 tonnes MCTOW or more on all flights of 30 tonnes MCTOW or more on all flights of 30 tonnes MCTOW or more on all flights of 30 tonnes flights of 30 tonnes MCTOW or more on all flights of 30 tonnes flights of 30 tonnes MCTOW or more on all flights of 30 tonnes flights of 30 tonnes MCTOW or more on all flights of 30 tonnes flights of 30 tonnes MCTOW or more on all flights of 30 tonnes flights of 30 tonnes MCTOW or more on all flights of 30 tonnes flights of 30 tonnes MCTOW or more on all flights of 30 tonnes flights of 30 tonnes MCTOW or more on all flights of 30 tonnes flights of 30 tonnes MCTOW or more on all flights of 30 tonnes flights of 30 tonnes MCTOW or more on all flights of 30 tonnes	Total MCTOW of domestic flights of 3 tonnes MCTOW number of international glights Total MCTOW of domestic flights of 3 tonnes MCTOW or more Number of international flights Total MCTOW of domestic flights of 3 tonnes MCTOW or more Number of international flights Total MCTOW of domestic flights of 3 tonnes MCTOW or more Number of international flights Total MCTOW of domestic flights of 3 tonnes MCTOW or more Number of international flights Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Total MCTOW of international flights Total MCTOW of international flights of 30 tonnes MCTOW or more Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW or more Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more Average charge from airfield activities relating to international flights Average charge from airfield activities relating to international flights Average charge (\$ per domestic passenger) Average charge (\$ per internation passenger) Average charge (\$ per internation passenger)		Regulated Airport For Year Ended		
Net operating charges from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Net operating charges from airfield activities relating to international flights Net operating charges from specified passenger terminal activities relating to domestic passengers Net operating charges from specified passenger terminal activities relating to international passengers Number of domestic passengers on flights of 3 tonnes or more but less than 30 tonnes MCTOW Number of international passengers Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Total MCTOW of international flights Total MCTOW of international flights Total MCTOW of international flights Total MCTOW or more Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW or more Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more Average charge from airfield activities relating to international flights Average charge from airfield activities relating to international flights Average charge from airfield activities relating to international flights Average charge from airfield activities relating to international flights Average charge from airfield activities relating to international flights Average charge from airfield activities relating to international flights Average charge (\$ per domestic passenger) Average charge (\$ per domestic passenger)	mairfield activities relating to domestic flights of 3 tonnes or more but of mairfield activities relating to domestic flights of 30 tonnes MCTOW or more mairfield activities relating to international flights of 30 tonnes MCTOW or more mairfield activities relating to international flights of 3 tonnes or more but less than 30 tonnes MCTOW engers on flights of 3 tonnes or more but less than 30 tonnes MCTOW engers on flights of 3 tonnes or more but less than 30 tonnes MCTOW or more assengers Total MCTOW (tonget) In the province of the p	Net operating charges from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Net operating charges from airfield activities relating to international flights Net operating charges from specified passenger terminal activities relating to domestic passengers Net operating charges from specified passenger terminal activities relating to international passengers Number of domestic passengers on flights of 3 tonnes or more but less than 30 tonnes MCTOW Number of domestic passengers on flights of 30 tonnes MCTOW or more Number of international passengers Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Total MCTOW of international flights 7b: Pricing Statistics Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW or more Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW or more Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more Average charge from airfield activities relating to international flights Average charge from airfield activities relating to international flights Average charge (\$ per domestic passenger) Average charge from specified passenger terminal activities Average charge (\$ per domestic passenger)	EDULE 17: REPORT ON PRICING STATISTICS			
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Net operating charges from airfield activities relating to international flights Net operating charges from specified passenger terminal activities relating to domestic passengers Net operating charges from specified passenger terminal activities relating to international passengers Number of domestic passengers on flights of 3 tonnes or more but less than 30 tonnes MCTOW Number of international passengers Total MCTOW of domestic flights of 30 tonnes MCTOW or more Number of international passengers Total MCTOW of domestic flights of 30 tonnes or more but less than 30 tonnes MCTOW Total MCTOW of international flights Total MCTOW of international flights 7b: Pricing Statistics Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more Average charge from airfield activities relating to international flights Average charge from airfield activities relating to international flights Average charge from airfield activities relating to international flights Average charge from specified passenger terminal activities Average charge (\$ per domestic passenger) Average charge (\$ per domestic passenger) Average charge charge (\$ per domestic passenger) Average charge charge (\$ per domestic passenger) Average charge (\$ per domestic passenger)	mainfield activities relating to international flights m specified passenger terminal activities relating to domestic passengers m specified passenger terminal activities relating to international passengers Number of passenger Number of passenger Number of passenger Regers on flights of 3 tonnes or more but less than 30 tonnes MCTOW engers on flights of 30 tonnes MCTOW or more assengers Total MCTOW (ton) C flights of 3 tonnes or more but less than 30 tonnes MCTOW c flights of 30 tonnes MCTOW or more onal flights Average charge (\$ per passenger) Average charge (\$ per tonne MCTO Average charge (\$ per internation passenger)	Net operating charges from specified passenger terminal activities relating to domestic passengers Net operating charges from specified passenger terminal activities relating to domestic passengers Number of domestic passengers on flights of 3 tonnes or more but less than 30 tonnes MCTOW Number of international passengers Number of passen Number of passenger Average charge (\$ per passenger) Average charge (\$ per domestic passenger) Avera		stic flights of 3 tonnes or more but		(\$000)
Net operating charges from specified passenger terminal activities relating to domestic passengers Net operating charges from specified passenger terminal activities relating to international passengers Number of domestic passengers on flights of 3 tonnes or more but less than 30 tonnes MCTOW Number of international passengers Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Total MCTOW of domestic flights of 30 tonnes MCTOW or more Total MCTOW of international flights Total MCTOW Total MCTOW of international flights Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW or more Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more Average charge from airfield activities relating to international flights Average charge from airfield activities relating to international flights Average charge from airfield activities relating to international flights Average charge from specified passenger terminal activities Average charge (\$ per domestic passenger) Average charge (\$ per domestic passenger) Figure 1 Average charge (\$ per domestic passenger) Average charge (\$ per domestic passenger) Average charge (\$ per international passenger) Average charge (\$ per international passenger) Average charge (\$ per international passenger) Average charge (\$ per domestic passenger) Average charge (\$ per international passenger)	m specified passenger terminal activities relating to international passengers m specified passenger terminal activities relating to international passengers Number of passenger tempers on flights of 3 tonnes or more but less than 30 tonnes MCTOW engers on flights of 30 tonnes MCTOW or more assengers Total MCTOW (tong assenger) Total MCTOW (tong assenger) Average charge (\$ per passenger) Average charge (\$ per tonne MCTO ————————————————————————————————————	Net operating charges from specified passenger terminal activities relating to domestic passengers Net operating charges from specified passenger terminal activities relating to international passengers Number of domestic passengers on flights of 3 tonnes or more but less than 30 tonnes MCTOW Number of domestic passengers on flights of 30 tonnes MCTOW or more Number of international passengers Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Total MCTOW of domestic flights of 30 tonnes MCTOW or more Total MCTOW of international flights Total MCTOW of international flights Total MCTOW of international flights Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more Average charge from airfield activities relating to international flights Average charge (\$ per passenger) Average charge (\$ per domestic passenger)			more	
Number of domestic passengers on flights of 3 tonnes or more but less than 30 tonnes MCTOW Number of international passengers Total MCTOW or more Number of international passengers Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Total MCTOW of domestic flights of 30 tonnes MCTOW or more Total MCTOW of international flights Tb: Pricing Statistics Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more Average charge from airfield activities relating to international flights Average charge (\$ per passenger) Average charge (\$ per domestic passenger) Average charge (\$ per international flights)	engers on flights of 3 tonnes or more but less than 30 tonnes MCTOW engers on flights of 30 tonnes MCTOW or more assengers Total MCTOW (tonse or flights of 3 tonnes or more but less than 30 tonnes MCTOW or flights of 30 tonnes MCTOW or more onal flights Average charge (\$ per passenger) Average charge (\$ per tonne MCTO or more on the less of 30 tonnes MCTOW or more	Number of domestic passengers on flights of 3 tonnes MCTOW or more Number of domestic passengers on flights of 30 tonnes MCTOW or more Number of international passengers Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Total MCTOW of domestic flights of 30 tonnes MCTOW or more Total MCTOW of international flights 7b: Pricing Statistics Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW or more Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more Average charge from airfield activities relating to international flights Average charge (\$ per passenger) Average charge (\$ per domestic passenger) Average charge (\$ per internation passenger)	Net operating charges from specified passenger terminal activation	ivities relating to domestic passenge		
Number of international passengers Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Total MCTOW of domestic flights of 30 tonnes MCTOW or more Total MCTOW of international flights 7b: Pricing Statistics Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more Average charge from airfield activities relating to international flights Average charge (\$ per tonsessing passenger) Average charge (\$ per domestic passenger) Average charge (\$ per domestic passenger) Average charge (\$ per domestic passenger) Average charge (\$ per international flights) Average charge (\$ per domestic passenger) Average charge (\$ per international flights)	Total MCTOW (ton) c flights of 3 tonnes or more but less than 30 tonnes MCTOW c flights of 30 tonnes MCTOW or more onal flights Average charge (\$ per passenger) Average charge (\$ per tonne MCTO ———————————————————————————————————	Number of international passengers Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Total MCTOW of domestic flights of 30 tonnes MCTOW or more Total MCTOW of international flights 7b: Pricing Statistics Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more Average charge from airfield activities relating to international flights Average charge (\$ per passenger) Average charge (\$ per domestic passenger) Average charge (\$ per domestic passenger) Average charge (\$ per internation passenger) Average charge (\$ per domestic passenger) Average charge (\$ per domestic passenger) Average charge (\$ per internation passenger) Average charge (\$ per domestic passenger) Average charge (\$ per domestic passenger) Average charge (\$ per internation passenger)	Number of domestic passengers on flights of 3 tonnes or mor	re but less than 30 tonnes MCTOW		Number of passer
Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Total MCTOW of domestic flights of 30 tonnes MCTOW or more Total MCTOW of international flights 7b: Pricing Statistics Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more Average charge from airfield activities relating to international flights Average charge (\$ per passenger) Average charge (\$ per domestic passenger) Average charge (\$ per domestic passenger) Average charge charge (\$ per domestic passenger) Average charge (\$ per international passenger) Average charge (\$ per international passenger) Average charge (\$ per international passenger)	c flights of 3 tonnes or more but less than 30 tonnes MCTOW or flights of 30 tonnes MCTOW or more onal flights Average charge (\$ per passenger) Average charge (\$ per passenger) Average charge (\$ per tonne MCTO ———————————————————————————————————	Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Total MCTOW of domestic flights of 30 tonnes MCTOW or more Total MCTOW of international flights 7b: Pricing Statistics Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more Average charge from airfield activities relating to international flights Average charge (\$ per passenger) Average charge (\$ per domestic passenger) Average charge (\$ per domestic passenger) Average charge (\$ per internation passenger)		OW or more		
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Average charge from airfield activities relating to international flights Average charge (\$ per domestic passenger) Average charge from specified passenger terminal activities Average charge charge (\$ per international flights) Average charge charge (\$ per domestic passenger) Average charge (\$ per domestic passenger) Average charge (\$ per international flights)	Average charge (\$ per domestic passenger) Average charge (\$ per domestic passenger) Average charge (\$ per internation passenger) Average charge (\$ per internation passenger) Average charge (\$ per domestic passenger) Average charge (\$ per domestic passenger) Average charge (\$ per domestic passenger) Average charge (\$ per internation passenger) Average charge (\$ per internation passenger)	Average charge from airfield activities relating to international flights Average charge (\$ per domestic passenger) Average charge (\$ per internation passenger) Average charge (\$ per internation passenger) Average charge (\$ per domestic passenger) Average charge (\$ per domestic passenger) Average charge (\$ per domestic passenger) Average charge (\$ per internation passenger)		hts of 3 tonnes or more but less	(\$ per passenger)	(\$ per tonne MCT
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(\$ per domestic (\$ per integral passenger) pass	(\$ per domestic passenger) eld activities and specified passenger terminal activities (\$ per internation passenger) passenger)	(\$ per domestic passenger) (\$ per internation passenger) (\$ per in	Average charge from specified passenger terminal activities		_	-
	eld activities and specified passenger terminal activities	Average charge from airfield activities and specified passenger terminal activities			(\$ per domestic	(\$ per internation
Average charge from airfield activities and specified passenger terminal activities	ng Statistics	Commentary on Pricing Statistics	Average charge from airfield activities and specified passenge	er terminal activities	-	-
Commentary on Pricing Statistics			Commentary on Pricing Statistics			

SCHEDULE 18 REPORT ON THE FORECAST TOTAL REVENUE REQUIREMENTS



	Pricing Period Starting Year + 4
	Pricing Period Starting Year + 3
d Airport ar Ended	Pricing Period Starting Year + 2
Regulated Airport Pricing Period Starting Year Ended :)	Pricing Period Starting Year + 1
ng Period 9	Pricing Period Starting Year
Pricir 3 (cont)	Pricing Period Starting Year-1*
F SCHEDULE 18: FORECAST TOTAL REVENUE REQUIREMENTS (cont)	Year of most recent annual disclosure (year ended) Pricing Starting S

				Pricir	ng Period S	Pricing Period Starting Year Ended	r Ended				
SCHEDULE 18: FORECAST TOTAL REVENUE REQUIREMENTS (cont 2)											
		i		i			i				
	Pricing Period Starting Year	Perion Period Starting Year + 1	Pricing Period Starting Year + 2	Period Starting Year + 3	Pricing Period Starting Year + 4	Pricing Period Starting Year + 5	Pricing Period Starting Year + 6	Period Starting Year + 7	Pricing Period Starting Year + 8	Pricing Period Starting Year + 9	Total
	1	1	1	I	1	1	1	1	1	1	
Capital Expenditure by Key Capital Expenditure Project											
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	nation of the basis	, 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	assels, an explan	Pricing Pricing Period Starting Vear + 4
	d non-regulated &	Pricing Pricing Period Starting Year + 3
	меел regulated am	Pricing Pricing Period Starting Vear + 2
ed Airport sar Ended	sts are shared bet	Pricing Period Starting Year + 1
Regulat Starting Ye	and'or, where co	Pricing Pricing Period Starting Year
Regulated Airport SCHEDULE 18: FORECAST TOTAL REVENUE REQUIREMENTS (cont 3) Basis for Gost Allocation	An explanation of where and why disclosures differ from the cost-allocation input Methodology and/or, where costs are shared between regulated and non-regulated assets, an explanation of the basis for that allocation. Key Capital Expenditure Projects—Consumer Demands Assessment Key Capital Expenditure Projects—Consumer Demands Assessment	An explanation of how consumer demands have been assessed and incorporated for each reported project and the degree to which consumers agree with project scope, timing and cost. 18b(iv) FORECAST OPERATIONAL EXPENDITURE Pricing Pr
SCHEDULE 1		18b(iv)

SCHEDULE 19: REPORT ON DEMAND FORECASTS 19a: Passenger terminal demand	\$T\$			Pricir		Regulate	Regulated Airport				
JLE 19: REPORT ON DEMAND FORECAS: Passenger terminal demand	STS				ng Period	starting Ye	Pricing Period Starting Year Ended				
: Passenger terminal demand											
		Pricing	Pricing	Pricing	Pricing	Pricing	Pricing	Pricing	Pricing	Pricing	Pricing
(000)		Period Starting Year	Starting Year + 1	Feriod Starting Year + 2	Period Starting Year + 3	Starting Year + 4	Starting Year + 5	Starting Year + 6	Period Starting Year + 7	Period Starting Year + 8	Starting Year + 9
ir passenger Inbound passengers	Domestic										
numbers Inter	International										
Com	Combined *										
Outbound passengers Dom	Domestic									Ī	
Inter	International										
Com	Combined *										
		* No disclosure	of combined term	inal forecasts is r	equired for airports	s with no shared p	No disclosure of combined terminal forecasts is required for airports with no shared passenger terminal functional components.	functional compor	nents.		
passengers Inbound passengers	Domestic										
during year Inter	International										
Total	al	1	-	1	1	1	1	-	1	1	1
Outbound passengers Dom	Domestic										
Inter	International										
Total	- B	-	_	1	1	-	1	_	1	-	-
International transit and transfer passengers	er passengers⁺										
		↑ NB. Forecasts	of international tr	ansit and transfer	passenger numbe	ers relate only to a	irports with extant	or planned interna	t NB. Forecasts of international transit and transier passenger numbers relate only to airports with extant or planned international transit and transler facilities	ansfer facilities	

SCHEDULE 19 REPORT ON DEMAND FORECASTS

Holong Movements Pricing Pric	SCHEDULE 19: REPORT ON DEMAND FORECASTS (cont)			Pricii	ng Period (Pricing Period Starting Year Ended	ar Ended				
	19b: Aircraft Runway Movements (000)	Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4	Pricing Period Starting Year + 5	Pricing Period Starting Year + 6	Pricing Period Starting Year + 7	Pricing Period Starting Year + 8	Pricing Period Starting Year + 9
		П									
Aircraft 30 formes MCTOW or more Aircraft 30 formes MCTOW or more Aircraft 30 formes MCTOW Aircraft iss than 30 formes MCTOW Aircraft iss than 30 formes MCTOW Aircraft iss than 30 formes MCTOW Air craft iss than 30 formes MCTOW Air passenger services—dimensional Air passenger		1	1	1	1	1	1	1	1	1	
Air passenger services—international Air passenger services—demestic Other aircraft Air passenger services—demestic	ear	-		1	1	1	1	1		1	
In Air passenger services—dinternational In Air passenger services—domestic Other aircraft Other aircraft of the basis for fore casts, and/or assumptions made in fore casting											
of the basis for forecasts, and/or assumptions made in forecasting											
	Description of the basis for forecasts, and/or assumptions made in forecasting										

SCHEDULE 23 REPORT ON INITIAL REGULATORY ASSET BASE VALUE

		Regulated Airport For Year Ended		
EDULE 23	: REPORT ON INITIAL REGULATORY ASSET			
3a: Regula	atory Asset Base Value			
		Unallocat (\$000)	ed RAB * (\$000)	(\$000) RAB
	Allocated non-current assets—year ended 2009			
	Adjustment to reinstate unallocated 2009 asset values Non-current assets—year ended 2009		_	
les	•			
	Assets held for future use—year ended 2009			
	Works under construction—year ended 2009			
	Excluded intangible assets			
	Other excluded assets		_ 1	
plu	s			
	MVAU valuation adjustment			
les	Initial RAB value		_	
ies	Regulatory depreciation			
plu				
	Indexed revaluations	_		-
	Non-indexed revaluations			
plu	Total revaluations		_	
piu	Assets commissioned (other than below)			
	Assets acquired from a regulated supplier			
	Assets acquired from a related party			
	Assets commissioned		-	-
less				
	Asset disposals (other) Assets disposed of to a regulated supplier			
	Assets disposed of to a related party			
	Asset disposals		=	
plu	s Lost and found assets adjustment			
	Adjustment resulting from cost allocation			
RAB Va	alue—year ended 2010		_	
Commen	tary			
	•			
* The lun	allocated RAB' is the total value of those assets used wholly or partia	ally to provide specified services with	out any allowance hei	ng made for the allocation of costs to n
rne un				held for future use or works under

	For	lated Airport Year Ended			
SCHEDULE 23: INITIAL REGULATORY ASSET BAS	SE VALUE (cont)			
23b: Notes to the Report		(\$000 u	nless otherwise sp	pecified)	
23b(i): Calculation of Revaluation Rate and Inc	lexed Revaluati	on			
CPI at CPI reference date—2009 CPI at CPI reference date—2010 Revaluation rate (%)					-
Initial RAB value Iess Revalued land Iess Assets with nil physical asset life Iess Asset disposals		_	Unallocated RAB –		RAB –
less Lost asset adjustment Indexed revaluation			_		_
23b(ii): Works Under Construction		Unallocated	works under	Allocated v	vorks under
Works under construction—year ended 2009 plus MVAU valuation adjustment Works under construction adjusted—year end plus Capital expenditure less Assets commissioned less Offsetting revenue plus Adjustment resulting from cost allocation Works under construction—year ended 2010	led 2009	(\$000)	uction (\$000)	constr	
23b(iii): Assets Held for Future Use	Base Value (\$000)	Holding Costs (\$000)	Net Revenues (\$000)	Tracking Revaluations (\$000)	Total (\$000)
Assets held for future use—year ended 2009 plus Assets held for future use—additions¹ less Transfer to works under construction less Assets held for future use—disposals Assets held for future use—year ended 2010²					- - - -
1 Holding Costs, Net Revenues, and Tracking Revaluations entries 2 Each category value shown in the 'Assets held for future use—yea the following year's disclosure as 'Assets held for future use—previo 23b(iv): Asset Lives & Asset Uses Land	r ended 2010' line (Base				
Description of Land	RAB value year end	Description of us	e (land)		
[Asset 1] [Asset 2]					
[Asset 3]					
[Asset 4]					
[Asset 5]					
[Asset 7]					
[Asset 8]					
[Asset 9]					
[Asset 10]					
[Asset 11]					
[Asset 12]					
[Asset 13]					
[Asset 14]					
[Asset 15]		<u> </u>			
Total value land	_				

Sealed Surfaces:			
Significant asset	RAB value year end	Description of use (significant assets)	Asset life (
[Asset 1]	7,		
[Asset 2]			
[Asset 3]			
[Asset 4]			
[Asset 5]			
[Asset 6]			
[Asset 7]			
Other assets sealed surfaces		٦	
Other assets sealed surfaces			
Total value sealed surfaces	_		
	RAB value		
Significant asset	RAB value year end	Description of use (significant assets)	Asset life (
[Asset 1]		Description of use (significant assets)	Asset life (
[Asset 1] [Asset 2]		Description of use (significant assets)	Asset life (
[Asset 1] [Asset 2] [Asset 3]		Description of use (significant assets)	Asset life (
[Asset 1] [Asset 2] [Asset 3] [Asset 4]		Description of use (significant assets)	Asset life (
[Asset 1] [Asset 2] [Asset 3] [Asset 4] [Asset 5]		Description of use (significant assets)	Asset life (
[Asset 1] [Asset 2] [Asset 3] [Asset 4] [Asset 5] [Asset 6]		Description of use (significant assets)	Asset life (
[Asset 1] [Asset 2] [Asset 3] [Asset 4] [Asset 5]		Description of use (significant assets)	Asset life (
[Asset 1] [Asset 2] [Asset 3] [Asset 4] [Asset 5] [Asset 6]		Description of use (significant assets)	Asset life (
[Asset 1] [Asset 2] [Asset 3] [Asset 4] [Asset 5] [Asset 6] [Asset 7]		Description of use (significant assets)	Asset life (
[Asset 1] [Asset 2] [Asset 3] [Asset 4] [Asset 5] [Asset 6] [Asset 7]		Description of use (significant assets)	Asset life (
[Asset 1] [Asset 2] [Asset 3] [Asset 4] [Asset 5] [Asset 6] [Asset 7] Other assets infrastructure and buildings		Description of use (significant assets)	Asset life (
[Asset 1] [Asset 2] [Asset 3] [Asset 4] [Asset 5] [Asset 6] [Asset 7] Other assets infrastructure and buildings Fotal value infrastructure and buildings	year end		
[Asset 1] [Asset 2] [Asset 3] [Asset 4] [Asset 5] [Asset 6] [Asset 7] Other assets infrastructure and buildings Fotal value infrastructure and buildings Vehicles, Plant and Equipment Significant asset	year end	Description of use (significant assets) Description of use (significant assets)	Asset life (
[Asset 1] [Asset 2] [Asset 3] [Asset 4] [Asset 5] [Asset 6] [Asset 7] Other assets infrastructure and buildings Fotal value infrastructure and buildings Vehicles, Plant and Equipment Significant asset [Asset 1]	year end		
[Asset 1] [Asset 2] [Asset 3] [Asset 4] [Asset 5] [Asset 6] [Asset 7] Other assets infrastructure and buildings Total value infrastructure and buildings Vehicles, Plant and Equipment Significant asset [Asset 1] [Asset 2]	year end		
[Asset 1] [Asset 2] [Asset 3] [Asset 4] [Asset 5] [Asset 6] [Asset 7] Other assets infrastructure and buildings Total value infrastructure and buildings Vehicles, Plant and Equipment Significant asset [Asset 1] [Asset 2] [Asset 3]	year end		
[Asset 1] [Asset 2] [Asset 3] [Asset 4] [Asset 5] [Asset 6] [Asset 7] Other assets infrastructure and buildings Total value infrastructure and buildings Vehicles, Plant and Equipment Significant asset [Asset 1] [Asset 2] [Asset 3] [Asset 4]	year end		
[Asset 1] [Asset 2] [Asset 3] [Asset 4] [Asset 5] [Asset 6] [Asset 7] Other assets infrastructure and buildings Total value infrastructure and buildings Vehicles, Plant and Equipment Significant asset [Asset 1] [Asset 2] [Asset 3]	year end		