

Airport Services Information Disclosure Determination 2010

Consolidating all amendments as of 3 April 2018

Publication date: 3 April 2018

Commerce Commission

Wellington, New Zealand

Status of this consolidated information disclosure determination

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

Guidance for using this consolidated determination

- This consolidated determination acts as a reference for our information disclosure requirements applicable from the start of disclosure year 2019 (i.e. 1 April 2018 for Wellington International Airport Limited and 1 July 2018 for all other airports).
- Airports completing their year-end disclosures for disclosure year 2018 (i.e. the requirements specified in clause 2.3, 2.4 and 2.7) should use the information disclosure determination consolidated as of 20 December 2016 as a reference instead of this document.

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

AIRPORT SERVICES INFORMATION DISCLOSURE DETERMINATION 2010

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

PART 1 GENERAL PROVISIONS

1.1 Title

This determination is the Airport Services Information Disclosure Determination 2010.

1.2 Commencement Date

This determination consolidates all amendments to the **principal determination** as of 3 April 2018 and applies from the commencement of **disclosure year** 2019.

1.3 Application

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

1.4 Interpretation

(1) In this determination, unless the context otherwise requires—

- (a) terms in bold type have the meaning given to those terms in this clause 1.4;
- (b) terms used in this determination that are defined in the **Act**, but not in this determination, have the same meanings in this determination as in the **Act**;
- (c) a word which denotes the singular also denotes the plural and vice versa;
- (d) any obligation to do something is deemed to include an obligation to cause that thing to be done;
- (e) financial items must be measured and disclosed in accordance with **GAAP** unless otherwise provided in the **IM Determination**; and
- (f) non-financial items must be measured and disclosed in accordance with standard industry practice.

(2) If there is any inconsistency between the main body of this determination and any schedule to this determination, the main body of this determination prevails.

(3) In this determination, including in the schedule, the words or phrases in bold type bear the following meanings:

% variance

means the value of q calculated using the following formula:

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

where:

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

b = **forecast for current disclosure year**

2009 disclosed assets

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

2009 disclosure financial statements	has the meaning set out in the IM determination
A	
accounting-based allocation approach	has the meaning set out in the IM determination
Act	means the Commerce Act 1986
actual for current disclosure year	means actual capital expenditure or actual operational expenditure , as the case may be, in the current disclosure year
actual for period to date	means the accumulated actual capital expenditure or actual operational expenditure , as the case may be, from the beginning of the current pricing period , and including the actual for current disclosure year
adjusted regulatory profit	means the regulatory profit / (loss) less the notional interest tax shield
adjustment for merger, acquisition or sale activity	means the value of regulatory assets that are added to, or removed from, the RAB by way of merger, acquisition or sale by an airport to another airport , multiplied by the proportion of the disclosure year the assets are available to the airport making the disclosure, where added assets have a positive value and removed assets have a negative value

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

airport or airport business	means the parts of an airport company that provide specified airport services ;
airport activity charge	means revenue earned by an airport in relation to a specific charge or group of charges, other than lease, rental and concession income . In determining how charges are disclosed, consideration must be given to the charging structure outlined in the pricing methodology disclosed in accordance with clause 2.5(1)
airport business—GAAP	means the financial performance of the airport business , disclosed in accordance with GAAP
airport company	means a company described in s 56A(2) of the Act
airport company—GAAP	means the financial performance of the airport company , which includes both regulated and unregulated services, disclosed in accordance with GAAP
airside circulation inbound—floor space	means the overall functional floor space, measured in square metres, of areas providing general circulation for: <ul style="list-style-type: none">(a) inbound passengers;(b) travellers; and(c) concourse areas that provide access for:<ul style="list-style-type: none">(i) inbound passengers to and/or from security screening and inbound passport control where provided;(ii) airbridge and terminal doorways (where inbound passengers depart or arrive into corridors); and(iii) airside retail/concessions areas, but excluding retail and concession areas and floor curtilage spaces of one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions

airside circulation outbound—floor space	means the overall functional floor space, measured in square metres, of: <ul style="list-style-type: none">(a) areas providing general circulation for outbound passengers;(b) travellers; and(c) concourse areas that provide access for:<ul style="list-style-type: none">(i) outbound passengers to and/or from security screening and outbound passport control;(ii) departure lounges;(iii) airbridge and terminal doorways (where outbound passengers depart or arrive into corridors); and(iv) airside retail/concessions, but excluding retail and concession areas and floor curtilage spaces of one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions
allocated non-current assets - year ended 2009	means the allocated value of the 2009 disclosed assets as disclosed in the 2009 disclosure financial statements
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
allocator type	means the basis for the attribution or allocation of an operating cost or asset value to a regulated activity , being “directly attributable”, “causal” or “proxy”
alternative methodology with equivalent effect	means a methodology applied by an airport in accordance with clause 3.13 of the IM Determination
arrivals concourse—floor space	means the overall functional floor space, measured in square metres, of areas occupied by the landside public meeting areas, including seating and waiting areas, but excluding retail and concession areas and floor curtilage area of one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions
asset allocator	has the meaning set out in the IM determination

- asset category** means one of the following asset types:
- (a) land;
 - (b) sealed surfaces;
 - (c) infrastructure and buildings; and
 - (d) vehicles, plant and equipment
- asset category revaluation rate** means, for each **asset category** or parts of each **asset category**:
- (a) an **indexed revaluation rate**; or
 - (b) a **non-indexed revaluation rate**
- asset disposals** means q calculated using the following formula:
- (a) in relation to allocated asset disposals:
$$q = a + b + c$$
where:
 - a = **asset disposals (other)**;
 - b = **assets disposed of to a regulated supplier**;
 - c = **assets disposed of to a related party**;
 - (b) in relation to unallocated asset disposals:
$$q = a + b + c$$
where:
 - a = **asset disposals (other)**;
 - b = **assets disposed of to a regulated supplier**;
 - c = **assets disposed of to a related party**;
 - (c) in relation to forecast information, the regulatory carrying value of those assets which are forecast to be disposed of

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

assets acquired from a related party

means:

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

assets commissioned

means:

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

assets disposed of to a regulated supplier

means:

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

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

assets held for future use forecast closing cost	<p>means the value of q calculated using the following formula:</p> $q = a + b - c + d - e - f$ <p>where:</p> <p>a = assets held for future use opening cost;</p> <p>b = forecast holding costs;</p> <p>c = forecast assets held for future use net revenue;</p> <p>d = forecast assets held for future use additions;</p> <p>e = forecast assets held for future use disposals;</p> <p>f = forecast transfer to works under construction</p>
assets held for future use opening cost	<p>means the cost of assets held for future use on the first day of the pricing period as determined in accordance with clause 3.11(2) of the IM Determination</p>
assets held for future use net revenue	<p>has the meaning set out in clause 3.11(6)(c) of the IM determination, where references to 'excluded asset' should be read as references to assets held for future use, and includes an assets held for future use charge</p>
assets not directly attributable	<p>means the asset values that are not directly attributable to a regulated activity or the unregulated component</p>
audited disclosure information	<p>means information disclosed pursuant to any of clauses 2.3(1) or 2.4(1) of this determination</p>
average charge from airfield activities and specified passenger terminal activities	<p>means the value of q calculated using the following formula:</p> $q = \frac{a}{b}$ <p>where:</p> <p>a = the sum of:</p> <ul style="list-style-type: none"> (i) net operating charges from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW;

(ii) **net operating charges** from **airfield activities** relating to **domestic** flights of aircraft 30 tonnes **MCTOW** or more; and

(iii) **net operating charges** from **specified passenger terminal activities** relating to **domestic passengers**;

or

the sum of:

(iv) **net operating charges** from **airfield activities** relating to **international** flights; and

(v) **net operating charges** from **specified passenger terminal activities** relating to **domestic** flights;

as the case may be;

and

b = the sum of:

(vi) **number of domestic passengers** on flights of 3 tonnes or more but less than 30 tonnes **MCTOW**;

and

(vii) **number of domestic passengers** on flights of aircraft with a **MCTOW** rating of 30 tonnes **MCTOW** or more;

or

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

as the case may be

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

means the value of q calculated using the following formula:

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

where:

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

and

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

or

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

as the case may be

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

means the value of q calculated using the following formula:

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

where:

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

and

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

or

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

as the case may be

average charge from airfield activities relating to international flights

means the value of q calculated using the following formula:

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

where:

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

and

b = **number of international passengers**;

or

total MCTOW of **international flights**;

as the case may be

average charge from specified passenger terminal activities

means the value of q calculated using the following formula:

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

where:

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

or

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

as the case may be;

and

b = **number of domestic passengers**;

or

number of international passengers;

as the case may be

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

B

baggage outbound—make-up area floor space	means the overall functional floor space, measured in square metres, of areas occupied by: <ul style="list-style-type: none">(a) baggage make-up conveyors;(b) loops and laterals;(c) dolly circulation and staging;(d) staff sorting and loading space; and(e) hold baggage screening equipment
baggage outbound—notional capacity	means the practical capacity of an airport's outbound baggage sortation system(s), expressed in bags per hour, based on its configuration, conveyor speeds and continuous (x-ray or similar) inspection capacities where applicable
baggage outbound—throughput of bags	means: <ul style="list-style-type: none">(a) in respect of manual sortation/make-up systems, an estimation of the number of bags being processed by the system during the relevant hour, based on the throughput of passengers in that hour and an assumed number of bags per passenger; and(b) in respect of automated baggage sortation/make-up systems, the actual number of bags processed through the system during the relevant hour
baggage reclaim—floor space	means the overall functional floor space, measured in square metres, of areas occupied by: <ul style="list-style-type: none">(a) baggage reclaim belts;(b) waiting areas;(c) trolley storage areas;(d) baggage service counters; and(e) areas occupied by airline staff directly interfacing with passengers, but excluding areas in the baggage room such as the drop-off belt

baggage reclaim—notional capacity	means the capacity of baggage reclaim facilities expressed in bags per hour, assessed using accepted industry practice taking account of the numbers, types and sizes of aircraft expected to usually arrive in the passenger busy hour applicable to the baggage reclaim functional component
baggage reclaim—throughput of bags	means an estimation of the number of bags being delivered through the system during the relevant hour, based on the throughput of passengers in that hour and an assumed number of bags per passenger
base value	has the meaning given in clause 3.11(6)(a) of the IM determination
bio-security screening and inspection and Customs secondary inspection—floor space	<p>means the overall functional floor space, measured in square metres, of areas providing:</p> <ul style="list-style-type: none">(a) biosecurity screening and inspection for inbound passengers, including the areas occupied by booths, benches, screening equipment, and the MPI staff operating the screening and inspection areas;(b) Customs secondary inspection for inbound passengers, including the areas occupied by booths, benches, screening equipment, and Customs staff operating the screening and inspection areas;(c) queuing zones; and(d) an area up to two metres after the screening equipment or booths and benches on the landside of the screening and inspection points, <p>but excluding MPI and Customs offices and search rooms</p>
bio-security screening and inspection and Customs secondary inspection— notional capacity	means throughput capacity expressed in passengers per hour based on the number of MPI screening stations and advice from MPI on the sustainable processing rate
business day	has the meaning set out in the IM determination

C

capacity growth	means capital expenditure incurred predominantly to provide for increased capacity
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capital expenditure	means: <ul style="list-style-type: none">(a) subject to paragraph (c), for the purpose of unallocated works under construction, costs:<ul style="list-style-type: none">(i) incurred in the acquisition or development of an asset during the disclosure year that is, or is intended to be, commissioned; and(ii) that are included or are intended to be included in the value of assets commissioned relating to the unallocated RAB;(b) subject to paragraph (c), in all other instances, costs:<ul style="list-style-type: none">(i) incurred or forecast to be incurred in the acquisition or development of an asset during the disclosure year that is, or is intended to be, commissioned; and(ii) that are included or are intended to be included in the value of assets commissioned relating to the RAB;(c) costs incurred or forecast to be incurred in the acquisition of an asset as determined in accordance with clause 3.11 of the IM determination are deemed to have been incurred or forecast to be incurred in the year in which they are included in the value of transfer to works under construction;
capital expenditure on land for disclosure year 2010	means the value of <i>b</i> applied in the formula for calculation of the unallocated initial RAB value of land as set out in clause 3.2(3) of the IM determination
capital expenditure on land for disclosure year 2011	means the value of <i>e</i> applied in the formula for calculation of the unallocated initial RAB value of land as set out in clause 3.2(3) of the IM determination
causal relationship	has the meaning set out in the IM determination

change in asset allocator	means changes in any one of the following from the previous disclosure year : <ul style="list-style-type: none">(a) the list of assets, the value of which has been allocated using an asset allocator;(b) the type of quantifiable measure used to allocate any asset value; or(c) the type of quantifiable measure used to allocate asset values, or the list of assets, included in a particular asset category
change in cost allocator	means changes in any one of the following from the previous disclosure year : <ul style="list-style-type: none">(a) the list of operating costs, the value of which has been allocated using a cost allocator;(b) the type of quantifiable measure used to allocate any operating costs; or(c) the type of quantifiable measure used to allocate operating costs, or the list of operating costs, included in a particular operating cost category
change in forecast asset life	means a change to the weighted average forecast asset life that is greater than +/-10% for each asset category from the weighted average asset life that is implied in the most recent disclosure under clause 2.3
charged services	means a category or group of specified airport services in respect of which a standard charge applies

check-in—floor space	<p>means the overall floor space, measured in square metres, of areas utilised by passengers, and check-in staff when in direct contact with passengers, including:</p> <ul style="list-style-type: none">(a) check in counters;(b) kiosks;(c) help desks;(d) service desks;(e) ticketing counters;(f) baggage scales(g) baggage injector feeds;(h) takeaway baggage conveyors;(i) bag drop belts;(j) queuing zones;(k) seating and waiting areas associated with the check-in area; and(l) circulation areas directly associated with any of the above functions; <p>but excludes:</p> <ul style="list-style-type: none">(m) airline and airport offices, unless used directly by passengers as part of normal processing and services; and(n) retail concession areas and floor curtilage area of one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions
closing base value	<p>means the value of q calculated using the following formula:</p> $q = a + b$ <p>where:</p> <p>a = opening base value;</p> <p>b = forecast assets held for future use revaluations</p>
commencement date	<p>means the date specified in clause 1.2</p>
Commission	<p>has the meaning set out in s 2 of the Act</p>
commissioned	<p>has the meaning set out in the IM determination</p>

commissioned project	means a project or programme of capital expenditure that involves total expenditure of more than \$5 million over the life of the project or programme and that is first commissioned in the current disclosure year . For the purpose of this definition a programme is a group of projects that together contribute to one output (or a set of broadly overlapping outputs). Each project that the programme comprises must be separately disclosed
consumer	has the meaning set out in s 52C of the Act
corporate overheads	means operational expenditure that is incurred predominantly with respect to administration functions, but is not directly incurred in the operation and maintenance of assets necessary for the provision of specified airport services , including expenditure on: <ul style="list-style-type: none">(a) corporate governance and management;(b) human resources;(c) information technology systems;(d) accounting services;(e) procurement; and(f) legal and risk management
corporate tax rate	has the meaning set out in the IM determination
cost allocator	has the meaning set out in the IM determination
cost of debt assumption	means the sum of the risk free rate, average debt premium estimates and debt issuance costs as published by the Commission in accordance with Part 5 of the IM determination
cost of financing works under construction	means the cost of finance included in capital expenditure in relation to works under construction
costs not directly attributable	means the value of operating costs that are not directly attributable costs for each operating cost category , determined in accordance with Part 2 of the IM determination
CPI	has the meaning set out in the IM determination
CPI reference date	means the date relating to the relevant CPI value in accordance with clause 3.7 of the IM determination
current year tax losses	means net taxable income where the value of net taxable income is negative

Customs	means the New Zealand Customs Service
CY	means current year

D

default cash flow timing assumption	means an assumption under which all expenditure occurs 182 days before the end of the disclosure year and all revenue occurs 148 days before the end of the disclosure year
default revaluation gain/loss adjustment	means: <ul style="list-style-type: none">(a) for indexed revaluations, periodic land revaluations from:<ul style="list-style-type: none">(i) disclosure year 2010 onwards for the first price setting event after 31 December 2016, should an Airport choose such an approach; and(ii) the previous price setting event for the second and subsequent price setting events after 31 December 2016;(b) for non-indexed revaluations, the sum of periodic land revaluations and indexed revaluations from:<ul style="list-style-type: none">(i) disclosure year 2010 onwards for the first price setting event after 31 December 2016, should an Airport choose such an approach; and(ii) the previous price setting event for the second and subsequent price setting events after 31 December 2016

departure lounges—floor space	means the overall functional floor space, measured in square metres, of areas occupied by: <ul style="list-style-type: none">(a) departure gate lounges, including seating waiting areas;(b) airline boarding control counters; and(c) areas occupied by airline staff controlling boarding; but excluding: <ul style="list-style-type: none">(d) retail and concession areas and floor curtilage area one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions; and(e) airport lounges, pay-per-use lounges and facilities such as showers
departure lounges—number of seats	means the number of passengers that could reasonably be seated on the seating facilities provided for passenger use within the departure lounges floor space
depreciation	means: <ul style="list-style-type: none">(a) in respect of airport business—GAAP or airport company financial results, depreciation as determined in accordance with GAAP; and(b) in respect of airport business, regulatory depreciation
depreciation methodology	means either: <ul style="list-style-type: none">(a) standard depreciation methodology; or(b) non-standard depreciation methodology
description of land	means the parcels of land identified in a valuation report prepared for the purposes of clause 3.7 of the IM determination
description of regulatory / GAAP adjustment	means a brief description of the different approach used in preparing the airport performance compared to preparing GAAP compliant financial statements
description of transaction	means a brief description of the transaction with a related party , including the goods or services provided to or by the related party as part of that transaction
directly attributable	has the meaning set out in the IM determination

Director	means a person occupying the position of director of a company by whatever name called
disclosure year	means the 12 month period ending on, in the case of— (a) Wellington International Airport Limited, 31 March; and (b) all other airport companies , 30 June
domestic	means aircraft operations between airports within New Zealand

E

effect of change	means the difference between the value allocated to the airport using the original allocator or components and the value allocated to the airport using the new allocator or components
entity name	means the legal name of a related party
estimated present value of the proposed risk allocation adjustment	means the estimated present monetary value of a proposed risk allocation adjustment for the pricing period to date, where the present monetary value is intended to impact on a subsequent price setting event
estimated value of land assets for the 2009 year	means the value of <i>a</i> applied in the formula for calculation of the unallocated initial RAB value of land as set out in clause 3.2(3) of the IM determination
estimated value of land assets for the 2011 year	means the value of <i>d</i> applied in the formula for calculation of the unallocated initial RAB value of land as set out in clause 3.2(3) of the IM determination
excluded intangible assets	means, in respect of assets as at the year ended 2009, an intangible asset that is excluded in accordance with clause 3.1(b) of the IM determination
excluded services	has the meaning given in the IM Determination

F

forecast asset base	means the forecast asset base for regulated activities rolled forward by an airport
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forecast assets held for future use revaluations	means the forecast revaluations for assets held for future use used by an airport incorporating the values used, if any, for the purposes of consultation undertaken as part of a price setting event for each disclosure year of the pricing period
forecast asset life	has the meaning of 'asset life' given in clause 3.6 of the IM Determination
forecast closing asset base	means the forecast asset base as at the last day of the relevant pricing period
forecast closing carry forward adjustment	means an amount forecast by an airport as part of a price setting event that an airport intends to recover from or return to Consumers in a future price setting event
forecast closing investment value	means the value of q calculated using the following formula: $q = a - b$ where: a = forecast closing asset base ; and b = forecast closing carry forward adjustment
forecast cost of capital	means the cost of capital determined by an airport when determining the forecast total revenue requirement incorporating the values used for the purposes of consultation undertaken as part of a price setting event
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
forecast for current disclosure year	means the most recent disclosure of forecast capital expenditure and forecast operational expenditure pertaining to the current disclosure year made in accordance with clause 2.5
forecast for period to date	means the most recent disclosure of the accumulated forecast capital expenditure and forecast operational expenditure pertaining to the years from the beginning of the pricing period to the current disclosure year made in accordance with clause 2.5

forecast net cash flows	means the value of q calculated using the following formula: $q = a - b - c - d - e$ where: a = forecast total revenue requirement ; b = forecast assets commissioned ; c = forecast asset disposals ; d = forecast operational expenditure ; and e = forecast unlevered tax
forecast operational expenditure	means the forecast operational expenditure used by an airport in determining the forecast total revenue requirement incorporating the values used for the purposes of consultation undertaken as part of a price setting event
forecast other operating revenue	means the forecast other operating revenue used by an airport in determining the forecast total revenue requirement incorporating the values used for the purposes of consultation undertaken as part of a price setting event
forecast post-tax IRR	means the forecast post-tax internal rate of return disclosed in the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 and the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19 for a pricing period , which is calculated based on the opening investment value , the forecast closing investment value and forecast net cash flows
forecast pricing CPI	means the CPI value used by an airport in setting prices as part of a price setting event
forecast revaluations	means the forecast revaluations used by an airport in determining the forecast total revenue requirement incorporating the values used for the purposes of consultation undertaken as part of a price setting event
forecast revenue for services applicable to the price setting event	means the revenue an airport is expecting to earn from charged services consulted on as part of the price setting event for that disclosure year

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

G

GAAP	means generally accepted accounting practice in New Zealand
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gains / (losses) on asset sales	<p>means, in respect of:</p> <ul style="list-style-type: none">(a) assets disposed of to a related party, zero;(b) assets disposed of to a regulated supplier, zero;(c) asset disposals (other), the values determined in accordance with:<ul style="list-style-type: none">sale price of an asset - assets disposals (other)where each component has the value as allocated to regulated activities in accordance with Part 2 of the IM determination; and(d) the calculation of regulatory profit / (loss), means the unallocated gains / (losses) on asset sales which are allocated to the regulated activity in accordance with Part 2 of the IM determination
GST	<p>means any tax required to be paid by an airport in accordance with the Goods and Services Tax Act 1985, as amended from time to time, and any equivalent preceding legislation, or any subsequent legislation that supplements or replaces that Act</p>
H	
highest rate of finance applied	<p>means the highest rate of finance used to determine the cost of financing works under construction</p>
holding costs	<p>has the meaning set out in clause 3.11(6)(b) of the IM determination, where references to 'excluded asset' should be read as references to assets held for future use</p>
human resource costs	<p>means the remuneration, including the value of benefits, that is payable to employees</p>
I	
IM determination	<p>means the Airport Services Input Methodologies Determination 2010</p>
inbound	<p>means an aircraft or a passenger onboard an aircraft arriving at an airport</p>

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

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

J

justification for change in depreciation methodology

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

K

key capital expenditure project

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

L

landside circulation inbound— floor space

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

landside circulation outbound—floor space	means the overall functional floor space, measured in square metres, of areas providing general circulation to provide segregated access for outbound passengers to and from check-in, security and landside retail/concessions, and 50% of the overall functional floor space, measured in square metres, of areas providing general circulation to provide common access for inbound and outbound passengers to and from check-in, security and landside retail/concessions, but excluding retail and concession areas and floor curtilage area of one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions
lease, rental and concession income	means any income received from leases, rentals or concessions
line item	means the list of all assets values or operating costs included within the asset category or operating cost category for which the same asset allocator or cost allocator is used to allocate their asset values or operating costs between airport activities
lost and found assets adjustment	means: <ul style="list-style-type: none">(a) in relation to the unallocated RAB, the value of found assets as determined in accordance with the IM determination, less the value of lost assets. The value of a lost asset is its unallocated opening RAB value less its regulatory depreciation;(b) in relation to the RAB, the value of the asset (as determined in accordance with paragraph (a)) which is allocated to the regulated activity in accordance with Part 2 of the IM determination
lost asset	has the meaning set out in the IM Determination
lost asset adjustment	means: <ul style="list-style-type: none">(a) in relation to the unallocated RAB, the unallocated opening RAB value of lost assets;(b) in relation to the RAB, the value of the asset (as determined in accordance with paragraph (a)) which is allocated to the regulated activity in accordance with Part 2 of the IM determination

M

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

N

net income	means the revenue of the airport , including gains and/or losses on assets sales and other income. For the avoidance of doubt, the net income for the airport business is the total regulatory income
net operating charges from airfield activities	means the total, in relation to airfield activities , of airport activity charges, other operating revenue and lease, rental and concession income where the lease, rental or concession income is paid by an air transport operator and is essential for that (or other) air transport operator to be able to operate air transport services relating to: <ul style="list-style-type: none">(a) domestic flights 3 tonnes or more but less than 30 tonnes MCTOW;(b) domestic flights of 30 tonnes MCTOW or more; or(c) international flights; as the case may be, but does not include assets held for future use net revenue

net operating charges from specified passenger terminal activities	<p>means the total, in relation to specified passenger terminal activities, of airport activity charges, other operating revenue and lease, rental and concession income where the lease, rental or concession income is one which is paid by an air transport operator and is essential for that (or other) air transport operator to be able to operate air transport services relating to:</p> <ul style="list-style-type: none">(a) domestic passengers;(b) international passengers; <p>as the case may be, but does not include assets held for future use net revenue</p>
net operating revenue	<p>means</p> <ul style="list-style-type: none">(a) in all instances other than related party transactions, the total of airport activity charges, other operating revenue, and lease rental and concession income;(b) in relation to related party transactions, net operating revenue (as determined in accordance with paragraph (a)) from related parties <p>but does not include assets held for future use net revenue</p>
net revenue	<p>has the meaning set out in clause 3.11(6)(c) of the IM Determination;</p>
net taxable income	<p>means:</p> <ul style="list-style-type: none">(a) if regulatory taxable income / (loss) is positive, regulatory taxable income / (loss) less tax losses used; or(b) if regulatory taxable income / (loss) is negative, nil
new allocator or components	<p>means:</p> <ul style="list-style-type: none">(a) if a change in the allocator type or cost allocator used, the asset allocator or cost allocator used; or(b) if a change in line item, the line item included in the asset allocator or cost allocator used

non taxable	means not included in ‘income subject to tax’ for income tax purposes in accordance with the Income Tax Act 2007 as amended from time to time, and any equivalent preceding legislation, or any subsequent legislation that supplements or replaces that Act
non-current assets – year ended 2009	means the value of the 2009 disclosed assets , where the value of: <ul style="list-style-type: none">(a) non-land assets are determined in accordance with clause 3.2(1)(a) of the IM determination; and(b) land is the value of the assets disclosed in the 2009 disclosure financial statements
non-indexed revaluations	means: <ul style="list-style-type: none">(a) in relation to the unallocated RAB, has the meaning set out in clause 3.7(1) of the IM Determination, applying the revaluation rate specified in clause 3.7(7)(b) of the IM Determination; and(b) in relation to the RAB, has the meaning set out in clause 3.7(2) of the IM Determination, applying the revaluation rate specified in clause 3.7(7)(b) of the IM Determination
non-indexed revaluation rate	has the meaning set out in clause 3.7(7)(b) of the IM Determination
non-standard depreciation	means: <ul style="list-style-type: none">(a) in relation to the unallocated RAB, the value of regulatory depreciation relating to non-standard assets determined in accordance with Part 3 of the IM determination;(b) in relation to the RAB, the value of regulatory depreciation (as determined in accordance with paragraph (a)) which is allocated to the regulated activity in accordance with Part 2 of the IM determination
non-standard depreciation disclosure	means information about the introduction of or change to non-standard depreciation methodology . This includes a summary of change ; a justification for change in depreciation methodology ; and the extent of customer disagreement and supplier response

non-standard depreciation methodology	means a methodology used to determine depreciation that differs from the methodology used to determine standard depreciation
notional deductible interest	has the meaning given to that term in clause 4.1(4) of the IM determination
notional interest tax shield	means the product of notional deductible interest and the corporate tax rate applicable to the current disclosure year
number of domestic passengers	means the sum of: <ul style="list-style-type: none">(a) the number of inbound domestic passengers; and(b) the number of outbound domestic passengers; on:<ul style="list-style-type: none">(c) flights of 3 tonnes or more but less than 30 tonnes MCTOW; or(d) flights of 30 tonnes MCTOW or more;as the case may be
number of international passengers	means the sum of: <ul style="list-style-type: none">(a) the number of inbound international passengers; and(b) the number of outbound international passengers; less the estimated number of international transit and transfer passengers
O	
offsetting revenue	means: <ul style="list-style-type: none">(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

on time departure delay	means that the terminal departure time of a scheduled service has been delayed by more than 15 minutes primarily as a result of interruptions to one or more specified airport services
opening base value	means: (a) for the first disclosure year of a pricing period , $q = a + b$ where: $a =$ initial base value ; $b =$ opening tracking revaluations ; (b) for subsequent disclosure years of a pricing period , the closing base value for the previous disclosure year
opening carry forward adjustment	means the sum of: (a) a forecast closing carry forward adjustment from the previous pricing period ; (b) a default revaluation gain/loss adjustment ; (c) a risk allocation adjustment ; and (d) other carry forward adjustments that are intended to reflect the remaining capital to be recovered as at the start of the pricing period
opening investment value	means the value of q calculated using the following formula: $q = a - b$ where: $a =$ opening RAB ; and $b =$ opening carry forward adjustment
opening RAB	means the Airport's estimate of the RAB as at the first day of the pricing period by rolling forward the RAB value disclosed in the most recent disclosure made in accordance with clause 2.3 preceding a price setting event
opening tracking revaluations	means tracking revaluations as at the first day of the pricing period

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

operational surplus / (deficit) before interest

means the value of q calculated using the following formula:

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

where:

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

b = **depreciation;**

c = **total revaluations;** and

d = **tax expense;**

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

original allocator or components

means:

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

other adjustments to the RAB tax value

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

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

other assets commissioned

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

other capital expenditure

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

other excluded assets

means assets as at the year ended 2009 that are excluded from the **initial RAB** in accordance with clause 3.1(1)(a) of the **IM determination** and which are not **assets held for future use**

other factors	means the value of any factor used to determine the forecast total revenue requirement as required by clause 2.5(1) other than: <ul style="list-style-type: none">(a) forecast asset base;(b) forecast operational expenditure;(c) forecast depreciation;(d) forecast unlevered tax;(e) forecast revaluations; and(f) forecast other operating revenue
other incentives	means the value of any arrangements where an airport agrees with a customer to provide goods or services, whether to the customer or a third party, in consideration for the customer taking specified airport services . For the avoidance of doubt other incentives excludes pricing incentives
other income	means any income received from the provision of specified airport services that is not captured by total operating revenue or gains / (losses) on asset sales but does not include assets held for future use net revenue
other operating revenue	means revenue earned by an airport business in relation to specific charges relating to a regulated activity , which has not been separately disclosed as an airport activity charge or lease, rental and concession income . Other operating revenue must not exceed 10% of net operating revenue
other permanent differences – non deductible	means the non deductible non-reversing differences between regulatory profit / (loss) before tax and regulatory taxable income / (loss) calculated for income tax purposes in respect of the airport
other permanent differences—non taxable	means the non taxable non-reversing differences between regulatory profit / (loss) before tax and regulatory taxable income / (loss) calculated for income tax purposes in respect of the airport
other related party transactions	means the value of any related party transactions that are not disclosed as: <ul style="list-style-type: none">(a) related party net operating revenue, operational expenditure or capital expenditure; or(b) the value of transactions that are included in the market value of asset disposals to related parties

other temporary adjustments– –current period	means adjustments for temporary differences, as determined in accordance with GAAP which arise in respect of the current disclosure year , excluding depreciation
other temporary adjustments– –prior period	means adjustments for temporary differences, as determined in accordance with GAAP , which arise from previous disclosure years , including depreciation
outbound	means an aircraft or a passenger onboard an aircraft departing from an airport

P

passenger	means a person transported by an operator of an air passenger service , including airline staff on duty travel and passengering crew, excluding crew operating the service and excluding persons that do not pass through the passenger terminal while disembarking or embarking
passenger aircraft landing charge	means any price charged to an operator of a passenger aircraft by an airport for landing that aircraft at that airport
passenger busy hour	in respect of a functional component of a passenger terminal, means the clock hour with the 30th highest ranked number of passengers in the disclosure year for that airport in the passenger category that best reflects the passenger usage of the functional component and whose terminal arrival time or terminal departure time fell within the clock hour. For the avoidance of doubt, although the passenger busy hours must be calculated without reference to the number of transit and transfer passengers onboard, disclosed figures for passenger throughput at functional components of the terminal during the busy hour will be adjusted where relevant for the estimated number of transit and transfer passengers arriving or departing during the busy hour

passenger category	means one of the following: <ul style="list-style-type: none">(a) passengers on outbound international aircraft;(b) passengers on inbound international aircraft;(c) passengers on outbound domestic aircraft;(d) passengers on outbound domestic aircraft that require security screening of passengers;(e) passengers on inbound domestic aircraft;(f) passengers on outbound aircraft (applies only to airports with a functional component that is used as a combined facility by passengers on international and domestic outbound aircraft); or(g) passengers on inbound aircraft (applies only to airports with a functional component that is used as a combined facility by passengers on international and domestic inbound aircraft)
passenger survey	means a passenger survey carried out under clause 2.4(2)
passenger throughput	in respect of a functional component of a passenger terminal, means the estimated number of passengers passing through the functional component during the relevant busy hour; and is equal to the number of passengers in the passenger category that best reflects the passenger usage of the functional component during the passenger busy hour for that functional component, and (if transit and transfer passengers normally bypass the functional component or if the functional component is used to process only transit and transfer passengers) adjusted using an estimate of the number of transit and transfer passengers contained in the passenger category

passport control (inbound)— floor space	means the overall functional floor space, measured in square metres, of areas providing passport control for inbound passengers, including the areas occupied by booths and kiosks, and the Customs staff operating the control point screening, queuing zones and an area up to two metres after the booths and kiosks on the airside of the control point, but excludes Customs and Immigration offices
passport control (outbound)— floor space	means the overall functional floor space, measured in square metres, of areas providing passport control for outbound passengers, including the areas occupied by booths and kiosks, and the Customs staff operating the control point screening, queuing zones and an area up to two metres after the booths and kiosks on the airside of the control point, but excluding Customs and Immigration offices
passport control inbound— notional capacity	means the throughput capacity expressed in passengers per hour based on the number of Customs booths and automated border processing system kiosks and Customs advice regarding the sustainable processing rates for Customs booth and kiosk processing, unless a separate agreement has been reached between the airport and Customs , in which case the agreed maximum rate applies
passport control outbound— notional capacity	means the throughput capacity expressed in passengers per hour, based on the number of Customs booths and automated border processing system kiosks and Customs advice regarding the sustainable processing rates for Customs booth and kiosk processing, unless a separate agreement has been reached between the airport and Customs , in which case the agreed maximum rate applies

periodic land revaluation	means the value of q calculated using the following formula: $q = a - b$ where: a = the value of a revaluation resulting from the application of Schedule A of the IM Determination ; and b = indexed revaluation for the year in which the revaluation resulting from the application of Schedule A of the IM Determination occurs
planned withdrawal	means in relation to a specified airport service a withdrawal of that service of which the airlines affected by the withdrawal had 24 hours or more notice
post-tax WACC	has the meaning set out in the IM determination
post-tax WACC at price setting event	has the meaning set out in the IM Determination
previous year	means the disclosure year immediately prior to the current disclosure year , and previous years has an associated meaning
price setting event	has the meaning set out in the IM Determination
pricing asset base	means the asset base used by an airport to set prices at a price setting event
pricing incentives	means the value of incentives provided to customers by an airport that have the effect of lowering the price paid for specified airport services including discounts, rebates, credits, route incentives or reimbursements
pricing methodology	means the methodology or methodologies used by an airport to set standard prices , including all material assumptions, pricing principles, models, estimates, calculations and processes used as part of a price setting event

pricing period	means: <ul style="list-style-type: none">(a) the disclosure years between two consecutive price setting events, inclusive of the years in which the price setting events occur; or(b) where a price setting event is not followed by another price setting event, a period of 5 consecutive years starting with a pricing period starting year
pricing period starting year	means the first disclosure year of a pricing period
principal determination	means the <i>Airport Services Information Disclosure Determination 2010 715</i> , as published on 22 December 2010
property plant and equipment (excluding works under construction)	means: <ul style="list-style-type: none">(a) in respect of an airport, the RAB value;(b) in respect of airport business—GAAP, the RAB value determined in accordance with GAAP but excluding works under construction; and(c) for airport company—GAAP, the value of property plant and equipment of the airport company determined in accordance with GAAP, but excluding works under construction
proportion of year available	means the percentage of the disclosure year the commissioned project had been commissioned
proportionate regulatory value	means the assets commissioned-RAB value multiplied by the proportion of year available
proposed risk allocation adjustment	means an intention by an airport as part of a price setting event to adjust the opening investment value in a subsequent price setting event for a difference between: <ul style="list-style-type: none">(a) any component in the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18, or the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19, or the Report on Demand Forecasts set out in Schedule 20; and(b) the equivalent component disclosed in accordance with clause 2.3.
proxy asset allocator	has the meaning set out in the IM Determination

proxy cost allocator
publicly disclose

has the meaning set out in the **IM Determination** in relation to any information, means to:

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

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

R

RAB

means regulatory asset base

RAB (tax value)

means the value of q calculated using the following formula:

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

where:

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

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

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

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

e = **tax depreciation**; and

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

in the **initial disclosure year** the **RAB (tax value)** for the previous **disclosure year** will be the tax value of assets included in the RAB as at the beginning of the **initial disclosure year**, to the extent the asset is allocated to the RAB under Part 2 of the **IM determination**

RAB investment

means the value of q calculated using the following formula:

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

where:

a = **commissioned projects**;

b = **other assets commissioned**;

c = **adjustment for merger, acquisition or sale activity**;

d = **asset disposals**;

RAB proportionate investment means the value of q calculated using the following formula:

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

where:

- a = the sum of the **proportionate regulatory value of commissioned projects**;
- b = the **proportionate regulatory value of other assets commissioned**;
- c = the **proportionate regulatory value of adjustments for merger, acquisitions or sale activity**; and
- d = the **proportionate regulatory value of asset disposals**

RAB value means:

- (a) in relation to the **unallocated RAB**, the value of q calculated using the following formula:

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

where:

- a = **RAB value for the previous disclosure year**;
 - b = **asset commissioned**;
 - c = **revaluations**;
 - d = **regulatory depreciation**;
 - e = **asset disposals**;
 - f = **lost and found assets adjustments**
 - g = **cost allocation adjustments**;
- (b) in relation to the **RAB**, the **unallocated RAB value** which is allocated to the **regulated activity** in accordance with Part 2 of the **IM determination**

rates and levy costs	means: <ul style="list-style-type: none">(a) rates on assets used in the provision of specified airport services paid or payable by an airport to a territorial local authority under the:<ul style="list-style-type: none">(i) Ratings Powers Act 1988; or(ii) Local Government (Rating) Act 2002; and(b) levies payable under s 53ZE of the Act
rationale	means a description of the criteria applied and/or the fundamental reasons used for selecting and/or determining each asset allocator and associated asset allocator and for selecting and/or determining each cost allocator and associated cost allocator as determined in accordance with Part 2 of the IM determination
record	has the meaning set out in s 4 of the Public Records Act 2005
regulated activity	has the meaning set out in the IM determination
regulated supplier	has the meaning set out in the IM determination
regulatory / GAAP adjustments	means the difference between the financial performance of the airport business and the airport business—GAAP
regulatory depreciation	means: <ul style="list-style-type: none">(a) in relation to the unallocated RAB, unallocated depreciation as determined in accordance with Part 3 of the IM determination;(b) in relation to the RAB, depreciation as determined in accordance with Part 3 of the IM determination
regulatory investment value or RIV	means the sum of the RAB value for the previous disclosure year and the RAB proportionate investment
regulatory profit / (loss)	means the regulatory profit / (loss) before tax less the regulatory tax allowance

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

regulatory taxable income / (loss)

means the value of q calculated using the following formula:

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

where:

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

b = **regulatory depreciation;**

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

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

e = **revaluations;**

f = **tax depreciation;**

g = **notional deductible interest;**

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

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

related party

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

related party relationship

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

revaluation

means:

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

revalued land	<p>means:</p> <p>(a) in relation to the unallocated RAB, the sum of unallocated RAB values from the preceding disclosure year of land that has been revalued in accordance with clause 3.7(3) of the IM Determination in this disclosure year;</p> <p>(b) in relation to the RAB, the sum of RAB values from the previous disclosure year of land that has been revalued in accordance with clause 3.7(5) of the IM Determination in this disclosure year</p>
revenue requirement not applicable to price setting event	means forecast total revenue requirement that is forecast to be earned through specified airport services other than those charged services to which the price setting event relates
risk allocation adjustment	means an adjustment to the opening investment value made by an airport to reflect a proposed risk allocation adjustment from a previous pricing period
ROI—comparable to a post-tax WACC	<p>means the value of q calculated using the following formula:</p> $q = \frac{a}{b} \times 100$ <p>where:</p> <p>a = adjusted regulatory profit; and</p> <p>b = regulatory investment value</p>
ROI—comparable to a vanilla WACC	<p>means the value of q calculated using the following formula:</p> $q = \frac{a}{b} \times 100$ <p>where:</p> <p>a = regulatory profit / (loss); and</p> <p>b = regulatory investment value</p>
runway arrival time	means the time recorded by air traffic controllers when an arriving aircraft touches down on the runway

runway busy day	in respect of an airport , means the calendar day during the disclosure year with the 18th highest number of daily aircraft movements for that airport
runway busy hour	in respect of an airport , means the clock hour during the disclosure year with the 30th highest number of hourly aircraft movements for that airport
runway departure time	means the time recorded by air traffic controllers when a departing aircraft lifts off the runway

S

scheduled	means: <ul style="list-style-type: none">(a) in relation to an interruption, an aircraft movement to or from an airport which is either published in an airline schedule or advised to the airport more than seven days in advance, where that aircraft arrived or departed within 15 minutes of that scheduled time, or would have done had it not been for an interruption to a specified airport service; and(b) in all other cases, an aircraft movement to or from an airport which is either published in an airline schedule or advised to the airport more than seven days in advance
security screening—floor space	means the overall functional floor space, measured in square metres, of areas providing security screening services for passengers , including the areas occupied by screening equipment and benches, and the staff operating the screening, queuing zones and an area up to two metres after the benches on the airside of the screening zone, but excludes aviation security offices

security screening—notional capacity	means realistic hourly throughput capacity expressed in passengers per hour, based on the number of screening stations and the sustainable processing rate advised by the Aviation Security Service , and determined in respect of both: <ul style="list-style-type: none">(a) security screening facilities other than those that cater for international transit and transfer passengers; and(b) security screening facilities that cater for international transit and transfer passengers
specified airport services	has the meaning set out in s 56A of the Act
specified passenger terminal activities	has the meaning set out in s 2 of the Airport Authority Act 1966
standard depreciation	means: <ul style="list-style-type: none">(a) in relation to the unallocated RAB, unallocated depreciation calculated in accordance with clause 3.4(1) of the IM determination;(b) in relation to the RAB, depreciation calculated in accordance with clause 3.4(2) of the IM determination
standard price	means the headline price set by an airport for the provision of one or more specified airport services to airline customers or passengers , including where applicable as the result of a price setting event
substantial customer	has the meaning set out in section 2A of the Airport Authorities Act 1966
summary of change	means a summary of the change in depreciation approach including: <ul style="list-style-type: none">(a) in respect of a change in asset life, the previous asset life and the current asset life; and(b) in respect of a change in methodology, the previous methodology and the current methodology

T

tax depreciation	means depreciation determined in accordance with clause 4.1(3)(b) of the IM determination
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tax expense	means: <ul style="list-style-type: none">(a) in respect of airport business—GAAP or airport company financial results, tax as determined in accordance with GAAP;(b) in respect of an airport business, the regulatory tax allowance
tax losses (regulated business)	means the value of q calculated using the following formula: $q = a + b - c$ where: <ul style="list-style-type: none">a = tax losses (regulated business) for the previous disclosure year;b = current year tax losses; andc = tax losses used; and where in the initial disclosure year , tax losses (regulated business) for the previous disclosure year is zero
tax losses used	means the lesser of tax losses (regulated business) for the previous disclosure year and the regulatory taxable income
terminal arrival time	means the ‘on-blocks’ time recorded by the airline when an aircraft arrives and stops at its allocated aircraft parking stand
terminal departure time	means the ‘off-blocks’ time recorded by the airline when an aircraft starts to move off its allocated aircraft parking stand for departure, provided that if an aircraft has to return to a parking stand for any reason, then the terminal departure time is the time the aircraft finally leaves the parking stand
total directly attributable	means the sum of all directly attributable operating costs or directly attributable asset values
total financial incentives	means the sum of pricing incentives and other incentives

total MCTOW	means the combined MCTOW of: <ul style="list-style-type: none">(a) domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW;(b) domestic flights of 30 tonnes MCTOW or more; or(c) international flights; as the case may be
total not directly attributable	means the sum of all operating costs not directly attributable or asset values not directly attributable . For the avoidance of doubt, the sum of total directly attributable is the total operating costs or asset values (whichever is applicable)
total passenger terminal functional areas providing passenger facilities and service—floor space	means the aggregate of: <ul style="list-style-type: none">(a) landside circulation outbound—floor space;(b) check-in—floor space;(c) passport control outbound—floor space;(d) security screening—floor space;(e) airside circulation outbound—floor space;(f) departure lounges—floor space;(g) airside circulation inbound—floor space;(h) passport control inbound—floor space;(i) landside circulation inbound—floor space;(j) baggage reclaim—floor space;(k) bio-security screening and inspection and Customs secondary inspection—floor space;(l) arrivals concourse—floor space; and(m) the floor space, measured in square metres, of areas providing general facilities for passengers, including:<ul style="list-style-type: none">(i) toilets;(ii) help desks;(iii) information desks;(iv) telephone and internet facilities;but excluding plant/service areas and cleaners' rooms. For the avoidance of doubt, total passenger terminal functional areas providing passenger facilities and service—floor space does not include the floor space of the outbound baggage sortation system

total regulatory income	means the sum of: <ul style="list-style-type: none">(a) net operating revenue;(b) gains / (losses) on asset sales; and(c) other income; but does not include assets held for future use net revenue
total revaluations	means the sum of indexed revaluations and periodic land revaluations
tracking revaluations	has the meaning set out in clause 3.11(6)(d) of the IM determination , where references to 'excluded asset' should be read as references to assets held for future use
transfer to works under construction	means the value of assets held for future use transferred to works under construction as determined in accordance with clause 3.11 of the IM determination
transit and transfer passenger	means: <ul style="list-style-type: none">(a) in respect of domestic passengers, a passenger departing on a domestic flight, who arrived at the airport on a domestic flight and was through-checked onto an outward domestic flight such that he or she was not required to reclaim any baggage or check in again at the airport; and(b) in respect of international passengers, a passenger departing on an international flight, who arrived at the airport on an international flight and was not required to pass through passport control outbound

U

unallocated RAB	means the sum of the unallocated opening RAB values; or the sum of the unallocated closing RAB values; or the sum of any roll forward components (as the case may be), as determined in accordance with the IM determination
unallocated initial RAB value	has the meaning set out in the IM determination
units used	means a standard measure of a quantity, including monetary and non-monetary measures
unregulated activities—GAAP	means the difference between the airport company—GAAP and the airport business—GAAP

unregulated component means the component of **operating costs** or the **unallocated RAB** value of assets not allocated to **regulated activities** in accordance with Part 2 the **IM determination**

V

value means the recorded value of similar **related party** transactions in respect of each **related party** during a **disclosure year**. For the avoidance of doubt, **capital expenditure** and **asset disposal** transactions require the separate disclosure of the value of each transaction

value of disposed assets on land for disclosure year 2010 means the value of c applied in the formula for calculation of the unallocated initial RAB value of land as set out in clause 3.2(3) of the **IM determination**

value of disposed assets on land for disclosure year 2011 means the value of f applied in the formula for calculation of the unallocated initial RAB value of land as set out in clause 3.2(3) of the **IM determination**

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

W

WACC percentile equivalent for forecast cost of capital has the meaning set out in the **IM Determination**

WACC percentile equivalent for forecast post-tax IRR has the meaning set out in the **IM Determination**

working day has the meaning given to that term in s 2 of the **Act**

works under construction

means:

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

$$q = a + b - c$$

where:

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

b = **capital expenditure**; and

c = **assets commissioned**;

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

- (b) subject to paragraphs (c) and (d), in relation to allocated works under construction, the value of the unallocated works under construction (as determined in accordance with paragraph (a)), which is allocated to the **regulated activity** in a manner consistent with either the principles of Part 2 of the **IM determination** or the assumptions used in determining the forecast of **key capital expenditure projects**;
- (c) in relation to works under construction – year ended 2009, the value of those assets or collections of assets as disclosed in the **2009 disclosure financial statements** and which are defined as works under construction in accordance with Part 3 of the **IM determination**;
- (d) in relation to works under construction adjusted – year ended 2009, means works under construction as of the year ended 2009 plus the value of the **MVAU valuation adjustment** for those assets included in works under construction – year ended 2009 (as determined in accordance with paragraph (c)).

PART 2 DISCLOSURE REQUIREMENTS

2.1 Information Disclosure

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

2.2 Applicable Input Methodologies

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

2.3 Annual Disclosure Relating to Financial Information

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

be the same as the **depreciation methodology** in the **forecast depreciation** component of the latest Report on the Forecast Total Revenue Requirements set out in Schedule 18 that was disclosed in accordance with clause 2.5(1).

- (4) Within five **months** after the end of each **disclosure year**, every **airport** must **publicly disclose** each land valuation report prepared for the purpose of revaluing land in accordance with Schedule A of the **IM determination** and included in the Report on Regulatory Asset Base Roll Forward set out in Schedule 4.
- (5) For the purpose of clause 2.3(1)(a)(ix)-(x), in completing the Report on Asset Allocations in Schedule 9 and the Report on Cost Allocations in Schedule 10, **airports** must **publicly disclose**, for each **asset category** in Schedule 9 and each **operating cost category** in Schedule 10 that includes **operating costs** and asset values that are not **directly attributable**, and for which the **accounting-based allocation approach** is used-
 - (a) whether the **allocators** used are causal allocators, **proxy asset allocators** or **proxy cost allocators**; and
 - (b) where **proxy asset allocators** or **proxy cost allocators** are used, explain-
 - (i) why a **causal relationship** cannot be established or why it is impractical to apply a **causal relationship**; and
 - (ii) the rationale for the quantifiable measure used for each **proxy asset allocator** or **proxy cost allocator**.

2.4 Annual Disclosure of Quality and Statistics

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

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

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

where:

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

Satisfaction Indicators set out in Schedule 14 is **publicly disclosed**. The Internet address of the site containing this documentation must be noted in the survey comments box contained in the Report on Passenger Satisfaction Indicators set out in Schedule 14.

2.5 Disclosure Following Price Setting Event

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

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

 - (viii) the rationale for the basis of preparing these components, and any related assumptions;
 - (ix) the extent to which each component is used to determine the forecast total revenue requirement; and
 - (x) Subject to clause 2.10, the differences (if any) between the preparation of each component and the most recent corresponding historical financial information disclosed in accordance with clause 2.3.

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

- (j) where the **forecast asset base** is based on a value other than that used for the purposes of the latest disclosure under clause 2.3, **publicly disclosing** the valuation report on which the value of the **forecast asset base** is based;
- (k) where an **airport** has included an **assets held for future use charge**, **publicly disclosing** information relating to the **airport's forecast assets held for future use** as set out in Schedule 18 and the assumptions and justifications of the **airport's forecast assets held for future use net revenue**;
- (l) **publicly disclosing** the **airport's forecast capital expenditure** by category and the aims and objectives of **key capital expenditure projects** as disclosed in accordance with Schedule 18;
- (m) **publicly disclosing**, for the period of five consecutive years immediately following the **price setting event**, a description of each **key capital expenditure project** as disclosed in accordance with Schedule 18, including an explanation of:
 - (i) the process by which the need for the **key capital expenditure project** was determined, including any assessment criteria;
 - (ii) any **consumer** engagement undertaken as part of the process referred to in clause 2.5(1)(m), including a description of how **consumer** demands have been assessed;
 - (iii) any alternative expenditure projects considered, and the rationale for excluding those alternative projects;
 - (iv) the extent to which the **key capital expenditure project** is reflected in pricing; and
 - (v) any constraints or other factors on which successful completion of each **key capital expenditure project** is contingent; and
- (n) **publicly disclosing** any assumptions or justifications of the **airport's forecast operational expenditure** by category as disclosed in accordance with Schedule 18.
- (o) **publicly disclosing** information relating to the **airport's forecast total financial incentives** in accordance with Schedule 18;
- (p) where an **airport** uses a **non-standard depreciation methodology** for the **forecast depreciation** component of the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 or the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19, **publicly disclosing**:
 - (i) a description of the **non-standard depreciation methodology**,
 - (ii) an explanation of how the **non-standard depreciation methodology** is NPV neutral given the **Airport's post-tax IRR** and its expected time profile of capital recovery;
 - (iii) an explanation of and evidence of how the **non-standard depreciation methodology** reflects the expected value or utilisation of the **RAB** or parts of the **RAB**, taking into account the expected time profile of capital recovery;

- (iv) for the first **price setting event** in which the **non-standard depreciation methodology** is applied, the **forecast depreciation** component of the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 or the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19 that would result from the application of **standard depreciation**, for the duration of the relevant **asset life** or 10 years, whichever is lesser; and
 - (v) an explanation of how the **non-standard depreciation methodology** is consistent with section 52A of the Act.
- (q) where an airport uses **standard depreciation** for the **forecast depreciation** component of the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 or the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19, **publicly disclosing**:
- (i) an explanation of and evidence of how the **standard depreciation** methodology reflects the expected value or utilisation of the **RAB** or parts of the **RAB**;
 - (ii) any **change in forecast asset life**; and
 - (iii) an explanation of any **change in forecast asset life**;
- (r) **publicly disclosing** the **forecast revaluations** of the Forecast Total Asset Base Revenue Requirements set out in Schedule 18 and the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19;
- (s) **publicly disclosing** the **forecast pricing CPI** used as part of any revaluation approach that makes up the **forecast revaluations** component of:
- (i) the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18; and
 - (ii) the Report on the Forecast Pricing Asset Base Revenue Requirements set out in Schedule 19;
- (t) where an **alternative methodology with equivalent effect** is used as part of the Report on the Forecast Total Asset Base Revenue Requirements set out in Schedule 18, **publicly disclosing**:
- (i) a description of the **alternative methodology with equivalent effect**;
 - (ii) an explanation of how the **alternative methodology with equivalent effect** complies with clauses 3.13(2)(a) and (b) of the **IM Determination**;
 - (iii) the component of the Report on the Forecast Total Revenue Requirements set out in Schedule 18 to which the **alternative methodology with equivalent effect** has been applied;
 - (iv) an explanation of the reasons for the application of the **alternative methodology with equivalent effect**; and
 - (v) the evidence on which the certification in Schedule 23 that is disclosed in accordance with clause 2.7(3) is based; and

- (u) **publicly disclosing** for each service that is included in **revenue requirement not applicable to price setting event** as disclosed in accordance with Schedule 18:
 - (i) a description of the service;
 - (ii) the forecast total revenue requirement that is forecast to be earned from the service for each **disclosure year** of the **price setting event**;
 - (iii) the revenue earned from the service during the most recent **disclosure year**; and
 - (iv) reference to any price setting event that the service has been applicable;
- (2) Within 40 **working days** following a decision by an **airport** to fix or alter a price that will cause a **price setting event**, or within five consecutive years of the previous disclosure under this clause (whichever is the later), an **airport** may disclose information relating to its **forecast total revenue requirement** by disclosing the **WACC percentile equivalent for forecast cost of capital** and the **WACC percentile equivalent for forecast post-tax IRR** in the Report on Forecast Total Asset Base Revenue Requirements set out in Schedule 18;
- (3) Within 40 **working days** following a decision by an **airport** to fix or alter a price that will cause a **price setting event**, the **airport** must **publicly disclose** an overview of the **airport's pricing methodology** used to set prices as part of the **price setting event**, including:
 - (a) a summary of the **airport's pricing methodology**; and
 - (b) to the extent related to the **price setting event**, a description of:
 - (i) **charged services**; and
 - (ii) the relationship between the quality of service provided and the cost for each **charged service**; and
 - (iii) the methodology used to allocate costs to particular **charged services**; and
 - (iv) significant changes to prices for **charged services**, including any rebalancing of prices, compared with equivalent services provided during the previous **pricing period**; and
 - (v) the methodology for determining the proposed prices for **charged services**, and how those prices are reconciled with the forecast total revenue requirement; and
 - (vi) any terminal access charges (even if these are bundled into other charges) and the methodology for determining any differentiation in terminal access charges on the basis of the means of access to the terminal (such as airbridge access, transfer bus access or walking access); and
 - (c) an explanation of the extent to which the **airport** considers that the application of the **pricing methodology** will lead to efficient prices, including whether there are any cross-subsidies.
- (4) Within 40 **working days** following a decision by an **airport** to fix or alter a price that will cause a **price setting event**, and within 5 **months** following the end of each **disclosure year**, an **airport** must **publicly disclose** a list of the **airport's**

standard prices for all **specified airport services**, including whether the **standard prices** are inclusive or exclusive of **GST**.

2.6 Auditor's Reports

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

2.7 Certificates

- (1) Where an **airport** is required to **publicly disclose** any information pursuant to either of clauses 2.3(1) or 2.4(1), the **airport** must at that time **publicly disclose** a certificate in the form set out in Schedule 21 in respect of that information, duly signed by two **directors** of the **airport**.
- (2) Where an **airport** is required to **publicly disclose** any information pursuant to clause 2.5 (except pursuant to clause 2.5(1)(t)), the **airport** must at that time **publicly disclose** a certificate in the form set out in Schedule 22 in respect of that information, duly signed by two **directors** of the **airport**.
- (3) Where an **airport** is required to **publicly disclose** any information pursuant to clause 2.5(1)(t), the **airport** must at that time **publicly disclose** a certificate in the form set out in Schedule 23 in respect of that information, duly signed by one senior manager of the **airport**.

2.8 Retention and Continuing Disclosure

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

2.9 Exemptions

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

2.10 Transitional Provisions

- (1) When complying with clause 2.5(1) for the first **price setting event** after 31 December 2016, Auckland International Airport Limited and Christchurch International Airport Limited (or their subsidiaries and successors) must complete the Transitional Report on Regulatory Asset Base Value in Schedule 24 by:
 - (a) inserting all information relating to the **specified airport services** supplied by the **airport** for the **disclosure year** ending on 30 June 2016, to the extent that the information required to be disclosed in Schedule 24 differs to the most recent corresponding historical financial information disclosed in accordance with clause 2.3;
 - (b) **publicly disclosing** an explanation of the differences (if any) between the preparation of each component of the first Report on the Forecast Total Revenue Requirements set out in Schedule 18 prepared after 31 December 2016 and:
 - (i) the corresponding historical financial information prepared and disclosed in accordance with clause 2.10(1)(a); and

- (ii) for the financial information that was not disclosed under clause 2.10(1)(a), the most recent corresponding historical financial information disclosed in accordance with clause 2.3.
- (2) Within five **months** after the end of **disclosure year 2018**, every **airport** must:
 - (a) complete the Transitional Report on Regulatory Asset Base Value for Land set out in Schedule 25 by inserting all information relating to the **specified airport services** supplied by the **airport** relevant to the completion of that Report; and
 - (b) **publicly disclose** that Report.
- (3) For the purpose of subclause (2), **airports** must calculate the allocated **initial RAB value** as specified in Schedule 25 in accordance with its cost allocation approach used for **disclosure year 2010**.

SCHEDULE 1 Report on Return on Investment

Regulated Airport For Year Ended		Airport Company 31 March 2011		
SCHEDULE 1: REPORT ON RETURN ON INVESTMENT				
ref	Version 3.0			
(\$000 unless otherwise specified)				
6	1a: Return on Investment			
7		CY-2 *	CY-1 *	Current Year CY
8	Return on Investment (ROI)	<i>for year ended</i>		31 Mar 11
9	Regulatory profit / (loss)			-
10	<i>less</i> Notional interest tax shield			-
11	Adjusted regulatory profit			-
12	Regulatory investment value			-
13		✔	✔	
14	ROI—comparable to a post tax WACC (%)			Not defined
15	Post tax WACC (%)			
16		✔	✔	
17	ROI—comparable to a vanilla WACC (%)			Not defined
18	Vanilla WACC (%)			
19	Commentary on Return on Investment			
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21				
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47	* Return on Investment disclosure is not required for years ended prior to 2011.			
48	Page 1			

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 1: REPORT ON RETURN ON INVESTMENT (cont)

ref Version 4.0

(\$000 unless otherwise specified)

55 **1b: Notes to the Report**

56 **1b(i): Deductible Interest and Interest Tax Shield**

57	RAB value - previous year	-
58	Debt leverage assumption (%)	19%
59	Cost of debt assumption (%)	
60	Notional deductible interest	-
61	Tax rate (%)	
62	Notional interest tax shield	-

63 **1b(ii): Regulatory Investment Value**

64	Regulatory asset base value - previous year	
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	Assets Commissioned —RAB Value (\$000)	Proportion of Year Available (%)	Proportionate Regulatory Value
65	Commissioned Projects		
66	[Commissioned Project 1]		-
67	[Commissioned Project 2]		-
68	[Commissioned Project 3]		-
69	[Commissioned Project 4]		-
70	[Commissioned Project 5]		-
71	[Commissioned Project 6]		-
72	[Commissioned Project 7]		-
73	[Commissioned Project 8]		-
74	[Commissioned Project 9]		-
75	plus Other assets commissioned	50%	-
76	plus Adjustment for merger, acquisition or sale activity		-
77	less Asset disposals	50%	-
78	RAB investment		-
79	RAB proportionate investment		-
80			
81	Regulatory investment value		-

SCHEDULE 2 Report on the Regulatory Profit

Regulated Airport For Year Ended		Airport Company 31 March 2011
SCHEDULE 2: REPORT ON THE REGULATORY PROFIT		
ref	Version 3.0	
6	2a: Regulatory Profit	
7	Income	(\$000)
8	[Airport activity charge 1]	
9	[Airport activity charge 2]	
10	[Airport activity charge 3]	
11	[Airport activity charge 4]	
12	Lease, rental and concession income	
13	Other operating revenue	
14	Net operating revenue	-
15		
16	Gains / (losses) on sale of assets	
17	Other income	
18	Total regulatory income	-
19	Expenses	
20	Operational expenditure:	
21	Corporate overheads	
22	Asset management and airport operations	
23	Asset maintenance	
24	Total operational expenditure	-
25		
26	Operating surplus / (deficit)	-
27		
28	Regulatory depreciation	-
29		
30	plus Indexed revaluation	-
31	plus Periodic land revaluations	-
32	Total revaluations	-
33		
34	Regulatory Profit / (Loss) before tax	-
35		
36	less Regulatory tax allowance	-
37		
38	Regulatory Profit / (Loss)	-
39	Commentary on Regulatory Profit	
40		
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Regulated Airport For Year Ended		Airport Company 31 March 2011
SCHEDULE 2: REPORT ON THE REGULATORY PROFIT (cont)		
ref	Version 3.0	(\$000 unless otherwise specified)
68	2b: Notes to the Report	
69	2b(i): Financial Incentives	
70		✔ (\$000)
71	Pricing incentives	
72	Other incentives	
73	Total financial incentives	-
74	2b(ii): Rates and Levy Costs	
75		✔ (\$000)
76	Rates and levy costs	
77	2b(iii): Merger and Acquisition Expenses	
78		✔ (\$000)
79	Merger and acquisition expenses	
80	Justification for Merger and Acquisition Expenses	
81		
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SCHEDULE 3 Report on the Regulatory Tax Allowance

Regulated Airport For Year Ended		Airport Company 31 March 2011
SCHEDULE 3: REPORT ON THE REGULATORY TAX ALLOWANCE		
ref	Version 3.0	
6	3a: Regulatory Tax Allowance	(\$000)
7	Regulatory profit / (loss) before tax	-
8		
9	plus Regulatory depreciation	-
10	Other permanent differences—not deductible	*
11	Other temporary adjustments—current period	*
12		-
13		
14	less Total revaluations	-
15	Tax depreciation	-
16	Notional deductible interest	-
17	Other permanent differences—non taxable	*
18	Other temporary adjustments—prior period	*
19		-
20		
21	Regulatory taxable income (loss)	-
22		
23	less Tax losses used	-
24	Net taxable income	-
25		
26	Statutory tax rate (%)	-
27	Regulatory tax allowance	-
28	* Workings to be provided	
29	3b: Notes to the Report	
30	3b(i): Disclosure of Permanent Differences and Temporary Adjustments	
31	<i>The Airport Business is to provide descriptions and workings of items recorded in the four "other" categories above (explanatory notes can be provided in a separate note if necessary).</i>	
32		
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42		
43	3b(ii): Tax Depreciation Roll-Forward	
44		(\$000)
45	Opening RAB (Tax Value)	-
46	plus Regulatory tax asset value of additions	-
47	less Regulatory tax asset value of disposals	-
48	plus Regulatory tax asset value of assets transferred from/(to) unregulated asset base	-
49	less Tax depreciation	-
50	plus Other adjustments to the RAB tax value	-
51	Closing RAB (tax value)	-
52	3b(iii): Reconciliation of Tax Losses (Airport Business)	
53		(\$000)
54	Tax losses (regulated business)—prior period	-
55	plus Current year tax losses	-
56	less Tax losses used	-
57		-
58	Tax losses (regulated business)	-
59		-

SCHEDULE 4 Report on Regulatory Asset Base Roll Forward

Regulated Airport		Airport Company	
For Year Ended		31 March 2011	
SCHEDULE 4: REPORT ON REGULATORY ASSET BASE ROLL FORWARD			
ref	Version 3.0		
6		Unallocated RAB *	RAB
7		(\$000)	(\$000)
8	RAB value—previous disclosure year	(\$000)	(\$000)
9	<i>less</i>		
10	Regulatory depreciation	-	-
11	<i>plus</i>		
12	Indexed revaluations	-	-
13	Periodic land revaluations		
14	Total revaluations	-	-
15	<i>plus</i>		
16	Assets commissioned (other than below)		
17	Assets acquired from a regulated supplier		
18	Assets acquired from a related party		
19	Assets commissioned	-	-
20	<i>less</i>		
21	Asset disposals (other)		
22	Asset disposals to a regulated supplier		
23	Asset disposals to a related party		
24	Asset disposals	-	-
25			
26	<i>plus</i> Lost and found assets adjustment		
27			
28	Adjustment resulting from cost allocation		-
29			
30	RAB value †	-	-
31	Commentary		
32			
33			
34			
35			
36			
37			
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39			
40			
41			
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49			
50	* The 'unallocated RAB' is the total value of those assets used wholly or partially to provide specified services without any allowance being made for the allocation of costs to non-specified services. The RAB value represents the value of these assets after applying this cost allocation. Neither value includes land held for future use or works under construction.		
51	† RAB to correspond with the total assets value disclosed in schedule 9 Asset Allocations.		
52	4b: Notes to the Report		
53	4b(i): Regulatory Depreciation		
54		Unallocated RAB	RAB
55		(\$000)	(\$000)
56	Standard depreciation	-	-
57	Non-standard depreciation		
58	Regulatory depreciation	-	-
59			

	Regulated Airport For Year Ended	Airport Company 31 March 2011
SCHEDULE 4: REPORT ON REGULATORY ASSET BASE ROLL FORWARD (cont)		
ref	Version 3.0	
(\$000 unless otherwise specified)		
66	4b(ii): Non-Standard Depreciation Disclosure	
67	Non-Standard Depreciation Methodology	Depreciation charge for the period (RAB) Year change made (year ended) RAB value under 'non-standard' depreciation RAB value under 'standard' depreciation
68		
69		
70		
71		
72		
73	4b(iii): Non-Standard Depreciation Disclosure for Year of Change	
74	Summary of Change	Justification for change in depreciation methodology Extent of customer disagreement and supplier response
75		
76		
77	4b(iv): Calculation of Revaluation Rate and Indexed Revaluation of Fixed Assets	
78		
79	CPI at CPI reference date—previous year (index value)	-
80	CPI at CPI reference date—current year (index value)	-
81	Revaluation rate (%)	Not defined
82		
83	RAB value—previous disclosure year	-
84	less Revalued land	
85	less Assets with nil physical asset life	
86	less Asset disposals	-
87	less Lost asset adjustment	
88	Indexed revaluation	-
89	4b(v): Works Under Construction	
90		
91	Works under construction—previous disclosure year	-
92	plus Capital expenditure	
93	less Asset commissioned	-
94	less Offsetting revenue	
95	plus Adjustment resulting from cost allocation	-
96	Works under construction	-
97		

Regulated Airport
For Year Ended

Airport Company
31 March 2011

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

ref Version 3.0

104 4b(vi): Capital Expenditure by Primary Purpose

105	Capacity growth		
106	plus Asset replacement and renewal		
107	Total capital expenditure		-

108 4b(vii): Asset Classes

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

* Corresponds to values in RAB roll forward calculation.

119 4b(viii): Assets Held for Future Use

	Base Value	Holding Costs	Net Revenues	Tracking Revaluations	Total
120					
121	Assets held for future use—previous disclosure year				-
122	plus Assets held for future use—additions ¹				-
123	less Transfer to works under construction				-
124	less Assets held for future use—disposals				-
125	Assets held for future use ²	-	-	-	-

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

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

127 Highest rate of finance applied (%) -

SCHEDULE 5 Report on Related Party Transactions

Regulated Airport For Year Ended	Airport Company 31 March 2011
SCHEDULE 5: REPORT ON RELATED PARTY TRANSACTIONS	
<small>ref Version 3.0</small>	
6 5(i): Related Party Transactions	(\$000)
7	
8 Net operating revenue	<input style="width: 100%; height: 15px;" type="text"/>
9 Operational expenditure	<input style="width: 100%; height: 15px;" type="text"/>
10 Related party capital expenditure	<input style="width: 100%; height: 15px;" type="text"/>
11 Market value of asset disposals	<input style="width: 100%; height: 15px;" type="text"/>
12 Other related party transactions	<input style="width: 100%; height: 15px;" type="text"/>
13 5(ii): Entities Involved in Related Party Transactions	
14	Entity Name Related Party Relationship
15	<input style="width: 100%; height: 15px;" type="text"/>
16	<input style="width: 100%; height: 15px;" type="text"/>
17	<input style="width: 100%; height: 15px;" type="text"/>
18	<input style="width: 100%; height: 15px;" type="text"/>
19	<input style="width: 100%; height: 15px;" type="text"/>
20	<input style="width: 100%; height: 15px;" type="text"/>
21 5(iii): Related Party Transactions	
22	Entity Name Description of Transaction Average Unit Price Value
23	(\$) (\$000)
24	<input style="width: 100%; height: 15px;" type="text"/>
25	<input style="width: 100%; height: 15px;" type="text"/>
26	<input style="width: 100%; height: 15px;" type="text"/>
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35	<input style="width: 100%; height: 15px;" type="text"/>
36	<input style="width: 100%; height: 15px;" type="text"/>
37	<input style="width: 100%; height: 15px;" type="text"/>
38 Commentary on Related Party Transactions	
39	<div style="border: 1px solid black; height: 500px; width: 100%;"></div>
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SCHEDULE 6 Report on Actual to Forecast Performance

Regulated Airport For Year Ended		Airport Company 31 March 2011					
SCHEDULE 6: REPORT ON ACTUAL TO FORECAST PERFORMANCE							
ref Version 4.0							
6	6a: Actual to Forecast Expenditure						
7	(\$'000)						
8		Actual for Current Disclosure Year	Forecast for Current Disclosure Year*	% Variance (a)/(b)-1	Actual for Period to Date (a)	Forecast for Period to Date* (b)	% Variance (a)/(b)-1
9	Expenditure by Category	(a)	(b)				
10	Capacity growth	-	-	Not defined		-	Not defined
11	Asset replacement and renewal	-	-	Not defined		-	Not defined
12	Total capital expenditure	-	-	Not defined	-	-	Not defined
13							
14	Corporate overheads	-	-	Not defined		-	Not defined
15	Asset management and airport operations	-	-	Not defined		-	Not defined
16	Asset maintenance	-	-	Not defined		-	Not defined
17	Total operational expenditure	-	-	Not defined	-	-	Not defined
18	Key Capital Expenditure Projects						
19	[Project 1]		-	Not defined		-	Not defined
20	[Project 2]		-	Not defined		-	Not defined
21	[Project 3]		-	Not defined		-	Not defined
22	[Project 4]		-	Not defined		-	Not defined
23	[Project 5]		-	Not defined		-	Not defined
24	[Project 6]		-	Not defined		-	Not defined
25	[Project 7]		-	Not defined		-	Not defined
26	[Project 8]		-	Not defined		-	Not defined
27	[Project 9]		-	Not defined		-	Not defined
28	Other capital expenditure		-	Not defined		-	Not defined
29	Total capital expenditure	-	-	Not defined	-	-	Not defined
30	Explanation of Variances						
31							
32							
33							
34							
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58							
59							
60							
61							
62							
63							
64	* Airport Companies must provide a brief explanation for any line item variance of more than 10%						
65	* Disclosure year coincides with Pricing Period Starting Year + 4.						
66							

Regulated Airport
For Year Ended

Airport Company
31 March 2011

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

ref Version 4.0

73 **6b: Forecast Expenditure**

74 *From most recent disclosure following a price setting event*

Starting year of current pricing period (year ended) 31 March 2007

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

		Regulated Airport		Airport Company					
		For Year Ended		31 March 2011					
SCHEDULE 6: REPORT ON ACTUAL TO FORECAST PERFORMANCE (cont)									
ref Version 4.0									
6c: Actual to Forecast Adjustments - Items Identified in Price Setting Events									
					Estimated present value of the proposed risk allocation adjustment (\$000)				
	Proposed risk allocation adjustment	Units used	Actual for Current Disclosure Year (a)	Forecast for Current Disclosure Year* (b)	% Variance (a)/(b)-1	Actual for Period to Date (a)	Forecast for Period to Date* (b)	% Variance (a)/(b)-1	
	[Proposed adjustment 1]				Not defined			Not defined	
	[Proposed adjustment 2]				Not defined			Not defined	
	[Proposed adjustment 3]				Not defined			Not defined	
	[Proposed adjustment 4]				Not defined			Not defined	
	[Proposed adjustment 5]				Not defined			Not defined	
	[Proposed adjustment 6]				Not defined			Not defined	
	[Proposed adjustment 7]				Not defined			Not defined	
	[Proposed adjustment 8]				Not defined			Not defined	
	[Proposed adjustment 9]				Not defined			Not defined	
	<i>*include additional rows if needed</i>								
	Total proposed risk allocation adjustments								-
	Explanation of how the airport produced the estimated present value of each proposed risk allocation adjustment								
	Airport Companies must provide a brief explanation of how the airport produced its estimated present value for each risk allocation adjustment specified in rows 111-119.								
	* Disclosure year Pricing Period Starting Year .								

SCHEDULE 7 Report on Segmented Information

Regulated Airport For Year Ended		Airport Company 31 March 2011			
SCHEDULE 7: REPORT ON SEGMENTED INFORMATION					
ref	Version 3.0				(\$000)
		Specified Passenger Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Airport Business*
6					
7					
8	[Airport activity charge 1]				–
9	[Airport activity charge 2]				–
10	[Airport activity charge 3]				–
11	[Airport activity charge 4]				–
12	Lease, rental and concession income				–
13	Other operating revenue				–
14	Net operating revenue	–	–	–	–
15					
16	Gains / (losses) on asset sales				–
17	Other income				–
18	Total regulatory income	–	–	–	–
19					
20	Total operational expenditure				–
21					
22	Regulatory depreciation				–
23					
24	Total revaluations				–
25					
26	Regulatory tax allowance				–
27					
28	Regulatory profit/ loss	–	–	–	–
29					
30	Regulatory investment value				–
31	* Corresponds to values reported in the Report on Regulatory Profit and the Report on Return on Investment.				
32	Commentary on Segmented Information				
33					
34					
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SCHEDULE 8 Consolidation Statement

Regulated Airport For Year Ended	Airport Company 31 March 2011																																																																																										
SCHEDULE 8: CONSOLIDATION STATEMENT																																																																																											
ref Version 3.0																																																																																											
6	8a: CONSOLIDATION STATEMENT																																																																																										
7	(\$000)																																																																																										
8	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;"></th> <th style="width: 15%;">Airport Businesses</th> <th style="width: 15%;">Regulatory/ GAAP Adjustments</th> <th style="width: 15%;">Airport Business- GAAP</th> <th style="width: 15%;">Unregulated Activities- GAAP</th> <th style="width: 15%;">Airport Company- GAAP</th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;">9</td> <td style="text-align: center;">-</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="vertical-align: top;">10</td> <td style="text-align: center;">-</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="vertical-align: top;">11</td> <td style="text-align: center;">-</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="vertical-align: top;">12</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td style="vertical-align: top;">13</td> <td style="text-align: center;">-</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="vertical-align: top;">14</td> <td style="text-align: center;">-</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="vertical-align: top;">15</td> <td style="text-align: center;">-</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="vertical-align: top;">16</td> <td style="text-align: center;">-</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="vertical-align: top;">17</td> <td style="text-align: center;">-</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="vertical-align: top;">18</td> <td style="text-align: center;">-</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="vertical-align: top;">19</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td style="vertical-align: top;">20</td> <td style="text-align: center;">-</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="vertical-align: top;">21</td> <td style="text-align: center;">-</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="vertical-align: top;">22</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		Airport Businesses	Regulatory/ GAAP Adjustments	Airport Business- GAAP	Unregulated Activities- GAAP	Airport Company- GAAP	9	-					10	-					11	-					12	-	-	-	-	-	13	-					14	-					15	-					16	-					17	-					18	-					19	-	-	-	-	-	20	-					21	-					22					
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SCHEDULE 9 Report on Asset Allocations

Regulated Airport		Airport Company			
For Year Ended		31 March 2011			
SCHEDULE 9: REPORT ON ASSET ALLOCATIONS					
ref	Version 3.0				
6	9a: Asset Allocations (\$000)				
7		Specified		Aircraft and	
8		Terminal	Airfield	Freight	Airport
9		Activities	Activities	Activities	Business
10				Unregulated	Total
11				Component	
12	Land				
13	Directly attributable assets	-			-
14	Assets not directly attributable			-	-
15	Total value land			-	
16	Sealed Surfaces				
17	Directly attributable assets	-			-
18	Assets not directly attributable			-	-
19	Total value sealed surfaces			-	
20	Infrastructure and Buildings				
21	Directly attributable assets	-			-
22	Assets not directly attributable			-	-
23	Total value infrastructure and buildings			-	
24	Vehicles, Plant and Equipment				
25	Directly attributable assets	-			-
26	Assets not directly attributable			-	-
27	Total value vehicles, plant and equipment			-	
28	Total directly attributable assets	-	-	-	-
29	Total assets not directly attributable	-	-	-	-
30	Total assets	-	-	-	-
31	Asset Allocators				
32	Asset Category	Allocator*	Allocator Type	Rationale	Asset Line Items
33			[Select one]		
34			[Select one]		
35			[Select one]		
36			[Select one]		
37			[Select one]		
38			[Select one]		
39			[Select one]		
40			[Select one]		
41			[Select one]		
42			[Select one]		
43			[Select one]		
44			[Select one]		
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55			[Select one]		

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 9: REPORT ON ASSET ALLOCATIONS (cont)

ref Version 3.0

62 **Asset Allocators (cont)**

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

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

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 9: REPORT ON ASSET ALLOCATIONS (cont)

ref Version 3.0

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

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

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

176 **Commentary on Asset Allocations**

SCHEDULE 10 Report on Cost Allocations

Regulated Airport		Airport Company			
For Year Ended		31 March 2011			
SCHEDULE 10: REPORT ON COST ALLOCATIONS					
ref	Version 3.0				
6	10a: Cost Allocations (\$000)				
7		Specified		Aircraft and	
8		Terminal	Airfield	Freight	Airport
9		Activities	Activities	Activities	Business
10				Unregulated	
11				Component	Total
12	Corporate Overheads				
13	Directly attributable operating costs	-	-	-	-
14	Costs not directly attributable	-	-	-	-
15	Asset Management and Airport Operations				
16	Directly attributable operating costs	-	-	-	-
17	Costs not directly attributable	-	-	-	-
18	Asset Maintenance				
19	Directly attributable operating costs	-	-	-	-
20	Costs not directly attributable	-	-	-	-
21	Total directly attributable costs	-	-	-	-
22	Total costs not directly attributable	-	-	-	-
23	Total operating costs	-	-	-	-
24	Cost Allocators				
25	Operating Cost Category	Allocator*	Allocator Type	Rationale	Operating Cost Line Items
26			[Select one]		
27			[Select one]		
28			[Select one]		
29			[Select one]		
30			[Select one]		
31			[Select one]		
32			[Select one]		
33			[Select one]		
34			[Select one]		
35			[Select one]		
36			[Select one]		
37			[Select one]		
38			[Select one]		
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40			[Select one]		
41			[Select one]		
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43			[Select one]		
44			[Select one]		
45			[Select one]		
46			[Select one]		
47			[Select one]		
48			[Select one]		

Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 10: REPORT ON COST ALLOCATIONS (cont)

ref Version 3.0

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

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

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

169 **Commentary on Cost Allocations**

SCHEDULE 11 Report on Reliability Measures

Regulated Airport		Airport Company	
For Year Ended		31 March 2011	
SCHEDULE 11: REPORT ON RELIABILITY MEASURES			
ref	Version 3.0		
6	Runway	Number	Total Duration
	The number and duration of interruptions to runway(s) during disclosure year by party primarily responsible		Hours Minutes
7			
8	Airports		
9	Airlines/Other		
10	Undetermined reasons		
11	Total	-	-
12	Taxiway		
	The number and duration of interruptions to taxiway(s) during disclosure year by party primarily responsible		
13			
14	Airports		
15	Airlines/Other		
16	Undetermined reasons		
17	Total	-	-
18	Remote stands and means of embarkation/disembarkation		
	The number and duration of interruptions to remote stands and means of embarkation/disembarkation during disclosure year by party primarily responsible		
19			
20	Airports		
21	Airlines/Other		
22	Undetermined reasons		
23	Total	-	-
24	Contact stands and airbridges		
	The number and duration of interruptions to contact stands during disclosure year by party primarily responsible		
25			
26	Airports		
27	Airlines/Other		
28	Undetermined reasons		
29	Total	-	-
30	Baggage sortation system on departures		
	The number and duration of interruptions to baggage sortation system on departures during disclosure year by party primarily responsible		
31			
32	Airports		
33	Airlines/Other		
34	Undetermined reasons		
35	Total	-	-
36	Baggage reclaim belts		
	The number and duration of interruptions to baggage reclaim belts during disclosure year by party primarily responsible		
37			
38	Airports		
39	Airlines/Other		
40	Undetermined reasons		
41	Total	-	-
42	On-time departure delay		
	The total number of flights affected by on time departure delay and the total duration of the delay during disclosure year by party primarily responsible		
43			
44	Airports		
45	Airlines/Other		
46	Undetermined reasons		
47	Total	-	-
48			

		Regulated Airport	<u>Airport Company</u>
		For Year Ended	<u>31 March 2011</u>
SCHEDULE 11: REPORT ON RELIABILITY MEASURES (cont)			
ref	Version 3.0		
55	Fixed electrical ground power availability (if applicable)		
56	The percentage of time that FEGP is unavailable due to interruptions*		<input type="text"/>
	<i>* Disclosure of FEGP information applies only to airports where fixed electrical ground power is available.</i>		
57			
58	Commentary concerning reliability measures		
59	<div style="border: 1px solid black; height: 400px; width: 100%;"></div>		
60			
61			
62			
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79	<i>Must include information on how the responsibility for interruptions is determined and the processes the Airport has put in place for undertaking any operational improvement in respect of reliability. If interruptions are categorised as "occurring for undetermined reasons", the reasons for inclusion in this category must be disclosed.</i>		
80	Page 27		

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

Regulated Airport		Airport Company		
For Year Ended		31 March 2011		
SCHEDULE 12: REPORT ON CAPACITY UTILISATION INDICATORS FOR AIRCRAFT AND FREIGHT ACTIVITIES AND AIRFIELD ACTIVITIES				
<small>ref Version 3.0</small>				
6	Runway			
7		Runway #1	Runway #2	Runway #3
8	Description of runway(s)			
9	Designations			
10	Length of pavement (m)			
11	Width (m)			
12	Shoulder width (m)			
13	Runway code			
14	ILS category	[Select one]	[Select one]	[Select one]
15	Declared runway capacity for specified meteorological condition			
16	VMC (movements per hour)			
17	IMC (movements per hour)			
18	Taxiway			
19		Taxiway #1	Taxiway #2	Taxiway #3
20	Description of main taxiway(s)			
21	Name			
22	Length (m)			
23	Width (m)			
24	Status	[Select one]	[Select one]	[Select one]
25	Number of links			
26	Aircraft parking stands			
27	Number of apron stands available during the runway busy day categorised by stand description and primary flight category			
28	Air passenger services	Contact stand—airbridge	Contact stand—walking	Remote stand—bus
29	International			
30	Domestic jet			
31	Domestic turboprop			
32	Total parking stands	—	—	—
33	Busy periods for runway movements			
34		Date		
35	Runway busy day			
36	Runway busy hour start time (day/month/year hour)			
37	Aircraft movements			
38	Number of aircraft runway movements during the runway busy day with air passenger service flights categorised by stand description and flight category			
39	Air passenger services	Contact stand—airbridge	Contact stand—walking	Remote stand—bus
40	International			Total
41	Domestic jet			—
42	Domestic turboprop			—
43	Total	—	—	—
44	Other (including General Aviation)			
45	Total aircraft movements during the runway busy day			—
46				
47	Number of aircraft runway movements during the runway busy hour			
48				
49	Commentary concerning capacity utilisation indicators for aircraft and freight activities and airfield activities			
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SCHEDULE 13 Report on Capacity Utilisation Indicators for Specified Passenger Terminal Activities

Regulated Airport		Airport Company		
For Year Ended		31 March 2011		
SCHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECIFIED PASSENGER TERMINAL ACTIVITIES				
ref	Version 3.0			
6	Outbound (Departing) Passengers	International terminal	Domestic terminal	Common area †
7	Landside circulation (outbound)			
8	Passenger busy hour for landside circulation (outbound)—start time (day/month/year hour)			
9	Floor space (m ²)			
10	Passenger throughput during the passenger busy hour (passengers/hour)			
11	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined	Not defined
12				
13	Check-in			
14	Passenger busy hour for check-in—start time (day/month/year hour)			
15	Floor space (m ²)			
16	Passenger throughput during the passenger busy hour (passengers/hour)			
17	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined	Not defined
18				
19	Baggage (outbound)			
20	Passenger busy hour for baggage (outbound)—start time (day/month/year hour)			
21	Make-up area floor space (m ²)			
22	Notional capacity during the passenger busy hour (bags/hour)*			
23	Bags processed during the passenger busy hour (bags/hour)*			
24	Passenger throughput during the passenger busy hour (passengers/hour)			
25	Utilisation (% of processing capacity)	Not defined	Not defined	Not defined
* Please describe in the capacity utilisation indicators commentary box how notional capacity and bags throughput have been assessed.				
26	Passport control (outbound)			
27	Passenger busy hour for passport control (outbound)—start time (day/month/year hour)			
28	Floor space (m ²)			
29	Number of emigration booths and kiosks			
30	Notional capacity during the passenger busy hour (passengers/hour) *			
31	Passenger throughput during the passenger busy hour (passengers/hour)			
32	Utilisation (busy hour passengers per 100m ²)	Not defined		
33	Utilisation (% of processing capacity)	Not defined		
* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.				
34				
35	Security screening			
36	Passenger busy hour for security screening—start time (day/month/year hour)			
37	Facilities for passengers excluding international transit & transfer			
38	Floor space (m ²)			
39	Number of screening points			
40	Notional capacity during the passenger busy hour (passengers/hour) *			
41	Passenger throughput during the passenger busy hour (passengers/hour)			
42	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined	
43	Utilisation (% of processing capacity)	Not defined	Not defined	
44	Facilities for international transit & transfer passengers			
45	Floor space (m ²)			
46	Number of screening points			
47	Notional capacity during the passenger busy hour (passengers/hour)*			
48				
49	Estimated passenger throughput during the passenger busy hour (passengers/hour)			
50	Utilisation (busy hour passengers per 100m ²)	Not defined		
51	Utilisation (% of processing capacity)	Not defined		
* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.				
52				
53				
54				

Regulated Airport
For Year Ended

Airport Company
31 March 2011

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

ref Version 3.0

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

Regulated Airport		Airport Company	
For Year Ended		31 March 2011	
SCHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECIFIED PASSENGER TERMINAL ACTIVITIES (cont 2)			
<small>ref Version 3.0</small>			
		International terminal	Domestic terminal
		Common area †	
130	Total terminal functional areas providing facilities and service directly for passengers		
131	Floor space (m ²)	<input type="text"/>	<input type="text"/>
132		<input type="text"/>	<input type="text"/>
133	Number of working baggage trolleys available for passenger use	<input type="text"/>	<input type="text"/>
134	at end of disclosure year	<input type="text"/>	<input type="text"/>
135	Commentary concerning capacity utilisation indicators for Passenger Terminal Activities		
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168	<small>Commentary must include an assessment of the accuracy of the passenger data used to prepare the utilisation indicators.</small>		
169	<small>† For functional components which are normally shared by passengers on international and domestic aircraft.</small>		
170	<small>Page 31</small>		

SCHEDULE 14 Report on Passenger Satisfaction Indicators

Regulated Airport For Year Ended	<table border="1" style="margin: auto;"> <tr> <td style="text-align: center; color: blue;">Airport Company</td> </tr> <tr> <td style="text-align: center; color: blue;">31 March 2011</td> </tr> </table>	Airport Company	31 March 2011																																																																																																				
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<small>ref Version 3.0</small>																																																																																																							
6	Survey organisation																																																																																																						
7	Survey organisation used <input style="width: 150px;" type="text" value="[Select one]"/>																																																																																																						
8	If "Other", please specify <input style="width: 150px;" type="text"/>																																																																																																						
9																																																																																																							
10	Passenger satisfaction survey score																																																																																																						
11	(average quarterly rating by service item)																																																																																																						
12	Domestic terminal																																																																																																						
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47	<small>The margin of error requirement specified in clause 2.4(3)(c) of the determination applies only to the combined quarterly survey results for the disclosure year. Quarterly results may not conform to the margin of error requirement.</small>																																																																																																						
48	Commentary concerning report on passenger satisfaction indicators																																																																																																						
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64	<small>Commentary must include an assessment of the accuracy of the passenger data used to prepare the utilisation indicators and the internet location of fieldwork documentation.</small>																																																																																																						
65	<small>Page 32</small>																																																																																																						

SCHEDULE 15 Report on Operational Improvement Processes

Regulated Airport For Year Ended		Airport Company 31 March 2011
SCHEDULE 15: REPORT ON OPERATIONAL IMPROVEMENT PROCESSES		
ref	Version 3.0	
6	Disclosure of the operational improvement process	
7	<div style="border: 1px solid black; height: 400px; width: 100%;"></div>	
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39	<i>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.</i>	
40	Page 33	

SCHEDULE 16 Report on Associated Statistics

Regulated Airport For Year Ended	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; color: blue;"> Airport Company 31 March 2011 </td> </tr> </table>	Airport Company 31 March 2011																																																																																																																																									
Airport Company 31 March 2011																																																																																																																																											
SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS																																																																																																																																											
ref Version 3.0																																																																																																																																											
6 16a: Aircraft statistics																																																																																																																																											
7 <i>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>																																																																																																																																											
8 (i) International air passenger services—total number and MCTOW of landings by aircraft type during disclosure year																																																																																																																																											
9	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%; text-align: center;">Aircraft type</th> <th style="width: 15%; text-align: center;">Total number of landings</th> <th style="width: 15%; text-align: center;">Total MCTOW (tonnes)</th> </tr> </thead> <tbody> <tr><td>10</td><td></td><td></td></tr> <tr><td>11</td><td></td><td></td></tr> <tr><td>12</td><td></td><td></td></tr> <tr><td>13</td><td></td><td></td></tr> <tr><td>14</td><td></td><td></td></tr> <tr><td>15</td><td></td><td></td></tr> <tr><td>16</td><td></td><td></td></tr> <tr><td>17</td><td></td><td></td></tr> <tr><td>18</td><td></td><td></td></tr> <tr><td>19</td><td></td><td></td></tr> <tr><td>20</td><td></td><td></td></tr> <tr><td>21</td><td></td><td></td></tr> <tr><td>22</td><td></td><td></td></tr> <tr><td>23</td><td></td><td></td></tr> <tr><td>24</td><td></td><td></td></tr> <tr><td>25</td><td></td><td></td></tr> <tr><td>26</td><td></td><td></td></tr> <tr><td>27</td><td></td><td></td></tr> <tr><td>28</td><td></td><td></td></tr> <tr><td>29</td><td></td><td></td></tr> <tr><td>30</td><td></td><td></td></tr> <tr><td>31</td><td></td><td></td></tr> <tr><td>32</td><td></td><td></td></tr> <tr><td>33</td><td></td><td></td></tr> <tr><td>34</td><td></td><td></td></tr> <tr><td>35</td><td></td><td></td></tr> <tr><td>36</td><td></td><td></td></tr> <tr><td>37</td><td></td><td></td></tr> <tr><td>38</td><td></td><td></td></tr> <tr><td>39</td><td></td><td></td></tr> <tr><td>40</td><td></td><td></td></tr> <tr><td>41</td><td></td><td></td></tr> <tr><td>42</td><td></td><td></td></tr> <tr><td>43</td><td></td><td></td></tr> <tr><td>44</td><td></td><td></td></tr> <tr><td>45</td><td></td><td></td></tr> <tr><td>46</td><td></td><td></td></tr> <tr><td>47</td><td></td><td></td></tr> <tr><td>48</td><td></td><td></td></tr> <tr><td>49</td><td></td><td></td></tr> <tr><td>50</td><td></td><td></td></tr> <tr><td>51</td><td></td><td></td></tr> <tr><td>52</td><td></td><td></td></tr> <tr> <td>53</td> <td style="text-align: center;">Total</td> <td style="text-align: center;">-</td> </tr> <tr> <td>54</td> <td></td> <td style="text-align: center;">-</td> </tr> </tbody> </table>	Aircraft type	Total number of landings	Total MCTOW (tonnes)	10			11			12			13			14			15			16			17			18			19			20			21			22			23			24			25			26			27			28			29			30			31			32			33			34			35			36			37			38			39			40			41			42			43			44			45			46			47			48			49			50			51			52			53	Total	-	54		-
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Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS (cont 2)

ref Version 3.0

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

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

16b: Terminal access

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

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

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

16c: Passenger statistics

	Domestic	International	Total
139	The total number of passengers during disclosure year		
140	Inbound passengers [†]		-
141	Outbound passengers [†]		-
142	Total (gross figure)	-	-
144	less estimated number of transfer and transit passengers		-
146	Total (net figure)		-

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

16d: Airline statistics

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

	Domestic	International
151		
152		
153		
154		
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Regulated Airport
For Year Ended

Airport Company
31 March 2011

SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS (cont 3)

ref Version 3.0

178 **Airline statistics (cont)**

179 **Domestic**

180	
181	
182	
183	
184	
185	
186	
187	
188	
189	

International

190 **16e: Human Resource Statistics**

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

194 **Commentary concerning the report on associated statistics**

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SCHEDULE 17 Report on Pricing Statistics

Regulated Airport For Year Ended	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">Airport Company</td> </tr> <tr> <td style="text-align: center;">31 March 2011</td> </tr> </table>	Airport Company	31 March 2011																																											
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SCHEDULE 17: REPORT ON PRICING STATISTICS																																														
<small>ref Version 3.0</small>																																														
17a: Components of Pricing Statistics																																														
6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22	<table style="width: 100%;"> <tr> <td style="width: 70%;">Net operating charges from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW</td> <td style="width: 10%; text-align: center;">r</td> <td style="width: 20%; text-align: center;">(\$000)</td> </tr> <tr> <td>Net operating charges from airfield activities relating to domestic flights of 30 tonnes MCTOW or more</td> <td></td> <td></td> </tr> <tr> <td>Net operating charges from airfield activities relating to international flights</td> <td></td> <td></td> </tr> <tr> <td>Net operating charges from specified passenger terminal activities relating to domestic passengers</td> <td></td> <td></td> </tr> <tr> <td>Net operating charges from specified passenger terminal activities relating to international passengers</td> <td></td> <td></td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Number of passengers</td> </tr> <tr> <td>Number of domestic passengers on flights of 3 tonnes or more but less than 30 tonnes MCTOW</td> <td></td> <td></td> </tr> <tr> <td>Number of domestic passengers on flights of 30 tonnes MCTOW or more</td> <td></td> <td></td> </tr> <tr> <td>Number of international passengers</td> <td></td> <td style="text-align: center;">-</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Total MCTOW (tonnes)</td> </tr> <tr> <td>Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW</td> <td></td> <td></td> </tr> <tr> <td>Total MCTOW of domestic flights of 30 tonnes MCTOW or more</td> <td></td> <td></td> </tr> <tr> <td>Total MCTOW of international flights</td> <td></td> <td></td> </tr> </table>	Net operating charges from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW	r	(\$000)	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			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 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 (tonnes)	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		
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17b: Pricing Statistics																																														
23 24 25 26 27 28 29 30 31	<table style="width: 100%;"> <tr> <td style="width: 60%;"></td> <td style="width: 20%; text-align: center;">Average charge (\$ per passenger)</td> <td style="width: 20%; text-align: center;">Average charge (\$ per tonne MCTOW)</td> </tr> <tr> <td>Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW</td> <td style="text-align: center;">Not defined</td> <td style="text-align: center;">Not defined</td> </tr> <tr> <td>Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more</td> <td style="text-align: center;">Not defined</td> <td style="text-align: center;">Not defined</td> </tr> <tr> <td>Average charge from airfield activities relating to international flights</td> <td style="text-align: center;">Not defined</td> <td style="text-align: center;">Not defined</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td></td> <td style="text-align: center;">Average charge (\$ per domestic passenger)</td> <td style="text-align: center;">Average charge (\$ per international passenger)</td> </tr> <tr> <td>Average charge from specified passenger terminal activities</td> <td style="text-align: center;">Not defined</td> <td style="text-align: center;">Not defined</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td></td> <td style="text-align: center;">Average charge (\$ per domestic passenger)</td> <td style="text-align: center;">Average charge (\$ per international passenger)</td> </tr> <tr> <td>Average charge from airfield activities and specified passenger terminal activities</td> <td style="text-align: center;">Not defined</td> <td style="text-align: center;">Not defined</td> </tr> </table>		Average charge (\$ per passenger)	Average charge (\$ per tonne MCTOW)	Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW	Not defined	Not defined	Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more	Not defined	Not defined	Average charge from airfield activities relating to international flights	Not defined	Not defined	 				Average charge (\$ per domestic passenger)	Average charge (\$ per international passenger)	Average charge from specified passenger terminal activities	Not defined	Not defined	 				Average charge (\$ per domestic passenger)	Average charge (\$ per international passenger)	Average charge from airfield activities and specified passenger terminal activities	Not defined	Not defined															
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Commentary on Pricing Statistics																																														
<small>Page 38</small>																																														

SCHEDULE 18 Report on the Forecast Total Asset Base Revenue Requirements

		First Day of Pricing Period	Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4	Last Day of Pricing Period
	Cash flow table	1 Jul 17	30 Jun 18	30 Dec 18	31 Dec 19	30 Dec 20	30 Dec 21	30 Jun 22
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Regulated Airport
 Airport Company
 Pricing Period Starting Year Ended
 30 June 2018

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

Ver 3.0

18(v): Total Revenue Requirement

Overview of the methodology used to determine the revenue requirement

--

	Pricing Period Starting Year 30 Jun 18	Pricing Period Starting Year + 1 30 Jun 19	Pricing Period Starting Year + 2 30 Jun 20	Pricing Period Starting Year + 3 30 Jun 21	Pricing Period Starting Year + 4 30 Jun 22
(\$000)					
Forecast revenue for services applicable to the price setting event (excluding forecast assets held for future use revenue)					
Forecast lease, rental and concession income (not applicable to the price setting event)					
Forecast other operating revenue (not applicable to the price setting event)					
Forecast total revenue requirement (excluding assets held for future use revenue)					
less Forecast operational expenditure					
less Forecast depreciation					
less Forecast unlevered tax					
plus Forecast revaluations					
Forecast regulatory profit / (loss)					
Forecast regulatory investment value					
ROI - comparable to a post-tax WACC					
Forecast cost of capital					
Post-tax WACC at price setting event					
WACC percentile equivalent for forecast cost of capital (optional)					
WACC percentile equivalent for the post-tax IRR (optional)					

Explain the differences between the post-tax IRR and the forecast cost of capital, and the post-tax WACC at price setting event and the forecast cost of capital (including reasons)

--

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

	Pricing Period Starting Year 30 Jun 18	Pricing Period Starting Year + 1 30 Jun 19	Pricing Period Starting Year + 2 30 Jun 20	Pricing Period Starting Year + 3 30 Jun 21	Pricing Period Starting Year + 4 30 Jun 22
Forecast total revenue requirement (excluding assets held for future use revenue)					
Forecast assets held for future use revenue					
Forecast total revenue requirement (including forecast assets held for future use revenue)					

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

--

Regulated Airport		Airport Company	
Pricing Period Starting Year Ended		30 June 2018	
SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont 3)			
r7 Version 3.0			
(\$'000)			
124	18(vi): Opening Regulatory Asset Base		
125	Regulatory asset base as at 30 June 2016		
126	less Forecast depreciation		
127	plus Forecast revaluations		
128	plus Assets commissioned		
129	less Asset disposals		
130	plus Forecast adjustment resulting from cost allocation		
131	plus (less) Estimate of regulatory asset base at start of price setting event		
132			
133			
134			
135			
136	18(vii): Forecast Asset Base		
137	Forecast asset base—previous year		
138	less Forecast depreciation		
139	plus Forecast revaluations		
140	plus Assets commissioned		
141	less Asset disposals		
142	plus (less) Forecast adjustment resulting from cost allocation		
143	Forecast asset base		
144			
145			
146			
147			
148			
149	18(viii): Forecast Works Under Construction		
150	Works under construction—previous year		
151	plus Capital expenditure		
152	less Assets commissioned		
153	Works under construction		
154			
155	18(ix): Assets held for future use cost and base value		
156	Assets held for future use opening cost—previous year		
157	less Forecast holding costs		
158	plus Forecast assets held for future use net revenue		
159	less Forecast assets held for future use additions		
160	less Forecast assets held for future use disposals		
161	less Forecast transfers to works under construction		
162	Assets held for future use closing cost		
163			
164	Initial base value		
165	plus Opening tracking revaluations		
166	plus Forecast assets held for future use revaluations		
167	plus Forecast assets held for future use additions		
168	less Forecast assets held for future use disposals		
169	less Forecast transfers to works under construction		
170	Closing base value		
171	Tracking revaluations		
172			
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SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont 4)											
Regulated Airport											
Pricing Period Starting Year Ended											
Airport Company											
30 June 2018											
	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	Total
	30 Jun 18	30 Jun 19	30 Jun 20	30 Jun 21	30 Jun 22	30 Jun 23	30 Jun 24	30 Jun 25	30 Jun 26	30 Jun 27	
18(x): Forecast Capital Expenditure											
(for year ended)											
1869											
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2200											
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2222											
2233											
2244											
2255											
Capital Expenditure by Category											
Capacity growth											
Asset replacement and renewal											
Total capital expenditure											
Capital Expenditure by Key Capital Expenditure Project											
[Project 1]											
[Project 2]											
[Project 3]											
[Project 4]											
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[Project 25]											
[Project 26]											
[Project 27]											
[Project 28]											
[Project 29]											
[Project 30]											
Other capital expenditure											
Total Capital Expenditure											

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

CHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont 5)

Version 3.0

Basis for Cost Allocation

[Empty box for Basis for Cost Allocation]

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

Key Capital Expenditure Projects—Consumer Demands Assessment

[Empty box for 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.

18(xi) Forecast operational expenditure

(\$000)	Pricing Period Starting Year + 1		Pricing Period Starting Year + 2		Pricing Period Starting Year + 3		Pricing Period Starting Year + 4	
	30 Jun 18	30 Jun 19	30 Jun 20	30 Jun 21	30 Jun 21	30 Jun 22	30 Jun 22	30 Jun 22
Corporate overheads								
Asset management and airport operations								
Asset maintenance								
Forecast operational expenditure								

SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont 6)		Regulated Airport		Airport Company			
				30 June 2018			
ref	Version 3.0	Pricing Period Starting Year Ended					
277	18(xii) Forecast financial incentives						
278	(\$000)	Pricing Period Starting Year 30 Jun 18	Pricing Period Starting Year + 1 30 Jun 19	Pricing Period Starting Year + 2 30 Jun 20	Pricing Period Starting Year + 3 30 Jun 21	Pricing Period Starting Year + 4 30 Jun 22	
279	Forecast pricing incentives						
280	Forecast other incentives						
281	Forecast total financial incentives						
282							
283							
284	18(xiii) Forecast revaluations						
285	Forecast CPI used to set prices						
286	Forecast pricing CPI (%)						
287	Asset category revaluation rates (%)						
288	Land						
289	Sealed Surfaces						
290	Infrastructure and buildings						
291	Vehicles, plant and equipment						
292	Forecast revaluations (\$000s)						
293	Land						
294	Sealed Surfaces						
295	Infrastructure and buildings						
296	Vehicles, plant and equipment						
297	Total forecast revaluations						
298							
299							
300	Value of any forecast revaluations not consistent with IMs						
301							
302	18(xiv) Alternative methodologies with equivalent effect						
303	Description of and explanation for any alternative methodologies with equivalent effect that have been applied and which components they have been applied to (including evidence to support that it is likely to have equivalent effect)						
304							
305							
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311							

SCHEDULE 19 Report on the Forecast Pricing Asset Base Revenue Requirements

SCHEDULE 19: REPORT ON THE FORECAST PRICING ASSET BASE REVENUE REQUIREMENTS		Airport Company 30 June 2018						
nr	Version 3.0	First Day of Pricing Period	Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4	Last Day of Pricing Period
6								
7								
8								
9								
10								
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55								
56								
57								
58								

19(v): Total Revenue Requirement for Pricing Assets		Regulated Airport							
		Airport Company 30 June 2018							
Pricing Period Starting Year Ended		Pricing Period Starting Year + 1		Pricing Period Starting Year + 2		Pricing Period Starting Year + 3		Pricing Period Starting Year + 4	
		30 Jun 18	30 Jun 19	30 Jun 20	30 Jun 21	30 Jun 22	30 Jun 23	30 Jun 24	30 Jun 25
66	Overview of the methodology used to determine the revenue requirement for pricing assets								
67									
68									
69									
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107									
108									
109									
110									
111									
112									

SCHEDULE 19: REPORT ON THE FORECAST PRICING ASSET BASE REVENUE REQUIREMENTS (cont 3)		Regulated Airport	
		Pricing Period Starting Year Ended	
Version 3.0		Airport Company	
		30 June 2018	
120	(\$'000)		
121			
122	19(vi): Opening Regulated Asset Base (applicable to price setting) as at 30 June 2016		
123	less Forecast depreciation		
124	plus Forecast revaluations		
125	plus Assets commissioned		
126	less Asset disposals		
127	Forecast adjustment resulting from cost allocation		
128	plus (less) Estimate of regulated asset base (applicable to price setting) at start of price setting event		
129			
130			
131	19(vii): Forecast Asset Base (applicable to price setting)		
132	Forecast pricing asset base—previous year		
133	less Forecast depreciation		
134	plus Forecast revaluations		
135	plus Assets commissioned		
136	less Asset disposals		
137	plus (less) Forecast adjustment resulting from cost allocation		
138	Forecast pricing asset base		
139			
140	Description of and explanation for the depreciation methodology applied		
141			
142			
143			
144			

SCHEDULE 20 Report on Demand Forecasts

SCHEDULE 20: REPORT ON DEMAND FORECASTS <small>ver 1 Version 3.0</small>		Regulated Airport Pricing Period Starting Year Ended										Airport Company 31 March 2013										
6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	
			(000)	for year ended																		
			Inbound passengers	31 Mar 13	31 Mar 14	31 Mar 15	31 Mar 16	31 Mar 17	31 Mar 18	31 Mar 19	31 Mar 20	31 Mar 21	31 Mar 22									
			Outbound passengers	31 Mar 13	31 Mar 14	31 Mar 15	31 Mar 16	31 Mar 17	31 Mar 18	31 Mar 19	31 Mar 20	31 Mar 21	31 Mar 22									
			Number of passengers during year	31 Mar 13	31 Mar 14	31 Mar 15	31 Mar 16	31 Mar 17	31 Mar 18	31 Mar 19	31 Mar 20	31 Mar 21	31 Mar 22									
			International transit and transfer passengers ¹	31 Mar 13	31 Mar 14	31 Mar 15	31 Mar 16	31 Mar 17	31 Mar 18	31 Mar 19	31 Mar 20	31 Mar 21	31 Mar 22									
			Domestic																			
			International																			
			Combined *																			
			Domestic																			
			International																			
			Combined *																			
			Domestic																			
			International																			
			Total																			
			Domestic																			
			International																			
			Total																			
			Domestic																			
			International																			
			Total																			
			International transit and transfer passengers ¹																			

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

¹ NB. Forecasts of international transit and transfer passenger numbers relate only to airports with extant or planned international transit and transfer facilities

SCHEDULE 20: REPORT ON DEMAND FORECASTS (cont)		Regulated Airport									
		Pricing Period Starting Year Ended									
ref/Version 3.0		Airport Company 31 March 2013									
20b: Aircraft Runway Movements		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
		31 Mar 13	31 Mar 14	31 Mar 15	31 Mar 16	31 Mar 17	31 Mar 18	31 Mar 19	31 Mar 20	31 Mar 21	31 Mar 22
34											
35	(000)										
36	Movements during busy period (total number of aircraft)										
37	During the runway busy hour										
38	During the runway busy day										
39											
40	Landings during year (total number of aircraft)										
41	Aircraft 30 tonnes MCTOW or more										
42	Aircraft 3 tonnes or more but less than 30 tonnes MCTOW										
43	Aircraft less than 3 tonnes MCTOW										
44	Total										
45	Landings during year (total MCTOW in tonnes)										
46	Aircraft 30 tonnes MCTOW or more										
47	Aircraft 3 tonnes or more but less than 30 tonnes MCTOW										
48	Aircraft less than 3 tonnes MCTOW										
49	Total										
50	Landings during year (total number of aircraft)										
51	Air passenger services—international										
52	Air passenger services—domestic										
53	Other aircraft										
54	Landings during year (total MCTOW in tonnes)										
55	Air passenger services—international										
56	Air passenger services—domestic										
57	Other aircraft										
58	Description of the basis for forecasts, and/or assumptions made in forecasting										
59											
60											
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SCHEDULE 21 Certification for Disclosed Information

Clause 2.7(1)

We, **[insert full names]**, being directors of **[name of Airport]** certify that, having made all reasonable enquiry, to the best of our knowledge, the following attached audited information of **[name of Airport]** prepared for the purposes of clauses 2.3(1) and 2.4(1) of the Airport Services Input Methodologies Determination 2010 in all material respects complies with that determination.

[Signature of 2 directors]

[Date]

SCHEDULE 22 Certification for Forecast Total Revenue Requirements and Pricing Disclosures

Clause 2.7(2)

We, **[insert full names]**, being directors of **[name of Airport]** certify that, having made all reasonable enquiry, to the best of our knowledge, the attached Report on Forecast Total Revenue Requirements and Report on Demand Forecasts and the following attached information of **[name of Airport]** prepared for the purposes of clause 2.5 of the Airport Services Information Disclosure Determination 2010 in all material respects complies with that determination.

[Signature of 2 Directors]

[Date]

SCHEDULE 23 Certification for Alternative Methodology with Equivalent Effect

Clause 2.7(3)

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

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

[Signature of senior manager]

[Date]

SCHEDULE 24 Transitional Report on Regulatory Asset Base Value

Regulated Airport		Airport Company				
For Year Ended		30 June 2018				
SCHEDULE 24: TRANSITIONAL REPORT ON REGULATORY ASSET BASE VALUE						
ref Version 3.0						
6						
7	24(i): Regulatory Asset Base Value (Rolled Forward)					
8		RAB	RAB	RAB	RAB	RAB
9		30 Jun 13	30 Jun 14	30 Jun 15	30 Jun 16	30 Jun 17
10		(\$000)	(\$000)	(\$000)	(\$000)	(\$000)
11	Total opening RAB value					
12	less Total depreciation					
13	plus Total revaluations					
14	plus Assets commissioned					
15	less Asset disposals					
16	plus Lost and found assets adjustment					
17	plus Adjustment resulting from asset allocation					
18	Total closing RAB value	-	-	-	-	-
19						
20						
21						
22						
23						
24						
25						
26						
27	24(ii): Asset Classes					
28		Land	Sealed Surfaces	Buildings	Equipment	Total *
29	RAB value—previous disclosure year					-
30	less Regulatory depreciation					-
31	plus Indexed revaluations					-
32	plus Periodic land revaluations					-
33	plus Assets commissioned					-
34	less Asset disposals					-
35	plus Lost and found assets adjustment					-
36	plus Adjustment resulting from cost allocation					-
37	RAB value	-	-	-	-	-
38						
39						
40						
41	24(iii): Assets Held for Future Use					
42		Base Value	Holding Costs	Net Revenues	Tracking Revaluations	Total
43	Assets held for future use—previous disclosure year					-
44	plus Assets held for future use—additions ¹					-
45	less Transfer to works under construction					-
46	less Assets held for future use—disposals					-
47	Assets held for future use ²	-	-	-	-	-
48						
49						
50						

* Corresponds to values in RAB roll forward calculation.

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

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

SCHEDULE 25 Transitional Report on Regulatory Asset Base Value for Land

Regulated Airport		Airport Company	
For Year Ended			
SCHEDULE 25: TRANSITIONAL REPORT ON REGULATORY ASSET BASE VALUE FOR LAND			
ref	Version 4.0		
6	25: Regulatory Asset Base Value for Land		
7		Unallocated RAB	RAB
8		(\$000)	(\$000)
9			
10	Estimated value of land assets for the 2009 year	<input type="text"/>	
11	Capital expenditure on land for disclosure year 2010	<input type="text"/>	
12	Value of disposed assets on land for disclosure year 2010 (negative amount)	<input type="text"/>	
13	Estimated value of land assets for the 2011 year	<input type="text"/>	
14	Capital expenditure on land for disclosure year 2011	<input type="text"/>	
15	Value of disposed assets on land for disclosure year 2011 (negative amount)	<input type="text"/>	
16			
17	Initial RAB value	<input type="text" value="-"/>	<input type="text"/>
18	Commentary		
19			
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38	Page 40		