CHRISTCHURCH INTERNATIONAL AIRPORT LTD

SPECIFIED AIRPORT SERVICES - ANNUAL INFORMATION DISCLOSURE

FOR THE YEAR ENDED 30 JUNE 2023

30 November 2023

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INTRODUCTION

1. CIAL's Regulatory Context

Christchurch International Airport Limited ("CIAL") is subject to a detailed and effective regulatory regime:

- Under the Airport Authorities Act 1966 ("AAA"), currently CIAL is entitled to set prices for airport services and facilities, so long as it consults with its substantial customers in the price setting process.
- CIAL is also governed by the Input Methodologies regime, which influences how CIAL calculates its allowable revenue, sets prices, and makes public disclosures. Under the Input Methodologies regime:
 - Specific guidance is established by the Commerce Act (Specified Airport Services Input Methodologies) Determination, explaining how airports ought to calculate (for the purposes of pricing) certain inputs such as cost of capital and depreciation;
 - Airports are required by the Airport Services Information Disclosure Determination ("ID Determination") to disclose information on costs and profitability in accordance with the Input Methodologies *annually* (this being one such disclosure) and *following a price setting event* (the last disclosure relating to the reset of aeronautical prices being published in August 2022); and
 - The Commerce Commission ("the Commission") is required by section 53B(2)(b) of the Commerce Act to review CIAL's disclosures and publish a summary and analysis of the disclosed information for the purpose of understanding CIAL's performance.

The Input Methodologies ("IMs") are an important input to regulation under Part 4. Input Methodologies (IMs) are the upfront rules, processes and requirements of regulation. The purpose of IMs is to provide certainty to both regulated suppliers and consumers about the rules, requirements and processes applying to Part 4 regulation. A stable and predictable regime provides suppliers and investors in regulated firms with the confidence to invest in long-lived infrastructure that provides essential services to all New Zealanders.

The Commerce Act requires the Commission to review all IMs no later than 7 years after its date of publication, and after that, at intervals of no more than 7 years. The Commission completed the first IM review in December 2016 (2016 IM review) and has now substantially completed its second review with the final decisions to be published by the end of December 2023.

The focus of the current review has been initially on identifying the key topics, issues, risks and opportunities facing the relevant sectors to ensure that the IM framework is appropriately setup to be able to manage these evolving trends moving forward. More specifically for airports the review has focused on specific matters relating to the cost of capital.

On 5 April 2023, the Civil Aviation Bill received Royal assent and became the Civil Aviation Act 2023. The new Act will be in force from 5 April 2025, repealing and replacing the Civil Aviation Act 1990 and the Airport Authorities Act 1966 with a single, new statute covering safety, security and economic regulation of civil aviation into the future.

2. Background

On 23 June 2022 CIAL set its prices for the period 1 July 2022 to 30 June 2027 ("PSE4"). CIAL's pricing decision was sent to airlines and the Commission and was the outcome of six months of detailed consultation with CIAL's substantial customers which included multiple rounds of customer feedback and the opportunity for customers to ask specific questions.

On 18 August 2022 CIAL disclosed information related to "specified airport activities"¹ and CIAL's price setting event PSE4 in accordance with the ID Determination.

CIAL now discloses, alongside and within this document, the annual information disclosure requirements, and additional information for context and to aid understanding, for the year ending 30 June 2023 ("2023 Disclosure").

The 2023 Disclosure represents the first annual disclosure under PSE4, being the period from 1 July 2022 to 30 June 2027.

This executive summary provides some background to this disclosure – the regulatory regime and an overview of CIAL's current business and strategic context.

It also provides an overview of the information the 2023 Disclosure templates provide on the performance of the company for this current year.

As noted above this is the first annual disclosure under PSE4, so should be read in conjunction with CIAL's PSE4 price setting event disclosures published on 18 August 2022, to get a picture of the performance of CIAL's regulated activities over the first year of PSE4.

3. Availability of Information

In accordance with the requirements of public disclosure, this disclosure and its related attachments:

- were preceded by the following notice in the *Gazette* on 30 November 2023: https://gazette.govt.nz/ notice/id/2023-gs5573
- are available on CIAL's website: <u>www.christchurchairport.co.nz</u>;
- are available for inspection at CIAL's office between 8.30am to 5.00pm, Monday to Friday;

Christchurch International Airport Limited Car Park Building 30 Durey Road Christchurch, New Zealand.

- will be provided to the Commerce Commission by 7 December 2023; and
- will be provided to any person by post or for collection from CIAL's offices within 10 working days of a request.

¹ "Specified Airport Activities" covers more activities than those for which prices were set as part of CIAL's third price setting event. As such, this disclosure covers activities commonly described as "priced" (part of PSE3) and "non-priced". Charges for "non-priced" activities are individually negotiated with customers outside of the aeronautical pricing consultation".

4. Previous Regulatory Engagement

In 2017, as part of PSE3, CIAL introduced some material changes to its pricing approach. CIAL implemented a pricing structure that better aligned with its long-term objectives, which involved moving to a long term, transparent tilted annuity approach to depreciation of the terminal assets and aligning the pricing model with the Commission's IMs and ID models where possible.

The key features of CIAL's approach to setting prices in PSE4 are continuity, predictability and transparency. CIAL did not make any material changes to its approach or methodology. The operating environment for our customers and for airports over the next five-year pricing period (and beyond) is subject to some major forces driving change and innovation, including the Covid-19 pandemic, climate change and evolving regulatory requirements. CIAL's aim is to set a pricing platform that is stable, predictable and facilitates innovation by CIAL and its customers.

On 26 September 2023, the Commission published an initial draft report under section 53B(2) of the Commerce Act 1986 in respect to CIAL's PSE4 pricing decision. The Commission's draft conclusions noted that:

- it was broadly satisfied that CIAL is not targeting excessive profits over the PSE4 period and that CIAL's overall targeted return is reasonable; and
- other decisions made in PSE4 were reasonable and aligned with the purpose of the Act.

Submissions and cross-submissions on the Commission's draft report have now been completed and a final report is expected by the end of January 2024.

OVERVIEW OF CIAL AS A BUSINESS

5. Purpose and Philosophy

The activities of CIAL and the connectivity they provide, make a significant contribution to the social and economic wellbeing of the communities and economies of Christchurch, Canterbury and in social and economic development of the South Island and regional New Zealand – making a better contribution to the nation's outcomes.

The 2014-2019 period was focused on the rebuild of aviation volumes and the re-engineering of CIAL as a diversified portfolio business.

The 2020-2022 years were heavily characterised by the global pandemic and CIAL's approach over this period was to remain true to our core philosophy of stakeholder equity, being supportive of our customers, fair to all our staff, true to our shareholders and funders, and mindful of the 1:50 economic multiplier the airport has on the South Island economy.



The 2023 Disclosure year has triggered a transition to a post-pandemic environment with CIAL being in a strong position to restart and grow our engine room at our home base of Christchurch.

6. Aviation Environment

Christchurch Airport is 90% a short-haul airport, servicing domestic, Tasman and Pacific Islands air services.

CIAL's passenger numbers for the second half of the PSE3 period were profoundly impacted by the pandemic, significantly reducing airline capacity and passenger movements. International passenger numbers were most severely affected, with border closures meaning, essentially, there has been no international travel between the period from April 2020 to March 2022. On the other hand, the domestic market has demonstrated some resilience, as it has managed to recover relatively quickly each time domestic travel restrictions were eased during and after the pandemic period.

As such, while the exact rate and shape of the recovery of passenger demand over the next five-year period covered by PSE4 remains somewhat uncertain, it is widely expected to have an initial recovery phase followed by a subsequent growth phase.

With aviation and tourism now moving towards a more stable post-pandemic phase, it is clear that that there are headwinds and tailwinds in respect to future passenger demand forecasts. Destination Christchurch provides a unique window of opportunity over the next two to three years where we are likely to see Christchurch grow above trend as it attracts new market segments and is reborn as a world-class destination.

To counter this future demand risks remain evident including ongoing capacity constraints in the aviation industry globally, potential soft economic performance in New Zealand and abroad, or further escalation of geo-political conflicts. The current high inflation and interest rate environments in New Zealand and globally also add some risk to future growth trajectories.

In respect to the 2023 Disclosure year, as noted below in section 8 of this document which discusses passenger demand as compared to forecast, total passenger numbers for the 2023 Disclosure year were essentially aligned with our forecast recovery trajectory in the first year of PSE4.

7. CIAL's Long Term Pricing Objectives

Consistent with PSE3, CIAL's long term objectives for the use of its assets fall into three categories:

- Increasing the productive and efficient use of the existing terminal and airfield assets;
- Ensuring CIAL is innovative itself, and facilitates, is open to, and fully utilises others' innovation (refer to Section 11 below); and
- Being transparent through a simple price structure

CIAL has also noted that a medium-term objective over the PSE4 period is to actively support the recovery of the commercial aviation sector to assist with the rebuild and future growth of aeronautical activity into Christchurch.

CIAL's primary long-term goal is increasing the productivity and efficient use of its existing assets, without the need for substantial additional capital expenditure.

For PSE4, CIAL has continued to set its prices on a per passenger basis. Per passenger prices ensure that CIAL's interests are aligned with airlines, with both being directly impacted by passenger volume movements and hence have equal incentives in respect of growth. They are also simple to understand and transparent.

A single terminal passenger price also supports flexible operation of the terminal and fits with the reality that the terminal is used as one integrated asset to cater for all airlines and passengers in a dynamic and productive way.

2023 REGULATORY REPORTING SUMMARY

CIAL's annual disclosures allow interested parties to understand our financial and non-financial performance at a point in time and, more informatively, it will allow interested parties to build up a picture of our performance over time.

As noted above this is the first annual disclosure under PSE4. In the following sections, we outline the key points that the 2023 Disclosure presents in respect to the performance of CIAL's regulated activities over the first year of PSE4 and should be read in conjunction with CIAL's PSE4 price setting event disclosures published on 18 August 2022.

8. Financial Information

Revenue Outcomes

Aeronautical services that were the subject of the PSE4 pricing decision were priced via consultation with airline customers and using the "building blocks" approach. This approach sets headline prices aimed at achieving a target revenue based on a build-up of CIAL's costs. CIAL is then open to commercial discussions with its customers about price and agrees to a variety of arrangements to facilitate demand growth.

The prices for other aeronautical services (such as leases for aircraft and freight activities) are negotiated bilaterally. Many of these contracts are long term in nature, with the prices therefore reflecting the interest rate environments and assumptions at the time the contracts were entered into, coupled with the longer-term value proposition that a tenant will assess when agreeing market terms.

The aeronautical charges under PSE4 took effect on 1 July 2022 and were described in detail in our PSE4 price setting event disclosure report (dated 18 August 2022 and available on our website).

	FY23 & PSE4 Period To Date Actual	FY23 & PSE4 Period To Date Forecast	Variance
International	1,058,565	977,211	+8.3%
Domestic	4,630,845	4,723,790	-2.0%
TOTAL	5,689,410	5,701,001	-0.2%

Passenger Demand

The start of the 2023 Disclosure Year signalled the move to a post-pandemic environment for New Zealand. For CIAL it represented the true commencement of our aviation restart following the challenges of the previous year which proved to be the toughest year of the pandemic.

The key feature through the 2023 Disclosure Year has been supply side challenges in aviation. Whilst the industry was able to quickly scale down at the onset of the pandemic, scaling back up has proved somewhat challenging. The impact of this has been that demand was outstripping supply for the majority of the 2023 Disclosure Year.

Total passenger numbers for the 2023 Disclosure Year were 5.69 million, compared to 3.26 million in the prior year and just under 7 million pre-pandemic. Full year passenger numbers were 82.5% of pre-pandemic levels (domestic 90.2% and international 60.0%), improving consistently through the year.

Total passenger numbers for the year were essentially aligned with our Year 1 PSE4 forecast. The shortfall in domestic passenger movements (-93k) being offset by higher than forecast international passenger movements (+81k).

Priced Revenue

Further analysis of the demand variances in respect to movements and MCTOW is included in Schedule 16.

Whilst passenger numbers for the year were essentially aligned with forecast, revenue* from priced services was \$1.21m (or 1.6%) lower than the PSE4 pricing forecast for the 2023 Disclosure year. This reflecting a slightly higher proportion of passengers arriving or departing using regional services which attract a lower price as explained in our PSE4 price setting event disclosures.

* revenue includes check-in counter revenue and is calculated as the posted price multiplied by the actual volumes to ensure relevant comparison with the forecasts. Excludes the impact of incentives which are discussed below.

Non-Priced Revenue

Other regulated services, or "non-priced" services, comprise leasing arrangements negotiated with individual customers, rather than being priced under the AAA consultation regime.

These leases are entered into outside of the 5-yearly regulatory pricing period, often have a long term, and are subject to normal market negotiation with individual customers.

For the 2023 Disclosure year, CIAL's revenue from non-priced services was very slightly higher than the PSE4 pricing forecast by \$0.24m (or 1.6%). This reflecting slightly higher than forecast rental income from the freight distribution centre.

Operating Expenditure *

Annual disclosure reports under the information disclosure regime require us to report our actual operational expenditure against that forecast during the PSE4 price setting process, both for the current disclosure year and pricing period to date. This provides interested parties with a measure of our operating cost efficiency and prompts more informed discussions about what is causing departures from the expenditure forecasts set during the PSE4 price setting event process and consultation.

In this 2023 Disclosure we discuss our operating expenditure variances in Schedules 6 and 7.

As explained in these schedules the operating costs for the 2023 Disclosure year were \$0.33m higher than forecast when setting prices (0.8%), at a total of \$43.06m compared to a forecast of \$42.73m.

* note that operating expenditure excludes incentives which are discussed in more detail below.

The very slightly higher than forecast operating costs reflect:

- lower than forecast levels of discretionary expenditure specifically in the areas of promotions, trade partner support and marketing, offset by:
- higher than forecast costs across airfield activities specifically in respect to payroll and maintenance/cleaning of fire truck vehicles; and
- higher than forecast costs in several areas of regulation including updating noise contours for planning processes, airport noise monitoring and the IM review process being undertaken by the Commission.

Operating Efficiency

In our annual disclosures, we have consistently noted that CIAL remains focused on operating, and continuing to operate, its terminal and airfield so as to maximise the flexibility of its assets and minimise future capital requirements. CIAL continues to look for ways it can unlock productivity and efficiency gains by increasing terminal flexibility, whilst meeting evolving regulatory health and safety, and security requirements.

Several initiatives have continued through the 2023 Disclosure year, including:

- Strategy-Led Asset Management a continued transition towards more proactive asset maintenance works and the development of more detailed terminal and infrastructure asset management plans. CIAL will continue to investigate the most appropriate partnership model to ensure that we will proactively identify preventative and innovative maintenance to keep longer term maintenance costs down across the terminal and runway.
- Energy Efficiency a continued focus on energy efficiency and a reduction in energy consumption, including:
 - Energy efficiency and ongoing reduction in energy consumption driven by CIAL's award winning artesian water heating and cooling energy centre in the Integrated Terminal;
 - Continued LED lighting replacements;
 - Further deployment of our Building Management automated System ('BMS'), that identifies energy inefficiencies in real-time, so our building managers can respond immediately.
- Circularity Enviro NZ has helped CIAL design a new sortation room and recruit four new people to go through our general waste bins and pull out anything that can be re-used, composted or recycled. This is producing significant improvements in CIAL's diversion rate as we look to reach our target of diverting 80% of our terminal waste away from landfill.

Incentives

CIAL undertakes two forms of market stimulation:

- Direct expenditure on general marketing activities, covering aeronautical development and marketing, including promotion of destinations and routes, and general marketing of the Airport itself, and
- Bilateral arrangements with airlines that agree rebates (or similar) to encourage the establishment of new services or capacity.

Only the costs of the first kind of market stimulation were included in CIAL's PSE4 price setting model (as operating costs), as preferred by airlines in previous price setting rounds. For the purposes of total regulatory disclosure, CIAL is required to disclose both forms of incentives and its disclosures reflect that requirement.

Both kinds of market stimulation activities are considered when forecasting demand. The PSE4 demand forecasts were made based on these market stimulation activities occurring, both marketing spend and agreed arrangements.

CIAL's view remains that the active promotion of growth in traffic through the Airport – including through the active encouragement of new services / routes – is also in the long-term interests of passengers – its ultimate customers.

Pricing incentives are challenging to accommodate in a forward-looking cost-based price determination. However, without recognition of these costs, the apparent return will overstate the true return and the incentive / ability of an airport to promote growth will diminish.

In respect to the 2023 Disclosure year, the marketing costs and incentives forecast in the PSE4 price setting disclosures of \$1.8m, reflected an expectation of general costs associated with marketing the airport (\$0.8m) together with a forecast of bilateral arrangements with returning airlines that would be required to meet capacity and demand forecasts (\$1.0m).

The total financial incentives incurred for the 2023 Disclosure year, of \$1.0m was lower than forecast due to reduced levels of expenditure in the areas of promotions, trade partner support and marketing (as noted above). This reflecting the ongoing strength of underlying passenger demand during the year.

The input methodologies require us to record as pricing incentives, charges that are discounted from that shown in our PSE4 pricing schedule (as well as grossing up the related revenue received).

Capital Expenditure

When consulting on and setting our aeronautical charges in the first half of 2022, we consulted on the capital expenditure we had planned for the period to June 2027. Changes were made to our planned capital expenditure during the consultation process, and the finalised capital expenditure plan was presented in our PSE4 pricing disclosure report.

Annual disclosure reports like this one are an opportunity to report on how our planned capital investments are progressing.

In respect to the 2023 Disclosure year, CIAL's actual capital expenditure at \$12.2m, was less than the forecast amount of \$24.5m.

As noted in Schedule 6a, key variances for Year 1 of the PSE4 period included delayed timing of receipt of first Airport Rescue and Fire Fighting electric fire truck (-\$0.4m), reduced spend related to our annual airfield pavement works (-\$1.1m), delayed timing of capital expenditure related to further regional stand development and delayed spend on waste, water and toilet infrastructure.

One of the key challenges in respect to the accurate forecasting of capital expenditure relates to the timing of the actual cashflows related to the major capital projects identified. This can be influenced by several factors out of the Airport's control including the availability of contractors and other project management resource commitments across the Airport campus as a whole.

Depreciation

CIAL set its PSE4 prices using, and has used in this disclosure, a tilted annuity method of depreciation. This method was chosen with expert input from Incenta.

CIAL's substantial customers and the Commission supported CIAL's use of tilted annuity depreciation in price setting for PSE4.

9. Internal Rate of Return

The key focus for profitability assessment under PSE4 is based on an internal rate of return approach ('IRR') using an opening investment value (including a carry forward adjustment mechanism), a forecast closing investment value and forecast cash-flows during each year.

Discussion around revenue, operating expenditure and capital expenditure outcomes for the 2023 Disclosure year is outlined above in this summary.

Carry Forward Adjustment

In respect to the relevant investment value for assessing the internal rate of return, it should be noted that this includes a carry forward adjustment.

CIAL identified an anomaly, limited to PSE2 only, related to the allocation of "implied depreciation" to individual assets. To correct this anomaly, CIAL used an opening RAB adjustment in our 2018 disclosure statement, under the mechanism the Commission added during its review of the Information Disclosure templates. CIAL is continuing to carry this adjustment forward in our 2023 Disclosure statement.

A detailed explanation of the anomaly and calculation is included in CIAL's PSE3 Price Setting Disclosure document and use of the adjustment was reviewed by Deloitte during CIAL's PSE3 price consultation, at airlines' request.

IRR Outcomes

The actual IRR outcome for the 2023 Disclosure year is noted below:

• Annual IRR for 2023 Disclosure year was 8.27%, compared with forecast of 5.09%

When looking at the actual current year IRR outcome, it is important to note that this was significantly influenced by the impact of CPI indexed revaluations. CPI indexed revaluations were \$19.9m above forecast – adding 3.4% to the current year IRR outcome. The increased revaluation stems from the difference between the forecast CPI rate within the pricing model of 2.61% compared to an actual rate for FY23 of 6.03%.

Excluding CPI revaluations, the underlying IRR for the 2023 year was 4.85% as compared to the forecast of 5.09%. This reflecting the fact that for the first year of the PSE4 pricing period, the actual outcomes were closed aligned to the PSE4 forecasts across the material areas of regulatory income, operational expenditure, tax and regulatory depreciation.

10. Service Quality

Passenger Satisfaction

Passenger satisfaction is of a high level at the Airport and CIAL commissions quarterly benchmark surveys from an independent international agency. These reports provide information to better understand:

- How passengers rate an airport's services;
- How an airport compares to others in its region and globally by traffic type, size, region etc.;
- Which aspects are of particular importance for a specific airport; and
- How passenger's perceptions and priorities are evolving over time.

The key source of information on service quality is the ASQ customer satisfaction surveys and these are commissioned for each quarter of the relevant disclosure year. The "Availability of Baggage Carts/Trolleys" passenger satisfaction survey score required by Schedule 14 (for both the Domestic and International terminals) has not been part of the ASQ sample questions since the third disclosure quarter of the 2022 Disclosure year (the first quarter of calendar year 2022). As such, Schedule 14 does not include any results for this question. It is considered that this omission is not material to Schedule 14 and the disclosure statements as a whole.

The survey data detailed in Schedule 14 demonstrates a continuing high level of passenger satisfaction across both the domestic and international terminal. CIAL's continued high scores across both terminals, despite the ongoing constraints in the aviation network, continue to emphasise that the quality of CIAL's services meets their demands and reflects the benefits of CIAL's ongoing investment in terminal facilities and the overall commitment of our service focused team.

Passenger Experience Initiatives

- New art has been installed in the airport plaza to communicate and support rainbow Awareness at our airport. The company's Pride Working Group's (a team of PRIDE champions across the business) efforts were recognised by the airport being named a finalist in the emerging category of the New Zealand Rainbow excellence Awards;
- CIAL has introduced the world recognised Sunflower Lanyard scheme, a program for people with Hidden Disabilities wanting more assistance at the airport without having to ask for it, as part of our Diversity & inclusion program of work.

Customers

Overall our airline customer base has navigated the previous challenges of the pandemic well. Despite significant uncertainty as to how markets would respond once global borders were fully opened, CIAL has now secured all our airline customers for the upcoming summer 2023/24 season.

- United Airlines announced a new direct service between San Francisco and Christchurch, with three flight per week on a Boeing 787 Dreamliner, starting in December 2023;
- Emirates and the Airbus A380 resumed its Christchurch to Dubai via Sydney daily service from March 2023;
- Cathay Pacific intends to re-establish its Christchurch operations, with three flights per week on an Airbus A350 to its hub in Hong Kong;
- Singapore Airlines quickly re-introduced a daily service to its mega-hub at Changi Airport. Extremely high load factors have now encouraged the airline to add an additional three Airbus A350 services here during our peak summer months;
- China Southern Airlines has resumed air links to its southern gateway in Guangzhou, with three flights a week during our summer season using the Boeing 787 Dreamliner.

11. Operational Improvement & Innovation

Productivity, efficiency and innovation are all part of CIAL's key long-term goals and a key focus of Part 4 of the Commerce Act and the Information Disclosure regime.

CIAL's approach to its long-term pricing objectives, as articulated in its PSE4 price setting process, reflects this primary goal, in particular through single per passenger prices.

CIAL's long term objective is to increase the productivity and efficient use of its existing assets, without the need for substantial additional capital costs. Airlines agreed with this approach during consultation.

<u>Innovation</u>

CIAL's innovation focus has two limbs:

- A strong focus on facilitating innovation by airline customers, both by being open to and working with its customers on operational innovations and by setting its prices in a way that facilitates innovation;
- Innovation also informs CIAL's approach to its business decisions, with a concentration on advances in digitisation and automation.

Examples of CIAL's ongoing innovations include:

- Rosenbauer is constructing the first of CIAL's four RT ARFF ('Airport Rescue and Fire Fighting') electric fire trucks, which will be the world's first electric fire truck to operate at an airport. The first truck will be hybrid/electric with further developments to hydrogen operation in the future. Indications are the new fire truck could reduce fire service diesel usage by more than 75%;
- Use of humanoid robots to enhance customer experience as a source for traveller information;
- Ongoing work to enable electric plane operators to further enhance and develop existing eplane charging infrastructure and ultimately support the needs of our substantial airline customers;
- Ongoing investigation of the potential for building a world-class sustainable airport to keep future generations of South Island residents and businesses connected to the rest of the world.

12. Health, Safety, Security and Environment

After over 100 years, safety is an embedded feature in aviation and the culture of those working in aviation. People are the most valuable area of our business and protecting them, and those around us, is always the first step in anything we do.

Safety is a priority and CIAL remains committed to developing, implementing, maintaining and constantly improving safety culture, risk management and safety management systems. Our safety focus includes the public, customers, suppliers, tenants, contractors and sub-contractors.

CIAL's approach to sustainability is centred in the Maori concept of kaitiakitanga (responsibility, care and guardianship). CIAL's focus is to seek out, develop and implement enduringly sustainable processes for its business and the Airport.

CIAL's sustainability strategy sees CIAL currently focusing its efforts in five key areas being – Climate, Water, Circularity, Biodiversity and broadening our approach within the social and governance areas.

Our commitment to climate action and accelerating the decarbonisation of our sector ahead of our science-based targets remains at the forefront of our thinking – with the focus moving from scope 1 reductions towards how best we can impact our Scope 2 and 3, whilst also building climate risk resilience into our operational processes and development of our physical climate risk adaptation plan.

Examples of some of CIAL's key achievements in this area include:

Health, Safety & Wellbeing Leadership

 CIAL's Airfield Safety & Wellbeing Week activities were undertaken as part of a wider campaign across Australia and New Zealand to promote safety awareness throughout the aerodrome and associated companies and communities.

<u>Sustainability</u>

- CIAL is facilitating the Kowhai Park development, a large-scale renewable energy precinct at the airport, to provide renewable energy required by the aviation sector in the future, whilst also providing stability and resilience to the price and supply of that renewable energy across the airport campus and potentially beyond;
- CIAL and three other New Zealand companies (Air New Zealand, Sounds Air, and Wellington Airport) joined the 21-member Industry Advisory Board to help fast-track the release of the ES-30 electric airplane being constructed by Swedish electric airplane maker Heart Aerospace;
- Christchurch and Hamburg Airports have partnered to work on green hydrogen infrastructure for aviation to help deliver on each airports ambitious Net Zero climate goals;
- CIAL hosted a Ministerial delegation, including then-Minister of Energy and Resources Dr Megan Woods, previous Climate Change Minister James Shaw, and the Australian Minister for Climate Change and Energy Chris Bowen, to engage on the opportunity to decarbonise the Trans-Tasman aviation sector;
- CIAL has been selected as a pilot airport, the only airport outside Europe, by the Airport Carbon Accreditation (ACA) with regards to working towards their Level 5 certification. ACA also recognised Christchurch Airport for our efforts by confirming us as their first 'Airport Carbon Accreditation - Mentor'.

OVERALL COMMENT

The purpose of Part 4 information disclosure regulation of airports will be met if consumers are fully informed about the performance of airports and airports are unlikely to target excessive profits (as the Commission has identified CIAL is unlikely to be doing for its priced services in PSE4).

Any assessment of airport performance, in particular promoting the long-term benefit of consumers, is best achieved by contextual analysis which considers service quality, efficiency, innovation and investment as well as financial performance.

We are committed to operating an airport that provides high quality, innovative, safe and efficient services for an appropriate price, and we welcome the opportunity to disclose information knowing it will help us perform to the highest standard.

It remains clear that our Airport has delivered, and will continue to deliver, an enhanced passenger and airline experience, and a significant social and economic benefit to our country by delivering for both Christchurch and the regions of the South Island.



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Disclosure Template Guidelines for Information Entry

Internal consistency check

Templates

The templates contained in this workbook are intended to reflect the specified airport disclosure requirements set out in Schedules 1–17 inclusive and Schedule 23 of Commerce Commission decision 715 (Commerce Act (Specified Airport Services Information Disclosure) Determination 2010).

Data entry cells and calculated cells

Data entered into this workbook may be entered only into the data entry cells. Data entry cells are the bordered, unshaded areas in each template. Under no circumstances should data be entered into the workbook outside a data entry cell.

In some cases, where the information for disclosure is able to be ascertained from disclosures elsewhere in the workbook, such information is disclosed in a calculated cell. Under no circumstances should the formulas in a calculated cell be overwritten. All cells that are not data entry cells may be locked using worksheet protection to ensure they are not overwritten.

Validation settings on data entry cells

To maintain a consistency of format and to guard against errors in data entry, some data entry cells test entries for validity and accept only a limited range of values. For example, entries may be limited to a list of category names or to values between 0% and 100%

Data entry cells for text entries

Data input cells that display the data validation input message "Short text entry cell" have a maximum text length of 253 characters. Because of page layout constraints, this text length is unlikely to be approached. The amount of text that may be entered in the comment boxes is restricted only by the capacity of the spreadsheet program and page layout constraints. Should a comment box within a template be inadequate to fully present the disclosed comments, comments may be continued outside the template. The comment box must then contain a reference to identify where in the disclosure the comment is continued. Row widths can be adjusted to increase the viewable size of text entries.

A paragraph feed may be inserted in an entry cell by holding down both the {alt} and the {shift} keys.

OK

Data entry cells that contain conditional formatting

A limited number of data entry cells may change colour or disappear from view in response to data entries (including date entries) made in the workbook. This feature has been implemented to highlight data being entered that is not internally consistent with other data currently entered, and to hide data entry cells for conditionally disclosed information when the determination does not require the data be disclosed.

a) Internal consistency checks To assist with data entry, the shading of the following data entry cells will change if the cell content becomes inconsistent with data elsewhere in the template: Schedule 4, cells N110:N118, J30;

Schedule 7, cells K8:K14, K16:K18, K20, K22, K24, K26, K28, K30, K32,

Should such inconsistency be identified, the shading of the internal consistency check cell C4 at the top of the Guidelines worksheet will also change and the check cell will show "Error" instead of "OK".

b) Conditionally disclosed information

The determination allows in some circumstances that data do not need to be disclosed. Accordingly, the following cells are conditionally formatted to disappear from view (the borders are removed and the interior of the cells takes on the colour of the template background) in some circumstances Schedule 1, cells F9:F12, F14:F15, F17:F18, G9:G12, G14:G15, G17:G18;

In schedule 1, the column F cells listed above disappear if the determination does not require Part 4 disclosure in respect of year CY - 2 (CY is the current disclosure year). Similarly, the column G cells disappear if disclosure in not required in respect of year CY - 1.

Schedule 6 comparison of actual and forecast expenditures

Clause 6a of schedule 6 compares actual expenditures with expenditures forecast in respect of the most recent price setting event.

The calculated cells G10:G11, G14:G16, G19:G28 determine, from clause 6b, the forecast expenditure for the current disclosure year.

The calculated cells M10:M11, M14:M16, M19:M28 determine, from clause 6b, the forecast expenditure to date

The formulas in the calculated cells assume that the current disclosure falls within the five year pricing period. Cell C65 notes which of the pricing period years disclosed in clause 6b coincides with the current disclosure year.

	Regulated Airport For Year Ended Pricing period starting year (year ended)	Christchurc	h International / 30 June 2023 30 June 2023	Airport Ltd
	DULE 1: REPORT ON PROFITABILITY			
7 1a :	sion 5.0 : Internal Rates of Return	Actual for Current	Forecast for Current	Variance
8 9 10	Post-tax IRR - pricing period to date (%)	Disclosure Year 8.27%	Disclosure Year 5.09%	3.18%
12 13	Post-tax IRR - current year (%)	8.27%	5.09%	3.18%
14 1	a(i): Pricing Period to Date IRR	(\$000 u) Actual for Period to Date	nless otherwise spec Forecast for Period to Date	cified) Variance
16	Opening RAB	581,312	579,752	1,560
17	Opening carry forward adjustment	(9,122)	(9,036)	(86)
18	Opening investment value	590,434	588,788	1,646
19 20 plu	s Total regulatory income	91,336	92,308	(972)
21 les		11,652	24,510	(12,859)
22 plu	s Asset disposals	13	_	13
23 les		43,057	42,729	328
24 les	s Unlevered tax	10,297	9,864	433
25 26	RAB value	602,791	594,570	8,221
27	Closing carry forward adjustment	(9,362)	(8,974)	(388)
28	Closing investment value	612,153	603,544	8,609
29 30	Post-tax IRR for pricing period to date (%)	8.27%	5.09%	3.18%
31 1	a(ii): Current Year Annual IRR		·	
32		Actual for Current Disclosure Year	Forecast for Current Disclosure Year	Variance
33	Opening RAB	581,312	579,752	1,560
34 35	Opening carry forward adjustment Opening investment value	(9,122) 590,434	(9,036) 588,788	(86) 1,646
36				
37 plu	s Total regulatory income	91,337	92,308	(971)
38 les		11,652	24,510	(12,858)
39 plu 40 les	·	13 43,057	42,729	13 328
41 les		10,297	9,864	433
42	RAB value	602,791	594,570	8,221
44	Closing carry forward adjustment	(9,362)	(8,974)	(388)
45	Closing investment value	612,153	603,544	8,609
46 47	Post-tax IRR for current year (%)	8.27%	5.09%	3.18%
48 49 50	Explanation of variances Consistent with clause 2.3(8), this explains the variance in the Post-tax IRR for pricing period to date a Schedule 1, 2, 4 and 6 that have a material impact on the variance in the Post-tax IRR for pricing perio		r variances disclosed in	
51 52 53 54 55 56 57	 The actual post-tax annual IRR for the 2023 disclosure year calculates to 8.27% as against a for CIAL's regulatory operating revenue (and hence surplus) was -\$1.21m less than forecast. T year post-tax IRR calculation actual lease, rental and concession income is above forecast by approximately +\$0.24m. O +0.04% actual operational expenditure was above forecast by around +\$0.33m. On a current year post-tax IRR actual depreciation was above forecast by around +\$0.77m. On a current year post-tax IRR actual CPI revaluations are above forecast by around +\$19.88m. On a current year post-tax IRR when looking at the actual current year IRR outcome, it is important to note that this was significant of the sum of the	his loss of revenue had a n a current year post-tax ost-tax IRR basis this ar basis this amounts to a IRR basis this amounts icantly influenced by the	a -0.21% negative impact IRR basis this amounts nounts to a variance of -0 variance of -0.13% to a variance of +3.42% CPI revaluations. Remov	t on the current to a variance of 0.06% ving the CPI
58 59 60 61 62 63 64 65 66 67 68	revaluation variance, the underlying IRR for the year was 4.85%. So operating IRR (exclusive of between actuals and our forecast. As per our previous disclosure statements unlevered tax within Schedule 3, which directly impa allowance plus the notional interest tax shield' as previously directed to us by the Commerce C		e IRR value, calculates as	s 'regulatory tax

_	EDULE 1: REPORT ON PROFITABILITY	Fo od starting year	ulated Airport or Year Ended (year ended)		ch International 30 June 2023 30 June 2023	
	Version 5.0 1b: Actual IRR Inputs	Pricing Period Starting Year 30 June 2023	Pricing Period Starting Year + 1 30 June 2024	Pricing Period Starting Year + 2 30 June 2025	Pricing Period Starting Year + 3 30 June 2026	Pricing Period Starting Year + 30 June 2027
9	Opening RAB	581,312	_	_]	_	_
r	Opening carry forward adjustment	(9,122)	_	_	_	_
2	Opening investment value	590,434	-	-	-	-
3						
t	Total regulatory income	91,336	-		-	
5	Assets commissioned - 1st month	139	-		-	-
2	Assets commissioned - 2nd month Assets commissioned - 3rd month	238 28	-			
,	Assets commissioned - 3rd month	127				
,	Assets commissioned - 5th month	58	-	_	_	-
,	Assets commissioned - 6th month	2,206	-		_	
1	Assets commissioned - 7th month	16	-	-	-	-
2	Assets commissioned - 8th month	19	-		-	
3	Assets commissioned - 9th month	66	-		-	
t	Assets commissioned - 10th month	857	-		-	
5	Assets commissioned - 11th month	1,126	-		-	-
5	Assets commissioned - 12th month Asset disposals	6,772 13	_		_	
3	Operational expenditure	43,057				
,	Unlevered tax	10,297	_	_	_	_
,						
r	RAB value	602,791	-	_	-	_
2	Closing carry forward adjustment	(9,362)	-	_	_	
3	Closing investment value	612,153	-	_	_	
4 5	Post-tax IRR - pricing period to date (%)	8.27%		_	-	_
5	1c: Carry Forward Balance			Actual	Forecast	Variance
3	Opening carry forward adjustment			(9,122)	(9,036)	3)
,	Default revaluation gain/loss adjustment					
	Risk allocation adjustment				_	
	Other correcteneed adjustment forecast			(240)	62	(30
2	Other carry forward adjustment – forecast					
2	Other carry forward adjustment – not fore					-
2 8	Other carry forward adjustment - not fore			(9,362)	(8,974)	(38
1 2 3 4 5 5				(9,362)	(8,974)	(38
	Other carry forward adjustment - not fore Closing carry forward adjustment	an anomaly, limited to F 18 disclosure statemer djustment forward in ou t is what was included alue (when PSE4 was s the final implied depre	it, under the mechanism r 2023 disclosure state in our PSE4 price settir still in the consultation p eciation correction calcu	the allocation of implied n the Commission added ment. ng disclosures and relate ohase).	d depreciation. To corre d during its review of th es to the implied deprec	ect this anomaly e Input
23456789012345	Other carry forward adjustment – not fore Closing carry forward adjustment Commentary on Carry forward balance The carry forward adjustments are in respect to a CIAL used an opening RAB adjustment in our 20 Methodologies. CIAL is continuing to carry this a The Forecast Opening Carry Forward Adjustment based off a 30 June 2022 forecast closing RAB The Actual Opening Carry Forward Adjustment is	an anomaly, limited to F 18 disclosure statemer djustment forward in ou t is what was included alue (when PSE4 was s the final implied depre	it, under the mechanism r 2023 disclosure state in our PSE4 price settir still in the consultation p eciation correction calcu	the allocation of implied n the Commission added ment. ng disclosures and relate ohase).	d depreciation. To corre d during its review of th es to the implied deprec	e Input
	Other carry forward adjustment – not fore Closing carry forward adjustment Commentary on Carry forward balance The carry forward adjustments are in respect to a CIAL used an opening RAB adjustment in our 20 Methodologies. CIAL is continuing to carry this a The Forecast Opening Carry Forward Adjustment based off a 30 June 2022 forecast closing RAB of The Actual Opening Carry Forward Adjustment forward The Actual Opening Carry Forward Adjustment forward CIAL is carrying this carr	an anomaly, limited to F 18 disclosure statemer djustment forward in ou t is what was included alue (when PSE4 was s the final implied depre ard in our 2023 disclosu	It, under the mechanism r 2023 disclosure state in our PSE4 price settir still in the consultation p eciation correction calcu- re statement.	the allocation of implied n the Commission added ment. ng disclosures and relate ohase).	d depreciation. To corre d during its review of th es to the implied deprec 30 June 2022 closing R	ect this anomaly e Input

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	For HEDULE 2: REPORT ON THE REGUL	ulated Airport or Year Ended ATORY PROFIT	Christchurch	1 International A 30 June 2023	Airport Ltd
	Version 5.0 2a: Regulatory Profit		(\$000 un	less otherwise spec	ified)
7	Income		Actual	Forecast	Variance
8	Airfield Charges		34,219	33,829	390
9	Terminal Charges		39,902	40,898	(996)
10	Counter Charges		1,788	2,391	(603)
11	Passenger Service Charge	S	-	_	_
12	Lease, rental and conces	sion income	15,395	15,154	241
13	Other operating revenue		-		-
14	Net operating revenue		91,304	92,272	(968)
15					
16	Gains / (losses) on sale o	f assets	-		_
17	Other income		33	36	(3)
18	Total regulatory income		91,337	92,308	(971)
19	Expenses				
20	Operational expenditure:				
21	Corporate overheads		9,066	7,388	1,678
22	Asset management and a	irport operations	30,812	32,496	(1,684)
23	Asset maintenance		3,179	2,845	334
24	Total operational expenditu	re	43,057	42,729	328
25			40.000	40.570	(1.000)
26	Operating surplus / (deficit)		48,280	49,579	(1,299)
27 28	Regulatory depreciation		25,590	24,816	774
20 29	regulatory depreciation		20,090	24,010	//4
30	plus Indexed revaluation		35,007	15,124	19,883
31	plus Periodic land revaluations	5	_		_
32	Total revaluations		35,007	15,124	19,883
33					
34	Regulatory Profit / (Loss) before tax		57,697	39,887	17,810
35					
36 37	less Regulatory tax allowance		8,760	9,864	(1,104)
37	Regulatory Profit / (Loss)		48,937	30,023	18,914
38	regulatory Front / (LOSS)		40,937	30,023	Page 3

For Year Ended 30 June 2023 SCHEDULE 2: REPORT ON THE REGULATORY PROFIT (cont) Version 5.0 2b: Notes to the Report 2b(i): Financial Incentives 9		Regulated Airport Christchurch International Airport Ltd
SCHEDULE 2: REPORT ON THE REGULATORY PROFIT (cont) Version 5.0 2b: Notes to the Report 2b(i): Financial Incentives 9 Pricing incentives 9 Other incentives 9 Total financial incentives 9 Difficult 9 Rates and levy costs 2.008 2.008 2b(ii): Merger and Acquisition Expenses 9 Justification for Merger and Acquisition Expenses 9 There were no merger and acquisition expenses. 1 Financial Incentives 024 Other indentives and opticition expenses. 1 Financial Incentives 024 Other on general marketing of the Airport itself; and 0 Direct expenditure on general marketing of the Airport itself; and 0 Direct expenditure on general marketing of the Airport itself; and 0 Orly the costs of the first kind of activity were included in CIAL's PSE4 price setting model (as operating expenditure), as preferred by the intenes intrevious price setting rounds. For the purposes of regulat		
Version 5.0 be Notes to the Report be Notes	SCHE	
2b: Notes to the Report 2b(j): Financial Incentives Pricing incentives Other incentives Infancial incentives Other incentives Infancial incentives		
b(i): Financial Incentives Pricing incentives Other incentives Other incentives Total financial incentives Cb(ii): Rates and Levy Costs Rates and levy costs 2,808 Cb(iii): Merger and Acquisition Expenses Merger and Acquisition Expenses There were no merger and acquisition expenses. CALL undertakes two forms of market stimulation: Other - Bilaterial arrangements with airlines that agree rebates (or similar) to encourage the establishment of new services or capacity. Only the costs of the first kind of activity were included in CIAL's PSE4 price setting model (as operating expenditure), as preferred by the Airlines in previous price setting rounds. For the purposes of regulatory disclosure, CIAL is required to disclose both forms of insolations and round incentives incurred in the 2023 disclosure years as compared to Year 1 of our PSE4 forecast is outlined in Section 8 of the Executive Summary accompanying these schedules.		
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49 Pricing incentives 865 70 Total financial incentives 1,040 70 2b(ii): Rates and Levy Costs 2,808 70 2b(ii): Merger and Acquisition Expenses 2,808 70 2b(ii): Merger and Acquisition Expenses - 70 Justification for Merger and Acquisition expenses - 70 Justification for Merger and Acquisition expenses - 71 Direct expendition expenses - 72 CIAL undertakes two forms of market simulation: - 73 CIAL undertakes two forms of market simulation: - 74 Only the costs of the first kind of activity were included in CIAL's PSE4 price setting model (as operating expenditure), as preferred by the rilines in previous price setting model (as operating expenditure), as preferred by the Aritines in previous price setting model (as operating expenditure), as preferred by the Aritines in previous price setting model (as operating expenditure), as preferred by the Section 8 of the Executive Summary accompanying these schedules. 74 Numer and this disclosure statement reflects that requirement. 74 Further discussion around incentives incurred in the 2023 disclosure year as compared to Year 1 of our PSE4 forecast is outlined in Section 8 of the Executive Summary accompanying these schedules.	46 2	b(i): Financial Incentives
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Merger and acquisition expenses	54 2	b(iii): Merger and Acquisition Expenses
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 the Airlines in previous price setting rounds. For the purposes of regulatory disclosure, CIAL is required to disclose both forms of incentives and this disclosure statement reflects that requirement. Further discussion around incentives incurred in the 2023 disclosure year as compared to Year 1 of our PSE4 forecast is outlined in Section 8 of the Executive Summary accompanying these schedules. disclosure are as compared to Year 1 of our PSE4 forecast is outlined in Section 8 of the Executive Summary accompanying these schedules. disclosure are as compared to Year 1 of our PSE4 forecast is outlined in Section 8 of the Executive Summary accompanying these schedules. disclosure are as compared to Year 1 of our PSE4 forecast is outlined in Section 8 of the Executive Summary accompanying these schedules. disclosure are as compared to Year 1 of our PSE4 forecast is outlined in Section 8 of the Executive Summary accompanying these schedules. disclosure are as compared to Year 1 of our PSE4 forecast is outlined in Section 8 of the Executive Summary accompanying these schedules. disclosure are as compared to Year 1 of our PSE4 forecast is outlined in Section 8 of the Executive Summary accompanying these schedules. disclosure are as compared to Year 1 of our PSE4 forecast is outlined in Section 8 of the Executive Summary accompanying these schedules. disclosure are as compared to Year 1 of our PSE4 forecast is outlined in Section 8 of the Executive Summary accompanying these schedules. disclosure are as compared to Year 1 of our PSE4 forecast is outlined in Section 8 of the Executive Summary accompanying these schedules. disclosure are as compared to Year 1 of our PSE4 forecast is outlined in Section 8 of the Executive Summary accompanying these schedules. 		capacity.
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68 Further discussion around incentives incurred in the 2023 disclosure year as compared to Year 1 of our PSE4 forecast is outlined in 69 Section 8 of the Executive Summary accompanying these schedules. 70 Image: Section 8 of the Executive Summary accompanying these schedules. 71 Image: Section 8 of the Executive Summary accompanying these schedules. 72 Image: Section 8 of the Executive Summary accompanying these schedules. 73 Image: Section 8 of the Executive Summary accompanying these schedules. 74 Image: Section 8 of the Executive Summary accompanying these schedules. 74 Image: Section 8 of the Executive Summary accompanying these schedules. 75 Image: Section 8 of the Executive Summary accompanying these schedules. 76 Image: Section 8 of the Executive Summary accompanying these schedules. 77 Image: Section 8 of the Executive Summary accompanying these schedules. 78 Image: Section 8 of the Executive Summary accompanying these schedules. 76 Image: Section 8 of the Executive Summary accompanying these schedules. 77 Image: Section 8 of the Executive Summary accompanying these schedules. 78 Image: Section 8 of the Executive Summary accompanying these schedules. 78 Image: Section 8 of the Executive Summary accompanying these schedules. <th>67</th> <th></th>	67	
69 Section 8 of the Executive Summary accompanying these schedules. 70 71 71 72 72 73 73 74 74 74 75 75 76 74 77 8	68	
71 1 72 1 73 1 74 1 75 1 76 1 77 1	69	
72 74 73 74 74 74 75 74 76 74 77 1	70	
73 4 74 5 75 6 76 7 77 1	71	
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	77 78	
78 Page 4		Page 4

		Regulated Airport	Christohuro	hIntornational	Airport Ltd
		Regulated Airport For Year Ended	Christenure	h International	
sci	HEDULE 3: REPORT ON THE REGULA		CE		I
	Version 5.0				
6	3a: Regulatory Tax Allowance				(\$000)
7	Regulatory profit / (loss) before tax				57,697
8				05 500	
9 10	plus Regulatory depreciation Other permanent differences—not of	deductible		25,590 40	*
11	Other temporary adjustments—curr			2,182	*
12					27,812
13 14	less Total revaluations			35,007	
15	Tax depreciation			11,469	
16	Notional deductible interest			5,489	
17	Other permanent differences—non			_	*
18 19	Other temporary adjustments—prio	r period		2,258	* 54,223
20					54,225
21	Regulatory taxable income (loss)				31,286
22			1	1	
23 24	less Tax losses used Net taxable income			_	31,286
25					01,200
26	Statutory tax rate (%)			28.0%	
27	Regulatory tax allowance				8,760
28 29	Notional interest tax shield		1	1,537	
30	Unlevered tax			.,	10,297
31	* Workings to be provided				
32	3b: Notes to the Report				
		oness and Temperary			
33					
	3b(i): Disclosure of Permanent Differ		-	ies above (explanatorv n	otes can be provided
33 34 35	The Airport Business is to provide description in a separate note if necessary).		-	ies above (explanatory n	otes can be provided
34 35 36	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences are as foll	s and workings of items recorded in	n the four "other" categori		
34 35 36 37	The Airport Business is to provide description in a separate note if necessary).	s and workings of items recorded in ows: sent 50% of entertainment expe	n the four "other" categori	deductible for tax purp	oses
34 35 36	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences are as foll • Other permanent differences: repre- • Other temporary adjustments—curr and the cost of uniforms capitalised	s and workings of items recorded in ows: sent 50% of entertainment expe ent period: consist of personnel for lax purposes	n the four "other" categori nditure which are not c accruals that are not d	leductible for tax purp leductible in the year t	oses hey are accrued
34 35 36 37 38	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences are as foll Other permanent differences: repre- Other temporary adjustments—curr	s and workings of items recorded in ows: sent 50% of entertainment expe ent period: consist of personnel for lax purposes	n the four "other" categori nditure which are not c accruals that are not d	leductible for tax purp leductible in the year t	oses hey are accrued
34 35 36 37 38 39	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences are as foll • Other permanent differences: repre- • Other temporary adjustments—curr and the cost of uniforms capitalised	s and workings of items recorded in ows: sent 50% of entertainment expe ent period: consist of personnel for lax purposes	n the four "other" categori nditure which are not c accruals that are not d	leductible for tax purp leductible in the year t	oses hey are accrued
34 35 36 37 38 39 40	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences are as foll • Other permanent differences: repre- • Other temporary adjustments—curr and the cost of uniforms capitalised	is and workings of items recorded in ows: sent 50% of entertainment expe ent period: consist of personnel for tax purposes r period: are the reversal of the	n the four "other" categori nditure which are not c accruals that are not d	leductible for tax purp leductible in the year t	oses hey are accrued
34 35 36 37 38 39 40 41 41 42 43	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences are as foll Other permanent differences: repre- Other temporary adjustments—curr and the cost of uniforms capitalised Other temporary adjustments—prior 3b(ii): Tax Depreciation Roll-Forward	is and workings of items recorded in ows: sent 50% of entertainment expe ent period: consist of personnel for tax purposes r period: are the reversal of the	n the four "other" categori nditure which are not c accruals that are not d	leductible for tax purp leductible in the year t ls (including Holiday P	oses hey are accrued
34 35 36 37 38 39 40 41 41 42 43 44	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences are as foll • Other permanent differences: repre- • Other temporary adjustments—curr and the cost of uniforms capitalised • Other temporary adjustments—prior 3b(ii): Tax Depreciation Roll-Forward Opening RAB (Tax Value)	s and workings of items recorded i ows: sent 50% of entertainment expe ent period: consist of personnel for tax purposes period: are the reversal of the period:	n the four "other" categori nditure which are not c accruals that are not d	leductible for tax purpleductible in the year the second s	oses hey are accrued
34 35 36 37 38 39 40 41 41 42 43	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences are as foll Other permanent differences: repre- Other temporary adjustments—curr and the cost of uniforms capitalised Other temporary adjustments—prior 3b(ii): Tax Depreciation Roll-Forward	s and workings of items recorded i ows: sent 50% of entertainment expe ent period: consist of personnel for tax purposes period: are the reversal of the period:	n the four "other" categori nditure which are not c accruals that are not d	leductible for tax purp leductible in the year t ls (including Holiday P	oses hey are accrued
34 35 36 37 38 39 40 41 42 43 44 45	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences are as foll Other permanent differences: repre- Other permanent differences: repre- Other temporary adjustments—curr and the cost of uniforms capitalised Other temporary adjustments—prior 3b(ii): Tax Depreciation Roll-Forward Opening RAB (Tax Value) plus Regulatory tax asset value of additifiers Regulatory tax asset value of dispoplus Regulatory tax asset value of additifiers Plus Regulatory tax asset value of dispoplus Regulatory tax asset value of additifiers Regulatory tax asset value of dispoplus Regulatory tax asset value of additifiers Regulatory tax asset value of additifiers Details regulatory tax asset value of additifiers	s and workings of items recorded i ows: sent 50% of entertainment expe ent period: consist of personnel for tax purposes r period: are the reversal of the period: are the reversal of the sals	n the four "other" categori nditure which are not c accruals that are not d previous year's accrual	leductible for tax purpleductible in the year the second s	oses hey are accrued
34 35 36 37 38 39 40 41 42 43 44 45 46 47 48	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences are as foll • Other permanent differences: repre- • Other temporary adjustments—curr and the cost of uniforms capitalised • Other temporary adjustments—prior 3b(ii): Tax Depreciation Roll-Forward Opening RAB (Tax Value) plus Regulatory tax asset value of addititives less Regulatory tax asset value of disportives plus Regulatory tax asset value of asset less Tax depreciation	is and workings of items recorded in ows: sent 50% of entertainment expe- ent period: consist of personnel for tax purposes period: are the reversal of the period: are the reversal of the sals stransferred from/(to) unreg	n the four "other" categori nditure which are not c accruals that are not d previous year's accrual	leductible for tax purpleductible in the year the second s	oses hey are accrued
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34 35 36 37 38 39 40 41 42 43 44 45 46 47 48	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences: repre- Other permanent differences: repre- Other temporary adjustments—curr and the cost of uniforms capitalised Other temporary adjustments—prior 3b(ii): Tax Depreciation Roll-Forward Opening RAB (Tax Value) <i>plus</i> Regulatory tax asset value of additi <i>less</i> Regulatory tax asset value of dispo <i>plus</i> Regulatory tax asset value of dispo <i>plus</i> Regulatory tax asset value of adset <i>less</i> Tax depreciation <i>plus</i> Other adjustments to the RAB tax v Closing RAB (tax value)	s and workings of items recorded in ows: sent 50% of entertainment expe- ent period: consist of personnel for tax purposes period: are the reversal of the period: are the reversal of the sals s transferred from/(to) unregr alue	n the four "other" categori nditure which are not c accruals that are not d previous year's accrual	leductible for tax purpleductible in the year the second s	oses hey are accrued
34 35 36 37 38 39 40 41 41 42 43 44 45 46 47 48 49 50 50	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences are as foll Other permanent differences: repre- Other temporary adjustments—curr and the cost of uniforms capitalised Other temporary adjustments—prior 3b(ii): Tax Depreciation Roll-Forward Opening RAB (Tax Value) plus Regulatory tax asset value of additi less Regulatory tax asset value of asset less Tax depreciation plus Other temporary tax asset value of asset less Tax depreciation Other adjustments to the RAB tax was	s and workings of items recorded in ows: sent 50% of entertainment expe- ent period: consist of personnel for tax purposes period: are the reversal of the period: are the reversal of the sals s transferred from/(to) unregr alue	n the four "other" categori nditure which are not c accruals that are not d previous year's accrual	leductible for tax purpleductible in the year the second s	oses hey are accrued ay provisions)
34 35 36 37 38 39 40 41 41 42 43 44 45 46 47 48 49 50 51 52	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences are as foll • Other permanent differences: repre- • Other temporary adjustments—curr and the cost of uniforms capitalised • Other temporary adjustments—prior 3b(ii): Tax Depreciation Roll-Forward Opening RAB (Tax Value) plus Regulatory tax asset value of addititives less Regulatory tax asset value of dispon plus Regulatory tax asset value of asset less Tax depreciation plus Regulatory tax asset value of asset less Tax depreciation Other adjustments to the RAB tax w Closing RAB (tax value) 3b(iii): Reconciliation of Tax Losses	is and workings of items recorded in ows: sent 50% of entertainment expe- ent period: consist of personnel for tax purposes period: are the reversal of the period: are the reversal of the sals is transferred from/(to) unregu- alue (Airport Business)	n the four "other" categori nditure which are not c accruals that are not d previous year's accrual	leductible for tax purpleductible in the year the second s	oses hey are accrued ay provisions)
34 35 36 37 38 39 40 41 41 42 43 44 45 46 47 48 49 50 50	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences: repre- Other permanent differences: repre- Other temporary adjustments—curr and the cost of uniforms capitalised Other temporary adjustments—prior 3b(ii): Tax Depreciation Roll-Forward Opening RAB (Tax Value) <i>plus</i> Regulatory tax asset value of additi <i>less</i> Regulatory tax asset value of dispo <i>plus</i> Regulatory tax asset value of dispo <i>plus</i> Regulatory tax asset value of adset <i>less</i> Tax depreciation <i>plus</i> Other adjustments to the RAB tax v Closing RAB (tax value)	is and workings of items recorded in ows: sent 50% of entertainment expe- ent period: consist of personnel for tax purposes period: are the reversal of the period: are the reversal of the sals is transferred from/(to) unregu- alue (Airport Business)	n the four "other" categori nditure which are not c accruals that are not d previous year's accrual	leductible for tax purpleductible in the year t ls (including Holiday P 251,415 11,652 10 - 11,469 249	oses hey are accrued ay provisions)
34 35 36 37 38 39 40 41 41 42 43 44 45 46 47 48 49 50 51 52 53 55	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences are as foll • Other permanent differences: repre- • Other temporary adjustments—curr and the cost of uniforms capitalised • Other temporary adjustments—prior 3b(ii): Tax Depreciation Roll-Forward Opening RAB (Tax Value) plus Regulatory tax asset value of additi less Regulatory tax asset value of dispo plus Regulatory tax asset value of dispo plus Regulatory tax asset value of asset less Tax depreciation plus Other adjustments to the RAB tax w Closing RAB (tax value) 3b(iii): Reconciliation of Tax Losses Tax losses (regulated business)—prior	is and workings of items recorded in ows: sent 50% of entertainment expe- ent period: consist of personnel for tax purposes period: are the reversal of the period: are the reversal of the sals is transferred from/(to) unregu- alue (Airport Business)	n the four "other" categori nditure which are not c accruals that are not d previous year's accrual	leductible for tax purpleductible in the year t ls (including Holiday P 251,415 11,652 10 - 11,469 249	oses hey are accrued ay provisions)
34 35 36 37 38 39 40 41 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 55	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences: repre- Other remporary adjustments—curr and the cost of uniforms capitalised Other temporary adjustments—curr and the cost of uniforms capitalised Opening RAB (Tax Value) plus Regulatory tax asset value of additit less Regulatory tax asset value of dispo plus Regulatory tax asset value of asset less Tax depreciation plus Other adjustments to the RAB tax v Closing RAB (tax value) 3b(iii): Reconciliation of Tax Losses Tax losses (regulated business)—pric plus Current year tax losses less Tax losses used	is and workings of items recorded in ows: sent 50% of entertainment expe- ent period: consist of personnel for tax purposes period: are the reversal of the period: are the reversal of the sals is transferred from/(to) unregu- alue (Airport Business)	n the four "other" categori nditure which are not c accruals that are not d previous year's accrual	leductible for tax purpleductible in the year t ls (including Holiday P 251,415 11,652 10 - 11,469 249	oses hey are accrued ay provisions)
34 35 36 37 38 39 40 41 41 42 43 44 45 46 47 48 49 50 51 52 53 55	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences: repre- 0 Other temporary adjustments—curr and the cost of uniforms capitalised 0 Other temporary adjustments—prior 3b(ii): Tax Depreciation Roll-Forward Opening RAB (Tax Value) plus Regulatory tax asset value of additi less Regulatory tax asset value of dispo plus Regulatory tax asset value of dispo plus Regulatory tax asset value of asset less Tax depreciation plus Other adjustments to the RAB tax w Closing RAB (tax value) 3b(iii): Reconciliation of Tax Losses Tax losses (regulated business)—prior plus Tax losses used Tax losses (regulated business)	s and workings of items recorded in ows: sent 50% of entertainment expe- ent period: consist of personnel for tax purposes period: are the reversal of the period: are the reversal of the sals s transferred from/(to) unregu- alue (Airport Business) or period	n the four "other" categori nditure which are not c accruals that are not d previous year's accrual	leductible for tax purpleductible in the year t ls (including Holiday P 251,415 11,652 10 - 11,469 249	oses hey are accrued ay provisions)
34 35 36 37 38 39 40 41 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences are as full • Other permanent differences: repre- • Other temporary adjustments—curr and the cost of uniforms capitalised • Other temporary adjustments—prior 3b(ii): Tax Depreciation Roll-Forward Opening RAB (Tax Value) plus Regulatory tax asset value of additi less Regulatory tax asset value of dispo plus Regulatory tax asset value of dispo plus Regulatory tax asset value of asset less Tax depreciation plus Other adjustments to the RAB tax w Closing RAB (tax value) 3b(iii): Reconciliation of Tax Losses Tax losses (regulated business)—prior plus Current year tax losses less Tax losses used Tax losses (regulated business) 3b(iv): Deductible Interest and Interest	s and workings of items recorded in ows: sent 50% of entertainment expe- ent period: consist of personnel for tax purposes period: are the reversal of the period: are the reversal of the sals s transferred from/(to) unregu- alue (Airport Business) or period	n the four "other" categori nditure which are not c accruals that are not d previous year's accrual	leductible for tax purpleductible in the year t ls (including Holiday P 251,415 11,652 10 - 11,469 249	Dises hey are accrued ay provisions) 251,837
34 35 36 37 38 39 40 41 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 55 56 57 58 59	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences are as foll Other temporary adjustments—curr and the cost of uniforms capitalised Other temporary adjustments—prior 3b(ii): Tax Depreciation Roll-Forward Opening RAB (Tax Value) <i>plus</i> Regulatory tax asset value of additi <i>less</i> Regulatory tax asset value of dispo <i>plus</i> Regulatory tax asset value of additi <i>less</i> Tax depreciation <i>plus</i> Other adjustments to the RAB tax w Closing RAB (tax value) 3b(iii): Reconciliation of Tax Losses Tax losses (regulated business)—prior <i>plus</i> Tax losses used Tax losses (regulated business) 3b(iv): Deductible Interest and Interee RAB value - previous year	s and workings of items recorded in ows: sent 50% of entertainment expe- ent period: consist of personnel for tax purposes period: are the reversal of the period: are the reversal of the sals s transferred from/(to) unregu- alue (Airport Business) or period	n the four "other" categori nditure which are not c accruals that are not d previous year's accrual	leductible for tax purpleductible in the year t ls (including Holiday P 251,415 11,652 10 - 11,469 249	Dises hey are accrued ay provisions) 251,837
34 35 36 37 38 39 40 41 41 42 43 44 45 56 50 51 52 53 54 55 56 55 56 57 58 59 60	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences: repre- Other permanent differences: repre- Other temporary adjustments—curr and the cost of uniforms capitalised Other temporary adjustments—curr and the cost of uniforms capitalised Other temporary adjustments—curr and the cost of uniforms capitalised Opening RAB (Tax Value) plus Regulatory tax asset value of additi less Regulatory tax asset value of dispo plus Regulatory tax asset value of asset less Tax depreciation Other adjustments to the RAB tax v Closing RAB (tax value) 3b(iii): Reconciliation of Tax Losses Tax losses (regulated business)—price plus Current year tax losses Tax losses (regulated business) plus Tax losses used Tax losses (regulated business) Tax losses (regulated business) plus Tax losses used Tax losses (regulated business) Tax losses (regulated business)	s and workings of items recorded in ows: sent 50% of entertainment expe- ent period: consist of personnel for tax purposes period: are the reversal of the period: are the reversal of the sals s transferred from/(to) unregu- alue (Airport Business) or period	n the four "other" categori nditure which are not c accruals that are not d previous year's accrual	leductible for tax purpleductible in the year t ls (including Holiday P 251,415 11,652 10 - 11,469 249	pses hey are accrued ay provisions) 251,837
34 35 36 37 38 39 40 41 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 55 56 57 58 59	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences are as foll Other temporary adjustments—curr and the cost of uniforms capitalised Other temporary adjustments—prior 3b(ii): Tax Depreciation Roll-Forward Opening RAB (Tax Value) <i>plus</i> Regulatory tax asset value of additi <i>less</i> Regulatory tax asset value of dispo <i>plus</i> Regulatory tax asset value of additi <i>less</i> Tax depreciation <i>plus</i> Other adjustments to the RAB tax w Closing RAB (tax value) 3b(iii): Reconciliation of Tax Losses Tax losses (regulated business)—prior <i>plus</i> Tax losses used Tax losses (regulated business) 3b(iv): Deductible Interest and Interee RAB value - previous year	s and workings of items recorded in ows: sent 50% of entertainment expe- ent period: consist of personnel for tax purposes period: are the reversal of the period: are the reversal of the sals s transferred from/(to) unregu- alue (Airport Business) or period	n the four "other" categori nditure which are not c accruals that are not d previous year's accrual	leductible for tax purpleductible in the year t ls (including Holiday P 251,415 11,652 10 - 11,469 249	Dises hey are accrued ay provisions) 251,837
34 35 36 37 38 39 40 41 41 42 43 44 45 56 50 51 52 53 54 55 56 57 58 59 60 61	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences: repre- Other temporary adjustments—curr and the cost of uniforms capitalised Other temporary adjustments—curr and the cost of uniforms capitalised Opening RAB (Tax Value) plus Regulatory tax asset value of additif less Regulatory tax asset value of dispon plus Regulatory tax asset value of dispon plus Other adjustments to the RAB tax von Closing RAB (tax value) 3b(iii): Reconciliation of Tax Losses Tax losses (regulated business)—price plus Current year tax losses less Tax losses used Tax losses (regulated business) 3b(iv): Deductible Interest and Interee RAB value - previous year Debt leverage assumption (%) Notional deductible interest Tax rate (%)	s and workings of items recorded in ows: sent 50% of entertainment expe- ent period: consist of personnel for tax purposes period: are the reversal of the period: are the reversal of the sals s transferred from/(to) unregu- alue (Airport Business) or period	n the four "other" categori nditure which are not c accruals that are not d previous year's accrual	leductible for tax purpleductible in the year t ls (including Holiday P 251,415 11,652 10 - 11,469 249	251,837
34 35 36 37 38 39 40 41 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62	The Airport Business is to provide description in a separate note if necessary). Details of the tax differences: repre- Other remporary adjustments—curr and the cost of uniforms capitalised Other temporary adjustments—curr and the cost of uniforms capitalised Other temporary adjustments—curr and the cost of uniforms capitalised Other temporary adjustments—curr and the cost of uniforms capitalised Opening RAB (Tax Value) plus Regulatory tax asset value of additi less Regulatory tax asset value of dispo plus Regulatory tax asset value of asset less Tax depreciation plus Other adjustments to the RAB tax v Closing RAB (tax value) 3b(iii): Reconciliation of Tax Losses Tax losses (regulated business)—pric plus Current year tax losses less Tax losses used Tax losses (regulated business) 3b(iv): Deductible Interest and Interee RAB value - previous year Debt leverage assumption (%) Notional deductible interest	s and workings of items recorded in ows: sent 50% of entertainment expe- ent period: consist of personnel for tax purposes period: are the reversal of the period: are the reversal of the sals s transferred from/(to) unregu- alue (Airport Business) or period	n the four "other" categori nditure which are not c accruals that are not d previous year's accrual	leductible for tax purpleductible in the year t ls (including Holiday P 251,415 11,652 10 - 11,469 249	251,837

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		Regulated Airport	Christchurch	International	Airport Ltd
		For Year Ended		30 June 2023	
SCH	EDULE 4: REPORT ON REGULATORY ASSET BASE ROLL	FORWARD			
	Version 5.0				
6			Actual	Forecast	Variance
7		(\$000)	(\$000)	(\$000)	(\$000)
8	RAB value—previous disclosure year		581,312	579,752	1,560
9					
10	less Regulatory depreciation		25,590	24,816	774
11	plus Total revaluations		35,007	15,124	19,883
12	plus Assets Commissioned		11,652	24,510	(12,858)
13	less Asset disposals		13	-	13
14	plus Lost and found assets adjustment		-	-	-
15	Adjustment resulting from cost allocation		423	-	423
16					
17	RAB value [†]		602,791	594,570	8,221
18					
19			Unallocated RAB *	-	RAB
20	RAB value—previous disclosure year less		639,833	L	581,312
21			29,268	Г	25,590
22 23	Regulatory depreciation plus		29,200	L	25,590
24	Indexed revaluations	38,492	Г	35,007	
25	Periodic land revaluations				
26	Total revaluations		38,492		35.007
27	plus		00,102	-	00,007
28	Assets commissioned (other than below)	12,587	Γ	11,652	
29	Assets acquired from a regulated supplier			_	
30	Assets acquired from a related party	-		-	
31	Assets commissioned		12,587		11,652
32	less				
33	Asset disposals (other)	13		13	
34	Asset disposals to a regulated supplier	_		_	
35	Asset disposals to a related party	-		-	
36	Asset disposals		13		13
37					
38	plus Lost and found assets adjustment				_
39				_	
40	Adjustment resulting from cost allocation				423
41	RAB value [†]		001 001	-	602.791
42			661,631	L	602,791
	* The 'unallocated RAB' is the total value of those assets used wholly or partially to pro				specified services.
43	The RAB value represents the value of these assets after applying this cost allocation.		e use or works under con	struction.	
44 45	[†] RAB to correspond with the total assets value disclosed in schedule 9 Asset Allocation	ons.			Page 6
40					Page 6

		ulated Airport	Christchurc	h Internationa	
	Fo	r Year Ended		30 June 2023	
sc	HEDULE 4: REPORT ON REGULATORY ASSET BASE ROLL FORWAR	D (cont)			
	Version 5.0	(00111)			
51	4b: Notes to the Report				
52	4b(i): Regulatory Depreciation				
52					
53			Unallocated RAB		RAB
54	Standard depreciation		-		-
55	Non-standard depreciation		29,268		25,590
56	Regulatory depreciation		29,268		25,590
	Ab/ii): New Standard Dervesistion Disclosure				
57	4b(ii): Non-Standard Depreciation Disclosure			RAB value	
		Depreciation	Year change	under 'non-	RAB value
		charge for the	made	standard'	under 'standard'
58		period (RAB)	(year ended)	depreciation	depreciation
59		25,590	2018	602,791	592,545
60	method of depreciation. CIAL's substantial customers and the Commerce Commission supported CIAL's use of tilted annuity depreciation for PSE4. The				
61	RAB value under 'standard depreciation' applies only to the current disclosure				
62	year (2023)				
02					
63	4b(iii): Calculation of Revaluation Rate and Indexed Revaluation of	Fixed Assets			
64					·
65	CPI at CPI reference date—previous year (index value)				1,161
66	CPI at CPI reference date—current year (index value)				1,231
67	Revaluation rate (%)				6.03%
68					
69	U ,				
70					6.03%
71					6.03%
72	•				6.03%
73					6.03%
74					
75			Unallocated RAB		RAB
76		7,610		7,544	
77		8,657		8,657	
78 79	°	21,430 795		18,164 642	
79 80		795	38,492	042	35,007
80			30,492		55,007
81	4b(iv): Works Under Construction				
		Unallocated v			vorks under
82		constru		const	ruction
83			4,633		4,138
84		13,156		12,217	
85		12,587		11,652	
86	,				(37)
87			5,202		4,666
88					Page 7

SCH	IEDULE 4: REPORT ON REGULATORY ASSET BASE	Fo	ulated Airport Year Ended D (cont)	Christchuro	h Internationa 30 June 2023	
ref	Version 5.0					
94	4b(v): Capital Expenditure by Primary Purpose					
95	Capacity growth				4,926	
96	plus Asset replacement and renewal				7,291	
97	Total capital expenditure					12,217
98	4b(vi): Asset Classes					
				Infrastructure &	Vehicles, Plant	
99	r -	Land	Sealed Surfaces	Buildings	& Equipment	Total *
100	RAB value—previous disclosure year	125,130	143,855	301,375	10,952	581,312
101	less Regulatory depreciation	-	4,491	19,005	2,094	25,590
102	plus Indexed revaluations	7,544	8,657	18,164	642	35,007
103	plus Periodic land revaluations	-	·			
104	plus Assets commissioned	-	6,164	1,299	4,189	11,652
105	less Asset disposals	-	-	-	13	13
106	plus Lost and found assets adjustment	-	_	-	-	-
107	plus Adjustment resulting from cost allocation	-	-	368	55	423
108	RAB value	132,674	154,185 s in RAB roll forward calc	302,201	13,731	602,791
109	4b(vii): Assets Held for Future Use	Corresponds to value.	S III IIAD TOILIOIWald Calc	ulation.		
110	· · · · · · · · · · · · · · · · · · ·					
111	Assets held for future use opening cost-previous year				118,244	
112	plus Holding costs			4,930		
113	less Assets held for future use net revenue			13		
114	plus Assets held for future use additions			7,177		
115	less Assets held for future use disposals			-		
116	less Transfers to works under construction			-		
117	Assets held for future use closing cost				130,338	
118						
119	Opening base value				97,161	
120	plus Assets held for future use revaluations			5,858		
121	plus Assets held for future use additions			7,177		
122	less Assets held for future use disposals			-		
123	less Transfers to works under construction			-		
124	Closing base value				110,196	
125				·		
126	plus Opening tracking revaluations			17,326		
127	Tracking revaluations			23,184		
128	Highest rate of finance applied (%)					
129						Page 8

	egulated Airport Christ For Year Ended	church International 30 June 2023	Airport Ltd
HEDULE 5: REPORT ON RELATED PAI			
Version 5.0	ITT MANSACTIONS		
5(i): Related Party Transactions		(\$000)	
Net operating revenue		3,180	
Operational expenditure		17,375	
Related party capital expenditure		-	
Market value of asset disposals Other related party transactions		-	
Other related party transactions		4,932	
5(ii): Entities Involved in Related Part	y Transactions		
Entity Name	Belate	d Party Relationship	
Christchurch City Holdings Limited (CCHL)	Majority Shareholder		
Christchurch City Council (CCC)	Owner of Majority Shareholder		
Connetics	Subsidiary of Orion NZ Limited		
Orion NZ Limited	Subsidiary of Majority Shareholder		
City Care Limited	Subsidiary of Majority Shareholder		
Venues Otautahi Ltd	Subsidiary of Majority Shareholder		
ChristchurchNZ	Subsidiary of Majority Shareholder		
Orbit Travel & House of Travel Holdings Limite	d Common Directors		
Skyline Enterprises Ltd	Common Directors		
EBOS Group	Common Directors		
-	-		
-	-		
-	-		
- - - 5(iii): Related Party Transactions	-		
Entity Name	- - Description of Transaction	Average Unit Price (\$)	Value
Entity Name Christchurch City Council (CCC)	Revenue	Average Unit Price (\$)	-
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC)	Revenue Operational Expenditure	Average Unit Price (\$)	- 2
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC)	Revenue Operational Expenditure Rates	Average Unit Price (\$)	- 2 7,7
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC)	Revenue Operational Expenditure Rates Subvention Payment/Losses	Average Unit Price (\$)	- 2 7,7
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Holdings Limited (CCHL)	Revenue Operational Expenditure Rates Subvention Payment/Losses Operational Expenditure	Average Unit Price (\$)	- 2 7,7 8
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Holdings Limited (CCHL) Connetics	Revenue Operational Expenditure Rates Subvention Payment/Losses Operational Expenditure Operational Expenditure	Average Unit Price (\$)	- 2 7,7 8
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Holdings Limited (CCHL) Connetics City Care Limited	Revenue Operational Expenditure Rates Subvention Payment/Losses Operational Expenditure Operational Expenditure Revenue	Average Unit Price (\$)	- 2 7,7 8 1 6
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Holdings Limited (CCHL) Connetics City Care Limited City Care Limited	Revenue Operational Expenditure Rates Subvention Payment/Losses Operational Expenditure Operational Expenditure Revenue Operational Expenditure	Average Unit Price (\$)	- 2 7,7 8 1 6
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Holdings Limited (CCHL) Connetics City Care Limited City Care Limited Venues Otautahi Ltd	Revenue Operational Expenditure Rates Subvention Payment/Losses Operational Expenditure Operational Expenditure Revenue Operational Expenditure Operational Expenditure Operational Expenditure Operational Expenditure Operational Expenditure Operational Expenditure	Average Unit Price (\$)	- 2 7,7 8 1 6
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Holdings Limited (CCHL) Connetics City Care Limited City Care Limited Venues Otautahi Ltd ChristchurchNZ	Revenue Operational Expenditure Rates Subvention Payment/Losses Operational Expenditure Operational Expenditure Revenue Operational Expenditure Operational Expenditure Revenue Operational Expenditure Operational Expenditure Revenue Operational Expenditure Revenue	Average Unit Price (\$)	- 2 7,7 8 1 6 8,5
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Holdings Limited (CCHL) Connetics City Care Limited City Care Limited Venues Otautahi Ltd ChristchurchNZ ChristchurchNZ	Revenue Operational Expenditure Rates Subvention Payment/Losses Operational Expenditure Operational Expenditure Revenue Operational Expenditure Operational Expenditure Revenue Operational Expenditure Operational Expenditure Operational Expenditure Operational Expenditure Operational Expenditure Operational Expenditure		
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Holdings Limited (CCHL) Connetics City Care Limited City Care Limited City Care Limited Venues Otautahi Ltd ChristchurchNZ ChristchurchNZ Orbit Travel & House of Travel Holdings Limited	Revenue Operational Expenditure Rates Subvention Payment/Losses Operational Expenditure		
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Holdings Limited (CCHL) Connetics City Care Limited City Care Limited Venues Otautahi Ltd ChristchurchNZ ChristchurchNZ	Revenue Operational Expenditure Rates Subvention Payment/Losses Operational Expenditure Operational Expenditure Revenue Operational Expenditure Operational Expenditure Revenue Operational Expenditure Operational Expenditure Operational Expenditure Operational Expenditure Operational Expenditure Operational Expenditure		
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Holdings Limited (CCHL) Connetics City Care Limited City Care Limited City Care Limited Venues Otautahi Ltd ChristchurchNZ ChristchurchNZ Orbit Travel & House of Travel Holdings Limited	Revenue Operational Expenditure Rates Subvention Payment/Losses Operational Expenditure		
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Holdings Limited (CCHL) Connetics City Care Limited City Care Limited City Care Limited Venues Otautahi Ltd ChristchurchNZ ChristchurchNZ Orbit Travel & House of Travel Holdings Limited	Revenue Operational Expenditure Rates Subvention Payment/Losses Operational Expenditure		
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Holdings Limited (CCHL) Connetics City Care Limited City Care Limited City Care Limited Venues Otautahi Ltd ChristchurchNZ ChristchurchNZ Orbit Travel & House of Travel Holdings Limited	Revenue Operational Expenditure Rates Subvention Payment/Losses Operational Expenditure		
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Holdings Limited (CCHL) Connetics City Care Limited City Care Limited Venues Otautahi Ltd ChristchurchNZ ChristchurchNZ Orbit Travel & House of Travel Holdings Limited	Revenue Operational Expenditure Rates Subvention Payment/Losses Operational Expenditure		- 2 2 7,7 8 1 6 8,5 8,5 1 1 5 2,5
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Holdings Limited (CCHL) Connetics City Care Limited City Care Limited City Care Limited Venues Otautahi Ltd ChristchurchNZ ChristchurchNZ Orbit Travel & House of Travel Holdings Limited	Revenue Operational Expenditure Rates Subvention Payment/Losses Operational Expenditure		- 2 7,7 8 1 6 8,5 1 1 5 2,5 - - - - - - - - - - -
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Holdings Limited (CCHL) Connetics City Care Limited City Care Limited City Care Limited Venues Otautahi Ltd ChristchurchNZ ChristchurchNZ Orbit Travel & House of Travel Holdings Limited	Revenue Operational Expenditure Rates Subvention Payment/Losses Operational Expenditure	y onnel including Directors and	
Entity Name Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Council (CCC) Christchurch City Holdings Limited (CCHL) Connetics City Care Limited City Care Limited Venues Otautahi Ltd ChristchurchNZ ChristchurchNZ Orbit Travel & House of Travel Holdings Limite EBOS Group	Revenue Operational Expenditure Rates Subvention Payment/Losses Operational Expenditure Revenue Operational Expenditure Revenue - <td< td=""><td>y onnel including Directors and</td><td></td></td<>	y onnel including Directors and	

SCI	Regulated Airport Christchurch International Airport Ltd For Year Ended 30 June 2023 HEDULE 5: REPORT ON RELATED PARTY TRANSACTIONS (cont)
	Version 5.0
59	Commentary on Related Party Transactions
60 61	Christchurch City Holdings Limited (CCHL), a wholly owned subsidiary of the Christchurch City Council (CCC), owns 75% and the New Zealand Government owns 25% respectively of the issued share capital of CIAL.
62 63 64 65 66	 CIAL enters into a large number of transactions with government departments, Crown entities, State-owned enterprises and other entities controlled or subject to significant influence by the Crown. All transactions with related entities: are conducted on an arm's length basis; result from the normal dealings of the parties; and meet the definition of related party transactions only because of the relationship between the parties being subject to common control or significant influence by the Crown.
67	CIAL and City Care Limited have an greement in place for the provision of asset maintenance services.
68 69 70 71 72 73 74	The major elements historically are subvention payments. Subvention transactions relate to the full company, and are not able to be allocated to specific activities. CIAL considers that the remaining transactions cannot reasonably be allocated to specified airport activities without considerable and disproportionate effort and expense.
74 75	
76	Page 10

	For Ye	ed Airport ear Ended	Christer		national Airp ne 2023	
DULE 6: REPORT ON ACTUAL TO FORECA	ST PERFORMA	NCE				
sion 5.0 a: Actual to Forecast Expenditure	Actual for Current Disclosure Year	Forecast for Current Disclosure Year*	% Variance	Actual for Period to Date	Forecast for Period to Date*	(\$000) % Variance
Expenditure by Category	(a)	(b)	(a)/(b)-1	(a)	(b)	(a)/(b)-1
Capacity growth	4,926	9,458	(47.9%)	4,926	9,458	(47.99
Asset replacement and renewal	7,291	15,053	(51.6%)	7,291	15,053	(51.6%
Total capital expenditure	12,217	24,510	(50.2%)	12,217	24,510	(50.2
Corporate overheads	9,066	7,388	22.7%	9,066	7,388	22.7
Asset management and airport operations	30,812	32,495	(5.2%)	30,812	32,495	(5.2
Asset maintenance	3,179	2,845	11.7%	3,179	2,845	11.79
Total operational expenditure	43,057	42,729	0.8%	43,057	42,729	0.89
Key Capital Expenditure Projects						
Noise Contours	888	-	Not defined	888	-	Not define
Fire Vehicle Replacement Programme	798	1,244	(35.9%)	798	1,244	(35.99)
Airfield Pavement Works Self Service Kiosks	6,164	7,259 52	(15.1%) (100.0%)	6,164	7,259 52	(15.19)
Regional Stands Development		2,281	(100.0%)	_	2,281	(100.0%
-	_	_	Not defined	-	_	Not define
-	-	_	Not defined	-	_	Not define
-		-	Not defined	-	_	Not define
- Other capital expenditure	4,367	- 13,674	Not defined (68.1%)	4,367	- 13,674	Not define (68.19
Total capital expenditure	12,217	24,510	(50.2%)	12,217	24,510	(50.2%)
Explanation of Variances Operating Expenditure Operating costs for the 2023 disclosure year were higher (Schedule 7 and Section 8 of the Executive Summary acco Capital Expenditure CIAL's actual Capital Expenditure at \$12.2m was less thar asset base) were \$11.7m against a forecast amount of \$24 against an opening value of \$4.1m.	mpanying this disclosu the forecast amount of 4.5m. The Works Unde	of \$24.5m. Assets	n explanation of the Commissioned this	ie key reasons fo s disclosure year	r this variance. (i.e., brought into	the regulatory
Operating Expenditure Operating costs for the 2023 disclosure year were higher (Schedule 7 and Section 8 of the Executive Summary acco Capital Expenditure CIAL's actual Capital Expenditure at \$12.2m was less thar asset base) were \$11.7m against a forecast amount of \$24 against an opening value of \$4.1m. Key variances in Capital Expenditure for Year 1 of our PSE	mpanying this disclosu the forecast amount of 4.5m. The Works Unde	of \$24.5m. Assets	n explanation of the Commissioned this	ie key reasons fo s disclosure year	r this variance. (i.e., brought into	the regulatory
Operating Expenditure Operating costs for the 2023 disclosure year were higher (Schedule 7 and Section 8 of the Executive Summary acco Capital Expenditure CIAL's actual Capital Expenditure at \$12.2m was less thar asset base) were \$11.7m against a forecast amount of \$24 against an opening value of \$4.1m. Key variances in Capital Expenditure for Year 1 of our PSE <i>Noise Contours (+\$0.9m</i>) At the time of consulting on the Capital Expenditure foreca However, the commissioned work coming into our RAB in Ye	mpanying this disclosu the forecast amount of 4.5m. The Works Under E4 forecast are: sts for PSE4, CIAL wa this 2023 disclosure y	re statement for a of \$24.5m. Assets or Construction clo s of the view that rear. The PSE4 fo	an explanation of the Commissioned this sing value remained this work would be recast opening RA	e key reasons fo s disclosure year ad low at \$4.7m b commissioned in B for Year 1 incli	r this variance. (i.e., brought into out increased sligh n our 2022 disclos ided this work at \$	the regulatory htly by +\$0.6m sure year. \$0.8m as
Operating Expenditure Operating costs for the 2023 disclosure year were higher (Schedule 7 and Section 8 of the Executive Summary acco Capital Expenditure CIAL's actual Capital Expenditure at \$12.2m was less thar asset base) were \$11.7m against a forecast amount of \$24 against an opening value of \$4.1m. Key variances in Capital Expenditure for Year 1 of our PSE Noise Contours (+\$0.9m) At the time of consulting on the Capital Expenditure forecaa However, the commissioning of the work was delayed until against the commissioned work coming into our RAB in Yeperiod. Fire Vehicle Replacement Programme (-\$0.4m) The 1st Rosenbauger RT ARFF (Airport Rescue and Fire I	mpanying this disclosu the forecast amount of 4.5m. The Works Under E4 forecast are: sts for PSE4, CIAL wa this 2023 disclosure y ar 1 of PSE4 at \$0.9m Fighting) electric fire trr	re statement for a of \$24.5m. Assets or Construction clo s of the view that rear. The PSE4 fo which has create uck is being const	In explanation of the Commissioned this ising value remained this work would be recast opening RA id a timing difference	e key reasons fo s disclosure year ed low at \$4.7m t commissioned in B for Year 1 incli ce/variance whicl	r this variance. (i.e., brought into but increased sligh n our 2022 disclos uded this work at \$ n will remain for th	the regulatory titly by +\$0.6m ure year. \$0.8m as te entire PSE4
Operating Expenditure Operating costs for the 2023 disclosure year were higher (Schedule 7 and Section 8 of the Executive Summary acco Capital Expenditure CIAL's actual Capital Expenditure at \$12.2m was less thar asset base) were \$11.7m against a forecast amount of \$24 against an opening value of \$4.1m. Key variances in Capital Expenditure for Year 1 of our PSE Noise Contours (+\$0.9m) At the time of consulting on the Capital Expenditure foreca However, the commissioned work coming into our RAB in Ye period. Fire Vehicle Replacement Programme (-\$0.4m) The 1st Rosenbauger RT ARFF (Airport Rescue and Fire I Year 1 of PSE4. This variance will be corrected once the v	mpanying this disclosu the forecast amount of 4.5m. The Works Under E4 forecast are: sts for PSE4, CIAL wa this 2023 disclosure y ar 1 of PSE4 at \$0.9m Fighting) electric fire trr	re statement for a of \$24.5m. Assets or Construction clo s of the view that rear. The PSE4 fo which has create uck is being const	In explanation of the Commissioned this ising value remained this work would be recast opening RA id a timing difference	e key reasons fo s disclosure year ed low at \$4.7m t commissioned in B for Year 1 incli ce/variance whicl	r this variance. (i.e., brought into but increased sligh n our 2022 disclos uded this work at \$ n will remain for th	the regulatory titly by +\$0.6m ure year. \$0.8m as te entire PSE4
Operating Expenditure Operating costs for the 2023 disclosure year were higher (Schedule 7 and Section 8 of the Executive Summary acco Capital Expenditure CIAL's actual Capital Expenditure at \$12.2m was less thar asset base) were \$11.7m against a forecast amount of \$24 against an opening value of \$4.1m. Key variances in Capital Expenditure for Year 1 of our PSE Noise Contours (+\$0.9m) At the time of consulting on the Capital Expenditure foreca However, the commissioning of the work was delayed until against the commissioned work coming into our RAB in Yeperiod. Fire Vehicle Replacement Programme (-\$0.4m) The 1st Rosenbauger RT ARFF (Airport Rescue and Fire I Year 1 of PSE4. This variance will be corrected once the v Airfield Pavement Works (-\$1.1m) When estimating the forecast Capital Expenditure during the Management Plan. In each individual year, a more detailed result in a variance from the long-term estimates (unders a	mpanying this disclosu the forecast amount of 4.5m. The Works Under E4 forecast are: sts for PSE4, CIAL wa this 2023 disclosure y ear 1 of PSE4 at \$0.9m Fighting) electric fire tra ehicle is commissione he PSE4 price setting g d assessment is made ind overs each year)	re statement for a of \$24.5m. Assets or Construction clo s of the view that rear. The PSE4 fo n which has create uck is being const d. process, the estim of the specific ma ased on specific ma	In explanation of the Commissioned this sing value remained this work would be recast opening RA ed a timing different ructed with lower of nate of airfield pave intenance required ircumstances obset	e key reasons fo s disclosure year ad low at \$4.7m t commissioned in B for Year 1 incli ce/variance which butgoing Capital B ment works was I on the airfield s	r this variance. (i.e., brought into out increased sligh n our 2022 disclos ided this work at 5 n will remain for th Expenditure than f based on CIAL's saled surfaces wh	the regulatory titly by +\$0.6m sure year. \$0.8m as the entire PSE4 orecast for 20-year Asset ich will usually
Operating Expenditure Operating costs for the 2023 disclosure year were higher (Schedule 7 and Section 8 of the Executive Summary acco Capital Expenditure CIAL's actual Capital Expenditure at \$12.2m was less thar asset base) were \$11.7m against a forecast amount of \$24 against an opening value of \$4.1m. Key variances in Capital Expenditure for Year 1 of our PSE Noise Contours (+\$0.9m) At the time of consulting on the Capital Expenditure foreca However, the commissioning of the work was delayed until against the commissioned work coming into our RAB in Yeperiod. Fire Vehicle Replacement Programme (-\$0.4m) The 1st Rosenbauger RT ARFF (Airport Rescue and Fire I Year 1 of PSE4. This variance will be corrected once the v Airfield Pavement Works (-\$1.1m) When estimating the forecast Capital Expenditure during th Management Plan. In each individual year, a more detailed result in a variance from the long-term estimates (unders a spend within the PSE4 pricing period will likely be at or slig	mpanying this disclosu the forecast amount of 4.5m. The Works Under E4 forecast are: sts for PSE4, CIAL wa this 2023 disclosure y ear 1 of PSE4 at \$0.9m Fighting) electric fire tra ehicle is commissione he PSE4 price setting g d assessment is made ind overs each year)	re statement for a of \$24.5m. Assets or Construction clo s of the view that rear. The PSE4 fo n which has create uck is being const d. process, the estim of the specific ma ased on specific ma	In explanation of the Commissioned this sing value remained this work would be recast opening RA ed a timing different ructed with lower of nate of airfield pave intenance required ircumstances obset	e key reasons fo s disclosure year ad low at \$4.7m t commissioned in B for Year 1 incli ce/variance which butgoing Capital B ment works was I on the airfield s	r this variance. (i.e., brought into out increased sligh n our 2022 disclos ided this work at 5 n will remain for th Expenditure than f based on CIAL's saled surfaces wh	the regulatory titly by +\$0.6m sure year. \$0.8m as the entire PSE4 orecast for 20-year Asset ich will usually
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			ed Airport ear Ended					
	HEDULE 6: REPORT ON ACTUAL TO FORECA Version 5.0	ST PERFORMA	NCE (cont)					
74	6b: Forecast Expenditure							
75	From most recent disclosure following a price setting event							
76	Starting year of current pricing period (year ended)	30 June 2023	Pricing Period	Pricing Period Starting Year	Pricing Period Starting Year	Pricing Period Starting Year	Pricing Period Starting Year	
77	Expenditure by Category		Starting Year	+ 1	+ 2	+ 3	+ 4	
78	p ,	for year ended	-	30 Jun 24	30 Jun 25	30 Jun 26	30 Jun 27	
79	Capacity growth		9,458	12,272	12,624	56,872	29,170	
80	Asset replacement and renewal		15,053	16,346	11,690	13,857	11,932	
81	Total forecast capital expenditure		24,510	28,618	24,314	70,729	41,103	
82								
83	Corporate overheads		7,388	7,585	7,789	7,995	8,208	
84	Asset management and airport operations		32,495	31,006	31,057	30,764	31,563	
85	Asset maintenance		2,845	2,858	2,937	3,017	3,100	
86	Total forecast operational expenditure		42,729	41,448	41,783	41,777	42,871	
87			Pricing Period Starting Year	-	-	Pricing Period Starting Year	-	
87 88	Key Capital Expenditure Projects	for year ended	Period Starting Year	Period	Period	Period	Period	
-	Key Capital Expenditure Projects Noise Contours	for year ended	Period Starting Year	Period Starting Year + 1	Period Starting Year + 2	Period Starting Year + 3	Period Starting Year + 4	
88		for year ended	Period Starting Year	Period Starting Year + 1	Period Starting Year + 2	Period Starting Year + 3	Period Starting Year + 4	
88 89	Noise Contours	for year ended	Period Starting Year 30 Jun 23	Period Starting Year + 1 30 Jun 24 -	Period Starting Year + 2 30 Jun 25 -	Period Starting Year + 3 30 Jun 26 –	Period Starting Year + 4 30 Jun 27	
88 89 90	Noise Contours Fire Vehicle Replacement Programme	for year ended	Period Starting Year 30 Jun 23 – 1,244	Period Starting Year + 1 30 Jun 24 - 2,124	Period Starting Year + 2 30 Jun 25 - -	Period Starting Year + 3 30 Jun 26 - -	Period Starting Year + 4 30 Jun 27 - -	
88 89 90 91	Noise Contours Fire Vehicle Replacement Programme Airfield Pavement Works	for year ended	Period Starting Year 30 Jun 23 - 1,244 7,259	Period Starting Year + 1 30 Jun 24 - 2,124 7,432	Period Starting Year + 2 30 Jun 25 - - 7,586	Period Starting Year + 3 30 Jun 26 - -	Period Starting Year + 4 30 Jun 27 - - 7,893	
88 89 90 91 92	Noise Contours Fire Vehicle Replacement Programme Airfield Pavement Works Self Service Kiosks	for year ended	Period Starting Year 30 Jun 23 - 1,244 7,259 52	Period Starting Year + 1 30 Jun 24 - 2,124 7,432 372	Period Starting Year + 2 30 Jun 25 - - - 7,586 1,626	Period Starting Year + 3 30 Jun 26 - - - 7,738 -	Period Starting Year + 4 30 Jun 27 - - 7,893 -	
88 89 90 91 92 93	Noise Contours Fire Vehicle Replacement Programme Airfield Pavement Works Self Service Kiosks Regional Stands Development	for year ended	Period Starting Year 30 Jun 23 - 1,244 7,259 52	Period Starting Year + 1 30 Jun 24 - 2,124 7,432 372 -	Period Starting Year + 2 30 Jun 25 - - - 7,586 1,626	Period Starting Year + 3 30 Jun 26 - - - 7,738 -	Period Starting Year + 4 30 Jun 27 - - - 7,893 -	
88 89 90 91 92 93 94	Noise Contours Fire Vehicle Replacement Programme Airfield Pavement Works Self Service Kiosks Regional Stands Development Stop Bars and Guard Lights International Arrivals Processing Capacity Electric Charging Development	for year ended	Period Starting Year 30 Jun 23 - 1,244 7,259 52 2,281 -	Period Starting Year + 1 30 Jun 24 - 2,124 7,432 372 - 7,432	Period Starting Year + 2 30 Jun 25 - - - 7,586 1,626 - - -	Period Starting Year + 3 30 Jun 26 - - - - - - - - - - - - -	Period Starting Year + 4 30 Jun 27 - - - 7,893 -	
88 89 90 91 92 93 93 94 95	Noise Contours Fire Vehicle Replacement Programme Airfield Pavement Works Self Service Kiosks Regional Stands Development Stop Bars and Guard Lights International Arrivals Processing Capacity	for year ended	Period Starting Year 30 Jun 23 - 1,244 7,259 52 2,281 - - -	Period Starting Year + 1 30 Jun 24 - 2,124 7,432 372 - 7,432 - -	Period Starting Year + 2 30 Jun 25 - - - - - - - - - - - - -	Period Starting Year + 3 30 Jun 26 - - 7,738 - 24,319 - - -	Period Starting Year + 4 30 Jun 27 - - - - - - - - - - - - -	
88 89 90 91 92 93 94 95 96	Noise Contours Fire Vehicle Replacement Programme Airfield Pavement Works Self Service Kiosks Regional Stands Development Stop Bars and Guard Lights International Arrivals Processing Capacity Electric Charging Development Hold-Stow Baggage Screening Upgraded Central Screening Point	for year ended	Period Starting Year 30 Jun 23 - 1,244 7,259 52 2,281 - - - - - - - -	Period Starting Year + 1 30 Jun 24 - 2,124 7,432 372 - 7,432 - 7,432 - 531 - -	Period Starting Year + 2 30 Jun 25 - - - - - - - - - - - - -	Period Starting Year + 3 30 Jun 26 - - - - - - - - - - - - -	Period Starting Year + 4 30 Jun 27 - - - - - - - - - - - - -	
88 89 90 91 92 93 93 94 95 96 97	Noise Contours Fire Vehicle Replacement Programme Airfield Pavement Works Self Service Kiosks Regional Stands Development Stop Bars and Guard Lights International Arrivals Processing Capacity Electric Charging Development Hold-Stow Baggage Screening Upgraded Central Screening Point Other capital expenditure	for year ended	Period Starting Year 30 Jun 23 - 1,244 7,259 52 2,281 - - - - - - - - - - - - -	Period Starting Year + 1 30 Jun 24 - 2,124 7,432 372 - 7,432 - 7,432 - 7,432 - 10,727	Period Starting Year + 2 30 Jun 25 - - - 7,586 1,626 - - - 2,167 2,167 - - 10,768	Period Starting Year + 3 30 Jun 26 - - 7,738 - 24,319 - - 2,211 4,311 22,108 10,042	Period Starting Year + 4 30 Jun 27 - - - - - - - - - - - - -	
 88 89 90 91 92 93 94 95 96 97 98 	Noise Contours Fire Vehicle Replacement Programme Airfield Pavement Works Self Service Kiosks Regional Stands Development Stop Bars and Guard Lights International Arrivals Processing Capacity Electric Charging Development Hold-Stow Baggage Screening Upgraded Central Screening Point	for year ended	Period Starting Year 30 Jun 23 - 1,244 7,259 52 2,281 - - - - - - - -	Period Starting Year + 1 30 Jun 24 - 2,124 7,432 372 - 7,432 - 7,432 - 531 - -	Period Starting Year + 2 30 Jun 25 - - - - - - - - - - - - -	Period Starting Year + 3 30 Jun 26 - - - - - - - - - - - - -	Period Starting Year + 4 30 Jun 27 - - - - - - - - - - - - -	

		Bogula	ted Airport	Christe	burch Intorn	ational Air	port I td)	
Regulated Airport Christchurch International Airport Ltd For Year Ended 30 June 2023									
sc	HEDULE 6: REPORT ON ACTUAL TO FORECA								
ref	Version 5.0								
107	6c: Actual to Forecast Adjustments - Items	Identified in	Price Setting	Events					Estimated present
									value of the
			Actual for	Forecast for			Farrand (ar		proposed risk
			Current Disclosure	Current Disclosure		Actual for Period to	Forecast for Period to		allocation
108		Units used	Year	Year*	% Variance	Date	Date*	% Variance	adjustment
109 110	Proposed risk allocation adjustment N/A		(a)	(b)	(a)/(b)-1 Not defined	(a)	(b)	(a)/(b)-1 Not defined	(\$000)
111	N/A				Not defined			Not defined	
112	N/A N/A				Not defined Not defined			Not defined Not defined	
114	N/A				Not defined			Not defined	
115					Not defined Not defined			Not defined Not defined	
116	N/A N/A				Not defined			Not defined	
118	N/A				Not defined			Not defined	
119 120	*include additional rows if needed Total proposed risk allocation adjustments								
									I
121 122	Explanation of how the airport produced the es								
123	CIAL did not propose any risk allocation adjustments for statement. As such this schedule does not apply to CIAL.		in our "Decision or	the reset of aero	nautical prices for t	he period 1 July 2	2012 to 30 June 20	027" pricing disclo	osure
124									
125									
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153 154									
154	Airport Companies must provide a brief explanation of how the a	airport produced its	estimated present va	lue for each risk allo	cation adjustment spe	ecified in rows 111-	119.		
156	* Disclosure year Pricing Period Starting Year								
157									Page 13

		Year Ended		30 June 2023	
OULE 7: REPORT OI sion 5.0	N SEGMENTED INFO	ORMATION			
5011 5.0		Specified Passenger Terminal Activities	Airfield Activities	Aircraft and Freight Activities	(\$000 Airpo Busine
Airfield Charges		_	34,219	-	3
Terminal Charges		39,902	-	-	3
Counter Charges		1,788	_	-	
Passenger Service Cha	arges	-	-	-	
Lease, rental and con		5,044	547	9,804	
Other operating rever	nue	-	-	_	
Net operating revenue		46,734	34,766	9,804	
Gains / (losses) on as	set sales	_	_	_	
Other income			33		
Total regulatory income	•	46,734	34,798	9,804	
Total operational expendi	iture	22,162	18,247	2,648	
Regulatory depreciation		18,278	6,711	601	
Total revaluations		14,528	16,373	4,106	·
Regulatory tax allowance		4,502	2,582	1,676	
Regulatory profit/ loss		16,320	23,631	8,985	
0 71					
RAB value	rted in the Report on Regulatory	239,690	290,988	72,113	6
for the period 1 July 2022 t outcomes for the 2023 disc Discussion in respect to re-	acorporates the value of tilter o 30 June 2027" pricing disc closure year compared to Ye venue from priced services i	closure statement. The ear 1 of our PSE4 fore	e following table sho cast.	ws a comparison of tl	he actual
This disclosure schedule in for the period 1 July 2022 t outcomes for the 2023 disc Discussion in respect to re- schedules.	corporates the value of tilte o 30 June 2027" pricing disc losure year compared to Ye venue from priced services i Value	closure statement. The ear 1 of our PSE4 fore is included in Section	e following table sho cast. 8 of the Executive S Terminal	ws a comparison of th ummary accompanyir Airfield Ai	he actual
This disclosure schedule in for the period 1 July 2022 t outcomes for the 2023 disc Discussion in respect to re- schedules.	acorporates the value of tilte o 30 June 2027" pricing disc closure year compared to Ye venue from priced services i	closure statement. The ear 1 of our PSE4 fore	e following table sho cast. 8 of the Executive S	ws a comparison of th ummary accompanyir	he actual
This disclosure schedule in for the period 1 July 2022 t outcomes for the 2023 disc Discussion in respect to re- schedules. Component Lease, Rental and Concession Income	corporates the value of tilte o 30 June 2027" pricing disc closure year compared to Ye venue from priced services i Value PSE4 Year 1 Forecast Actuals Variance	closure statement. The ear 1 of our PSE4 fore is included in Section \$ \$ \$ \$ \$	e following table sho cast. 8 of the Executive S Terminal 4,813 \$ 5,044 \$ 232 \$	ws a comparison of th ummary accompanyir Airfield Ai 284 \$ 547 \$ 263 -\$	he actual ng these rcraft and I
This disclosure schedule in for the period 1 July 2022 t outcomes for the 2023 disc Discussion in respect to re- schedules. Component Lease, Rental and Concession Income Explanation of variance: Rev	corporates the value of tilte o 30 June 2027" pricing disc closure year compared to Ye venue from priced services i Value PSE4 Year 1 Forecast Actuals	closure statement. The ear 1 of our PSE4 fore is included in Section \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	e following table sho cast. 8 of the Executive S Terminal 4,813 \$ 5,044 \$ 232 \$	ws a comparison of th ummary accompanyir Airfield Ai 284 \$ 547 \$ 263 -\$	he actual ng these rcraft and I
This disclosure schedule in for the period 1 July 2022 t outcomes for the 2023 disc Discussion in respect to re- schedules. Component Lease, Rental and Concession Income Explanation of variance: Rev to Section 8 of the Executive Operational Expenditure	corporates the value of tilte o 30 June 2027" pricing disc closure year compared to Yevenue from priced services i Value PSE4 Year 1 Forecast Actuals Variance renue from non-priced service i Summary for further commer PSE4 Year 1 Forecast	closure statement. The ear 1 of our PSE4 fore is included in Section \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	e following table sho cast. 8 of the Executive S Terminal 4,813 \$ 5,044 \$ 232 \$ ar 1 PSE4 forecast by 1,954 -\$	ws a comparison of th ummary accompanyin 284 \$ 547 \$ 263 -\$ an immaterial amount of 596 -\$	he actual ng these rcraft and I
This disclosure schedule in for the period 1 July 2022 t outcomes for the 2023 disc Discussion in respect to re schedules. Component Lease, Rental and Concession Income Explanation of variance: Rev to Section 8 of the Executive	corporates the value of tilte o 30 June 2027" pricing disc closure year compared to Yevenue from priced services i Value PSE4 Year 1 Forecast Actuals Variance renue from non-priced service summary for further commer	closure statement. The ear 1 of our PSE4 fore is included in Section \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	e following table sho cast. 8 of the Executive S Terminal 4,813 \$ 5,044 \$ 232 \$ ar 1 PSE4 forecast by	ws a comparison of th ummary accompanyin 284 \$ 547 \$ 283 -\$ an immaterial amount of	he actual ng these rcraft and I
This disclosure schedule in for the period 1 July 2022 t outcomes for the 2023 disc Discussion in respect to re- schedules. Component Lease, Rental and Concession Income Explanation of variance: Rev to Section 8 of the Executive Operational Expenditure - Asset Maintenance Explanation of variance: CIA	corporates the value of tilte o 30 June 2027" pricing disc slosure year compared to Yevenue from priced services i Value PSE4 Year 1 Forecast Actuals Variance 'enue from non-priced service 's Summary for further commer PSE4 Year 1 Forecast Actuals Variance L outsourced its maintenance se	closure statement. The ear 1 of our PSE4 fore is included in Section \$ \$ \$ seceeded CIAL's Yea tary. -\$ \$ services to City Care L	e following table sho cast. 8 of the Executive S Terminal 4,813 \$ 5,044 \$ 232 \$ ar 1 PSE4 forecast by 1,954 -\$ 2,077 -\$ 2,077 -\$ 123 \$ imited in PSE3 and City	ws a comparison of th ummary accompanyin 284 \$ 547 \$ 263 -\$ an immaterial amount of 596 -\$ 836 -\$ 240 -\$ 240 -\$ 240 -\$	he actual ng these rcraft and l of +\$0.24m.
This disclosure schedule in for the period 1 July 2022 t outcomes for the 2023 disc Discussion in respect to re schedules. Component Lease, Rental and Concession Income Explanation of variance: Rev to Section 8 of the Executive Operational Expenditure - Asset Maintenance Explanation of variance: CIA maintenance services. Imma forecast for Year 1 of PSE4. Operational Expenditure - Asset Management and	Corporates the value of tilte o 30 June 2027" pricing disc closure year compared to Ye venue from priced services i PSE4 Year 1 Forecast Actuals Variance summary for further commer PSE4 Year 1 Forecast Actuals Variance L outsourced its maintenance se PSE4 Year 1 Forecast Actuals	closure statement. The par 1 of our PSE4 fore is included in Section \$ \$ \$ sex exceeded CIAL's Yea tary. -\$ -\$ services to City Care L rvices costs across all -\$ -\$ -\$	e following table sho cast. 8 of the Executive S Terminal 4,813 \$ 5,044 \$ 232 \$ ar 1 PSE4 forecast by 1,954 -\$ 2,077 -\$ 123 \$ imited in PSE3 and City regulated activities oc 18,573 -\$ 15,712 -\$	ws a comparison of ti ummary accompanyin 284 \$ 547 \$ 263 -\$ an immaterial amount of 596 -\$ 836 -\$ 240 -\$ y Care Limited continue courred under this array 12,747 -\$ 13,276 -\$	he actual ng these rcraft and l of +\$0.24m.
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	ULE 8: CONSOLIDATION STATEMENT					(\$000)			
oa. (SONSOLIDATION STATEMENT	Airport Businesses	Regulatory/ GAAP Adjustments	Airport Business– GAAP	Unregulated Activities– GAAP	Airport Company GAAP			
	Net income	91,337	(865)	90,472	112,608	203,0			
	Total operational expenditure	43,057	(865)	42,192	42,423	84,6			
	Operating surplus / (deficit) before interest, depreciation, revaluations and tax	48,280		48,280	70,185	118,4			
	Depreciation	25,590	4,306	29,896	13,183	43.0			
	Revaluations	35,007	(35,583)	(576)	3,894	4,4			
	Tax expense	8,760	(3,524)	5,236	1,012	4,2			
	Net operating surplus / (deficit) before interest	48,937	(36,365)	12,572	59,884	75,6			
	Property plant and equipment	602,791	36,736	639,527	881,109	1,520,6			
	Description of Regulatory / GAAP Adju	ustment		Affected Line Item		Regulator GAAP Adjustmen			
	Netting Pricing Incentive costs against Net Incon	ne		Net Income		(8			
	Restoring Pricing Incentive costs within Total Op			Total Operationa	al Expenditure	(8			
	Depreciation methodology - on additions and dis	posals under GA		Depreciation	4,3				
	Revaluation methodology			Revaluations		(35,5			
	Tax expense adjustment due to different calculat			Tax Expense	(3,5				
	Land held for development and Work in Progress			Property Plant a	82,3				
	Revaluation variance due to different methods for			Property Plant a	24,1 (69,8				
	* To correspond with the clause 8a column Regulatory/GA][Depreciation differences to date plus changes in allocation % Property Plant and Equipment					
		in adjaotimorito							
	Commentary on the Consolidation Stateme								
	Regulatory/GAAP Adjustments								
	Regulatory/GAAP Adjustments Net Income/Total Operational Expenditure Nil Reporting of airline incentives and total operation NZ IFRS 15 required the netting of pricing incent reduction in Operational Expenditure by -\$0.865r Depreciation +\$4.306m under the tilted annuity depreciation regime, the GAAP depreciation for regulated assets (this is e disposals in the year they occur rather than the y Revaluations -\$35.583m	nt nal expenditure is to ive costs within Ne n above). depreciation for the xpected). GAAP a ear after they are o	t Income (a reduction e regulated assets for lso allows for depre commissioned.	on in Net Income b or this disclosure p ciation to be calcul	y -\$0.865m and th period was less tha ated on additions	e n the and			
	Regulatory/GAAP Adjustments Net Income/Total Operational Expenditure Nil Reporting of airline incentives and total operation NZ IFRS 15 required the netting of pricing incent reduction in Operational Expenditure by -\$0.865r Depreciation +\$4.306m • under the tilted annuity depreciation regime, the of GAAP depreciation for regulated assets (this is e disposals in the year they occur rather than the y Revaluations -\$35.583m • under GAAP, assets are revalued to market valuasset. Under the regulatory regime, assets are rethis rule and can be valued either using the MVA regulatory purposes in June 2013. • the difference in such values and previous CPI values CPI or MVAU revaluations occurred.	nt nal expenditure is to ive costs within Ne n above). depreciation for the xpected). GAAP a ear after they are of e under NZ IAS16 evalued annually us U method or again	t Income (a reduction e regulated assets for iso allows for depre- commissioned. and require the det sing the change in t st CPI. Land was la	on in Net Income b or this disclosure p ciation to be calcul ermination of mark he CPI index. Land st revalued by ind	y -\$0.865m and th eriod was less tha ated on additions et values for each d is the only excep ependent valuers f	e n the and class of tion to or			
	Regulatory/GAAP Adjustments Net Income/Total Operational Expenditure Nil Reporting of airline incentives and total operation NZ IFRS 15 required the netting of pricing incent reduction in Operational Expenditure by -\$0.865r Depreciation +\$4.306m under the tilted annuity depreciation regime, the e GAAP depreciation for regulated assets (this is e disposals in the year they occur rather than the y Revaluations -\$35.583m under GAAP, assets are revalued to market valuasset. Under the regulatory regime, assets are reating this rule and can be valued either using the MVA regulatory purposes in June 2013. the difference in such values and previous CPI value CPI or MVAU revaluations occurred. Tax expense -\$3.524m reasons for this adjustment are the variances in of tax expense compared with the equivalent GAAP	nt nal expenditure is to ive costs within Nen n above). depreciation for the xpected). GAAP a ear after they are of e under NZ IAS16 valued annually us U method or again aluation indexation	t Income (a reduction e regulated assets for so allows for depre- commissioned. and require the detain sing the change in t st CPI. Land was lat is are treated as rev	on in Net Income b or this disclosure p ciation to be calcul ermination of mark he CPI index. Lan st revalued by ind renue in the disclos	y -\$0.865m and th period was less tha ated on additions et values for each d is the only excep ependent valuers f sure period in whic	e n the and class of tion to or h such			
	Regulatory/GAAP Adjustments Net Income/Total Operational Expenditure Nil Reporting of airline incentives and total operation NZ IFRS 15 required the netting of pricing incent reduction in Operational Expenditure by -\$0.865r Depreciation +\$4.306m • under the tilted annuity depreciation regime, the or GAAP depreciation for regulated assets (this is eradisposals in the year they occur rather than the year they occur rather than the year they asset. Under the regulatory regime, assets are rethis rule and can be valued either using the MVA regulatory purposes in June 2013. • the difference in such values and previous CPI values of this adjustment are the variances in or tax expense compared with the equivalent GAAP. Property plant and equipment +\$36.736m • asset value differences under GAAP, as compared with the adjustment value and the regulatory and the tax expense compared with the adjustment value and the regulatory and the tax expense compared with the equivalent GAAP.	nt nal expenditure is to ive costs within Ne n above). depreciation for the xpected). GAAP a ear after they are of eunder NZ IAS16 evalued annually us U method or again aluation indexation depreciation and re tax expense. ed with regulatory is shown is a sum	t Income (a reduction e regulated assets for iso allows for depre- commissioned. and require the deter sing the change in t st CPI. Land was lat is are treated as rev evaluations under the values, are the resumation of variances	on in Net Income b or this disclosure p ciation to be calcul ermination of mark he CPI index. Land st revalued by ind renue in the disclos e regulatory regim It of differing meth from 2009 through	y -\$0.865m and the ated on additions et values for each d is the only excep ependent valuers f sure period in whic e which alter the re odologies for asse n to 2023.	e n the and class of tion to or h such egulatory t			
	Regulatory/GAAP Adjustments Net Income/Total Operational Expenditure Nil Reporting of airline incentives and total operation NZ IFRS 15 required the netting of pricing incent reduction in Operational Expenditure by -\$0.865r Depreciation +\$4.306m • under the tilted annuity depreciation regime, the or GAAP depreciation for regulated assets (this is er disposals in the year they occur rather than the year they occur rather than the year they asset. Under the regulatory regime, assets are rethis rule and can be valued either using the MVA regulatory purposes in June 2013. • the difference in such values and previous CPI values (CPI or MVAU revaluations occurred). Tax expense -\$3.524m • reasons for this adjustment are the variances in or tax expense compared with the equivalent GAAP. Property plant and equipment +\$36.736m • asset value differences under GAAP, as compared	nt nal expenditure is to ive costs within Ne n above). depreciation for the xpected). GAAP a ear after they are of eunder NZ IAS16 evalued annually us U method or again aluation indexation depreciation and re tax expense. ed with regulatory is shown is a sum	t Income (a reduction e regulated assets for iso allows for depre- commissioned. and require the deter sing the change in t st CPI. Land was lat is are treated as rev evaluations under the values, are the resumation of variances	on in Net Income b or this disclosure p ciation to be calcul ermination of mark he CPI index. Land st revalued by ind renue in the disclos e regulatory regim It of differing meth from 2009 through	y -\$0.865m and the ated on additions et values for each d is the only excep ependent valuers f sure period in whic e which alter the re odologies for asse n to 2023.	e n the and class of tion to or h such egulatory t			

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н	EDULE 9: REPORT ON ASSET A			ted Airport ear Ended				
V	a: Asset Allocations		Specified Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Airport Business	Unregulated Component	(\$000) Total
	Directly attributable assets		-	113,610	17,104	130,714		130,71
	Assets not directly attributable		1,225	736	_	1,961	1,148	3,10
	Total value land					132,675		
	Sealed Surfaces							
	Directly attributable assets			153,927	255	154,182		154,18
	Assets not directly attributable Total value sealed surfaces			2		2 154,184	2	
						134,164		
	Infrastructure and Buildings Directly attributable assets		40,485	5,443	51,652	97,580		97,58
	Assets not directly attributable		194,497	7,506	2,617	204,620	54,840	259,46
	Total value infrastructure and b	uildings		,		302,200		
	Vehicles, Plant and Equipment							
	Directly attributable assets		1,552	8,644	15	10,211		10,21
	Assets not directly attributable		1,931	1,120	470	3,521	2,850	6,37
	Total value vehicles, plant and e	equipment				13,732		
	Total directly attributable assets Total assets not directly attributab	lo	42,037 197,653	281,624 9,364	69,026 3,087	392,687 210,104	58,840	392,68 268,94
	Total assets	IE	239,690	290,988	72,113	602,791	58,840	661,63
	Asset Allocators Asset Category	Allocator*	Allocator Type		Rationale		Asset Lii	ne Items
	Terminal - Non-Contestable	Direct cost	Causal		used solely for s		Land, Infrastruct	
	Airfield - Non-Contestable	Direct cost	Relationship	segment	es are allocated		Buildings, Vehicl Equipment	
	Aimeid - Non-Contestable	Direct cost	Causal Relationship		used solely for s located 100% to t		Land, Sealed Su Infrastructure an Vehicles, Plant a	d Buildings,
	Aircraft and Freight - Non-	Direct cost	Causal		used solely for A		Land, Sealed Su	irfaces,
	Contestable		Relationship	Freight activities segment	s are allocated 1	00% to this	Infrastructure an Vehicles, Plant a	
	Roading - Airfield	Company/RAB asset	Proxy Cost	•	ted with a shared	relationship	Land, Sealed Su	
		values	Allocator	for their existen regulatory and i	ce are split 50/50 unregulatory busi) between our nesses	Infrastructure an	d Buildings
	Roading - Terminal	Company/RAB asset values	Proxy Cost Allocator	for their existen	ted with a shared ce are split 50/50 unregulatory busi) between our	Land, Infrastruct Buildings	ure and
	Administration Assets	Company/RAB asset values	Proxy Cost Allocator				e Infrastructure and Buildings, Vehicles, Plant and Equipme	
	Maintenance Assets	Company/RAB asset values	Proxy Cost Allocator	Maintenance as existing compar	ssets are used to ny assets	maintain the	Land, Infrastruct Buildings, Vehicl Equipment	
	Infrastructure Campus	Company/RAB asset values	Proxy Cost Allocator	Infrastructure as existing compar	ssets are used to ny assets	maintain the	Land, Infrastruct Buildings, Vehicl Equipment	
	Infrastructure Terminal	Company/RAB asset values	Proxy Cost Allocator	existing compared	ssets are used to ny assets adjuste nal Lounge lease	ed for the	Infrastructure an Vehicles, Plant a	
	<u></u>	ļ	J <u></u> _	reminal Regio	nai Luunge lease	анануеттеп(ļ	Pa

Regulated AirportChristchurch International AirporFor Year Ended30 June 2023						
EI	DULE 9: REPORT ON ASSET ALL	OCATIONS (cont)				
ər	sion 5.0					
	Asset Allocators (cont)		Allocator			
F	Asset Category Terminal - Total	Allocator* Floor area	Type Proxy Cost	Accets that convi	Rationale ce all of the terminal are	Asset Line Items
	renninai - rotai	FIOOT AFEA	Allocator	allocated over the of the terminal flo areas is deemed	e total terminal area. Analysis or space into aeronautical to be a fair allocator of nat relate to the total terminal	Buildings, Vehicles, Plant and Equipment
	Regional Lounge - Total	Floor area	Proxy Cost Allocator	Assets that servic are allocated ove area. Analysis of space into aerona	ce all of the regional lounge r the total regional lounge the regional lounge floor autical areas is deemed to be terminal assets that relate to	Land, Infrastructure and Buildings
	International Terminal - Total	Floor area	Proxy Cost Allocator	Assets that servio terminal are alloc international term international term aeronautical area	the all of the international ated over the total inal area. Analysis of the inal floor space into s is deemed to be a fair al assets that relate to the	Land, Infrastructure and Buildings, Vehicles, Plant and Equipment
-	Terminal - International Basement	Floor area	Proxy Cost Allocator	Specific terminal international base	assets that are located in the ement are allocated according asement floor space split into	Infrastructure and Buildings
•	Terminal - International Ground Floor	Floor area	Proxy Cost Allocator	Specific terminal international grou according to inter split into aeronau	assets that are located in the nd floor are allocated national ground floor space tical / non aeronautical	Infrastructure and Buildings, Vehicles, Plant and Equipmer
	Terminal - International First Floor	Floor area	Proxy Cost Allocator	Specific terminal international first	assets that are located in the floor are allocated according st floor space split into	Infrastructure and Buildings
	Terminal - International Second Floor	Floor area	Proxy Cost Allocator	Specific terminal international second according to inter	assets that are located in the nd floor are allocated national second floor space tical / non aeronautical	Infrastructure and Buildings
	Integrated Terminal - Total	Floor area	Proxy Cost Allocator	Assets that servic are allocated ove area. Analysis of space into aerona	ce all of the integrated terminal r the total integrated terminal the integrated terminal floor autical areas is deemed to be terminal assets that relate to	Land, Infrastructure and Buildings, Vehicles, Plant and Equipment
	Terminal - Integrated Basement	Floor area	Proxy Cost Allocator	integrated termin allocated accordi	assets that are located in the al in the basement are ng to integrated terminal floor eronautical / non-aeronautical	Infrastructure and Buildings
	Terminal - Integrated Ground Floor	Floor area	Proxy Cost Allocator	Specific terminal integrated termin allocated accordi	assets that are located in the al on the ground floor are ng to integrated terminal floor eronautical / non-aeronautical	Infrastructure and Buildings
	Terminal - Integrated Mezzanine Floor	Floor area	Proxy Cost Allocator	Specific terminal integrated termin allocated accordi space split into a	assets that are located in the al on the mezzanine floor are ng to integrated terminal floor eronautical / non-aeronautical	Infrastructure and Buildings
	Terminal - Integrated First Floor	Floor area	Proxy Cost Allocator	integrated termin allocated accordi space split into a	assets that are located in the al on the first floor are ng to integrated terminal floor eronautical / non-aeronautical	Infrastructure and Buildings
	Terminal - Integrated Second Floor	Floor area	Proxy Cost Allocator	integrated terminallocated accordi	assets that are located in the al on the second floor are ng to integrated terminal floor eronautical / non-aeronautical	Infrastructure and Buildings
ŀ			[Select one]	l		
ŀ			[Select one] [Select one]			
ŀ	 		[Select one]			
ŀ			[Select one]			
F			[Select one]			
ŀ			[Select one]			
L			[Select one] [Select one]			
Γ						

		Regulated Airport	Christ	church Inter	rnational Airpo	rt Ltd
		For Year Ended			ine 2023	
	HEDULE 9: REPORT ON ASSET ALLOCA	TIONS (cont)				
ref	Version 5.0					
77	9b: Notes to the Report					
78	9b(i): Changes in Asset Allocators				Effect of Change Current Year	
79				CY-1	(CY)	CY+1
80 81	Asset category Original allocator or components		Original	30 Jun 22	2 30 Jun 23	30 Jun 24
82	New allocator or components		New			
83	Rationale		Difference	_		-
84 85	Asset category					
86	Original allocator or components		Original			
87 88	New allocator or components Rationale		New Difference			
89			Difference			
90	Asset category		0			
91 92	Original allocator or components New allocator or components		Original New		1	
93	Rationale		Difference	_		-
94 95	Asset category					
96	Original allocator or components		Original			
97	New allocator or components		New		_	
98 99	Rationale		Difference	_		-
100	Asset category					
101	Original allocator or components		Original New		┨────┤─	
102 103	New allocator or components Rationale		Difference	_	╢─────	_
104						
105 106	Asset category Original allocator or components		Original	-	1	
107	New allocator or components		New			
108	Rationale		Difference	-		-
109 110	Asset category					
111	Original allocator or components		Original			
112 113	New allocator or components Rationale		New Difference		┫─────┥┝─	
113			Dillerence			
114	Commentary on Asset Allocations Changes in Asset Allocators					
115 116	CIAL has used the same cost allocator methodology	for this disclosure statement as that used to prepare our P	SE4 pricing fored	ast published in o	ur associated pricing c	lisclosure
117	has not been completed.	omes as against our PSE4 forecast. There has been no cl	hange in asset al	locator methodolo	gy for 2023 therefore s	schedule 9b(i)
118 119	2023 Terminal Cost Allocations					
120	The terminal floor space for the 2023 Cost Allocation June 2023.	process is based on the relevant terminal spatial maps pro	oduced by CIAL b	based on the relev	ant terminal configurat	tion as at 30
121	For the 2023 disclosure year, the Pathway 2 changes	s included in our 2021 disclosure statement has been remo				space
122 123		s the overall changes were small they didn't significantly in	npact on this sch	edule's cost alloca	ations.	
123	Overview Where possible, assets are attributed to the relevant s	specified airport activities based on direct attribution of act	ivity to each segr	ment.		
125 126	There are several assets however that do not directly asset segment according to the relevant asset allocat	relate to one individual segment and may overlap several ion drivers.	segments. Thes	e asset values hav	ve been allocated to th	e regulatory
127	The various asset allocation drivers have been deterr	nined based on the use of the asset, with the allocators an	d the rationale fo	or the calculation d	lescribed above.	
128 129						
129						
131						
132						Page 18

	Regulated AirportChristchurch International Airport LtdFor Year Ended30 June 2023							port Ltd	
	HEDULE 10: REPORT ON COST AL	LOCATIONS							
6 7	10a: Cost Allocations		Specified Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Airport Business	Unregulated Component	(\$000) Total	
8	Corporate Overheads	to	1.074	2,275	222	4,582		4,582	
9 10	Directly attributable operating cos Costs not directly attributable	15	1,974 2,400	1,861	333 224	4,382	8,152	12,637	
11		perations	2,100	1,001		1,100	0,102	12,007	
12			9,554	11,633	1,622	22,809		22,809	
13	Costs not directly attributable		6,158	1,643	202	8,003	16,226	24,229	
14									
15	, , , ,	its	27	342	137	506	0.570	506	
16 17	-		2,049	493	130	2,672	3,578	6,250	
18			11,555	14,250	2,092	27,897		27,897	
19	Total costs not directly attributable		10,607	3,997	556	15,160	27,956	43,116	
20	Total operating costs		22,162	18,247	2,648	43,057	27,956	71,013	
21	Cost Allocators								
			Allocator						
22	Operating Cost Category Terminal - Non-contestable	Allocator* Direct cost	Type Causal	P&L amounts d	Rationale irectly attributable	to specified	Operating Co Corporate Over	st Line Items	
23		Direct cost	Relationship		es is allocated 100		Management ar Operations, Ass Maintenance	nd Airport	
24	Airfield - Non-contestable	Direct cost	Causal Relationship		irectly attributable s is allocated 100%				
25	Aircraft and Freight - Non-contestable	Direct cost	Causal Relationship		irectly attributable s is allocated 1009			nd Airport	
26	Promotions	Revenue generated by aircraft, passenger service and concession charges for the year	Causal Relationship	increased pass	Promotion that will enger numbers sh e revenue that is g ers	nould be	Asset Managen Operations	nent and Airport	
27	Administration Costs	Proportion of direct administration costs	Proxy Cost Allocator	Directly attribute deemed to be a	Directly attributable administration costs are deemed to be a suitable driver of in-direct administration costs Management and Operations, Asse Maintenance			nd Airport	
28	Maintenance Costs	Proportion of direct maintenance costs	Proxy Cost Allocator		able maintenance suitable driver of osts		Maintenance Corporate Overheads, Asset Management and Airport Operations, Asset Maintenance		
29	International Terminal	Floor space	Proxy Cost Allocator	within the intern	/ non-contestable floor space ernational terminal is deemed to be iver of international terminal cost Management and Airport Operations, Asset Maintenance			nd Airport	
30	Integrated Terminal	Floor space	Proxy Cost Allocator	Contestable / new within the integration of the second sec	on-contestable flo rated terminal is d of integrated termi	eemed to be a	Corporate Over Management ar Operations, Ass Maintenance	nd Airport	
31	Regional Lounge	Floor space	Proxy Cost Allocator	within the region suitable driver of allocations	on-contestable flo nal lounge is deer of regional lounge	ned to be a cost	Corporate Over Management ar Operations, Ass Maintenance	nd Airport set	
32	Total Terminal	Floor space	Proxy Cost Allocator	contestable / no	I floor space split on-contestable are driver of overall to	eas is deemed erminal cost	Corporate Over Management ar Operations, Ass Maintenance	nd Airport	

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S10.Cost Allocation

Regulated Airport For Year Ended

Christchurch International Airport Ltd 30 June 2023

SCHEDULE 10: REPORT ON COST ALLOCATIONS (cont) ref Version 5.0

Cost Allocators (cont)		Allocator		
Operating Cost Category	Allocator*	Туре	Rationale	Operating Cost Line Items
Management Payroll	Staff time	Causal Relationship	Estimate of staff time spent on regulated and unregulated activities	Corporate Overheads, Asset Management and Airport Operations
Admin Payroll	Staff time	Causal Relationship	Estimate of staff time spent on regulated and unregulated activities	Corporate Overheads, Asset Management and Airport Operations
Airport Services Payroll	Staff time	Causal Relationship	Estimate of staff time spent on regulated and unregulated activities	Asset Management and Airpor Operations
Supervisors Payroll	Staff time	Causal Relationship	Estimate of staff time spent on regulated and unregulated activities	Asset Maintenance
IOC	Staff time	Causal Relationship	Estimate of staff time spent on regulated and unregulated activities	Corporate Overheads, Asset Management and Airport Operations, Asset Maintenance
Infrastructure	Company/RAB asset values	Causal Relationship	Company/RAB asset values by segment is deemed to be a suitable driver	Corporate Overheads, Asset Management and Airport Operations, Asset Maintenance
		[Select one]		
		[Select one] [Select one]		_
		[Select one]		-
		[Select one]		1
		[Select one]		
		[Select one] [Select one]		
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		[Select one]		
		[Select one]		
		[Select one] [Select one]		-
		[Select one]		
		[Select one]		1
		[Select one]		

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S10.Cost Allocation
		Regulated Airport	Christ	church Inte	rnational Airp	ort Ltd
		For Year Ended		30 Ju	ine 2023	
	HEDULE 10: REPORT ON COST A	LLOCATIONS (cont)				
	Version 5.0					
91	10b: Notes to the Report					
92	10b(i): Changes in Cost Allocato	ors			Effect of Change Current Year	•
93				CY-1	(CY)	CY+1
94 05	Operating cost category		Original	30 Jun 22	2 30 Jun 23	30 Jun 24
95 96	Original allocator or components New allocator or components		Original New		-	
97	Rationale		Difference	-	-	-
98						
99	Operating cost category Original allocator or components		Original			i
100 101	New allocator or components		New			
102	Rationale		Difference	-	-	-
103						
104	Operating cost category		Original	·	<u>ור</u> ור	
105 106	Original allocator or components New allocator or components		Original New			
107	Rationale		Difference	-	-	-
108						
109	Operating cost category		Original			
110 111	Original allocator or components New allocator or components		Original New			
112	Rationale		Difference	_	-	_
113						
114	Operating cost category		Ovisional			
115 116	Original allocator or components New allocator or components		Original New			
117	Rationale		Difference	_	-	-
118						
119	Operating cost category		Oniminal			
120 121	Original allocator or components New allocator or components		Original New		-	
122	Rationale		Difference	-	-	-
123						
124	Commentary on Cost Allocations					
125	Changes in Cost Allocators					
126		nethodology for this disclosure statement as that used to prepare our I				
127 128	10b(i) has not been completed.	g actual outcomes as against our PSE4 forecast. There has been no o	change in asset a	liocator methodolo	ogy for 2023 therefor	e schedule
120	2023 Terminal Cost Allocations					
130		st Allocation process is based on the relevant terminal spatial maps p			vant terminal configu	ration as at 30
131	Previous terminal floor space changes (F	mic asset; below is a summary of terminal floor space changes that or	ccurred within PS	E3.		
132		ation project and the introduction of the digital lounge which resulted ir	an increase to th	ne terminal regulat	tory space.	
133 134	 2020 disclosure : introduction of additional environment of additional envitational environment of additional environment of additional	tional retail offerings and a slight reduction in the terminal regulatory s ad commercial areas for aeronautical activities increasing the terminal	pace.	-		overall
135		due to the inclusion of 'void spaces that manage facilities' (as measu				overall
136		ay 2 changes introduced in our 2021 disclosure statement has been re	emoved. This resu	ulted in small char	nges to the terminal fl	oor space
137	(against our 2022 disclosure statement).		nonorally have a	algoificant impact	on this schodula's as	at allocations
138 139	which is not the case for Schedule 9 - ou	(detailed below), the year on year terminal floor space changes don't or asset allocations.	Jenerally have as	symicant impact	on this schedules co	st anocations
140	Cost Allocation Process					
141 142	be directly related to the categories while	ncome and expenses are allocated to the relevant specified airport ac t others must be allocated based on some form of allocation. Adminis cate as many of these costs directly to the relevant activity and thereb	tration and Maint	enance categories	s are the two "overhe	ad" type
143		steps to achieve this and these are listed below:			F 2	
144 145	Step One : Direct Costs - All income a	nd expense items are reviewed to ensure any costs that can be direct				
146		<i>Illocators</i> - All remaining income and expense items are then reviewed The causal allocators used in 2023 are listed above.	a with any costs th	ial can be allocate	eu daseo on a causa	
147	Ctan Threes Dun Cost Allesstian Mad	. The east allocation model then allocated the residual values in the		laintanana and ⁻		



	Regulated Airport For Year Ended	Christchurch	Internationa 30 June 2023	
	EDULE 11: REPORT ON RELIABILITY MEASURES			
V	ersion 5.0			
	Runway	Number	Total D	uration
	The number and duration of interruptions to runway(s) during disclosure year by party		Hours	Minutes
·	primarily responsible			
	Airports	-	-	-
	Airlines/Other	-	-	-
	Undetermined reasons	-	-	-
	Total	_	—	
	Taxiway			
	-			
	The number and duration of interruptions to taxiway(s) during disclosure year by party primarily responsible			
	Airports			_
	Airlines/Other		_	_
	Undetermined reasons			
	Total			_
	, ota			
	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			
	Airports	-	-	-
	Airlines/Other	-	_	_
	Undetermined reasons	-	_	_
	Total	-	-	
	Contact stands and airbridges			
	The number and duration of interruptions to contact stands during disclosure year by			
	party primarily responsible			
	Airports	3	1	3
ſ	Airlines/Other	3	1	5
	Undetermined reasons	3	1	2
1	Total	9	4	5
	Descense exception exception on descentioned			
1	Baggage sortation system on departures			
	The number and duration of interruptions to baggage sortation system on departures			
	during disclosure year by party primarily responsible	I	1	
1	Airports		-	_
	Airlines/Other	_	_	-
	Undetermined reasons		-	_
	Total			·
	Baggage reclaim belts			
	The number and duration of interruptions to baggage reclaim belts during disclosure			
	year by party primarily responsible			
	Airports	_	_	_
	Airlines/Other	_	_	_
	Undetermined reasons	_	_	_
	Total	_	_	
	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			
	Airports	553	58	1
	Airlines/Other	754	118	0
	Undetermined reasons	76	8	0
·	Total	1,383	184	2
				Page

	Regulated Airport Christchurch International Airport Ltd For Year Ended 30 June 2023
	HEDULE 11: REPORT ON RELIABILITY MEASURES (cont)
ref	Version 5.0
54	Fixed electrical ground power availability (if applicable)
55	
56	t Displayure of FECB information applies only to aimarte where fixed electrical ground newsrip qualitable
50	
57	Commentary concerning reliability measures
58	Determining Responsibility and Validity of Interruptions
59	
60	including an assessment of the party responsible.
61	This data is then reviewed by management to ensure it meets the relevant criteria for Schedule 11 in accordance with the definitions detailed in the
62	Determination. This review also includes a review of the party responsible for the interruption and includes discussion with other internal and external parties where necessary.
63	
64	
65	
66	Fixed Electricity Ground Power
67	
68	
69	On-Time Departure Delay
70	CIAL requires input from the Airlines to meet our regulatory obligations within this schedule on reporting 'On-Time Departure Delays'.
71	As previously reported CIAL experiences difficulty in obtaining this data from the Airlines using Christchurch Airport and as with other disclosure periods only one Airline provided this data to CIAL in the 2023 disclosure year. This Airline historically accounts for between 75% to 80% of departing flights from CIAL within
72	
76	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
73 74	
74	Page 23

		Regulated Airport For Year Ended	Christchurch Intern 30 Jun		
HEDULE 12: REPORT ON CAPA	CITY UTILISATION INDICA				
Version 5.0					
Runway					
7		Runway #1	Runway #2	Runway #3	
B Description of runway(s)	Designations	02-20	11-29	N/A	
3	Length of pavement (m) Width (m)	3288 45	1741 45	N/A N/A	
7	Shoulder width (m)	30	45 N/A	N/A N/A	
2	Runway code	4E	3D	N/A	
3	ILS category	Category I	N/A	N/A	
5 Declared runway capacity for	VMC (movements per hour)	42	38	N/A	
specified meteorological condition	IMC (movements per hour)	38	28	N/A	
a Taxiway		Taxiway #1	Taxiway #2	Taxiway #3	
Description of main taxiway(s)	Name	Alpha	Echo	Foxtrot	
1	Length (m)	2996	785	695	
2	Width (m)	23 Full Length	23 Dort Longth	23 Dort Longth	
3	Status Number of links	Full Length 6	Part Length	Part Length	
	Number of links	0	<u>'</u>][· · ·	
Aircraft parking stands					
	e during the runway busy day cate		d primary flight category Contact stand-walking	Domoto stand hus	
Air passenger services	International	9	2	Remote stand-bus	
, , ,	Domestic jet	5	0	0	
2	Domestic turboprop	0	12	0	
Total parking stands		14	14	3	
Busy periods for runway movem	ents	Data			
3	Runway busy day	Date 8 November 2022			
5	Runway busy hour start time	O HOVOINDOI EDEE			
3	(day/month/year hour)	20 Sep 2022 9 AM			
Aircraft movements					
	ments during the runway busy day	with air passenger service fligh	ts categorised by stand desc	cription and flight category	
			Contact stand-walking	Remote stand—bus	Total
Air passenger services	International	21	-	-	2
2	Domestic jet Domestic turboprop	- 52	 104	-	5 10
3	Total	73	104	-	17
Other (including General Aviati	on)	_	I		13
				İ	
				Ĭ	
Total aircraft movements during	the runway busy day			Ī	31
Total aircraft movements during	the runway busy day	33		Ĭ	
Total aircraft movements during Number of aircraft runway mover hour	the runway busy day ments during the runway busy		field activities	İ	
Total aircraft movements during Number of aircraft runway mover hour Commentary concerning capacit	the runway busy day ments during the runway busy y utilisation indicators for aircra		rfield activities	į	
Total aircraft movements during in Number of aircraft runway mover hour Commentary concerning capacit Parking Stand Assumptions (in supp Domestic Turboprop aircraft = Conta	the runway busy day ments during the runway busy y utilisation indicators for aircra wort of the above numbers) tot stand – walking		rfield activities	į	
Total aircraft movements during in Number of aircraft runway mover hour Commentary concerning capacit Parking Stand Assumptions (in supp Domestic Turboprop aircraft = Conta Domestic Jet aircraft = Contact stand	the runway busy day ments during the runway busy y utilisation indicators for aircra tort of the above numbers) tot stand – walking d – airbridge		rfield activities	į	
Total aircraft movements during in Number of aircraft runway mover hour Commentary concerning capacit Parking Stand Assumptions (in supp Domestic Turboprop aircraft = Contact Domestic Jet aircraft = Contact stance International flights aircraft = Contact	the runway busy day ments during the runway busy y utilisation indicators for aircra tort of the above numbers) tot stand – walking d – airbridge stand – airbridge	aft and freight activities and ai		[3
Total aircraft movements during in Number of aircraft runway mover hour Commentary concerning capacit Parking Stand Assumptions (in supp Domestic Turboprop aircraft = Contact Domestic Jet aircraft = Contact stand International flights aircraft = Contact CIAL has 6 stands that can operate a ability to swing between Domestic Je	the runway busy day ments during the runway busy y utilisation indicators for aircra tort of the above numbers). ict stand – walking d – airbridge – walking t stand – airbridge across different aircraft type; 1 coverir et and International aircraft. These 6 s	aft and freight activities and air ng walking access for both Domestic tands have been included within this	; aircraft, 1 with either walking o Schedules measures by their p	primary aircraft usage only.	31 ic aircraft, and 4 with the
Total aircraft movements during in Number of aircraft runway mover hour Commentary concerning capacit Parking Stand Assumptions (in supp Domestic Turboprop aircraft = Contact Domestic Jet aircraft = Contact stand International flights aircraft = Contact stand CIAL has 6 stands that can operate a ability to swing between Domestic Je CIAL developed Gate 15 during the 2	the runway busy day ments during the runway busy y utilisation indicators for aircra tot of the above numbers) tot stand – walking d – airbridge – walking t stand – walking across different aircraft type; 1 coverin t and International aircraft. These 6 s 2018 disclosure year to further enhan	aft and freight activities and air aft and freight activities and air ng walking access for both Domestic tands have been included within this ce our ability to service multiple airco	: aircraft, 1 with either walking o Schedules measures by their r raft across the Integrated Termi	orimary aircraft usage only. nal; with this gate commissioned i	31 ic aircraft, and 4 with the in June 2018.
Total aircraft movements during in Number of aircraft runway mover hour Commentary concerning capacit Parking Stand Assumptions (in supp Domestic Turboprop aircraft = Contact stand Domestic Jet aircraft = Contact stand International flights aircraft = Contact stand CIAL has 6 stands that can operate ability to swing between Domestic Je CIAL developed Gate 15 during the 2 In addition, CIAL has 17 remote stan	the runway busy day ments during the runway busy y utilisation indicators for aircra tort of the above numbers). ict stand – walking d – airbridge – walking t stand – airbridge across different aircraft type; 1 coverir et and International aircraft. These 6 s	aft and freight activities and air aft and freight activities and air ng walking access for both Domestic tands have been included within this ce our ability to service multiple airco	: aircraft, 1 with either walking o Schedules measures by their r raft across the Integrated Termi	orimary aircraft usage only. nal; with this gate commissioned i	3 ic aircraft, and 4 with the in June 2018.
Total aircraft movements during in Number of aircraft runway mover hour Commentary concerning capacite Parking Stand Assumptions (in support the support of aircraft = Contact stand Domestic Jet aircraft = Contact stand International flights aircraft = Contact stand International flights aircraft = Contact stand CIAL has 6 stands that can operate a ability to swing between Domestic Jet CIAL developed Gate 15 during the 2 In addition, CIAL has 17 remote stan <u>Runway</u>	the runway busy day ments during the runway busy y utilisation indicators for aircra tot of the above numbers) tot of the above numbers) tot at and - walking d - walking t stand - airbridge across different aircraft type; 1 coverin t and International aircraft. These 6 s 2018 disclosure year to further enhan ids that are generally used for freight i	aft and freight activities and air aft walking access for both Domestic tands have been included within this ce our ability to service multiple airco and servicing the operations of the A	; aircraft, 1 with either walking o Schedules measures by their p raft across the Integrated Termi Intarctic program. These stands	orimary aircraft usage only. nal; with this gate commissioned i are located some distance from	3 ic aircraft, and 4 with the in June 2018. the passenger terminal.
Total aircraft movements during in Number of aircraft runway mover hour Commentary concerning capacit Parking Stand Assumptions (in supp Domestic Turboprop aircraft = Contact Domestic Turboprop aircraft = Contact International flights aircraft = Contact CIAL has 6 stands that can operate a ability to swing between Domestic Je CIAL developed Gate 15 during the 2 In addition, CIAL has 17 remote stan Runway CIAL has two runways; the main run bone between to the numwer is di	the runway busy day ments during the runway busy y utilisation indicators for aircr <i>yutilisation indicators for aircr</i> <i>yutilisation indicators</i> <i>yutilisation i>	aft and freight activities and air aft walking access for both Domestic tands have been included within this ce our ability to service multiple airco and servicing the operations of the A	; aircraft, 1 with either walking o Schedules measures by their p raft across the Integrated Termi Intarctic program. These stands	orimary aircraft usage only. nal; with this gate commissioned i are located some distance from	3 ic aircraft, and 4 with the in June 2018. the passenger terminal.
Total aircraft movements during in Number of aircraft runway mover hour Commentary concerning capacit Parking Stand Assumptions (in supp Domestic Turboprop aircraft = Contact stand Domestic Jet aircraft = Contact stand International flights aircraft = Contact stand that can operate ability to swing between Domestic Jet aircraft = Guntact Leveloped Gate 15 during the 2 In addition, CIAL has 17 remote stan Runway CIAL has two runways; the main run been no changes to the runways in the standard standard standards and standar	the runway busy day ments during the runway busy y utilisation indicators for aircra tort of the above numbers) icct stand – walking d – airbridge – walking t stand – airbridge across different aircraft type; 1 coverir et and International aircraft. These 6 s 2018 disclosure year to further enhan ids that are generally used for freight : way and the cross-wind runway. There he 2023 disclosure year.	aft and freight activities and air ng walking access for both Domestic tands have been included within this ce our ability to service multiple aircr and servicing the operations of the A cross-wind runway is used during sp	aircraft, 1 with either walking o Schedules measures by their p raft across the Integrated Termi Intarctic program. These stands pecific North West wind weather	rimary aircraft usage only. nal; with this gate commissioned i are located some distance from conditions and outages to the ma	3 ic aircraft, and 4 with the in June 2018. the passenger terminal.
Total aircraft movements during in Number of aircraft runway mover hour Commentary concerning capacit Parking Stand Assumptions (in supp Domestic Turboprop aircraft = Contact Domestic Jet aircraft = Contact stant International flights aircraft = Contact CIAL has 6 stands that can operate a ability to swing between Domestic Je CIAL developed Gate 15 during the 2 In addition, CIAL has 17 remote stan <u>Bunway</u> CIAL has two runways; the main run been no changes to the runways in th	the runway busy day ments during the runway busy y utilisation indicators for aircr <i>yutilisation indicators for aircr</i> <i>yutilisation indicators</i> <i>yutilisation i>	aft and freight activities and air ng walking access for both Domestic tands have been included within this ce our ability to service multiple aircr and servicing the operations of the A cross-wind runway is used during sp	aircraft, 1 with either walking o Schedules measures by their p raft across the Integrated Termi Intarctic program. These stands pecific North West wind weather	rimary aircraft usage only. nal; with this gate commissioned i are located some distance from conditions and outages to the ma	3 ic aircraft, and 4 with the in June 2018. the passenger terminal.

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	Regulated Airport	Christchu	rch International A	irport Ltd
	For Year Ended		30 June 2023	
	HEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR SPEC	IFIED PASSENGER	TERMINAL ACTIVIT	IES
ref	Version 5.0			Common
6	Outbound (Departing) Passengers	International terminal	Domestic terminal	area [†]
7	Landside circulation (outbound)			
8	Passenger busy hour for landside circulation (outbound)—start time			
9	(day/month/year hour)	14 Jan 2023 6 AM	30 Mar 2023 8 AM	29 Nov 2022 6 AM
10	Floor space (m [®])	52	637	2,213
11	Passenger throughput during the passenger busy hour (passengers/hour)	718	917 144	1,254
12	Utilisation (busy hour passengers per 100m [®])	1,301	144	57
13	Check-in			
14	Passenger busy hour for check-in-start time (day/month/year hour)	N/A	N/A	29 Nov 2022 6 AM
15	Floor space (m ⁸)	N/A	N/A	2,512
16	Passenger throughput during the passenger busy hour (passengers/hour)	N/A	N/A	1,254
17	Utilisation (busy hour passengers per 100m [®])	Not defined	Not defined	50
18	Baggage (outbound)			
19	Passenger busy hour for baggage (outbound)—start time (day/month/year hour)	N/A	N/A	29 Nov 2022 6 AM
20	Make-up area floor space (m)	N/A	N/A	5,096
21	Notional capacity during the passenger busy hour (bags/hour)*	N/A	N/A	2,400
22	Bags processed during the passenger busy hour (bags/hour)*	N/A	N/A	917
23	Passenger throughput during the passenger busy hour (passengers/hour)	N/A	N/A	1,254
24 25	Utilisation (% of processing capacity) * Please describe in the capacity utilisation indicators commentary box how notional capacity and bags throug	Not defined	Not defined	38%
27 28 29 30 31 32 33 34	Passenger busy hour for passport control (outbound)—start time (day/month/year hour) Floor space (m [*]) Number of emigration booths and kiosks Notional capacity during the passenger busy hour (passengers/hour) * Passenger throughput during the passenger busy hour (passengers/hour) Utilisation (busy hour passengers per 100m [*]) Utilisation (% of processing capacity)	14 Jan 2023 6 AM 71 9 823 718 1,011 87%		
35	* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been as	sessed.		
36	Security screening			
37	Passenger busy hour for security screening—start time (day/month/year hour)	14 Jan 2023 6 AM	30 Mar 2023 8 AM	
38	Facilities for passengers excluding international transit & transfer			
39	Floor space (m ⁸)	597	363	
40	Number of screening points	3	3	
41	Notional capacity during the passenger busy hour (passengers/hour) *	810	810	
42	Passenger throughput during the passenger busy hour (passengers/hour)	718	917	
43	Utilisation (busy hour passengers per 100m [®])	120	253	
44	Utilisation (% of processing capacity)	89%	113%	
45 46	Facilities for international transit & transfer passengers Floor space (m [®])	49		
40	Number of screening points	-		
48	Notional capacity during the passenger busy hour (passengers/hour)*	270		
49				
50	Estimated passenger throughput during the passenger busy hour (passengers/hour)	_		
51	Utilisation (busy hour passengers per 100m [®])	_		
52	Utilisation (% of processing capacity)	_		
53 54	* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been as	sessed.		Deep 05
54				Page 25

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		Regulated Airport For Year Ended		ch International A 30 June 2023	
SC ref	HEDULE 13: REPORT ON CAPACITY UTILISATION IND Version 5.0	ICATORS FOR SPECI	FIED PASSENGER	TERMINAL ACTIVIT	IES (cont)
				Democratic terminal	Common
60 61	Airside circulation (outbound)		International terminal	Domestic terminal	area [†]
62	Passenger busy hour for airside circulation (outbound)—start	time			
63	(day/month/year hour)		14 Jan 2023 6 AM	30 Mar 2023 8 AM	
64	Floor space (m [®])		1,701	1,782	
65	Passenger throughput during the passenger busy hour (passe	engers/hour)	718	917	
66	Utilisation (busy hour passengers per 100m [®])		42	51	
67	Departure lounges				
68	Passenger busy hour for departure lounges—start time (day/r	nonth/year hour)	14 Jan 2023 6 AM	30 Mar 2023 8 AM	
69 70	Floor space (m [®]) Number of seats		4,392 961	2,443 743	
70 71	Passenger throughput during the passenger busy hour (passe	angers/hour)	718	917	
72	Utilisation (busy hour passengers per 100m [®])	sigere, ricer,	16	38	
73	Utilisation (passengers per seat)		0.7	1.2	
74	Inbound (Arriving) Passengers				
75	Airside circulation (inbound)				
76	Passenger busy hour for airside circulation (inbound)-start ti	me			
77	(day/month/year hour)		2 Mar 2023 12 AM	18 Nov 2022 7 AM	N/A
78	Floor space (m [®])		4,570	1,859	N/A
79 80	Passenger throughput during the passenger busy hour (passe Utilisation (busy hour passengers per 100m [®])	engers/nour)	592 13	939 51	N/A Not defined
			10		Not defined
81 82	Passport control (inbound) Passenger busy hour for passport control (inbound)—start tim	10			
83	(day/month/year hour)		2 Mar 2023 12 AM		
84	Floor space (m [®])		1,240		
85	Number of immigration booths and kiosks		16		
86	Notional capacity during the passenger busy hour (passenger		850		
87 88	Passenger throughput during the passenger busy hour (passe Utilisation (busy hour passengers per 100m [®])	engers/nour)	592 48		
89	Utilisation (% of processing capacity)		70%		
90	* Please describe in the capacity utilisation indicators commentary box how the	e nouonal capacity has been asse	issea.		
91	Landside circulation (inbound)				
92 93	Passenger busy hour for landside circulation (inbound)—start (day/month/year hour)	time	2 Mar 2023 12 AM	18 Nov 2022 7 AM	27 Nov 2022 9 PM
94	Floor space (m [®])		158	637	2,070
95	Passenger throughput during the passenger busy hour (passe	engers/hour)	592	939	1,032
96	Utilisation (busy hour passengers per 100m [®])		375	147	50
97	Baggage reclaim		u		
98 99	Passenger busy hour for baggage reclaim—start time (day/me Floor space (m [®])	onth/year hour)	2 Mar 2023 12 AM 4,923	18 Nov 2022 7 AM 2,425	
99 100	Number of reclaim units		4,923	2,425	
101	Notional reclaim unit capacity during the passenger busy hour	(bags/hour)*	5,400	5,400	
102	Bags processed during the passenger busy hour (bags/hour)*		616	594	
103	Passenger throughput during the passenger busy hour (passe	engers/hour)	592	939	
104	Utilisation (% of processing capacity)		11%	11%	
105 106	Utilisation (busy hour passengers per 100m [®]) * Please describe in the capacity utilisation indicators commentary box how no	tional capacity and bags through	12 but have been assessed.	39	
107	Bio-security screening and inspection and customs second	lary inspection			
108	Passenger busy hour for bio-security screening and inspection				
109 110	customs secondary inspection—start time (day/month/year ho Floor space (m [®])	bur)	2 Mar 2023 12 AM 974		
111	Notional MAF secondary screening capacity during the passe	nger busy hour	900		
112 113	(passengers/hour)* Passenger throughput during the passenger busy hour (passe	engers/hour)	592		
114	Utilisation (% of processing capacity)	gero, nour,	66%		
115	Utilisation (busy hour passengers per 100m [®])		61		
116	* Please describe in the capacity utilisation indicators commentary box how the	e notional capacity has been asse	ssed.		
117					Page 26

	Regulated Airport	Christchu	rch International A	irport Ltd
	For Year Ended		30 June 2023	
SCI	HEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECI	FIED PASSENGER	TERMINAL ACTIVIT	TES (cont)
ref 123	Version 5.0	International terminal	Domestic terminal	Common area [†]
124	Arrivals concourse			
125	Passenger busy hour for arrivals concourse—start time (day/month/year hour)	2 Mar 2023 12 AM	18 Nov 2022 7 AM	N/A
126	Floor space (m [*])	1,590	177	N/A
127 128	Passenger throughput during the passenger busy hour (passengers/hour) Utilisation (busy hour passengers per 100m [®])	592 37	939 531	N/A Not defined
129	Total terminal functional areas providing facilities and service directly for passenger	s		
130	Floor space (m [®])	20,316	10,321	6,795
131	Number of working baggage trolleys available for passenger use			
132	at end of disclosure year	325	400	515
133	Commentary concerning capacity utilisation indicators for Passenger Terminal Activit	ies		
134	CIAL operates an Integrated Domestic and International check-in facility and baggage handling syste	em. This is reflected in the co	ommon area utilisation figur	es above.
135 136	Passenger data is obtained from a combination of Customs and Airlines data. This is used to calcula data sources are cross checked where possible and are considered to be materially accurate.	te busy hour/day information	n and corresponding passer	nger throughput. These
137	Source of Data for Capacity Calculations:			
138	Security Screening			
139 140	The notional capacity has been based on Aviation Security National standards of 270 passengers pe numbers are not collected by CIAL.	r hour per x-ray unit. Securi	ty Screening International T	ransit/ Transfer
141	Bio-Security			
142	The notional capacity figures were sourced from the AIRBIZ capacity and utilisation study dated 14 N Commission and Airlines.	lay 2010 which was commis	ssioned after discussions w	th the Commerce
143	Baggage Handling			
144 145	CIAL operates an Integrated Domestic and International check-in facility and baggage handling syste bags per minute or 2,400 per hour.	em. The Integrated baggage	handling system has a not	onal capacity of 40
146 147 148	The number of bags processed during the busy hour have been supplied by the operators of the Bag provision contract. As the busy hour includes the departure of International flights, the number of bag flights. For operational reasons bags for International flights are processed in the 2 hours prior to dep busy hour have been included in this report.	is processed during that hou	Ir may not include the bags	for those International
149	Baggage Reclaim			
150 151 152	Baggage system notional capacity numbers have been calculated from figures supplied by the system recirculation rate (25% approx.) of bags relative to the length of reclaim belts. At this time actual bags processed have been estimated based on approximate bags per passenger figures.			
153	Seating			
154	Numbers listed excludes General, Food Court, and Tenancy seats.			
155	Floor Space			
156	The terminal floor space is based on the relevant terminal spatial maps produced by CIAL based on	the terminal's current config	uration as at 30 June 2023.	
157	Passport Control			
158	International Departures : There are 5 desks and 4 smart gates servicing International Departures.			
159	International Arrivals : There are 8 desks and 8 smart gates servicing International Arrivals.			
160				
161				
162				
163				
164				
165 166	Commentary must include an assessment of the accuracy of the passenger data used to prepare the utilisation	indicators		
167	[†] For functional components which are normally shared by passengers on international and domestic aircraft.			
168				Page 27

	For Yes	d Airport	Christch	urch Intern 30 June		ort Ltd
	EDULE 14: REPORT ON PASSENGER SATISFACTION INDICAT Version 5.0	ORS				
5	Survey organisation					
7	Survey organisation used	ACI				
3	If "Other", please specify					
9)	Passenger satisfaction survey score (average quarterly rating by service ite	m)				
2	Domestic terminal Quarter for year ended	1 30 Sep 22	2 31 Dec 22	3 31 Mar 23	4 30 Jun 23	Annual average
3	Ease of finding your way through an airport	4.02	4.06	4.11	3.99	4.05
	Ease of making connections with other flights	4.02	3.96	4.27	4.07	4.0
	Flight information display screens	4.09	4.17	4.27	4.09	4.1
	Walking distance within and/or between terminals	4.08	4.19	4.29	4.05	4.1
	Availability of baggage carts/trolleys	-	-	-	-	-
	Courtesy, helpfulness of airport staff (excluding check-in and security) Availability of washrooms/toilets	4.20 4.03	4.31 4.14	4.31 4.16	4.25 4.05	4.2
	Cleanliness of washrooms/toilets	3.95	4.14	4.16	3.96	4.0
	Comfort of waiting/gate areas	3.84	3.90	4.01	3.80	3.8
	Cleanliness of airport terminal	4.14	4.17	4.00	4.10	4.1
	Ambience of the airport	3.92	4.01	4.04	3.91	3.9
	Security inspection waiting time	4.32	4.44	4.24	4.10	4.2
	Check-in waiting time	4.53	4.55	4.43	4.56	4.5
	Feeling of being safe and secure	4.36	4.37	4.45	4.34	4.3
	Average survey score	4.12	4.18	4.21	4.10	4.1
	International terminal Quarter	1	2 31 Dec 22	3	4	Annual
	for year ended	30 Sep 22 3.95	31 Dec 22 3.93	31 Mar 23 4.12	30 Jun 23 3.99	average 4.0
	Ease of finding your way through an airport Ease of making connections with other flights	4.24	4.48	4.12	3.99	4.0
	Flight information display screens	4.24	4.40	4.40	4.00	4.2
	Walking distance within and/or between terminals	4.03	4.11	4.27	4.00	4.2
		T. IU	7.20	JU	T.1J	4.2
	-	_	-	-	-	-
	Availability of baggage carts/trolleys	- 4.32	- 4.26	- 4.42	- 4.12	
	-					4.2
	Availability of baggage carts/trolleys Courtesy, helpfulness of airport staff (excluding check-in and security)	4.32	4.26	4.42	4.12	4.2 3.8
	Availability of baggage carts/trolleys Courtesy, helpfulness of airport staff (excluding check-in and security) Availability of washrooms/toilets	4.32 3.82	4.26 3.88	4.42 3.92	4.12 3.64	4.2 3.8 3.9
	Availability of baggage carts/trolleys Courtesy, helpfulness of airport staff (excluding check-in and security) Availability of washrooms/toilets Cleanliness of washrooms/toilets	4.32 3.82 3.85	4.26 3.88 4.02	4.42 3.92 4.03	4.12 3.64 3.91 3.71 4.01	4.2 3.8 3.9 3.8
	Availability of baggage carts/trolleys Courtesy, helpfulness of airport staff (excluding check-in and security) Availability of washrooms/toilets Cleanliness of washrooms/toilets Comfort of waiting/gate areas	4.32 3.82 3.85 3.83 4.27 4.06	4.26 3.88 4.02 3.73 4.13 3.93	4.42 3.92 4.03 3.96 4.38 4.14	4.12 3.64 3.91 3.71 4.01 3.73	4.2 3.8 3.9 3.8 4.2 3.9
	Availability of baggage carts/trolleys Courtesy, helpfulness of airport staff (excluding check-in and security) Availability of washrooms/toilets Cleanliness of washrooms/toilets Comfort of waiting/gate areas Cleanliness of airport terminal Ambience of the airport Passport and visa inspection waiting time	4.32 3.82 3.85 3.83 4.27 4.06 4.51	4.26 3.88 4.02 3.73 4.13 3.93 4.58	4.42 3.92 4.03 3.96 4.38 4.14 4.44	4.12 3.64 3.91 3.71 4.01 3.73 4.49	4.2 3.8 3.9 3.8 4.2 3.9 4.5
	Availability of baggage carts/trolleys Courtesy, helpfulness of airport staff (excluding check-in and security) Availability of washrooms/toilets Cleanliness of washrooms/toilets Comfort of waiting/gate areas Cleanliness of airport terminal Ambience of the airport Passport and visa inspection waiting time Security inspection waiting time	4.32 3.82 3.85 3.83 4.27 4.06 4.51 4.05	4.26 3.88 4.02 3.73 4.13 3.93 4.58 4.02	4.42 3.92 4.03 3.96 4.38 4.14 4.44 4.15	4.12 3.64 3.91 3.71 4.01 3.73 4.49 4.08	4.2 3.8 3.9 3.8 4.2 3.9 4.5 4.0
	Availability of baggage carts/trolleys Courtesy, helpfulness of airport staff (excluding check-in and security) Availability of washrooms/toilets Cleanliness of washrooms/toilets Comfort of waiting/gate areas Cleanliness of airport terminal Ambience of the airport Passport and visa inspection waiting time Security inspection waiting time Check-in waiting time	4.32 3.82 3.85 3.83 4.27 4.06 4.51 4.05 3.56	4.26 3.88 4.02 3.73 4.13 3.93 4.58 4.02 3.43	4.42 3.92 4.03 3.96 4.38 4.14 4.44 4.15 3.80	4.12 3.64 3.91 3.71 4.01 3.73 4.49 4.08 3.99	4.2 3.8 3.9 3.8 4.2 3.9 4.5 4.0 3.6
	Availability of baggage carts/trolleys Courtesy, helpfulness of airport staff (excluding check-in and security) Availability of washrooms/toilets Cleanliness of washrooms/toilets Comfort of waiting/gate areas Cleanliness of airport terminal Ambience of the airport Passport and visa inspection waiting time Security inspection waiting time Check-in waiting time Feeling of being safe and secure	4.32 3.82 3.85 3.83 4.27 4.06 4.51 4.05 3.56 4.51	4.26 3.88 4.02 3.73 4.13 3.93 4.58 4.02 3.43 4.59	4.42 3.92 4.03 3.96 4.38 4.14 4.44 4.15 3.80 4.50	4.12 3.64 3.91 4.01 3.73 4.49 4.08 3.99 4.47	4.2 3.8 3.9 3.8 4.2 3.9 4.5 4.0 3.6 4.5
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	Availability of baggage carts/trolleys Courtesy, helpfulness of airport staff (excluding check-in and security) Availability of washrooms/toilets Cleanliness of washrooms/toilets Comfort of waiting/gate areas Cleanliness of airport terminal Ambience of the airport Passport and visa inspection waiting time Security inspection waiting time Check-in waiting time Feeling of being safe and secure Average survey score The margin of error requirement specified in clause 2.4(3)(c) of the determination applies only conform to the margin of error requirement.	4.32 3.82 3.85 3.83 4.27 4.06 4.51 4.05 3.56 4.51 4.08 4.08	4.26 3.88 4.02 3.73 4.13 3.93 4.58 4.02 3.43 4.59 4.09 uarterly survey resu	4.42 3.92 4.03 3.96 4.38 4.14 4.15 3.80 4.50 4.20 Ulls for the disclosu	4.12 3.64 3.91 3.71 4.01 3.73 4.49 4.08 3.99 4.47 4.00 re year. Quarterly	4.2 3.8 3.9 3.8 4.2 3.9 4.5 4.0 3.6 4.5 4.1 results may no
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		Regulated Airport Christchurch International Airport Ltd
		For Year Ended 30 June 2023
در	HED	ULE 15: REPORT ON OPERATIONAL IMPROVEMENT PROCESSES
ref	1	sion 5.0
6		Disclosure of the operational improvement process
7	[CIAL has a continuous improvement focus to improve operational service excellence. This is achieved through several business as usual
8 9		operational stakeholder forums which are held on a regular basis to consider operational matters and operational improvements. The objective of these groups is to ensure a coordinated approach to operations at Christchurch Airport, a joint commitment to efficiency improvements, pursue opportunities for innovation and to manage event exceptions or non-performance.
10 11 12 13 14		Christchurch Airport Emergency Committee The committee meets a minimum of 2 times per annum to manage and discuss matters relating to multi-agency emergency response, including significant incidents, emergency manuals and plans, emergency preparedness, training and response exercises, aviation security, and global and topical aviation risks. Attendees include representatives from Fire and Emergency NZ, NZ Police, St John Ambulance, Border Agencies, Airlines, Airways New Zealand, Welfare Organisations, Te Whatu Ora (Health New Zealand), and CIAL.
15		Chaired by the CIAL Head of Aviation Operations.
16 17 18 19 20		Airside Safety Committee This group meets quarterly to discuss airside operational, security and safety issues, to communicate rule, process or procedure changes, improve driving and parking standards, to discuss any airside incidents/events, and inform members of any impending airside work. Chaired by the CIAL Apron and Wildlife Manager. Participants pull upon a broad audience of airside representatives (Agencies, Airlines, Ground Handlers, support companies and contractors). Topics include health, safety and wellbeing, Airport/Airline operations, runway safety, apron operations, aviation security, airport fire service, wildlife and habitat management, airfield facilities and works projects, environmental and sustainability, plus invited guest presenters.
21		Dakota Park Freight Apron Users Group
22 23		This group meets quarterly to discuss safety and operational specific concerns for the Freight Apron. Stakeholders include Air Freight operators and their Ground Handling Agents, and Fuel Companies. Chaired by an external Freight Operator or Airline representative operating out of this space or the CIAL Apron and Wildlife Manager.
24		New Zealand Aviation Wildlife Hazard Group
25 26 27		The audience for this forum comprises of aviation hazard management specialists and Airport Representatives with responsibility for wildlife control and/or habitat from all major and regional Airports nationwide. This group gathers a minimum of 3 times per year to discuss aviation wildlife hazard management and methods for reducing the associated risk. CIAL will host this meeting at Christchurch Airport at least once per year, however all meetings are co-chaired by the CIAL Apron and Wildlife Manager.
28		Terminal Workplace Health and Safety Committee
29 30 31		This group meets quarterly and focuses on new and existing hazards/incidents. The group includes HS&W representatives and operational leads from Border Agencies, Airlines, Ground Handlers, Tenants, Te Mana Ora (National Public Health Service), Contractors, and CIAL personnel operating in the Terminal Environment. Chaired by the CIAL Head of Health, Safety and Wellbeing.
32 33 34		Airfield Projects Meetings Monthly meeting held with Airways NZ to discuss Airfield Operations, Aviation Safety, Security and Airfield Facilities. Discussion focuses on upcoming or ongoing projects or required maintenance Airside, APMW schedules, AIP procedures, and incidents/ accidents. Chaired by the CIAL Head of Aviation Operations.
35 36 37		Weekly Operations Meeting This group meets weekly to discuss and highlight new or upcoming activity or process/procedure changes that may impact business as usual operations. The audience includes representatives from both Airside and Landside Operational Departments plus 1 regular external contractor (OCS). Chaired by the CIAL Integrated Operations Centre Duty Manager.
38		HS&W Kaitiaki Group Meeting
39 40 41		Internal working group of CIAL Health, Safety and Wellbeing representatives meet to discuss latest dashboard statistics (accidents/incidents/near miss events etc). Focus is on outcomes of workplace inspection checklists, identifying new hazards and risks, improved processes or new equipment on campus, identifying safety challenges in the workplace, acknowledging HS&W outstanding performance (individual or team) and safety investigation (ICAM) discussion and outcomes. The Kaitiaki Group meet monthly, and
41 42		sometimes invite external guest speakers and/or conduct site visits for additional exposure. Chaired by the CIAL Head of Health, Safety
43		and Wellbeing.
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46 47		
47 48		
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52 53		
53 54		
55		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.
56		Page 29

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	Regulated Airport Christchurch International Airport Ltd
	For Year Ended 30 June 2023
_	HEDULE 15: REPORT ON OPERATIONAL IMPROVEMENT PROCESSES (cont)
ef	Version 5.0
62	Disclosure of the operational improvement process (cont)
63	Below are a number of initiatives, improvements or events associated with the disclosure year. The Executive Summary also provides
64	further details around some of these items.
65	 <u>Safety Leadership</u> CIAL's Airfield Safety Week activities were undertaken as part of a wider campaign across Australia and New Zealand to promote
66	safety awareness throughout the aerodrome and associated companies and communities
67	Sustainability and Environment
68	Christchurch Airport and three other New Zealand companies (Air New Zealand, Sounds Air, and Wellington Airport) joined the 21- member Industry Advisory Board to help fast-track the release of the ES-30 electric airplane being constructed by Swedish electric
69 70	airplane maker Heart Aerospace
70 71	Christchurch and Hamburg Airports have partnered to work on green hydrogen infrastructure for aviation to help deliver on each airports ambitious Net Zero climate goals
71 72	CIAL hosted a Ministerial delegation, including then-Minister of Energy and Resources Dr Megan Woods, Climate Change Minister James Shaw, and the Australian Minister for Climate Change and Energy Chris Bowen, to engage on the opportunity to decarbonise
73	the Trans-Tasman aviation sector
74	Christchurch Airport has been selected as a pilot airport, the only airport outside Europe, by the Airport Carbon Accreditation (ACA) with regards to working towards their Level 5 certification. ACA also recognised Christchurch Airport for our efforts by confirming us as
75	their first 'Airport Carbon Accreditation - Mentor'
76	CIAL achieved our Sustainability Linked Loan obligations for year two of a three year loan that has CIAL's interest costs linked to the achievement of appropriately ambitious sustainability targets
77	Customer Experience
78	United Airlines announced a new direct service between San Francisco and Christchurch, with three flights per week on a Boeing
79	Dreamliner, starting in December 2023. It will enable passengers and freight to fly directly into and out of the South Island and connect with the United States aviation network and beyond
30	Cathay Pacific intents to re-establish operations with Christchurch Airport, with three flights per week on an Airbus A350, into and out
81	 of its Hong Kong hub Emirates and the Airbus A380 resuming its Christchurch to Dubai via Sydney daily service from March 2023
82	CIAL introducing the world recognised Sunflower Lanyard scheme, a programme for people with Hidden Disabilities wanting more
83	 assistance at the airport without having to ask for it, as part of our Diversity and Inclusion program of work New art has been installed in the Airport Plaza to communicate and support Rainbow Awareness at our airport. The company's Pride
84	Working Group's (a team of PRIDE champions across the business) efforts were also recognised by the Airport being named a finalist
85	in the Emerging category of the New Zealand Rainbow Excellence Awards
86 97	 <u>Operational Efficiency</u> CIAL's Noise Contours were published in June 2023 after a detailed 12-month review process, concluding with the Christchurch City
37	Council confirming our newly remodelled Noise Contours in July 2023
38 39	Tasman Cargo, a contract airline for DHL as well as Texel Air are flying daily freight operations and utilising the airport's Freight Distribution Centre
90	Innovation
	Rosenbauser is constructing the first of Christchurch Airport's four RT ARFF (Airport Rescue and Fire Fighting) electric fire trucks,
92	which will be the world's first electric fire truck to operate at an airport. The fire truck will be hybrid/electric with further developments to hydrogen operation in the future. Indications are the new fire truck could reduce fire service diesel usage by more than 75%
93	• We continue to investigate and communicate publicly our findings on the opportunity for development beyond a single site to support
94	creating economic, environmental and social development opportunities for future generations across the South Island, through our Central Otago Airport Project
95	CIAL continues to facilitate the Kowhai Park development, a large-scale renewable energy precinct at the airport, to provide renewable
96	energy required by the aviation sector in the future to help decarbonise this sector, whilst also providing stability and resilience to the price and supply of that renewable energy across the airport campus and potentially beyond and has signed a developer agreement
97	with partners Contact energy and Lightsource bp
98	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
99	that reflected in the indicators.
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SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS Version 5.0 16a: Aircraft statistics Disclosures are categorised by core aircraft types such as Boeing 737-400 or Airbus A320. Sub variants within these types need not be disclosed. (i) International air passenger services—total number and MCTOW of landings by aircraft type during disclosure year Total number of Total landings (to Aircraft type Airbus A330-200 120	ort Ltd
7 Disclosures are categorised by core aircraft type such as Boeing 737-400 or Airbus A320. Sub variants within these types need not be disclosed. 9 Cotal number of Aircraft type Total number of Iandings Total (total number of Iandings) 9 Aircraft type Iandings Total (total number of Iandings) Total number of Iandings 10 Airbus A320 321 Iandings	
International air passenger services—total number and MCTOW of landings by aircraft type during disclosure year Total number of Total landings Airbus A320 321 Airbus A320NEO 1,215 Airbus A321NEO 1111 Airbus A320NEO 1,215 Airbus A320NEO 1111 Airbus A320NEO 1111 Airbus A330-200 1111 Airbus A330-900 XWB 366 Boeing 737 Max 8 120 Boeing 737 Max 8 120 Boeing 737-800 Boeing 787-900 Boeing 787-900 Boeing 787-900 Colspan="2"> Colspan="2"> Colspan="2"> Colspan="2"> Colspan="2"> Colspan="2"> Boeing 787-900 Colspan="2"> Colspan="2"> Colspan="2"> Colspan="2"> Boeing 787-900 Colspan="2"> Colspan="2"> Colspan="2"> Colspan="2"> </th <th></th>	
g Total number of Aircraft type Total landings Total (to 9 Aircraft type 321 11 Airbus A320 1,215 12 Airbus A321NEO 111 13 Airbus A32-200 111 14 Airbus A330-200 100 14 Airbus A330-200 366 15 Airbus A330-200 366 16 Boeing 737 Max 8 120 16 Boeing 737 Max 8 120 17 Boeing 737 Max 8 120 18 Boeing 777-300 3 19 Boeing 787-900 6 20 ——— —— 21 —— —— 22 —— —— 23 —— —— 24 —— —— 25 —— —— 26 —— —— 27 —— —— 28 —— —— 29 —— —— 29 —— —— 29 —— —— <th>.r.</th>	.r.
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10 Airbus A320 321 11 Airbus A320NEO 1,215 12 Airbus A321NEO 111 13 Airbus A321NEO 111 14 Airbus A330-200 100 14 Airbus A330-200 100 14 Airbus A330-200 366 15 Airbus A350-900 XWB 366 16 Boeing 737 Max 8 120 17 Boeing 737-800 1,205 18 Boeing 777-300 3 19 Boeing 787-900 6 20	nnes)
12 Airbus A321NEO 111 111 13 Airbus A330-200 100 10 14 Airbus A330-200 366 100 14 Airbus A350-900 XWB 366 366 15 Airbus A380-800 966 120 16 Boeing 737 Max 8 120 120 17 Boeing 737-800 1,205 120 18 Boeing 777-300 3 3 19 Boeing 787-900 66 120 20	24,717
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Airbus A350-900 XWB 366 14 Airbus A350-900 XWB 15 Airbus A380-800 16 Boeing 737 Max 8 17 Boeing 737-800 18 Boeing 737-800 19 Boeing 787-900 19 Boeing 787-900 10	10,379
15 Airbus A380-800 96 16 Boeing 737 Max 8 120 17 Boeing 737 Max 8 1,205 18 Boeing 737-800 3 19 Boeing 787-900 6 20	2,370
16 Boeing 737 Max 8 120 17 Boeing 737 Max 8 1,205 18 Boeing 737-800 3 19 Boeing 777-300 3 19 Boeing 787-900 6 20	102,475
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18 Boeing 777-300 3 19 Boeing 787-900 6 20 ——————————————————————————————————— —————————————————— 21 —————————————————————————————— ————————————————— 22 ——————————————————————————— —————————— ——————————— 21 — ———————————————— ————— ————— 22 — ——————————————— ————— ———— 23 — ————————— ————— ———— 24 — ———— ———— ———— 25 — ———— ——— ——— 26 — ——— ——— ——— 27 — ——— ——— ——— 28 — ——— ——— ——— 29 — ——— ——— ——— ——— 29 — — — — —	9,863
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31 Total 3,453	398,762 Page 31

	Regulated Airport Chri For Year Ended	stchurch Internationa 30 June 2023	
		30 Julie 2023	
	EDULE 16: REPORT ON ASSOCIATED STATISTICS (cont)		
er	ersion 5.0	of flights by since ft town	uina dis dis -
	(ii) Domestic air passenger services—the total number and MCTOW of landings year	or hights by aircraft type du	ining disclosur
	(1). Domestic air passenger services—aircraft 30 tonnes MCTOW or more		
		Total number of	Total MCTO
	Aircraft type	landings	(tonnes)
	Airbus A320	8,932	648,2
	Airbus A320NEO	180	14,2
	Airbus A321NEO	285	26,6
	Boeing 737-800	4	3
	Boeing 777-300ER	1	3 1,5
	Boeing 787-900		- 1,0
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	Total		
	(2). Domestic air passenger services—aircraft 3 tonnes or more but less than	30 tonnes MCTOW Total number of	691,2 Total MCTO
	(2). Domestic air passenger services—aircraft 3 tonnes or more but less thanAircraft type	30 tonnes MCTOW Total number of landings	691,2 Total MCTO (tonnes)
	(2). Domestic air passenger services—aircraft 3 tonnes or more but less than Aircraft type ATR-72-500	30 tonnes MCTOW Total number of landings 541	
	(2). Domestic air passenger services—aircraft 3 tonnes or more but less than Aircraft type ATR-72-500 ATR-72-600		
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	(2). Domestic air passenger services—aircraft 3 tonnes or more but less than Aircraft type ATR-72-500 ATR-72-600 DHC-8-300 Dash 8 Fairchild Metro III Pilatus PC-12		
	(2). Domestic air passenger services—aircraft 3 tonnes or more but less than Aircraft type ATR-72-500 ATR-72-600 DHC-8-300 Dash 8 Fairchild Metro III		
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	(2). Domestic air passenger services—aircraft 3 tonnes or more but less than Aircraft type ATR-72-500 ATR-72-600 DHC-8-300 Dash 8 Fairchild Metro III Pilatus PC-12	- 9,408 30 tonnes MCTOW Total number of landings 541 12,621 3,517 1 1,737 2 - - -	
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	(2). Domestic air passenger services—aircraft 3 tonnes or more but less than Aircraft type ATR-72-500 ATR-72-600 DHC-8-300 Dash 8 Fairchild Metro III Pilatus PC-12	□ - □ - □ 30 tonnes MCTOW Total number of landings □ 541 □ 12,621 □ 3,517 □ 1 □ 1,737 □ 2 □ - □ - □ - □ - □ - □ - □ - □ -	
	(2). Domestic air passenger services—aircraft 3 tonnes or more but less than Aircraft type ATR-72-500 ATR-72-600 DHC-8-300 Dash 8 Fairchild Metro III Pilatus PC-12	- 9,408 30 tonnes MCTOW Total number of landings 541 12,621 3,517 1 1,737 2	
	(2). Domestic air passenger services—aircraft 3 tonnes or more but less than Aircraft type ATR-72-500 ATR-72-600 DHC-8-300 Dash 8 Fairchild Metro III Pilatus PC-12	- 9,408 9,408 0 30 tonnes MCTOW Total number of landings 541 12,621 3,517 1 12,621 3,517 1 1,737 2 -	
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			lated Airport Year Ended	Christchurc	h Internationa 30 June 2023	I Airport Ltd
SC ref		DULE 16: REPORT ON ASSOCIATED STATISTI sion 5.0	CS (cont 2)			
		(iii) The total number and MCTOW of landings of airc	raft not included i	n (i) and (ii) above	Total number of	year Total MCTOW
94 95		Air passenger service aircraft less than 3 tonnes MCTOW			landings	(tonnes)
96		Freight aircraft			2,187	213,413
97	·	Military and diplomatic aircraft			393	29,296
98		Other aircraft (including General Aviation)			10,790	46,816
99		(iv) The total number and MCTOW of landings during	g the disclosure ye	ear	Total number of	Total MCTOW
100 101		Total			landings 44,650	(tonnes) 1,752,167
					,	
102 103	-	o: Terminal access				
104		Number of domestic jet and international air passenger ser form of passenger access to and from terminal		-		ed by the main
105			Contact stand–airbridge	Contact stand–walking	Remote stand—bus	Total
106		International air passenger service movements	6,885	-	-	6,885
107		Domestic jet air passenger service movements	18,815	_	_	18,815
108		* NB. The terminal access disclosure figures do not include non-	jet aircraft domestic air p	bassenger service flights		
109 110		: Passenger statistics				
111		The total number of passengers during disclosure year	Domestic	International		Total
112 113		Inbound passengers [⊺] Outbound passengers [↑]	2,317,510 2,313,335	529,051 529,514		2,846,561 2,842,849
114		Total (gross figure)	4,630,845	1,058,565		5,689,410
116		less estimated number of transfer and transit passen	gers	_		_
118		Total (net figure)				5,689,410
119		† Inbound and outbound passenger numbers include the number of tran be subtracted from the total to estimate numbers that pass through the		gers on the flight. The n	umber of transit and tran	sfer passengers can
120	160	d: Airline statistics				
121						
122		Name of each commercial carrier providing a regular air tra	ansport passenger s	service through the	airport during disclo	osure year
123		Domestic			International	
124		Air Chathams		Air New Zealand		
125		Air Nelson		Air Vanuatu		
126 127		Air New Zealand Mount Cook Airlines		Emirates Fiji Airways		
127		Jetstar	-	Jetstar		
129		Sounds Air		Qantas		
130				Singapore		
131			-			
132			-			
133 134						
134						
136						
137	·					Page 33

Specified Aircritical Aircraft and Freight Activities Activities Total Number of full-time equivalent employees 52.0 78.0 6.0 1 Human resource costs (\$000) 52.0 78.0 6.0 1 Commentary concerning the report on associated statistics 52.0 78.0 6.0 1 Data collated for air passenger services is obtained from CIAL's Airline Billing Database, which is compiled from information electronically provided monthly from the Airways Corporation information system. The data for terminal access figures originates from Airlines, Customs, an FIDs (the Fight Information Data system). The human resource statistics have been calculated from payroll figures as at the end of June 2023. Human Resource Movements CIAL continues to look for efficiency and productivity gains across our entire business. Between 2022 and 2023 our regulated business full-tim equivalent employee numbers didn't change in totality however the full-time equivalent employee numbers move around across our regulatory activities (2 or Terminal, +1 for Airfield, and +1 for Aircraft and Freight against our 2022 disclosure statement). Other Movements The solenging the report on bases full-tim equivalent employee numbers of passenger services in this category. PSE4 Pericational Transit/Transfer numbers for the 2023 disclosure year. Arr passenger services on aircraft less than 3 tonnes MCTOW are not collected by CIAL due to the small number of passenger services in this category. </th <th></th> <th></th> <th>lated Air</th> <th></th> <th>Christchurch I</th> <th></th> <th>Airport L</th>			lated Air		Christchurch I		Airport L	
sion 5.0 Specified Terminal Airfield Air		⊢or	Year En	aea	31	June 2023		
Specified Aircritical Aircraft and Freight Activities Activities Total Number of full-time equivalent employees 52.0 78.0 6.0 1 Human resource costs (\$000) 52.0 78.0 6.0 1 Commentary concerning the report on associated statistics 52.0 78.0 6.0 1 Data collated for air passenger services is obtained from CIAL's Airline Billing Database, which is compiled from information electronically provided monthly from the Airways Corporation information system. The data for terminal access figures originates from Airlines, Customs, an FIDs (the Fight Information Data system). The human resource statistics have been calculated from payroll figures as at the end of June 2023. Human Resource Movements CIAL continues to look for efficiency and productivity gains across our entire business. Between 2022 and 2023 our regulated business full-tim equivalent employee numbers didn't change in totality however the full-time equivalent employee numbers move around across our regulatory activities (2 or Terminal, +1 for Airfield, and +1 for Aircraft and Freight against our 2022 disclosure statement). Other Movements The solenging the report on bases full-tim equivalent employee numbers of passenger services in this category. PSE4 Pericational Transit/Transfer numbers for the 2023 disclosure year. Arr passenger services on aircraft less than 3 tonnes MCTOW are not collected by CIAL due to the small number of passenger services in this category. </th <th>DULE 16: REPORT ON ASSOCIATE</th> <th>ED STATISTI</th> <th>CS (cont</th> <th>3)</th> <th></th> <th></th> <th></th>	DULE 16: REPORT ON ASSOCIATE	ED STATISTI	CS (cont	3)				
Specified Terminal Altrieid Aircraft and Freight Activities Aircraft and Freight Activities Number of full-time equivalent employees 52.0 78.0 6.0 1 Human resource costs (\$000) 16 Commentary concerning the report on associated statistics 16 Source of Data Data colleted for air passenger services is obtained from CIAL's Airline Billing Database, which is compiled from information electronically provided monthly from the Airways Corporation information system. The data for terminal access figures originates from Airlines, Customs, an FIDs (the Fight Information Data system). The human resource dowements CIAL continues to look for refliciency and productivity gains across our entire business. Between 2022 and 2023 our regulated business four englatory activities (2 for Terminal, +1 for Airlield, and +1 for Aircraft and Freight against our 2022 disclosure statement). Other Movements CIAL continues to look for refliciency and productivity gains across our entire business. Between 2022 and 2023 our regulated business our regulatory activities (2 for Terminal, +1 for Airlield, and +1 for Aircraft and Freight against our 2022 disclosure statement). Other Movements CIAL continues than 3 tonnes MCTOW are not collected by CIAL due to the small number of passenger services in this category. PSE4 Year 1 PSE4 Fercind To Date ID-Period To Date PSE4 Veri 1 PSE4 Period To Date Period To 150 Passengers Movements Pricing F	rsion 5.0							
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Domestic Flight (3 tonnes or more but <30 tonnes) 21,467 18,419 -14.2% 21,467 18,419 -14.2% Domestic Flights (30 tonnes MCTOW or more) 8,266 9,408 13.8% 8,266 9,408 13.8% Total Domestic 29,733 27,827 -6.4% 29,733 27,827 -6.4% International Flights 3,070 3,453 12.5% 3,070 3,453 12.5% Other Flights 15,528 13,370 -13.9% 15,528 13,370 -13.9% Total Landings 48,331 44,650 -7.6% 48,331 44,650 -7.6% MCTOW Pricing Forecast Actual Variance Pricing Forecast Actual Variance Domestic Flight (3 tonnes or more but <30 tonnes)	Passengers Movements International Arrivals International Departures Total International Domestic Arrivals Domestic Departures Total Domestic	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790	TOW. ID-2023 Actual 529,051 529,514 1,058,565 2,317,510 2,313,335 4,630,845	PSE4 Year 1 Variance 8.3% 8.4% 8.3% -1.9% -2.1% -2.0%	PSE4-Period To Date Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790	ID-Period To Date Actual 529,051 529,514 1,058,565 2,317,510 2,313,335 4,630,845	e Period To Varianc 8.3% 8.4% 8.3% -1.9%	
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International Flights 3,070 3,453 12.5% 3,070 3,453 12.5% Other Flights 15,528 13,370 -13.9% 15,528 13,370 -13.9% Total Landings 48,331 44,650 -7.6% 48,331 44,650 -7.6% MCTOW Pricing Forecast Actual Variance Pricing Forecast Actual Variance Domestic Flight (3 tonnes or more but <30 tonnes)	Passengers Movements International Arrivals International Departures Total International Domestic Arrivals Domestic Departures Total Domestic Total Passenger Movements Landings	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast	TOW. iD-2023 Actual 529,051 529,514 1,058,665 2,317,510 2,313,335 4,630,845 5,689,410 Actual	PSE4 Year 1 Variance 8.3% 8.4% 8.3% -1.9% -2.1% -2.0% -0.2% Variance	PSE4-Period To Date Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast	ID-Period To Date Actual 529,051 529,514 1,058,565 2,317,510 2,313,335 4,630,845 5,689,410 Actual	e Period To Varianc 8.3% 8.4% -1.9% -2.1% -2.0% -0.2% Varianc	
Other Flights 15,528 13,370 -13.9% 15,528 13,370 -13.9% Total Landings 48,331 44,650 -7.6% 48,331 44,650 -7.6% MCTOW Pricing Forecast Actual Variance Pricing Forecast Actual Variance Domestic Flight (3 tonnes or more but <30 tonnes)	Passengers Movements International Arrivals International Departures Total International Domestic Arrivals Domestic Departures Total Domestic Total Passenger Movements Landings Domestic Flight (3 tonnes or more but <30 tonnes)	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266	TOW. ID-2023 Actual 529,051 529,514 1,058,565 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408	PSE4 Year 1 Variance 8.3% 8.4% -1.9% -2.1% -2.0% -0.2% Variance -14.2% 13.8%	PSE4-Period To Date Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266	 ID-Period To Date Actual 529,051 529,514 1,058,565 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 	e Period To 1 Varianc 8.3% 8.4% 8.3% -1.9% -2.1% -2.0% -2.0% -0.2% Varianc -14.2% 13.8%	
Total Landings 48,331 44,650 -7.6% 48,331 44,650 -7.6% MCTOW Pricing Forecast Actual Variance Pricing Forecast Actual Variance Domestic Flight (3 tonnes or more but <30 tonnes)	Passengers Movements International Arrivals International Departures Total International Domestic Departures Total Domestic Total Passenger Movements Landings Domestic Flight (3 tonnes or more but <30 tonnes)	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733	TOW. ID-2023 Actual 529,051 529,514 1,058,665 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 18,419 18,419 27,827	PSE4 Year 1 Variance 8.3% 8.4% 8.3% -2.1% -2.1% -2.0% -0.2% Variance -14.2% Variance -14.2% -6.4%	PSE4-Period To Date Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733	ID-Period To Date Actual 529,051 529,514 1,058,565 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827	e Period To 1 Varianc 8.3% 8.4% 8.3% -2.1% -2.1% -2.2% Varianc -14.2% 13.8% -6.4%	
Domestic Flight (3 tonnes or more but <30 tonnes) 452,512 372,609 -17.7% 452,512 372,609 -17.7% Domestic Flights (30 tonnes MCTOW or more) 674,308 691,271 2.5% 674,308 691,271 2.5% Total Domestic 1,126,820 1,063,880 -5.6% 1,126,820 1,063,880 -5.6% International Flights 421,904 398,762 -5.5% 421,904 398,762 -5.5%	Passengers Movements International Arrivals International Departures Total International Domestic Arrivals Domestic Departures Total Domestic Total Passenger Movements Landings Domestic Flight (3 tonnes or more but <30 tonnes)	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070	TOW. ID-2023 Actual 529,051 529,514 1,058,665 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453	PSE4 Year 1 Variance 8.3% 8.4% 8.3% -1.9% -2.1% -2.0% -0.2% Variance -14.2% 13.8% 46.4% 12.5%	PSE4-Period To Date Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070	E ID-Period To Date Actual 529,051 529,514 1,058,565 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453	e Period To 1 Varianc 8.3% 8.4% 8.3% -1.9% -2.1% -2.1% -2.2% -2.2% -0.2% Varianc -14.2% 13.8% 12.5%	
Domestic Flight (3 tonnes or more but <30 tonnes) 452,512 372,609 -17.7% 452,512 372,609 -17.7% Domestic Flights (30 tonnes MCTOW or more) 674,308 691,271 2.5% 674,308 691,271 2.5% Total Domestic 1,126,820 1,063,880 -5.6% 1,126,820 1,063,880 -5.6% International Flights 421,904 398,762 -5.5% 421,904 398,762 -5.5%	Passengers Movements International Arrivals International Departures Total International Domestic Arrivals Domestic Departures Total Domestic Total Passenger Movements Landings Domestic Flight (3 tonnes or more but <30 tonnes)	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528	TOW. ID-2023 Actual 529,051 529,514 1,058,656 2,317,510 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370	PSE4 Year 1 Variance 8.3% 8.4% 8.3% -2.1% -2.1% -2.0% -0.2% Variance -14.2% 13.8% -6.4% 13.8% -1.5% -13.9%	PSE4-Period To Date Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528	 ID-Period To Date Actual 529,051 529,514 1,058,565 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 	e Period To 1 Varianc 8.3% 8.4% 8.3% -2.1% -2.1% -2.2% Varianc -14.2% 13.8% -6.4%	
Domestic Flights (30 tonnes MCTOW or more) 674,308 691,271 2.5% 674,308 691,271 2.5% Total Domestic 1,126,820 1,063,880 -5.6% 1,126,820 1,063,880 -5.6% International Flights 421,904 398,762 -5.5% 421,904 398,762 -5.5%	Passengers Movements International Arrivals International Departures Total International Domestic Arrivals Domestic Departures Total Domestic Total Passenger Movements Landings Domestic Flight (3 tonnes or more but <30 tonnes)	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331	TOW. ID-2023 Actual 529,051 529,514 1,058,665 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650	PSE4 Year 1 Variance 8.3% 8.4% 8.3% -1.9% -2.1% -2.0% -0.2% Variance -14.2% 13.8% -6.4% 12.5% -7.6%	PSE4-Period To Date Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331	ID-Period To Date Actual 529,051 529,514 1,058,565 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650	e Period To 1 Varianc 8.3% 8.4% 8.3% -2.1% -2.1% -2.1% -2.2% Varianc -14.2% 13.8% -6.4% 12.5% -13.9% -7.6%	
International Flights 421,904 398,762 -5.5% 421,904 398,762 -5.5%	Passengers Movements International Arrivals International Departures Total International Domestic Arrivals Domestic Departures Total Domestic Total Passenger Movements Landings Domestic Flight (3 tonnes or more but <30 tonnes)	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331 Pricing Forecast	TOW. ID-2023 Actual 529,051 529,514 1,058,655 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual	PSE4 Year 1 Variance 8.3% 8.4% -1.9% -2.1% -2.0% -0.2% Variance -14.2% 13.8% -6.4% -13.9% -7.6% Variance	PSE4-Period To Date Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331 Pricing Forecast	Actual 529,051 529,514 1,058,565 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650	e Period To Varianc 8.3% 8.4% 8.3% -1.9% -2.1% -2.0% -2.2% -2.0% -0.2% Varianc -14.2% 13.8% -6.4% 12.5% -13.9%	
	Passengers Movements International Arrivals International Departures Total International Domestic Arrivals Domestic Departures Total Domestic Total Passenger Movements Landings Domestic Flight (3 tonnes or more but <30 tonnes)	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331 Pricing Forecast 48,331	TOW. ID-2023 Actual 529,051 529,514 1,058,565 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual 372,609 691,271	PSE4 Year 1 Variance 8.3% 8.4% 8.3% -1.9% -2.1% -2.0% -0.2% -0.2% Variance -14.2% -13.8% -6.4% 12.5% Variance -17.7% 2.5%	PSE4-Period To Date Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331 Pricing Forecast 452,512 674,308	ID-Period To Date Actual 529,051 529,514 1,058,565 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual 372,609 691,271	e Period To I Varianc 8.3% 8.4% 8.3% -2.1% -2.1% -2.1% -0.2% Varianc -14.2% 13.8% -6.4% 12.5% -7.6% Varianc -7.7% 2.5%	
Other Flights 263,159 289,525 10.0% 263,159 289,525 10.0%	Passengers Movements International Arrivals International Departures Total International Domestic Arrivals Domestic Departures Total Domestic Total Domestic Total Passenger Movements Landings Domestic Flight (3 tonnes or more but <30 tonnes)	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331 Pricing Forecast 452,512 674,308 1,126,820	TOW. ID-2023 Actual 529,051 529,514 1,058,656 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual 372,609 691,271 1,063,880	PSE4 Year 1 Variance 8.3% 8.4% -1.9% -2.1% -2.0% -2.0% -2.0% -2.0% -2.2% Variance -14.2% 13.8% -6.4% -13.9% -7.6% Variance -17.7% 2.5% -5.6%	PSE4-Period To Date Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331 Pricing Forecast 452,512 674,308 1,126,820	Actual 529,051 529,514 1,058,565 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual 372,609 691,271 1,063,880	e Period To 1 Varianc 8.3% 8.4% -1.9% -2.1% -2.0% -0.2% Varianc -14.2% -13.8% -6.4% -13.9% -7.6% Varianc -17.7% 2.5% -5.6%	
	Passengers Movements International Arrivals International Departures Total International Domestic Arrivals Domestic Departures Total Domestic Total Domestic Total Passenger Movements Landings Domestic Flight (3 tonnes or more but <30 tonnes)	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 29,733 3,070 15,528 48,331 Pricing Forecast 452,512 674,308 1,126,820 421,904	TOW. ID-2023 Actual 529,051 529,514 1,058,656 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual 372,609 691,271 1,063,880	PSE4 Year 1 Variance 8.3% 8.4% -1.9% -2.1% -2.0% -2.0% -2.0% -2.0% -2.2% Variance -14.2% 13.8% -6.4% -13.9% -7.6% Variance -17.7% 2.5% -5.6%	PSE4-Period To Date Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331 Pricing Forecast 452,512 674,308 1,126,820	Actual 529,051 529,514 1,058,565 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual 372,609 691,271 1,063,880	e Period To I Varianc 8.3% 8.4% 8.3% -2.1% -2.1% -2.1% -0.2% Varianc -14.2% 13.8% -6.4% 12.5% -7.6% Varianc -7.7% 2.5%	
	Passengers Movements International Arrivals International Departures Total International Domestic Arrivals Domestic Departures Total Domestic Total Passenger Movements Landings Domestic Flight (3 tonnes or more but <30 tonnes)	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331 Pricing Forecast	TOW. ID-2023 Actual 529,051 529,514 1,058,655 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual	PSE4 Year 1 Variance 8.3% 8.4% -1.9% -2.1% -2.0% -0.2% Variance -14.2% 13.8% -6.4% -13.9% -7.6% Variance	PSE4-Period To Date Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331 Pricing Forecast	Actual 529,051 529,514 1,058,565 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650	e Period Var 8. 8. -1 -2 -2 -2 -0 Var -11 -11 -13 -6 -12 -12 -7 Var	
	Passengers Movements International Departures Total International Domestic Arrivals Domestic Cepartures Total Domestic Total Passenger Movements Landings Domestic Flight (3 tonnes or more but <30 tonnes)	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 29,733 3,070 15,528 48,331 Pricing Forecast 452,512 674,308 1,126,820 421,904	TOW. ID-2023 Actual 529,051 529,514 1,058,565 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual 372,609 681,271 1,063,880 398,762	PSE4 Year 1 Variance 8.3% 8.4% 8.3% -2.1% -2.0% -0.2% Variance -14.2% 13.8% -6.4% 12.5% -7.6% Variance -17.7% 2.5% -5.6% -5.5%	PSE4-Period To Date Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331 Pricing Forecast 452,512 674,308 1,126,820 421,904	 ID-Period To Date Actual 529,051 529,514 1,058,565 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual 372,609 681,271 1,063,880 398,762 	e Period To Varianc 8.3% 8.4% 8.3% -2.1% -2.0% -2.1% -2.0% -0.2% Varianc -14.2% 13.8% -6.4% -13.9% -7.6% Varianc -17.7% 2.5% -5.5%	
	Passengers Movements International Arrivals International Departures Total International Domestic Arrivals Domestic Departures Total Domestic Total Passenger Movements Landings Domestic Flight (3 tonnes or more but <30 tonnes)	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331 Pricing Forecast	TOW. ID-2023 Actual 529,051 529,514 1,058,655 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual	PSE4 Year 1 Variance 8.3% 8.4% -1.9% -2.1% -2.0% -0.2% Variance -14.2% 13.8% -6.4% -13.9% -7.6% Variance	PSE4-Period To Date Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331 Pricing Forecast	Actual 529,051 529,514 1,058,565 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650	e Perio	
- total passenger movements were immaterially different against our Year 1 PSE4 forecast (the shortfall in passenger movements within New Zealand was made up by increased International passenger movements : +81K and -93K respectively)	Passengers Movements International Arrivals International Departures Total International Domestic Arrivals Domestic Departures Total Domestic Total Passenger Movements Landings Domestic Flight (3 tonnes or more but <30 tonnes)	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331 Pricing Forecast 452,512 674,308 1,126,820 421,904 263,159 1,811,883 Ily different agains	TOW. ID-2023 Actual 529,051 529,514 1,058,665 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual 372,609 9691,271 1,063,880 398,762 289,525 1,752,167 atual Constanting Stour Year 1	PSE4 Year 1 Variance 8.3% 8.4% 8.3% -2.1% -2.0% -0.2% Variance -14.2% 13.8% -6.4% 13.8% -6.4% 13.8% -7.6% Variance -17.7% 2.5% -7.6% Variance -17.7% 2.5% -5.5% 10.0% -3.3%	PSE4-Period To Date Pricing Forecast 488,606 488,606 488,606 488,606 488,606 488,606 488,606 488,606 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331 Pricing Forecast 452,512 674,308 1,126,820 421,904 263,159 1,811,883 ast (the shortfall in pa:	 ID-Period To Date Actual 529,051 529,514 1,058,565 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual 372,609 691,271 1,063,880 398,762 289,525 1,752,167 	e Period To Varianc 8.3% 8.4% -1.9% -2.1% -2.0% -0.2% Varianc 14.2% 13.8% -6.4% 12.5% -7.6% Varianc -17.7% -5.6% -5.5% 10.0% -3.3%	
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 total passenger movements were immaterially different against our Year 1 PSE4 forecast (the shortfall in passenger movements within New Zealand was made up by increased International passenger movements : +81K and -93K respectively) total actual Landings were -8% against our Year 1 PSE4 forecast due largely to lower than forecast 3 to 30 tonne Domestic flights (-3K) 	Passengers Movements International Arrivals International Departures Total International Domestic Arrivals Domestic Arrivals Domestic Cripton Total Domestic Total Domestic Total Passenger Movements Landings Domestic Flight (3 tonnes or more but <30 tonnes)	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331 Pricing Forecast 452,512 674,308 1,126,820 421,904 263,159 1,811,883 Illy different agains onal passenger movel of the construction of the cons	TOW. ID-2023 Actual 529,051 529,514 1,058,655 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual 372,609 10,271 1,063,880 398,762 289,525 1,752,167 at our Year 1 years toue large	PSE4 Year 1 Variance 8.3% 8.4% 9.3% -2.1% -2.1% -2.0% -0.2% Variance -14.2% 13.8% -6.4% 12.5% -13.9% -7.6% Variance -17.7% 2.5% -5.5% 10.0% -3.3% PSE4 foreca 81K and -93 81K and -93	PSE4-Period To Date Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 48,331 Pricing Forecast 452,512 674,308 1,126,820 421,904 263,159 1,811,883 ast (the shortfall in park K respectively) han forecast 3 to 30 t	Actual 529,051 529,051 529,14 1,058,565 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual 372,609 691,271 1,063,880 398,762 289,525 1,752,167 ssenger movements conne Domestic flight	e Period To Varianc 8.3% 8.4% 8.3% -2.1% -2.1% -2.0% -0.2% Varianc -14.2% 13.8% -4.4% 13.8% -6.4% -7.6% -7.6% Varianc -7.6% -7.6% -5.5% 10.0% -3.3% s within New	
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 - total passenger movements were immaterially different against our Year 1 PSE4 forecast (the shortfall in passenger movements within New Zealand was made up by increased International passenger movements : +81K and -93K respectively) - total actual Landings were -8% against our Year 1 PSE4 forecast due largely to lower than forecast 3 to 30 tonne Domestic flights (-3K) - total MCTOW was -3% against our Year 1 PSE4 forecast driven largely off the associated lower than forecast 3 to 30 tonne Domestic landings (-80K) 	Passengers Movements International Arrivals International Departures Total International Domestic Arrivals Domestic Arrivals Domestic Comparison Total Domestic Total Passenger Movements Landings Domestic Flight (3 tonnes or more but <30 tonnes)	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 483,331 Pricing Forecast 452,512 674,308 1,126,820 421,904 263,159 1,811,883 ully different agains onal passenger mory Year 1 PSE4 forecast driv	TOW. ID-2023 Actual 529,051 529,514 1,058,665 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual 372,609 691,271 1,063,880 398,762 289,525 1,752,167 actual 1 overnents : +1 actual 2 actual 2 actual 3 actual 3 actu	PSE4 Year 1 Variance 8.3% 8.4% 8.3% -2.1% -2.1% -2.0% -0.2% Variance -14.2% 13.8% -6.4% 13.8% -6.4% 13.8% -7.6% Variance -17.7% 2.5% -7.6% Variance -17.7% 2.5% -5.5% -5.5% -3.3% PSE4 foreca 81K and -93H ely to lower the associat	PSE4-Period To Date Pricing Forecast 488,606 488,606 488,606 488,606 488,606 488,606 488,606 488,606 488,606 488,606 488,606 488,606 2,361,895 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 29,733 3,070 15,528 48,331 Pricing Forecast 452,512 674,308 1,126,820 421,904 263,159 1,811,883 ast (the shortfall in park K respectively) han forecast 3 to 30 t ted lower than forecast	Actual 529,051 529,051 529,14 1,058,565 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual 372,609 691,271 1,063,880 398,762 289,525 1,752,167 ssenger movements conne Domestic flight	e Period To Varianc 8.3% 8.4% 8.3% -2.1% -2.1% -2.0% -0.2% Varianc -14.2% 13.8% -6.4% 12.5% -13.9% -7.6% Varianc -17.7% 2.5% -5.5% 10.0% -3.3% s within New	
 - total passenger movements were immaterially different against our Year 1 PSE4 forecast (the shortfall in passenger movements within New Zealand was made up by increased International passenger movements : +81K and -93K respectively) - total actual Landings were -8% against our Year 1 PSE4 forecast due largely to lower than forecast 3 to 30 tonne Domestic flights (-3K) - total MCTOW was -3% against our Year 1 PSE4 forecast driven largely off the associated lower than forecast 3 to 30 tonne Domestic landings (-80K) 	Passengers Movements International Arrivals International Departures Total International Domestic Arrivals Domestic Arrivals Domestic Comparison Total Domestic Total Passenger Movements Landings Domestic Flight (3 tonnes or more but <30 tonnes)	PSE4-2023 Pricing Forecast 488,606 488,605 977,211 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 21,467 8,266 29,733 3,070 15,528 483,331 Pricing Forecast 452,512 674,308 1,126,820 421,904 263,159 1,811,883 ully different agains onal passenger mory Year 1 PSE4 forecast driv	TOW. ID-2023 Actual 529,051 529,514 1,058,665 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual 372,609 691,271 1,063,880 398,762 289,525 1,752,167 actual 1 overnents : +1 actual 2 actual 2 actual 3 actual 3 actu	PSE4 Year 1 Variance 8.3% 8.4% 8.3% -2.1% -2.1% -2.0% -0.2% Variance -14.2% 13.8% -6.4% 13.8% -6.4% 13.8% -7.6% Variance -17.7% 2.5% -7.6% Variance -17.7% 2.5% -5.5% 10.0% -3.3% PSE4 foreca 81K and -93H ely to lower the associated	PSE4-Period To Date Pricing Forecast 488,606 488,606 488,606 488,606 488,606 488,606 488,606 488,606 488,606 488,606 488,606 488,606 2,361,895 2,361,895 2,361,895 4,723,790 5,701,001 Pricing Forecast 29,733 3,070 15,528 48,331 Pricing Forecast 452,512 674,308 1,126,820 421,904 263,159 1,811,883 ast (the shortfall in park K respectively) han forecast 3 to 30 t ted lower than forecast	Actual 529,051 529,051 529,14 1,058,565 2,317,510 2,313,335 4,630,845 5,689,410 Actual 18,419 9,408 27,827 3,453 13,370 44,650 Actual 372,609 691,271 1,063,880 398,762 289,525 1,752,167 ssenger movements conne Domestic flight	e Period To 1 Varianc 8.3% 8.4% 8.3% -1.9% -2.1% -2.0% -0.2% Varianc -14.2% 13.8% -6.4% 12.5% -13.9% -7.6% -7.6% -2.5% 10.0% -3.3% s within New	

In PSE3 CIAL re-balanced our price structure compared to PSE2 resulting in International and Domestic passenger service prices being the same for FY22 (Year 5 of PSE3). PSE4								
	Regulated Airport	rnational Airport Ltd						
	For Year Ended 30 June 2023							
SCHEDULE 17: REPORT ON PRICING STATISTICS Tef Version 5.0								
6	17a: Components of Pricing Statistics							
7 8	······································		(\$000) 8,567					
9	Net operating charges from airfield activities relating to domestic flights of 30 tonnes MCTOW or mo	re	18,549					
10	Net operating charges from airfield activities relating to international flights		6,397					
11	Net operating charges from specified passenger terminal activities relating to domestic passengers		32,184					
12		ers	9,184					
13 14			Number of passengers					
15	Number of domestic passengers on flights of 3 tonnes or more but less than 30 tonnes MCTOW		1,820,030					
16	Number of domestic passengers on flights of 30 tonnes MCTOW or more		2,810,815					
17	Number of international passengers		1,058,565					
18								
19			Total MCTOW (tonnes)					
20 21	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		784,232					
21			925,850					
22	Total Wo TOW of International lights		023,000					
23	17b: Pricing Statistics							
24		Average charge (\$ per passenger)	Average charge (\$ per tonne MCTOW)					
24 25	Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW	(\$ per passenger) 4.71	10.92					
26		6.60	10.45					
27	Average charge from airfield activities relating to international flights							
		6.04	6.91					
28		6.04	6.91					
		Average charge	Average charge					
29		Average charge (\$ per domestic passenger)	Average charge (\$ per international passenger)					
		Average charge	Average charge					
29 30 31		Average charge (\$ per domestic passenger) 6.95 Average charge	Average charge (\$ per international passenger) 8.68 Average charge					
29 30 31 32	Average charge from specified passenger terminal activities	Average charge (\$ per domestic passenger) 6.95 Average charge (\$ per domestic passenger)	Average charge (\$ per international passenger) 8.68 Average charge (\$ per international passenger)					
29 30 31	Average charge from specified passenger terminal activities	Average charge (\$ per domestic passenger) 6.95 Average charge	Average charge (\$ per international passenger) 8.68 Average charge					
29 30 31 32	Average charge from specified passenger terminal activities	Average charge (\$ per domestic passenger) 6.95 Average charge (\$ per domestic passenger)	Average charge (\$ per international passenger) 8.68 Average charge (\$ per international passenger)					
29 30 31 32 33	Average charge from specified passenger terminal activities Average charge from airfield activities and specified passenger terminal activities Commentary on Pricing Statistics As outlined in CIAL's PSE4 price setting disclosure, CIAL is focused on increasing the productive and efficie	Average charge (\$ per domestic passenger) 6.95 Average charge (\$ per domestic passenger) 12.81 nt use of its existing assets. PSE4 c	Average charge (\$ per international passenger) 8.68 Average charge (\$ per international passenger) 14.72					
29 30 31 32 33 34	Average charge from specified passenger terminal activities Average charge from airfield activities and specified passenger terminal activities Commentary on Pricing Statistics As outlined in CIAL's PSE4 price setting disclosure, CIAL is focused on increasing the productive and efficie setting its prices on a per passenger basis. Per passenger pricing allows CIAL to increase and incentivise fit	Average charge (\$ per domestic passenger) 6.95 Average charge (\$ per domestic passenger) 12.81 nt use of its existing assets. PSE4 c exible and efficient use of its airfield.	Average charge (\$ per international passenger) 8.68 Average charge (\$ per international passenger) 14.72 ontinues our PSE3 approach of and terminal. They are also simple to					
29 30 31 32 33 34 35 36 37	Average charge from specified passenger terminal activities Average charge from airfield activities and specified passenger terminal activities Commentary on Pricing Statistics As outlined in CIAL's PSE4 price setting disclosure, CIAL is focused on increasing the productive and efficie setting its prices on a per passenger basis. Per passenger pricing allows CIAL to increase and incentivise fit understand, transparent and (as the Commission identified) likely to reduce Airlines' exposure to demand ris pricing aligns CIAL's and Airlines' interests.	Average charge (\$ per domestic passenger) 6.95 Average charge (\$ per domestic passenger) 12.81 nt use of its existing assets. PSE4 c exible and efficient use of its airfield.	Average charge (\$ per international passenger) 8.68 Average charge (\$ per international passenger) 14.72 ontinues our PSE3 approach of and terminal. They are also simple to					
29 30 31 32 33 34 35 36 37 38	Average charge from specified passenger terminal activities Average charge from airfield activities and specified passenger terminal activities Commentary on Pricing Statistics As outlined in CIAL's PSE4 price setting disclosure, CIAL is focused on increasing the productive and efficie setting its prices on a per passenger basis. Per passenger pricing allows CIAL to increase and incentivise fle understand, transparent and (as the Commission identified) likely to reduce Airlines' exposure to demand ris pricing allors CIAL's and Airlines' interests. In PSE3 CIAL re-balanced our price structure which resulted in International and Domestic passenger service	Average charge (\$ per domestic passenger) 6.95 Average charge (\$ per domestic passenger) 12.81 nt use of its existing assets. PSE4 c exible and efficient use of its airfield k. CIAL considers (and the majority ces prices being the same for FY22 (Average charge (\$ per international passenger) 8.68 Average charge (\$ per international passenger) 14.72 ontinues our PSE3 approach of and terminal. They are also simple to of Airlines agreed) per passenger Year 5 of PSE3). PSE4 continues					
29 30 31 32 33 34 35 36 37	Average charge from specified passenger terminal activities Average charge from airfield activities and specified passenger terminal activities Commentary on Pricing Statistics As outlined in CIAL's PSE4 price setting disclosure, CIAL is focused on increasing the productive and efficie setting its prices on a per passenger basis. Per passenger pricing allows CIAL to increase and incentivise fle understand, transparent and (as the Commission identified) likely to reduce Airlines' exposure to demand ris pricing aligns CIAL's and Airlines' interests.	Average charge (\$ per domestic passenger) 6.95 Average charge (\$ per domestic passenger) 12.81 nt use of its existing assets. PSE4 c exible and efficient use of its airfield k. CIAL considers (and the majority ces prices being the same for FY22 (Average charge (\$ per international passenger) 8.68 Average charge (\$ per international passenger) 14.72 ontinues our PSE3 approach of and terminal. They are also simple to of Airlines agreed) per passenger Year 5 of PSE3). PSE4 continues					
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	Regulated Airport Christchurch Internat	tional Airport Ltd
	For Year Ended 30 June 1	
sc	CHEDULE 25: TRANSITIONAL REPORT ON REGULATORY ASSET BASE VALUE FOR LAND	
ref	of Version 5.0	
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7	7 Unallocated RAB	RAB
8 9		(\$000)
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18	18 Commentary	
19	CIAL revalued its land under the MVAII valuation methodology in 2013. As such CIAL has not provided the land valuation information a	above
20	as the MVAU valuation increased the RAB by +\$4.407m in our 2013 disclosure statement.	
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christchurchairport.co.nz

SCHEDULE 21 – CERTIFICATION FOR DISCLOSED INFORMATION – YEAR ENDED 30 JUNE 2023

We, Sarah Ottrey and Andrew Barlass, being directors of Christchurch International Airport Limited certify that, having made all reasonable enquiry, to the best of our knowledge, the following attached audited information of Christchurch International Airport Limited 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.

bren (O

Sarah Ottrey Chair 30 November 2023

MA

Andrew Barlass Director 30 November 2023

Independent Assurance Report

To the Directors of Christchurch International Airport Limited and to the Commerce Commission on the Disclosure Information for the disclosure year ended 30 June 2023 as required by the Airport Services Information Disclosure Determination 2010

Christchurch International Airport Limited (the Company) is required to disclose certain information under the Airport Services Information Disclosure Determination 2010 (the Determination) and to procure a report by an independent auditor in terms of clause 2.6(1)(a) of the Determination.

The Auditor-General is the auditor of the Company.

The Auditor-General has appointed me, Scott Tobin, using the staff and resources of Audit New Zealand to undertake a reasonable assurance engagement, on his behalf, on whether the information prepared by the Company for the disclosure year ended 30 June 2023 (Disclosure Information), complies, in all material respects, with the Determination. The Disclosure Information that falls within the scope of the assurance engagement are schedules 1 to 17.

Opinion

In our opinion:

- subject to clause 2.6(3) of the Determination, and as far as appears from an examination of them, proper records to enable the complete and accurate compilation of the Disclosure Information have been kept by the Company and the Disclosure Information is based on these records; and
- subject to clause 2.6(2) of the Determination, the disclosure information in schedules 1 to 17 complies, in all material respects, with the Determination.

Basis of opinion

We conducted our engagement in accordance with the International Standard on Assurance Engagements (New Zealand) 3000 (Revised) *Assurance Engagements Other Than Audits or Reviews of Historical Financial Information* and Standard on Assurance Engagements 3100 (Revised) *Compliance Engagements* issued by the External Reporting Board.

We have obtained sufficient recorded evidence and explanations that we required to provide a basis for our opinion.

Directors' responsibility for the Disclosure Information

The Directors of the Company are responsible for the preparation of the Disclosure Information in compliance with the Determination. This responsibility includes such internal control as Directors determine is necessary to enable proper records to be kept by the Company to enable complete and

accurate compilation of Disclosure Information that is free from material misstatement or noncompliance whether due to fraud or error.

Auditor's responsibility

Our responsibility is to express an opinion on whether the Disclosure Information has been prepared, in all material respects, in compliance with the Determination and, as far as appears from an examination, whether proper records have been kept to enable the completeness and accuracy of the Disclosure Information.

An engagement to provide reasonable assurance involves planning and performing procedures to obtain evidence about the amounts and disclosures in the Disclosure Information and their compliance with the Determination. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement and non-compliance of the Disclosure Information. In making those risk assessments, we consider internal control relevant to the Company's preparation of the Disclosure Information in order to design procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control.

The engagement also involves evaluating:

- the appropriateness of assumptions used and whether they have been consistently applied; and
- the reasonableness of the significant judgements made by the Directors of the Company.

Our procedures on the forecast information included in schedules 1, 2, 4 and 6 were limited to checking that the information agreed to Schedule 18 for the period 1 July 2022 to 30 June 2027. Schedule 18 is published by the Company as a separate document. These procedures do not provide any assurance that the forecast information was reasonable or achievable, or that it subsequently was (or will be) proved to be accurate.

As permitted by clause 2.6(3) of the Determination we have relied on records that have been sourced from a third party in respect of certain non-financial information. For these items, our procedures were limited to confirming that the information in schedules 11 to 17 agreed to the third-party records provided to us.

We did not evaluate the security and controls over the electronic publication of the Disclosure Information.

Inherent limitations

Reasonable assurance is a high level of assurance, but is not a guarantee that it will always detect a material misstatement or non-compliance when it exists. Because of the inherent limitations of an assurance engagement, together with the inherent limitations of any system of internal control, it is possible that fraud, error, or non-compliance may occur and not be detected.

Further, a reasonable assurance engagement for the disclosure year ended 30 June 2023 does not provide assurance on whether compliance with the requirements of the Determination will continue in the future.

Restricted use

This report has been prepared for the Directors of the Company and for the Commerce Commission for the purpose of providing those parties with independent reasonable assurance about whether the Disclosure Information has been prepared, in all material respects, in compliance with the Determination. We disclaim any assumption of responsibility for any reliance on this report to any person other than the Directors of the Company or the Commerce Commission, or for any other purpose than that for which it was prepared.

Independence and quality control

We complied with the Auditor-General's:

- independence and other ethical requirements, which incorporate the independence and ethical requirements of Professional and Ethical Standard 1 International Code of Ethics for Assurance Practitioners (including International Independence Standards) (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board, which is founded on fundamental principles of integrity, objectivity, professional competence and due care, confidentiality and professional behaviour; and
- quality management requirements, which incorporate Professional and Ethical Standard 3 Quality Management for Firms that perform Audits or Reviews of Financial Statements, or Other Assurance or Related Services Engagements issued by the New Zealand Auditing and Assurance Standards Board, and accordingly maintain a comprehensive system of quality control including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

The Auditor-General, and his employees, may deal with the Company on normal terms within the ordinary course of trading activities of the Company. Other than any dealings on normal terms within the ordinary course of business, this engagement, our report to the bond trustee and the annual audit of the Company's financial statements and performance information, we have no relationship with, or interests in, the Company.

Scott Tobin Audit New Zealand On behalf of the Auditor-General Christchurch, New Zealand 30 November 2023