

**CHRISTCHURCH INTERNATIONAL AIRPORT LTD
SPECIFIED AIRPORT SERVICES - ANNUAL INFORMATION
DISCLOSURE**

FOR THE YEAR ENDED 30 JUNE 2025

28 November 2025



EXECUTIVE SUMMARY

INTRODUCTION

1. CIAL's Regulatory Context

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

- the new Civil Aviation Act 2023 ("CAA"), which came into force on 5 April 2025, requires CIAL to be a registered airport operator and operate its business as a commercial undertaking. This Act also outlines CIAL's ability to set charges, whilst outlining specific operational and long-term obligations including consulting on capital expenditure and wider spatial plans.
- 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 completed the second review on 13 December 2023 (2023 IM review). The focus of the 2023 IM review for airports was focused predominantly on specific matters relating to the cost of capital.

Appeals have been brought in relation to the airport input methodologies decision. New Zealand Airports Association Incorporated, Auckland International Airport Limited, Wellington International Airport Limited, and Christchurch International Airport Limited lodged appeals against the Commission's Airport Services Input Methodologies (IM Review 2023) Amendment Determination. Air New Zealand Limited, Qantas Airways Limited, and Board of Airline Representatives New Zealand Incorporated filed an application for judicial review of the same determination.

The airport appeals and judicial review were heard at the Wellington High Court in July and August 2025. The judicial review proceeding was dismissed in October 2025, whilst the Court is yet to rule on the IM Merits appeal.

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 2025 ("2025 Disclosure").

The 2025 Disclosure represents the third 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 2025 Disclosure templates provide on the performance of the company for the current year and for the cumulative three-year period to date completed within the five-year cycle of PSE4.

As noted above, this is the third annual disclosure under PSE4, so should be read in conjunction with CIAL's PSE4 price setting event disclosures published on 18 August 2022, CIAL's first annual disclosure for the year ended 30 June 2023 published on 30 November 2023 and CIAL's second annual disclosure for the year ended 30 June 2024 published on 29 November 2024.

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 28 November 2025: <https://gazette.govt.nz/notice/id/2025-gs6853>.
- are available on CIAL's website: www.christchurchairport.co.nz;
- 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 2025; 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 fourth price setting event. As such, this disclosure covers activities commonly described as "priced" (part of PSE4) 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 were 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 current five-year pricing period (and beyond) is likely to be subject to some major forces driving change and innovation. These include climate change mitigation and adaptation, customer preferences and demographics, technological innovation across aircraft types and passenger journeys, societal scale energy transition/electrification, aviation capacity constraints, continued geo-political conflicts and economic challenges globally.

CIAL's aim is to set a pricing platform that is stable, predictable and facilitates innovation by CIAL and its customers to meet these changing forces.

On 25 January 2024, the Commission published its final report under section 53B (2) of the Commerce Act 1986 in respect to CIAL's PSE4 pricing decision. Within this report, the Commission concluded that CIAL's estimated cost of capital and overall targeted return over the PSE4 period is reasonable.

OVERVIEW OF CIAL AS A BUSINESS

5. Purpose and Context

Purpose

CIAL is the most strategically important air connection for people and goods across the South Island, New Zealand and international markets, underpinned by its ability to operate 24 hours a day, 7 days a week.

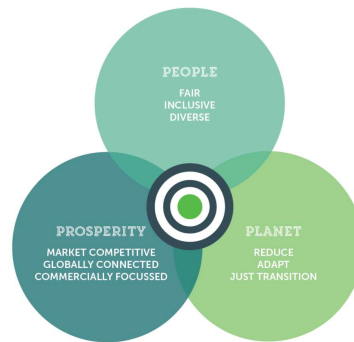
Our core infrastructure connects communities, facilitates fast and efficient flows of goods and services, supports tourism and business growth, and unlocks trade opportunities for exporters. By performing our role effectively, we enable regional prosperity, create connectivity and economic opportunities, which all 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.

Context

- 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, balancing supporting the needs of our customers and consumers, staff and our shareholders and funders.
- 2023 triggered a transition to a post -pandemic environment. Through 2023-2024, aeronautical demand rebounded strongly following the pandemic, driven by pent up travel demand, the return of international carriers and strong domestic tourism. However, this recovery then plateaued, with passenger volumes stabilising below pre-pandemic levels and growth trends.
- The 2025 Disclosure year has seen further significant recovery in international passenger demand, whilst noting there remain several ongoing headwinds within the domestic market.

Other Key Principles

- CIAL's core objective is to operate as a successful commercial entity that aims to deliver strong economic outcomes to support our shareholders and regional economy, while operating in a way that delivers and balances sustainable benefits for all our stakeholders – including customers, the travelling public, our partners and staff, communities and future generations.
- we recognise our role as stewards of critical public infrastructure assets, and consequently we take a disciplined and long-term view of all our investment decisions.
- CIAL will continue to pursue its core philosophy of stakeholder equity, where *People & Planet & Prosperity* across key stakeholders must be considered and balanced.



6. Airport Financial Model

The challenges inherent within the day to day financial, operational and investment activities of an airport are often little understood by external observers. These constraints stem from several key dynamics that are often outside of an airports direct control and can be in conflict if not carefully managed. These include:

- *Aviation demand growth* – long term passenger growth approximates GDP growth and therefore there is limited ability to materially influence passenger volumes in the short term. Growth beyond that of long run GDP can be achieved, however only through significant investment with our airline partners.
- *Aviation capacity supply* – engineering requirements and fleet renewal programs are having a significant impact on the supply of aircraft for airlines. Airlines will prioritise the highest and best use of their capital which, for international airlines, is challenging for New Zealand routes due to distance. Domestically, due to the dominance of the national carrier, there are few competitive alternatives.
- *Risk / reward asymmetry* – as noted above, passenger volume growth (or reward) is constrained in the long term, however as evidenced by the impact of the Christchurch earthquakes and the pandemic, downside risk to demand can be immediate and significant, with recovery taking many years.
- *Regulatory Context* – CIAL operates in a commercially competitive environment both domestically and internationally, overlaid by a complex layered legal and regulatory environment with a wide stakeholder group.
- *Capital Intensity* - CIAL provides the city and region with a network of essential lifeline infrastructure that underpins the movement of people and goods around New Zealand and connects us to the rest of New Zealand and the world. Airport infrastructure involves planning over 30-year cycles to meet the long-term needs of consumers and airlines and hence requires continual investment in the following areas:
 - maintaining operational resilience – including safety, security, service standards, climate change mitigation and adaptation.
 - future focused investment to support decarbonisation of aviation; and
 - continuing to invest for connectivity growth and regional development.

7. Aviation Environment

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

Whilst demand for air travel initially rebounded strongly post-pandemic, total CIAL passenger numbers recovered to around 92% of pre-pandemic levels in the 2025 Disclosure year (Domestic 94%, International 88%).

During 2025, New Zealand's aviation sector navigated a complex landscape marked by both recovery and ongoing challenges, meaning that post-pandemic growth has been plateauing at a national level.

New Zealand's domestic market has been experiencing a decline, attributed to softened demand, particularly among corporate and government customers, and ongoing engine maintenance issues affecting Air New Zealand. Internationally New Zealand is facing headwinds to get back to pre-pandemic levels of service due to constraints on the supply of new aircraft and strong competition from other destinations to attract the flying that is available.

It remains clear that there are headwinds and tailwinds in respect to future passenger demand growth. A revitalised Christchurch city with new visitor attractions, coupled with a strong events program, are ensuring that Christchurch has re-established itself as a premier destination for conferences, events, tourism and education, and is an attractive place for people to live, work and play.

To counter this future demand risks remain evident including:

- the impact on domestic and trans-Tasman jet capacity from ongoing engine maintenance issues, coupled with ongoing capacity constraints in the aviation industry globally.
- continued softness in domestic demand likely linked to soft economic performance in New Zealand.
- continued geo-political conflicts and weaker economic growth in source markets (e.g. China, Australia, US).

In respect to the 2025 Disclosure year, as noted below in section 9 of this document which discusses passenger demand as compared to forecast, total passenger numbers for the 2025 Disclosure year were 5.6% lower than forecast (~200,000 pax), and for the three years of the PSE4 period to date were 3.1% (~580,000 pax) below original forecast.

8. CIAL's Long Term Pricing Objectives

Consistent over the past two pricing periods, 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 12 below).
- 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 growth of the commercial aviation sector to assist with above trend 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.

2025 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 third annual disclosure under PSE4. In the following sections, we outline the key points that the 2025 Disclosure presents in respect to the performance of CIAL's regulated activities for the current year and for the cumulative three-year period to date completed within the five-year cycle of PSE4.

It should be read in conjunction with CIAL's PSE4 price setting event disclosures published on 18 August 2022, CIAL's first annual disclosure for the year ended 30 June 2023 published on 30 November 2023, and CIAL's second annual disclosure for the year ended 30 June 2024 published on 29 November 2024.

9. 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 passenger 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).

Passenger Demand

	FY25 <i>Actual</i>	FY25 <i>Forecast</i>	<i>Variance</i>	PSE4 Period to Date <i>Actual</i>	PSE4 Period to Date <i>Forecast</i>	<i>Variance</i>
International	1,560,693	1,585,716	-1.6%	4,023,203	3,976,997	+1.2%
Domestic	4,834,465	5,185,485	-6.8%	14,314,124	14,940,680	-4.2%
TOTAL	6,395,158	6,771,201	-5.6%	18,337,327	18,917,677	-3.1%

The 2025 Disclosure Year saw airlines continuing to face supply-side constraints, particularly in the availability of aircraft, pilots, and staff, which continues to limit some planned deployments. This was reflected in domestic capacity and hence passenger numbers being flat year on year. Whilst easing gradually, these domestic capacity constraints due to aircraft maintenance issues are expected to continue to persist into the 2026 and early 2027 Disclosure years.

Despite these challenges, demand for air travel remained strong, leading to our total passenger numbers growing year on year.

Total passenger numbers for the 2025 Disclosure Year were 6.40 million, an increase of 2.3% as compared to 6.25 million in the prior year. As noted above, domestic passenger numbers were flat while international passenger numbers increased by 11.2%, driven by increased capacity from our existing long-haul carriers, as well as trans-Tasman growth from Qantas and Jetstar.

Total passenger numbers for the year were 5.6% lower than our Year 3 PSE4 forecast. This being predominantly driven by a 350,000 shortfall (-6.8%) in domestic passenger movements due to reduced capacity as explained above. International passenger movements for the year were reasonably aligned with forecast.

The table above shows that overall, for the three years of PSE4 to date, cumulative passenger numbers are 580,000 (-3.1%) below PSE4 pricing forecasts. This being primarily a result of the shortfall in domestic passengers in the 2024 & 2025 Disclosure Years for the reasons explained above. It is expected that domestic passenger for the next 12-18 months will also continue to fall below original PSE4 forecasts.

Priced Revenue

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

Revenue* from priced services was \$4.7m (or 4.9%) lower than the PSE4 pricing forecast for the 2025 Disclosure year reflecting lower than forecast overall passenger demand (see above).

** 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 CAA 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 2025 Disclosure year, CIAL’s revenue from non-priced services was slightly higher than the PSE4 pricing forecast by \$0.7m (or 4.6%). This is related to service arrangements for check-in counter software (commencing last year) now being managed by CIAL – noting that this is offset by higher than forecast operating costs as discussed below.

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 2025 Disclosure we discuss our operating expenditure variances in Schedules 6 and 7.

As explained in these schedules the operating costs for the 2025 Disclosure year were \$9.2m higher than forecast when setting prices (22.0%), at a total of \$51.0m compared to a forecast of \$41.8m.

The higher than forecast operating costs reflect the following material variances:

- consulting and legal costs associated with regulatory framework activity i.e. Commerce Commission review of CIAL PSE4 pricing disclosure, IM Review process and subsequent merits appeal and judicial review.
- directly allocated personnel costs for airfield operational teams (including fire) reflecting higher than forecast negotiated collective agreement pay increases and also overtime.

- indirectly allocated personnel costs within the terminal activities (as apportioned using our pricing allocation methodology explained in Schedule 10). These above forecast personnel costs being predominantly in the areas of customer services, customer experience and digital technology.
- higher costs in the Information Technology area – including Cloud service costs and costs associated with the service arrangements for check-in counter software now being managed by CIAL (offset by additional revenue as noted above).
- higher than forecast costs for updating maintenance schedules and activities for our Rosenbauer fire trucks and baggage handling systems.
- higher than forecast costs associated with the renewal of our outsourced maintenance services contract with Citycare; and
- timing delay for implementation of new security auto gate and reduction in associated monitoring costs.

For the three-year period of PSE4 to date, operating costs of \$142.4m were 13.0% higher than the forecast of \$126.0m.

Explanations for any variances at a specific cost category level across the first three years of PSE4 are consistent with explanations noted in this and the previous year disclosures, noting that the majority of the cumulative variance relates to the current 2025 Disclosure Year and the previous 2024 Disclosure Year.

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 2025 Disclosure year, including:

- The introduction of AI to more than one hundred team members has already boosted productivity and stimulated possibilities, and we have begun testing automation across both operational and commercial functions.
- *Strategy-Led Asset Management* – a continued transition towards more proactive asset maintenance works and the development of more detailed terminal, runway and infrastructure asset management plans.
- *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.

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 spends 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 2025 Disclosure year, the marketing costs and incentives forecast in the PSE4 price setting disclosures of \$0.5m was a reflection of the expected general costs associated with marketing the airport. When PSE4 prices were set there were no contracted bilateral arrangements with returning airlines for the 2025 Disclosure year and hence no forecast additional incentive costs.

The total overall financial incentives incurred for the 2025 Disclosure year, of \$3.4m were much higher than forecast. Whilst general marketing costs (\$0.4m) were slightly below forecast, several bilateral arrangements with predominantly long-haul international airlines were in place in 2025 to secure the continued growth in frequency and capacity of our re-established international route network (at total value of \$3.0m).

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 2025 Disclosure year, CIAL's actual capital expenditure at \$54.5m, was higher than the forecast amount of \$24.3m. Assets commissioned in the 2025 Disclosure year (i.e. actually brought into the Regulatory Asset Base) were \$10.9m compared to a forecast amount of \$24.3m, meaning that the works under construction closing amount is significantly higher than previous disclosure statement amounts at \$51.8m (which includes work in progress for non-priced services projects outlined below).

For the three-year period of PSE4 to date, total capital expenditure at \$81.6m is essentially aligned with forecast but does include several project variances to date. The explanation of variances in CIAL's capital expenditure spend between actual and forecast, for the 2025 Disclosure year, and for the three years of the PSE4 pricing period to date, are discussed in detail at Schedule 6a. However, for reference these include the following for the period to date:

Priced Services

- timing differences around spend on noise contour protection work (+\$0.9m).
- reduced spend period to date related to our annual airfield pavement works (-\$6.9m) - (still expecting actual costs to align for full five-year period of PSE4).
- delayed timing of capital expenditure related to self-service kiosks (-\$2.0m), regional stand development (-\$2.3m), Stop Bars and Guard Lights on the runway (-\$7.4m) and international arrivals processing capacity (-\$2.2m).
- unplanned upgrade to terminal facilities based on customer service feedback (+\$1.7m) – predominantly related to upgrading of toilet/bathroom facilities across the international terminal.
- delay in commissioning of more electrical charging facilities on the apron (-\$1.5m) – cost of work to date currently included in works under construction as at 30 June 2025; and
- freight apron expansion (+\$10.0m) – expanding earlier than originally anticipated to meet increasing parking/stand needs for both freight and passenger aircraft.

Non-Priced Services *

- freight operators' expansion (+\$13.8m) – new unplanned freight operators' facility under construction aligned to apron expansion.
- Aircraft maintenance operation (+\$17.6m) – new unplanned aircraft maintenance facility to meet increasing demand for jet engine maintenance and servicing.

** these non-priced services capital expenditure projects relating to aircraft and freight activities are excluded from services that were the subject of the PSE4 pricing decision. Leases for these facilities are negotiated with individual customers.*

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.

10. 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 2025 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 2025 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 outcomes for the 2025 Disclosure year and pricing period to date are noted below:

- Annual IRR for 2025 Disclosure year was 5.42%, compared with forecast of 6.57%
- Period-to-date IRR for PSE4 after three years is 6.51%, compared with forecast of 5.93%

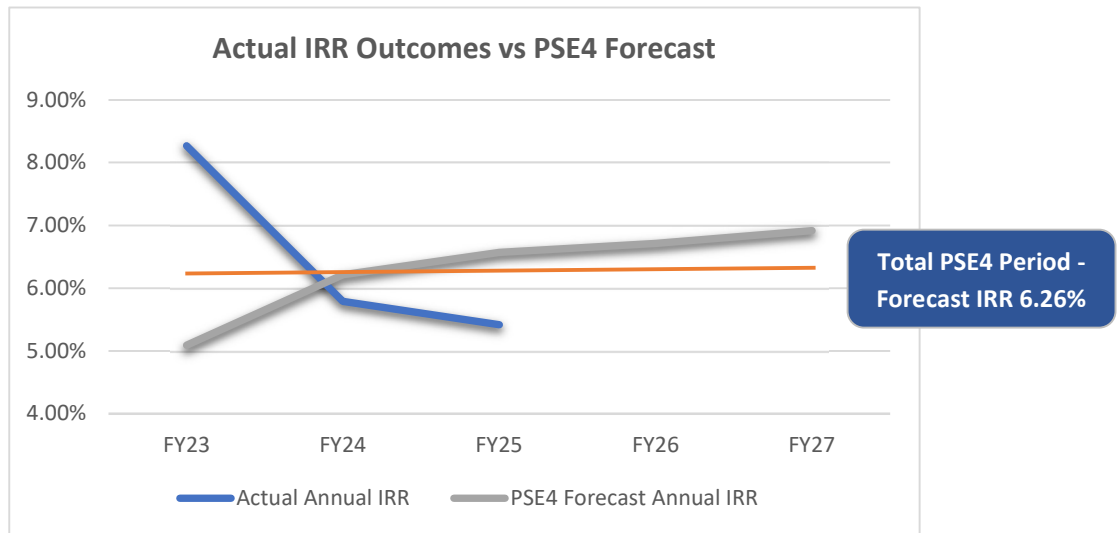
The 2025 annual IRR of 5.42% was below forecast given lower than forecast passenger numbers, together with operational costs being higher than forecast.

The other major contributing factor to the actual current year 2025 IRR outcome, which has provided an offsetting uplift in our actual IRR compared to forecast, relates to the impact of CPI indexed revaluations. CPI indexed revaluations were \$4.0m above forecast – adding 0.67% to the current year IRR outcome. The increased revaluation stems from the difference between the forecast CPI rate within the PSE4 pricing model of 2.0% compared to an actual rate for FY25 of 2.67%. Excluding this CPI revaluation variance, the underlying IRR for the 2025 year was 4.75% as compared to the forecast of 6.57%.

For the first three years of PSE4, the actual IRR calculates to 6.51% as against a forecast for the same period of 5.93%. This being due to a recorded annual IRR outcome in FY23 (first year of PSE4) of 8.27%, compared with a forecast of 5.09%.

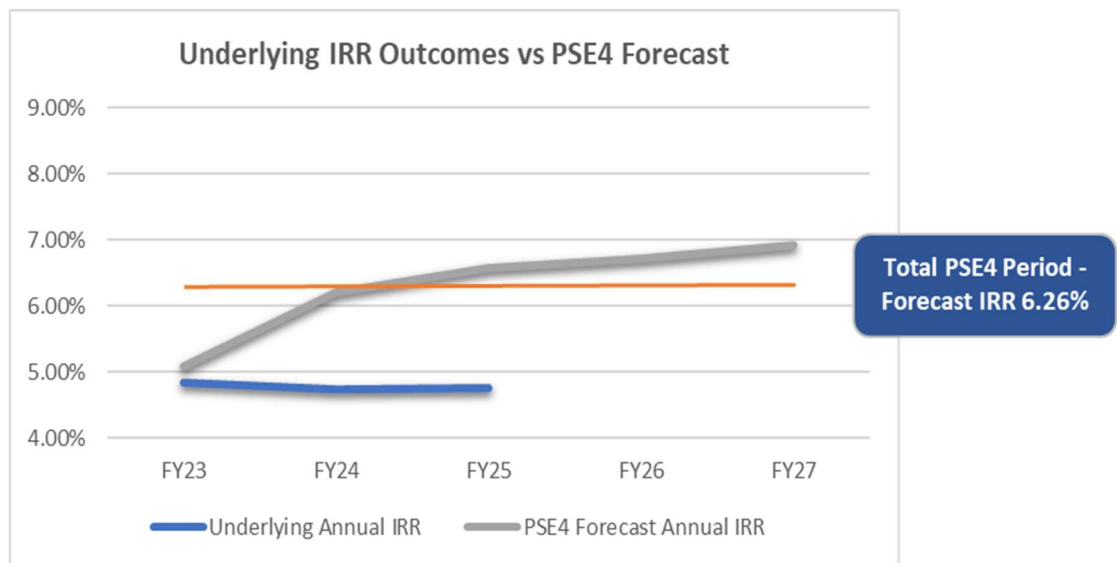
In FY23, the actual CPI index of 6.03% was significantly higher than the forecast CPI index value of 2.61% - hence providing significantly increased indexed revaluation income and hence an inflated IRR also in FY23.

Similar trends in respect to higher than forecast CPI revaluation gains, providing inflated IRR outcomes, were also true in FY24 and the current year (as noted above) – although to a lesser extent (see graph below).



Without the higher than forecast CPI revaluation gains in each of the first three years of the PSE4 pricing period, the period to date IRR would be lower than forecast reflecting the underlying operating surplus performance.

The graph below shows the underlying IRR outcomes for FY23-FY25, excluding revenue from above forecast CPI revaluations.



CIAL believes that it is important to consider performance and returns over time, given that airports are long term cyclical assets. It will remain most relevant to track the progress of the accumulated IRR return over all five years of PSE4 (and previous pricing periods), noting that the continued headwinds in the aviation environment are likely to lead to further under forecast underlying performance for the remaining two years of PSE4.

11. 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. Consequently, CIAL now includes this question as an additional requirement at a nominal cost however the scoring is not segmented between Domestic & international. As such in the current year Schedule 14 disclosures, each quarter's survey score is recorded as the rating for both the Domestic & international terminals.

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

- A new food court opened in December 2024, giving travellers, staff and our wider campus community more choice, more comfort, and a great place to meet. The refreshed design has improved flow through the terminal together with a spacious and flexible seating area. Later this year, an Antarctic-themed playground and upgraded family facilities will open, making the terminal more welcoming for families.
- After 14 years, with the same equipment, we're giving our car parking and vehicle access technology a full upgrade. This will provide greater reliability, faster service, and a smoother experience for our customers. New digital screens will be provided throughout the journey, giving targeted messages and more opportunities for real-time customer engagement.
- Created in collaboration with Ngai Tahu, Tourism New Zealand, ChristchurchNZ, and brought to life by Ariki Creative, our new murals along the international arrivals walkway are creating an amazing first impression for every arriving visitor. The murals weave together culture, history, and landscape showcasing the beauty, spirit and stories of the South Island.

Substantial Customers

CIAL was able to re-establish its international airline customer network during the summer 2023/24 season. Since that time several of our international airline partners have continued to grow the capacity of their services into and out of Christchurch Airport including the earlier commencement of seasonal services and the continued expansion of schedules – most notably Singapore Airlines, China Southern and Cathay Pacific.

On domestic routes, Air New Zealand and Jetstar are both adding Hamilton jet services, whilst across the Tasman, Air New Zealand has launched a new 2025 Adelaide seasonal route. Both Jetstar and Qantas have continued to extend services and lift capacity trans-Tasman.

During the 2025 Disclosure year CIAL has also continued with construction work in respect to the expansion of our freight apron, to ensure the futureproofing of the airport to keep up with the growing logistics and trade needs of the South Island communities and businesses.

12. 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.

Innovation

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:

- Looking after the runway and taxiways is one of the most important jobs we do. Our engineering team uses a mix of smart technology and hands-on inspection to understand how the pavement is performing. Laser scanning and modelling all come together to help us plan and get the timing right for any future upgrades required. A new bitumen surface treatment called JetBlack was also applied to sections of the apron and taxiways improving durability.
- We have completed a five-year digital strategy and began building a specialist team to partner across the business to deepen customer experiences, manage assets smarter and future-proof airport operations. Data sits at the heart of this work, and we have invested in new technologies such as LiDAR in the terminal and machine learning, to help turn information into insights to improve service.

13. Health & Wellbeing, Safety & Security and Planet

Safety & Security

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.

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.

Safety is our top priority, and CCTV is one of the key tools we use to protect every customer every day. Every journey through our airport is supported by one of the most advanced CCTV networks in New Zealand. With 650 cameras across the airfield, terminal and campus, the system helps keep travellers, staff and visitors safe, while also making the airport run more smoothly behind the scenes.

Planet

CIAL's Planet Strategy is our approach to embedding Environmental, Social & Governance ("ESG") principles into business. It represents how our team bring to life our ambitions to elevate the needs of people and planet, so we can contribute to our society and communities.

This strategy sees CIAL currently focusing its efforts in five key areas being – Climate, Energy, Circularity, Biodiversity and broadening our approach within the social areas (including noise).

Our commitment to maintaining our significant reductions in our Scope 1 and 2 emissions and playing our part in the decarbonisation of our sector remains at the forefront of our thinking, whilst also building climate risk resilience into our operational processes and development of our physical climate risk adaptation plan.

This will involve CIAL using its influence and available mechanisms, where possible, to support the industries decarbonisation journey including participating in advocacy efforts around investment in future decarbonised aviation fuels and overall policy response needs to support the wider airport network's transition to new energy and aircraft technology.

- CIAL has become the first airport in New Zealand, and the Southern Hemisphere, to add an electric truck to its emergency response fleet. Replacing a previous diesel responder, the new truck is sustainable and has boosted safety, by enabling faster response time and better preparedness on arrival.
- An investment decision for a 230-hectare solar farm development, 'Kowhai Park', was announced in August 2024 and the park is scheduled to be operational by the middle of 2026. In August 2025, the very first row of solar panels, known as the 'Golden Row' was installed, marking the next phase of construction.
- CIAL also remains an active participant in industry discussions around the future decarbonisation of aviation. CIAL and Fabrum have teamed up to form a partnership to develop a groundbreaking liquid hydrogen testing facility on campus, the first of its kind at any airport worldwide.
- Over the past year, we have accelerated our circular economy thinking, finding new ways to give resources a second life, cut emissions and support our community. Recycling has been scaled up, alongside airport partner staff clean-ups, our continued food rescue in partnership with Kairos and new insights from a full waste audit.
- For the first time, CIAL has a fully integrated, real-time noise monitoring system. This means we can manage operations more proactively, demonstrate compliance with District Plan rules, and importantly, our community can access the same independent data we rely on.

People, Health & Wellbeing

Our People Strategy is designed to cultivate a highly engaged, innovative, and commercially successful workforce, and to be recognised as an employer of choice. Our integrated approach to Health Safety and Wellbeing (HSW) is centred on Protection of Our People by creating Healthy Work where Our People can Thrive.

- An ongoing focus for the 2025 year has been on employee wellbeing, leadership and building an inclusive team that embraces and reflects diversity and inclusion in all its forms. A core part of this has been our refreshed culture and engagement group focused on interlacing our people together and making sure every voice is heard.
- For our team leadership is not about titles or tiers, it is a shared responsibility to guide with purpose, inspire confidence, and nurture potential. This year, we have placed a strong emphasis on one of the most vital capabilities of our time, leading change.
- We have also provided opportunities for our staff to give back, including volunteering to cook and serve meals at Ronald MacDonald House and planting native trees and restoring Port Saddle Reserve.

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.



Airport Services Information Disclosure Requirements Information Templates for Schedules 1–17, 25

Company Name	Christchurch International Airport Ltd
Disclosure Date	28 November 2025
Disclosure Year (year ended)	30 June 2025
Pricing period starting year (year ended)	30 June 2023

Templates for schedules 1–17, 25 (Annual Disclosure)
Version 5.0. Prepared 13 June 2019

Table of Contents

Schedule	Description
1	REPORT ON PROFITABILITY
2	REPORT ON THE REGULATORY PROFIT
3	REPORT ON THE REGULATORY TAX ALLOWANCE
4	REPORT ON REGULATORY ASSET BASE ROLL FORWARD
5	REPORT ON RELATED PARTY TRANSACTIONS
6	REPORT ON ACTUAL TO FORECAST PERFORMANCE
7	REPORT ON SEGMENTED INFORMATION
8	CONSOLIDATION STATEMENT
9	REPORT ON ASSET ALLOCATIONS
10	REPORT ON COST ALLOCATIONS
11	REPORT ON RELIABILITY MEASURES
12	REPORT ON CAPACITY UTILISATION INDICATORS FOR AIRCRAFT AND FREIGHT ACTIVITIES AND AIRFIELD ACTIVITIES
13	REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECIFIED PASSENGER TERMINAL ACTIVITIES
14	REPORT ON PASSENGER SATISFACTION INDICATORS
15	REPORT ON OPERATIONAL IMPROVEMENT PROCESSES
16	REPORT ON ASSOCIATED STATISTICS
17	REPORT ON PRICING STATISTICS
25	TRANSITIONAL REPORT ON REGULATORY ASSET BASE VALUE FOR LAND

Disclosure Template Guidelines for Information Entry

Internal consistency check

OK

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.

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 is 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)

Christchurch International Airport Ltd
30 June 2025
30 June 2023

SCHEDULE 1: REPORT ON PROFITABILITY

ref Version 5.0

1a: Internal Rates of Return

	Actual for Current Disclosure Year	Forecast for Current Disclosure Year	Variance
Post-tax IRR - pricing period to date (%)	6.51%	5.93%	0.58%
Post-tax IRR - current year (%)	5.42%	6.57%	(1.15%)

1a(i): Pricing Period to Date IRR

	(\$000 unless otherwise specified)		
	Actual for Period to Date	Forecast for Period to Date	Variance
Opening RAB	581,312	611,216	(29,904)
Opening carry forward adjustment	(9,122)	(8,850)	(272)
Opening investment value	590,434	620,066	(29,632)
plus Total regulatory income	300,109	306,958	(6,849)
less Assets commissioned	36,143	77,443	(41,300)
plus Asset disposals	90	—	90
less Operational expenditure	142,350	125,961	16,389
less Unlevered tax	34,752	37,210	(2,458)
RAB value	610,695	621,507	(10,812)
Closing carry forward adjustment	(9,193)	(8,666)	(527)
Closing investment value	619,888	630,173	(10,285)
Post-tax IRR for pricing period to date (%)	6.51%	5.93%	0.58%

1a(ii): Current Year Annual IRR

	Actual for Current Disclosure Year	Forecast for Current Disclosure Year	Variance
Opening RAB	608,983	611,216	(2,233)
Opening carry forward adjustment	(9,327)	(8,850)	(477)
Opening investment value	618,310	620,066	(1,756)
plus Total regulatory income	106,868	110,633	(3,765)
less Assets commissioned	10,900	24,314	(13,414)
plus Asset disposals	64	—	64
less Operational expenditure	50,987	41,784	9,203
less Unlevered tax	12,507	14,340	(1,833)
RAB value	610,695	621,507	(10,812)
Closing carry forward adjustment	(9,193)	(8,666)	(527)
Closing investment value	619,888	630,173	(10,285)
Post-tax IRR for current year (%)	5.42%	6.57%	(1.15%)

Explanation of variances

Consistent with clause 2.3(8), this explains the variance in the Post-tax IRR for pricing period to date and includes explanations for variances disclosed in Schedule 1, 2, 4 and 6 that have a material impact on the variance in the Post-tax IRR for pricing period to date.

- The actual post-tax annual IRR for the 2025 disclosure year calculates to 5.42% as against a forecast annual IRR of 6.57%. Key variances are as follows:
- CIAL's regulatory operating revenue is -\$4.673m less than forecast. This lower than forecast revenue had a -0.56% negative impact on the current year post-tax IRR calculation
 - lease, rental and concession income is slightly above forecast by +\$0.736m. On a current year post-tax IRR basis this amounts to a variance of +0.09%
 - actual operational expenditure is well above forecast by +\$9.203m. On a current year post-tax IRR basis this amounts to a variance of -1.12%
 - actual depreciation is slightly above forecast by +\$0.285m. On a current year post-tax IRR basis this amounts to a variance of -0.05%
 - actual CPI revaluations are above forecast by +\$4.050m. On a current year post-tax IRR basis this amounts to a variance of +0.66%
 - changes in RAB allocators accounted for +\$1.135m. On a current year post-tax IRR basis this amounts to a variance of -0.19%

As previously reported, see our 2023 and 2024 disclosure statements, it is important to note the actual current year IRR outcome has been influenced by the impact of CPI indexed revaluations. Removing the CPI revaluation variance, the underlying IRR for the year falls below 5% to 4.75%. Operating IRR for Year 3 of PSE4 is -1.65% down on our forecast for this single year.

Unlevered tax within Schedule 3, which directly impacts the calculation of the IRR value, calculates as 'regulatory tax allowance plus the notional interest tax shield'. We continue this approach inline with the unchanged direction provided to CIAL by the Commerce Commission.

Regulated Airport
For Year Ended
Pricing period starting year (year ended)

Christchurch International Airport Ltd

30 June 2025

30 June 2023

SCHEDULE 1: REPORT ON PROFITABILITY (cont)

ref Version 5.0

		Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4
		30 June 2023	30 June 2024	30 June 2025	30 June 2026	30 June 2027
77	1b: Actual IRR Inputs					
78						
79						
80	Opening RAB	581,312	602,791	608,983	—	—
81	Opening carry forward adjustment	(9,122)	(9,362)	(9,327)	—	—
82	Opening investment value	590,434	612,153	618,310	—	—
83						
84	Total regulatory income	91,336	101,905	106,868	—	—
85	Assets commissioned - 1st month	139	117	235	—	—
86	Assets commissioned - 2nd month	238	2,103	3,285	—	—
87	Assets commissioned - 3rd month	28	151	110	—	—
88	Assets commissioned - 4th month	127	861	313	—	—
89	Assets commissioned - 5th month	58	673	4,903	—	—
90	Assets commissioned - 6th month	2,206	4,135	—	—	—
91	Assets commissioned - 7th month	16	1,191	252	—	—
92	Assets commissioned - 8th month	19	28	271	—	—
93	Assets commissioned - 9th month	66	708	545	—	—
94	Assets commissioned - 10th month	857	141	212	—	—
95	Assets commissioned - 11th month	1,126	74	1,527	—	—
96	Assets commissioned - 12th month	6,772	2,448	208	—	—
97	Asset disposals	13	13	64	—	—
98	Operational expenditure	43,057	48,306	50,987	—	—
99	Unlevered tax	10,297	11,948	12,507	—	—
100						
101	RAB value	602,791	608,983	610,695	—	—
102	Closing carry forward adjustment	(9,362)	(9,327)	(9,193)	—	—
103	Closing investment value	612,153	618,310	619,888	—	—
104						
105	Post-tax IRR - pricing period to date (%)	8.27%	7.04%	6.51%	—	—
106	1c: Carry Forward Balance					
107						
108				Actual	Forecast	Variance
109	Opening carry forward adjustment			(9,327)	(8,850)	(477)
110						
111	Default revaluation gain/loss adjustment			—	—	—
112	Risk allocation adjustment			—	—	—
113	Other carry forward adjustment – forecast			134	184	(50)
114	Other carry forward adjustment – not forecast			—	—	—
115	Closing carry forward adjustment			(9,193)	(8,666)	(527)
116	Commentary on Carry forward balance					
117	The carry forward adjustments are in respect to an anomaly, limited to PSE2 only, that relate to the allocation of implied depreciation. 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 Input Methodologies. CIAL is continuing to carry this adjustment forward in our 2025 disclosure statement.					
118						
119	The Forecast Opening Carry Forward Adjustment is what was included in our PSE4 price setting disclosures and relates to the implied depreciation correction based off a 30 June 2022 forecast closing RAB value (when PSE4 was still in the consultation phase) plus the Other Carry Forward Adjustment - Forecast value for Year 1 of PSE4.					
120						
121	The Actual Opening Carry Forward Adjustment is the final implied depreciation correction calculation based on CIAL's 30 June 2022 closing RAB value. As mentioned CIAL is carrying this adjustment forward in our 2025 disclosure statement which means the 2024 disclosure years Other Carry Forward Adjustment - Forecast value has been added.					
122						
123						
124						
125						
126	1d: Cash flow timing assumptions					
127						
128				Forecast cash flow timing assumption		
129	Cash flow timing - revenues - days from year end			148		
130	Cash flow timing - expenditure - days from year end			182		

Regulated Airport
For Year EndedChristchurch International Airport Ltd
30 June 2025

SCHEDULE 2: REPORT ON THE REGULATORY PROFIT

ref Version 5.0

2a: Regulatory Profit

(\$000 unless otherwise specified)

Income

Actual Forecast Variance

Airfield Charges	39,037	40,641	(1,604)
Terminal Charges	48,464	51,146	(2,682)
Counter Charges	2,538	2,925	(387)
Passenger Service Charges	—	—	—
Lease, rental and concession income	16,619	15,883	736
Other operating revenue	—	—	—
Net operating revenue	106,658	110,595	(3,937)

Gains / (losses) on sale of assets	(20)	—	(20)
Other income	230	38	192
Total regulatory income	106,868	110,633	(3,765)

Expenses

Operational expenditure:			
Corporate overheads	9,022	7,789	1,233
Asset management and airport operations	38,274	31,058	7,216
Asset maintenance	3,691	2,937	754
Total operational expenditure	50,987	41,784	9,203

Operating surplus / (deficit)

	55,881	68,849	(12,968)
--	--------	--------	----------

Regulatory depreciation	26,533	26,247	286
-------------------------	--------	--------	-----

plus Indexed revaluation	16,274	12,224	4,050
plus Periodic land revaluations	—	—	—
Total revaluations	16,274	12,224	4,050

Regulatory Profit / (Loss) before tax

	45,622	54,826	(9,204)
--	--------	--------	---------

less Regulatory tax allowance	10,177	14,340	(4,163)
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Regulatory Profit / (Loss)

	35,445	40,486	(5,041)
--	--------	--------	---------

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Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2025

SCHEDULE 2: REPORT ON THE REGULATORY PROFIT (cont)

ref Version 5.0

2b: Notes to the Report

2b(i): Financial Incentives

Pricing incentives	3,010	
Other incentives	365	
Total financial incentives		3,375

2b(ii): Rates and Levy Costs

Rates and levy costs	3,053
----------------------	-------

2b(iii): Merger and Acquisition Expenses

Merger and acquisition expenses	—
---------------------------------	---

Justification for Merger and Acquisition Expenses

Merger and Acquisition Expenses

There were no merger and acquisition expenses.

Financial 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
- Other - 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 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 incentives and this disclosure statement reflects that requirement.

Further discussion around incentives incurred in the 2025 disclosure year as compared to Year 3 of our PSE4 forecast is outlined in Section 9 of the Executive Summary accompanying these schedules.

Regulated Airport
For Year Ended**Christchurch International Airport Ltd**
30 June 2025**SCHEDULE 3: REPORT ON THE REGULATORY TAX ALLOWANCE**

ref Version 5.0

3a: Regulatory Tax Allowance

(\$000)

Regulatory profit / (loss) before tax

45,622

plus Regulatory depreciation

26,533

Other permanent differences—not deductible

60 *

Other temporary adjustments—current period

2,215 *

28,808

less Total revaluations

16,274

Tax depreciation

11,349

Notional deductible interest

8,320

Other permanent differences—non taxable

— *

Other temporary adjustments—prior period

2,139 *

38,082

Regulatory taxable income (loss)

36,348

less Tax losses used

—

Net taxable income

36,348

Statutory tax rate (%)

28.0%

Regulatory tax allowance

10,177

Notional interest tax shield

2,330

Unlevered tax

12,507

* Workings to be provided

3b: Notes to the Report**3b(i): Disclosure of Permanent Differences and Temporary Adjustments**

The Airport Business is to provide descriptions and workings of items recorded in the four "other" categories above (explanatory notes can be provided in a separate note if necessary).

Details of the tax differences are as follows:

- Other permanent differences: represent 50% of entertainment expenditure which are not deductible for tax purposes
- Other temporary adjustments—current period: consist of personnel accruals that are not deductible in the year they are accrued and the cost of uniforms capitalised for tax purposes
- Other temporary adjustments—prior period: are the reversal of the previous year's accruals (including Holiday Pay provisions)

3b(ii): Tax Depreciation Roll-Forward

Opening RAB (Tax Value)

252,895

plus Regulatory tax asset value of additions

10,899

less Regulatory tax asset value of disposals

—

plus Regulatory tax asset value of assets transferred from/(to) unregulated asset base

—

less Tax depreciation

11,349

plus Other adjustments to the RAB tax value

596

Closing RAB (tax value)

253,041

3b(iii): Reconciliation of Tax Losses (Airport Business)

Tax losses (regulated business)—prior period

—

plus Current year tax losses

—

less Tax losses used

—

Tax losses (regulated business)

—

3b(iv): Deductible Interest and Interest Tax Shield

RAB value - previous year

608,983

Debt leverage assumption (%)

23%

Cost of debt assumption (%)

5.94%

Notional deductible interest

8,320

Tax rate (%)

28.0%

Notional interest tax shield

2,330

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Regulated Airport
For Year EndedChristchurch International Airport Ltd
30 June 2025

SCHEDULE 4: REPORT ON REGULATORY ASSET BASE ROLL FORWARD

ref Version 5.0

		Actual (\$000)	Forecast (\$000)	Variance (\$000)
6				
7				
8	RAB value—previous disclosure year	608,983	611,216	(2,233)
9				
10	less Regulatory depreciation	26,533	26,247	286
11	plus Total revaluations	16,274	12,224	4,050
12	plus Assets Commissioned	10,900	24,314	(13,414)
13	less Asset disposals	64	—	64
14	plus Lost and found assets adjustment	—	—	—
15	Adjustment resulting from cost allocation	1,135	—	1,135
16				
17	RAB value [†]	610,695	621,507	(10,812)
18				
19		Unallocated RAB *		RAB
20	RAB value—previous disclosure year	666,497		608,983
21	less			
22	Regulatory depreciation	29,802		26,533
23	plus			
24	Indexed revaluations	17,775	16,274	
25	Periodic land revaluations	—	—	
26	Total revaluations	17,775		16,274
27	plus			
28	Assets commissioned (other than below)	11,861	10,900	
29	Assets acquired from a regulated supplier	—	—	
30	Assets acquired from a related party	—	—	
31	Assets commissioned	11,861		10,900
32	less			
33	Asset disposals (other)	64	64	
34	Asset disposals to a regulated supplier	—	—	
35	Asset disposals to a related party	—	—	
36	Asset disposals	64		64
37				
38	plus Lost and found assets adjustment	—		—
39				
40	Adjustment resulting from cost allocation			1,135
41				
42	RAB value [†]	666,267		610,695

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

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

Regulated Airport
For Year EndedChristchurch International Airport Ltd
30 June 2025

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

ref Version 5.0

4b: Notes to the Report

4b(i): Regulatory Depreciation

	Unallocated RAB	RAB
Standard depreciation	—	—
Non-standard depreciation	29,802	26,533
Regulatory depreciation	29,802	26,533

4b(ii): Non-Standard Depreciation Disclosure

Non-standard Depreciation Methodology	Depreciation charge for the period (RAB)	Year change made (year ended)	RAB value under 'non-standard' depreciation	RAB value under 'standard' depreciation
CIAL set its PSE4 prices using, and has used in this disclosure, a tilted annuity method of depreciation. CIAL's substantial customers and the Commerce Commission supported CIAL's use of tilted annuity depreciation for PSE4. The RAB value under 'standard depreciation' applies only to the current 2025 disclosure year.	26,533	2018	610,695	599,313

4b(iii): Calculation of Revaluation Rate and Indexed Revaluation of Fixed Assets

CPI at CPI reference date—previous year (index value)	1,272
CPI at CPI reference date—current year (index value)	1,306
Revaluation rate (%)	2.67%

Asset category revaluation rates

Land	2.67%
Sealed Surfaces	2.67%
Infrastructure and buildings	2.67%
Vehicles, plant and equipment	2.67%

Revaluations

	Unallocated RAB	RAB
Land	3,696	3,665
Sealed Surfaces	4,259	4,259
Infrastructure and buildings	9,382	7,979
Vehicles, plant and equipment	438	371
Indexed revaluation	17,775	16,274

4b(iv): Works Under Construction

	Unallocated works under construction	Allocated works under construction
Works under construction—previous disclosure year	8,579	7,895
plus Capital expenditure	55,740	54,545
less Asset commissioned	11,861	10,900
plus Adjustment resulting from cost allocation		27
Works under construction	52,458	51,567

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Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2025

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

ref Version 5.0

4b(v): Capital Expenditure by Primary Purpose

Capacity growth	50,564	
plus Asset replacement and renewal	3,981	
Total capital expenditure		54,545

4b(vi): Asset Classes

	Land	Sealed Surfaces	Infrastructure & Buildings	Vehicles, Plant & Equipment	Total *
RAB value—previous disclosure year	137,097	159,655	298,198	14,033	608,983
less Regulatory depreciation	—	5,027	19,011	2,495	26,533
plus Indexed revaluations	3,665	4,259	7,979	371	16,274
plus Periodic land revaluations	—	—	—	—	—
plus Assets commissioned	—	4,203	2,829	3,868	10,900
less Asset disposals	—	—	—	64	64
plus Lost and found assets adjustment	—	—	—	—	—
plus Adjustment resulting from cost allocation	4	—	1,088	43	1,135
RAB value	140,766	163,090	291,083	15,756	610,695

* Corresponds to values in RAB roll forward calculation.

4b(vii): Assets Held for Future Use

Assets held for future use opening cost—previous year		136,523	
plus Holding costs	7,329		
less Assets held for future use net revenue	66		
plus Assets held for future use additions	—		
less Assets held for future use disposals	—		
less Transfers to works under construction	—		
Assets held for future use closing cost		143,786	
Opening base value		113,866	
plus Assets held for future use revaluations	3,044		
plus Assets held for future use additions	—		
less Assets held for future use disposals	—		
less Transfers to works under construction	—		
Closing base value		116,910	
plus Opening tracking revaluations	—		
Tracking revaluations	3,044		
Highest rate of finance applied (%)			—

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Regulated Airport
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Christchurch International Airport Ltd
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SCHEDULE 5: REPORT ON RELATED PARTY TRANSACTIONS

ref Version 5.0

5(i): Related Party Transactions

(\$000)

Net operating revenue	5,604
Operational expenditure	18,629
Related party capital expenditure	—
Market value of asset disposals	—
Other related party transactions	10,031

5(ii): Entities Involved in Related Party Transactions

Entity Name	Related Party Relationship
Christchurch City Holdings Limited (CCHL)	Majority Shareholder
Christchurch City Council (CCC)	Owner of Majority Shareholder
Connetics	Subsidiary of Majority Shareholder
Orion NZ Limited	Subsidiary of Majority Shareholder
City Care Limited	Subsidiary of Majority Shareholder
ChristchurchNZ	Subsidiary of Majority Shareholder
Orbit Travel & House of Travel Holdings Limited	Common Directors
Link Engine Management Limited	Common Directors
New Zealand Post Limited	Common Directors
-	-
-	-
-	-
-	-
-	-
-	-

5(iii): Related Party Transactions

Entity Name	Description of Transaction	Average Unit Price (\$)	Value
Christchurch City Council (CCC)	Revenue		—
Christchurch City Council (CCC)	Operational Expenditure		586
Christchurch City Council (CCC)	Rates		9,183
Christchurch City Council (CCC)	Subvention Payment/Losses		5,598
Christchurch City Holdings Limited (CCHL)	Operational Expenditure		—
Connetics	Operational Expenditure		175
Orion NZ Limited	Operational Expenditure		84
City Care Limited	Revenue		538
City Care Limited	Operational Expenditure		7,814
Link Engine Management Limited	Revenue		585
ChristchurchNZ	Revenue		7
ChristchurchNZ	Operational Expenditure		194
Orbit Travel & House of Travel Holdings Limited	Travel, Accommodation, Lease Tenancy		605
EBOS Group	Revenue		4,474
New Zealand Post Limited	Revenue		—
-	-		—
-	-		—
-	-		—
-	-		—
Christchurch International Airport Limited	Management compensation of key personnel including Directors and Executive Management, incorporating salaries and other short term employee benefits		
	Directors Fees		434
	Executive Management		3,999

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Regulated Airport
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Christchurch International Airport Ltd
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SCHEDULE 5: REPORT ON RELATED PARTY TRANSACTIONS (cont)

ref Version 5.0

Commentary on Related Party Transactions

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.

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.

CIAL and City Care Limited have an agreement in place for the provision of asset maintenance services.

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.

Regulated Airport
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30 June 2025

SCHEDULE 6: REPORT ON ACTUAL TO FORECAST PERFORMANCE

ref Version 5.0

6a: Actual to Forecast Expenditure

(\$000)

	Actual for Current Disclosure Year (a)	Forecast for Current Disclosure Year* (b)	% Variance (a)/(b)-1	Actual for Period to Date (a)	Forecast for Period to Date* (b)	% Variance (a)/(b)-1
Expenditure by Category						
Capacity growth	50,564	12,624	300.5%	64,568	34,354	88.0%
Asset replacement and renewal	3,981	11,690	(65.9%)	17,063	43,089	(60.4%)
Total capital expenditure	54,545	24,314	124.3%	81,631	77,443	5.4%
Corporate overheads	9,022	7,789	15.8%	27,923	22,762	22.7%
Asset management and airport operations	38,274	31,057	23.2%	104,350	94,558	10.4%
Asset maintenance	3,691	2,937	25.7%	10,077	8,640	16.6%
Total operational expenditure	50,987	41,783	22.0%	142,350	125,960	13.0%
Key Capital Expenditure Projects						
Noise Contours	—	—	Not defined	888	—	Not defined
Fire Vehicle Replacement Programme	3,131	—	Not defined	3,933	3,368	16.8%
Airfield Pavement Works	4,105	7,586	(45.9%)	15,417	22,277	(30.8%)
Self Service Kiosks	—	1,626	(100.0%)	—	2,049	(100.0%)
Facilities Upgrades	—	—	Not defined	1,677	—	Not defined
Regional Stands Development	—	—	Not defined	—	2,281	(100.0%)
Stop Bars and Guard Lights	45	—	Not defined	45	7,432	(99.4%)
Electric Charging Development	1,170	2,167	(46.0%)	1,170	2,698	(56.6%)
International Arrivals Processing Capacity	—	2,167	(100.0%)	—	2,167	(100.0%)
Freight Apron Extension	10,091	—	Not defined	10,091	—	Not defined
Airfield Freight Operators Expansion	13,815	—	Not defined	13,815	—	Not defined
Aircraft Maintenance Operation Expansion	17,636	—	Not defined	17,636	—	Not defined
Other capital expenditure	4,552	10,768	(57.7%)	16,959	35,169	(51.8%)
Total capital expenditure	54,545	24,314	124.3%	81,631	77,443	5.4%

Explanation of Variances

Operating Expenditure

Operating costs for the 2025 disclosure year were +\$9.2m higher than forecast when setting prices, at a total of \$51.0m compared to a forecast of \$41.8m. See Schedule 7 and Section 9 of the Executive Summary accompanying this disclosure statement for an explanation of the key reasons for this variance.

Capital Expenditure

CIAL's actual Capital Expenditure at \$54.5m was higher than the forecast amount of \$24.3m. Assets Commissioned this disclosure year (i.e. actually brought into the regulatory asset base) were \$10.9m against a forecast amount of \$24.3m, meaning that the works under construction closing amount is significantly higher than previous disclosure statement amounts at \$51.8m (which includes work in progress for non-priced services projects as noted below). Key variances in Capital Expenditure at Year 3 of our PSE4 forecast are:

PRICED SERVICES

Noise Contours (+\$0.9m)

At the time of consulting on the Capital Expenditure forecasts for PSE4, CIAL was of the view that this work would be commissioned in our 2022 disclosure year. However, the commissioning of this work was delayed and commissioned in our 2023 disclosure year. This has created a permanent timing difference/ variance for PSE4.

Fire Vehicle Replacement Programme (+\$0.6m)

PSE4 included Capital Expenditure to commence the replacement programme of our fleet of fire vehicles to meet CAA and health and safety requirements. CIAL purchased one of the world's first electric powered fire vehicles, the Rosenbauer RT ARFF (Airport Rescue and Fire Fighting), which came into service during the disclosure year.

Airfield Pavement Works (-\$6.9m)

Airfield Pavement Works is an ongoing major pavement program of works, compiled with assistance from external experts, considering CIAL's long term asset management requirements. It is prepared on a rolling 20-year basis. When estimating the forecast Capital Expenditure during the PSE4 price setting process, the estimate of the works was based on CIAL's 20-year plan at that time. In each individual year of PSE4, a more detailed assessment is made of the specific maintenance required on the airfield sealed surfaces which results in variances (typically due to factors like operational matters, weather experienced, etc). CIAL remains of the view that the overall spend within the PSE4 pricing period will likely be at or slightly above the original PSE4 five year forecast.

Self Service Kiosks (-\$2.00m)

This Capital Expenditure is to support initial changes in passenger demand from physical check-in facilities to a self-service model. Self-service check-in kiosks will be procured and installed inclusive of connection infrastructure. CIAL is currently working through the specifics of this initiative but hasn't incurred capital costs of note to date.

Facilities Upgrades (+\$1.7m)

CIAL's facilities are aging and our passengers have signalled a need for change. Bathroom facilities in International Departures (airside) were updated in Year 2 of PSE4. CIAL is managing other aging bathroom facilities in other parts of the Terminal but hasn't incurred further capital costs to date.

Regional Stands Development (-\$2.3m)

This project has incurred no capital costs to date as we continue to plan for the optimal timing. As this project is customer demand driven, CIAL remains committed to further developing the Regional stands to support regional passenger travel and passenger aircraft needs in the coming years of PSE4 when required.

Stop Bars and Guard Lights (-\$7.4m)

Stop bars and guard lights are part of the runway lights and control systems for take-off to ensure adequate visibility on the runway. CIAL forecast Capital Expenditure to commence on upgrading this infrastructure in Year 2 of PSE4 but this has been delayed further. The upgrade is required both for safety reasons and to ensure continued compliance with enhanced regulatory obligations. CIAL is committed to this work which will start in coming years of PSE4.

Electrical Charging Development (-\$1.5m)

CIAL will be introducing more electrical charging facilities with this work currently in Works Under Construction at 30 June 2025.

International Arrivals Processing Capacity (-\$2.2m)

CIAL is currently investigating the capital works required in this space with Year 4 of PSE4 expected to see a decision taken to the Board before capital costs are incurred.

Freight Apron Extension (-\$10.0m)

CIAL's Dakota Park freight apron is being expanded early than anticipated to meet increasing parking/stand needs for both freight and passenger aircraft and is expected to be operational in Year 4 of PSE.

NON-PRICED SERVICES

Freight Operators' and Aircraft Maintenance Operation Expansions (-\$31.4m)

See Section 9 of the Executive Summary accompanying this disclosure statement for details on this Capital Expenditure.

Airport businesses are to provide explanations of material variances between actual and forecast expenditure.

* Disclosure year coincides with Pricing Period Starting Year + 2.

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

ref Version 5.0

78 6b: Forecast Expenditure

79 From most recent disclosure following a price setting event

80 Starting year of current pricing period (year ended) 30 June 2023

		Pricing Period Starting Year	Pricing Period + 1 Starting Year	Pricing Period + 2 Starting Year	Pricing Period + 3 Starting Year	Pricing Period + 4 Starting Year
		30 Jun 23	30 Jun 24	30 Jun 25	30 Jun 26	30 Jun 27
81	Expenditure by Category					
82	for year ended					
83	Capacity growth	9,458	12,272	12,624	56,872	29,170
84	Asset replacement and renewal	15,053	16,346	11,690	13,857	11,932
85	Total forecast capital expenditure	24,510	28,618	24,314	70,729	41,103
86						
87	Corporate overheads	7,388	7,584	7,789	7,995	8,208
88	Asset management and airport operations	32,495	31,006	31,057	30,764	31,563
89	Asset maintenance	2,845	2,858	2,937	3,017	3,100
90	Total forecast operational expenditure	42,729	41,448	41,783	41,777	42,871
91						
92	Key Capital Expenditure Projects					
93	Noise Contours	–	–	–	–	–
94	Fire Vehicle Replacement Programme	1,244	2,124	–	–	–
95	Airfield Pavement Works	7,259	7,432	7,586	7,738	7,893
96	Self Service Kiosks	52	372	1,626	–	–
97	Facilities Upgrades	–	–	–	–	–
98	Regional Stands Development	2,281	–	–	24,319	–
99	Stop Bars and Guard Lights	–	7,432	–	–	–
100	Electric Charging Development	–	531	2,167	2,211	282
101	International Arrivals Processing Capacity	–	–	2,167	–	–
102	Hold-Stow Baggage Screening	–	–	–	4,311	24,805
103	Upgraded Central Screening Point	–	–	–	22,108	–
104	-	–	–	–	–	–
103	Other capital expenditure	13,674	10,727	10,768	10,042	8,123
104	Total forecast capital expenditure	24,510	28,618	24,314	70,729	41,103

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

ref Version 5.0

6c: Actual to Forecast Adjustments - Items Identified in Price Setting Events

	Units used	Actual for Current Disclosure Year (a)	Forecast for Current Disclosure Year* (b)	% Variance (a)/(b)-1	Actual for Period to Date (a)	Forecast for Period to Date* (b)	% Variance (a)/(b)-1	Estimated present value of the proposed risk allocation adjustment (\$000)
Proposed risk allocation adjustment								
N/A				Not defined			Not defined	
N/A				Not defined			Not defined	
N/A				Not defined			Not defined	
N/A				Not defined			Not defined	
N/A				Not defined			Not defined	
N/A				Not defined			Not defined	
N/A				Not defined			Not defined	
N/A				Not defined			Not defined	
N/A				Not defined			Not defined	
N/A				Not defined			Not defined	

*include additional rows if needed

Total proposed risk allocation adjustments

—

Explanation of how the airport produced the estimated present value of each proposed risk allocation adjustment

CIAL did not propose any risk allocation adjustments for PSE4 as defined in our "Decision on the reset of aeronautical prices for the period 1 July 2012 to 30 June 2027" pricing disclosure statement. As such this schedule does not apply to CIAL.

Airport Companies must provide a brief explanation of how the airport produced its estimated present value for each risk allocation adjustment specified in rows 111-119.

* Disclosure year Pricing Period Starting Year.

Regulated Airport
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SCHEDULE 7: REPORT ON SEGMENTED INFORMATION

ref Version 5.0

	Specified Passenger Terminal Activities	Airfield Activities	Aircraft and Freight Activities	(\$000) Airport Business*
Airfield Charges	—	39,037	—	39,037
Terminal Charges	48,464	—	—	48,464
Counter Charges	2,538	—	—	2,538
Passenger Service Charges	—	—	—	—
Lease, rental and concession income	6,091	495	10,033	16,619
Other operating revenue	—	—	—	—
Net operating revenue	57,093	39,532	10,033	106,658
Gains / (losses) on asset sales	—	(20)	—	(20)
Other income	—	230	—	230
Total regulatory income	57,093	39,742	10,033	106,868
Total operational expenditure	27,606	20,253	3,128	50,987
Regulatory depreciation	18,409	7,363	761	26,533
Total revaluations	6,292	8,001	1,981	16,274
Regulatory tax allowance	5,770	2,914	1,493	10,177
Regulatory profit/ loss	11,600	17,213	6,632	35,445
RAB value	226,878	308,189	75,627	610,695

* Corresponds to values reported in the Report on Regulatory Profit and the Report on Return on Investment.

Commentary on Segmented Information

This disclosure schedule incorporates the value of tilted depreciation as presented in our "Decision on the reset of aeronautical prices for the period 1 July 2022 to 30 June 2027" pricing disclosure statement. The following table shows a comparison of the actual outcomes for the 2025 disclosure year compared to Year 3 of our PSE4 forecast.

Discussion in respect to revenue from priced services is included in Section 9 of the Executive Summary accompanying these schedules.

Component	Value	Terminal	Airfield	Aircraft and Freight
Lease, Rental and Concession Income	PSE4 Year 3 Forecast	\$ 5,321	\$ 296	\$ 10,266
	Actuals	\$ 6,091	\$ 495	\$ 10,033
	Variance	\$ 769	\$ 199	\$ 233
Explanation of variance: Revenue from non-priced services exceeded CIAL's Year 3 PSE4 forecast by +\$0.8m. This variance relates to airline commercial arrangements for Terminal Check-In services not previously offered by CIAL that commenced in our 2024 disclosure year. This service will be included in our priced services for airlines in PSE5 (noting that this is offset by higher than forecast associated operating costs as discussed below).				
Operational Expenditure	PSE4 Year 3 Forecast	-\$ 1,993	-\$ 633	311
- Asset Maintenance	Actuals	-\$ 2,213	-\$ 1,048	430
	Variance	\$ 221	\$ 415	119
Explanation of variance: CIAL outsourced its maintenance services to City Care Limited in PSE3 and City Care Limited continues to perform CIAL's maintenance services. The higher than forecast costs across all segments are associated with the renewal of this outsourced contract with City Care in 2025. There were also higher than forecast costs for updating maintenance schedules and activities for our Rosenbauer fire trucks and baggage handling systems.				
Operational Expenditure	PSE4 Year 3 Forecast	-\$ 17,184	-\$ 12,603	1,271
- Asset Maintenance and Airport Operations	Actuals	-\$ 21,018	-\$ 15,090	2,166
	Variance	\$ 3,834	\$ 2,488	895
Explanation of variance: The main drivers for higher than forecast Year 3 PSE4 expenditure is primary due to higher than forecast directly allocated personnel costs for airfield operational teams (including fire) reflecting higher than forecast negotiated collective agreement pay increases and also overtime (\$1.7m), together with indirectly allocated personnel costs within terminal activities using disclosed allocator methodology (\$1.2m). These costs being predominantly in the areas of customer services, customer experience and digital technology. In addition, CIAL has incurred significantly higher costs across the information technology space (\$1.3m) (Cloud services, Terminal Check-In services) and in the delay in Capital Expenditure to reduce costs associated with manning of security auto gates (\$0.6m). Terminal and Airfield incentives are up against our forecast (a shift from being under in Year 2) - further discussion around these costs are outlined in Section 9 of the Executive Summary.				
Operational Expenditure	PSE4 Year 3 Forecast	-\$ 4,203	-\$ 3,101	486
- Corporate Overheads	Actuals	-\$ 4,374	-\$ 4,114	532
	Variance	\$ 171	\$ 1,014	47
Explanation of variance: Year 3 of PSE4 has CIAL incurring higher corporate costs than forecast on support services (Consultants, Legal Fees) primary due to consulting and legal costs associated with regulatory framework activity i.e. Commerce Commission review of CIAL PSE4 pricing disclosure, IM Review process and subsequent merits appeal and judicial review (\$0.95m).				
Depreciation	PSE4 Year 3 Forecast	-\$ 18,292	-\$ 7,177	778
	Actuals	-\$ 18,409	-\$ 7,363	761
	Variance	\$ 117	\$ 186	17
Explanation of variance: CIAL has incurred Capital Expenditure of \$54.5m against a forecast of \$24.3m for Year 3 of PSE4. Assets commissioned over this same period were \$10.9m against a forecast of \$24.3m. Procurement constraints and delivery obstacles are still present impacting our regulated business Capital Expenditure, particularly the Terminal. This has yet to impact our regulated activities tilted depreciation with actual tilted depreciation immaterially different to our Year 3 PSE4 forecast. See Schedule 6 for more on key Capital Expenditure.				
Revaluations	PSE4 Year 3 Forecast	\$ 4,687	\$ 6,089	1,448
	Actuals	\$ 6,292	\$ 8,001	1,981
	Variance	\$ 1,605	\$ 1,912	533

Explanation of variance: CIAL's forecasted CPI value for Year 3 of PSE4 was lower than the 2025 disclosure year actual CPI value (2.00% against 2.67%). If CPI for Year 3 had been 2.00%, in line with that of our PSE4 forecast, the regulated business revaluation value would have been \$12.0m as against our Year 3 PSE4 forecast revaluation value of \$12.2m.

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SCHEDULE 8: CONSOLIDATION STATEMENT

ref Version 5.0

8a: CONSOLIDATION STATEMENT

	Airport Businesses	Regulatory/ GAAP Adjustments	Airport Business– GAAP	Unregulated Activities– GAAP	(\$000) Airport Company– GAAP
Net income	106,868	(3,010)	103,858	141,206	245,064
Total operational expenditure	50,987	(3,010)	47,977	48,740	96,717
Operating surplus / (deficit) before interest, depreciation, revaluations and tax	55,881	–	55,881	92,466	148,347
Depreciation	26,533	5,678	32,211	12,809	45,020
Revaluations	16,274	(13,209)	3,065	22,570	25,635
Tax expense	10,177	(2,019)	8,158	16,997	25,155
Net operating surplus / (deficit) before interest	35,445	(16,868)	18,577	85,230	103,807
Property plant and equipment	610,695	40,730	651,425	950,339	1,601,764

8b: NOTES TO CONSOLIDATION STATEMENT

8b(i): REGULATORY / GAAP ADJUSTMENTS

Description of Regulatory / GAAP Adjustment	Affected Line Item	Regulatory / GAAP Adjustments *
Netting Pricing Incentive costs against Net Income	Net Income	(3,010)
Restoring Pricing Incentive costs within Total Operational Expenditure	Total Operational Expenditure	(3,010)
Depreciation methodology - on additions and disposals under GAAP	Depreciation	5,678
Revaluation methodology	Revaluations	(13,209)
Tax expense adjustment due to different calculation methodology	Tax Expense	(2,019)
Land held for development and Work in Progress - excluded from RAB	Property Plant and Equipment	129,258
Revaluation variance due to different methods	Property Plant and Equipment	(7,491)
Depreciation differences to date plus changes in allocation %	Property Plant and Equipment	(81,037)

* To correspond with the clause 8a column Regulatory/GAAP adjustments

Commentary on the Consolidation Statement

Regulatory/GAAP Adjustments

Net Income/Total Operational Expenditure Nil

- Reporting of airline incentives and total operational expenditure are to follow the IM and aligns with our approach for PSE4 however NZ IFRS 15 requires the netting of pricing incentive costs within Net Income (a reduction in Net Income by -\$3.010m and the reduction in Operational Expenditure by -\$3.010m)

Depreciation +\$5,678m

- under the tilted annuity depreciation regime, the depreciation for the regulated assets for this disclosure period are less than the GAAP depreciation for the regulated assets (this is expected). GAAP also allows for depreciation to be calculated on additions and disposals in the year they occur rather than the year after they are commissioned

Revaluations -\$13,209m

- under GAAP, assets are revalued to market value under NZ IAS16 and require the determination of market values for each class of asset. Under the regulatory regime, assets are revalued annually using the change in the CPI index. Land is the only exception to this rule and can be valued either using the MVAU method or against CPI. Land was last revalued by independent valuers for regulatory purposes in June 2013
- the difference in such values and previous CPI valuation indexations are treated as revenue in the disclosure period in which such CPI or MVAU revaluations occurred

Tax expense -\$2,019m

- reasons for this adjustment are the variances in depreciation and revaluations under the regulatory regime which alter the regulatory tax expense compared with the equivalent GAAP tax expense

Property plant and equipment +\$16,858m

- asset value differences under GAAP, as compared with regulatory values, are the result of differing methodologies for asset valuations and depreciation. The adjustment value shown is a summation of variances from 2009 through to 2025

Finally, neither Work in Progress nor Land Held for Future Development is included in the initial RAB calculation whilst it is included in asset values under GAAP.

Regulated Airport
For Year EndedChristchurch International Airport Ltd
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SCHEDULE 9: REPORT ON ASSET ALLOCATIONS

ref Version 5.0

9a: Asset Allocations

(\$000)

	Specified Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Airport Business	Unregulated Component	Total
Land						
Directly attributable assets	–	120,532	18,146	138,678		138,678
Assets not directly attributable	1,307	781	–	2,088	1,209	3,297
Total value land				140,766		
Sealed Surfaces						
Directly attributable assets	–	162,815	273	163,088		163,088
Assets not directly attributable	–	2	–	2	3	5
Total value sealed surfaces				163,090		
Infrastructure and Buildings						
Directly attributable assets	31,358	4,843	54,309	90,510		90,510
Assets not directly attributable	190,493	7,562	2,519	200,574	51,935	252,509
Total value infrastructure and buildings				291,084		
Vehicles, Plant and Equipment						
Directly attributable assets	1,611	10,691	5	12,307		12,307
Assets not directly attributable	2,109	963	376	3,448	2,425	5,873
Total value vehicles, plant and equipment				15,755		
Total directly attributable assets	32,969	298,881	72,733	404,583		404,583
Total assets not directly attributable	193,909	9,308	2,895	206,112	55,572	261,684
Total assets	226,878	308,189	75,628	610,695	55,572	666,267

Asset Allocators

Asset Category	Allocator*	Allocator Type	Rationale	Asset Line Items
Terminal - Non-Contestable	Direct cost	Causal Relationship	Assets that are used solely for specified terminal activities are allocated 100% to this segment	Land, Infrastructure and Buildings, Vehicles, Plant and Equipment
Airfield - Non-Contestable	Direct cost	Causal Relationship	Assets that are used solely for specified airfield activities are allocated 100% to this segment	Land, Sealed Surfaces, Infrastructure and Buildings, Vehicles, Plant and Equipment
Aircraft and Freight - Non-Contestable	Direct cost	Causal Relationship	Assets that are used solely for Aircraft and Freight activities are allocated 100% to this segment	Land, Sealed Surfaces, Infrastructure and Buildings, Vehicles, Plant and Equipment
Roading - Airfield	Company/RAB asset values	Proxy Cost Allocator	Assets associated with a shared relationship for their existence are split 50/50 between our regulated and non-regulated businesses	Land, Sealed Surfaces, Infrastructure and Buildings
Roading - Terminal	Company/RAB asset values	Proxy Cost Allocator	Assets associated with a shared relationship for their existence are split 50/50 between our regulatory and unregulatory businesses	Land, Infrastructure and Buildings
Administration Assets	Company/RAB asset values	Proxy Cost Allocator	Administration assets are used to maintain the existing company assets	Infrastructure and Buildings, Vehicles, Plant and Equipment
Maintenance Assets	Company/RAB asset values	Proxy Cost Allocator	Maintenance assets are used to maintain the existing company assets	Land, Infrastructure and Buildings, Vehicles, Plant and Equipment
Infrastructure Campus	Company/RAB asset values	Proxy Cost Allocator	Infrastructure assets are used to maintain the existing company assets	Land, Infrastructure and Buildings, Vehicles, Plant and Equipment
Infrastructure Terminal	Company/RAB asset values	Proxy Cost Allocator	Infrastructure assets are used to maintain the existing company assets adjusted for the Terminal Regional Lounge lease arrangement	Infrastructure and Buildings, Vehicles, Plant and Equipment

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Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2025

SCHEDULE 9: REPORT ON ASSET ALLOCATIONS (cont)

ref Version 5.0

Asset Allocators (cont)

Asset Category	Allocator*	Allocator Type	Rationale	Asset Line Items
Terminal - Total	Floor area	Proxy Cost Allocator	Assets that service all of the terminal are allocated over the total terminal area. Analysis of the terminal floor space into aeronautical areas is deemed to be a fair allocator of terminal assets that relate to the total terminal	Land, Infrastructure and Buildings, Vehicles, Plant and Equipment
Regional Lounge - Total	Floor area	Proxy Cost Allocator	Assets that service all of the regional lounge are allocated over the total regional lounge area. Analysis of the regional lounge floor space into aeronautical areas is deemed to be a fair allocator of terminal assets that relate to the regional lounge	Land, Infrastructure and Buildings
International Terminal - Total	Floor area	Proxy Cost Allocator	Assets that service all of the international terminal are allocated over the total international terminal area. Analysis of the international terminal floor space into aeronautical areas is deemed to be a fair allocator of terminal assets that relate to the international terminal	Land, Infrastructure and Buildings, Vehicles, Plant and Equipment
Terminal - International Basement	Floor area	Proxy Cost Allocator	Specific terminal assets that are located in the international basement are allocated according to international basement floor space split into aeronautical / non aeronautical	Infrastructure and Buildings
Terminal - International Ground Floor	Floor area	Proxy Cost Allocator	Specific terminal assets that are located in the international ground floor are allocated according to international ground floor space split into aeronautical / non aeronautical	Infrastructure and Buildings, Vehicles, Plant and Equipment
Terminal - International First Floor	Floor area	Proxy Cost Allocator	Specific terminal assets that are located in the international first floor are allocated according to international first floor space split into aeronautical / non aeronautical	Infrastructure and Buildings
Terminal - International Second Floor	Floor area	Proxy Cost Allocator	Specific terminal assets that are located in the international second floor are allocated according to international second floor space split into aeronautical / non aeronautical	Infrastructure and Buildings
Integrated Terminal - Total	Floor area	Proxy Cost Allocator	Assets that service all of the integrated terminal are allocated over the total integrated terminal area. Analysis of the integrated terminal floor space into aeronautical areas is deemed to be a fair allocator of terminal assets that relate to the integrated terminal	Land, Infrastructure and Buildings, Vehicles, Plant and Equipment
Terminal - Integrated Basement	Floor area	Proxy Cost Allocator	Specific terminal assets that are located in the integrated terminal in the basement are allocated according to integrated terminal floor space split into aeronautical / non-aeronautical	Infrastructure and Buildings
Terminal - Integrated Ground Floor	Floor area	Proxy Cost Allocator	Specific terminal assets that are located in the integrated terminal on the ground floor are allocated according to integrated terminal floor space split into aeronautical / non-aeronautical	Infrastructure and Buildings
Terminal - Integrated Mezzanine Floor	Floor area	Proxy Cost Allocator	Specific terminal assets that are located in the integrated terminal on the mezzanine floor are allocated according to integrated terminal floor space split into aeronautical / non-aeronautical	Infrastructure and Buildings
Terminal - Integrated First Floor	Floor area	Proxy Cost Allocator	Specific terminal assets that are located in the integrated terminal on the first floor are allocated according to integrated terminal floor space split into aeronautical / non-aeronautical	Infrastructure and Buildings
Terminal - Integrated Second Floor	Floor area	Proxy Cost Allocator	Specific terminal assets that are located in the integrated terminal on the second floor are allocated according to integrated terminal floor space split into aeronautical / non-aeronautical	Infrastructure and Buildings
		[Select one]		
		[Select one]		
		[Select one]		
		[Select one]		
		[Select one]		
		[Select one]		
		[Select one]		
		[Select one]		
		[Select one]		
		[Select one]		
		[Select one]		

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

Regulated Airport
For Year EndedChristchurch International Airport Ltd
30 June 2025**SCHEDULE 9: REPORT ON ASSET ALLOCATIONS (cont)**

ref Version 5.0

9b: Notes to the Report**9b(i): Changes in Asset Allocators**Effect of Change
Current Year

				CY-1 30 Jun 24	(CY) 30 Jun 25	CY+1 30 Jun 26
Asset category						
Original allocator or components		Original				
New allocator or components		New				
Rationale		Difference		—	—	—
Asset category						
Original allocator or components		Original				
New allocator or components		New				
Rationale		Difference		—	—	—
Asset category						
Original allocator or components		Original				
New allocator or components		New				
Rationale		Difference		—	—	—
Asset category						
Original allocator or components		Original				
New allocator or components		New				
Rationale		Difference		—	—	—
Asset category						
Original allocator or components		Original				
New allocator or components		New				
Rationale		Difference		—	—	—
Asset category						
Original allocator or components		Original				
New allocator or components		New				
Rationale		Difference		—	—	—
Asset category						
Original allocator or components		Original				
New allocator or components		New				
Rationale		Difference		—	—	—
Asset category						
Original allocator or components		Original				
New allocator or components		New				
Rationale		Difference		—	—	—

Commentary on Asset AllocationsChanges in Asset Allocators

CIAL has used the same cost allocator methodology for this disclosure statement as that used to prepare our PSE4 pricing forecast published in our associated pricing disclosure statement. CIAL is committed to reporting actual outcomes as against our PSE4 forecast. There has been no change in asset allocator methodology for 2025 therefore schedule 9b(i) has not been completed.

2025 Terminal Cost Allocations

The terminal floor space for the 2025 Cost Allocation process is based on the relevant terminal spatial maps produced by CIAL based on the relevant terminal configuration as at 30 June 2025.

The 2025 disclosure year has seen only minor changes to the terminal floor space in terms of activity/use as against our 2024 disclosure statement. As a result this schedules cost allocation values have remained largely unchanged.

Overview

Where possible, assets are attributed to the relevant specified airport activities based on direct attribution of activity to each segment.

There are several assets however that do not directly relate to one individual segment and may overlap several segments. These asset values have been allocated to the regulatory asset segment according to the relevant asset allocation drivers.

The various asset allocation drivers have been determined based on the use of the asset, with the allocators and the rationale for the calculation described above.

Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2025

SCHEDULE 10: REPORT ON COST ALLOCATIONS

ref Version 5.0

10a: Cost Allocations						(\$000)
	Specified Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Airport Business	Unregulated Component	Total
Corporate Overheads						
Directly attributable operating costs	2,324	2,585	325	5,234		5,234
Costs not directly attributable	2,050	1,530	208	3,788	6,600	10,388
Asset Management and Airport Operations						
Directly attributable operating costs	12,514	13,417	1,975	27,906		27,906
Costs not directly attributable	8,504	1,673	191	10,368	18,495	28,863
Asset Maintenance						
Directly attributable operating costs	26	489	264	779		779
Costs not directly attributable	2,187	559	166	2,912	4,131	7,043
Total directly attributable costs	14,864	16,491	2,564	33,919		33,919
Total costs not directly attributable	12,741	3,762	565	17,068	29,226	46,294
Total operating costs	27,605	20,253	3,129	50,987	29,226	80,213
Cost Allocators						
Operating Cost Category	Allocator*	Allocator Type	Rationale	Operating Cost Line Items		
Terminal - Non-contestable	Direct cost	Causal Relationship	P&L amounts directly attributable to specified terminal activities is allocated 100% to this segment	Corporate Overheads, Asset Management and Airport Operations, Asset Maintenance		
Airfield - Non-contestable	Direct cost	Causal Relationship	P&L amounts directly attributable to specified airfield activities is allocated 100% to this segment	Corporate Overheads, Asset Management and Airport Operations, Asset Maintenance		
Aircraft and Freight - Non-contestable	Direct cost	Causal Relationship	P&L amounts directly attributable to Aircraft and Freight activities is allocated 100% to this segment	Corporate Overheads, Asset Management and Airport Operations, Asset Maintenance		
Promotions	Revenue generated by aircraft, passenger service and concession charges for the year	Causal Relationship	The spend on Promotion that will give rise to increased passenger numbers should be allocated by the revenue that is generated by those passengers	Asset Management and Airport Operations		
Administration Costs	Proportion of direct administration costs	Proxy Cost Allocator	Directly attributable administration costs are deemed to be a suitable driver of in-direct administration costs	Corporate Overheads, Asset Management and Airport Operations, Asset Maintenance		
Maintenance Costs	Proportion of direct maintenance costs	Proxy Cost Allocator	Directly attributable maintenance costs are deemed to be a suitable driver of in-direct maintenance costs	Corporate Overheads, Asset Management and Airport Operations, Asset Maintenance		
International Terminal	Floor space	Proxy Cost Allocator	Contestable / non-contestable floor space within the international terminal is deemed to be a suitable driver of international terminal cost allocations	Corporate Overheads, Asset Management and Airport Operations, Asset Maintenance		
Integrated Terminal	Floor space	Proxy Cost Allocator	Contestable / non-contestable floor space within the integrated terminal is deemed to be a suitable driver of integrated terminal cost allocations	Corporate Overheads, Asset Management and Airport Operations, Asset Maintenance		
Regional Lounge	Floor space	Proxy Cost Allocator	Contestable / non-contestable floor space within the regional lounge is deemed to be a suitable driver of regional lounge cost allocations	Corporate Overheads, Asset Management and Airport Operations, Asset Maintenance		
Total Terminal	Floor space	Proxy Cost Allocator	Overall terminal floor space split into contestable / non-contestable areas is deemed to be a suitable driver of overall terminal cost allocations	Corporate Overheads, Asset Management and Airport Operations, Asset Maintenance		

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Regulated Airport
For Year Ended

Christchurch International Airport Ltd
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SCHEDULE 10: REPORT ON COST ALLOCATIONS (cont)

ref Version 5.0

10b: Notes to the Report

10b(i): Changes in Cost Allocators

			Effect of Change Current Year		
			CY-1	(CY)	CY+1
			30 Jun 24	30 Jun 25	30 Jun 26
Operating cost category					
Original allocator or components		Original			
New allocator or components		New			
Rationale		Difference	—	—	—
Operating cost category					
Original allocator or components		Original			
New allocator or components		New			
Rationale		Difference	—	—	—
Operating cost category					
Original allocator or components		Original			
New allocator or components		New			
Rationale		Difference	—	—	—
Operating cost category					
Original allocator or components		Original			
New allocator or components		New			
Rationale		Difference	—	—	—
Operating cost category					
Original allocator or components		Original			
New allocator or components		New			
Rationale		Difference	—	—	—
Operating cost category					
Original allocator or components		Original			
New allocator or components		New			
Rationale		Difference	—	—	—
Operating cost category					
Original allocator or components		Original			
New allocator or components		New			
Rationale		Difference	—	—	—

Commentary on Cost Allocations

<u>Changes in Cost Allocators</u>
CIAL has used the same cost allocator methodology for this disclosure statement as that used to prepare our PSE4 pricing forecast published in our associated pricing disclosure statement. CIAL is committed to reporting actual outcomes as against our PSE4 forecast. There has been no change in the cost allocator methodology for 2025 therefore schedule 10b(i) has not been completed.
<u>2025 Terminal Cost Allocations</u>
The terminal floor space for the 2025 Cost Allocation process is based on the relevant terminal spatial maps produced by CIAL based on the relevant terminal configuration as at 30 June 2025. The terminal is a highly dynamic asset; below is a summary of terminal floor space changes that occurred within PSE3.
Previous terminal floor space changes (PSE3):
2019 disclosure : Gate 15 reconfiguration project and the introduction of the digital lounge which resulted in an increase to the terminal regulatory space. 2020 disclosure : introduction of additional retail offerings and a slight reduction in the terminal regulatory space. 2021 disclosure : inclusion of restricted commercial areas for aeronautical activities increasing the terminal regulatory space, the introduction of Pathway 2, and an overall increase to the total terminal footprint due to the inclusion of 'void spaces that manage facilities' (as measured by CIAL's new mapping software)
For the 2023 disclosure year, the Pathway 2 changes introduced in our 2021 disclosure statement were removed. This resulted in small changes to the terminal floor space (against our 2022 disclosure statement).
Because of our Cost Allocation Process (detailed below), the year on year terminal floor space changes don't generally have a significant impact on this schedules cost allocations which is not the case for Schedule 9 - our asset allocations.
Only minor changes have occurred between our 2023 disclosure statement and this disclosure statement in respect to the cost allocation values.
<u>Cost Allocation Process</u>
The Cost Allocation process ensures all income and expenses are allocated to the relevant specified airport activity and commercial categories. Many income and expense items will be directly related to the categories whilst others must be allocated based on some form of allocation. Administration and Maintenance categories are the two "overhead" type categories, and CIAL endeavours to allocate as many of these costs directly to the relevant activity and thereby minimise the indirectly allocated cost value.
The process of allocation follows several steps to achieve this and these are listed below:
<i>Step One : Direct Costs</i> - All income and expense items are reviewed to ensure any costs that can be directly attributed are allocated wherever possible.
<i>Step Two : Review Costs for Causal Allocators</i> - All remaining income and expense items are then reviewed with any costs that can be allocated based on a causal relationship being allocated manually. The causal allocators used in 2025 are listed above.
<i>Step Three: Run Cost Allocation Model</i> - The cost allocation model then allocates the residual values in the Administration, Maintenance, and Terminal categories between the specified airport activities and commercial categories of the business. The allocators for 2025 and their rationale for application are also detailed above.

Regulated Airport
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Christchurch International Airport Ltd
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SCHEDULE 11: REPORT ON RELIABILITY MEASURES

ref Version 5.0

		Number	Total Duration	
			Hours	Minutes
6	Runway			
	The number and duration of interruptions to runway(s) during disclosure year by party primarily responsible			
8	Airports	—	—	—
9	Airlines/Other	—	—	—
10	Undetermined reasons	—	—	—
11	Total	—	—	—
12	Taxiway			
	The number and duration of interruptions to taxiway(s) during disclosure year by party primarily responsible			
14	Airports	—	—	—
15	Airlines/Other	—	—	—
16	Undetermined reasons	—	—	—
17	Total	—	—	—
18	Remote stands and means of embarkation/disembarkation			
	The number and duration of interruptions to remote stands and means of embarkation/disembarkation during disclosure year by party primarily responsible			
20	Airports	—	—	—
21	Airlines/Other	—	—	—
22	Undetermined reasons	—	—	—
23	Total	—	—	—
24	Contact stands and airbridges			
	The number and duration of interruptions to contact stands during disclosure year by party primarily responsible			
26	Airports	2	1	09
27	Airlines/Other	1	—	26
28	Undetermined reasons	1	—	37
29	Total	4	2	12
30	Baggage sortation system on departures			
	The number and duration of interruptions to baggage sortation system on departures during disclosure year by party primarily responsible			
32	Airports	—	—	—
33	Airlines/Other	—	—	—
34	Undetermined reasons	—	—	—
35	Total	—	—	—
36	Baggage reclaim belts			
	The number and duration of interruptions to baggage reclaim belts during disclosure year by party primarily responsible			
38	Airports	—	—	—
39	Airlines/Other	—	—	—
40	Undetermined reasons	—	—	—
41	Total	—	—	—
42	On-time departure delay			
	The total number of flights affected by on time departure delay and the total duration of the delay during disclosure year by party primarily responsible			
44	Airports	23	9	59
45	Airlines/Other	38	17	58
46	Undetermined reasons	9	3	16
47	Total	70	31	13

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Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2025

SCHEDULE 11: REPORT ON RELIABILITY MEASURES (cont)

ref Version 5.0

Fixed electrical ground power availability (if applicable)

The percentage of time that FEGP is unavailable due to interruptions*

0%

* Disclosure of FEGP information applies only to airports where fixed electrical ground power is available.

Commentary concerning reliability measures

Determining Responsibility and Validity of Interruptions

CIAL operations staff record all interruption data into a database. This is completed at the time the interruption occurs and includes full details of the interruption including an assessment of the party responsible.

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 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.

Operational Improvements

Interruptions are discussed when appropriate with relevant parties/forums as disclosed in Schedule 15. Potential improvements and strategies are also discussed amongst these groups.

Fixed Electricity Ground Power

Fixed electrical ground power is available at stands 18, 19, 20, 21, 22, 26, 27, 28, 29, 30, 31, 32 and 34. During PSE4 CIAL indicated further electricity charging and ground power offerings will be developed. CIAL commenced further work within the 2025 disclosure year (Year 3 of PSE4) which will be available in our 2026 disclosure year.

On-Time Departure Delay

CIAL requires input from the Airlines to meet our regulatory obligations within this schedule on reporting 'On-Time Departure Delays'.

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 2025 disclosure year. This Airline historically accounts for between 75% to 80% of departing flights from CIAL within a typical disclosure year.

Must include information on how the responsibility for interruptions is determined and the processes the Airport has put in place for undertaking any operational improvement in respect of reliability. If interruptions are categorised as "occurring for undetermined reasons", the reasons for inclusion in this category must be disclosed.

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Regulated Airport
For Year Ended**Christchurch International Airport Ltd**
30 June 2025**SCHEDULE 12: REPORT ON CAPACITY UTILISATION INDICATORS FOR AIRCRAFT AND FREIGHT ACTIVITIES AND AIRFIELD ACTIVITIES**

ref Version 5.0

Runway

Description of runway(s)

Designations

Length of pavement (m)

Width (m)

Shoulder width (m)

Runway code

ILS category

Declared runway capacity for
specified meteorological
condition

VMC (movements per hour)

IMC (movements per hour)

Runway #1**Runway #2****Runway #3**

02-20	11-29	N/A
3288	1741	N/A
45	45	N/A
30	N/A	N/A
4E	3D	N/A
Category I	N/A	N/A
42	38	N/A
38	28	N/A

Taxiway

Description of main taxiway(s)

Name

Length (m)

Width (m)

Status

Number of links

Taxiway #1**Taxiway #2****Taxiway #3**

Alpha	Echo	Foxtrot
2996	785	695
23	23	23
Full Length	Part Length	Part Length
6	1	1

Aircraft parking stands

Number of apron stands available during the runway busy day categorised by stand description and primary flight category

Air passenger services

International

Domestic jet

Domestic turboprop

Total parking stands

Contact stand—airbridge	Contact stand—walking	Remote stand—bus
9	2	3
5	0	0
0	0	0
14	2	3

Busy periods for runway movements

Date

Runway busy day

Runway busy hour start time

(day/month/year hour)

9 April 2025
23 May 2025 11 AM

Aircraft movements

Number of aircraft runway movements during the runway busy day with air passenger service flights categorised by stand description and flight category

Air passenger services

International

Domestic jet

Domestic turboprop

Total

Other (including General Aviation)

Total aircraft movements during the runway busy day

Contact stand—airbridge	Contact stand—walking	Remote stand—bus	Total
24	—	—	24
56	—	—	56
—	115	—	115
80	115	—	195
			142
			337

Number of aircraft runway movements during the runway busy
hour

37

Commentary concerning capacity utilisation indicators for aircraft and freight activities and airfield activitiesParking Stand Assumptions (in support of the above numbers)

Domestic Turboprop aircraft = Contact stand — walking
Domestic Jet aircraft = Contact stand — airbridge
International flights aircraft = Contact stand — walking
— airbridge

CIAL has 6 stands that can operate across different aircraft type; 1 covering walking access for both Domestic aircraft, 1 with either walking or contact access for both Domestic aircraft, and 4 with the ability to swing between Domestic Jet and International aircraft. These 6 stands have been included within this Schedules measures by their primary aircraft usage only.

CIAL developed Gate 15 during the 2018 disclosure year to further enhance our ability to service multiple aircraft across the Integrated Terminal; with this gate commissioned in June 2018.

In addition, CIAL has 17 remote stands that are generally used for freight and servicing the operations of the Antarctic program. These stands are located some distance from the passenger terminal.

Runway

CIAL has two runways; the main runway and the cross-wind runway. The cross-wind runway is used during specific North West wind weather conditions and outages to the main runway. There have been no changes to the runways in the 2025 disclosure year.

CIAL is not constrained by any night curfew and is constantly monitoring the noise contours to ensure the continuance of a 24 hour, 7 day a week operation capability.

Regulated Airport
For Year EndedChristchurch International Airport Ltd
30 June 2025**SCHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECIFIED PASSENGER TERMINAL ACTIVITIES**

ref Version 5.0

		International terminal	Domestic terminal	Common area [†]
6	Outbound (Departing) Passengers			
7	Landside circulation (outbound)			
8	Passenger busy hour for landside circulation (outbound)—start time (day/month/year hour)	25 Jun 2025 6 AM	26 Jul 2024 6 PM	26 Mar 2025 6 AM
9	Floor space (m ²)	52	637	2,185
10	Passenger throughput during the passenger busy hour (passengers/hour)	927	976	1,605
11	Utilisation (busy hour passengers per 100m ²)	1,783	153	73
12				
13	Check-in			
14	Passenger busy hour for check-in—start time (day/month/year hour)	N/A	N/A	26 Mar 2025 6 AM
15	Floor space (m ²)	N/A	N/A	2,512
16	Passenger throughput during the passenger busy hour (passengers/hour)	N/A	N/A	1,605
17	Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined	64
18	Baggage (outbound)			
19	Passenger busy hour for baggage (outbound)—start time (day/month/year hour)	N/A	N/A	26 Mar 2025 6 AM
20	Make-up area floor space (m ²)	N/A	N/A	5,095
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	1,160
23	Passenger throughput during the passenger busy hour (passengers/hour)	N/A	N/A	1,605
24	Utilisation (% of processing capacity)	Not defined	Not defined	48%
25	* Please describe in the capacity utilisation indicators commentary box how notional capacity and bags throughput have been assessed.			
26	Passport control (outbound)			
27	Passenger busy hour for passport control (outbound)—start time (day/month/year hour)	25 Jun 2025 6 AM		
28	Floor space (m ²)	71		
29	Number of emigration booths and kiosks	7		
30	Notional capacity during the passenger busy hour (passengers/hour) *	823		
31	Passenger throughput during the passenger busy hour (passengers/hour)	927		
32	Utilisation (busy hour passengers per 100m ²)	1,306		
33	Utilisation (% of processing capacity)	113%		
34				
35	* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.			
36	Security screening			
37	Passenger busy hour for security screening—start time (day/month/year hour)	25 Jun 2025 6 AM	26 Jul 2024 6 PM	
38	Facilities for passengers excluding international transit & transfer			
39	Floor space (m ²)	538	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)	927	976	
43	Utilisation (busy hour passengers per 100m ²)	172	269	
44	Utilisation (% of processing capacity)	114%	120%	
45	Facilities for international transit & transfer passengers			
46	Floor space (m ²)	49		
47	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 ²)	—		
52	Utilisation (% of processing capacity)	—		
53	* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.			
54				

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Regulated Airport
For Year EndedChristchurch International Airport Ltd
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SCHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECIFIED PASSENGER TERMINAL ACTIVITIES (cont)

ref Version 5.0

	International terminal	Domestic terminal	Common area [†]
Airside circulation (outbound)			
Passenger busy hour for airside circulation (outbound)—start time (day/month/year hour)	25 Jun 2025 6 AM	26 Jul 2024 6 PM	
Floor space (m ²)	1,759	1,770	
Passenger throughput during the passenger busy hour (passengers/hour)	927	976	
Utilisation (busy hour passengers per 100m ²)	53	55	
Departure lounges			
Passenger busy hour for departure lounges—start time (day/month/year hour)	25 Jun 2025 6 AM	26 Jul 2024 6 PM	
Floor space (m ²)	4,329	2,598	
Number of seats	852	805	
Passenger throughput during the passenger busy hour (passengers/hour)	927	976	
Utilisation (busy hour passengers per 100m ²)	21	38	
Utilisation (passengers per seat)	1.1	1.2	
Inbound (Arriving) Passengers			
Airside circulation (inbound)			
Passenger busy hour for airside circulation (inbound)—start time (day/month/year hour)	18 Jan 2025 2 PM	21 Nov 2024 8 PM	N/A
Floor space (m ²)	4,577	1,829	N/A
Passenger throughput during the passenger busy hour (passengers/hour)	833	898	N/A
Utilisation (busy hour passengers per 100m ²)	18	49	Not defined
Passport control (inbound)			
Passenger busy hour for passport control (inbound)—start time (day/month/year hour)	18 Jan 2025 2 PM		
Floor space (m ²)	1,240		
Number of immigration booths and kiosks	16		
Notional capacity during the passenger busy hour (passengers/hour) *	850		
Passenger throughput during the passenger busy hour (passengers/hour)	833		
Utilisation (busy hour passengers per 100m ²)	67		
Utilisation (% of processing capacity)	98%		
* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.			
Landside circulation (inbound)			
Passenger busy hour for landside circulation (inbound)—start time (day/month/year hour)	18 Jan 2025 2 PM	21 Nov 2024 8 PM	5 Nov 2024 2 PM
Floor space (m ²)	158	637	2,041
Passenger throughput during the passenger busy hour (passengers/hour)	833	898	1,340
Utilisation (busy hour passengers per 100m ²)	527	141	66
Baggage reclaim			
Passenger busy hour for baggage reclaim—start time (day/month/year hour)	18 Jan 2025 2 PM	21 Nov 2024 8 PM	
Floor space (m ²)	4,668	2,680	
Number of reclaim units	3	4	
Notional reclaim unit capacity during the passenger busy hour (bags/hour) *	5,400	5,400	
Bags processed during the passenger busy hour (bags/hour) *	891	572	
Passenger throughput during the passenger busy hour (passengers/hour)	833	898	
Utilisation (% of processing capacity)	17%	11%	
Utilisation (busy hour passengers per 100m ²)	18	34	
* Please describe in the capacity utilisation indicators commentary box how notional capacity and bags throughput have been assessed.			
Bio-security screening and inspection and customs secondary inspection			
Passenger busy hour for bio-security screening and inspection and customs secondary inspection—start time (day/month/year hour)	18 Jan 2025 2 PM		
Floor space (m ²)	974		
Notional MAF secondary screening capacity during the passenger busy hour (passengers/hour) *	900		
Passenger throughput during the passenger busy hour (passengers/hour)	833		
Utilisation (% of processing capacity)	93%		
Utilisation (busy hour passengers per 100m ²)	86		
* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.			

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Regulated Airport
For Year EndedChristchurch International Airport Ltd
30 June 2025**SCHEDULE 13: REPORT ON CAPACITY UTILISATION INDICATORS FOR SPECIFIED PASSENGER TERMINAL ACTIVITIES (cont)**

ref Version 5.0

	International terminal	Domestic terminal	Common area [†]
Arrivals concourse			
Passenger busy hour for arrivals concourse—start time (day/month/year hour)	18 Jan 2025 2 PM	21 Nov 2024 8 PM	N/A
Floor space (m ²)	1,568	177	N/A
Passenger throughput during the passenger busy hour (passengers/hour)	833	898	N/A
Utilisation (busy hour passengers per 100m ²)	53	507	Not defined
Total terminal functional areas providing facilities and service directly for passengers			
Floor space (m ²)	19,982	10,690	6,738
Number of working baggage trolleys available for passenger use at end of disclosure year	420	190	375

Commentary concerning capacity utilisation indicators for Passenger Terminal Activities

CIAL operates an Integrated Domestic and International check-in facility and baggage handling system. This is reflected in the common area utilisation figures above.

Passenger data is obtained from a combination of Customs and Airlines data. This is used to calculate busy hour/day information and corresponding passenger throughput. These data sources are cross checked where possible and are considered to be materially accurate.

Source of Data for Capacity Calculations:Security Screening

The notional capacity has been based on Aviation Security National standards of 270 passengers per hour per x-ray unit. Security Screening International Transit/ Transfer numbers are not collected by CIAL.

Bio-Security

The notional capacity figures were sourced from the AIRBIZ capacity and utilisation study dated 14 May 2010 which was commissioned after discussions with the Commerce Commission and Airlines.

Baggage Handling

CIAL operates an Integrated Domestic and International check-in facility and baggage handling system. The Integrated baggage handling system has a notional capacity of 40 bags per minute or 2,400 per hour.

The number of bags processed during the busy hour have been supplied by the operators of the Baggage system, who manage this for CIAL under an outsourced service provision contract. As the busy hour includes the departure of International flights, the number of bags processed during that hour may not include the bags for those International flights. For operational reasons bags for International flights are processed in the 2 hours prior to departure. This year the actual bags belonging to passengers who travelled in the busy hour have been included in this report.

Baggage Reclaim

Baggage system notional capacity numbers have been calculated from figures supplied by the system supplier, Glidepath. Notional capacity is however reduced by the recirculation rate (25% approx.) of bags relative to the length of reclaim belts. At this time actual baggage reclaim figures are not recorded by the system and again the bags processed have been estimated based on approximate bags per passenger figures.

Seating

Numbers listed excludes General, Food Court, and Tenancy seats.

Floor Space

The terminal floor space is based on the relevant terminal spatial maps produced by CIAL based on the terminal's current configuration as at 30 June 2025.

Passport Control

International Departures : There are 3 desks and 4 smart gates servicing International Departures.

International Arrivals : There are 8 desks and 8 smart gates servicing International Arrivals.

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

[†] For functional components which are normally shared by passengers on international and domestic aircraft.

Regulated Airport
For Year EndedChristchurch International Airport Ltd
30 June 2025**SCHEDULE 14: REPORT ON PASSENGER SATISFACTION INDICATORS**

ref Version 5.0

Survey organisation

Survey organisation used

ACI

If "Other", please specify

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

	Quarter for year ended	1 30 Sep 24	2 31 Dec 24	3 31 Mar 25	4 30 Jun 25	Annual average
Ease of finding your way through an airport		4.04	4.00	4.11	4.10	4.06
Ease of making connections with other flights		4.07	3.76	4.34	4.08	4.06
Flight information display screens		4.04	4.06	4.21	4.18	4.12
Walking distance within and/or between terminals		4.10	4.10	4.27	4.24	4.18
Availability of baggage carts/trolleys		4.11	4.12	4.24	4.14	4.15
Courtesy, helpfulness of airport staff (excluding check-in and security)		4.23	4.28	4.35	4.26	4.28
Availability of washrooms/toilets		4.01	4.05	4.06	3.99	4.03
Cleanliness of washrooms/toilets		3.93	3.86	3.90	3.89	3.90
Comfort of waiting/gate areas		3.74	3.72	3.85	3.78	3.77
Cleanliness of airport terminal		4.10	4.05	4.16	4.08	4.10
Ambience of the airport		3.93	3.84	4.00	3.89	3.91
Security inspection waiting time		4.44	3.97	4.38	4.22	4.25
Check-in waiting time		4.47	4.53	4.47	4.53	4.50
Feeling of being safe and secure		4.33	4.50	4.46	4.41	4.42
Average survey score		4.11	4.06	4.20	4.13	4.12

International terminal

	Quarter for year ended	1 30 Sep 24	2 31 Dec 24	3 31 Mar 25	4 30 Jun 25	Annual average
Ease of finding your way through an airport		4.01	4.03	4.15	4.18	4.09
Ease of making connections with other flights		3.89	3.87	4.21	4.01	4.00
Flight information display screens		4.15	4.08	4.25	4.24	4.18
Walking distance within and/or between terminals		4.19	4.10	4.32	4.29	4.23
Availability of baggage carts/trolleys		4.11	4.12	4.24	4.14	4.15
Courtesy, helpfulness of airport staff (excluding check-in and security)		4.34	4.42	4.44	4.38	4.39
Availability of washrooms/toilets		4.04	4.02	4.18	4.22	4.12
Cleanliness of washrooms/toilets		4.16	4.06	4.29	4.22	4.18
Comfort of waiting/gate areas		3.76	3.83	3.97	3.98	3.88
Cleanliness of airport terminal		4.16	4.27	4.32	4.31	4.26
Ambience of the airport		3.94	4.08	4.16	4.14	4.08
Passport and visa inspection waiting time		4.40	4.40	4.64	4.59	4.51
Security inspection waiting time		4.14	4.09	4.33	4.50	4.26
Check-in waiting time		4.30	4.16	4.11	4.18	4.19
Feeling of being safe and secure		4.33	4.52	4.58	4.56	4.50
Average survey score		4.13	4.14	4.28	4.26	4.20

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

Commentary concerning report on passenger satisfaction indicators

CIAL monitors passenger experience ratings using the Airport Service Quality (ASQ) Survey, like other New Zealand and International airports. The survey results reflect the perceived passenger travel experience (the weighted average response) from using the Terminal. The survey includes consistent sample survey questions, amongst questions that have changed over time, with responses recorded by a five-point rating scale of, poor (1), fair (2), good (3), very good (4) or excellent (5), which passengers rate at the departure gate.

CIAL uses the survey results to identify improvements and we consult with interested parties as to the benefits such changes could have in improving the end-to-end passenger journey and hopefully our passenger satisfaction rating for that area. In the short-term passenger services appear to be meeting the demands expected however CIAL is committed to ensuring in the medium to longer-term terminal facilities and the passenger experience accommodates for future needs particularly when new compliance changes come into being.

The "Availability of Baggage Carts/Trolleys" passenger satisfaction survey score, required by Schedule 14 (for both the Domestic and International terminals), isn't part of the ASQ sample questions. CIAL includes this question, at a nominal cost, however the scoring is not segmented between Domestic & international by ASQ. As such each quarter's survey score is recorded as the rating for both the Domestic & international terminals.

Location of Survey Fieldwork Documentation

Survey fieldwork documentation is available on CIAL's website (www.christchurchairport.co.nz).

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

Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2025

SCHEDULE 15: REPORT ON OPERATIONAL IMPROVEMENT PROCESSES

ref Version 5.0

Disclosure of the operational improvement process

CIAL has a continuous improvement focus to improve operational service excellence. This is achieved through several business as usual 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.

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 personnel. Chaired by the CIAL Head of Aviation Operations.

Aviation Operations Forum

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, biosecurity, airfield facilities and works projects, environmental and sustainability, plus invited guest presenters.

Freight Operator PCBU Operational Meeting

This nationwide group meets monthly to discuss safety and operational specific concerns for freight apron operations throughout New Zealand. Stakeholders include air freight operators, ground handlers, fuel companies, CIAL Head of Aviation Operations, CIAL Apron and Wildlife Manager and CIAL Apron Operations personnel. Chaired by an external freight operator or airline representative operating out of this space.

New Zealand Aviation Wildlife Hazard Group

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.

Terminal Workplace Health and Safety Committee

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 (Health New Zealand), contractors, and CIAL personnel operating in the terminal environment. Chaired by the CIAL Head of Health, Safety and Wellbeing.

Airfield Projects Meetings

Monthly meeting held with Airways NZ to discuss airfield operations, aviation safety, airport security, airfield facilities, and airside works. 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.

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.

HS&W Kaitiaki Group Meeting

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 sometimes invite external guest speakers and/or conduct site visits for additional exposure. Chaired by the CIAL Head of Health, Safety and Wellbeing.

The process put in place by the Airport for it to meet regularly with airlines to improve the reliability and passenger satisfaction performance consistent with that reflected in the indicators.

Regulated Airport
For Year EndedChristchurch International Airport Ltd
30 June 2025

SCHEDULE 15: REPORT ON OPERATIONAL IMPROVEMENT PROCESSES (cont)

ref Version 5.0

Disclosure of the operational improvement process (cont)

Below are a number of initiatives, improvements or events associated with the disclosure year. The Executive Summary also provides further details around some of these items.

People, Health & Wellbeing

An ongoing focus for the 2025 year has been on employee wellbeing, leadership and building an inclusive team that embraces and reflects diversity and inclusion in all its forms.

For our team leadership is not about titles or tiers, it is a shared responsibility to guide with purpose, inspire confidence, and nurture potential. This year, we have placed a strong emphasis on one of the most vital capabilities of our time, leading change. We have also provided opportunities for our staff to give back, including volunteering to cook and serve meals at Ronald MacDonald House and planting native trees and restoring Port Saddle Reserve.

Planet

CIAL has become the first airport in New Zealand, and the Southern Hemisphere, to add an electric truck to its emergency response fleet. An investment decision for a 230-hectare solar farm development, 'Kowhai Park', was announced in August 2024 and the park is scheduled to be operational by the middle of 2026. In August 2025, the very first row of solar panels, known as the 'Golden Row' was installed, marking the next phase of construction.

CIAL also remains an active participant in industry discussions around the future decarbonisation of aviation. CIAL and Fabrum have teamed up to form a partnership to develop a groundbreaking liquid hydrogen testing facility on campus, the first of its kind at any airport worldwide.

Over the past year, we have accelerated our circular economy thinking, finding new ways to give resources a second life, cut emissions and support our community. Recycling has been scaled up, alongside airport partner staff clean-ups, our continued food rescue in partnership with Kairos and new insights from a full waste audit.

For the first time, CIAL has a fully integrated, real-time noise monitoring system. This means we can manage operations more proactively, demonstrate compliance with District Plan rules, and most importantly, our community can access the same independent data we rely on.

Customer Experience

A new food court opened in December 2024, giving travellers, staff and our wider campus community more choice, more comfort, and a great place to meet. Later this year, an Antarctic-themed playground and upgraded family facilities will open, making the terminal more welcoming for families.

After 14 years, with the same equipment, we're giving our car parking and vehicle access technology a full upgrade. This will provide greater reliability, faster service, and a smoother experience for our customers.

Created in collaboration with Ngai Tahu, Tourism New Zealand, ChristchurchNZ, and brought to life by Ariki Creative, our new murals along the international arrivals walkway are creating an amazing first impression for every arriving visitor. The murals weave together culture, history, and landscape showcasing the beauty, spirit and stories of the South Island.

Operational Efficiency

The introduction of AI to more than one hundred team members has already boosted productivity and stimulated possibilities, and we have begun testing automation across both operational and commercial functions.

Strategy-Led Asset Management – a continued transition towards more proactive asset maintenance works and the development of more detailed terminal, runway and infrastructure asset management plans.

Energy Efficiency – a continued focus on energy efficiency and a reduction in energy consumption.

Innovation

Looking after the runway and taxiways is one of the most important jobs we do. Our engineering team uses a mix of smart technology and hands-on inspection to understand how the pavement is performing. A new bitumen surface treatment called JetBlack was also applied to sections of the apron and taxiways improving durability.

We have completed a 5-year digital strategy and began building a specialist team to partner across the business to deepen customer experiences, manage assets smarter and future-proof airport operations. Data sits at the heart of this work, and we have invested in new technologies such as LiDAR and machine learning, to help turn information into insights to improve service.

The process put in place by the Airport for it to meet regularly with airlines to improve the reliability and passenger satisfaction performance consistent with that reflected in the indicators.

Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2025

SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS

ref 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

Aircraft type	Total number of landings	Total MCTOW (tonnes)
Airbus A320	505	38,885
Airbus A320neo	855	67,545
Airbus A321neo	361	33,754
Airbus A330-200	20	4,760
Airbus A330-300	2	484
Airbus A350-1000	49	15,484
Airbus A350-900 XWB	417	116,685
Airbus A380-800	364	209,300
Boeing 737 Max 8	108	8,877
Boeing 737-800	1,692	133,693
Boeing 787-10 Dreamliner	1	254
Boeing 787-800	46	10,485
Boeing 787-900	89	22,606
	—	—
	—	—
	—	—
	—	—
	—	—
	—	—
	—	—
	—	—
Total	4,509	662,812

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ref Version 5.0

Total number of landings	Total MCTOW (tonnes)
—	—
2,114	178,382
383	31,263
11,469	43,486

Total number of landings	Total MCTOW (tonnes)
48.190	2.031.303

Contact stand—airbridge	Contact stand—walking	Remote stand—bus	Total
9,020	—	—	9,020
19,488	—	—	19,488

The total number of passengers during disclosure year	Domestic	International	Total
Inbound passengers†	2,414,594	771,638	3,186,232
Outbound passengers†	2,419,871	789,055	3,208,926
Total (gross figure)	4,834,465	1,560,693	6,395,158
less estimated number of transfer and transit passengers		—	—
Total (net figure)			6,395,158

[illegible]

Emirates
Cathay Pacific
Jetstar
Air New Zealand
Qantas
Fiji Airways
United Airlines
China Southern
Singapore Airlines

Regulated Airport
For Year EndedChristchurch International Airport Ltd
30 June 2025

SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS (cont 3)

ref Version 5.0

16e: Human Resource Statistics

	Specified Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Total
Number of full-time equivalent employees	65.0	78.0	7.0	150.0
Human resource costs (\$000)				18,446

Commentary concerning the report on associated statistics

Source of Data

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, and FIDs (the Flight Information Data system).

The human resource statistics have been calculated from payroll figures as at the end of June 2025.

Human Resource Movements

CIAL maintains a focus for efficiency and productivity gains across our entire business.

Our 2024 disclosure year experienced structural changes that have flowed into our operational and support business units within this disclosure year. With our Cost Allocation process, Terminal activity has increased by 11 full-time equivalent employees and our Airfield activity has decreased by 4 full-time equivalent employees.

Other Movements

Air 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.

PSE4 Forecast to Actual Comparison

The following table shows a comparison between our pricing forecasts to actual outcomes for Year 3 of the current PSE4 pricing period. This comparison includes passenger movements, landings, and MCTOW.

	PSE4-2025	ID-2025	PSE4 Year 3	PSE4-Period To Date	ID-Period To Date	Period To Date
Passengers Movements	Pricing Forecast	Actual	Variance	Pricing Forecast	Actual	Variance
International Arrivals	792,858	771,638	-2.7%	1,988,499	2,001,313	0.6%
International Departures	792,858	789,055	-0.5%	1,988,498	2,021,890	1.7%
Total International	1,585,716	1,560,693	-1.6%	3,976,997	4,023,203	1.2%
Domestic Arrivals	2,592,743	2,414,594	-6.9%	7,470,341	7,151,143	-4.3%
Domestic Departures	2,592,742	2,419,871	-6.7%	7,470,339	7,162,981	-4.1%
Total Domestic	5,185,485	4,834,465	-6.8%	14,940,680	14,314,124	-4.2%
Total Passenger Movements	6,771,201	6,395,158	-5.6%	18,917,677	18,337,327	-3.1%
Landings	Pricing Forecast	Actual	Variance	Pricing Forecast	Actual	Variance
Domestic Flight (3 tonnes or more but <30 tonnes)	22,827	19,972	-12.5%	66,531	57,202	-14.0%
Domestic Flights (30 tonnes MCTOW or more)	8,700	9,743	12.0%	25,441	29,162	14.6%
Total Domestic	31,527	29,715	-5.7%	91,972	86,364	-6.1%
International Flights	4,776	4,509	-5.6%	12,137	12,175	0.3%
Other Flights	15,478	13,966	-9.8%	46,389	39,457	-14.9%
Total Landings	51,781	48,190	-6.9%	150,498	137,996	-8.3%
MCTOW	Pricing Forecast	Actual	Variance	Pricing Forecast	Actual	Variance
Domestic Flight (3 tonnes or more but <30 tonnes)	479,698	401,065	-16.4%	1,399,521	1,154,720	-17.5%
Domestic Flights (30 tonnes MCTOW or more)	716,523	714,295	-0.3%	2,088,852	2,138,579	2.4%
Total Domestic	1,196,221	1,115,360	-6.8%	3,488,373	3,293,299	-5.6%
International Flights	667,139	662,812	-0.6%	1,683,528	1,696,333	0.8%
Other Flights	254,909	253,131	-0.7%	766,226	786,650	2.7%
Total MCTOW	2,118,269	2,031,303	-4.1%	5,938,127	5,776,282	-2.7%

- Total passenger movements were -5.6% or -376k below the Year 3 PSE4 forecast, primarily due to lower domestic movements of 351k. This has significantly impacted our Period to Date variance, almost doubling it from -1.7% in Year 2 to -3.1% in Year 3

- Total landings were down by 6.9%, but this reflects a smaller variance compared to previous individual year variances against our PSE4 forecasts (FY24 = 10.4%, FY23 = 7.6%). The decline is primarily driven by lower than forecast 3 to 30 tonne domestic flights, which accounts for -75% of the Period to Date total variance

- Total MCTOW was down by -4.1%, or -87k, against our Year 3 PSE4 forecast. This decline was primarily driven by lower than forecast 3 to 30 tonne domestic flights, which contributed -79k or -90% of the total MCTOW current year variance. As a result, this year's variance has doubled the Period to Date variance compared to Year 2, which is now -161k against our Year 3 Period to Date forecast

Regulated Airport
For Year EndedChristchurch International Airport Ltd
30 June 2025**SCHEDULE 17: REPORT ON PRICING STATISTICS**

ref Version 5.0

17a: Components of Pricing Statistics

Net operating charges from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW

Net operating charges from airfield activities relating to domestic flights of 30 tonnes MCTOW or more

Net operating charges from airfield activities relating to international flights

Net operating charges from specified passenger terminal activities relating to domestic passengers

Net operating charges from specified passenger terminal activities relating to international passengers

(\$000)

9,283
16,212
8,661
35,451
13,713

Number of passengers

1,902,351
2,932,114
1,560,693

Total MCTOW (tonnes)

816,586
1,790,766
1,403,236

17b: Pricing Statistics

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

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

Average charge from airfield activities relating to international flights

Average charge
(\$ per passenger)Average charge
(\$ per tonne MCTOW)

4.88	11.37
5.53	9.05
5.55	6.17

Average charge from specified passenger terminal activities

Average charge
(\$ per domestic passenger)Average charge
(\$ per international passenger)

7.33	8.79
------	------

Average charge from airfield activities and specified passenger terminal activities

Average charge
(\$ per domestic passenger)Average charge
(\$ per international passenger)

12.61	14.34
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Commentary on Pricing Statistics

As outlined in CIAL's PSE4 price setting disclosure, CIAL is focused on increasing the productive and efficient use of its existing assets. PSE4 continues our PSE3 approach of setting its prices on a per passenger basis. Per passenger pricing allows CIAL to increase and incentivise flexible and efficient use of its airfield and terminal. They are also simple to understand, transparent and (as the Commission identified) likely to reduce Airlines' exposure to demand risk. CIAL considers (and the majority of Airlines agreed) per passenger pricing aligns CIAL's and Airlines' interests.

In PSE3 CIAL re-balanced our price structure which resulted in International and Domestic passenger services prices being the same for FY22 (Year 5 of PSE3). PSE4 continues the re-balanced price structure achieved at Year 5 of PSE3 with one Terminal passenger price for Regional Services passengers and one Terminal price for International and Domestic Services passengers (i.e., Non-Regional Services).

Further discussion in respect to passenger numbers and related net revenue is included in the Executive Summary preceding this disclosure statement.

Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2025

SCHEDULE 25: TRANSITIONAL REPORT ON REGULATORY ASSET BASE VALUE FOR LAND

ref Version 5.0

25: Regulatory Asset Base Value for Land

**Unallocated RAB
(\$000)**

**RAB
(\$000)**

Estimated value of land assets for the 2009 year
Capital expenditure on land for disclosure year 2010
Value of disposed assets on land for disclosure year 2010 (negative amount)
Estimated value of land assets for the 2011 year
Capital expenditure on land for disclosure year 2011
Value of disposed assets on land for disclosure year 2011 (negative amount)

—
—
—
—
—
—

Initial RAB value

—

—

Commentary

CIAL last revalued its land under the MVAU valuation methodology in 2013. As such CIAL has not provided the land valuation information above as the MVAU valuation increased the RAB by +\$4.407m in our 2013 disclosure statement.



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SCHEDULE 21 – CERTIFICATION FOR DISCLOSED INFORMATION – YEAR ENDED 30 JUNE 2025

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.

A handwritten signature in blue ink, appearing to read "Sarah Ottrey", written over a horizontal line.

Sarah Ottrey

Chair

28 November 2025

A handwritten signature in blue ink, appearing to read "A. Barlass", written over a horizontal line.

Andrew Barlass

Director

28 November 2025

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 2025
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, Chantelle Gernetzky, 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 2025 (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 non-compliance 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 2025 does not provide assurance on whether compliance with the requirements of the Determination will continue in the future.

Restricted use

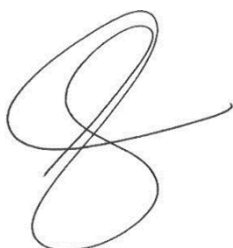
This report has been prepared for the Directors of the Company and for the Commerce Commission for the purpose of providing those parties with independent reasonable assurance about whether the Disclosure Information has been prepared, in all material respects, in compliance with the Determination. We 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 requirements of Professional and Ethical Standard 1, *International Code of Ethics for Assurance Practitioners* (including International Independence Standards) (New Zealand) (PES 1) issued by the New Zealand Auditing and Assurance Standards Board. PES 1 is founded on the fundamental principles of integrity, objectivity, professional competence and due care, confidentiality and professional behaviour.

We have also complied with the Auditor-General's quality management requirements, which incorporate the requirements of Professional and Ethical Standard 3, *Quality Management for Firms that Perform Audits or Reviews of Financial Statements, or Other Assurance or Related Services Engagements* (PES 3) issued by the New Zealand Auditing and Assurance Standards Board. PES 3 requires our firm to design, implement and operate a system of quality management including policies or 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, the annual audit of the Company's financial statements and performance information and the assurance of Green House Gas emissions disclosed in the group Climate Statement, we have no relationship with, or interests in, the Company.



Chantelle Gernetzky
Audit New Zealand
On behalf of the Auditor-General
Christchurch, New Zealand
28 November 2025