

CHRISTCHURCH INTERNATIONAL AIRPORT LTD
SPECIFIED AIRPORT SERVICES - ANNUAL INFORMATION
DISCLOSURE
FOR THE YEAR ENDED 30 JUNE 2024

29 November 2024



EXECUTIVE SUMMARY

INTRODUCTION

1. CIAL's Regulatory Context

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

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

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

The Commerce Act requires the Commission to review all IMs no later than 7 years after its date of publication, and after that, at intervals of no more than 7 years. The Commission completed the first IM review in December 2016 (2016 IM review) and 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.

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

2. Background

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

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

CIAL now discloses, alongside and within this document, the annual information disclosure requirements, and additional information for context and to aid understanding, for the year ending 30 June 2024 (“2024 Disclosure”).

The 2024 Disclosure represents the second 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 2024 Disclosure templates provide on the performance of the company for the current year and for the cumulative two-year period to date completed within the five-year cycle of PSE4.

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

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 29 November 2024: <https://gazette.govt.nz/notice/id/2024-gs6165>;
- 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 2024; and
- will be provided to any person by post or for collection from CIAL’s offices within 10 working days of a request.

¹ “Specified Airport Activities” covers more activities than those for which prices were set as part of CIAL’s third price setting event. As such, this disclosure covers activities commonly described as “priced” (part of 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 next five-year pricing period (and beyond) is subject to some major forces driving change and innovation, including climate change mitigation and adaptation, customer preferences and demographics, societal scale energy transition/electrification, aviation capacity constraints and 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

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

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

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, being fair to all our staff, being true to our shareholders and funders, and mindful of the 1:50 economic multiplier the airport has on the South Island economy.



The 2023 Disclosure year triggered a transition to a post-pandemic environment with CIAL capitalising on its strong position to focus on powering out and growing our engine room at our home base of Christchurch.

The 2024 Disclosure year has seen further significant recovery in passenger demand, whilst noting there remain several ongoing headwinds within CIAL’s operating environment.

6. Airport Industry Dynamics

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 a number of 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.
- *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:
 - ensuring 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 90% of pre-pandemic levels in the 2024 Disclosure year (Domestic 94%, International 79%).

As such, while the exact rate and shape of the growth trajectory for passenger demand over the remainder of the five-year PSE4 period remains somewhat uncertain, it is currently expected that it will take the next 12-18 months for passenger demand to fully recover to pre-pandemic levels, which will then be followed by a period of growth more closely aligned with long term trends.

It remains clear that there are headwinds and tailwinds in respect to future passenger demand growth. Destination Christchurch provides a unique window of opportunity over the next two to three years where we are likely to see Christchurch grow above trend as it attracts new market segments and is reborn as a world-class destination.

To counter this future demand risks remain evident including:

- 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 linked to soft economic performance in New Zealand;
- recovery of some tourism markets and risk of reduced funding locally and nationally; and
- continued geo-political conflicts and economic challenges in other parts of the world including China.

As we move beyond the PSE4 period, CIAL will also monitor public attitude towards climate change and aviation and whether this is leading to any longer-term shifting consumer preferences for travel and freight (particularly for long-haul markets).

In respect to the 2024 Disclosure year, as noted below in section 9 of this document which discusses passenger demand as compared to forecast, total passenger numbers for the 2024 Disclosure year were circa 3.0% lower than forecast (~200,000 pax).

8. CIAL's Long Term Pricing Objectives

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

- Increasing the productive and efficient use of the existing terminal and airfield assets;
- Ensuring CIAL is innovative itself, and facilitates, is open to, and fully utilises others' innovation (refer to Section 12 below); and
- Being transparent through a simple price structure

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

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

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

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

2024 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 second annual disclosure under PSE4. In the following sections, we outline the key points that the 2024 Disclosure presents in respect to the performance of CIAL's regulated activities for the current year and for the cumulative two-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, and CIAL's first annual disclosure for the year ended 30 June 2023 published on 30 November 2023.

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

	FY24 Actual	FY24 Forecast	Variance	PSE4 Period To Date Actual	PSE4 Period To Date Forecast	Variance
International	1,403,945	1,414,070	-0.7%	2,462,510	2,391,281	+3.0%
Domestic	4,848,814	5,031,405	-3.6%	9,479,659	9,755,195	-2.8%
TOTAL	6,252,759	6,445,475	-3.0%	11,942,169	12,146,476	-1.7%

The 2024 Disclosure Year saw the resumption of our international routes and airlines. However, supply side constraints (planes, pilots and staff) continue to impact the aviation industry, meaning airlines have not been able to deploy all the capacity that they may have wanted. This will likely remain as a feature over the coming financial years, albeit lessening with time.

The key factor influencing CIAL's passenger demand currently, relates to Air New Zealand's ongoing engine maintenance requirements associated with the A320/A321neo aircraft which fly predominantly on the Auckland and trans-Tasman routes from Christchurch. It is expected that these issues will continue through the next 12-18 month period at least.

Total passenger numbers for the 2024 Disclosure Year were 6.25 million, an increase of 10% as compared to 5.69 million in the prior year. Domestic passenger numbers rose by 5%, while international passenger numbers increased by 33%, as CIAL welcomed back all of our airline partners to our airport adding more international capacity.

Total passenger numbers for the year were 3.0% lower than our Year 2 PSE4 forecast. This being predominantly driven by a 183k shortfall (-3.6%) in domestic passenger movements due to reduced capacity as explained above. International passenger movements for the year were essentially aligned with forecast.

The table above shows that overall for the two years of PSE4 to date, cumulative passenger numbers are 204k (-1.7%) below PSE4 pricing forecasts. This being primarily a result of the shortfall in domestic passengers in the 2024 Disclosure Year as noted 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 in Schedule 16e.

Revenue* from priced services was \$3.06m (or 3.4%) lower than the PSE4 pricing forecast for the 2024 Disclosure year. This reflecting the lower than forecast overall passenger demand (see above) together with a slightly higher proportion of passengers arriving or departing using regional services which attract a lower price as explained in our PSE4 price setting event disclosures.

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

Non-Priced Revenue

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

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

For the 2024 Disclosure year, CIAL’s revenue from non-priced services was slightly higher than the PSE4 pricing forecast by \$0.85m (or 5.6%). This was related to new commercial lease arrangements for several returning airlines into the terminal, together with commencement of new service arrangements for check-in counter software now being managed by CIAL.

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 2024 Disclosure we discuss our operating expenditure variances in Schedules 6 and 7.

As explained in these schedules the operating costs for the 2024 Disclosure year were \$6.8m higher than forecast when setting prices (16.5%), at a total of \$48.31m compared to a forecast of \$41.45m.

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

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

- consulting costs related to airport noise management and noise contour work;
- costs associated with regulatory framework activity i.e. Commission PSE4 pricing review, IM Review process;

- personnel costs on the airfield (including fire) reflecting higher than forecast negotiated collective agreement pay increases and also overtime. Similarly there were higher personnel costs in the terminal for airport services;
- higher than forecast costs for maintaining fire trucks; and
- to offset additional revenue as noted above, costs associated with the new service arrangements for check-in counter software now being managed by CIAL.

For the two-year period of PSE4 to date, operating costs (excluding incentives) of \$91.4m were 8.5% higher than the forecast of \$84.2m.

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

- *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. A specific example of this in the current year has seen the commencement of an upgrade in our incident response fleet vehicles, which are also used for important airfield security activities and inspections.
- *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.
- *Wildlife Management* – CIAL has enhanced its proactive wildlife management through using real-time data and collaboration to stay ahead of emerging risks. This includes implementing new methods to reduce food sources through growing grass that birds try to avoid and working closely with local agencies to collectively manage pest bird species across Canterbury.

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 2024 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 2024 Disclosure year and hence no forecast additional incentive costs.

The total overall financial incentives incurred for the 2024 Disclosure year, of \$2.9m were much higher than forecast. Whilst general marketing costs (\$0.4m) were as forecast, several bilateral arrangements with international airlines were established in 2024 to secure the resumption of our international route network and add additional parcel freight capacity (at total value of \$2.4m).

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 2024 Disclosure year, CIAL's actual capital expenditure at \$14.9m, was less than the forecast amount of \$28.6m.

As noted in Schedule 6a, key variances for the 2024 Disclosure year included delayed timing of receipt of first Airport Rescue and Fire Fighting electric fire truck (-\$2.1m), reduced spend related to our annual airfield pavement works (-\$2.3m), delayed timing of capital expenditure related to upgrade of Stop Bars and Guard Lights on the runway (-\$7.4m) and delayed spend on other infrastructure (toilets, water etc.) (-\$1.0m).

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.

For the two-year period of PSE4 to date, total capital expenditure at \$27.1m is lower than that forecast (by \$26.0m or 49.0%). The explanation of variances in capital expenditure spend between actual and forecast over the first two years of PSE4 to date are discussed in detail at Schedule 6a.

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 2024 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 2024 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 2024 Disclosure year and pricing period to date are noted below:

- Annual IRR for 2024 Disclosure year was 5.79%, compared with forecast of 6.21%
- Period-to-date IRR for PSE4 after two years is 7.04%, compared with forecast of 5.64%

The 2024 annual IRR of 5.79% was below forecast given lower than forecast passenger numbers, together with operational costs being higher than forecast.

Furthermore, when looking at the actual current year IRR outcome, it is important to note that this was significantly influenced by the impact of CPI indexed revaluations. CPI indexed revaluations were \$6.4m above forecast – adding 1.05% to the current year IRR outcome. The increased revaluation stems from the difference between the forecast CPI rate within the pricing model of 2.61% compared to an actual rate for FY24 of 3.33%. Excluding CPI revaluations, the underlying IRR for the 2024 year was 4.74% as compared to the forecast of 6.21%.

For the two-year period to date, the IRR has been calculated at 7.04% as against a forecast of 5.64%. 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.

Without this much higher than forecast CPI revaluation gain in the first year of PSE4, the period to date IRR would be more closely aligned with the forecast level – albeit slightly lower as would be expected based on underlying operating surplus performance.

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. For the 2023 Disclosure Year, no score ratings were provided. 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

- CIAL continues to design the airport plaza environment, to communicate and support rainbow awareness at our airport. The company's Pride Working Group's (a team of PRIDE champions across the business) efforts were recognised by the airport being named a finalist in the emerging category of the New Zealand Rainbow Excellence Awards;
- Along with the introduction of new furniture, check in technology, next generation screening machines and a new customer wait zone, focus in the 2024 Disclosure Year has been on planning a significant upgrade to the terminal, the first since it opened in 2013;
- This will see a new food and beverage offering (including more local operators), and improved layout, new seating areas for waiting passengers and a children's play area.

Customers

Whilst CIAL was able to re-establish its international airline customer network for the previous summer 2023/24 season, several international airlines have committed to growing the capacity of their 2024/25 summer services into and out of Christchurch Airport including United Airlines, China Southern and Cathay Pacific.

Qantas is increasing their daily flights into Sydney, Brisbane and Melbourne, whilst Jetstar is also going to be offering more services domestically and trans-Tasman (including new flights to Cairns in April 2025).

During the current year CIAL has also commenced 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:

- Facilitation of new technology to enhance the customer journey including new security scanners that allow passengers to keep items in their bags and hence speed up checks, and the introduction of new check-in counter software being managed by CIAL;
- Development of a Digital Roadmap to guide future investment into technology that will increase operational efficiency across the airfield and terminal. Key aspect of this being the commencement of an AI pilot program identify future test cases for this technology;
- Ongoing work to enable electric plane operators to further enhance and develop existing e-plane charging infrastructure and ultimately support the needs of our substantial airline customers.

13. Health, Safety, Security and Environment

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

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

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

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

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.

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

Wellbeing Leadership

- A significant focus for the 2024 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 building cultural competence into our business in ways appropriate for our people, iwi, business and visitors.

Sustainability

- An investment decision for a 230-hectare solar farm development was announced in August 2024 and the park is scheduled to be operational by Q2 2026;
- CIAL also remains an active participant in industry discussions around the future decarbonisation of aviation, including being a founding member of the hydrogen consortium and openly sharing our learnings with other airports and airlines;
- Christchurch Airport became one of the first ten airports worldwide to secure the new Level 5 accreditation in Airport Carbon Accreditation (ACA);
- The 2024 Disclosure Year saw the establishment of our first biodiversity habitat following the successful relocation of over 500 local southern grass skinks to a new predator-proof area, planted with native trees and shrubs with customer made rock habitats;
- Our wildlife team has been dedicated to protecting native birds on the airfield, particularly the South Island Banded Dotterels and South Island Pied Oyster Catchers, whose numbers are declining;
- CIAL has partnered with a local charity 'Kairos Food Rescue', who collect excess food from our terminal outlets and re-distribute it to those struggling with food insecurity – helping to reduce food waste while supporting the local community;
- CIAL was recognised through several awards during the year including by Air New Zealand (Supplier of the Year, Environmental Award) and Tourism Industry Aotearoa (Environment Award).

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	29 November 2024
Disclosure Year (year ended)	30 June 2024
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 2024
30 June 2023

SCHEDULE 1: REPORT ON PROFITABILITY

ref Version 5.0

7 1a: Internal Rates of Return

	Actual for Current Disclosure Year	Forecast for Current Disclosure Year	Variance
8			
9			
10	7.04%	5.64%	1.40%
11			
12	5.79%	6.21%	(0.42%)
13			

14 1a(i): Pricing Period to Date IRR

	Actual for Period to Date	Forecast for Period to Date	Variance
15			
16	581,312	594,570	(13,258)
17	(9,122)	(8,974)	(148)
18	590,434	603,544	(13,110)
19			
20	193,241	196,325	(3,084)
21	24,282	53,129	(28,847)
22	26	-	26
23	91,363	84,177	7,186
24	22,245	22,871	(626)
25			
26	608,983	611,216	(2,233)
27	(9,327)	(8,850)	(477)
28	618,310	620,066	(1,756)
29			
30	7.04%	5.64%	1.40%

31 1a(ii): Current Year Annual IRR

	Actual for Current Disclosure Year	Forecast for Current Disclosure Year	Variance
32			
33	602,790	594,570	8,220
34	(9,362)	(8,974)	(388)
35	612,152	603,544	8,608
36			
37	101,905	104,017	(2,112)
38	11,765	28,618	(16,853)
39	13	-	13
40	48,306	41,448	6,858
41	11,948	13,006	(1,058)
42			
43	608,983	611,216	(2,233)
44	(9,327)	(8,850)	(477)
45	618,310	620,066	(1,756)
46			
47	5.79%	6.21%	(0.42%)

48 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 2024 disclosure year calculates to 5.79% as against a forecast annual IRR of 6.21%. Key variances are as follows:

- CIAL's regulatory operating revenue is -\$3.060m less than forecast. This loss of revenue had a -0.52% negative impact on the current year post-tax IRR calculation
- lease, rental and concession income is slightly above forecast by +\$0.848m. On a current year post-tax IRR basis this amounts to a variance of +0.14%
- actual operational expenditure is well above forecast by +\$6.858m. On a current year post-tax IRR basis this amounts to a variance of -1.17%
- actual depreciation is slightly above forecast by +\$0.549m. On a current year post-tax IRR basis this amounts to a variance of -0.09%
- actual CPI revaluations are above forecast by +\$6.417m. On a current year post-tax IRR basis this amounts to a variance of +1.05%

When evaluating the actual current year IRR outcome, it is important to note that this has been influenced by the CPI revaluations. Removing the CPI revaluation variance, the underlying IRR for the year is 4.74%. So operating IRR (exclusive of CPI value discrepancies) for Year 2 of PSE4 is -1.47% down on our forecast for this single year.

As per our previous disclosure statements 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' as previously directed to us by the Commerce Commission.

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

Christchurch International Airport Ltd
30 June 2024
30 June 2023

SCHEDULE 1: REPORT ON PROFITABILITY (cont)

ref Version 5.0

	Pricing Period Starting Year 30 June 2023	Pricing Period Starting Year + 1 30 June 2024	Pricing Period Starting Year + 2 30 June 2025	Pricing Period Starting Year + 3 30 June 2026	Pricing Period Starting Year + 4 30 June 2027
1b: Actual IRR Inputs					
Opening RAB	581,312	602,791	-	-	-
Opening carry forward adjustment	(9,122)	(9,362)	-	-	-
Opening investment value	590,434	612,153	-	-	-
Total regulatory income	91,336	101,905	-	-	-
Assets commissioned - 1st month	139	117	-	-	-
Assets commissioned - 2nd month	238	2,103	-	-	-
Assets commissioned - 3rd month	28	151	-	-	-
Assets commissioned - 4th month	127	861	-	-	-
Assets commissioned - 5th month	58	673	-	-	-
Assets commissioned - 6th month	2,206	4,135	-	-	-
Assets commissioned - 7th month	16	1,191	-	-	-
Assets commissioned - 8th month	19	28	-	-	-
Assets commissioned - 9th month	66	708	-	-	-
Assets commissioned - 10th month	857	141	-	-	-
Assets commissioned - 11th month	1,126	74	-	-	-
Assets commissioned - 12th month	6,772	2,448	-	-	-
Asset disposals	13	13	-	-	-
Operational expenditure	43,057	48,306	-	-	-
Unlevered tax	10,297	11,948	-	-	-
RAB value	602,791	608,983	-	-	-
Closing carry forward adjustment	(9,362)	(9,327)	(9,327)	(9,327)	(9,327)
Closing investment value	612,153	618,310	9,327	9,327	9,327
Post-tax IRR - pricing period to date (%)	8.27%	7.04%	-	-	-

1c: Carry Forward Balance

	Actual	Forecast	Variance
Opening carry forward adjustment	(9,362)	(8,974)	(388)
Default revaluation gain/loss adjustment	-	-	-
Risk allocation adjustment	-	-	-
Other carry forward adjustment – forecast	35	124	(89)
Other carry forward adjustment – not forecast	-	-	-
Closing carry forward adjustment	(9,327)	(8,850)	(477)

Commentary on Carry forward balance

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 2024 disclosure statement.

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.

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 2024 disclosure statement which means the 2023 disclosure years Other Carry Forward Adjustment - Forecast value has been added.

1d: Cash flow timing assumptions

	Forecast cash flow timing assumption
Cash flow timing - revenues - days from year end	148
Cash flow timing - expenditure - days from year end	182

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Regulated Airport
For Year EndedChristchurch International Airport Ltd
30 June 2024

SCHEDULE 2: REPORT ON THE REGULATORY PROFIT

ref Version 5.0

6 2a: Regulatory Profit		(\$000 unless otherwise specified)		
		Actual	Forecast	Variance
7	Income			
8	Airfield Charges	37,618	38,231	(613)
9	Terminal Charges	45,812	47,754	(1,942)
10	Counter Charges	2,262	2,767	(505)
11	Passenger Service Charges	-	-	-
12	Lease, rental and concession income	16,076	15,228	848
13	Other operating revenue	-	-	-
14	Net operating revenue	101,768	103,980	(2,212)
15				
16	Gains / (losses) on sale of assets	18	-	18
17	Other income	119	37	82
18	Total regulatory income	101,905	104,017	(2,112)
19	Expenses			
20	Operational expenditure:			
21	Corporate overheads	9,835	7,584	2,251
22	Asset management and airport operations	35,264	31,006	4,258
23	Asset maintenance	3,207	2,858	349
24	Total operational expenditure	48,306	41,448	6,858
25				
26	Operating surplus / (deficit)	53,599	62,569	(8,970)
27				
28	Regulatory depreciation	26,126	25,577	549
29				
30	plus Indexed revaluation	20,022	13,605	6,417
31	plus Periodic land revaluations	-	-	-
32	Total revaluations	20,022	13,605	6,417
33				
34	Regulatory Profit / (Loss) before tax	47,495	50,597	(3,102)
35				
36	less Regulatory tax allowance	10,123	13,006	(2,883)
37				
38	Regulatory Profit / (Loss)	37,372	37,591	(219)

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Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2024

SCHEDULE 2: REPORT ON THE REGULATORY PROFIT (cont)

ref Version 5.0

45 **2b: Notes to the Report**

46 **2b(i): Financial Incentives**

47			
48	Pricing incentives	2,446	
49	Other incentives	413	
50	Total financial incentives		2,859

51 **2b(ii): Rates and Levy Costs**

52			
53	Rates and levy costs		2,794

54 **2b(iii): Merger and Acquisition Expenses**

55			
56	Merger and acquisition expenses		-

57 **Justification for Merger and Acquisition Expenses**

58 Merger and Acquisition Expenses
 59 There were no merger and acquisition expenses.
 60 Financial Incentives
 61 CIAL undertakes two forms of market stimulation:
 62 • Direct expenditure on general marketing activities, covering aeronautical development and marketing, including promotion of
 63 destinations and routes, and general marketing of the Airport itself; and
 64 • Other - Bilateral arrangements with airlines that agree rebates (or similar) to encourage the establishment of new services or
 65 capacity.
 66 Only the costs of the first kind of activity were included in CIAL's PSE4 price setting model (as operating expenditure), as preferred by
 67 the Airlines in previous price setting rounds. For the purposes of regulatory disclosure, CIAL is required to disclose both forms of
 68 incentives and this disclosure statement reflects that requirement.
 69 Further discussion around incentives incurred in the 2024 disclosure year as compared to Year 2 of our PSE4 forecast is outlined in
 70 Section 9 of the Executive Summary accompanying these schedules.
 71
 72
 73
 74
 75
 76
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 78
 79

Regulated Airport
For Year Ended**Christchurch International Airport Ltd**
30 June 2024**SCHEDULE 3: REPORT ON THE REGULATORY TAX ALLOWANCE**

ref Version 5.0

		(\$000)	
6	3a: Regulatory Tax Allowance		
7	Regulatory profit / (loss) before tax		47,495
8			
9	<i>plus</i> Regulatory depreciation	26,126	
10	Other permanent differences—not deductible	49	*
11	Other temporary adjustments—current period	2,123	*
12			28,298
13			
14	<i>less</i> Total revaluations	20,022	
15	Tax depreciation	10,930	
16	Notional deductible interest	6,517	
17	Other permanent differences—non taxable	—	*
18	Other temporary adjustments—prior period	2,169	*
19			39,638
20			
21	Regulatory taxable income (loss)		36,155
22			
23	<i>less</i> Tax losses used	—	
24	Net taxable income		36,155
25			
26	Statutory tax rate (%)	28.0%	
27	Regulatory tax allowance		10,123
28			
29	Notional interest tax shield	1,825	
30	Unlevered tax		11,948

* 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

43	Opening RAB (Tax Value)	251,838	
44	<i>plus</i> Regulatory tax asset value of additions	11,765	
45	<i>less</i> Regulatory tax asset value of disposals	1	
46	<i>plus</i> Regulatory tax asset value of assets transferred from/(to) unregulated asset base	—	
47	<i>less</i> Tax depreciation	10,930	
48	<i>plus</i> Other adjustments to the RAB tax value	223	
49	Closing RAB (tax value)		252,895

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

52	Tax losses (regulated business)—prior period	—	
53	<i>plus</i> Current year tax losses	—	
54	<i>less</i> Tax losses used	—	
55			
56	Tax losses (regulated business)		—

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

59	RAB value - previous year	602,790	
60	Debt leverage assumption (%)	19%	
61	Cost of debt assumption (%)	5.69%	
62	Notional deductible interest	6,517	
63	Tax rate (%)	28.0%	
64	Notional interest tax shield	1,825	

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Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2024

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	602,790	594,570	8,220
9				
10	less Regulatory depreciation	26,126	25,577	549
11	plus Total revaluations	20,022	13,605	6,417
12	plus Assets Commissioned	11,765	28,618	(16,853)
13	less Asset disposals	13	—	13
14	plus Lost and found assets adjustment	—	—	—
15	Adjustment resulting from cost allocation	545	—	545
16				
17	RAB value †	608,983	611,216	(2,233)
18				
19		Unallocated RAB *		RAB
20	RAB value—previous disclosure year	661,630		602,790
21	less			
22	Regulatory depreciation	29,681		26,126
23	plus			
24	Indexed revaluations	21,944	20,022	
25	Periodic land revaluations	—	—	
26	Total revaluations	21,944	20,022	20,022
27	plus			
28	Assets commissioned (other than below)	12,630	11,765	
29	Assets acquired from a regulated supplier	—	—	
30	Assets acquired from a related party	—	—	
31	Assets commissioned	12,630	11,765	11,765
32	less			
33	Asset disposals (other)	26	13	
34	Asset disposals to a regulated supplier	—	—	
35	Asset disposals to a related party	—	—	
36	Asset disposals	26	13	13
37				
38	plus Lost and found assets adjustment	—	—	—
39				
40	Adjustment resulting from cost allocation			545
41				
42	RAB value †	666,497		608,983

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

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

Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2024

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

ref Version 5.0

51 **4b: Notes to the Report**

52 **4b(i): Regulatory Depreciation**

	Unallocated RAB	RAB
54 Standard depreciation	—	—
55 Non-standard depreciation	29,681	26,126
56 Regulatory depreciation	29,681	26,126

57 **4b(ii): Non-Standard Depreciation Disclosure**

	Depreciation charge for the period (RAB)	Year change made (year ended)	RAB value under 'non-standard' depreciation	RAB value under 'standard' depreciation
58 Non-standard Depreciation Methodology				
59 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 disclosure year (2024).	26,126	2018	608,983	597,768

63 **4b(iii): Calculation of Revaluation Rate and Indexed Revaluation of Fixed Assets**

65 CPI at CPI reference date—previous year (index value)		1,231
66 CPI at CPI reference date—current year (index value)		1,272
67 Revaluation rate (%)		3.33%
69 Asset category revaluation rates		
70 Land		3.33%
71 Sealed Surfaces		3.33%
72 Infrastructure and buildings		3.33%
73 Vehicles, plant and equipment		3.33%
75 Revaluations		
76 Land	4,457	4,419
77 Sealed Surfaces	5,135	5,134
78 Infrastructure and buildings	11,828	10,031
79 Vehicles, plant and equipment	524	438
80 Indexed revaluation	21,944	20,022

81 **4b(iv): Works Under Construction**

	Unallocated works under construction	Allocated works under construction	RAB
83 Works under construction—previous disclosure year	5,202		4,666
84 plus Capital expenditure	16,007	14,869	
85 less Asset commissioned	12,630	11,765	
86 plus Adjustment resulting from cost allocation			125
87 Works under construction	8,579		7,895

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Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2024

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

ref Version 5.0

4b(v): Capital Expenditure by Primary Purpose

94	Capacity growth		9,078	
95	plus Asset replacement and renewal		5,791	
96	Total capital expenditure			14,869

4b(vi): Asset Classes

	Land	Sealed Surfaces	Infrastructure & Buildings	Vehicles, Plant & Equipment	Total *	
99						
100	RAB value—previous disclosure year	132,675	154,185	302,201	13,729	602,790
101	less Regulatory depreciation	—	4,716	18,986	2,424	26,126
102	plus Indexed revaluations	4,419	5,134	10,031	438	20,022
103	plus Periodic land revaluations	—	—	—	—	—
104	plus Assets commissioned	—	5,051	4,377	2,337	11,765
105	less Asset disposals	—	—	—	13	13
106	plus Lost and found assets adjustment	—	—	—	—	—
107	plus Adjustment resulting from cost allocation	3	—	575	(33)	545
108	RAB value	137,097	159,654	298,198	14,034	608,983

* Corresponds to values in RAB roll forward calculation.

4b(vii): Assets Held for Future Use

109	Assets held for future use opening cost—previous year			130,338	
110					
111	plus Holding costs		6,198		
112	less Assets held for future use net revenue		13		
113	plus Assets held for future use additions		—		
114	less Assets held for future use disposals		—		
115	less Transfers to works under construction		—		
116	Assets held for future use closing cost				136,523
117					
118	Opening base value			110,196	
119	plus Assets held for future use revaluations		3,670		
120	plus Assets held for future use additions		—		
121	less Assets held for future use disposals		—		
122	less Transfers to works under construction		—		
123	Closing base value				113,866
124					
125	plus Opening tracking revaluations		23,184		
126	Tracking revaluations		26,854		
127	Highest rate of finance applied (%)				—
128					
129					

Regulated Airport
For Year EndedChristchurch International Airport Ltd
30 June 2024**SCHEDULE 5: REPORT ON RELATED PARTY TRANSACTIONS**

ref Version 5.0

5(i): Related Party Transactions

(\$000)

8	Net operating revenue	1,934
9	Operational expenditure	17,849
10	Related party capital expenditure	-
11	Market value of asset disposals	-
12	Other related party transactions	14,105

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
EBOS Group	Common Directors
Link Engine Management 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		348
Christchurch City Council (CCC)	Rates		7,911
Christchurch City Council (CCC)	Subvention Payment/Losses		9,742
Christchurch City Holdings Limited (CCHL)	Operational Expenditure		17
Connetics	Operational Expenditure		669
City Care Limited	Revenue		530
City Care Limited	Operational Expenditure		8,197
Link Engine Management Limited	Revenue		11
ChristchurchNZ	Revenue		21
ChristchurchNZ	Operational Expenditure		156
Orbit Travel & House of Travel Holdings Limited	Travel, Accommodation, Lease Tenancy		551
EBOS Group	Revenue		1,372
-	-		-
-	-		-
-	-		-
-	-		-
-	-		-
-	-		-
Christchurch International Airport Limited	Management compensation of key personnel including Directors and Executive Management, incorporating salaries and other short term employee benefits		
	Directors Fees		379
	Executive Management		3,984

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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

59 **Commentary on Related Party Transactions**

60 Christchurch City Holdings Limited (CCHL), a wholly owned subsidiary of the Christchurch City Council (CCC), owns 75% and the New Zealand
61 Government owns 25% respectively of the issued share capital of CIAL.

62 CIAL enters into a large number of transactions with government departments, Crown entities, State-owned enterprises and other entities
63 controlled or subject to significant influence by the Crown. All transactions with related entities:

- 64 • are conducted on an arm's length basis;
- 65 • result from the normal dealings of the parties; and
- 66 • meet the definition of related party transactions only because of the relationship between the parties being subject to common control or
67 significant influence by the Crown.

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

69 The major elements historically are subvention payments. Subvention transactions relate to the full company, and are not able to be allocated to
70 specific activities. CIAL considers that the remaining transactions cannot reasonably be allocated to specified airport activities without considerable
71 and disproportionate effort and expense.

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Regulated Airport
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SCHEDULE 6: REPORT ON ACTUAL TO FORECAST PERFORMANCE

ref Version 5.0

6 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	9,078	12,272	(26.0%)	14,004	21,730	(35.6%)
Asset replacement and renewal	5,791	16,346	(64.6%)	13,082	31,399	(58.3%)
Total capital expenditure	14,869	28,618	(48.0%)	27,086	53,129	(49.0%)
Corporate overheads	9,835	7,584	29.7%	18,901	14,972	26.2%
Asset management and airport operations	35,264	31,006	13.7%	66,076	63,501	4.1%
Asset maintenance	3,207	2,858	12.2%	6,386	5,703	12.0%
Total operational expenditure	48,306	41,448	16.5%	91,363	84,177	8.5%
Key Capital Expenditure Projects						
Noise Contours	-	-	Not defined	888	-	Not defined
Fire Vehicle Replacement Programme	4	2,124	(99.8%)	802	3,368	(76.2%)
Airfield Pavement Works	5,148	7,432	(30.7%)	11,312	14,691	(23.0%)
Self Service Kiosks	-	372	(100.0%)	-	423	(100.0%)
Facilities Upgrades	1,677	-	Not defined	1,677	-	Not defined
Regional Stands Development	-	-	Not defined	-	2,281	(100.0%)
Stop Bars and Guard Lights	-	7,432	(100.0%)	-	7,432	(100.0%)
Electric Charging Development	-	531	(100.0%)	-	531	(100.0%)
-	-	-	Not defined	-	-	Not defined
Other capital expenditure	8,040	10,727	(25.1%)	12,407	24,401	(49.2%)
Total capital expenditure	14,869	28,618	(48.0%)	27,086	53,129	(49.0%)

Explanation of Variances

Operating Expenditure

Operating costs for the 2024 disclosure year were +\$6.9m higher than forecast when setting prices, at a total of \$48.3m compared to a forecast of \$41.4m. 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 \$14.9m was less than the forecast amount of \$28.6m. Assets Commissioned this disclosure year (i.e., brought into the regulatory asset base) were \$11.8m against a forecast amount of \$28.6m. The Works Under Construction closing value is higher than previous disclosure statement amounts at \$7.9m up +3.2m on the opening value of \$4.7m.

Key variances in Capital Expenditure at Year 2 of our PSE4 forecast are:

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. Our Year 1 PSE4 forecast opening RAB included this work at \$0.8m as against the commissioned work coming into our RAB in Year 1 of PSE4 at \$0.9m. This has created a timing difference/variance which will remain for the entire PSE4 period.

Fire Vehicle Replacement Programme (-\$2.6m)

PSE4 included Capital Expenditure to commence the replacement programme of our fleet of fire vehicles to meet CAA and health and safety requirements. CIAL has purchased one of the world's first electric powered fire vehicles. The Rosenbauer RT ARFF (Airport Rescue and Fire Fighting) electric fire truck is being constructed with lower outgoing Capital Expenditure than forecast for PSE4 (period to date) due to manufacturing delays. This variance will be corrected when the vehicle is commissioned in Year 3 of PSE4. Schedule 7 comments on the increased Operational Expenditure CIAL is experiencing maintaining our fleet of fire trucks.

Airfield Pavement Works (-\$3.4m)

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 (-\$0.4m)

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 intends to introduce this change later than forecast within PSE4.

Facilities Upgrades (+\$1.7m)

CIAL's facilities are aging and our passengers have signalled a need for change. Bathroom facilities in International Departures (airside) have been updated and a new parent room introduced complete with a play area, private feeding rooms, a junior toilet, and electrical services. The upgraded facilities introduced more toilets and new all gender toilets.

Regional Stands Development (-\$2.3m)

This project has incurred no Capital Expenditure to date as we continue to plan for the optimal timing. As this project is customer-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.

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. The upgrade is required both for safety reasons and to ensure continued compliance with enhanced regulatory obligations. CIAL is looking to start this work in coming years of PSE4.

Electrical Charging Development (-\$0.5m)

CIAL will be introducing more electrical charging facilities with this work planned to commence in Year 3 of PSE4.

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

* Disclosure year coincides with Pricing Period Starting Year + 1.

Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2024

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

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74 **6b: Forecast Expenditure**

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

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

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

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

ref Version 5.0

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

Estimated present value of the proposed risk allocation adjustment (\$000)

	Units used	Actual for Current Disclosure Year (a)	Forecast for Current Disclosure Year* (b)	% Variance (a)/(b)-1	Actual for Period to Date (a)	Forecast for Period to Date* (b)	% Variance (a)/(b)-1	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
For Year Ended

Christchurch International Airport Ltd
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SCHEDULE 7: REPORT ON SEGMENTED INFORMATION

ref Version 5.0

	(\$000)			
	Specified Passenger Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Airport Business*
6				
7	Airfield Charges	-	37,618	-
8	Terminal Charges	45,812	-	-
9	Counter Charges	2,262	-	-
10	Passenger Service Charges	-	-	-
11	Lease, rental and concession income	5,984	500	9,592
12	Other operating revenue	-	-	-
13	Net operating revenue	54,058	38,118	9,592
14				
15	Gains / (losses) on asset sales	-	18	-
16	Other income	-	119	-
17	Total regulatory income	54,058	38,255	9,592
18				
19	Total operational expenditure	24,080	20,953	3,273
20				
21	Regulatory depreciation	18,308	7,110	708
22				
23	Total revaluations	7,944	9,674	2,404
24				
25	Regulatory tax allowance	6,130	2,610	1,383
26				
27	Regulatory profit/ loss	13,484	17,256	6,632
28				
29	RAB value	235,125	299,543	74,315
30				608,983

* 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 2024 disclosure year compared to Year 2 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 2 Forecast	\$ 4,881	\$ 290	\$ 10,057	
	Actuals	\$ 5,984	\$ 500	\$ 9,592	
	Variance	\$ 1,103	\$ 210	\$ -466	
Explanation of variance: Revenue from non-priced services exceeded CIAL's Year 2 PSE4 forecast by +\$0.8m. CIAL was expecting a steeper growth profile in our Aircraft and Freight revenue at this stage in PSE4. This has been offset by increased Terminal revenue from airline commercial arrangements including the introduction of specific services not previously offered by CIAL which commenced in the 2024 disclosure year.					
Operational Expenditure - Asset Maintenance	PSE4 Year 2 Forecast	-\$ 1,940	-\$ 617	-\$ 301	
	Actuals	-\$ 2,060	-\$ 823	-\$ 325	
	Variance	\$ 120	\$ 206	\$ 24	
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. There are immaterial variances across all cost items of our regulated activities as against our Year 2 PSE4 forecast.					
Operational Expenditure - Asset Management and Airport Operations	PSE4 Year 2 Forecast	-\$ 17,111	-\$ 12,665	-\$ 1,229	
	Actuals	-\$ 17,290	-\$ 15,753	-\$ 2,221	
	Variance	\$ 179	\$ 3,088	\$ 991	
Explanation of variance: The main driver for higher than forecast Year 2 PSE4 expenditure is significantly greater personnel costs primarily for the Airfield (the Terminal did undergo structural amendments). In addition, CIAL has incurred greater costs in the information technology space and on aviation security matters with the later resulting from a delay in Capital Expenditure. Airfield maintenance is up on those forecast as CIAL continues to keep our fleet of fire trucks operating for longer than planned. Terminal, Airfield, and Aircraft and Freight incentives (targeted incentives for the Freight Distribution Centre not normally incurred) as well as Terminal and Airfield trade partner support costs were collectively -\$0.5m below our forecast - further discussion around these costs are outlined in Section 8 of the Executive Summary.					
Operational Expenditure - Corporate Overheads	PSE4 Year 2 Forecast	-\$ 4,093	-\$ 3,021	-\$ 470	
	Actuals	-\$ 4,730	-\$ 4,377	-\$ 727	
	Variance	\$ 637	\$ 1,356	\$ 257	
Explanation of variance: As with Year 1 of PSE4, CIAL continues to incur higher corporate costs than forecast for Year 2 of PSE4 across all regulated activities on compliance matters. Specifically costs on legal experts/consultants around airport noise monitoring as well as costs driven from meeting our financial and statutory obligations. These costs have partly been offset by savings in insurance.					
Depreciation	PSE4 Year 2 Forecast	\$ 18,114	\$ 6,795	\$ 668	
	Actuals	\$ 18,308	\$ 7,110	\$ 708	
	Variance	\$ 194	\$ 315	\$ 40	
Explanation of variance: CIAL has incurred Capital Expenditure of \$14.9m against a forecast of \$28.6m for Year 2 of PSE4. Assets commissioned over this same period were \$11.8m against a forecast of \$28.6m (values not that dissimilar to Year 1 of PSE4). As experienced by other sectors, procurement constraints and delivery obstacles are present which continues to impact our regulated business Capital Expenditure. This has yet to impact our regulated activities tilted depreciation with actual tilted depreciation immaterially different to our Year 2 PSE4 forecast.					
Revaluations	PSE4 Year 2 Forecast	\$ 5,471	\$ 6,531	\$ 1,603	
	Actuals	\$ 7,944	\$ 9,674	\$ 2,404	
	Variance	\$ 2,473	\$ 3,143	\$ 801	
Explanation of variance: CIAL's forecasted CPI value for Year 2 of PSE4 was lower than the 2024 disclosure year actual CPI value (2.29% against 3.33%). If CPI for Year 2 had been 2.29%, in line with that of our PSE4 forecast, the regulated business revaluation value would have been \$13.8m as against our Year 2 PSE4 forecast revaluation value of \$13.6m.					

Regulated Airport
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SCHEDULE 8: CONSOLIDATION STATEMENT

ref Version 5.0

6 8a: CONSOLIDATION STATEMENT

	Airport Businesses	Regulatory/ GAAP Adjustments	Airport Business– GAAP	Unregulated Activities– GAAP	(\$000) Airport Company– GAAP
7 Net income	101,905	(2,446)	99,459	133,594	233,053
8 Total operational expenditure	48,306	(2,446)	45,860	50,018	95,878
9 Operating surplus / (deficit) before interest, 10 depreciation, revaluations and tax	53,599	–	53,599	83,576	137,175
11 Depreciation	26,126	4,963	31,089	12,789	43,878
12 Revaluations	20,022	(18,494)	1,528	11,222	12,750
13 Tax expense	10,123	(3,442)	6,681	44,523	51,204
14 Net operating surplus / (deficit) before interest	37,372	(20,015)	17,357	37,486	54,843
15 Property plant and equipment	608,983	16,348	625,332	906,499	1,531,831

21 8b: NOTES TO CONSOLIDATION STATEMENT

22 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	(2,446)
Restoring Pricing Incentive costs within Total Operational Expenditure	Total Operational Expenditure	(2,446)
Depreciation methodology - on additions and disposals under GAAP	Depreciation	4,963
Revaluation methodology	Revaluations	(18,494)
Tax expense adjustment due to different calculation methodology	Tax Expense	(3,442)
Land held for development and Work in Progress - excluded from RAB	Property Plant and Equipment	85,586
Revaluation variance due to different methods for years 2009-2019	Property Plant and Equipment	5,702
Depreciation differences to date plus changes in allocation %	Property Plant and Equipment	(74,940)

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

33 **Commentary on the Consolidation Statement**34 **Regulatory/GAAP Adjustments**

35 Net Income/Total Operational Expenditure Nil

- 36 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 -\$2.446m and the reduction in Operational Expenditure by -\$2.446m)

38 Depreciation +\$4.963m

- 39 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

41 Revaluations -\$18.494m

- 42 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
- 45 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

47 Tax expense -\$3.442m

- 48 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

49 Property plant and equipment +\$16.348m

- 50 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 2024

51 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.

54 * The Airport Company–GAAP Tax expense of \$51.504m (Annual Report) represents Current Tax of \$21.137m and a Deferred Tax expense of \$30.067m.

Regulated Airport
For Year Ended

Christchurch 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	–	117,394	17,673	135,067		135,067
Assets not directly attributable	1,268	760	–	2,028	1,183	3,211
Total value land				137,095		
Sealed Surfaces						
Directly attributable assets	–	159,387	265	159,652		159,652
Assets not directly attributable	–	3	–	3	2	5
Total value sealed surfaces				159,655		
Infrastructure and Buildings						
Directly attributable assets	37,367	5,285	53,228	95,880		95,880
Assets not directly attributable	192,225	7,391	2,703	202,319	53,649	255,968
Total value infrastructure and buildings				298,199		
Vehicles, Plant and Equipment						
Directly attributable assets	2,035	8,330	10	10,375		10,375
Assets not directly attributable	2,230	993	436	3,659	2,680	6,339
Total value vehicles, plant and equipment				14,034		
Total directly attributable assets	39,402	290,396	71,176	400,974		400,974
Total assets not directly attributable	195,723	9,147	3,139	208,009	57,514	265,523
Total assets	235,125	299,543	74,315	608,983	57,514	666,497

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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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]		

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

Regulated Airport
For Year Ended

Christchurch International Airport Ltd
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SCHEDULE 9: REPORT ON ASSET ALLOCATIONS (cont)

ref Version 5.0

77 **9b: Notes to the Report**

78 **9b(i): Changes in Asset Allocators**

			Effect of Change Current Year		
			CY-1 30 Jun 23	(CY) 30 Jun 24	CY+1 30 Jun 25
79	Asset category				
80	Original allocator or components				
81	New allocator or components	Original			
82	Rationale	New			
83		Difference	-	-	-
84	Asset category				
85	Original allocator or components				
86	New allocator or components	Original			
87	Rationale	New			
88		Difference	-	-	-
89	Asset category				
90	Original allocator or components				
91	New allocator or components	Original			
92	Rationale	New			
93		Difference	-	-	-
94	Asset category				
95	Original allocator or components				
96	New allocator or components	Original			
97	Rationale	New			
98		Difference	-	-	-
99	Asset category				
100	Original allocator or components				
101	New allocator or components	Original			
102	Rationale	New			
103		Difference	-	-	-
104	Asset category				
105	Original allocator or components				
106	New allocator or components	Original			
107	Rationale	New			
108		Difference	-	-	-
109	Asset category				
110	Original allocator or components				
111	New allocator or components	Original			
112	Rationale	New			
113		Difference	-	-	-

114 **Commentary on Asset Allocations**

115 Changes in Asset Allocators

116 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 2024 therefore schedule 9b(i) has not been completed.

117

118 2024 Terminal Cost Allocations

119 The terminal floor space for the 2024 Cost Allocation process is based on the relevant terminal spatial maps produced by CIAL based on the relevant terminal configuration as at 30 June 2024.

120

121 The 2024 disclosure year has seen only minor changes to the terminal floor space in terms of activity/use as against our 2023 disclosure statement. As a result this schedules cost allocation values have remained largely unchanged.

122

123 Overview

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

125 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.

126

127 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.

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Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2024

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	2,266	2,518	480	5,264		5,264	
Costs not directly attributable	2,464	1,859	247	4,570	8,281	12,851	
Asset Management and Airport Operations							
Directly attributable operating costs	10,117	14,077	1,986	26,180		26,180	
Costs not directly attributable	7,174	1,675	235	9,084	18,470	27,554	
Asset Maintenance							
Directly attributable operating costs	38	295	166	499		499	
Costs not directly attributable	2,021	528	159	2,708	3,799	6,507	
Total directly attributable costs	12,421	16,890	2,632	31,943		31,943	
Total costs not directly attributable	11,659	4,062	641	16,362	30,550	46,912	
Total operating costs	24,080	20,952	3,273	48,305	30,550	78,855	

Cost Allocators		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

Regulated Airport
For Year Ended

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

ref Version 5.0

91 **10b: Notes to the Report**

92 **10b(i): Changes in Cost Allocators**

		Effect of Change Current Year		
		CY-1 30 Jun 23	(CY) 30 Jun 24	CY+1 30 Jun 25
93	Operating cost category			
94	Original allocator or components			
95	New allocator or components			
96	Rationale			
97				
98				
99	Operating cost category			
100	Original allocator or components			
101	New allocator or components			
102	Rationale			
103				
104	Operating cost category			
105	Original allocator or components			
106	New allocator or components			
107	Rationale			
108				
109	Operating cost category			
110	Original allocator or components			
111	New allocator or components			
112	Rationale			
113				
114	Operating cost category			
115	Original allocator or components			
116	New allocator or components			
117	Rationale			
118				
119	Operating cost category			
120	Original allocator or components			
121	New allocator or components			
122	Rationale			
123				

124 **Commentary on Cost Allocations**

125 Changes in Cost Allocators

126 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
127 statement. CIAL is committed to reporting actual outcomes as against our PSE4 forecast. There has been no change in the cost allocator methodology for 2024 therefore schedule
128 10b(i) has not been completed.

129 2024 Terminal Cost Allocations

130 The terminal floor space for the 2024 Cost Allocation process is based on the relevant terminal spatial maps produced by CIAL based on the relevant terminal configuration as at 30
131 June 2024. The terminal is a highly dynamic asset; below is a summary of terminal floor space changes that occurred within PSE3.

132 Previous terminal floor space changes (PSE3):

- 133 • 2019 disclosure : Gate 15 reconfiguration project and the introduction of the digital lounge which resulted in an increase to the terminal regulatory space.
- 134 • 2020 disclosure : introduction of additional retail offerings and a slight reduction in the terminal regulatory space.
- 135 • 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)

136 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
137 our 2022 disclosure statement).

138 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
139 which is not the case for Schedule 9 - our asset allocations.

140 Only minor changes have occurred between our 2023 disclosure statement and this disclosure statement in respect to the cost allocation values.

141 Cost Allocation Process

142 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
143 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
144 categories, and CIAL endeavours to allocate as many of these costs directly to the relevant activity and thereby minimise the indirectly allocated cost value.

145 The process of allocation follows several steps to achieve this and these are listed below:

146 *Step One : Direct Costs* - All income and expense items are reviewed to ensure any costs that can be directly attributed are allocated wherever possible.

147 *Step Two : Review Costs for Causal Allocators* - All remaining income and expense items are then reviewed with any costs that can be allocated based on a causal
148 relationship being allocated manually. The causal allocators used in 2024 are listed above.

149 *Step Three: Run Cost Allocation Model* - The cost allocation model then allocates the residual values in the Administration, Maintenance, and Terminal categories
150 between the specified airport activities and commercial categories of the business. The allocators for 2024 and their rationale for application are also detailed above.

Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2024

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	1	2	58
10 Undetermined reasons	-	-	-
11 Total	1	2	58
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	-	-	-
27 Airlines/Other	-	-	-
28 Undetermined reasons	-	-	-
29 Total	-	-	-
30 Baggage sortation system on departures			
The number and duration of interruptions to baggage sortation system on departures during disclosure year by party primarily responsible			
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	53	11	53
45 Airlines/Other	122	31	13
46 Undetermined reasons	20	4	44
47 Total	195	47	50

Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2024

SCHEDULE 11: REPORT ON RELIABILITY MEASURES (cont)

ref Version 5.0

54 **Fixed electrical ground power availability (if applicable)**
 55 The percentage of time that FEGP is unavailable due to interruptions*
 56 * Disclosure of FEGP information applies only to airports where fixed electrical ground power is available.

57 **Commentary concerning reliability measures**

58 Determining Responsibility and Validity of Interruptions
 59 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
 60 including an assessment of the party responsible.
 61 This data is then reviewed by management to ensure it meets the relevant criteria for Schedule 11 in accordance with the definitions detailed in the
 62 Determination. This review also includes a review of the party responsible for the interruption and includes discussion with other internal and external parties
 63 where necessary.
 64 Operational Improvements
 65 Interruptions are discussed when appropriate with relevant parties/forums as disclosed in Schedule 15. Potential improvements and strategies are also
 66 discussed amongst these groups.
 67 Fixed Electricity Ground Power
 68 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
 69 and ground power offerings will be developed. CIAL is expecting to commence this work within the 2025 disclosure year (Year 3 of PSE4).
 70 On-Time Departure Delay
 71 CIAL requires input from the Airlines to meet our regulatory obligations within this schedule on reporting 'On-Time Departure Delays'.
 72 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 2024 disclosure year. This Airline historically accounts for between 75% to 80% of departing flights from CIAL within
 a typical disclosure year.

73 *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
 74 respect of reliability. If interruptions are categorised as "occurring for undetermined reasons", the reasons for inclusion in this category must be disclosed.*

Regulated Airport **Christchurch International Airport Ltd**
 For Year Ended **30 June 2024**

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

ref Version 5.0

Runway		Runway #1	Runway #2	Runway #3
Description of runway(s)	Designations	02-20	11-29	N/A
	Length of pavement (m)	3288	1741	N/A
	Width (m)	45	45	N/A
	Shoulder width (m)	30	N/A	N/A
	Runway code	4E	3D	N/A
	ILS category	Category I	N/A	N/A
Declared runway capacity for specified meteorological condition	VMC (movements per hour)	42	38	N/A
	IMC (movements per hour)	38	28	N/A

Taxiway		Taxiway #1	Taxiway #2	Taxiway #3
Description of main taxiway(s)	Name	Alpha	Echo	Foxtrot
	Length (m)	2996	785	695
	Width (m)	23	23	23
	Status	Full Length	Part Length	Part Length
	Number of links	6	1	1

Aircraft parking stands		Contact stand-airbridge	Contact stand-walking	Remote stand-bus
Air passenger services	International	9	2	3
	Domestic jet	5	0	0
	Domestic turboprop	0	12	0
Total parking stands		14	14	3

Busy periods for runway movements		Date
Runway busy day		21 November 2023
Runway busy hour start time (day/month/year hour)		8 Sep 2023 2 PM

Aircraft movements		Contact stand-airbridge	Contact stand-walking	Remote stand-bus	Total
Air passenger services	International	28	-	-	28
	Domestic jet	52	-	-	52
	Domestic turboprop	-	98	-	98
	Total	80	98	-	178
Other (including General Aviation)					139
Total aircraft movements during the runway busy day					317
Number of aircraft runway movements during the runway busy hour		34			

Commentary concerning capacity utilisation indicators for aircraft and freight activities and airfield activities

Parking 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 2024 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 Ended

Christchurch International Airport Ltd
30 June 2024

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)	16 Jan 2024 6 AM	13 Feb 2024 8 AM	28 Dec 2023 6 AM
9 Floor space (m ²)	52	637	2,213
10 Passenger throughput during the passenger busy hour (passengers/hour)	823	971	1,415
12 Utilisation (busy hour passengers per 100m ²)	1,583	152	64
13 Check-in			
14 Passenger busy hour for check-in—start time (day/month/year hour)	N/A	N/A	28 Dec 2023 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	1,415
17 Utilisation (busy hour passengers per 100m ²)	Not defined	Not defined	56
18 Baggage (outbound)			
19 Passenger busy hour for baggage (outbound)—start time (day/month/year hour)	N/A	N/A	28 Dec 2023 6 AM
20 Make-up area floor space (m ²)	N/A	N/A	5,099
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	1,184
23 Passenger throughput during the passenger busy hour (passengers/hour)	N/A	N/A	1,415
24 Utilisation (% of processing capacity)	Not defined	Not defined	49%
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)	16 Jan 2024 6 AM		
28 Floor space (m ²)	71		
29 Number of emigration booths and kiosks	8		
30 Notional capacity during the passenger busy hour (passengers/hour) *	823		
31 Passenger throughput during the passenger busy hour (passengers/hour)	823		
32 Utilisation (busy hour passengers per 100m ²)	1,159		
34 Utilisation (% of processing capacity)	100%		
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)	16 Jan 2024 6 AM	13 Feb 2024 8 AM	
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)	823	971	
43 Utilisation (busy hour passengers per 100m ²)	153	267	
44 Utilisation (% of processing capacity)	102%	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			

Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2024

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

ref Version 5.0

	International terminal	Domestic terminal	Common area †
60			
61	Airside circulation (outbound)		
62	Passenger busy hour for airside circulation (outbound)—start time (day/month/year hour)		
63	16 Jan 2024 6 AM	13 Feb 2024 8 AM	
64	Floor space (m ²)	1,760	1,781
65	Passenger throughput during the passenger busy hour (passengers/hour)	823	971
66	Utilisation (busy hour passengers per 100m ²)	47	55
67	Departure lounges		
68	Passenger busy hour for departure lounges—start time (day/month/year hour)		
69	16 Jan 2024 6 AM	13 Feb 2024 8 AM	
70	Floor space (m ²)	4,330	2,446
71	Number of seats	948	809
72	Passenger throughput during the passenger busy hour (passengers/hour)	823	971
73	Utilisation (busy hour passengers per 100m ²)	19	40
74	Utilisation (passengers per seat)	0.9	1.2
75	Inbound (Arriving) Passengers		
76	Airside circulation (inbound)		
77	Passenger busy hour for airside circulation (inbound)—start time (day/month/year hour)		
78	4 Mar 2024 12 AM	29 Oct 2023 6 PM	N/A
79	Floor space (m ²)	4,586	1,858
80	Passenger throughput during the passenger busy hour (passengers/hour)	710	924
81	Utilisation (busy hour passengers per 100m ²)	15	50
82	Not defined		
83	Passport control (inbound)		
84	Passenger busy hour for passport control (inbound)—start time (day/month/year hour)		
85	4 Mar 2024 12 AM		
86	Floor space (m ²)	1,240	
87	Number of immigration booths and kiosks	16	
88	Notional capacity during the passenger busy hour (passengers/hour) *	850	
89	Passenger throughput during the passenger busy hour (passengers/hour)	710	
90	Utilisation (busy hour passengers per 100m ²)	57	
91	Utilisation (% of processing capacity)	84%	
92	* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.		
93	Landside circulation (inbound)		
94	Passenger busy hour for landside circulation (inbound)—start time (day/month/year hour)		
95	4 Mar 2024 12 AM	29 Oct 2023 6 PM	25 Feb 2024 4 PM
96	Floor space (m ²)	158	637
97	Passenger throughput during the passenger busy hour (passengers/hour)	710	924
98	Utilisation (busy hour passengers per 100m ²)	449	145
99	61		
100	Baggage reclaim		
101	Passenger busy hour for baggage reclaim—start time (day/month/year hour)		
102	4 Mar 2024 12 AM	29 Oct 2023 6 PM	
103	Floor space (m ²)	4,668	2,727
104	Number of reclaim units	3	4
105	Notional reclaim unit capacity during the passenger busy hour (bags/hour)*	5,400	5,400
106	Bags processed during the passenger busy hour (bags/hour)*	731	599
107	Passenger throughput during the passenger busy hour (passengers/hour)	710	924
108	Utilisation (% of processing capacity)	14%	11%
109	Utilisation (busy hour passengers per 100m ²)	15	34
110	* Please describe in the capacity utilisation indicators commentary box how notional capacity and bags throughput have been assessed.		
111	Bio-security screening and inspection and customs secondary inspection		
112	Passenger busy hour for bio-security screening and inspection and customs secondary inspection—start time (day/month/year hour)		
113	4 Mar 2024 12 AM		
114	Floor space (m ²)	974	
115	Notional MAF secondary screening capacity during the passenger busy hour (passengers/hour)*	900	
116	Passenger throughput during the passenger busy hour (passengers/hour)	710	
117	Utilisation (% of processing capacity)	79%	
	Utilisation (busy hour passengers per 100m ²)	73	
	* Please describe in the capacity utilisation indicators commentary box how the notional capacity has been assessed.		

Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2024

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)	4 Mar 2024 12 AM	29 Oct 2023 6 PM	N/A
Floor space (m ²)	1,590	177	N/A
Passenger throughput during the passenger busy hour (passengers/hour)	710	924	N/A
Utilisation (busy hour passengers per 100m ²)	45	522	Not defined
Total terminal functional areas providing facilities and service directly for passengers			
Floor space (m ²)	20,015	10,625	6,795
Number of working baggage trolleys available for passenger use at end of disclosure year	300	350	590

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 2024.

Passport Control
International Departures : There are 4 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 Ended

Christchurch International Airport Ltd
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SCHEDULE 14: REPORT ON PASSENGER SATISFACTION INDICATORS

ref Version 5.0

6 **Survey organisation**

7 Survey organisation used

ACI

8 If "Other", please specify

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

11 **Domestic terminal**

	Quarter				Annual average
	1 30 Sep 23	2 31 Dec 23	3 31 Mar 24	4 30 Jun 24	
13 Ease of finding your way through an airport	4.11	4.16	4.06	4.10	4.11
14 Ease of making connections with other flights	4.18	4.13	4.40	4.23	4.23
15 Flight information display screens	4.19	4.21	4.24	4.24	4.22
16 Walking distance within and/or between terminals	4.18	4.22	4.27	4.26	4.23
17 Availability of baggage carts/trolleys	4.12	4.15	4.32	4.25	4.21
18 Courtesy, helpfulness of airport staff (excluding check-in and security)	4.32	4.30	4.35	4.36	4.33
19 Availability of washrooms/toilets	4.06	4.03	4.04	4.10	4.06
20 Cleanliness of washrooms/toilets	3.96	3.92	3.95	3.93	3.94
21 Comfort of waiting/gate areas	3.95	3.92	3.97	3.91	3.94
22 Cleanliness of airport terminal	4.12	4.12	4.15	4.21	4.15
23 Ambience of the airport	4.00	3.93	4.01	3.95	3.97
24 Security inspection waiting time	4.22	4.27	4.34	4.11	4.23
25 Check-in waiting time	4.53	4.49	4.51	4.58	4.53
26 Feeling of being safe and secure	4.42	4.40	4.39	4.44	4.41
27 Average survey score	4.17	4.16	4.22	4.19	4.18

28 **International terminal**

	Quarter				Annual average
	1 30 Sep 23	2 31 Dec 23	3 31 Mar 24	4 30 Jun 24	
30 Ease of finding your way through an airport	4.00	4.26	4.26	4.18	4.18
31 Ease of making connections with other flights	3.85	4.33	4.46	4.15	4.20
32 Flight information display screens	4.10	4.13	4.29	4.32	4.21
33 Walking distance within and/or between terminals	4.24	4.23	4.45	4.38	4.33
34 Availability of baggage carts/trolleys	4.12	4.15	4.32	4.25	4.21
35 Courtesy, helpfulness of airport staff (excluding check-in and security)	4.31	4.30	4.48	4.32	4.35
36 Availability of washrooms/toilets	4.01	3.79	4.16	4.10	4.02
37 Cleanliness of washrooms/toilets	4.01	3.99	4.42	4.09	4.13
38 Comfort of waiting/gate areas	3.75	3.94	3.90	3.92	3.88
39 Cleanliness of airport terminal	4.21	4.17	4.45	4.33	4.29
40 Ambience of the airport	4.00	3.92	4.19	4.16	4.07
41 Passport and visa inspection waiting time	4.60	4.50	4.69	4.54	4.58
42 Security inspection waiting time	4.47	3.93	4.37	4.28	4.26
43 Check-in waiting time	4.14	4.15	4.21	4.30	4.20
44 Feeling of being safe and secure	4.45	4.46	4.62	4.49	4.50
45 Average survey score	4.15	4.15	4.35	4.25	4.23

46 *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.*

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

48 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.

51 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.

52 Availability of Baggage Carts/Trolleys

53 The 'Availability of baggage carts/trolleys' passenger satisfaction survey question required by this schedule has not been part of the ASQ standard sample questions since the 3rd disclosure quarter of 2022 (the 1st calendar quarter of 2022). For our 2023 disclosure statement no score ratings were provided. CIAL now includes this question as an additional requirement at a nominal cost however the scoring is not segmented between Domestic and International. As such each quarters survey score is recorded as the rating for both the Domestic and International terminals.

54 Location of Survey Fieldwork Documentation

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

62 *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 2024

SCHEDULE 15: REPORT ON OPERATIONAL IMPROVEMENT PROCESSES

ref Version 5.0

6 Disclosure of the operational improvement process

7 CIAL has a continuous improvement focus to improve operational service excellence. This is achieved through several business as usual
8 operational stakeholder forums which are held on a regular basis to consider operational matters and operational improvements. The
9 objective of these groups is to ensure a coordinated approach to operations at Christchurch Airport, a joint commitment to efficiency
10 improvements, pursue opportunities for innovation and to manage event exceptions or non-performance.

11 Christchurch Airport Emergency Committee

12 The committee meets a minimum of 2 times per annum to manage and discuss matters relating to multi-agency emergency response,
13 including significant incidents, emergency manuals and plans, emergency preparedness, training and response exercises, aviation
14 security, and global and topical aviation risks. Attendees include representatives from Fire and Emergency NZ, NZ Police, St John
15 Ambulance, border agencies, airlines, Airways New Zealand, welfare organisations, Te Whatu Ora (Health New Zealand), and CIAL
16 personnel. Chaired by the CIAL Head of Aviation Operations.

17 Aviation Operations Forum

18 This group meets quarterly to discuss airside operational, security and safety issues, to communicate rule, process or procedure changes,
19 improve driving and parking standards, to discuss any airside incidents/events, and inform members of any impending airside work.
20 Chaired by the CIAL Apron and Wildlife Manager. Participants pull upon a broad audience of airside representatives (agencies, airlines,
21 ground handlers, support companies and contractors). Topics include health, safety and wellbeing, airport/airline operations, runway
22 safety, apron operations, aviation security, airport fire service, wildlife and habitat management, biosecurity, airfield facilities and works
23 projects, environmental and sustainability, plus invited guest presenters.

24 Freight Operator PCBU Operational Meeting

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

29 New Zealand Aviation Wildlife Hazard Group

30 The audience for this forum comprises of aviation hazard management specialists and airport representatives with responsibility for wildlife
31 control and/or habitat from all major and regional airports nationwide. This group gathers a minimum of 3 times per year to discuss aviation
32 wildlife hazard management and methods for reducing the associated risk. CIAL will host this meeting at Christchurch Airport at least once
33 per year, however all meetings are co-chaired by the CIAL Apron and Wildlife Manager.

34 Terminal Workplace Health and Safety Committee

35 This group meets quarterly and focuses on new and existing hazards/incidents. The group includes HS&W representatives and operational
36 leads from border agencies, airlines, ground handlers, tenants, Te Mana Ora (Health New Zealand), contractors, and CIAL personnel
37 operating in the terminal environment. Chaired by the CIAL Head of Health, Safety and Wellbeing.

38 Airfield Projects Meetings

39 Monthly meeting held with Airways NZ to discuss airfield operations, aviation safety, airport security, airfield facilities, and airside works.
40 Discussion focuses on upcoming or ongoing projects or required maintenance airside, APMW schedules, AIP procedures, and incidents/
41 accidents. Chaired by the CIAL Head of Aviation Operations.

42 Weekly Operations Meeting

43 This group meets weekly to discuss and highlight new or upcoming activity or process/procedure changes that may impact business as
44 usual operations. The audience includes representatives from both airside and landside operational departments plus 1 regular external
45 contractor (OCS). Chaired by the CIAL Integrated Operations Centre Duty Manager.

46 HS&W Kaitiaki Group Meeting

47 Internal working group of CIAL Health, Safety and Wellbeing representatives meet to discuss latest dashboard statistics
48 (accidents/incidents/near miss events etc). Focus is on outcomes of workplace inspection checklists, identifying new hazards and risks,
49 improved processes or new equipment on campus, identifying safety challenges in the workplace, acknowledging HS&W outstanding
50 performance (individual or team) and safety investigation (ICAM) discussion and outcomes. The Kaitiaki Group meet monthly, and
51 sometimes invite external guest speakers and/or conduct site visits for additional exposure. Chaired by the CIAL Head of Health, Safety
52 and Wellbeing.

53 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
54 reflected in the indicators.

55 Page 29

Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2024

SCHEDULE 15: REPORT ON OPERATIONAL IMPROVEMENT PROCESSES (cont)

ref Version 5.0

62 **Disclosure of the operational improvement process (cont)**

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

65 Wellbeing Leadership

66 A significant focus for the 2024 year has been on employee wellbeing, leadership and building an inclusive team that embraces and
67 reflects diversity and inclusion in all its forms. A core part of this has been building cultural competence into our business in ways
appropriate for our people, iwi, business and visitors.

68 Sustainability

69 An investment decision for a 230-hectare solar farm development was announced in August 2024 and the park is scheduled to be
operational by Q2 2026.
70 CIAL also remains an active participant in industry discussions around the future decarbonisation of aviation, including being a founding
71 member of the hydrogen consortium and openly sharing our learnings with other airports and airlines.
Christchurch Airport became one of the first ten airports worldwide to secure the new Level 5 accreditation in Airport Carbon Accreditation
72 (ACA).

73 The 2024 Disclosure Year saw the establishment of our first biodiversity habitat following the successful relocation of over 500 local
74 southern grass skinks to a new predator-proof area, planted with native trees and shrubs with customer made rock habitats;
Our wildlife team has been dedicated to protecting native birds on the airfield, particularly the South Island Banded Dotterels and South
75 Island Pied Oyster Catchers, whose numbers are declining.

76 CIAL has partnered with a local charity 'Kairos Food Rescue', who collect excess food from our terminal outlets and re-distribute it to
77 those struggling with food insecurity – helping to reduce food waste while supporting the local community.

78 CIAL was recognised through several awards during the year including by Air New Zealand (Supplier of the Year, Environmental Award)
and Tourism Industry Aotearoa (Environment Award).

79 Customer Experience

80 Along with the introduction of new furniture, check in technology, next generation screening machines and a new customer wait zone,
81 focus in the 2024 Disclosure Year has been on planning a significant upgrade to the terminal, the first since it opened in 2013.

82 This will see a new food and beverage offering (including more local operators), and improved layout, new seating areas for waiting
passengers and a children's play area.

83 CIAL continues to design the airport plaza environment, to communicate and support rainbow awareness at our airport. The company's
Pride Working Group's (a team of PRIDE champions across the business) efforts were recognised by the airport being named a finalist in
84 the emerging category of the New Zealand Rainbow Excellence Awards.

85 Operational Efficiency

86 Strategy-Led Asset Management – a continued transition towards more proactive asset maintenance works. A specific example of this in
87 the current year has seen the commencement of an upgrade in our incident response fleet vehicles, which are also used for important
airfield security activities and inspections.

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

89 Wildlife Management – CIAL has enhanced its proactive wildlife management through using real-time data and collaboration to stay ahead
90 of emerging risks. This includes implementing new methods to reduce food sources through growing grass that birds try to avoid and
working closely with local agencies to collectively manage pest bird species across Canterbury.

91 Innovation

92 Facilitation of new technology to enhance the customer journey including new security scanners that allow passengers to keep items in
93 their bags and hence speed up checks, and the introduction of new check-in counter software being managed by CIAL.

94 Development of a Digital Roadmap to guide future investment into technology that will increase operational efficiency across the airfield
and terminal. Key aspect of this being the commencement of an AI pilot program identify future test cases for this technology.

95 Ongoing work to enable electric plane operators to further enhance and develop existing e-plane charging infrastructure and ultimately
96 support the needs of our substantial airline customers.

97
98
99 *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 2024

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	354	27,258
Airbus A320NEO	974	76,946
Airbus A321NEO	355	33,196
Airbus A330-200	45	10,705
Airbus A330-300	7	1,694
Airbus A350-1000	32	10,112
Airbus A350-900 XWB	427	119,555
Airbus A380-800	361	207,575
Boeing 737 Max 8	94	7,726
Boeing 737-800	1,461	115,441
Boeing 787-800	46	10,485
Boeing 787-900	55	13,970
Embraer E-190	2	96
	—	—
	—	—
	—	—
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	—	—
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	—	—
	—	—
	—	—
Total	4,213	634,759

Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2024

SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS (cont 2)

ref Version 5.0

(iii) The total number and MCTOW of landings of aircraft not included in (i) and (ii) above during disclosure year

	Total number of landings	Total MCTOW (tonnes)
94 Air passenger service aircraft less than 3 tonnes MCTOW	–	–
95 Freight aircraft	1,846	176,079
96 Military and diplomatic aircraft	394	28,334
97 Other aircraft (including General Aviation)	9,881	39,581

(iv) The total number and MCTOW of landings during the disclosure year

	Total number of landings	Total MCTOW (tonnes)
99 Total	45,156	1,992,812

16b: Terminal access

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

	Contact stand–airbridge	Contact stand–walking	Remote stand–bus	Total
105 International air passenger service movements	8,404	–	–	8,404
106 Domestic jet air passenger service movements	20,016	–	–	20,016

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

16c: Passenger statistics

The total number of passengers during disclosure year

	Domestic	International	Total
111 Inbound passengers†	2,419,039	700,624	3,119,663
112 Outbound passengers†	2,429,775	703,321	3,133,096
113 Total (gross figure)	4,848,814	1,403,945	6,252,759
114 less estimated number of transfer and transit passengers		–	–
115 Total (net figure)			6,252,759

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

16d: Airline statistics

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

Domestic	International
124 Air Chathams	Air New Zealand
125 Air Nelson	Emirates
126 Air New Zealand	Jetstar
127 Mount Cook Airlines	Fiji Airways
128 Jetstar	Cathay Pacific
129 Sounds Air	Qantas
130	Singapore
131	China Southern Airlines
132	United Airlines
133	
134	
135	
136	

Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2024

SCHEDULE 16: REPORT ON ASSOCIATED STATISTICS (cont 3)

ref Version 5.0

143 **16e: Human Resource Statistics**

	Specified Terminal Activities	Airfield Activities	Aircraft and Freight Activities	Total	
144					
145	Number of full-time equivalent employees	54.0	82.0	6.0	142.0
146	Human resource costs (\$000)				17,644

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

148 Source of Data

149 Data collated for air passenger services is obtained from CIAL's Airline Billing Database, which is compiled from information electronically
150 provided monthly from the Airways Corporation information system. The data for terminal access figures originates from Airlines, Customs, and
151 FIDs (the Flight Information Data system).

152 The human resource statistics have been calculated from payroll figures as at the end of June 2024.

153 Human Resource Movements

154 CIAL continues to look for efficiency and productivity gains across our entire business. The 2024 disclosure year experienced structural changes
155 with a number of roles changing. With the Cost Allocation process the Terminal activity has only increased by 2 full-time equivalent employees.
156 The Airfield activity has experienced several difficulties in recent times. More resourcing has been added - 4 full-time equivalent employees.

157 Other Movements

158 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
159 category.

160 PSE4 Forecast to Actual Comparison

161 The following table shows a comparison between our pricing forecasts to actual outcomes for Year 2 of the current PSE4 pricing period. This
162 comparison includes passenger movements, landings, and MCTOW.

	PSE4-2024	ID-2024	PSE4 Year 2	PSE4-Period To Date	ID-Period To Date	Period To Date
Passengers Movements	Pricing Forecast	Actual	Variance	Pricing Forecast	Actual	Variance
163 International Arrivals	707,035	700,624	-0.9%	1,195,641	1,229,675	2.8%
164 International Departures	707,035	703,321	-0.5%	1,195,640	1,232,835	3.1%
165 Total International	1,414,070	1,403,945	-0.7%	2,391,281	2,462,510	3.0%
Domestic Arrivals	2,515,703	2,419,039	-3.8%	4,877,598	4,736,549	-2.9%
Domestic Departures	2,515,702	2,429,775	-3.4%	4,877,597	4,743,110	-2.8%
166 Total Domestic	5,031,405	4,848,814	-3.6%	9,755,195	9,479,659	-2.8%
167 Total Passenger Movements	6,445,475	6,252,759	-3.0%	12,146,476	11,942,169	-1.7%
Landings	Pricing Forecast	Actual	Variance	Pricing Forecast	Actual	Variance
168 Domestic Flight (3 tonnes or more but <30 tonnes)	22,237	18,811	-15.4%	43,704	37,230	-14.8%
169 Domestic Flights (30 tonnes MCTOW or more)	8,475	10,011	18.1%	16,741	19,419	16.0%
170 Total Domestic	30,712	28,822	-6.2%	60,445	56,649	-6.3%
International Flights	4,291	4,213	-1.8%	7,361	7,666	4.1%
171 Other Flights	15,383	12,121	-21.2%	30,911	25,491	-17.5%
172 Total Landings	50,386	45,156	-10.4%	98,717	89,806	-9.0%
MCTOW	Pricing Forecast	Actual	Variance	Pricing Forecast	Actual	Variance
173 Domestic Flight (3 tonnes or more but <30 tonnes)	467,311	381,046	-18.5%	919,823	753,655	-18.1%
174 Domestic Flights (30 tonnes MCTOW or more)	698,021	733,013	5.0%	1,372,329	1,424,284	3.8%
175 Total Domestic	1,165,332	1,114,059	-4.4%	2,292,152	2,177,939	-5.0%
International Flights	594,485	634,759	6.8%	1,016,389	1,033,521	1.7%
176 Other Flights	248,158	243,994	-1.7%	511,317	533,519	4.3%
177 Total MCTOW	2,007,975	1,992,812	-0.8%	3,819,858	3,744,979	-2.0%

178 - total Passenger Movements were down on our Year 2 PSE4 forecast by -3.0% or -193K drive by lower Domestic movements of -183K. This has
179 driven the Period to Date -1.7% variance as our total passenger movements were immaterially different against our Year 1 PSE4 forecast

180 - total Landings were down -10.4% or slightly more than 5K against our Year 2 PSE4 forecast due largely to lower than forecast 3 to 30 tonne
181 Domestic flights with -66.0% of this variance

182 - total MCTOW was down -0.8% or -15K against our Year 2 PSE4 forecast driven again off lower than forecast 3 to 30 tonne Domestic flights of -
183 86K (collectively the other areas were up against our Year 2 PSE4 forecast by +71K)

184 A more detailed analysis is outlined in Section 9 of the Executive Summary accompanying these schedules.

Regulated Airport
For Year Ended

Christchurch International Airport Ltd
30 June 2024

SCHEDULE 17: REPORT ON PRICING STATISTICS

ref Version 5.0

17a: Components of Pricing Statistics

	(\$000)
Net operating charges from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW	9,114
Net operating charges from airfield activities relating to domestic flights of 30 tonnes MCTOW or more	20,083
Net operating charges from airfield activities relating to international flights	6,378
Net operating charges from specified passenger terminal activities relating to domestic passengers	35,094
Net operating charges from specified passenger terminal activities relating to international passengers	12,704
Number of passengers	
Number of domestic passengers on flights of 3 tonnes or more but less than 30 tonnes MCTOW	1,854,706
Number of domestic passengers on flights of 30 tonnes MCTOW or more	2,994,108
Number of international passengers	1,403,945
Total MCTOW (tonnes)	
Total MCTOW of domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW	796,636
Total MCTOW of domestic flights of 30 tonnes MCTOW or more	1,816,143
Total MCTOW of international flights	1,354,743

17b: Pricing Statistics

	Average charge (\$ per passenger)	Average charge (\$ per tonne MCTOW)
Average charge from airfield activities relating to domestic flights of 3 tonnes or more but less than 30 tonnes MCTOW	4.91	11.44
Average charge from airfield activities relating to domestic flights of 30 tonnes MCTOW or more	6.71	11.06
Average charge from airfield activities relating to international flights	4.54	4.71
Average charge (\$ per domestic passenger) (\$ per international passenger)		
Average charge from specified passenger terminal activities	7.24	9.05
Average charge (\$ per domestic passenger) (\$ per international passenger)		
Average charge from airfield activities and specified passenger terminal activities	13.26	13.59

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 2024

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)
6			
7			
8			
9			
10	Estimated value of land assets for the 2009 year	-	
11	Capital expenditure on land for disclosure year 2010	-	
12	Value of disposed assets on land for disclosure year 2010 (negative amount)	-	
13	Estimated value of land assets for the 2011 year	-	
14	Capital expenditure on land for disclosure year 2011	-	
15	Value of disposed assets on land for disclosure year 2011 (negative amount)	-	
16			
17	Initial RAB value	-	-

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.

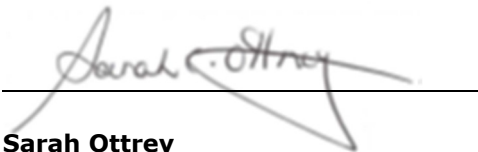


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SCHEDULE 21 – CERTIFICATION FOR DISCLOSED INFORMATION – YEAR ENDED 30 JUNE 2024

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.



Sarah Ottrey

Chair

29 November 2024



Andrew Barlass

Director

29 November 2024

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 2024
as required by the Airport Services Information Disclosure Determination 2010**

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

The Auditor-General is the auditor of the Company.

The Auditor-General has appointed me, Scott Tobin, using the staff and resources of Audit New Zealand to undertake a reasonable assurance engagement, on his behalf, on whether the information prepared by the Company for the disclosure year ended 30 June 2024 (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 2024 does not provide assurance on whether compliance with the requirements of the Determination will continue in the future.

Restricted use

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

Independence and quality control

We complied with the Auditor-General's:

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

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



Scott Tobin
Audit New Zealand
On behalf of the Auditor-General
Christchurch, New Zealand
29 November 2024