



Auckland International Airport Limited

Schedule of Standard Aeronautical Charges &
Payment Policy

June 2023

Auckland International Airport Schedule of Standard Charges Effective from 1 July 2023

Auckland Airport's Board determined on 7 June 2023 that Standard Charges are as follows from 1 July 2023.

Charge	Metric	FY23	FY24	FY25	FY26	FY27
All \$ are GST exclusive						
Maximum Certified Take-Off Weight (MCTOW) charges Note 1						
< 6 tonnes	\$/Landing	\$60.24	\$75.64	\$86.98	\$100.03	\$115.04
6-40 tonnes	\$/tonne per landing	\$8.73	\$12.74	\$14.65	\$16.85	\$19.38
> 40 tonnes		\$14.20	\$20.72	\$23.83	\$27.41	\$31.52
Parking charges Note 2						
ICAO aircraft code A or B	\$/hour in excess of 6 hours	\$20.00	\$21.00	\$22.05	\$23.15	\$24.31
ICAO Code C aircraft parked on designated apron ^Δ		\$60.00	\$63.00	\$66.15	\$69.46	\$72.93
ICAO aircraft code C or D		\$129.89	\$136.00	\$142.80	\$149.94	\$157.44
ICAO aircraft code E or F		\$259.78	\$273.00	\$286.65	\$300.98	\$316.03
Passenger charges per arriving and departing passenger Note 3						
DPC (Domestic Passenger Charge) Note 4	\$/pax*†	\$3.10	\$5.05	\$5.80	\$6.67	\$7.67
RPC (Regional Passenger Charge) Note 4		\$2.64	\$4.53	\$5.21	\$5.99	\$6.88
IPC (International Passenger Charge)		\$15.49	\$21.20	\$23.56	\$26.20	\$29.15
TPC (Transit Passenger Charge) Note 5	\$/ pax**†	\$6.24	\$21.20	\$23.56	\$26.20	\$29.15
Runway Land Charge Note 6						
RLC (Runway Land charge) Note 7	\$/pax*†	\$1.19	\$0.00	\$0.00	\$0.00	\$0.00
International Check-in standard allocation package charges Note 8						
Traditional counter	\$/counter per hour	\$33.28	\$36.00	\$37.80	\$40.97	\$43.34
Dedicated kiosk and bag drop	\$/per customs departing pax***†	\$1.33	\$1.40	\$1.47	\$1.59	\$1.69
Common use kiosk and bag drop (CUSS)		\$1.07	\$1.10	\$1.16	\$1.25	\$1.32
Check-in charges for units above the standard allocation Note 9						
Counter or bag drop counter	\$/counter per hour	\$59.90	\$62.50	\$65.63	\$71.13	\$75.25
Kiosk	\$/kiosk per hour	\$13.31	\$15.00	\$15.75	\$17.07	\$18.06
Mobile exception desk		\$9.98	\$11.25	\$11.81	\$12.80	\$13.54

^Δ Category applicable only to itinerant Code C aircraft ground handled by the current fixed base operators and parked on apron designated for this purpose by Auckland Airport

* Per arriving and departing passenger

** Per transit passenger

*** Customs departing pax is the number of departing passengers excluding transits as per customs records

† No charge for infants between 0 and 2 years of age.

EXPLANATORY NOTES

The standard charges ("charges") for Auckland Airport ("Airport") are set by Auckland International Airport Limited ("Auckland Airport") under the Airport Authorities Act 1966 ("AAA") and may be varied from time to time. The charges are applicable to all flights and are separate from any Government charges and charges levied by Airways Corporation of New Zealand Limited for aircraft traffic control. The charges are payable on the basis of the terms of payment detailed below, unless otherwise agreed in writing with Auckland Airport. The final year of published charges continue to apply until such time as a new schedule of charges is published.

Note 1: These charges apply based on the single weight applicable to the relevant aircraft and not on an incremental basis, and include time on the ground for an efficient turn-around (up to six hours).

Note 2: Parking charges will be calculated for time on the ground (ie from the time of landing to take off time) over six hours, less any exempt parking periods. Exempt parking periods are:

- Between 11pm and 5am for scheduled passenger aircraft arriving domestically and regionally.
- Between 1.30am and 4.30am on Mondays for scheduled maintenance (or such other time as may be notified from time to time).
- Where an aircraft is in a leased area, and proof is provided through the RMS system.

Parking charges will be applied on an hourly pro rata basis beyond the six hour period and billed on a monthly basis. Parking charges will not apply to freighters arriving domestically where time on the ground (ie from time of landing to take off time) is less than 48 hours until 30 June 2024, reducing to less than 12 hours from 1 July 2024. Periods over that will be charged on an hourly pro-rata basis.

Note 3: Passenger charges do not to apply to helicopter passengers.

Note 4: The DPC applies to all arriving and departing passengers to/from Auckland on domestic jet aircraft services. The RPC applies to all arriving and departing passengers to/from Auckland on turbo-prop, piston or propeller aircraft services.

Note 5: The TPC applies to transit passengers. A transit passenger is defined as a passenger who gets off an international flight and does not pass through customs. This charge shall apply in relation to a combined arrival and departure at the Airport of a transit passenger and shall be payable by the carrier of the arriving passenger.

Note 6: The RLC applies to all departing and arriving passengers. For transit passengers (as defined) the charge shall apply in relation to a combined arrival and departure at the Airport of a transit passenger and shall be payable by the carrier of the arriving passenger.

Note 7: The RLC will apply from the later of (1) 1 July 2020 or (2) the first day of the month following the month in which the board of Auckland Airport:

- (a) determines that Auckland Airport has, including expenditure in prior periods, incurred expenditure of more than \$50 million associated with development of a second runway, with such costs including (but not limited to) design, planning, and construction; and
- (b) resolves to proceed with construction of a second runway.

For the avoidance of doubt, reference to 'construction' in this clause includes any earthworks or other preparatory and/or enabling works.

Note 8: Refer to check in allocation policy document for the standard allocation of counters, kiosks, bag drops and mobile exception desks. Note that check in charges are applied to allocated periods under the policy rather than actual usage.

Note 9: Additional CUSS units, counters, kiosks, or exception desks will be charged via the airline ground handler. All other charges will be invoiced to the airline direct.

TERMS OF PAYMENT

Unless otherwise expressly agreed in writing, the following are the terms of payment for all fees, charges, expenses and other payments ("amounts") due to Auckland Airport from time to time by the Customer for which Auckland Airport provides tax invoices to the Customer:

1. Goods and Services Tax is payable in addition to all above charges.
2. The Customer will pay all amounts to Auckland Airport by the due date stated on the relevant invoices, together with any goods and services tax payable in respect of those amounts.
3. If the Customer does not pay any amount to Auckland Airport when due ("overdue amount"), default interest will accrue on that overdue amount, calculated on a daily basis at Auckland Airport's commercial overdraft rate plus 5% per annum from the due date until the overdue amount is paid in full (both before and after any judgment).
4. On the 7th day following the due date for payment of the overdue amount, Auckland Airport may, in its sole discretion, charge to the Customer's account either:
 - a) the default interest referred to in paragraph 3, together with a credit recovery fee equal to 2% of the overdue amount; or
 - b) a credit recovery fee of \$50, whichever is the greater.
 If the applicable interest and credit recovery fees are also not paid, they shall themselves become overdue amounts and shall compound on a monthly basis until they are paid in full.
5. All amounts due to Auckland Airport are payable in New Zealand dollars. New Zealand law governs, and New Zealand courts have exclusive jurisdiction in respect of, agreements between Auckland Airport and the Customer (including, but not limited to, these terms of payment).
6. Maximum Certified Take-Off Weight ("MCTOW") charges are payable by the 20th of the month following the month of landing.
7. Parking charges are payable by the 20th of the month following the month during which an aircraft was on the ground for any period where an exemption did not apply.
8. The IPC will be payable by airlines by the 20th of the month following that in which the passenger travelled, based on actual passenger volumes carried as provided by Cusmod data (or, where Cusmod data is unavailable, based on self-invoicing by each airline, which Auckland Airport shall have the right to audit).
9. The DPC and RPC will be payable by airlines by the 20th of the month following that in which the passenger travelled, based on actual passenger volumes carried as provided by airlines or designated handlers in the required format (which Auckland Airport shall have the right to audit). Where passenger volumes are not provided by airlines or designated handlers, the DPC or RPC (as the case may be) will be based on an assumed load factor of 90% for the relevant aircraft.
10. The TPC will be payable by airlines by the 20th of the month following that in which the arriving passenger travelled, based on actual arriving passenger volumes carried as provided by Customs data (or, where Customs data is unavailable, based on self-invoicing by each airline, which Auckland Airport shall have the right to audit).
11. The RLC will be payable by airlines by the 20th of the month following that in which the passenger travelled, based on passenger volumes calculated under clauses 8 – 10 above.
12. All Check-in charges are payable by the 20th of the month following that in which the check-in facility is used.
13. Where the Regulatory or Requested Investment charges related to operating expenditure are payable by airlines, it will be due by the 20th of the month following notification of any adjustment of Standard Charges in terms of Auckland Airport's Regulatory or Requested Investment Policy (see below).
14. Aircraft include helicopters and reference to all airlines include all aircraft operators. Helicopters will be billed via their fixed based operator. The Auckland Airport charge excludes handling / facility costs levied by the fixed based operator.
15. A 50% discount applies to training flights (multiple touch-and-go training flights are counted as one landing) for aircraft over 6,000kg.
16. All airlines or designated handlers must provide monthly certified freight volumes carried.
17. Any aircraft departing from Auckland, turning around en-route, and returning will, on application, be granted the following:
 - a) For a technical fault, a 50% discount on landing charges for aircraft over 6 tonne.
 - b) For a non-technical emergency (i.e. medical emergency) a 100% discount on landing charges for aircraft over 6 tonne.
 - c) No re-charge of Passenger Charges.
18. For new scheduled carriers without existing credit terms with Auckland Airport, a performance bond equivalent to 25% of forecast landing charges for the first year of operation may be required, prior to commencing services.
19. The charges are applicable to all flights and are separate from any Government charges and charges levied by Airways Corporation of NZ Ltd for aircraft traffic control.
20. Subject to any applicable law, Auckland Airport may change these Terms of Payment provided that Auckland Airport has used reasonable endeavours to consult with Customers at least 90 days before the change is to be effective (except in the case of emergency or to ensure compliance with law, in which case the period of consultation may be shortened or removed as required).

LANDING CHARGES POLICY

1. Auckland Airport has a Schedule of Standard Charges, which is published from time to time. The present Schedule of Standard Charges, effective from 1 July 2022, is attached.
2. The tariff per landing, per day and per tonne of MCTOW is defined in the Schedule of Standard Charges. The alteration of tariffs is a process that involves consultation with airlines and is regulated by the Airport Authorities Act 1966 and supplementary regulations.
3. If not available from the Civil Aviation Authority of New Zealand ("CAANZ"), each airline shall submit, for all aircraft operating into Auckland Airport, a schedule that includes aircraft type and model, aircraft registration code and the operating MCTOW as authorised by the aircraft manufacturer and approved by the CAANZ or the equivalent agency in the operator's country of origin. Should Auckland Airport have any doubt about an aircraft's MCTOW information, Auckland Airport will request a copy of the relevant page of the aircraft flight manual (or flight manual supplement), which states the MCTOW for operations, authorised by the agencies as stated above.
4. Airlines are to advise Auckland Airport immediately of any additions or deletions to their schedule of aircraft or changes to CAANZ certification. Auckland Airport will not retrospectively alter charges for reductions in MCTOW certification but may retrospectively recover underpayments made by an airline for increases in MCTOW certification.
5. In the absence of advice regarding changes, as described in paragraph 3 above, Auckland Airport will charge according to the aircraft manufacturer's MCTOW for that model. The carrier shall pay such charges until they submit the required information set out in paragraph 3 above.
6. Auckland Airport may amend this policy at any time by notice to the Customer.

STANDARD CHARGES ADJUSTMENT POLICY

Unless the context otherwise requires, all capitalised terms defined in this policy have the meaning given to them in the Appendix to this policy.

Purpose of the Standard Charges Adjustment Policy

1. This policy sets out the mechanisms to enable the following risk sharing adjustments:
 - a) **Intra-Pricing Period adjustments:** to the Standard Charges where unforecast operating expenditure is incurred by Auckland Airport during a Pricing Period in relation to Regulatory Investment (expenditure mandated by government) or Requested Investment (expenditure requested by airlines), to recognise that such costs were not factored into that Pricing Period; and
 - b) **Post-Pricing Period adjustments:** to the Pricing Asset Base which are carried forward to the next Pricing Period where:
 - (i) unforecast Regulatory or Requested Investment capital expenditure is incurred by Auckland Airport in relation to changes mandated by government or requested by airlines, to recognise that such costs were not factored into the Pricing Period;
 - (ii) the total capital expenditure incurred by Auckland Airport is less than its forecast capital expenditure by a margin of more than 7.5%, and returns are above Target Return by 0.75%, to recognise Auckland Airport's commitment to its asset commissioning forecasts and to compensate airline customers where it does not meet those forecasts; and
 - (iii) the total revenue received by Auckland Airport is less than or greater than its forecast revenue by a margin of more than 15%, and returns are above or below Target Return by 0.75%, to ensure that the risks associated with any unforeseen aeronautical demand impacts are shared equitably between Auckland Airport and its airline customers.
2. This section is included for explanatory purposes only. Where there is a conflict between the description of the purpose in clause 1 and other clauses in the policy, those other clauses of the policy shall take precedence over clause 1.

Regulatory or Requested Investment

3. The relevant provisions of this policy will apply to any Regulatory or Requested Investment to the extent that it meets the following thresholds:
 - a) In the case of each Regulatory Investment:
 - (i) where Auckland Airport incurs operating expenditure of \$1,000,000 or more ("**Regulatory Opex**"); and
 - (ii) where Auckland Airport incurs capital expenditure of \$5,000,000 or more ("**Regulatory Capex**");
 - b) Subject to clause 4 below, in the case of each Requested Investment:
 - (i) where Auckland Airport incurs operating expenditure of \$1,000,000 or more ("**Requested Opex**"); and
 - (ii) where Auckland Airport incurs capital expenditure of \$5,000,000 or more ("**Requested Capex**").
4. Any Requested Investment will only be Requested Opex or Capex if that expenditure, in Auckland Airport's view:
 - a) achieves a measurable enhancement in the quality of an existing facility or service; or
 - b) significantly increases the capacity or resilience of the relevant areas, facilities, equipment or services at the Airport.

Intra-Pricing Period adjustments

Operating expenditure adjustments

5. Where Auckland Airport incurs any Regulatory or Requested Opex during a Pricing Period, Auckland Airport will pass through to the airlines and aircraft operators:
 - a) in relation to any Regulatory Opex, 80% of the Regulatory Opex incurred; and
 - b) in relation to any Requested Opex, 100% of the Requested Opex incurred.
6. Any Regulatory or Requested Opex incurred by Auckland Airport under clause 54 above may be recovered by Auckland Airport via an ad-hoc adjustment to the Standard Charges during the then-current Pricing Period.

Post-Pricing Period adjustments

Capex Wash-up

7. Auckland Airport shall make the following Carry Forward Adjustments in relation to capital expenditure:
 - a) Where a Commissioned Capex Underspend has occurred in relation to the Relevant Pricing Period, Auckland Airport shall make a carry forward downwards adjustment to the Pricing Asset Base for the next Pricing Period for an amount equal to the lesser of:
 - (i) The NPV of depreciation recovered (return of capital) and target return earned (return on capital) during the Relevant Pricing Period on the Commissioned Capex Underspend; and
 - (ii) the NPV of the post-tax cashflows used to determine the actual priced activities post-tax IRR achieved in the Relevant Pricing Period discounted using Target Return + 0.75%, except that if the NPV is negative, then no carry forward adjustment shall apply under clause 7 (a);
 - b) Where Regulatory Capex or Requested Capex has been incurred during any Pricing Period, Auckland Airport shall make a carry forward upwards adjustment to the Pricing Asset Base for the next Pricing Period for an amount equal to the NPV of the depreciation that would have been recovered (return of capital) and the target return that would have been earned (return on capital) during the Relevant Pricing Period if that Regulatory Capex or Requested Capex Period was included in the original pricing forecasts, provided that such adjustment shall only apply where:

- (i) there is a Commissioned Capex Overspend; or
- (ii) actual priced activities post-tax IRR achieved in the Relevant Pricing Period falls short of Target Return by 0.75% or more.

Regulated Revenue Wash-up

8. Auckland Airport shall make the following Carry Forward Adjustments in relation to regulated revenue:
- a) Where a Revenue Surplus has occurred in relation to the Relevant Pricing Period, Auckland Airport shall make a carry forward downwards adjustment to the Pricing Asset Base for the next Pricing Period for an amount equal to the lesser of:
 - (i) The Revenue Surplus; and
 - (ii) the NPV of the post-tax cashflows used to determine the actual priced activities post-tax IRR achieved in the Relevant Pricing Period discounted using Target Return + 0.75%, except that if the NPV is negative, then no carry forward adjustment shall apply under clause 8 (a);
 - b) Where a Revenue Shortfall has occurred in relation to the Relevant Pricing Period, Auckland Airport shall make a carry forward upwards adjustment to the Pricing Asset Base for the next Pricing Period for an amount equal to the lesser of:
 - (i) The Revenue Shortfall; and
 - (ii) the adjusted (absolute value) NPV of the post-tax cashflows used to determine the actual priced activities post-tax IRR achieved in the Relevant Pricing Period discounted using Target Return - 0.75%, except that if the NPV is positive prior to the absolute value adjustment, then no carry forward adjustment shall apply under clause 8 (b).

Final Wash-up

9. In the event that, after the end of the Relevant Pricing Period, the difference between:
- a) the value of any Carry Forward Adjustment carried forward into the then-current Pricing Period in accordance with clauses 7 or 8 above; and
 - b) the recalculated value of that Carry Forward Adjustment based on the finalised figures for Actual Commissioned Capex, Actual Revenue, and IRR (as applicable), as such figures are disclosed in the final Annual Information Disclosures Report for the Relevant Pricing Period,
- ("Adjustment Discrepancy") is greater than \$10,000,000, Auckland Airport shall carry forward an upwards or downwards adjustment to the Pricing Asset Base (as applicable) into the Pricing Period immediately following the then-current Pricing Period (that is, two Pricing Periods beyond the Relevant Pricing Period) for an amount equal to the Adjustment Discrepancy.

Consultation on adjustments

- 10. As part of the aeronautical pricing consultation process for the next Pricing Period, Auckland Airport will consult with Substantial Customers on any adjustment under clauses 7 or 8 prior to that adjustment coming into effect. This shall include consultation on the appropriate apportionment of carry forward adjustments over the next Pricing Period.
- 11. In determining whether any Regulatory or Requested Investment meets the requirements set out under clause 2 to qualify as Regulatory Opex or Capex, or Requested Opex or Capex, Auckland Airport may consult BARNZ and/or seek other airline or aircraft operator views directly.
- 12. Adjustments to the Standard Charges are to be calculated in accordance with relevant principles applied in standard building block methodologies.
- 13. For the avoidance of doubt, if Requested Investment does not fall within clause 3(a) or (b) above, Auckland Airport will not seek to recover this expenditure via an adjustment to the Standard Charges. However, this does not necessarily mean that Auckland Airport will be unwilling to make that investment, but recovery of that investment will have to be arranged on a commercial basis, outside the Standard Charges.

APPENDIX – DEFINITIONS

In the Standard Charges Adjustment Policy:

AAA means the Airport Authorities Act 1966;

Actual Commissioned Capex means the total capital expenditure actually incurred by Auckland Airport in respect of priced Aeronautical Assets commissioned during the Relevant Pricing Period (as disclosed by Auckland Airport in the Annual Information Disclosures Report), excluding the total value of all Regulatory and Requested Capex incurred during the Relevant Pricing Period;

Actual Revenue means the total actual revenue generated by Auckland Airport through the Standard Charges during the Relevant Pricing Period (as disclosed by Auckland Airport in the Annual Information Disclosures Report);

Aeronautical Assets means any Auckland Airport assets which relate to Identified Airport Activities, as disclosed by Auckland Airport in the Annual Information Disclosures Report;

Annual Information Disclosures Report means the annual information disclosures made by Auckland Airport to the NZCC in respect of each Pricing Period in accordance with the Part 4 of the Commerce Act;

CAA means the Civil Aviation Act 2023;

Carry Forward Adjustment means an adjustment to the Pricing Asset Base which accrues during a Pricing Period and is carried forward to the next Pricing Period, as set out under clauses 7 and 8 of this policy (and as contemplated in Schedule 18 of the NZCC's Airport Services Information Disclosure Determination 2010 (consolidated June 2019));

Commissioned Capex Overspend means, in respect of the Relevant Pricing Period, if Actual Commissioned Capex exceeds Forecast Commissioned Capex;

Commissioned capex underspend means, in respect of the Relevant Pricing Period, the dollar value by which Actual Commissioned Capex falls short of Forecast Commissioned Capex by 7.5% or more, otherwise nil;

Commerce Act means the Commerce Act 1986;

Forecast Commissioned Capex means the total capital expenditure forecast to be incurred by Auckland Airport in respect of Aeronautical Assets expected to be commissioned during the Relevant Pricing Period (as disclosed by Auckland Airport in the Price Setting Event Disclosures Report);

Forecast Revenue means the forecast of total revenue expected to be generated through the Standard Charges for during the Relevant Pricing Period (as disclosed by Auckland Airport in the Price Setting Event Disclosures Report);

Identified Airport Activities has the meaning given to that term in the AAA (provided that, on and from the date that the relevant provisions of the CAA come into force, it will have the meaning given to the term "identified aerodrome activity" in the CAA);

IRR means the post-tax internal rate of return made by Auckland Airport during the Relevant Pricing Period in respect of Identified Airport Activities (as disclosed in the Annual Information Disclosures Report);

NPV means net present value of cash flows during the Relevant Pricing Period, as calculated by Auckland Airport;

NZCC means the New Zealand Commerce Commission;

Price Setting Event Disclosures Report means the information disclosures report made by Auckland Airport to the NZCC at the commencement of each Pricing Period in accordance with the Part 4 of the Commerce Act;

Pricing Asset Base means asset base used by Auckland Airport to calculate the Standard Charges applicable to each Pricing Period (as disclosed by Auckland Airport in the Annual Information Disclosures Report);

Pricing Period means the 5-year period during which the Standard Charges set out in the Price Setting Event Disclosures Report apply;

Regulatory or Requested Investment means any operating or capital expenditure incurred by Auckland Airport within any Pricing Period in relation to Identified Airport Activities, that was not factored into the Standard Charges applicable during that Pricing Period, and that is either:

- a) required as a consequence of changes mandated by a government agency or local body authority, including (but not limited to) any changes required under a "regulatory airport spatial undertaking" (as defined in the CAA) ("**Regulatory Investment**"); or
- b) requested by any airline or aircraft operator ("**Requested Investment**");

Relevant Pricing Period means, in respect of any Carry Forward Adjustment, the Pricing Period during which that Carry Forward Adjustment accrued;

Revenue Shortfall means, in respect of the Relevant Pricing Period, the dollar value by which Actual Revenue falls short of Forecast Revenue by more than 15%;

Revenue Surplus means, in respect of the Relevant Pricing Period, the dollar value by which Actual Revenue exceeds Forecast Revenue by more than 15%;

Standard Charges means the standard charges payable by airlines and aircraft operators to Auckland Airport, as set out in Auckland Airport's Schedule of Standard Charges;

Substantial Customer has the meaning given to that term in the AAA (provided that, on and from the date that the relevant provisions of the CAA come into force, it will have the meaning given to that term in the CAA); and

Target Return means the target return expected to be received by Auckland Airport for the Relevant Pricing Period in respect of Identified Airport Activities (as disclosed by Auckland Airport in the Price Setting Event Disclosures Report).