

Auckland International Airport

Review of Reports on
Airport Charges

November 2010

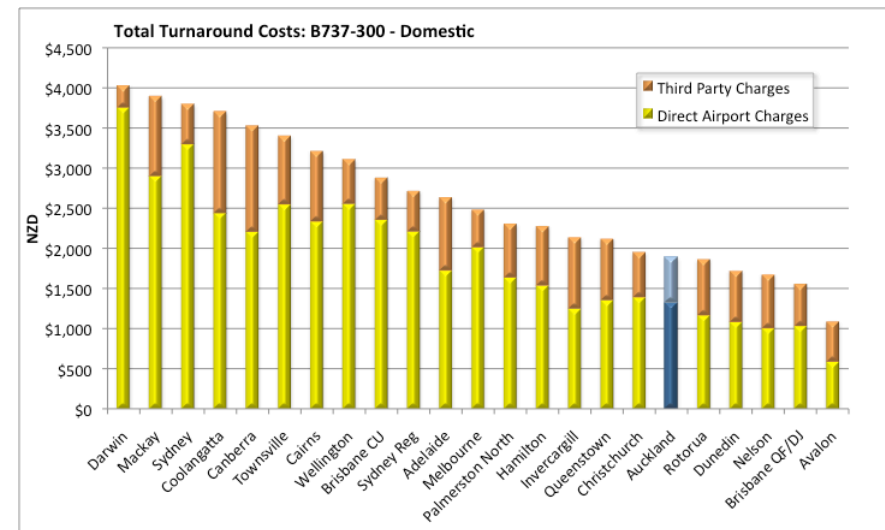
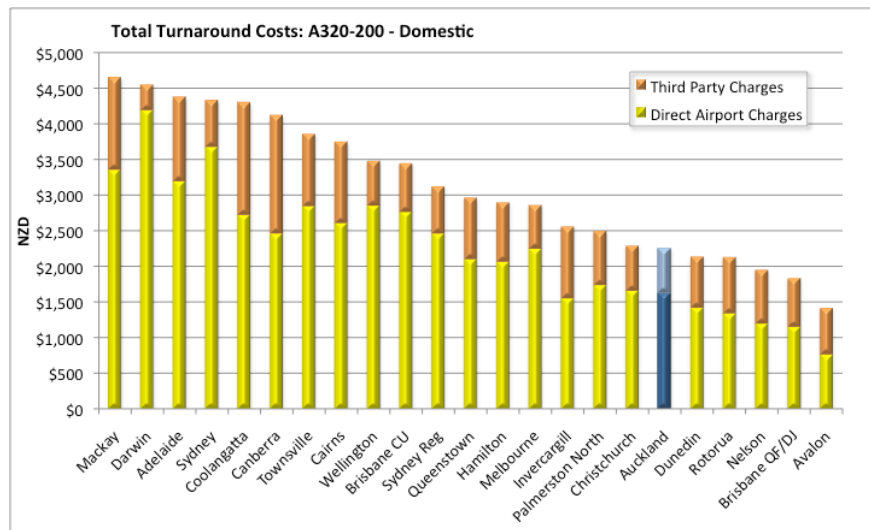


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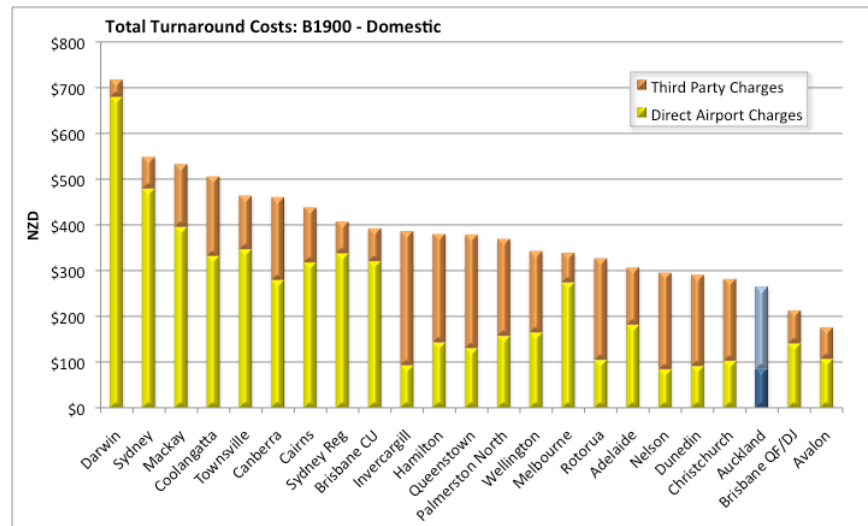
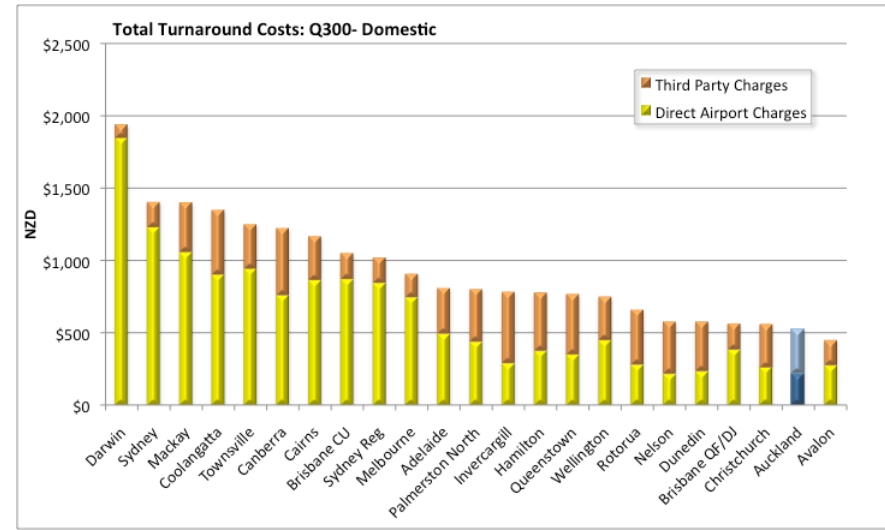
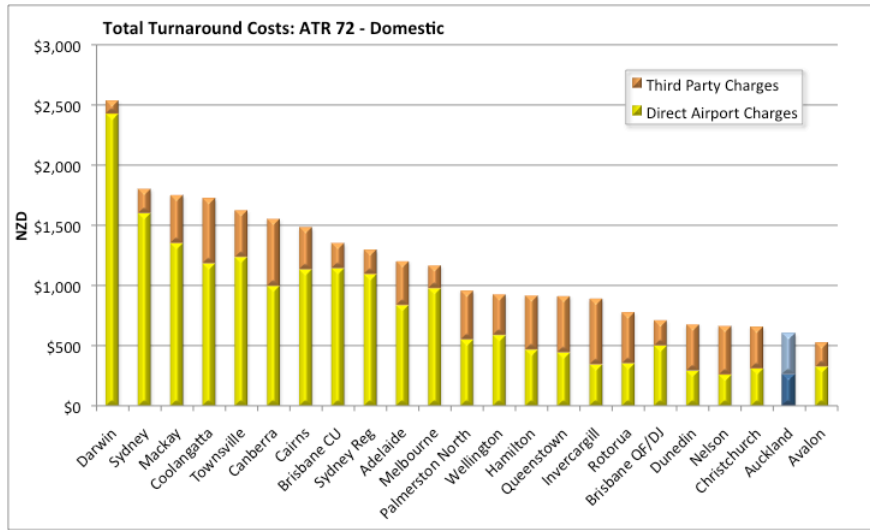
Executive Summary

- Airbiz has been commissioned by Auckland International Airport Limited (AIAL) to analyse turnaround costs for domestic services at New Zealand and Australian airports. Airbiz has undertaken the analysis of domestic turnaround costs for five aircraft types at 10 New Zealand and 13 Australian airports.
- An airline's total turnaround costs may vary significantly from what an airport charges airlines for landing and terminal charges and the two measures are by no means the same thing. What are sometimes referred to as "airport charges", may in fact be airport cost recoveries, third party costs or some combination of the two. To address this issue Airbiz has estimated total turnaround costs as the sum of the charges made by an airport plus the charges made by third parties, including Government agencies, for services such as terminal navigation, security and rescue fire. This approach has been taken as in some cases a service provided by an airport in one instance may be provided by a third party in another.
- AIAL's turnaround costs for the A320 and B737 are the sixth lowest of the 23 airports surveyed and the fourth lowest of the 10 New Zealand airports surveyed. For the A320 AIAL's total turnaround costs were \$2,249 compared with a NZ airport sample average of \$2,515 and an overall average of \$3,119.



- Significantly, AIAL's turnaround costs for turboprop aircraft were the lowest of the 10 New Zealand airports surveyed and the second or third lowest overall. Note that AIAL does not charge an explicit terminal charge and the terminals are rented to airline customers. For the sake of comparison AIAL's turnaround costs include an imputed terminal passenger charge for domestic terminal operations.

- The charts derived in the analysis show total turnaround costs broken into direct airport charges and third party charges. Third party charges, in particular terminal and aerodrome navigation make up a considerable proportion of total domestic turn around costs. In general, third party costs for smaller turbo-prop aircraft are higher, as a proportion of total costs, than for larger jet aircraft. As well, third party costs, and in particular terminal navigation costs appear to be higher, as a proportion of total turnaround costs, at smaller regional ports than at larger ports.



1 Introduction

Airbiz has been commissioned by Auckland International Airport Limited (AIAL) to analyse turnaround costs for operators of regular passenger traffic (RPT) domestic services at New Zealand and Australian airports. Airbiz has undertaken the analysis of domestic turnaround costs for five aircraft types at 10 New Zealand and 13 Australian airports.

Section 2 of the report discusses the methodology used to calculate turnaround costs and Section 3 summarises the Airbiz turnaround cost estimates.

2 Methodology

2.1. Turnaround costs versus landing charges

An airline's total turnaround costs can vary significantly from what an airport charges airlines for landing and terminal charges and the two measures are by no means the same thing. What are sometimes referred to as "airport charges" may in fact be airport cost recoveries, third party costs or some combination of the two. The underlying issues regarding the assessment of airport charges and turnaround costs include:

- Whether the charges for services that are being compared are comparable or even similar in terms of scope or quality of service.
- The nature of institutional relationships between airports and third party providers of services such as security, rescue fire, terminal navigation, and baggage handling vary considerably between airports and countries. In some situations airports provide, for example, terminal navigation, in others they do not and so on.
- That some of the costs that are included in studies as "airport charges" are not in fact paid to the airport but rather are provided by and paid to third parties.
- That charges for services provided by airports at some locations and by third parties at others, may be regarded as "airport charges" for reasons of consistency. This is despite the fact that airports have no control over the service level or the total costs associated with those services.

The total costs of landing at an airport are borne by passengers and airlines. These costs are generated by the airport, which provides infrastructure plus a range of other services, as well as third parties, including government agencies, which also provide services. To refer to what are, in fact, airline turnaround costs as "airport charges" is a misnomer.

2.2. Proposed approach

To address this Airbiz has assessed total turnaround costs as:

- Landing charges
- Aircraft parking charges
- Passenger related charges including security
- Terminal navigation charges.

However, Airbiz has then disaggregated these costs into those paid:

- Directly to airports, and

- Those paid either directly to third parties or collected on behalf of third parties by airports.

2.3. Included costs

In most cases airline turnaround costs are based on published rates for RPT services operating from these ports plus the published costs of security, rescue fire, terminal navigation and any other CAA or Airservices Australia charges.

In AIAL's case there is no explicit domestic terminal charge and the terminals are rented to airline customers. For the sake of comparison AIAL's turnaround costs include an imputed terminal passenger charge for domestic terminal operations.

Some airports published rates for itinerate aircraft but do not disclose the rates charged for regular passenger services. As the airports' itinerate rates may overstate the actual costs to a commercial operator, these airports have been excluded from the analysis.

2.4. Assumed aircraft configurations

Airbiz analysed the charges applying to five common aircraft types flying domestic services at AIAL.

TABLE 1 AIRCRAFT CONFIGURATIONS

Aircraft	ICAO Code	Seats	Pax	MTOW - tonnes
A320 – 200	A320	152	115	73.500
B737- 300	B733	136	103	56.470
Bombardier - Q300	DH8C	50	38	19.506
Aerospatiale/Alenia ATR 72	AT72	66	50	22.500
Beech 1900	B190	19	14	7.765

In all cases a load factor of 75.7% was applied to the seat configuration to derive estimated passenger numbers.

2.5. Airports included in the study

The airports included in the part of this study comprise 10 main centre and regional New Zealand airports and 13 Australian ports.

TABLE 2 AIRPORTS INCLUDED IN THE STUDY

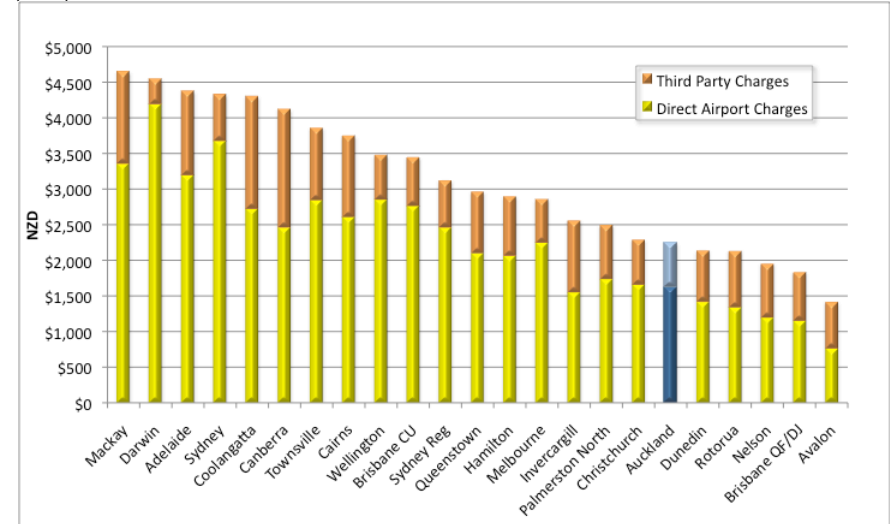
New Zealand	Australia
Auckland	Adelaide
Christchurch	Avalon
Dunedin	Brisbane: Common User
Hamilton	Brisbane QF/DJ
Invercargill	Cairns
Nelson	Canberra
Palmerston North	Coolangatta
Queenstown	Darwin
Rotorua	Mackay
Wellington	Melbourne
	Sydney
	Sydney Regional
	Townsville

3 Domestic turnaround cost comparisons

3.1. A320

AIAL's turnaround costs for the A320 are the sixth lowest of the 23 airports surveyed and the fourth lowest of the New Zealand airports reviewed. AIAL's total turnaround cost for the A320 was \$2,249 compared with a NZ airport sample average of \$2,515 and an overall average of \$3,119.

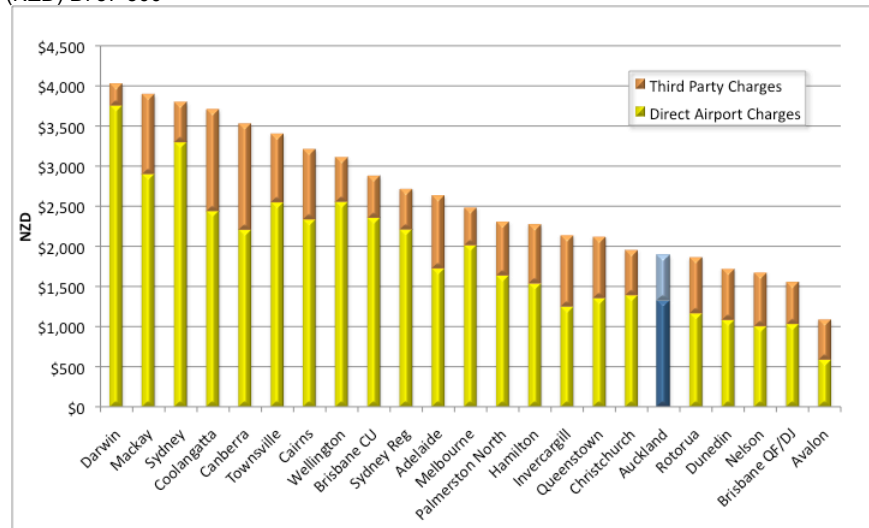
FIGURE 3-1 TOTAL DOMESTIC TURNAROUND COSTS (NZD) - A320-200



3.2. B737-300

As with the A320, AIAL's turnaround costs for the B737-300 are the sixth lowest of the 23 airports surveyed and the fourth lowest of the New Zealand airports reviewed. Being lighter than the A320, AIAL's total turnaround cost for the B737-300 was \$1,884 compared with a NZ airport sample average of \$2,104 and an overall sample average of \$2,607.

FIGURE 3-2 TOTAL DOMESTIC TURNAROUND COSTS (NZD) B737-300

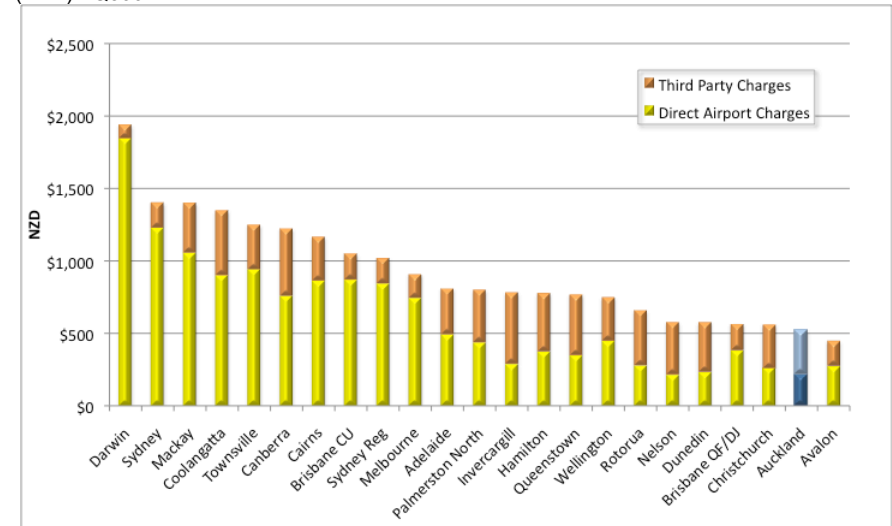


Reflecting its seating configuration compared to MTOW, AIAL's turnaround costs for the ATR72 are the second lowest of the 23 airports surveyed and the lowest of the New Zealand airports surveyed. The ATR72's total turnaround cost is \$600 compared with a NZ airport sample average of \$796 and an overall sample average of \$1,159.

3.4. Q300

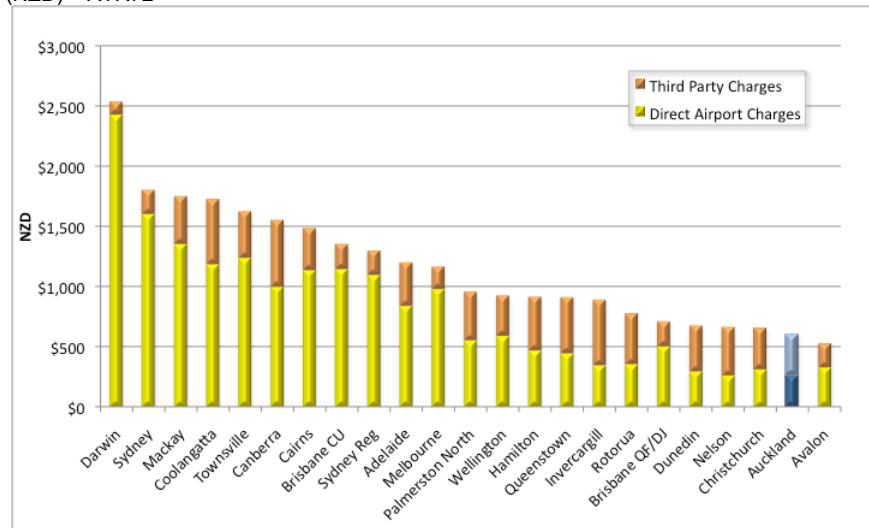
As with the ATR, AIAL's turnaround costs for the Q300 are the second lowest of the 23 airports surveyed and again, the lowest of the New Zealand airports surveyed. AIAL's total turnaround cost for a Q300 was \$520 compared to an average for surveyed New Zealand ports of \$675 and an overall survey average of \$924.

FIGURE 3-4 TOTAL DOMESTIC TURNAROUND COSTS (NZD) - Q300



3.3. ATR72

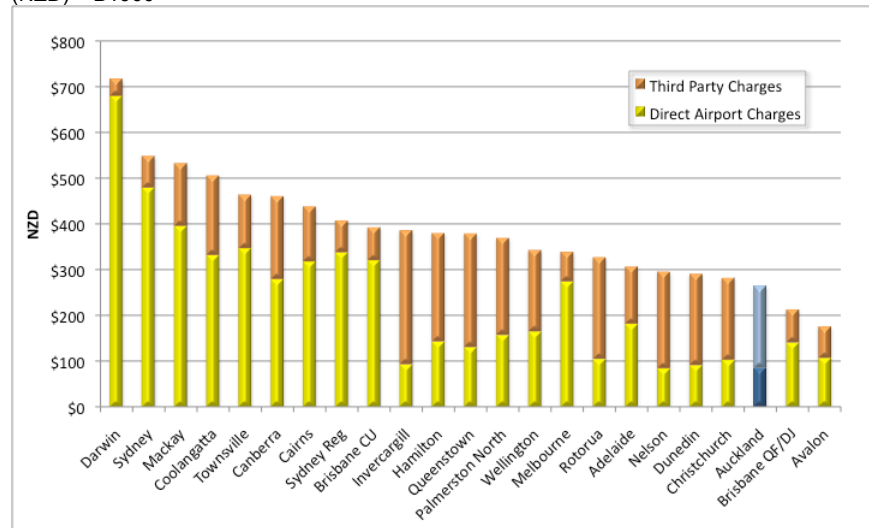
FIGURE 3-3 TOTAL DOMESTIC TURNAROUND COSTS (NZD) – ATR72



3.5. B1900

AIAL's turnaround costs for the B1900 are the third lowest overall and the lowest of the New Zealand airports. AIAL's total turnaround cost for a B1900 was \$263 compared to an average for surveyed New Zealand ports of \$331 and an overall survey average of \$383.

FIGURE 3-5 TOTAL DOMESTIC TURNAROUND COSTS (NZD) – B1900



3.6. Third Party Costs

Third party charges, in particular terminal and aerodrome navigation, make up a considerable proportion of total domestic turn around costs.

In general, third party costs for smaller turbo-prop aircraft are higher, as a proportion of total costs, than for larger jet aircraft. As well, third party costs, and in particular terminal navigation costs, appear to be higher at smaller regional ports than at larger ports.

These two issues are closely related insofar as Airservices Australia and Airways New Zealand both base their charges on an assessment of the per-unit or average costs at each port. At smaller airports the average cost per unit, in this case per tonne MTOW, is higher than at larger domestic or international ports.

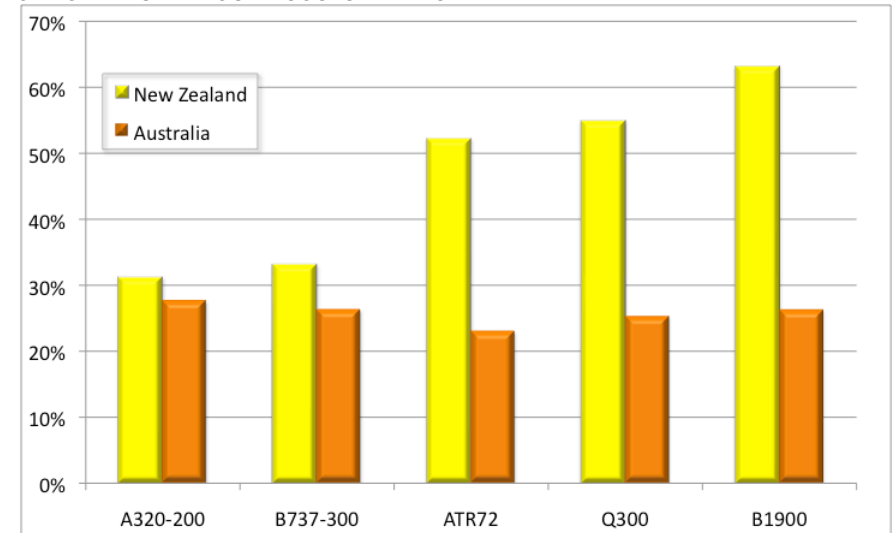
The NZ and Australian charges are both levied per MTOW. Australian charges are levied on a purely linear basis of \$/MTOW. However, Airways Corporation incorporates a fixed component that is, in general, larger at smaller ports.

For example, third party costs make up around 76% of B1900 total turnaround costs at Invercargill but around 39% of the turnaround costs for an A320 at the same port.

Third party charges, such as security are lower for domestic jet services than they are for international jet services. Moreover, in New Zealand, domestic turboprop aircraft with less than 90 seats are not liable for Aviation Security charges. However, terminal navigation charges are the same for domestic and international services on a per MTOW basis. Therefore in some cases third party charges make up a significantly greater proportion of domestic turnaround costs than they do for international costs.

Third party costs make up around 31% of the average turnaround cost for an A320 and around 55% of the average cost for a Q300 of the NZ airports in the analysis. However, in Australia, third party costs make up around 28% of the surveyed Australian airports' turnaround costs for an A320 and around 25% of the average cost for a Q300. This relationship is summarised in the following chart.

FIGURE 3-6 AUSTRALIAN AND NEW ZEALAND THIRD PARTY COSTS AS A PERCENTAGE OF TOTAL TURNAROUND COSTS BY AIRCRAFT TYPE



The situation is even more exaggerated in the case of the B1900 where third party costs make up around 65% of the average New Zealand turnaround cost. As noted above, the difference between New Zealand and Australian costs appears to be due to the fixed component of terminal navigation charges applied in the New Zealand charging model.

Appendices

Appendix 1: Total Domestic Turnaround Costs by Aircraft Type (NZD)

	A320	B733	ATR72	Q300	B1900
Adelaide	\$4,375	\$2,634	\$1,199	\$806	\$306
Auckland	\$2,249	\$1,884	\$600	\$520	\$263
Avalon	\$1,419	\$1,090	\$526	\$446	\$176
Brisbane CU	\$3,442	\$2,876	\$1,350	\$1,049	\$392
Brisbane QF/DJ	\$1,836	\$1,557	\$710	\$562	\$212
Cairns	\$3,746	\$3,209	\$1,481	\$1,163	\$438
Canberra	\$4,121	\$3,525	\$1,550	\$1,221	\$460
Christchurch	\$2,290	\$1,953	\$651	\$560	\$281
Coolangatta	\$4,299	\$3,706	\$1,723	\$1,347	\$505
Darwin	\$4,545	\$4,024	\$2,532	\$1,936	\$716
Dunedin	\$2,139	\$1,720	\$676	\$575	\$290
Hamilton	\$2,897	\$2,275	\$915	\$776	\$379
Invercargill	\$2,558	\$2,139	\$889	\$780	\$385
Mackay	\$4,649	\$3,893	\$1,747	\$1,398	\$532
Melbourne	\$2,859	\$2,482	\$1,164	\$905	\$338
Nelson	\$1,953	\$1,675	\$662	\$575	\$295
Palmerston North	\$2,495	\$2,306	\$956	\$799	\$369
Queenstown	\$2,962	\$2,119	\$909	\$767	\$378
Rotorua	\$2,130	\$1,864	\$776	\$657	\$326
Sydney	\$4,328	\$3,797	\$1,799	\$1,399	\$548
Sydney Regional	\$3,119	\$2,713	\$1,295	\$1,016	\$407
Townsville	\$3,857	\$3,400	\$1,622	\$1,247	\$463
Wellington	\$3,476	\$3,109	\$924	\$747	\$342

Appendix 2: Airbiz estimates of total domestic turnaround costs by component – A320-200

	Total	Landing	Passenger	Aerobridge	Parking	Security	Screening	Devt Charges	Rescue Fire	Terminal Navigation	Civil Aviation
Adelaide	\$4,375	-	\$2,706	-	-	\$479	-	-	\$163	\$1,027	-
Auckland	\$2,249	\$989	\$179	-	-	\$445	-	-	-	\$432	\$204
Avalon	\$1,419	\$763	-	-	-	-	-	-	\$163	\$493	-
Brisbane CU	\$3,442	-	\$2,221	-	-	\$534	-	-	\$163	\$524	-
Brisbane QF/DJ	\$1,836	-	\$1,113	-	-	\$37	-	-	\$163	\$524	-
Cairns	\$3,746	-	\$2,101	-	-	\$499	-	-	\$163	\$983	-
Canberra	\$4,121	-	\$2,076	-	-	\$379	-	\$365	\$163	\$1,137	-
Christchurch	\$2,290	\$973	\$236	-	-	\$445	-	-	-	\$432	\$204
Coolangatta	\$4,299	-	\$2,603	-	-	\$112	\$450	-	\$163	\$972	-
Darwin	\$4,545	-	\$4,179	-	-	-	-	-	\$163	\$203	-
Dunedin	\$2,139	\$712	\$260	-	-	\$445	-	-	-	\$518	\$204
Hamilton	\$2,897	\$933	\$682	-	-	\$445	-	-	-	\$633	\$204
Invercargill	\$2,558	\$875	\$230	-	-	\$445	-	-	-	\$805	\$204
Mackay	\$4,649	\$829	\$2,518	-	-	-	-	-	\$163	\$1,140	-
Melbourne	\$2,859	-	\$2,204	-	-	\$38	-	-	\$163	\$454	-
Nelson	\$1,953	\$529	\$220	-	-	\$445	-	-	-	\$555	\$204
Palmerston North	\$2,495	\$432	\$857	-	-	\$445	-	-	-	\$557	\$204
Queenstown	\$2,962	\$845	\$805	-	-	\$445	-	-	-	\$663	\$204
Rotorua	\$2,130	\$279	\$614	-	-	\$445	-	-	-	\$588	\$204
Sydney	\$4,328	\$972	\$2,091	-	\$43	\$559	-	-	\$163	\$500	-
Sydney Regional	\$3,119	\$967	\$1,202	-	\$43	\$245	-	-	\$163	\$500	-
Townsville	\$3,857	-	\$2,837	-	-	-	\$593	-	\$163	\$264	-
Wellington	\$3,476	\$2,399	-	-	-	\$445	-	-	-	\$428	\$204

Appendix 3: Airbiz estimates of total domestic turnaround costs – B737-300

	Total	Landing	Passenger	Aerobridge	Parking	Security	Screening	Dev't Charges	Rescue Fire	Terminal Navigation	Civil Aviation
Adelaide	\$2,634	-	\$1,291	-	-	\$429	-	-	\$125	\$789	-
Auckland	\$1,884	\$760	\$161	-	-	\$399	-	-	-	\$382	\$183
Avalon	\$1,090	\$587	-	-	-	-	-	-	\$125	\$379	-
Brisbane CU	\$2,876	-	\$1,870	-	-	\$478	-	-	\$125	\$402	-
Brisbane QF/DJ	\$1,557	-	\$997	-	-	\$33	-	-	\$125	\$402	-
Cairns	\$3,209	-	\$1,882	-	-	\$447	-	-	\$125	\$756	-
Canberra	\$3,525	-	\$1,860	-	-	\$340	-	\$327	\$125	\$874	-
Christchurch	\$1,953	\$805	\$184	-	-	\$399	-	-	-	\$383	\$183
Coolangatta	\$3,706	-	\$2,331	-	-	\$101	\$403	-	\$125	\$747	-
Darwin	\$4,024	-	\$3,743	-	-	-	-	-	\$125	\$156	-
Dunedin	\$1,720	\$449	\$233	-	-	\$399	-	-	-	\$457	\$183
Hamilton	\$2,275	\$525	\$610	-	-	\$399	-	-	-	\$558	\$183
Invercargill	\$2,139	\$642	\$205	-	-	\$399	-	-	-	\$710	\$183
Mackay	\$3,893	\$637	\$2,255	-	-	-	-	-	\$125	\$876	-
Melbourne	\$2,482	-	\$1,974	-	-	\$34	-	-	\$125	\$349	-
Nelson	\$1,675	\$407	\$198	-	-	\$399	-	-	-	\$489	\$183
Palmerston North	\$2,306	\$466	\$767	-	-	\$399	-	-	-	\$492	\$183
Queenstown	\$2,119	\$232	\$721	-	-	\$399	-	-	-	\$585	\$183
Rotorua	\$1,864	\$214	\$550	-	-	\$399	-	-	-	\$519	\$183
Sydney	\$3,797	\$871	\$1,873	-	\$43	\$501	-	-	\$125	\$384	-
Sydney Regional	\$2,713	\$866	\$1,076	-	\$43	\$219	-	-	\$125	\$384	-
Townsville	\$3,400	-	\$2,541	-	-	-	\$531	-	\$125	\$203	-
Wellington	\$3,109	\$2,149	-	-	-	\$399	-	-	-	\$379	\$183

Appendix 4: Airbiz estimates of total domestic turnaround costs – ATR72

	Total	Landing	Passenger	Aerobridge	Parking	Security	Screening	Devt Charges	Rescue Fire	Terminal Navigation	Civil Aviation
Adelaide	\$1,199	-	\$627	-	-	\$208	-	-	\$50	\$314	-
Auckland	\$600	\$182	\$78	-	-	-	-	-	-	\$251	\$89
Avalon	\$526	\$234	-	-	-	\$92	-	-	\$50	\$151	-
Brisbane CU	\$1,350	-	\$908	-	-	\$232	-	-	\$50	\$160	-
Brisbane QF/DJ	\$710	-	\$484	-	-	\$16	-	-	\$50	\$160	-
Cairns	\$1,481	-	\$914	-	-	\$217	-	-	\$50	\$301	-
Canberra	\$1,550	-	\$903	-	-	\$90	-	\$159	\$50	\$348	-
Christchurch	\$651	\$203	\$107	-	-	-	-	-	-	\$252	\$89
Coolangatta	\$1,723	-	\$1,132	-	-	\$49	\$196	-	\$50	\$297	-
Darwin	\$2,532	-	\$1,817	-	-	\$603	-	-	\$50	\$62	-
Dunedin	\$676	\$179	\$113	-	-	-	-	-	-	\$295	\$89
Hamilton	\$915	\$170	\$296	-	-	-	-	-	-	\$360	\$89
Invercargill	\$889	\$244	\$100	-	-	-	-	-	-	\$457	\$89
Mackay	\$1,747	\$254	\$1,095	-	-	-	-	-	\$50	\$349	-
Melbourne	\$1,164	-	\$958	-	-	\$16	-	-	\$50	\$139	-
Nelson	\$662	\$162	\$96	-	-	-	-	-	-	\$316	\$89
Palmerston North	\$956	\$177	\$372	-	-	-	-	-	-	\$317	\$89
Queenstown	\$909	\$92	\$350	-	-	-	-	-	-	\$378	\$89
Rotorua	\$776	\$85	\$267	-	-	-	-	-	-	\$335	\$89
Sydney	\$1,799	\$423	\$909	-	\$43	\$221	-	-	\$50	\$153	-
Sydney Regional	\$1,295	\$420	\$522	-	\$43	\$106	-	-	\$50	\$153	-
Townsville	\$1,622	-	\$1,233	-	-	-	\$258	-	\$50	\$81	-
Wellington	\$924	\$586	-	-	-	-	-	-	-	\$250	\$89

Appendix 5: Airbiz estimates of total domestic turnaround costs – Q300

	Total	Landing	Passenger	Aerobridge	Parking	Security	Screening	Devt Charges	Rescue Fire	Terminal Navigation	Civil Aviation
Adelaide	\$806	-	\$332	-	-	\$158	-	-	\$43	\$272	-
Auckland	\$520	\$158	\$59	-	-	-	-	-	-	\$235	\$67
Avalon	\$446	\$203	-	-	-	\$70	-	-	\$43	\$131	-
Brisbane CU	\$1,049	-	\$690	-	-	\$176	-	-	\$43	\$139	-
Brisbane QF/DJ	\$562	-	\$368	-	-	\$12	-	-	\$43	\$139	-
Cairns	\$1,163	-	\$694	-	-	\$165	-	-	\$43	\$261	-
Canberra	\$1,221	-	\$686	-	-	\$69	-	\$121	\$43	\$302	-
Christchurch	\$560	\$175	\$81	-	-	-	-	-	-	\$236	\$67
Coolangatta	\$1,347	-	\$860	-	-	\$37	\$149	-	\$43	\$258	-
Darwin	\$1,936	-	\$1,381	-	-	\$458	-	-	\$43	\$54	-
Dunedin	\$575	\$146	\$86	-	-	-	-	-	-	\$276	\$67
Hamilton	\$776	\$147	\$225	-	-	-	-	-	-	\$336	\$67
Invercargill	\$780	\$211	\$76	-	-	-	-	-	-	\$426	\$67
Mackay	\$1,398	\$220	\$832	-	-	-	-	-	\$43	\$302	-
Melbourne	\$905	-	\$728	-	-	\$13	-	-	\$43	\$121	-
Nelson	\$575	\$140	\$73	-	-	-	-	-	-	\$295	\$67
Palmerston North	\$799	\$152	\$283	-	-	-	-	-	-	\$296	\$67
Queenstown	\$767	\$80	\$266	-	-	-	-	-	-	\$353	\$67
Rotorua	\$657	\$74	\$203	-	-	-	-	-	-	\$312	\$67
Sydney	\$1,399	\$321	\$691	-	\$43	\$168	-	-	\$43	\$133	-
Sydney Regional	\$1,016	\$319	\$397	-	\$43	\$81	-	-	\$43	\$133	-
Townsville	\$1,247	-	\$937	-	-	-	\$196	-	\$43	\$70	-
Wellington	\$747	\$445	-	-	-	-	-	-	-	\$234	\$67

Appendix 6: Airbiz estimates of total domestic turnaround costs – B1900

	Total	Landing	Passenger	Aerobridge	Parking	Security	Screening	Devt Charges	Rescue Fire	Terminal Navigation	Civil Aviation
Adelaide	\$306	-	\$122	-	-	\$58	-	-	\$17	\$108	-
Auckland	\$263	\$63	\$22	-	-	-	-	-	-	\$153	\$25
Avalon	\$176	\$81	-	-	-	\$26	-	-	\$17	\$52	-
Brisbane CU	\$392	-	\$254	-	-	\$65	-	-	\$17	\$55	-
Brisbane QF/DJ	\$212	-	\$136	-	-	\$4	-	-	\$17	\$55	-
Cairns	\$438	-	\$256	-	-	\$61	-	-	\$17	\$104	-
Canberra	\$460	-	\$253	-	-	\$25	-	\$44	\$17	\$120	-
Christchurch	\$281	\$71	\$31	-	-	-	-	-	-	\$154	\$25
Coolangatta	\$505	-	\$317	-	-	\$14	\$55	-	\$17	\$103	-
Darwin	\$716	-	\$509	-	-	\$169	-	-	\$17	\$21	-
Dunedin	\$290	\$58	\$32	-	-	-	-	-	-	\$175	\$25
Hamilton	\$379	\$59	\$84	-	-	-	-	-	-	\$212	\$25
Invercargill	\$385	\$64	\$29	-	-	-	-	-	-	\$268	\$25
Mackay	\$532	\$88	\$307	-	-	-	-	-	\$17	\$120	-
Melbourne	\$338	-	\$268	-	-	\$5	-	-	\$17	\$48	-
Nelson	\$295	\$56	\$28	-	-	-	-	-	-	\$186	\$25
Palmerston North	\$369	\$52	\$104	-	-	-	-	-	-	\$187	\$25
Queenstown	\$378	\$32	\$98	-	-	-	-	-	-	\$224	\$25
Rotorua	\$326	\$29	\$75	-	-	-	-	-	-	\$197	\$25
Sydney	\$548	\$118	\$255	-	\$43	\$62	-	-	\$17	\$53	-
Sydney Regional	\$407	\$118	\$146	-	\$43	\$30	-	-	\$17	\$53	-
Townsville	\$463	-	\$345	-	-	-	\$72	-	\$17	\$28	-
Wellington	\$342	\$164	-	-	-	-	-	-	-	\$153	\$25

Appendix 7: Data Sources.

IATA Airport, ATC and Fuel Charges Monitor

Airways New Zealand, Standard Terms and Conditions for the provision of Airways Services, June 2010.

Airservices Australia, Charges for Facilities and Services, Standard Contract Terms.

Airport pricing and charges information from various airport websites.

Appendix 8: NZ Aviation Security and Civil Aviation Charges.

New Zealand Aviation Security charges and Civil Aviation passenger levies were recently revised upwards following the 1 October increase in GST from 12.5% to 15%. The effect of the increases was to leave the GST exclusive charge unchanged. The revised GST inclusive charges are summarised below.

A8.1 Aviation Security Charges

	Domestic	International
Jet – greater than 90 seats		
including GST	\$4.45	\$10.22
Excluding GST	\$3.87	\$ 8.89
Turboprop – less than 90 seats		
including GST	Nil	Nil
Excluding GST	Nil	Nil

A8.2 Civil Aviation Authority Passenger Levies

	Domestic	International
including GST	\$2.04	\$1.02
Excluding GST	\$1.77	\$0.89