

# Schedule of Standard Aircraft and Terminal Charges

Effective from 1 July 2012, for period 1 July 2012 to 30 June 2017

All \$ are GST exclusive

	Metric	1 July 12 - 30 June 13	1 July 13 - 30 June 14	1 July 14 - 30 June 15	1 July 15 - 30 June 16	1 July 16 - 30 June 17
<b>Maximum Certificated Take- off Weight (MCTOW) charges</b> <i>Note 1</i>						
< 6 tonne	\$ / landing	\$52.00	\$53.30	\$54.63	\$56.00	\$57.40
6 - 40 tonne	\$ / tonne per landing	\$8.75	\$8.97	\$9.19	\$9.42	\$9.66
> 40 tonne		\$14.20	\$14.56	\$14.92	\$15.29	\$15.67
<b>Parking charges for every 24 hour period or part period from the time of landing</b> <i>Note 1</i>						
0 - 40 tonne	> 6hrs < 5 days	\$93.35	\$95.68	\$98.07	\$100.52	\$103.04
0 - 40 tonne	>= 5 days < 10 days	\$124.45	\$127.57	\$130.75	\$134.02	\$137.37
0 - 40 tonne	>=10 days	\$186.68	\$191.35	\$196.13	\$201.04	\$206.06
> 40 tonne	> 6hrs	\$124.45	\$127.57	\$130.75	\$134.02	\$137.37
> 40 tonne	>= 5 < 10 days	\$311.14	\$318.91	\$326.89	\$335.06	\$343.43
> 40 tonne	>=10 days	\$622.27	\$637.83	\$653.77	\$670.12	\$686.87
<b>Passenger charges per arriving and departing passenger</b>						
DPC (Domestic Passenger Charge) <i>Note 2</i>	\$ / pax*†	\$1.98	\$2.03	\$2.08	\$2.13	\$2.18
IPC (International Passenger Charge) <i>Note 2 and 3</i>	\$ / pax *†	\$15.16	\$15.39	\$15.62	\$15.85	\$16.09
TPC (Transit Passenger Charge) <i>Note 4</i>	\$ / pax †**	\$3.65	\$3.74	\$3.83	\$3.93	\$4.03
<b>Other standard charges</b>						
Charge for common check-in facilities	\$ / counter or kiosk / hour***	\$15.00	\$13.50	\$14.50	\$15.50	\$16.50
Investment Charge	<i>Note 5</i>					

\* Per arriving and departing passenger.

\*\* Per transit passenger.

\*\*\* Existing counter use arrangements will continue from 1 July 2012 to 30 June 2013. The new time-based charge commences from 1 July 2013. From 1 July 2013, use of common check-in facilities shall incur a minimum charge of 60 minutes of use (per counter) with charges accruing in one minute increments thereafter, and on a per minute basis for kiosks.

† 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.

**Note 1:** These charges apply based on the single weight and/or time category applicable to the relevant aircraft and not on an incremental basis. Aircraft includes helicopters.

**Note 2:** Consultation will occur annually on Regulatory or Requested Investment and will be passed through to airlines and aircraft operators based on actual costs incurred by Auckland Airport by way of an annual adjustment (as required) to the IPC or DPC, as the case may be, as determined in accordance with the Regulatory or Requested Investment Policy set out below.

**Note 3:** 2-11 year olds will be charged 50% of the IPC from 1 July 2012 to 30 June 2013. From 1 July 2013, 2-11 years will be charged 100% of the IPC. 2-11 year olds will be charged the full DPC and TPC from 1 July 2012.

**Note 4:** 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 5:** Auckland Airport has excluded any anticipated expenditure on a new terminal facility from its passenger and landing charges. Auckland Airport anticipates, however, that work on a new terminal facility will be required to be commenced during this pricing period (1 July 2012 – 30 June 2017). Auckland Airport has therefore established an Investment Charge, which will be set once the details of a new terminal facility are finalised (following consultation with Substantial Customers, as defined in the AAA).

## TERMS OF PAYMENT

Unless otherwise expressly agreed in writing, the following are the terms and conditions 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 charges.
2. Aircraft include helicopters and references to airlines include all aircraft operators.
3. 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.
4. 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).
5. On the 7<sup>th</sup> 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 2, 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.
6. 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).
7. All airfield charges are payable by the 20<sup>th</sup> of the month following the month of landing, except charges for non-scheduled flights which are payable on landing, unless other arrangements have been made. The Landing Charges policy is set out below.
8. The IPC will be payable by the carrying airline by the 20<sup>th</sup> 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 passenger numbers data provided by each airline, which Auckland Airport shall have the right to audit).
9. The DPC will be payable by the carrying airline by the 20<sup>th</sup> 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 format required by Auckland Airport (which Auckland Airport shall have the right to audit). This information is required no later than 3 working days following the last day of the month.
10. The TPC will be payable by the inbound carrying airline by the 20<sup>th</sup> of the month following that in which the arriving passenger travelled, based on actual arriving passenger volumes carried as provided by Immigration New Zealand data (or, where Immigration New Zealand data is unavailable, based on passenger numbers provided by each airline, which Auckland Airport shall have the right to audit).
11. Where the Regulatory or Requested Investment Charge is payable by airlines, it will be due by the 20<sup>th</sup> of the month following that in which the passenger travelled, based on actual passenger volumes carried as provided in point 8,9 and 10. The Regulatory or Requested Investment Policy is set out below.
12. A 50% discount applies to training flights (multiple touch-and-go training flights are counted as one landing) for aircraft over 6,000kg.
13. All airlines or designated handlers must provide Auckland Airport with monthly certified freight volumes carried.
14. Any aircraft departing from Auckland Airport, 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.
15. For new scheduled carriers without existing credit terms with Auckland Airport, a performance bond equivalent to 25% of forecast landings for the first year of operation may be required, prior to commencing services.
16. Auckland Airport may amend these terms of payment at any time by notice to the Customer.

## 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 2012, is attached.
2. The tariff per landing, per day and per kg 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.

## REGULATORY OR REQUESTED INVESTMENT POLICY

1. Where Auckland Airport incurs costs during the pricing period as a result of Regulatory or Requested Investment, Auckland Airport will pass through the actual costs to airlines and aircraft operators by way of an annual adjustment (as required) to the IPC or DPC, as the case may be.
2. Regulatory or Requested Investment is capital expenditure of at least \$5,000,000 in relation to identified airport activities (as defined in the Airport Authorities Act 1966) provided by Auckland Airport primarily for purposes associated with the servicing of scheduled and non-scheduled passenger and freight services, that was not factored into the DPC, IPC, TPC or MCTOW charges at the time of the last price-setting event, and that is either:
  - a) required as a consequence of changes mandated by government agencies or local body authorities; or
  - b) requested by airlines.
3. Capital expenditure requested by airlines (clause 2(b) above) is only Regulatory or Requested Investment if that capital expenditure, in Auckland Airport's view:
  - a) achieves a measurable net enhancement in the quality of an existing facility; or
  - b) significantly increases the capacity of the relevant areas, facilities, equipment or services at the Airport, thus making significantly larger quantities of output more physically and/or economically feasible.
4. For the avoidance of doubt, if capital expenditure requested by airlines does not fall within clause 3(a) or (b) above, Auckland Airport will not seek to recover this expenditure via an adjustment to 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.
5. Any operating expenditure incurred by Auckland Airport as a direct consequence of Regulatory or Requested Investment may be recovered by Auckland Airport via an adjustment to Standard Charges.
6. Auckland Airport will consult annually with Substantial Customers on any annual adjustment to the DPC or IPC under this policy.
7. Annual adjustments to the DPC and/or the IPC are to be calculated in accordance with relevant principles applied in standard building-block methodologies.

**These policies are effective from 1 July 2012.**

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