

**NEW ZEALAND AIRPORTS REVIEW OF  
INFORMATION DISCLOSURE DRAFT  
DETERMINATION DEFINITIONS 16 SEPTEMBER 2010**

**ADDITIONAL MARK UPS TO AMENDMENTS PROVIDED WITH NZ  
AIRPORTS CROSS SUBMISSION ON THE INFORMATION DRAFT  
REASONS PAPER 3 AUGUST 2010**

[Comments in response by BARNZ have been added to the  
NZAA document.](#)

[Note – NZAA has used their changes to the CC definitions as  
per the NZAA 3 August 2010 submission as the starting point,  
rather than the CC original definitions. The NZAA document  
therefore does not highlight earlier additions or deletions by  
NZAA, not all of which are agreed with by BARNZ and  
which may or may not have been accepted by the CC.](#)

**SCHEDULE 1**

*Clause 4*

**DEFINED TERMS**

		<u><a href="#">NZ Airport's Comment</a></u>	<u><a href="#">BARNZ Com</a></u>
<b>% variance</b>	<p>means the value of q calculated with reference to the following formula:</p> $\frac{a - b}{b} \times 100 = q$ <p>where:</p> <p>a = <b>actual for current Financial Year</b>; and</p> <p>b = <b>forecast for current Financial Year</b></p>		
<b>Act</b>	means the Commerce Act 1986		

		<a href="#">NZ Airport's Comment</a>	<a href="#">BARNZ Com</a>
<b>actual for current Financial Year</b>	means:  (a) in respect of <b>capital expenditure</b> , the actual <b>capital expenditure</b> in the current <b>Financial Year</b> ; and  (b) in respect of <b>operational expenditure</b> , the actual <b>operational expenditure</b> in the current <b>Financial Year</b>		
<b>actual for period to date</b>	means the accumulated actual <b>capital expenditure</b> or actual <b>operating expenditure</b> , as the case may be, from the beginning of the current <b>Pricing Period</b> , and including the <b>actual for current Financial Year</b>		
<b>adjusted regulatory profit</b>	means the <b>regulatory profit / (loss)</b> less the <b>notional interest tax shield</b>	<a href="#">The Schedule refers to "Notional interest tax shield" which is defined separately. "Interest tax shield" is not a separately defined term.</a>	<a href="#">No objection</a>
<b>adjustment for merger, acquisition or sale activity</b>	means the value of regulatory assets that are added to, or removed from, the regulatory asset base by way merger, acquisition or sale by an <b>Airport</b> to another <b>Airport</b> , multiplied by the proportion of the <b>Financial Year</b> the assets are available to the <b>Airport</b> making the disclosure, where added assets have a positive value and removed assets have a negative value	<a href="#">Should Schedule 5 also provide specifically for this adjustment?</a>	<a href="#">No comment</a>
<b>affected line item</b>	means the row reference in the Consolidation Statement		
<b>aircraft and freight activities</b>	has the meaning given to that term in section 2 of the Airport Authorities Act 1966		
<b>aircraft movement</b>	means an aircraft take-off or landing at an <b>Airport</b> , so that one arrival and one departure in respect of the same aircraft is treated as two movements		

		<u>NZ Airport’s Comment</u>	<u>BARNZ Com</u>
<b>aircraft parking charge</b>	means the price charged to an operator of an aircraft by an <b>Airport</b> for occupying airside space at the <b>Airport</b> for a period of time	<u>Is this required now that Parking Charges have been removed from Schedule 18? Income from parking charges will be part of <b>airfield income</b></u>	<u>BARNZ 12 Jul Submission su revenue from p disclosed as a r</u>
<b>airfield activities</b>	has the meaning given to that term in section 2 of the Airport Authorities Act 1966		
<b>airfield income</b>	means income earned in respect of the provision of <b>airfield activities</b>		
		<u>Is not required. A separate definition of Specified Airport services is provided below. Note that Schedule 6 refers to Identified Airport Activities which is AAA term. Should use Commerce Act terminology.</u>	<p><u>Deleted: airport activity</u></p> <p><u>Deleted: means any one or more of the following, as the case may be:¶</u>  <u>(a) . <b>airfield activities</b>;¶</u>  <u>(b) <b>aircraft and freight activities</b>; and¶</u>  <u>(c) . <b>specified passenger terminal activities</b></u></p> <p><u>Formatted: Font: Bold</u></p> <p><u>(d), rather than</u></p> <p><u>Formatted: Font: Bold</u></p> <p><u>of the activities;</u></p> <p><u>Formatted: Font: Bold</u></p> <p><u>airpo</u></p> <p><u>Formatted: Font: Bold</u></p> <p><u>Alternatively, :</u></p> <p><u>Formatted: Font: Bold</u></p> <p><u>of spe</u></p> <p><u>Formatted: Font: Bold</u></p> <p><u>could be added</u></p> <p><u>more of the act</u></p> <p><u>s56A(1)(a) to (</u></p>
<b>Regulated Airport or Regulated airport business</b>	means the <u>business units of an <b>airport company</b> that provide <b>Specified Airport Services</b></u>	<u>Change the definition to be the “combined outcomes” of the <b>business units</b>?</u>	<p><u>Deleted: combined outcomes from the</u></p> <p><u>Not sure why t</u></p> <p><u>Formatted: Font: Bold</u></p> <p><u>necessary. Pre</u></p> <p><u>defini</u></p> <p><u>Formatted: Font: Bold</u></p> <p><u><b>Airport</b> is use</u></p> <p><u>to outcomes (i.</u></p> <p><u>as well as asset</u></p>
<u><b>Regulated airport business—GAAP</b></u>	means the financial performance of the <u>regulated <b>Airport business</b></u> disclosed in accordance with <b>GAAP</b>	<u>The amended wording more specifically reflects the requirements in Schedule 7</u>	<u>No objection.</u>
<b>airport company</b>	means a company described in section 56A(2) of the <b>Act</b>		
<b>airport company—GAAP</b>	means the financial performance of the <b>airport company</b> , which includes both regulated and unregulated activities, disclosed in accordance with <b>GAAP</b>		

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
<p><b>airside circulation inbound—floor space</b></p>	<p>means the overall functional floor space, measured in square metres, of areas providing general circulation for:</p> <ul style="list-style-type: none"> <li>(a) inbound passengers;</li> <li>(b) travellers; and</li> <li>(c) concourse areas that provide access for:                             <ul style="list-style-type: none"> <li>(i) inbound passengers to and/or from security screening and inbound passport control where provided;</li> <li>(ii) airbridge and terminal doorways (where inbound passengers depart or arrive into corridors); and</li> <li>(iii) airside retail/concessions areas, but excluding retail and concession areas and floor curtilage spaces of one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions</li> </ul> </li> </ul>		<p>Deleted: a</p> <p>Deleted: b</p>
<p><b>airside circulation outbound—floor space</b></p>	<p>means the overall functional floor space, measured in square metres, of areas providing general circulation for:</p> <ul style="list-style-type: none"> <li>(a) outbound passengers;</li> <li>(b) travellers; and</li> <li>(c) concourse areas that provide access for:                             <ul style="list-style-type: none"> <li>(i) outbound passengers to and/or from security screening and outbound passport control;</li> </ul> </li> </ul>		<p>Formatted: Numbered + Level: 1 + Numbering Style: a, b, c, ... + Start at: 1 + Alignment: Left + Aligned at: 22.75 pt + Tab after: 49.75 pt + Indent at: 49.75 pt, Tabs: 49.75 pt, Left</p>

		<u>NZ Airport’s Comment</u>	<u>BARNZ Com</u>
	<p>(ii) departure lounges;</p> <p>(iii) airbridge and terminal doorways (where outbound passengers depart or arrive into corridors); and</p> <p>(iv) airside retail/concessions, but excluding retail and concession areas and floor curtilage spaces of one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions</p>		
<b>allocator type</b>	means the basis for the attribution or allocation of an <b>operating cost</b> or asset to a <u>specified airport service</u> , being “directly attributable”, “causal” or “proxy”	<u>Aligns terminology with the Act.</u>	<p><u>Disagree as the</u>  <del>specific</del> <b>Formatted: Font: Bold</b>  <del>to all</del> <b>Deleted: n</b>  <del>activity</del> <b>Deleted: activity</b>  <u>more of the thr</u>  <u>addition of a d</u>  <del>specific</del> <b>Formatted: Font: Bold</b>  <u>drafted on the l</u>  <u>or more ...’ wc</u>  <u>issue.</u></p>
<b><u>Terminal arrival time</u></b>	means the “ <u>on-blocks</u> ” time <u>recorded by the airline</u> , when <u>an aircraft arrives and stops at its</u> allocated aircraft parking stand	<u>Reflecting confirmation from airlines at workshop that this is the customary industry measure and airlines can provide the data.</u>	<p><u>Prefer original</u>  <del>sugge</del> <b>Deleted: chocks are placed under the aircraft’s wheels</b>  <del>altern</del> <b>Deleted: it reaches its</b>  <del>words</del> <b>Deleted: and shuts down engines</b>  <del>are deleted as</del>  <u>raise complicat</u>  <u>may use on bo</u>  <u>power.</u></p>
<b><u>Runway arrival time</u></b>	means the time recorded by air traffic controllers when an arriving aircraft touches down on the runway.	<u>To be derived from Airways Corporation data</u>	<u>Agree.</u>
<b>arrivals concourse—floor space</b>	means the overall functional floor space, measured in square metres, of areas occupied by the landside public meeting		

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	areas, including seating and waiting areas, but excluding retail and concession areas and floor curtilage area of one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions		
<b>asset allocator</b>	means the quantifiable measure used to allocate assets that are not directly attributable assets as determined in accordance with Part 2 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>asset category</b>	means a class of asset types as categorised for asset management purposes		
<b>asset disposals</b>	means the value of assets disposed of as determined in accordance with clause 3.9 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>	<u>Schedule 5 breaks this down into four components of disposal with separate disclosure also by asset class</u>	<u>Schedule 5 has entitled 'asset c therefore the d appropriate.</u>
<b>asset maintenance opex</b>	means <b>operational expenditure</b> that is incurred with the intention of maintaining, or extending the life of, an existing asset and includes emergency maintenance,	<u>Reference to safety and security deleted following the CC revised position to exclude separate reporting of this expenditure</u>	<u>BARNZ object safety and secu be disclosed an under Deleted: , but excludes asset maintenance associated to safety and security related assets has not yet reac determination c</u>
<b>asset management and airport operations opex</b>	means <b>operational expenditure</b> that relates to the operations of an <b>Airport</b> and its assets, but excludes <b>asset maintenance opex</b> ,	<u>Reference to safety and security deleted following the CC revised position to exclude separate reporting of this expenditure</u>	<u>BARNZ object safety and secu be disclosed an under Deleted: , and safety and security opex has not yet reac determination c</u>
<b>asset replacement and renewal capex</b>	means <b>capital expenditure</b> predominantly associated with the progressive physical deterioration of assets or their immediate surrounds, or <b>capital expenditure</b> arising as a result of the obsolescence of assets, but excluding <b>capacity growth capex</b>	<u>Reference to safety and security deleted following the CC revised position to exclude separate reporting of this expenditure</u>	<u>BARNZ object safety and secu be disclosed an understand it, t has not yet reac Deleted: security, safety and environment capex and</u>
<b>assets acquired from a related</b>	means the value of an asset acquired from a <b>related party</b> as determined in	<u>Schedule 8 uses the term Capital Expenditure rather than Assets</u>	<u>It is important : discloses any c</u>

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<b>party</b>	accordance with clause 3.8 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>	<u>Acquired. and should be amended for consistency.</u>	<u>which is a relat transaction, as case.</u> <u>This suggests a may be needed for 'assets acqt related party'.</u>
<b>assets acquired from a regulated supplier</b>	means the value of an asset acquired from another <b>regulated supplier</b> as determined in accordance with clause 3.8 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>assets commissioned</b>	means the value of commissioned assets as determined in accordance with clause 3.8 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>assets disposed of to a related party</b>	means the value of assets disposed of to a <b>related party</b> as determined in accordance with clause 3.9 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i> , excluding <b>land disposals</b>	<u>Schedule 8 uses the term Market Value of Asset Disposals. Need to achieve consistency.</u>	<u>Market Value of Disposals is a c BARNZ does r change is nece:</u>
<b>assets disposed of to a regulated supplier</b>	means the value of assets disposed of to another <b>regulated supplier</b> as determined through clause 3.9 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>assets held for future use</b>	means the value of assets as determined in accordance with clause 3.12 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>	<u>IM definition too vague – for later drafting comment</u>	<u>If NZAA has c they should be than later. The for comments c Determination which is alread</u>
<b>assets held for future use additions</b>	means any increase in value in respect of the initial value, holding costs or net revenue as determined in accordance with clause 3.12 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>	<u>IM definition too vague – for later drafting comment</u>	<u>If NZAA has c they should be than later.</u>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
<b>assets not directly attributable</b>	means the value of assets that are not <b>directly attributable assets</b> for each <b>asset category</b> determined in accordance with Part 2 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>Audited Disclosure Information</b>	has the meaning given to that term in clause 10.1		
<b>average landing charge per passenger for domestic flights 30 tonnes MCTOW and over</b>	<p>means the value of q calculated with reference to the following formula:</p> $\frac{a}{b} = q$ <p>where:</p> <p>a = total income from <b>passenger aircraft landing charges</b> from domestic flights 30 tonnes <b>MCTOW</b> and over for the current <b>Financial Year</b>; and</p> <p>b = total number of <b>domestic passengers</b> on flights 30 tonnes <b>MCTOW</b> and over for the current <b>Financial Year</b></p>	<p><u>Reference should be changed to "average landing charge income" to be consistent with calculation. Calculation should not be based on inbound passengers only – all passengers receive benefit of runway. Comparability with other jurisdictions improved with using all passengers.</u></p>	<p><u>Do not see why 'incof' Deleted: income the definition. purpose of sch to disclose ave: Do not object t (b) being all re</u></p> <p>Deleted: inbound</p>
<b>average landing charge per passenger for domestic flights greater than 3 tonnes and under 30 tonnes MCTOW</b>	<p>means the value of q calculated with reference to the following formula:</p> $\frac{a}{b} = q$ <p>where:</p> <p>a = total income from <b>passenger aircraft landing charges</b> from domestic flights greater than 3 tonnes and under 30 tonnes <b>MCTOW</b> for the current <b>Financial Year</b>; and</p> <p>b = total number of <b>domestic passengers</b> on flights greater than 3 tonnes and under 30</p>	<p><u>Reference should be changed to "average landing charge income" to be consistent with calculation. Calculation should not be based on inbound passengers only – all passengers receive benefit of runway. Comparability with other jurisdictions improved with using all passengers.</u></p>	<p><u>Do not see why 'incof' Deleted: income the definition. purpose of sch to disclose ave: Do not object t (b) being all re</u></p> <p>Deleted: inbound</p>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	tonnes of <b>MCTOW</b> for the current <b>Financial Year</b>		
<b>average landing charge per passenger for international flights</b>	<p>means the value of q calculated with reference to the following formula:</p> $\frac{a}{b} = q$ <p>where:</p> <p>a = total income from <b>passenger aircraft landing charges</b> from international flights for the current <b>Financial Year</b>; and</p> <p>b = total number of <b>international passengers</b> on flights for the current <b>Financial Year</b></p>	<p><u>Reference should be changed to “average landing charge income” to be consistent with calculation. Calculation should not be based on inbound passengers only – all passengers receive benefit of runway. Comparability with other jurisdictions improved with using all passengers.</u></p>	<p><u>Do not see why “income” Deleted: income the definition. purpose of schedule to disclose average. Do not object to (b) being all re</u></p> <p>Deleted: inbound</p>
<b>average landing charge per tonne MCTOW for domestic flights 30 tonnes MCTOW and over</b>	<p>means the value of q calculated with reference to the following formula:</p> $\frac{a}{b} = q$ <p>where:</p> <p>a = total income from <b>aircraft landing charges</b> from domestic flights 30 tonnes <b>MCTOW</b> and over for the current <b>Financial Year</b>; and</p> <p>b = total <u>landed</u> tonnes <b>MCTOW</b> for domestic aircraft 30 tonnes <b>MCTOW</b> and over for the current <b>Financial Year</b></p>	<p><u>Reference should be changed to “average landing charge income” to be consistent with calculation. In contrast to income per passenger this definition does not specify landed tonnes nor does the definition of MCTOW. Average income per tonne should not be limited to passenger aircraft as income will also be earned from freight aircraft.</u></p>	<p><u>Do not see why “income” Deleted: income the definition. purpose of schedule to disclose average. BARNZ consistent denominator Deleted: passenger tonnes as the w industry ‘norm statistics and c landings (and r take-off). BARNZ agree; should include aircraft.</u></p>
<b>average landing charge per tonne MCTOW for domestic flights greater than 3 tonnes and under 30 tonnes MCTOW</b>	<p>means the value of q calculated with reference to the following formula:</p> $\frac{a}{b} = q$ <p>where:</p> <p>a = total income from <b>aircraft landing charges</b> from domestic flights <b>greater</b></p>	<p><u>Reference should be changed to “average landing charge income” to be consistent with calculation. In contrast to income per passenger this definition does not specify landed tonnes nor does the definition of MCTOW</u></p>	<p><u>Do not see why “income” Deleted: income the definition. purpose of schedule to disclose average. BARNZ consistent denominator Deleted: passenger tonnes as the w</u></p>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	<p><b>than 3 tonnes and under 30 tonnes MCTOW</b> for the current <b>Financial Year</b>; and</p> <p>b = total <u>landed</u> tonnes of <b>MCTOW</b> for domestic aircraft <b>greater than 3 tonnes and under 30 tonnes MCTOW</b> for the current <b>Financial Year</b></p>	<p><u>Average income per tonne should not be limited to passenger aircraft as income will also be earned from freight aircraft</u></p>	<p><u>industry 'norm statistics and c landings (and r take-off).</u></p> <p><u>BARNZ agree: should include aircraft.</u></p>
<p><b>average landing charge per tonne MCTOW for international flights</b></p>	<p>means the value of q calculated with reference to the following formula:</p> $\frac{a}{b} = q$ <p>where:</p> <p>a = total income from <u>aircraft landing charges</u> from international flights for the current <b>Financial Year</b>; and</p> <p>b = total <u>landed</u> tonnes <b>MCTOW</b> for international aircraft for the current <b>Financial Year</b></p>	<p><u>Reference should be changed to "average landing charge income" to be consistent with calculation. In contrast to income per passenger this definition does not specify landed tonnes nor does the definition of MCTOW</u></p> <p><u>Average income per tonne should not be limited to passenger aircraft as income will also be earned from freight aircraft</u></p>	<p><u>Do not see why 'income' Deleted: income</u></p> <p><u>the definition. Deleted: passenger</u></p> <p><u>BARNZ conside Denon Deleted: passenger</u></p> <p><u>tonnes as the w industry 'norm statistics and c landings (and r take-off).</u></p> <p><u>BARNZ agree: should include aircraft.</u></p>
<p><b>average specified passenger terminal charge per domestic passenger</b></p>	<p>means the value of q calculated with reference to the following formula:</p> $\frac{a}{b} = q$ <p>where:</p> <p>a = <b>income</b> from charges levied on domestic passengers or on airlines operating scheduled domestic passenger services (including any rent or licence fees paid for space in the domestic terminal used to process passengers or baggage) for specified passenger terminal activities for the current <b>Financial</b></p>	<p><u>Commission uses term "average total terminal charge per domestic passenger" under a Specified Passenger Terminal heading in the revised Schedule 18. Should be made consistent with this revised definition.</u></p>	<p><u>Do not see why 'income' needs the definition. Deleted: Deleted: income</u></p> <p><u>to dis Deleted: income</u></p> <p><u>(Note this defi appear in the o Schedule of de</u></p>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	<p><b>Year</b>; and</p> <p>b = total number of domestic <b>passengers</b> for the current <b>Financial Year</b></p>		
<p><b>average specified passenger terminal charge per international passenger</b></p>	<p>means the value of q calculated with reference to the following formula:</p> $\frac{a}{b} = q$ <p>where:</p> <p>a = <b>income</b> from charges levied on international passengers or on airlines operating scheduled international passenger services for specified passenger terminal activities for the current <b>Financial Year</b>; and</p> <p>b = total number of <b>international passengers</b> for the current <b>Financial Year</b></p>	<p><u>CC uses term "average total terminal charge per international passenger" under a Specified Passenger Terminal heading in the revised Schedule 18. Should be made consistent with this revised definition.</u></p> <p><u>Should also use total international passengers to improve comparability within New Zealand and with other jurisdictions.</u></p>	<p><u>Agree that revision should use the terminology.</u></p> <p><u>The numerator need to be consistent if transit and transfer are excluded from denominator as definitions, the transit and transfer need to be excluded numerator. On be easier to make adjustments for transit passenger should be recognized will be average terminal charge which has a significant proportion of transit passengers.</u></p>
<p><b>average unit price</b></p>	<p>means the average price paid for each unit acquired or sold in a transaction between the <b>Airport</b> and a <b>related party</b></p>		
<p><b>Aviation Security Service</b></p>	<p>means the aviation security service established under section 72B(2)(ca) of the Civil Aviation Act 1990</p>		
		<p><u>Deleted in accordance with CC proposal to have one busy hour definition that enables the calculation for all relevant areas</u></p>	<p><u>Deleted: baggage outbound—busy hour</u></p> <p><u>Deleted: means:¶</u>                      (a) in respect of an international terminal facility, the outbound international busy hour;¶                      (b) in respect of a domestic terminal facility, the outbound domestic busy hour; and ¶                      (c) in respect of a common terminal facility, the outbound combined busy hour</p>
<p><b>baggage outbound—make-up area floor space</b></p>	<p>means the overall functional floor space, measured in square metres, of areas occupied by:</p> <p>(a) baggage make-up conveyors;</p>		

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	<p>(b) loops and laterals;</p> <p>(c) dolly circulation and staging;</p> <p>(d) staff sorting and loading space; and</p> <p>(e) hold baggage screening equipment</p>		
<b>baggage outbound— notional capacity</b>	<p>means the practical capacity of an Airport's outbound baggage sortation and make-up system(s), measured in bags per hour and passengers per hour, based on its configuration, conveyor speeds and continuous (x-ray or similar) inspection capacities, where applicable.</p>	<p><u>Schedule 14 requires notional capacity for bags/hour and passengers/hour.</u></p> <p><u>Airbiz recommends that the capacity of a baggage system is logically just referred to in bags per hour – a baggage system does not process passengers. This will mean a change back into Schedule 14. This also then makes it consistent with the next item.</u></p>	<p><u>This is a subst</u> <u>to the scope of</u> <u>than definition:</u> <u>Deleted:</u> <u>BARNZ usage</u> <u>there is merit i</u> <u>notion</u> <u>Deleted: requirements</u> <u>and passengers</u> <u>little additional</u> <u>but gives a me</u> <u>interested pers</u> <u>passenger volu</u> <u>passenger volu</u> <u>numbers of bag</u> <u>carry which dri</u> <u>additional capa</u> <u>notional capaci</u> <u>passengers per</u> <u>interested pers</u> <u>excess capacity</u> <u>points' on a co</u> <u>through the ter</u> <u>functional area</u> <u>include a capac</u> <u>passengers.</u></p>
<b>baggage outbound— throughput of bags</b>	<p>means:</p> <p>(a) in respect of manual sortation/make-up systems, an estimation of the number of bags being processed by the system during the relevant hour, based on the throughput of passengers in that hour and an assumed number of bags per passenger; and</p> <p>(b) in respect of automated baggage sortation/make-up</p>	<p><u>Airbiz recommends that Schedule 14 be amended to refer to throughput of baggage systems in bags per hour, not passengers per hour.</u></p>	<p><u>This is a subst</u> <u>to the scope of</u> <u>than d</u> <u>Deleted: outbound</u> <u>Schedule 14 cc</u> <u>to add a bags p</u> <u>of the through</u> <u>systems in the</u> <u>BARNZ consic</u> <u>be in addition t</u> <u>disclosure of p</u> <u>processed durii</u> <u>See cc</u> <u>Deleted: outbound</u></p>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	systems, the actual number of bags processed through the system during the relevant hour.		'baggage outb capacity'.
		<u>Delete. Replace by consolidated definition for throughput of passengers.</u>	Deleted: baggage outbound—throughput of passengers Deleted: means:¶ (a) . in respect of an international terminal facility, the number of outbound international passengers less the number of outbound international transit and transfer passengers during the outbound international busy hour;¶ (b) . in respect of a domestic terminal facility, the number of outbound domestic passengers less the number of outbound domestic transit and transfer passengers during the outbound domestic busy hour; and ¶ (c) . in respect of a common terminal facility, the number of outbound combined passengers less the number of outbound combined transit and transfer passengers during the outbound combined busy hour
		<u>Deleted in accordance with CC proposal to have one busy hour definition that enables the calculation for all relevant areas</u>	Deleted: baggage reclaim—busy hour Deleted: means:¶ (a) . in respect of an international terminal facility, the inbound international busy hour;¶ (b) . in respect of a domestic terminal facility, the inbound domestic busy hour; and¶ (c) . in respect of a common terminal facility, the inbound combined busy hour
<b>baggage reclaim—floor space</b>	means the overall functional floor space, measured in square metres, of areas occupied by:  (a) baggage reclaim belts; (b) waiting areas; (c) trolley storage areas; (d) baggage service counters; and (e) areas occupied by airline staff directly interfacing with passengers,  but excluding areas in the baggage room such as the drop-off belt		Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li Formatted: Space Before: 0 pt, After: 0 pt, Line spacing: single
<b>baggage reclaim—notional capacity(bags)</b>	means the capacity <u>of baggage reclaim facilities expressed in bags per hour, assessed using accepted industry practice taking account of the numbers, types and sizes of aircraft expected to usually arrive in the arrivals busy hour.</u>	<u>Schedule 14 does not currently require a notional capacity for bags although we consider this the logical measure and propose the Schedule be amended.</u>  <u>Have amended the definition in respect of aircraft size as wide body jets not relevant at Wellington.</u>	This is a subst Deleted: of Deleted: If a notional ca Deleted: . Deleted: based on the practical number of narrow-body jets per reclaim unit per hour for domestic flights, and of wide-body jets per reclaim units per hour for international flights
<b>baggage reclaim—notional capacity</b>	means the capacity of passengers <u>assessed using accepted industry practice taking account of the numbers, types and sizes of</u>	<u>Airbiz recommends that baggage reclaim capacity should only be measured in bags per</u>	This is a subst to the scope of

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
(passengers)	<a href="#">aircraft expected to usually arrive in the arrivals busy hour.</a>	<a href="#">hour.</a>	<p>than d definition: Deleted: based on the practical number of narrow-body jets per reclaim unit per hour for domestic flights, and of wide-body jets per reclaim units per hour for international flights</p> <p>BARN there notion and passengers comments abo outbound – not</p>
		<a href="#">Deleted per CC workshop agenda</a>	<p>* Agree devel defini passee</p> <p>Deleted: baggage reclaim—throughput of passengers</p> <p>Deleted: means:¶ (a) . in respect of an international terminal facility, the number of inbound international passengers less the number of inbound international transit and transfer passengers during the inbound international busy hour; ¶ (b) . in respect of a domestic terminal facility, the number of inbound domestic passengers less the number of inbound domestic transit and transfer passengers during the inbound domestic busy hour;¶ (c) . in respect of a common terminal facility, the number of inbound combined passengers less the number of inbound combined transit and transfer passengers during the inbound combined busy hour</p>
		<a href="#">Deleted in accordance with CC proposal to have one busy hour definition that enables the calculation for all relevant areas</a>	<p>* Agree devel busy I</p> <p>Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li</p> <p>Deleted: bio-security screening and inspection and customs secondary inspection—busy hour</p> <p>Deleted: means the inbound international busy hour</p>
		<a href="#">Delete. Replace by consolidated definition for throughput of passengers.</a>	<p>* Agree devel defini passee</p> <p>Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li</p> <p>Deleted: bio-security screening and inspection and customs secondary inspection—throughput of passengers</p> <p>Deleted: means the number of inbound international passengers less the number of inbound international transit and transfer passengers during the inbound international busy hour</p> <p>Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li</p> <p>Deleted: arriving</p> <p>Deleted: counters</p> <p>Deleted: arriving</p> <p>Deleted: counters</p>
<b>bio-security screening and inspection and customs secondary inspection—floor space</b>	<p>means the overall functional floor space, measured in square metres, of areas providing:</p> <p>(a) biosecurity screening and inspection for <a href="#">inbound</a> passengers, including the areas occupied by <a href="#">booths</a>, <a href="#">benches</a>, screening equipment, and the Ministry of Agriculture and Forestry (MAF) staff operating the screening and inspection areas;</p> <p>(b) customs secondary inspection for <a href="#">inbound</a> passengers, including the areas occupied by <a href="#">booths</a>, <a href="#">benches</a>, screening equipment, and New Zealand Customs Service (NZ</p>		<p>No ob</p> <p>Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li</p> <p>Formatted: Space Before: 0 pt, After: 0 pt, Line spacing: single</p> <p>Deleted: bio-security screening and inspection and customs secondary inspection—throughput of passengers</p> <p>Deleted: means the number of inbound international passengers less the number of inbound international transit and transfer passengers during the inbound international busy hour</p> <p>Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li</p> <p>Deleted: arriving</p> <p>Deleted: counters</p> <p>Deleted: arriving</p> <p>Deleted: counters</p>

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	<p>Customs) staff operating the screening and inspection areas;</p> <p>(c) queuing zones; and</p> <p>(d) an area up to two metres after the screening equipment or <u>booths and benches</u> on the landside of the screening and inspection points,</p> <p>but excluding MAF and NZ Customs offices and search rooms.</p>		<p><b>Deleted:</b> counters</p>
<b>bio-security screening and inspection and customs secondary inspection— notional capacity</b>	<p>means throughput capacity <u>expressed in passengers per hour</u>, based on the number of Ministry of Agriculture and Forestry (MAF) screening stations and advice from MAF on the sustainable processing rate.</p>		<u>No objection.</u>
<b>busy hour—for passenger numbers</b>	<p>in respect of an <b>Airport</b> means the clock hour with the 30th highest ranked passenger numbers in the previous <b>Financial Year</b> for that <b>Airport</b>, and in respect of each of the following categories of passenger:</p> <p>(a) outbound international passengers;</p> <p>(b) inbound international passengers;</p> <p>(c) outbound domestic passengers;</p> <p><u>(d) outbound domestic passengers requiring security screening;</u></p> <p><u>(e) inbound domestic passengers;</u></p> <p><u>(f) outbound passengers (both international and domestic) in a combined terminal facility; and</u></p> <p><u>(g) inbound passengers (both international and domestic) in a combined terminal facility;</u></p> <p><u>for the relevant facility being reviewed in the Information</u></p>	<p><u>Amended to allow replacement of individual busy hour definitions in accordance with the CC proposal.</u></p>	<p><u>No objection.</u></p> <p><b>Deleted:</b> d</p> <p><b>Deleted:</b> e</p> <p><b>Deleted:</b> combined</p> <p><b>Deleted:</b> f</p> <p><b>Deleted:</b> combined</p>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	<u>Disclosure Schedules.</u>		
<b>capacity growth capex</b>	means <b>capital expenditure</b> incurred predominantly to provide for increased capacity		
<b>capital contributions</b>	means cash or other forms of consideration received in a <b>Financial Year</b> from other parties, including consumers, for the predominant purpose of asset construction or enhancement	<u>NZ Airports continues to disagree that any such contributions should be recognised as income in the year that they are received. The contributions should be amortised over the life of the assets being funded.</u>	<u>This is a subset to the scope of than definition:</u>
<b>capital expenditure</b>	means expenditure incurred in respect of acquiring or developing assets commissioned or assets which are intended to be <b>assets commissioned</b> , as determined in accordance with clause 3.8 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		<u>Note NZAA has definition of capital projects but this tracking.</u>
<b>change in asset allocator</b>	means changes in any one of the following from the previous <b>Financial Year</b> : <ul style="list-style-type: none"> <li>(a) the list of assets, the value of which has been allocated using a specific <b>asset allocator</b>;</li> <li>(b) calculated metrics to be used as the basis of allocations made using a specific <b>asset allocator</b>; or</li> <li>(c) asset allocators or the list of assets allocated to a specific <b>asset category</b></li> </ul>		
<b>change in cost allocator</b>	means changes in any one of the following from the previous <b>Financial Year</b> : <ul style="list-style-type: none"> <li>(a) the list of operating costs allocated using a specific <b>cost allocator</b>;</li> <li>(b) calculated metrics to be used</li> </ul>		<u>Note NZAA has definition of cost but this is not tracking.</u>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	<p>as the basis of allocations made using a specific <b>cost allocator</b>; or</p> <p>(c) cost allocators or the list of operating costs allocated to a specific <b>operating cost category</b></p>		
<b>check in—floor space</b>	<p>means the overall floor space, measured in square metres, of areas utilised by passengers, and check-in staff when in direct contact with passengers, including:</p> <ul style="list-style-type: none"> <li>(a) check-in counters;</li> <li>(b) kiosks;</li> <li>(c) help desks;</li> <li>(d) service desks;</li> <li>(e) ticketing counters;</li> <li>(f) baggage scales</li> <li>(g) baggage injector feeds;</li> <li>(h) takeaway baggage conveyors;</li> <li>(i) bag drop belts;</li> <li>(j) queuing zones;</li> <li>(k) seating and waiting areas associated with the check-in area; and</li> <li>(l) circulation areas directly associated with any of the above functions,</li> </ul> <p>but excludes:</p> <ul style="list-style-type: none"> <li>(i) airline and airport offices, unless used directly by passengers as part of normal processing and services; and</li> <li>(ii) retail and concession areas and floor curtilage area of one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions</li> </ul>		

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
		<u>Deleted in accordance with CC proposal to have one busy hour definition that enables the calculation for all relevant areas</u>	<p>Deleted: check-in—busy hour</p> <p>Deleted: means: ¶                      (a) . in respect of an international terminal facility, the outbound international busy hour;¶                      (b) . in respect of a domestic terminal facility, the outbound domestic busy hour.; and ¶                      (c) . in respect of a common terminal facility, the outbound combined busy hour</p>
		<u>Delete. Replace by consolidated definition for throughput of passengers.</u>	<p>Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li</p> <p>Formatted: Space Before: 0 pt, After: 0 pt, Line spacing: single</p>
<u>Combined terminal facility</u>	<u>means those facilities or parts of a terminal that are utilised by both international and domestic passengers.</u>		<p>Deleted: check-in—throughput of passengers</p> <p>Deleted: means: ¶                      (a) . in respect of an international terminal facility, the number of outbound international passengers less the number of outbound international transit and transfer passengers during the outbound international busy hour;¶                      (b) . in respect of a domestic terminal facility, the number of outbound domestic passengers less the number of outbound domestic transit and transfer passengers during the outbound domestic busy hour; and ¶                      (c) . in respect of a common terminal facility, the number of outbound combined passengers less the number of outbound combined transit and transfer passengers during the outbound combined busy hour</p>
<b>Commencement Date</b>	means the date specified in clause 2		
<b>Commission</b>	means the Commerce Commission, established by section 8 of the Commerce Act 1986		
<b>Commissioned project</b>	means <u>a Key Capital Expenditure Project that is</u> commissioned in the current <b>Financial Year</b>	<u>Threshold reduced to \$5m in accordance with airport and airline consensus at workshop.</u>	<p>Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li</p> <p>Deleted: in common</p> <p>Deleted: projects or programmes of capital expenditure that include total expenditure of more than \$</p> <p>Deleted: 30</p> <p>Deleted: 5 million and that are</p> <p>Formatted: Font: Bold</p> <p>Formatted: Font: Bold</p> <p>Formatted: Font: Bold</p>
<b>corporate overheads opex</b>	means <b>operational expenditure</b> that is incurred predominantly with respect to administration functions, but is not directly incurred in the operation and maintenance of assets necessary for the provision of <b>Specified Airport Services</b> , including expenditure on: <ul style="list-style-type: none"> <li>(a) corporate governance and management;</li> <li>(b) human resources;</li> </ul>		

		<a href="#">NZ Airport's Comment</a>	<a href="#">BARNZ Com</a>
	<p>(c) information technology systems;</p> <p>(d) accounting services;</p> <p>(e) procurement; and</p> <p>(f) legal and risk management</p>		
<b>corporate tax rate</b>	means the prevailing rate of income taxation applying to companies as specified in the Income Tax Act 2007 as amended from time to time, and any equivalent preceding legislation, or any subsequent legislation that supplements or replaces that Act		
<b>cost allocation adjustment</b>	means the sum of all cost allocation adjustments as that term is defined in Part 2 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>cost allocator</b>	means the quantifiable measure used to allocate <b>operating costs</b> that are <b>costs not directly attributable</b> , as determined in accordance with Part 2 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>cost of debt assumption</b>	means the sum of the risk free rate and debt premium estimates as published by the Commission in accordance with the clause 5.6 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>cost of financing works under construction</b>	means the cost of finance included in <b>capital expenditure</b>		
<b>costs not directly attributable</b>	means the value of <b>operating costs</b> that are not <b>directly attributable costs</b> for each <b>operating cost category</b> , determined in accordance with Part 2 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>CPI</b>	has the meaning given to that term in Part		

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	1 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>CPI at CPI reference date</b>	means the <b>CPI index</b> for the quarter which coincides with the end of the <b>Financial Year</b>		<u>Adding 'index' unnecessary as is CPI</u>
<b>current year tax losses</b>	means <b>net taxable income</b> where the value of <b>net taxable income</b> is negative		
<b>departure lounges—floor space</b>	<p>means the overall functional floor space, measured in square metres, of areas occupied by:</p> <ul style="list-style-type: none"> <li>(a) departure gate lounges, including seating waiting areas;</li> <li>(b) airline boarding control <u>counters</u>; and</li> <li>(c) areas occupied by airline staff controlling boarding,</li> </ul> <p>but excluding:</p> <ul style="list-style-type: none"> <li>(i) retail and concession areas and floor curtilage area one metre in width at entries and/or exits to retail/concessions and adjacent to shop-front window displays for retail/concessions; and</li> <li>(ii) airport lounges, pay-per-use lounges and facilities such as showers</li> </ul>		<u>No objection</u>  <div style="border: 1px solid black; padding: 2px; display: inline-block;">Deleted: desks</div>
<b>departure lounges—number of seats</b>	means the number of passengers that could reasonably be seated on the seating facilities provided for passenger use within the departure lounge floor space		
<b><u>Terminal</u> departure time</b>	<p><u>means the "off-blocks" time recorded by the airline when an aircraft starts to move off its allocated aircraft parking stand for departure.</u> provided that if an aircraft has to return to a parking stand for any reason, then the <u>Terminal</u> departure time shall be the time the aircraft finally leaves the</p>	<u>Reflecting confirmation from airlines at workshop that this is the customary industry measure and airlines can provide the data.</u>	<u>BARNZ agree:</u>  <div style="border: 1px solid black; padding: 2px; display: inline-block;">Deleted: means the time chocks are removed from under the aircraft's wheels immediately prior to it leaving its allocated aircraft parking stand.</div>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	parking stand.		
<u>Runway departure time</u>	<u>means the time recorded by air traffic controllers when a departing aircraft lifts off the runway.</u>	<u>To be derived from Airways Corporation data</u>	<u>BARNZ agree:</u>
<b>depreciation</b>	means: (a) in respect of <b>airport business—GAAP</b> or <b>airport company</b> financial results, depreciation as determined in accordance with <b>GAAP</b> ; and (b) in respect of <b>regulated airport business, regulatory depreciation</b>		<u>No objection if accepts the pre of BARNZ to 'Regulated' to 'Airport' and 'Business'.</u>
<b>description of regulatory / GAAP adjustment</b>	means a brief description of the different approach used in preparing the <b>Airport</b> performance compared to preparing <b>GAAP</b> compliant financial statements		
<b>description of transaction</b>	means a brief description of the transaction with a <b>related party</b> , including the goods or services provided to or by the <b>related party</b> as part of that transaction		
<b>directly attributable</b>	has the meaning given to that term in Part 2 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>Director</b>	in respect of a particular company means a person occupying the position of director of that company by whatever name called		
<u>domestic</u>	<u>means aircraft operations between airports within New Zealand</u>		<u>BARNZ agree:</u>
		<u>Number of passenger definitions simplified by using generic terms for categories that can be combined as appropriate (ie domestic/ international, inbound/ outbound)</u>	Deleted: domestic passenger Deleted: means any inbound domestic passenger or any outbound domestic passenger Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
<b>excluded intangible assets</b>	in respect of assets as at the year ended 2009, has the meaning given to that term in clause 3.2(b) of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>effect of change</b>	means the difference between the value allocated to the <u>Regulated Airport Business</u> using the <b>original allocator or components</b> and the value allocated to the <u>Regulated Airport Business</u> using the <b>new allocator or components</b>		No objection if accepts the pre of BARNZ to 'Regulated' to 'Airport' and 'Business' Formatted: Font: Times, 12 pt
<b>entity name</b>	means the legal name of a <b>related party</b>		
<b>Financial Year</b>	means the 12 month period ending with an <b>airport company's</b> balance date (as that term is defined in section 7 of the Financial Reporting Act 1993), as determined by the <b>Directors</b> of that <b>airport company</b> from time to time		
<b>flexible depreciation methodology</b>	means a description of the methodology used and the assets, or group of assets, the methodology is applied to in accordance with Part 3 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>forecast cost of capital</b>	means the cost of capital used by a <u>Regulated Airport Business</u> in determining the <u>Regulated Airport Business's</u> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b>		Deleted: n No objection if accepts the pre of BARNZ to 'Regulated' to 'Airport' and 'Business' Formatted: Font: Times, 12 pt
<b>forecast depreciation</b>	means the forecast depreciation used by an <u>Regulated Airport Business</u> in determining the <u>Regulated Airport Business's</u> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b>		No objection if accepts the pre of BARNZ to 'Regulated' to 'Airport' and 'Business' Formatted: Font: Times, 12 pt
<b>forecast for</b>	means the forecast capital expenditure and		

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
<b>current financial year</b>	operational expenditure pertaining to the current <b>Financial Year</b> as disclosed in the most recent disclosure made in accordance with clause 9		
<b>forecast for period to date</b>	means the accumulated forecast <b>capital expenditure</b> and <b>operational expenditure</b> pertaining to the years from the beginning of the <b>Pricing Period</b> to the current <b>Financial Year</b> , as disclosed in the most recent disclosure made in accordance with clause 9		
<b>forecast operational expenditure</b>	means the forecast operational expenditure used by a <u>Regulated Airport Business</u> in determining the <u>Regulated Airport Business's</u> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b>		Deleted: n
<b>forecast other income</b>	means the forecast other income used by an <u>Regulated Airport Business</u> in determining the <u>Regulated Airport Business's</u> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b>		*No objection if accepted by BARNZ to use 'Regulated' to 'Airport' and 'Business'. Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li
<b>forecast return on assets employed</b>	means the product of the <b>forecast value of assets employed</b> and the <b>forecast cost of capital</b>		
<b>forecast revaluations</b>	means the forecast revaluations used by an <u>Regulated Airport Business</u> in determining the <u>Regulated Airport Business's</u> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b>		No objection if accepted by BARNZ to use 'Regulated' to 'Airport' and 'Business'. Formatted: Font: Times, 12 pt
<b>forecast tax</b>	means forecast tax used by an <u>Regulated Airport Business</u> in determining the <u>Regulated Airport Business's</u> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b>		No objection if accepted by BARNZ to use 'Regulated' to 'Airport' and 'Business'. Deleted: Business Formatted: Font: Times, 12 pt

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
<b>forecast value of assets employed</b>	means the value of assets used by an <u>Regulated Airport Business</u> in determining the <u>Regulated Airport Business's</u> total revenue requirement for the purposes of consultation undertaken as part of a <b>Price Setting Event</b>		<u>No objection if accepts the pre of BARNZ to a 'Regulated' to 'Airport' and 'Business'.</u> Formatted: Font: Times, 12 pt
<b>freight aircraft landing charge</b>	means the price charged to an operator of a freight aircraft by an <b>Airport</b> for landing that aircraft at the <b>Airport</b> , but for the avoidance of about does not include any <b>passenger aircraft landing charges</b>	<u>It is not clear where this definition is required.</u>	<u>No comment.</u>
<b>functional components</b>	means, in respect of a <u>Regulated Airport Business</u> : <ul style="list-style-type: none"> <li>(a) runway;</li> <li>(b) apron; and</li> <li>(c) the functional components of the passenger terminal, and</li> </ul> in respect of a passenger terminal: <ul style="list-style-type: none"> <li>(i) landside circulation outbound;</li> <li>(ii) check-in;</li> <li>(iii) passport control outbound;</li> <li>(iv) security screening;</li> <li>(v) airside circulation outbound;</li> <li>(vi) departure lounge;</li> <li>(vii) airside circulation inbound;</li> <li>(viii) passport control inbound;</li> <li>(ix) baggage reclaim;</li> <li>(xi) bio-security screening and inspection and customs secondary inspection;</li> <li>(xii) arrivals concourse;</li> <li>(xiii) outbound baggage sortation system; and</li> <li>(xiv) total terminal functional areas providing passenger facilities and service</li> </ul>		<u>No objection if accepts the pre of BARNZ to a 'Regulated' to 'Airport' and 'Business'.</u> Deleted: n Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li BARNZ notes previously cha 'runway' but th in the tracking, this has createc terms of the 'ta also disclosed j

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
<b>GAAP</b>	means generally accepted accounting practice as defined in section 3 of the Financial Reporting Act 1993		
<b>gains / (losses) on asset sales</b>	<p>means:</p> <p>(a) in respect of <b>assets disposed of to a related party</b>, the difference between the <b>market value of assets disposed</b> and the value of the assets included in the <b>regulatory asset base value</b>;</p> <p>(b) in respect of <b>assets disposed of to a <u>Regulated Airport Business</u></b>, zero; and</p> <p>(c) in respect of other <b>assets disposed</b>, the difference between the sale price of an asset and the value of the assets included in the <b>regulatory asset base value</b></p>		<p>Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li</p> <p>No ob accept of BARNZ to 'Regulated' to 'Airport' and 'Business'.</p> <p>Deleted: n</p>
<b>GST</b>	means any tax required to be paid by an <b>Airport</b> in accordance with the Goods and Services Tax Act 1985 as amended from time to time, and any equivalent preceding legislation, or any subsequent legislation that supplements or replaces that Act		
<b>highest rate of finance applied</b>	means the highest rate of finance used to determine the <b>cost of financing works under construction</b>	<u>Definition not relevant. Schedule 5 needs to be amended to CC position that WACC should be applied to determine the cost of financing works under construction.</u>	<u>Clause 3.8(2) c Determination provides that t financing cann an Airport's W leaves open the Airport adoptir than its WACC definition seen</u>
<b>Holding costs</b>	<u>Means the value of holding costs relating to assets held for future use as determined through clause 3.12 of the <i>Input Methodologies (Specified Airport</i></u>	<u>Seeking to clarify definition.</u>	<u>Holding costs v a term defined 12 July submis proposed inclu which it based</u>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	<u>Services) Determination 2010.</u>		Reasons Paper. propo which this su sugge be def 3.12 of the Gra
			Deleted: Means the amount calculated by multiplying the opening value Deleted: (inclusive of holding costs to that date) Deleted: of assets held for future use, and their associated holding cost asset, by WACC.
<u>inbound</u>	<u>means an aircraft movement or passenger arriving at an airport</u>	<u>Number of passenger definitions simplified by using generic terms for categories that can be combined as appropriate (ie domestic/ international, inbound/ outbound)</u>	<u>BARNZ has no concept of dev definition for p Commission cc simplify the D</u>
		<u>Deleted per CC workshop agenda</u>	Deleted: inbound combined passenger Deleted: means any passenger that is an inbound domestic passenger or an inbound international passenger Formatted: Font: Times, 12 pt
		<u>Number of passenger definitions simplified by using generic terms for categories that can be combined as appropriate (ie domestic/ international, inbound/ outbound)</u>	Deleted: inbound domestic passenger Deleted: means any passenger on a flight that arrived at the Airport from a location within New Zealand
		<u>Number of passenger definitions simplified by using generic terms for categories that can be combined as appropriate (ie domestic/ international, inbound/ outbound)</u>	Deleted: domestic transit and transfer passenger Deleted: means any passenger on a flight that arrived at the Airport from a location within New Zealand, and who is connecting with and is through-checked onto an outward domestic flight, such that he or she does not require to reclaim baggage or check-in again at the Airport
		<u>Number of passenger definitions simplified by using generic terms for categories that can be combined as appropriate (ie domestic/ international, inbound/ outbound)</u>	Deleted: inbound international passenger Deleted: means any passenger on a flight that arrived at the Airport from a location outside New Zealand
		<u>Number of passenger definitions simplified by using generic terms for categories that can be</u>	Deleted: international transit and transfer passenger Deleted: means any passenger on a flight that arrived at the Airport from a location outside New Zealand, and who did not pass through passport control outbound

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
		<u>combined as appropriate (ie domestic/ international, inbound/ outbound)</u>	<u>Commission cc simplify the D</u>
<b>Independent Auditor</b>	<p>means, in relation to any information that relates to an <b>Airport</b>, a person who:</p> <p>(a) is qualified for appointment as auditor of a company under the Companies Act 1993 or, where the <b>Airport</b> is a public entity (as defined in section 4 of the Public Audit Act 2001), is the Auditor-General;</p> <p>(b) has no relationship with, or interest in, the <b>Airport</b> that is likely to involve a conflict of interest;</p> <p>(c) has not assisted with the compilation of the information or provided advice or opinions (other than in relation to audit reports) on the methodologies or processes used in compiling the information; and</p> <p>(d) is not associated with nor directed by any person who has provided any such assistance, advice, or opinion</p>		
<b>Independent Auditor's Report</b>	has the meaning given to that term in clause 10.1(a)		
<b>indexed revaluation</b>	means the product of the <b>regulatory asset base value</b> for the previous <b>Financial Year</b> and the <b>revaluation rate</b>		
<b>initial cost allocation adjustment</b>	means the decrease in the <b>regulatory asset base value</b> as a result of complying with clause 3.3(2) of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>initial disclosure year</b>	means the <b>Financial Year</b> ending in 2011		

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
<u>international</u>	<p><u>means an aircraft operation or passenger journey that—</u>  <u>(a) began outside New Zealand; or</u>  <u>(b) began in New Zealand and is to continue outside New Zealand</u></p>	<p><u>This definition is generally consistent with the definitions in the Customs and Excise Act 1996.</u></p>	<p><u>BARNZ conce</u>  <u>defini</u>  <u>Comm</u>  <u>simpli</u>  <u>Howe</u>  <u>also te</u>  <u>as we</u>  <u>intent</u>  <u>to pas</u></p> <p><b>Deleted:</b> means aircraft operations at an airport that began outside New Zealand, or began in New Zealand and is to continue outside New Zealand.</p> <p><b>Formatted:</b> Font: Not Italic</p> <p><b>Formatted:</b> Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li, Adjust space between Latin and Asian text, Adjust space between Asian text and numbers</p> <p><b>Formatted:</b> Space Before: 0 pt, After: 0 pt, Line spacing: single, Pattern: Clear (White)</p> <p><b>Formatted:</b> Font color: Black</p> <p><b>Deleted:</b> international passenger</p> <p><b>Deleted:</b> means any inbound international passenger or any outbound international passenger</p>
		<p><u>Number of passenger definitions simplified by using generic terms for categories that can be combined as appropriate (ie domestic/ international, inbound/ outbound)</u></p>	<p><u>BARNZ conce</u>  <u>defini</u>  <u>Comm</u>  <u>simplify the D</u></p>
<b>interruption</b>	<p>means, in relation to any service provided by an <b>Airport</b>, the withdrawal by the <b>Airport</b> of the service for 15 minutes or longer, but does not include planned withdrawals or the withdrawal of runway services necessitated by weather conditions <u>or an act of God.</u></p> <p><u>Disclosure of interruptions should not include interruptions to any assets owned and managed by a third party, and which are not being provided on behalf of, or under contract with the Airport.</u></p>	<p><u>In times of crisis emphasis will be on resolving issues and not reporting requirements</u></p> <p><u>Paragraph added to definition per BARNZ recommendation.</u></p>	<p><u>BARNZ assur</u>  <u>note would be</u>  <u>of Schedule 12</u>  <u>definition, but</u>  <u>objection if the</u>  <u>consider it me</u>  <u>inclusion in the</u></p> <p><b>Deleted:</b> (eg earthquake).</p> <p><u>BARNZ sugge</u>  <u>Commission co</u>  <u>of God' exemp</u>  <u>then the exam</u>  <u>omitted.</u></p>
<b>interruption to baggage reclaim belts</b>	means that the baggage reclaim unit scheduled was not available and no baggage reclaim unit alternative was available for use		
<b>interruption to baggage sortation system on departures</b>	means that the baggage sortation system for departing bags was unavailable for more than 15 minutes, irrespective of where the breakdown was within the system		
<b>interruption to contact stands</b>	means that a contact stand/airbridge was scheduled and no alternative contact stand/airbridge was provided		

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
<b>interruption to remote stands and means of embarkation/dise mbarkation</b>	means that a remote stand with bussing operations or walking to or from the terminal was scheduled, but the remote stand and/or means of passengers accessing the terminal was not available and no alternative was provided		
<b>interruption to runway services</b>	means that a scheduled aircraft cannot land or depart due to closure of a runway		
<b>interruption to taxiway services</b>	means that the taxiway is unusable by scheduled aircraft and there is no alternative path reasonably available		
<b>Key Capital Expenditure Projects</b>	<p>means <b>capital expenditure projects</b> where:</p> <p>(a) the project is partly or fully included in forecast capital expenditure over the forecast period; and</p> <p>(b) the total forecast capital expenditure of the project or programme over the relevant <b>Pricing Period</b> (including financing costs) is equal to or greater than <b>\$5 million OR</b></p> <p>A project is one of the <u>ten</u> largest forecast projects for an airport subject to a minimum forecast capital expenditure of \$5m</p> <p>For avoidance of doubt, if there are separate capital projects that contribute to one <u>regulated</u> output (or a set of broadly overlapping <u>regulated</u> outputs) these projects should be reported as a single programme, together with details of each individual project comprising it.</p>	<p><u>The term "Key Capital Expenditure Projects" is not used in schedules.</u></p> <p><u>Schedules 2 and 9 used "Commissioned Projects" while Schedule 19 uses "Capital Expenditure by Projects"</u></p> <p><u>The definitions need to be aligned.</u></p> <p><u>NZ Airports notes that airports and airlines jointly recommend the \$5m threshold. It is possible this could be a high volume of projects for AIAL in future years and consequently NZ Airports recommends a cap on the number of projects.</u></p>	<p><u>BARNZ agree terminology in and 19 needs r Schedule 2 use project Deleted: 10 year</u></p> <p><u>'capital expenc and Schedule 'capital expenc projects'. BAI understanding project of \$5m capita Deleted: 30</u></p> <p><u>Sched Deleted: five</u></p> <p><u>that \$5m proje and in use it is 'commissioned disclosed in Sc 9(a).</u></p> <p><u>BARNZ would not to be a cap 'key capital ex projects' at thi became an issu could be revisi Commission.</u></p> <p><u>BARNZ sees t word 'regulate as it implies or contribute to a outcome are in</u></p>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
			<a href="#">opposed to pro growth or rene</a> <a href="#">If a qualifier is we question) tl</a> <a href="#">suggests 'spec service'.</a>
<b>land disposals</b>	means the value of land assets disposed of as determined through clause 3.9 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>lease, rentals and concessions income</b>	means any income received <a href="#">by the Regulated Airport Business</a> from leases, rentals or concessions.	<a href="#">Terminal access income should not be monitored as a separate item, is simply one component of specified terminal income.</a>	<a href="#">Agree with cha definition</a> <a href="#">Note Deleted: , but excluding terminal access income</a> <a href="#">previously sub: Terminal Acce</a> <a href="#">be disclosed as Schedule 3 in r</a> <a href="#">previous detail proposed by th</a> <a href="#">Schedule 18.</a>
<b>line item</b>	means the list of all <b>operating costs</b> or assets included within the <b>operating cost category</b> or <b>asset category</b> for which the same <b>cost allocator</b> has been used to allocate between <b>airport activities</b>		
<b>lost and found assets</b>	means the net value of lost and found assets as determined in accordance with clause 3.10 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i> , where lost assets have a negative value and found assets have a positive value		
<b>market value of asset disposals</b>	means the market value of assets disposed of to <b>related parties</b> as determined by an independent valuer		
<b>MCTOW</b>	means maximum certificated take-off weight measured in tonnes as contained in the aircraft's Certificate of Registration		
<b>merger and</b>	means expenditure related to merger and		<a href="#">No objection if</a>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
<b>acquisition expenses</b>	acquisition activities irrespective of the outcome of the merger or acquisition, but proportionate to the extent the benefits of the merger or acquisition would relate to the <u>Regulated Airport Business</u>		accepts the pre of BARNZ to 'Regulated' to 'Airport' and 'Business' Formatted: Font: Times, 12 pt
<b>Month</b>	means calendar month		
<b>MVAU valuation adjustment</b>	means the increase or decrease in the <b>regulatory asset base value</b> , where an increase is recorded as a positive value and a decrease is recorded as a negative value, as result of complying with the requirement in clause 3.3(1)(b) of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>net income</b>	means the revenue of the <u>Regulated Airport Business</u> , including capital contributions, gains and/or losses on assets sales and other income  For the avoidance of doubt, the net income for the <b>airport business</b> is the <b>total regulatory income</b>		* No ob accept of BARNZ to 'Regulated' to 'Airport' and 'Busin' Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li Formatted: Font: Times New Roman, 11 pt
<b>net operating revenue</b>	means the total <u>revenue from</u> airfield charges, passenger services charges and lease rentals and concessions income	<u>Terminal services charges need not be measured as a separate category</u>	Deleted: of No objection Deleted: , terminal services charges Note however previously sub Terminal Acce be disclosed as Schedule 3 in r previous detail proposed by th Schedule 18.
<b>Net revenues</b>	Means the value of net revenues relating to assets held for future use as determined through clause 3.12 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i> .		Deleted: Means the cash revenue from interim uses of assets held for future use, net of associated operating costs. Net r originally a ter CC. In its 12 J BARNZ definition whic text in the Draf NZAA propos definition in its Submission w shown as a trac this document. Formatted: Font: Italic

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
			<a href="#">disagrees with proposed defin</a> <a href="#">excludes reval</a> <a href="#">BARNZ sugge</a> <a href="#">should be defir</a> <a href="#">to clause 3.12 c</a> <a href="#">Determination.</a>
<b>net taxable income</b>	means either:  (a) <b>regulatory taxable income / (loss)</b> less <b>tax losses used</b> , if <b>regulatory taxable income / (loss)</b> is positive; or  (b) nil, if <b>regulatory taxable income / (loss)</b> is negative		
<b>new allocator or components</b>	means:  (a) if a change in allocator, the <b>cost allocator</b> or <b>asset allocator</b> used; or  (b) if a change in components, the <b>operating cost line items</b> or assets included in the <b>operating cost category</b> or <b>asset category</b>		
<b>non-current assets – year ended 2009</b>	means the 2009 disclosed assets as defined in Part 3 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>non taxable</b>	means not included in assessable income for income tax purposes in accordance with the Income Tax Act 2007 as amended from time to time, and any equivalent preceding legislation, or any subsequent legislation that supplements or replaces that Act		
<b>non-indexed revaluations</b>	means the value of revaluations determined in accordance with clause 3.6 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
<b>notional deductible interest</b>	has the meaning given to that term in Part 4 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>notional interest tax shield</b>	means the product of <b>notional deductible interest</b> and the <b>corporate tax rate</b> applicable to the current <b>Financial Year</b>		
<b>on time departure delay</b>	means that <u>the terminal departure time of</u> a scheduled service <u>was delayed by more than 15 minutes primarily as a result of unavailability of identified airport activity services or facilities</u>		<u>This change re</u> <u>conse Deleted: h</u> <u>Work Deleted: been</u> <u>should be used</u> <u>delays in Sche</u> <u>than lift-off.</u>
<b>operating cost category</b>	means a grouping of operational costs as determined in accordance with Part 2 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>operating costs</b>	means expenditure other than <b>capital expenditure</b> incurred by the <u>Regulated Airport Business</u> in the provision of either <b>Specified Airport Services</b> alone or both <b>Specified Airport Services</b> and unregulated services, and excludes sums relating to depreciation, tax, revaluations, financing and any gains and losses on derivative financial instruments		<u>Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li</u> <u>No ob</u> <u>accept</u> <u>of BARNZ to</u> <u>'Regulated' to</u> <u>'Airport' and</u> <u>Business'.</u>
<b>operating surplus / (deficit)</b>	means <b>total regulatory income</b> less <b>operational expenditure</b>		
<b>operating surplus / (deficit) before interest depreciation, revaluations and tax</b>	means <b>net income</b> less <b>operational expenditure</b>  For the avoidance of doubt, the operating surplus / (deficit) before interest depreciation, revaluations and tax for the <u>regulated airport business</u> is the <b>operating surplus / (deficit)</b>		<u>No objection if</u> <u>accepts the pre</u> <u>of BARNZ to</u> <u>'Regulated' to</u> <u>'Airport' and</u> <u>Business'.</u>
<b>operational expenditure</b>	means expenditure incurred by a <u>Regulated Airport Business</u> in the provision of <b>Specified Airport Services</b> that is not <b>capital expenditure</b> , including realised gains and losses on derivative		<u>Deleted: n</u> <u>No objection if</u> <u>accepts the pre</u> <u>of BARNZ to</u> <u>'Regulated' to</u> <u>'Airport' and</u>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	<p>financial instruments used to manage foreign currency risk, and allocated to categories of expenditure according to the primary purpose of the expenditure</p> <p>For the avoidance of doubt, operational expenditure excludes depreciation, tax, revaluations and expenditure relating to the financing</p>		<a href="#">Business'</a> .
<b>operational surplus / (deficit) before interest</b>	<p>means the value of q calculated with reference to the following formula:</p> $a - b - c - d = q$ <p>where:</p> <p>a = <b>operational surplus / (deficit) before interest, depreciation, revaluations and tax;</b></p> <p>b = <b>depreciation;</b></p> <p>c = <b>total revaluations;</b> and</p> <p>d = <b>tax expense</b></p> <p>For the avoidance of doubt, operational surplus / (deficit) Before Interest for the <b>regulated airport business</b> is <b>regulatory profit / (loss)</b></p>		<a href="#">No objection if accepts the pre of BARNZ to 'Regulated' to 'Airport' and 'Business'</a> .
<b>original allocator or components</b>	<p>means:</p> <p>(a) in respect of a change in allocator, the <b>cost allocator</b> or <b>asset allocator</b> used directly prior to the change in allocator; or</p> <p>(b) in respect of a change in components, the <b>operating cost line items</b> or assets included in the <b>operating cost category</b> or <b>asset category</b> directly prior to the change in components</p>		
<b>other adjustments to the RAB tax value</b>	<p>means any adjustment to the <b>RAB (tax value)</b> made in accordance with Part 4 of the <i>Input Methodologies (Specified</i></p>		

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	<p><i>Airport Services) Determination 2010</i> other than:</p> <p>(a) <b>tax value of asset additions;</b> (b) <b>tax value of asset disposals;</b> (c) <b>tax value of assets transferred from / (to) unregulated asset base; and</b> (d) <b>tax depreciation</b></p>		
<b>other assets commissioned</b>	means <b>assets commissioned</b> that have not been separately disclosed as <b>commissioned projects</b>		
<b>other capital expenditure</b>	means aggregate <b>capital expenditure</b> for the <b>Financial Year</b> that has not been separately disclosed as <u>a key capital expenditure project.</u>		<p><u>The terminology definition may be corrected</u> Deleted: capital expenditure projects Formatted: Font: Not Bold</p>
<b>other excluded assets</b>	means assets as at the year ended 2009 defined as excluded assets in accordance with subparagraphs (b) and (c) of the definition of excluded assets in Part 3 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>other factors</b>	means the value of any factor used to determine the total revenue requirement as required by clause 9.1 other than: <p>(a) <b>return on regulated assets;</b> (b) <b>forecast operating expenditure;</b> (c) <b>forecast depreciation;</b> (d) <b>forecast tax;</b> (e) <b>forecast revaluations; and</b> (f) <b>forecast other income</b></p>		
<b>other incentives</b>	means the value of any arrangements where a <u>Regulated Airport Business</u> agrees with a customer to provide goods or services, whether to the customer or a third party, in consideration for the Airport providing <b>Specified Airport</b>		<p><u>No objection if accepted of BA</u> Deleted: n Deleted: n <u>'Regulated' to 'Airport' and 'Business'.</u></p>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	<p><b>Services</b> to the customer</p> <p>For the avoidance of doubt other incentives excludes <b>pricing incentives</b></p>		
<b>other income</b>	means any income received from the provision of <b>Specified Airport Services</b> that is not captured by <b>total operating revenue, capital contributions or gains / (losses) on asset sales.</b>		
<b>other non-standard asset depreciation</b>	means the value of <b>regulatory depreciation</b> relating to non-standard assets determined in accordance with Part 3 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>other permanent differences —non deductible</b>	means the non deductible non-reversing differences between <b>regulatory profit / (loss) before tax</b> and <b>regulatory taxable income / (loss)</b> calculated for income tax purposes in respect of the <u>Regulated Airport Business</u>		<a href="#">No objection if accepts the pre of BARNZ to 'Regulated' to 'Airport' and 'Business'.</a>
<b>other permanent differences—non taxable</b>	means the non taxable non-reversing differences between <b>regulatory profit / (loss) before tax</b> and <b>regulatory taxable income / (loss)</b> calculated for income tax purposes in respect of the <u>Regulated Airport Business</u>		<a href="#">No objection if accepts the pre of BARNZ to 'Regulated' to 'Airport' and 'Business'.</a>
<b>other related party transactions</b>	means the value of any <b>related party transactions</b> that are not disclosed as <b>related party net operating revenue, operational expenditure, capital expenditure or fair value of asset disposals</b>		
<b>other temporary adjustments—current period</b>	means adjustments for temporary differences, as determined in accordance with <b>GAAP</b> which arise in respect of the current <b>Financial Year</b> , excluding <b>depreciation</b>		

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
<b>other temporary adjustments— prior period</b>	means adjustments for temporary differences, as determined in accordance with <b>GAAP</b> , which arise from previous <b>Financial Years</b> , including <b>depreciation</b>		
<u>outbound</u>	<u>means an aircraft movement or passenger on an aircraft departing from an airport</u>		<p>BARNZ has no concept of dev definition for p Commission c simplify the D</p> <p>BARNZ suggest that the passenger aircraft as the from the airport</p> <p>Formatted: Font: Not Italic</p>
✓	✓	Number of passenger definitions simplified by using generic terms for categories that can be combined as appropriate (ie domestic/ international, inbound/ outbound)	<p>Deleted: outbound combined passenger</p> <p>Deleted: means any outbound domestic passengers or outbound international passengers</p> <p>Commission c simplify the D</p>
✓	✓	Number of passenger definitions simplified by using generic terms for categories that can be combined as appropriate (ie domestic/ international, inbound/ outbound)	<p>Deleted: outbound domestic passenger</p> <p>Deleted: means any passenger on a flight that departs from the Airport for a location within New Zealand</p> <p>Commission c simplify the D</p>
✓	✓	Number of passenger definitions simplified by using generic terms for categories that can be combined as appropriate (ie domestic/ international, inbound/ outbound)	<p>Deleted: domestic transit and transfer passenger</p> <p>Deleted: means any passenger on a flight that departs from the Airport for a location within New Zealand, and who arrived at the terminal on an aircraft with baggage checked through onto that flight</p> <p>Commission c simplify the D</p>
✓	✓	Number of passenger definitions simplified by using generic terms for categories that can be combined as appropriate (ie domestic/ international, inbound/ outbound)	<p>Deleted: outbound international passenger</p> <p>Deleted: means any passenger on a flight that departs from the Airport for a location outside New Zealand</p> <p>Commission c simplify the D</p> <p>Deleted: international transit and transfer passenger</p>
✓	✓	Number of passenger definitions	<p>Deleted: means any passenger on a flight that departs for a location outside New Zealand, and who arrived at the terminal on an aircraft and did not pass through passport control outbound</p>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
		<u>simplified by using generic terms for categories that can be combined as appropriate (ie domestic/ international, inbound/ outbound)</u>	<u>concept of dev definition for p Commission cc simplify the D</u>
<b>outbound domestic passenger not requiring security screening</b>	any <u>domestic</u> passenger that departs <u>from an airport</u> on a category of aircraft that does not require that passenger to be subject to security screening	<u>Need to be more specific in definition to ensure airports do not have to implement systems for monitoring of passengers on private, charter or GA flights</u>	<u>If the exclus use specified p facilities (as pe suggestion) the address NZAA</u> <div style="border: 1px solid black; padding: 2px; margin-top: 5px;">Deleted: on a flight</div> <div style="border: 1px solid black; padding: 2px; margin-top: 5px;">Deleted: from the Airport for a location within New Zealand</div>
<u>passenger</u>	<p>means any person carried on an aircraft, excluding:</p> <p>(a) Persons that do not use the <u>specified passenger terminal activity facilities</u> provided at that Airport; and</p> <p>(b) Crew operating the service.</p>	<u>Definition added per CC workshop agenda.</u>	<p>The c passenger air transport pe was not an item</p> <p>* works did not suggest</p> <p>BARN Formatted: Font: Bold</p> <p>the definition c to capture all t the aeronautica airport termina proposed word which draws o passenger in th Rules. Limiting those carried o transport passe suggest Formatted: Font: Bold</p> <p>capture all pas terminal facilit</p> <div style="border: 1px solid black; padding: 2px; margin-top: 5px;">Deleted: means a person transported by an operator of a <b>Regular air transport passenger service</b>, including airline staff on duty travel and passengering crew, excluding crew operating the service.</div> <div style="border: 1px solid black; padding: 2px; margin-top: 5px;">Formatted: Numbered + Level: 1 + Numbering Style: a, b, c, ... + Start at: 1 + Alignment: Left + Aligned at: 0 pt + Tab after: 17 pt + Indent at: 17 pt</div>
<b>passenger aircraft landing charge</b>	means any price charged to an operator of a passenger aircraft by an <b>Airport</b> for landing that aircraft at that <b>Airport</b>		
<u>passenger facilities functional floor space</u>			<u>It was BARNZ from discussio workshop that facilities space included in the the terminal. I</u>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
			<u>definition may</u>
<b>passenger service income</b>	means income derived from any charge payable to an <b>Airport</b> for provision of services by that <b>Airport</b> related to use of a terminal or terminal facilities  For the avoidance of doubt passenger service income <u>includes</u> income derived from any departure fee charged to a passenger	<u>Terminal service income need not be monitored as a separate category</u>	<u>No objection to</u> <u>Note however:</u> <u>previously sub:</u> <u>Terminal Acce</u> <u>be disclosed as</u> <u>Sched Deleted:</u> <u>previc Deleted: ¶</u> <u>propo (a) does not include terminal service</u> <u>Sched (b) -</u>
<b>Passenger Survey</b>	has the meaning given to that term in clause 9.2		
<b>passport control (inbound) overall functional floor space</b>	means the overall functional floor space, measured in square metres, of areas providing passport control for <u>inbound</u> passengers, including the areas occupied by <u>booths and kiosks</u> , and the customs staff operating the control point screening, queuing zones and an area up to two metres after the <u>booths and kiosks</u> on the airside of the control point, but excludes customs and immigration offices.		<u>No objection.</u>  <u>Deleted: arriving</u>  <u>Deleted: counters</u>  <u>Deleted: tables on the</u>
<b>passport control (outbound) overall functional floor space</b>	means the overall functional floor space, measured in square metres, of areas providing passport control for <u>outbound</u> passengers, including the areas occupied by <u>booths and kiosks</u> , and the customs staff operating the control point screening, queuing zones and an area up to two metres after the <u>booths and kiosks</u> on the airside of the control point, but <u>excluding</u> <u>Customs and Immigration offices</u> .		<u>No objection.</u>  <u>Deleted: departing</u>  <u>Deleted: counters</u>  <u>Deleted: tables on the</u> <u>Deleted: es</u> <u>Deleted: c</u> <u>Deleted: i</u>
		<u>Deleted in accordance with CC proposal to have one busy hour definition that enables the calculation for all relevant areas</u>	<u>Agree</u> <u>devel Deleted: passport control inbound—</u> <u>busy I Deleted: means the inbound</u> <u>Formatted: Space Before: 6 pt,</u> <u>After: 6 pt, Line spacing: Multiple</u> <u>1.15 li</u>
<b>passport control inbound—nominal capacity</b>	means the throughput capacity <u>expressed in passengers per hour</u> based on the number of customs <u>booths and kiosks</u> and <u>Customs</u> advice regarding the sustainable		<u>No ob</u> <u>that th</u> <u>Work</u> <u>kiosks Deleted: counters</u> <u>Deleted: smartgate portals</u> <u>Deleted: customs</u>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	processing rates <u>for customs booths and kiosk processing, as applicable</u> , unless a separate agreement has been reached between the <b>Airport</b> and <b>Customs</b> , in which case the agreed maximum rate applies.		Deleted: counter Deleted: c
		<u>Delete. Replace by consolidated definition for throughput of passengers.</u>	Deleted: passport control inbound—throughput of passengers Deleted: means the number of inbound international passengers less the number of inbound international transit and transfer passengers during the inbound international busy hour Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li
		<u>Deleted in accordance with CC proposal to have one busy hour definition that enables the calculation for all relevant areas</u>	Deleted: passport control outbound—busy hour Deleted: means the outbound international busy hour
<b>passport control outbound— notional capacity</b>	means the throughput capacity <u>expressed in passengers per hour</u> , based on the number of customs <u>booths and kiosks</u> and <b>Customs</b> advice regarding the sustainable processing rates <u>for customs booths and kiosk processing, as applicable, unless a separate agreement has been reached between the Airport and customs, in which case the agreed maximum rate applies.</u>		No objection, c Deleted: counters Deleted: SmartGate portals Deleted: customs Deleted: , Deleted: where such capacity is reported separately Deleted: counter Deleted: SmartGate
		<u>Delete. Replace by consolidated definition for throughput of passengers.</u>	Deleted: passport control outbound—throughput of passengers Deleted: means the number of outbound international passengers less the number of outbound international transit and transfer passengers during the outbound international busy hour Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li
<b>post-tax WACC</b>	has the meaning given to that term in Part 5 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>Previous Year</b>	means the <b>Financial Year</b> immediately prior to the current <b>Financial Year</b> , and		

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	Previous Years has an associated meaning		
<b>Price Setting Event</b>	<p>with respect to a <b>Specified Airport Service</b>, means the process and result of setting of price by an <b>Airport</b> in respect of that <b>Specified Airport Service</b>, pursuant to sections 4A and 4B of the Airport Authorities Act 1966 excluding where the price is:</p> <p>(a) <u>subject to adjustment as a result of a wash-up; or</u></p> <p>(b) reset or adjusted annually without further consultation; or</p> <p>(c) subject to separate negotiation for inclusion in the terms of a lease or licence; or</p> <p>(d) not required to be consulted on by virtue of section 4B(3) of the Airport Authorities Act 1966.</p>	<p><u>Definition amended to reflect outcome from workshop on 13 September.</u></p>	<p>BARNZ has ar proposed defin understanding the workshop c was that the NZ definition wou with the follow</p> <p>Formatted: Bullets and Numbering</p> <p>wash-ups i</p> <p>Deleted: , including wash up arrangements,</p> <p>(wash-ups Deleted: b</p> <p>therefore c annual adj</p> <p>Deleted: c</p> <p>Deleted: ;</p> <p>Deleted: but subject to forecasts being updated at least once every five years.</p> <p>that dislo</p> <p>under clau</p> <p>within five</p> <p>previous p</p> <p>BARN Formatted: Not Highlight</p> <p>of the Formatted: Not Highlight</p> <p>service may be</p> <p>this de Formatted: Font: Bold, Not</p> <p>airpo Formatted: Not Highlight</p> <p>the basis of inc</p> <p>services specif</p> <p>rather than on t</p> <p>all activities w/</p> <p>airpo Formatted: Font: Bold, Not</p> <p>Airpo Formatted: Not Highlight</p> <p>be the Formatted: Not Highlight</p> <p>alternatively a</p> <p>specif Formatted: Font: Bold, Not</p> <p>be ad Formatted: Not Highlight</p>
<b>pricing incentives</b>	means the value of incentives provided to customers by a <u>Regulated Airport Business</u> that have the effect of lowering		<p>No objection if</p> <p>accept Deleted: n</p> <p>of BARNZ to c</p>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	the price paid for <b>Specified Airport Services</b> including discounts, rebates, credits or reimbursements		'Regulated' to 'Airport' and 'Business'.
<b>Pricing Methodology</b>	means the methodology or methodologies used by a <u>Regulated Airport Business</u> to set <b>Standard Prices</b> , including all material assumptions, pricing principles, models, estimates, calculations and processes, where applicable, as part of a <b>Price Setting Event</b>	<u>Uncertain that this term is used. Schedule 19 requires discussion of methodology to determine revenue required with Standard Prices required to be disclosed in Schedule 18</u>	The term is use the In Deleted: n Determination required to be c No objection if accepts the pre of BARNZ to c 'Regulated' to 'Airport' and 'Business'.
<b>Pricing Period</b>	means:  (a) the period between two consecutive <b>Price Setting Events</b> ; or  (b) where a <b>Price Setting Event</b> is not followed by another <b>Price Setting Event</b> , a period for which Standard prices have been set starting with a <b>Price Setting Event</b>		NZAA has pre the CC's origir delete the requi years of disclo is not highlight tracking in this document, and BARNZ.
<b>Pricing Period starting year</b>	the first <b>Financial Year</b> of a <b>Pricing Period</b>		
<b>property plant and equipment (excluding works under construction)</b>	means:  (a) in respect of a <u>Regulated Airport Business</u> , the <b>regulatory asset base value</b> ;  (b) in respect of a <u>regulated airport business—GAAP</u> , the regulatory asset base value determined in accordance with <b>GAAP</b> ; and  (c) for an <b>airport company—GAAP</b> , the value of property plant and equipment of the <b>airport company</b> determined in accordance with <b>GAAP</b> , but excluding works under		No objection if accep Deleted: n of BARNZ to c 'Regulated' to 'Airport' and 'Busin Deleted: n

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	construction		
<b>proportionate regulatory value</b>	means the proportion of the total value of any asset that is equivalent to the proportion of the <b>Financial Year</b> that the assets are used by the <b>Airport</b>		
<b>Publicly Disclose</b>	<p>in relation to any information, means to:</p> <p>(a) disclose the information to the public on the Internet at the <b>Airport's</b> usual publicly accessible website;</p> <p>(b) make copies of the information available for inspection by any person during ordinary office hours, at the principal office of the <b>Airport</b> making the public disclosure;</p> <p>and</p> <p>(c) within 10 <b>Working Days</b> of being requested to do so by any person, provide that person with a copy of the information, either by post or for collection (during ordinary office hours) from that principal office, whichever the person prefers; and</p> <p>(d) provide a copy of the information to the <b>Commission,</b></p> <p>and <b>Public Disclosure</b> and <b>Publicly Disclosing</b> have corresponding meanings</p>		<a href="#">BARNZ notes previously deleted CC's definition Disclose which the tracking of September doc</a>
<b>RAB (tax value)</b>	<p>means the value of q calculated with reference to the following formula:</p> $a + b - c \pm d \pm e - f$ <p>= q</p> <p>where:</p> <p>a = <b>RAB (tax value)</b> for the <b>previous Financial Year</b>;</p> <p>b = <b>tax value of asset</b></p>		<a href="#">The addition of to this calculation mirror the tax code therefore BAR objection (other formula should</a>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	<p><b>additions;</b></p> <p>c = <b>tax value of asset disposals;</b></p> <p>d = <b>tax value of assets transferred from / (to) unregulated asset base;</b></p> <p><u>e tax depreciation;</u> and</p> <p><u>f = other adjustments to the RAB tax value,</u></p> <p>and where:</p> <p>(a) in the <b>initial disclosure year</b> the <b>RAB (tax value)</b> for the previous <b>Financial Year</b> will be the tax value of assets included in the RAB as at the beginning of the <b>initial disclosure year</b>, to the extent the asset is allocated to the RAB under Part 2 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>; and</p> <p>(b) the <b>RAB (tax value)</b> for the previous <b>Financial Year</b> in the <b>initial disclosure year</b> will not be greater than the <b>regulatory asset base value</b></p>		Deleted: e
<b>RAB investment</b>	<p>means the value of q calculated with reference to the following formula:</p> $a + b + c - d = q$ <p>where:</p> <p>a = <b>commissioned projects;</b></p> <p>b = <b>other assets commissioned;</b></p> <p>c = <u><b>Adjustment for merger, acquisition or sale activity;</b></u> and</p> <p>d = <b>asset disposals</b></p>	<p><u>Amended to replicate Schedule 2 requirement.</u></p> <p><u>Also see definition below which reflects this change.</u></p>	<p><u>No objection</u></p> <p>Deleted: tax value of assets transferred from / (to) unregulated asset base</p>
<b>RAB proportionate</b>	<p>means the value of q calculated with reference to the following formula:</p>		

		<a href="#">NZ Airport's Comment</a>	<a href="#">BARNZ Com</a>
<b>investment</b>	$a + b + c - d = q$ <p>where:</p> <p>a = the sum of the <b>proportionate regulatory value of commissioned projects</b>;</p> <p>b = the <b>proportionate regulatory value of other assets commissioned</b>;</p> <p>c = the <b>proportionate regulatory value of adjustments for merger, acquisitions or sale activity</b>; and</p> <p>d = the <b>proportionate regulatory value of asset disposals</b></p>		
<b>rates and levy costs</b>	<p>means:</p> <p>(a) rates on assets used in the provision of <b>Specified Airport Services</b> paid or payable by an <b>Airport</b> to a territorial local authority under the:</p> <p>(i) Ratings Powers Act 1988; or</p> <p>(ii) Local Government (Rating) Act 2002; and</p> <p>(b) levies payable under section 53ZE of the <b>Act</b></p>		
<b>rationale</b>	<p>means a description of the criteria applied and/or rationale used for selecting each <b>cost allocator</b> as determined in accordance with Part 2 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i></p>		
<b>Record</b>	<p>has the meaning given to that term in section 4 of the Public Records Act 2005</p>		

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
<b>regulated supplier</b>	has the meaning given to that term in Part 1 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>regulatory / GAAP adjustments</b>	means the difference between the financial performance of the <u>regulated airport business</u> and the <u>regulated airport business—GAAP</u>	<u>NZ Airports is concerned that it may still be required to maintain GAAP records for the regulated business. While this is not complex for income statement items it will be extremely complex and costly for property, plant and equipment. NZ Airports does not believe the cost can be justified.</u>	<u>This is a subst</u> <u>to the scope of</u> <u>than a definitio</u> <u>outside the sco</u> <u>process.</u>  <u>The requireme</u> <u>GAAP has bee</u> <u>information dis</u> <u>requirements f</u> <u>years and BAR</u> <u>that it is a valu</u> <u>the integrity an</u> <u>of the regulate</u>
<b>regulatory asset base value</b>	<p>means the value of q calculated with reference to the following formula:</p> $g = q$ <p>where:</p> <ul style="list-style-type: none"> <li>a = <b>regulatory asset base value</b> for the previous <b>Financial Year</b>;</li> <li>b = <b>asset commissioned</b>;</li> <li>c = <b>revaluations</b>;</li> <li>d = <b>regulatory depreciation</b>;</li> <li>e = <b>asset disposals</b>;</li> <li>f = <b>lost and found assets</b></li> </ul> <p><b>adjustments</b></p> <ul style="list-style-type: none"> <li>g = <b>cost allocation</b></li> </ul> <p><b>adjustments</b>; and</p> <p>in the <b>initial disclosure year</b>, the <b>regulatory asset base value</b> for the previous <b>Financial Year</b> is the <b>regulatory asset base value</b> for the year ended 2010 as disclosed in accordance with clause 15.1</p>		

		<a href="#">NZ Airport's Comment</a>	<a href="#">BARNZ Com</a>
<b>regulatory depreciation</b>	means depreciation as determined in accordance with Part 3 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>regulatory investment value</b> or <b>RIV</b>	means the sum of the <b>regulatory asset base value</b> for the previous <b>Financial Year</b> and the <b>RAB proportionate investment</b>		
<b>regulatory profit / (loss)</b>	means the <b>regulatory profit / (loss) before tax</b> less the <b>regulatory tax allowance</b>		
<b>regulatory profit / (loss) before tax</b>	means the value of q calculated with reference to the following formula: $a - b + c = q$ where: a = <b>operating surplus / (deficit)</b> ; b = <b>regulatory depreciation</b> ; and c = <b>revaluations</b>		
<b>regulatory tax allowance</b>	means the product of the <b>corporate tax rate</b> and <b>net taxable income</b> , where <b>net taxable income</b> is greater than zero		
<b>regulatory taxable income / (loss)</b>	means the value of q calculated with reference to the following formula: $a + b + c + d - e - f - g - h - i - j = q$ where: a = <b>regulatory profit / (loss) before tax</b> ; b = <b>regulatory depreciation</b> ; c = <b>other permanent differences—not deductible</b> ; d = <b>other temporary adjustments—current period</b> ;		

		<a href="#">NZ Airport's Comment</a>	<a href="#">BARNZ Com</a>
	<p>e = <b>revaluations;</b></p> <p>f = <b>non taxable capital contributions;</b></p> <p>g = <b>tax depreciation;</b></p> <p>h = <b>deductible interest;</b></p> <p>i = <b>other permanent differences—non taxable;</b> and</p> <p>j = <b>other temporary adjustments—prior period</b></p>		
<b>related party</b>	has the meaning given to that term in Part 3 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>related party relationship</b>	means a brief description of the relationship between a related party and an <b>Airport</b>		
<b>revaluation rate</b>	<p>means the value of q calculated with reference to the following formula:</p> $\frac{a}{b - 1} = q$ <p>where:</p> <p>a = <b>CPI at CPI reference date</b> for the current <b>Financial Year</b>; and</p> <p>b = <b>CPI at CPI reference date</b> for the previous <b>Financial Year</b></p>		
<b>ROI—comparable to a post-tax WACC</b>	<p>means the value of q calculated with reference to the following formula:</p> $\frac{a}{b} \times 100 = q$ <p>where:</p> <p>a = <b>adjusted regulatory profit;</b> and</p> <p>b = <b>regulatory investment value</b></p>		

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
<b>ROI—comparable to a vanilla WACC</b>	<p>means the value of q calculated with reference to the following formula:</p> $\frac{a}{b} \times 100 = q$ <p>where:</p> <p>a = <b>regulatory profit / (loss);</b> and b = <b>regulatory investment value</b></p>		
<b>runway movement busy day</b>	<p>in respect of an <b>Airport</b>, means the calendar day during the previous <b>Financial Year</b> with the <u>18<sup>th</sup> highest number of daily aircraft movements</u> for that <b>Airport</b></p>	<u>Airbiz recommends that this should be the 18<sup>th</sup> busiest day</u>	<p><u>No objection.</u></p> <p>Deleted: runway movement busy hour</p>
<b>runway movement busy hour</b>	<p>in respect of an <b>Airport</b>, means the clock hour during the previous <b>Financial Year</b> with the 30th highest number of <u>hourly</u> aircraft movements for that <b>Airport</b></p>		
<u>Safety and security opex and Safety, security and environmental capex</u>			<p><u>NZAA have de from the CC or but have not sh tracked change</u></p> <p><u>BARNZ object deletions as we and security co should be discl understand the not yet reached determination c</u></p> <p>Deleted: scheduled operation</p>
		<p><u>Definition replaced by the "regular air transport passenger service". See below.</u></p>	<p><u>BARNZ of this 'sched</u></p> <p><u>Deleted: means that an aircraft was scheduled to arrive or depart, and arrived or departed within 15 minutes of that scheduled time</u></p> <p><u>interruption de associated with See for exampl of interruption runway service services. The c however be be</u></p>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
			simply as 'sche
		<p><u>This definition is derived from Civil Aviation Rule Part 1, Definitions and Abbreviations.</u></p> <p><u>It is intended to ensure that terminal capacity utilisation requirements will be constrained to civil aviation services using the terminal. All aircraft services will continue to be considered in monitoring runway utilisaiton.</u></p>	<p><u>NZA</u></p> <p><u>their p</u></p> <p><u>passee</u></p> <p><u>passee</u></p> <p><u>regula</u></p> <p><u>servic</u></p> <p><u>BARN</u></p> <p><u>passengers in r</u></p> <p><u>air transport pa</u></p> <p><u>as this will not</u></p> <p><u>passengers usii</u></p> <p><u>passenger term</u></p> <p><u>The definition</u></p> <p><u>include</u></p>
			<p><b>Deleted:</b> means a service offered by an operator consisting of four or more air transport operations for the carriage of passengers between two or more aerodromes within any consecutive 28 day period, excluding charter, non scheduled and general aviation operations.¶</p> <p><b>Deleted:</b> Regular air transport passenger service</p> <p><b>Formatted:</b> Not Highlight</p> <p><b>Formatted:</b> Not Highlight</p>
<b>security screening—floor space</b>	means the overall functional floor space, measured in square metres, of areas providing security screening services for passengers, including the areas occupied by screening equipment and <u>benches</u> , and the staff operating the screening, queuing zones and an area up to two metres after the <u>benches</u> on the airside of the screening zone, but excludes aviation security offices		<p><u>No objection</u></p> <p><b>Deleted:</b> tables</p> <p><b>Deleted:</b> tables</p>
<b>security screening— notional capacity</b>	means realistic hourly throughput capacity <u>expressed in passengers per hour</u> , based on the number of screening stations and the sustainable processing rate advised by the Aviation Security Service, and determined in respect of both <ul style="list-style-type: none"> <li>(a) security screening facilities other than those that cater for international transit and transfer passengers; and</li> <li>(b) security screening facilities that cater for international transit and transfer passengers</li> </ul>		<p><u>No ob</u></p> <p><b>Deleted:</b> security screening—throughput of passengers (via facilities other than those that cater for international transit and transfer passengers)</p> <p><b>Deleted:</b> means:¶</p> <p>(a) . in respect of an international terminal facility, the number of <b>outbound international passengers</b> less the number of <b>outbound international transit and transfer passengers</b> during the outbound international busy hour;¶</p> <p>(b) . in respect of a domestic terminal facility, the number of <b>outbound domestic passengers</b> less the number of <b>outbound domestic passengers not requiring security screening</b> during the outbound domestic busy hour; and¶</p> <p>(c) . in respect of a common terminal facility, the number of <b>outbound combined passengers</b> less the number of <b>outbound international transit and transfer passengers</b> less the number of <b>outbound domestic passengers not requiring security screening</b> during the outbound combined busy hour</p> <p><b>Formatted:</b> Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li</p>
		<u>Delete. Replace by consolidated definition for throughput of passengers.</u>	<p><u>Agree</u></p> <p><u>develo</u></p> <p><u>defini</u></p>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
			<u>passengers.</u>
		<u>Delete. Replace by consolidated definition for throughput of passengers.</u>	<p>*Agree</p> <p>devel</p> <p>defini</p> <p>passee</p> <p>Deleted: security screening—throughput of passengers (via facilities that cater for international transit and transfer passengers)</p> <p>Deleted: means the number of international transit and transfer passengers passing through the Airport during the relevant outbound international busy hour</p>
<b>Specified Airport Services</b>	has the meaning given to that term in section 56A of the Act		<p>The C</p> <p>consi</p> <p>defini</p> <p>Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 li</p> <p>Formatted: Font: Bold</p> <p>service as mea</p> <p>more of the ac</p> <p>in s56A(1).</p>
<b>Specified passenger terminal activities</b>	has the meaning given to that term in section 2 of the Airport Authority Act 1966		
<b>Standard Price</b>	means the headline price set by a <u>Regulated Airport Business</u> for the provision of one or more <b>Specified Airport Services</b> to airline customers or passengers, including where applicable as the result of a <b>Price Setting Event</b>		<p>No objection</p> <p>Deleted: n</p> <p>accepts the pre</p> <p>of BARNZ to:</p> <p>'Regulated' to</p> <p>'Airport' and</p> <p>Business</p> <p>Formatted: Font: Times, 12 pt</p>
<b>statement for stranded assets</b>	means a statement that an asset has become stranded, or is to become stranded, including an explanation of the reason for the asset stranding and an outline of the steps taken to mitigate the risk of asset stranding		
<b>summary of change</b>	means a summary of the change in depreciation approach including: <ul style="list-style-type: none"> <li>(a) in respect of a change in asset life, the previous asset life and the current asset life; and</li> <li>(b) in respect of a change in methodology, the previous methodology and the current methodology</li> </ul>		
<b>tax depreciation</b>	means depreciation determined in		

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
	accordance with clause 4.3(3) of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>tax expense</b>	<p>means:</p> <p>(a) in respect of <b>airport business—GAAP or airport company</b> financial results, tax as determined in accordance with <b>GAAP</b>;</p> <p>(b) in respect of an <b>airport business</b>, the <b>regulatory tax allowance</b></p>	<p><u>Airports would not need to maintain the complexity of separate tax calculations for the regulated airport business under the regulatory reporting and GAAP reporting but for this requirement. NZ Airports does not believe it can be justified.</u></p>	<p><u>This is a subst: to the scope of than a definitio outside the sco process.</u></p> <p><u>The requireme: GAAP has bee information dis requirements f years and BAR that it is a valu: the integrity an of the regulate</u></p>
<b>tax losses (regulated business)</b>	<p>means the value of q calculated with reference to the following formula:</p> $a + b - c = q$ <p>where:</p> <p>a = <b>tax losses (regulated business)</b> for the previous <b>Financial Year</b>;</p> <p>b = <b>current year tax losses</b>; and</p> <p>c = <b>tax losses used</b>,</p> <p>and where in the <b>initial disclosure year</b>, <b>tax losses (regulated business)</b> for the previous <b>Financial Year</b> is zero</p>		
<b>tax losses used</b>	means the lesser of <b>tax losses (regulated business)</b> for the previous <b>Financial Year</b> and the <b>regulatory taxable income</b>		
<b>tax value of asset additions</b>	means the tax value of <b>assets commissioned</b>		
<b>tax value of asset disposals</b>	means the tax value of <b>assets disposals</b>		
<b>tax value of assets transferred from/(to)</b>	means the tax book value of assets that are transferred either to or from (as the case may be) the <b>airport business</b> ,		

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
<b>unregulated asset base</b>	where: (a) a transfer to the <b>airport business</b> is positive; and (b) a transfer from the <b>airport business</b> is negative		
<b>throughput of passengers</b>	means the <b>busy hour</b> volume of passengers relevant to that type or part of the terminal (international, domestic, combined) and direction of flow (inbound or outbound) adjusted to remove transit and transfer passengers and <b>domestic passengers not requiring security screening</b> where these passengers do not use the type or part of the terminal under consideration.	Addition of generic description to replace the separate definitions for different passenger flows combined with different parts of the terminal	While BARNZ concept of dev consolidated d throughput of p Deleted: where necessary for potentially too leaves open the when Formatted: Font: Not Bold made for transi Formatted: Font: Not Bold passengers and passengers not screening. BA the definition e specify a princ transit and tran and domestic p requiring secur should be dedu passenger volu BARNZ drafti specifically list Formatted: Font: Times, 12 pt this deduction
<b>total directly attributable</b>	means the sum of all <b>directly attributable costs</b> and <b>directly attributable assets</b>		
<b>total incentives</b>	means the sum of <b>pricing incentives</b> and <b>other incentives</b>		
<b>total not directly attributable</b>	means the sum of all <b>costs not directly attributable</b> or <b>assets not directly attributable</b>  For the avoidance of doubt, the sum of <b>total directly attributable</b> and <b>total not directly attributable</b> is the <b>total operating costs</b> or assets (whichever is applicable)		Deleted:

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
		<u>This definition is not required. Wherever total passengers is required domestic and international passengers will logically be added.</u>	<u>No ob</u> Deleted: total number of combined passengers Deleted: means the sum of the total number of domestic passengers and the total number of international passengers
<b>total number of domestic passengers</b>	the sum of the number of <b>inbound domestic passengers</b> and the number of <b>outbound domestic passengers</b> <u>in a given period of time.</u>	<u>Airlines advised at the 13 September workshop that reliable data could not be provided for domestic transit and transfer passengers. Airlines and airports also agreed that this would not compromise reporting outcomes.</u>	<u>Agree.</u> Deleted: , less the number of inbound domestic transit and transfer passengers
<b>total number of international passengers</b>	the sum of the number of <b>inbound international passengers</b> , the number of <b>outbound international passengers</b> and the number of <b>inbound international transit and transfer passengers</b> <u>in a given period of time.</u>	<u>The disclosure in Schedule 16 shows that international passengers comprise the total of the three components in the definition.</u>	<u>It is logical to j</u> Deleted: and Deleted: less <u>transit within numbers.</u> <u>BARNZ notes disclosure in S; usefully be tot; domestic and i; columns.</u>
		<u>Deleted in accordance with CC proposal to have one busy hour definition that enables the calculation for all relevant areas</u>	<u>Agree</u> Deleted: total passenger terminal functional areas providing passenger facilities and service—busy hour Deleted: means:¶ (a) in respect of an international terminal facility, the all international busy hour;¶ (b) in respect of a domestic terminal facility, the all domestic busy hour; and¶ (c) in respect of a common terminal facility, the all combined busy hour
<b>total passenger terminal functional areas providing passenger facilities and service—floor space</b>	means the aggregate of passenger terminal functional floor space, measured in square metres, of the following functional areas landside circulation outbound, check-in, passport control outbound, security screening, airside circulation outbound, departure lounge, airside circulation inbound, passport control inbound, landside circulation inbound, baggage reclaim, bio-security screening and inspection and customs secondary inspection, arrivals concourse and passenger facilities (ie, the floor space,	<u>Is this required as is not clear that it is reported</u>	<u>This a</u> of Sch <u>Information Di</u> <u>Determination.</u> Formatted: Space Before: 6 pt, After: 6 pt, Line spacing: Multiple 1.15 ll

		<a href="#">NZ Airport's Comment</a>	<a href="#">BARNZ Com</a>
	measured in square metres, of the aggregate of all functional areas within the terminal excluding the outbound baggage sortation system)		
<b>total regulatory income</b>	Means the sum of: <ul style="list-style-type: none"> <li>(a) net operating revenue;</li> <li>(b) capital contributions;</li> <li>(c) gains / (losses) on asset sales; and</li> <li>(d) other income</li> </ul>		
<b>total revaluations</b>	means the sum of <b>indexed revaluations</b> and <b>non-indexed revaluations</b>		
<b><a href="#">transit and transfer</a></b>	<a href="#">Means, in respect of International Passengers, any passenger on a flight that departs for a location outside New Zealand, and who arrived at the terminal on an aircraft and did not pass through passport control outbound</a>		<a href="#">No objection</a>
<b>transfer to capital expenditure</b>	means the value of <b>land held for future use</b> transferred to <b>works under construction</b> as determined in accordance with clause 3.12 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>unregulated activities</b>	means the costs incurred or assets used, wholly or partially, during a <b>Financial Year</b> by business units of an <b>Airport company</b> that are not involved in the provision of <b>Specified Airport Services</b> , expressed as a proportion of <b>operating costs</b> or asset values (as the case may be) of the relevant <b>airport company</b>	<a href="#">NZ Airports continues to submit that consolidation information should not be required in the information disclosures</a>	<a href="#">This is a subst to the scope of than a definitio outside the sco process.</a>
<b>unregulated business units—GAAP</b>	means the difference between the <b>airport company—GAAP</b> and the <b>regulated airport business—GAAP</b>	<a href="#">NZ Airports continues to submit that consolidation information should not be required in the information disclosures</a> <a href="#">Also refer to earlier comments about requirement for airports to</a>	<a href="#">This is a subst to the scope of than a definitio outside the sco process.</a>

		<u>NZ Airport's Comment</u>	<u>BARNZ Com</u>
		<u>maintain GAAP record for regulated business</u>	
<b>Value</b>	<p>means the recorded value of similar <b>related party</b> transactions in respect of each <b>related party</b> during a <b>Financial Year</b></p> <p>For the avoidance of doubt, <b>capital expenditure</b> and <b>asset disposal</b> transactions require the separate disclosure of the value of each transaction</p>		
<b>vanilla WACC</b>	has the meaning given to that term in Part 5 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		
<b>Working Day</b>	has the meaning given to that term in section 2 of the <b>Act</b>		
<b>works under construction</b>	has the meaning given to that term in Part 3 of the <i>Input Methodologies (Specified Airport Services) Determination 2010</i>		