

Questions/issues arising from the Wellington Airport conference held on 7 August 2012.

1. Air NZ to provide examples of 'excess'/'over-investment" in quality at Wellington Airport.
2. Are there other quality measures that could be included in Part 4 ID requirements? If so, please provide examples. - WIAL
3. How does WIAL get the 8.9% return using the Commission's IMs? How does calculate the 8% return that it has referred to in its submissions?
4. Which published cost of capital estimate should the Commission use as a basis for its profitability assessment – the March 2011 or the April 2012 estimate, and what adjustments may be necessary? - All
5. Should the Commission use the midpoint or the 75th percentile in its ex ante assessment of profitability?
6. Should the MVAU methodology be more tightly specified? If so, in what way? - All
7. General observations on how ID is working. - All
8. What impact does the allocation of the food hall into aeronautical assets have on opex? - WIAL
9. The \$3.5 million of expenditure still in this period – was that a reasonable outcome from your point of view or do you still feel that that expenditure isn't actually required in this pricing period? - BARNZ
10. What impact will the incentive scheme have on investment and revenues for the non-aeronautical activities? – WIAL
11. WIAL noted that the runway congestion charges are likely only to have an impact on nine-seat aircraft. What impact do airlines think the congestion charges will have on the availability of nine-seat services at peak times?
12. What benefits would the provision of further information on costs and revenue for non-aeronautical services provide?
13. We discussed the extent of runway capacity issues. To what extent are there capacity constraints for parking and check-in desks at WIAL, and could alternative market mechanisms (other than congestion charging) be used to manage this capacity?
14. How should airports treat the cost of litigation?
15. What do airports expect would be in the Commission's s 53B summary and analysis reports?

16. Interrelationship between ID, s 56G reports and CC's IMs? How can the Commission carry out its task under s 56G if it cannot consider input methodologies?
17. How should airports treat the cost of Part 4 judicial review and merits appeals litigation?