

*Where New Zealand Touches the World*

## Aircraft and Passenger Charges

**1 September 2007 – 30 June 2012**

Categories of Charges <sup>1</sup>		1 Sept 2007 - 30 Jun 2008	1 July 2008 - 30 Jun 2009	1 July 2009 - 30 Jun 2010	1 July 2010 - 30 Jun 2011	1 July 2011 - 30 Jun 2012
Airfield	<u>Landing charges<sup>2</sup></u>	\$	\$	\$	\$	\$
	(a) Aircraft less than 6 tonnes per landing	50.00	50.00	50.00	50.00	50.00
	(b) Aircraft 6 tonnes and higher but less than 40 tonnes per tonne	7.52	7.71	7.90	8.10	8.30
	(c) Aircraft 40 tonnes and higher					
	(i) International flights per tonne	12.15	12.45	12.77	13.08	13.41
	(ii) Domestic flights per tonne	12.50	12.81	13.13	13.46	13.80
	<u>Parking charges (per day<sup>3</sup>)</u>					
	(a) Aircraft under 6 tonnes					
	(i) Parking in excess of 6 hours (for every 24 hour period or part period from time of landing)	100.00	100.00	100.00	100.00	100.00
	(b) Aircraft 6 tonnes and higher but less than 40 tonnes					
	(i) Parking in excess of 6 hours but less than 5 days (for every 24 hour period or part period from time of landing)	76.88	78.80	80.77	82.79	84.86
	(ii) Parking in excess of 5 days but less than 10 days (for every 24 hour period or part period from day 6)	102.50	105.06	107.69	110.38	113.14
	(iii) Parking in excess of 10 days (for every 24 hour period or part period from day 10 onwards)	153.75	157.59	161.53	165.57	169.71
	(c) Aircraft 40 tonnes and higher					
	(i) Parking in excess of 6 hours but less than 5 days (for every 24 hour period or part period from time of landing)	102.50	105.06	107.69	110.38	113.14
	(ii) Parking in excess of 5 days but less than 10 days (for every 24 hour period or part period from day 6)	256.25	262.66	269.22	275.95	282.85
	(iii) Parking in excess of 10 days (for every 24 hour period or part period from day 10 onwards)	512.50	525.31	538.44	551.90	565.70
Terminals	<u>International terminal services charges</u>					
	(a) Non-scheduled flights					
	(i) With airbridge or transfer bus use per passenger	15.00	15.00	15.00	15.00	15.00
	(ii) Without airbridge or transfer bus use per passenger	8.50	8.50	8.50	8.50	8.50
	(b) Scheduled flights	As specified in the Terminal Services Charge Agreement				
	<u>Passenger services charge (PSC)</u>					
	Passenger services charge per departing passenger <sup>4</sup>	25.00				
	Passenger services charge per passenger <sup>5</sup>		13.00	13.50	14.00	14.00
Notes		1. Fully implemented charges phased in over 5 years from 1 September 2007. Terms and conditions apply. Please see additional notes below. 2. Based on maximum certified takeoff weight (MCTOW) in tonnes or part thereof. Charge covers use of runway, taxiway and apron areas (excluding parking) and the services of the Rescue Fire unit. 3. Or part thereof. 4. Per departing international passenger. Children under 12 yrs of age are exempt & other special exemptions apply. 5. From 1 July 2008, the PSC will become a charge to airlines and will be based on number of departing and arriving international passengers (no charge for transit and transfers). Children under 12 years of age are exempt & other special exemptions apply				

## NOTES

- (i) MCTOW means Maximum Certificated Take Off Weight.
- (ii) Goods and services tax is payable in addition to all above charges, except for the Passenger Service Charge (PSC) which is inclusive of goods and services tax.
- (iii) The charges are set in accordance with the Airport Authorities Act 1966 and may be varied from time to time.
- (iv) The charges are applicable to all domestic and international flights (parking charges apply to non-scheduled flights only) and are totally separate from Government charges and charges made by Airways Corporation of NZ Ltd for aircraft traffic control.
- (v) All airfield charges are payable by 20th of the month following the month of landing except charges for non-scheduled international flights which are payable on landing (including parking charges for estimated time of parking subject to a wash-up) unless other arrangements have been made.
- (vi) Until 30 June 2008, the PSC will continue to be payable by departing international passengers prior to departure.
- (vii) From 1 July 2008, the PSC will be payable by airlines, due by the 20<sup>th</sup> of the month following that in which the passenger travelled, based on actual passenger volumes carried as provided by Cusmod (or, where Cusmod information is unavailable, based on self-invoicing by each airline, which AIAL shall have the right to audit).
- (viii) Aircraft include helicopters.
- (ix) A 50% discount applies to training flights (multiple touch-and-go training flights are counted as one landing) for aircraft over 6,000kg.
- (x) All domestic airlines or designated handlers must provide monthly certified passenger numbers and freight volumes carried. International airlines, or designated handlers, must provide monthly freight volumes carried.
- (xi) Any aircraft departing from Auckland, turning around enroute, and returning will, on application, be granted the following:
  - a. For a technical fault, a 50% discount on landing charges for aircraft over 6000kg.
  - b. For a non-technical emergency (i.e. medical emergency) a 100% discount on landing charges for aircraft over 6000kg.
  - c. No re-charge of PSC/TSC.
- (xii) For new domestic scheduled carriers without existing credit terms with AIAL, a performance bond equivalent to 25% of forecast landings for the first year of operation will be required, prior to commencing services.
- (xiii) AIAL may amend these notes at any time by notice to the Customer.

## TERMS OF PAYMENT

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

1. The Customer will pay all amounts to AIAL by the due date stated on the relevant invoices, together with any goods and services tax payable in respect of those amounts.
2. If the Customer does not pay any amount to AIAL when due ("overdue amount"), default interest will accrue on that overdue amount, calculated on a daily basis at AIAL's commercial overdraft rate plus 5% per annum from the due date until the overdue amount is paid in full (both before and after any judgement).
3. On the 7<sup>th</sup> day following the due date for payment of the overdue amount, AIAL may, in its sole discretion, charge to the Customer's account either:
  - a) the default interest referred to in paragraph 2, together with a credit recovery fee equal to 2% of the overdue amount; or
  - b) a credit recovery fee of \$25, whichever is the greater, to the extent that, if the applicable interest and credit recovery fees are also not paid, they shall themselves become overdue amounts and shall compound on a monthly basis until they are paid in full.
4. All amounts due to AIAL are payable in New Zealand dollars. New Zealand law governs, and New Zealand courts have exclusive jurisdiction in respect of, agreements between AIAL and the Customer (including, but not limited to, these terms of payment).
5. AIAL may amend these terms of payment at any time by notice to the Customer.

## LANDING CHARGES POLICY

1. AIAL has a standard tariff schedule of Aircraft and Passenger Chargers which is published from time to time. The present tariff schedule was set on 2 July 2007, and is attached.
2. The tariff per landing, per day and per kg of Maximum Certificated Take-off Weight (MCTOW) is defined on the tariff schedule. The alteration of tariffs is a process that involves consultation with airlines and is regulated by the Airport Authorities Act and supplementary regulations.
3. If not available from the Civil Aviation Authority of New Zealand (CAANZ) each airline shall submit, for all aircraft operating into Auckland International Airport (AIA) a schedule that includes aircraft type and model, aircraft registration code and the operating MCTOW as authorised by the aircraft manufacturer and approved by the CAANZ or the equivalent agency in the operator's country of origin. Should AIAL have any doubt about an aircraft's MCTOW information AIAL will request a copy of the relevant page of the aircraft flight manual (or flight manual supplement) which states the certificated maximum weight limit for operations, authorised by the agencies as stated above.
4. AIAL will only accept dual MCTOW certification for aircraft when it is one MCTOW for domestic operation and one MCTOW for international operation. Any operation differing from this will need the prior approval of AIAL. In all cases paragraph 3 above shall apply.
5. For charging purposes, the applicable MCTOW shall be determined by the last point of departure before landing at AIA (i.e. whether international or domestic MCTOW applies) except where an aircraft from an overseas last point of departure is forced to divert to another New Zealand airport and then relocate later to AIA. In this case the aircraft shall be treated as an international arrival.
6. Airlines are to advise AIAL immediately of any additions or deletions to their schedule of aircraft or changes to CAANZ certification. AIAL will not retrospectively alter charges for reductions in MCTOW certification but may retrospectively recover underpayments made by an airline for increases in MCTOW certification.
7. In the absence of advice regarding changes, as described in paragraph 3 above, AIAL will charge according to the aircraft manufacturer's maximum demonstrated certificated take off weight for that model. The carrier shall pay such charges until they submit the required information set out in paragraph 3 above.
8. AIAL may amend this policy at any time by notice to the Customer.

This policy is effective from 1 September 2007.