



**Wellington International Airport Limited (“WIAL”)
Schedule of Landing and Terminal Charges
Effective 1 June 2014 to 31 March 2019**

NOTE: All charges are exclusive of GST unless noted otherwise.

1. Charges for Operators of Passenger Services Utilising Terminal Facilities

(a) Aircraft Movement Charges¹

	1 June 2014	1 April 2015	1 April 2016	1 April 2017	1 April 2018
Fixed Charge²					
Peak ³	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00
Shoulder ⁴	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00
Other	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MCTOW Charge²					
<i>0-100 Tonnes</i>					
Peak	\$4.81	\$5.10	\$5.13	\$5.16	\$5.21
Shoulder	\$4.56	\$4.85	\$4.88	\$4.91	\$4.96
Other	\$4.31	\$4.60	\$4.63	\$4.66	\$4.71
<i>100+ Tonnes⁵</i>					
Peak	\$0.48	\$0.51	\$0.51	\$0.52	\$0.52
Shoulder	\$0.46	\$0.48	\$0.49	\$0.49	\$0.50
Other	\$0.43	\$0.46	\$0.46	\$0.47	\$0.47
Passenger Charge⁶					
International	\$11.00	\$10.90	\$10.80	\$10.70	\$10.60
Domestic Jet	\$4.25	\$4.50	\$4.75	\$5.00	\$5.25
Domestic Prop ≥ 10 Tonnes	\$1.00	\$1.25	\$1.50	\$1.75	\$2.00
Domestic Prop < 10 Tonnes	\$0.25	\$0.50	\$0.75	\$1.00	\$1.25

Notes:

1: Charges are additive

2: Per aircraft landing and departure

3: Peak defined as actual landing or take-off between 07:45-08:45 and 18:15-19:15

4: Shoulder defined as 30 minutes either side of the peak definition

5: Additional to the 0-100 tonne charge

6: Per departing and arriving passenger, as defined by the total passengers carried on board less infants, positioning crews, domestic or international transit passengers, and diverted international passengers returned to a destination (being only those diverted passengers not processed by customs)

(b) Parking Charges¹

	1 June 2014	1 April 2015	1 April 2016	1 April 2017	1 April 2018
Charges only apply Monday-Friday 06:00-10:00, 16:00-20:00					
International					
0-120 minutes	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
120+ minutes ²	\$73.20	\$75.03	\$76.77	\$78.31	\$79.71
Domestic Jet					
0-60 minutes	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
60+ minutes ²	\$52.29	\$53.59	\$54.84	\$55.93	\$56.94
Domestic Prop					
0-60 minutes	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
60+ minutes ²	\$41.83	\$42.87	\$43.87	\$44.75	\$45.55

Notes:

1: Parking charge rates are per hour (or part thereof). Parked time is determined by subtracting the scheduled aircraft take-off time from the scheduled aircraft landing time, and then subtracting 8 minutes for taxiing time (4 minutes in each direction). Parking charges apply to any time spent on the Eastern apron; parking on the Western apron will incur the non-passenger parking charges. WIAL will consider parking charge relief for the time parked outside of the control of the operator e.g. weather disrupts

2: Charges are additive to the previous time segment

(c) Terminal Charges

	1 June 2014	1 April 2015	1 April 2016	1 April 2017	1 April 2018
Passenger Charge ¹	\$4.45	\$4.74	\$5.16	\$5.53	\$5.53

Notes:

1: Per departing and arriving passenger, as defined by the total passengers carried on board less infants, positioning crews, domestic or international transit passengers, and diverted international passengers returned to a destination (being only those diverted passengers not processed by customs)

(d) Check-in Facility Charges

	1 June 2014	1 April 2015	1 April 2016	1 April 2017	1 April 2018
Desk Charge ^{1,2}	\$15.00	\$15.38	\$15.73	\$16.05	\$16.34

Notes:

1: Charged on a per desk per hour basis.

2: Charges may be established as fixed six monthly or annual charges. See Check In Facility Terms and Conditions for more information.

(e) Noise Mitigation (LUMINS) Charge¹

	1 June 2014	1 April 2015	1 April 2016	1 April 2017	1 April 2018
Passenger Charge	\$0.40	\$0.40	\$0.32	\$0.32	\$0.32

Notes:

1: Charges for implementation of the Land Use Management and Insulation for Airport Noise Study (LUMINS) scheme

(f) Incentives for Capacity Growth¹

	Qualifying Capacity		Year 1	Year 2	Year 3
Domestic	All Pax Growth over Previous Years		50%	25%	0%
International – Short Haul	3 per week	Additional Capacity on Existing Route	50%	25%	0%
	3 per week	New route to/from WLG	100%	50%	25%
International – Long Haul	All	Additional Capacity on Existing Route	50%	25%	0%
	3 per week	New route to/from WLG	100%	100%	100%

Notes:

1: Incentives are discounts on all airport charges relating to the operation of the qualifying capacity.

Incentive terms and conditions:

1. Additional domestic capacity shall receive a 50% discount on MCTOW, passenger and parking charges for the first 12 months of operation and a 25% discount for the second 12 months of operation.
2. This discount shall only be applied to the incremental passengers in the given financial year exceeding the total passengers flown on domestic routes by the airline seeking the discount in the immediately preceding financial year.
3. The maximum number of passengers qualifying for the discount will be limited by the level of total market growth, being the difference in total domestic passengers between the financial year in which the discount is sought and the immediately preceding financial year.
4. Additional capacity on international short-haul routes served by existing scheduled passenger operations shall receive a 50% discount on MCTOW, passenger and parking charges for the first 12 months of operation and a 25% discount for the second 12 months of operation.
5. This discount shall only be applied to the number of passengers in the given 12 months exceeding the total passengers flown on the specific international route concerned in the immediately preceding 12-month period provided that a minimum additional average frequency of three return services per week is operated.
6. The maximum number of passengers qualifying for the discount will be limited by the level of total market growth, being the difference in total international passengers between the 12 month period in which the discount is sought and the immediately preceding 12 month period.
7. Additional capacity on international short-haul routes not currently served by scheduled passenger operations shall receive a 100% discount on MCTOW, passenger and parking charges for the first 12 months of operations, a 50% discount for the second 12 months of operations and a 25% discount for the third 12 months of operations.
8. The discount shall only be applied to the number of passengers in the given 12 months exceeding the total passengers flown on the specific International route concerned in the immediately preceding 12-month period provided that a minimum additional average frequency of three return services per week is operated.
9. The maximum number of passengers qualifying for the discount will be limited by the level of total market growth, being the difference in total international passengers between the 12 month period in which the discount is sought and the immediately preceding 12 month period.
10. Additional capacity on international long-haul routes served by existing scheduled passenger operations shall receive a 50% discount on MCTOW, passenger and parking charges for the first 12 months of operation and a 25% discount for the second 12 months of operation.
11. This discount shall only be applied to the number of passengers in the given 12 months exceeding the total passengers flown on the specific routes in the immediately preceding 12-month period.
12. Additional capacity on international long-haul routes not currently served by scheduled passenger operations shall receive a 100% discount on MCTOW, passenger and parking charges for the first three 12-month periods of operations provided that a minimum additional frequency of three return services per week is operated.
13. For the avoidance of doubt, the incentives for capacity growth do not apply for LUMINS or check in facility charges.

(g) Provision of Airline Information

1. Airlines will advise WIAL of passenger numbers, scheduled and actual arrival and departure times, aircraft registration, and aircraft MCTOW for services into and out of WIAL the previous calendar

month by close of business on the third business day of the new month. Information will be provided in the form attached, or a suitable equivalent approved by WIAL.

2. If WIAL has concerns over the accuracy of the information:
 - WIAL will convey its concerns to the relevant airline and that airline shall respond within five business days.
 - If after receipt of the airline response WIAL retains its concerns WIAL may arrange for the airline data to be audited. If the audited result varies from the airline data by more than 2% the costs of the audit will be met by the airline.

The airlines will also provide this information on a daily basis, by way of daily data downloads, in a format and timeframe specified by WIAL.

3. Charges in relation to international divers to Wellington will be applied as follows:
 - Where any passenger remains in the international facilities and return to the original destination –as for Operators of Non Passenger Services, charge only.
 - Where passengers leave the aircraft and are processed through customs - full aircraft movement and terminal charges.
4. If an airline does not provide passenger and movement numbers WIAL may make its own assessment of an airline's information for the relevant month and issue an invoice accordingly. WIAL will issue an adjusted invoice when the airline subsequently advises its actual passenger information. The invoices will be payable in accordance with WIAL's Terms of Trade.
5. In addition to the audit referred to in paragraph 1 above WIAL may arrange an annual audit of passenger information. If the audited result varies from the airline data by more than 2% the costs of the audit will be met by the airline.

2. Charges for Operators not Using Terminal Facilities

(a) Aircraft Movement Charges¹

	1 June 2014	1 April 2015	1 April 2016	1 April 2017	1 April 2018
Fixed Charge²					
Peak ³	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00
Shoulder ⁴	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00
Other	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MCTOW Charge²					
0-100 Tonnes International					
Peak	\$24.61	\$24.72	\$24.57	\$24.42	\$24.29
Shoulder	\$24.36	\$24.47	\$24.32	\$24.17	\$24.04
Other	\$24.11	\$24.22	\$24.07	\$23.92	\$23.79
100+ Tonnes⁵ International					
Peak	\$2.46	\$2.47	\$2.46	\$2.44	\$2.43
Shoulder	\$2.44	\$2.45	\$2.43	\$2.42	\$2.40
Other	\$2.41	\$2.42	\$2.41	\$2.39	\$2.38
0-100 Tonnes Domestic Jet					
Peak	\$12.46	\$13.20	\$13.68	\$14.16	\$14.66
Shoulder	\$12.21	\$12.95	\$13.43	\$13.91	\$14.41
Other	\$11.96	\$12.70	\$13.18	\$13.66	\$14.16
100+ Tonnes Domestic Jet					
Peak	\$1.25	\$1.32	\$1.37	\$1.42	\$1.47
Shoulder	\$1.22	\$1.29	\$1.34	\$1.39	\$1.44
Other	\$1.20	\$1.27	\$1.32	\$1.37	\$1.42
0-100 Tonnes Domestic Prop					
Peak	\$6.61	\$7.35	\$7.83	\$8.31	\$8.81
Shoulder	\$6.36	\$7.10	\$7.58	\$8.06	\$8.56
Other	\$6.11	\$6.85	\$7.33	\$7.81	\$8.31
100+ Tonnes Domestic Prop					
Peak	\$0.66	\$0.73	\$0.78	\$0.83	\$0.88
Shoulder	\$0.64	\$0.71	\$0.76	\$0.81	\$0.86
Other	\$0.61	\$0.68	\$0.73	\$0.78	\$0.83

Notes:

- 1: Charges apply for aircraft with MCTOW greater than 2 tonnes, and are additive
- 2: Per aircraft landing and departure
- 3: Peak defined as actual landing or take-off between 07:45-08:45 and 18:15-19:15
- 4: Shoulder defined as 30 minutes either side of the peak definition
- 5: Additional to the 0-100 tonne charge

	1 June 2014	1 April 2015	1 April 2016	1 April 2017	1 April 2018
General Aviation ¹	\$10.46	\$10.72	\$10.97	\$11.19	\$11.39

Notes:

- 1: Charges apply for aircraft with MCTOW less than 2 tonnes, and are charged per aircraft landing and departure. A minimum charge of \$100 per movement (increased by CPI) applies in the peak, and \$75 per movement applies in the shoulder. A minimum monthly charge of \$40.00 per month (increased by CPI) applies.

(b) Parking Charges¹

	1 June 2014	1 April 2015	1 April 2016	1 April 2017	1 April 2018
Charges only apply Monday-Friday 06:00-10:00, 16:00-20:00					
0-120 minutes	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
120+ minutes ²	\$20.91	\$21.44	\$21.93	\$22.37	\$22.78

Notes:

1: Parking charge rates are per hour (or part thereof). Parked time is determined by subtracting the actual aircraft take-off time from aircraft landing time, and then subtracting 8 minutes for taxiing time (4 minutes in each direction). Charges apply for Western apron parking; parking on the Eastern apron will be charged at equivalent rate to passenger services. Parking within a hangar will not incur a charge. WIAL will consider parking charge relief for the time parked outside of the control of the operator e.g. weather disrupts

2: Charges are additive to the previous time segment

(c) Noise Mitigation (LUMINS) Charges¹

	1 June 2014	1 April 2015	1 April 2016	1 April 2017	1 April 2018
MCTOW less than 2tonnes	\$1.78	\$1.78	\$1.78	\$1.78	\$1.78
MCTOW 2- 30 tonnes	\$8.38	\$8.38	\$8.38	\$8.38	\$8.38
MCTOW 30+ tonnes	\$56.71	\$56.71	\$56.71	\$56.71	\$56.71

Notes:

1: Fixed charge per movement for implementation of the Land Use Management and Insulation for Airport Noise Study (LUMINS) scheme

3. Terms of Trade for Payment of Invoices

(a) Payment Terms

WIAL will as soon as practicable after the end of each month calculate each airline's charges for that month, and will send each airline an invoice for their charges. Each airline must pay the amount of the invoice by the later of:

- The 20th day of the month after the month to which the invoice relates; and
- 7 days after the date it receives the invoice.

The airlines must inform WIAL within 7 days of when they receive an invoice, if they disagree with the invoice. The airlines will pay the correct amount due as soon as the correct amount is agreed or determined.

(b) Interest on Overdue Amounts

The airlines will pay interest on the amount of any charge which is properly owed, but not paid on time, if the charge is not in dispute. The airlines will also pay interest on unpaid amounts that relate to charges which are in dispute, but only if any of the following apply:

- The airlines who have failed to pay, agree to pay the charge in dispute; or
- The airlines who have failed to pay, agree that the charge in dispute is properly payable; or
- The charge in dispute is determined to be properly payable.

The interest is payable on the unpaid amounts from the day it should have been paid, until paid in full. The day it should have been paid, is the later of the 2 days for payment listed under clause 3(a) above, after WIAL issues an invoice for the correct amount.

(c) Rate of Interest and Costs

The rate of interest payable under the previous clause is the rate WIAL's principal bank charges, or would charge, WIAL for overdraft money during the time for which interest is being charged plus a margin of 3%.

In addition to penalty interest, the airlines must pay all reasonable costs of and incidental to the enforcement, or attempted enforcement, of WIAL's rights, remedies and powers under this schedule of charges.

4. Service Quality and Compliance Reporting

(a) Service Quality Reporting

In order to continually improve its operations and service delivery, WIAL requires the provision of data from airlines for Airport Service Quality reporting and the measurement of service performance.

(b) Compliance Reporting

In order to achieve compliance with its reporting obligations under the Commerce Commission's Information Disclosure regime, WIAL requires certain information from its airlines in respect of interruptions, on time departure delays and passenger data:

Interruptions:

Airlines to advise WIAL of:

- All outages of WIAL facilities as they are identified.
- The cause of the outages (if known).

On Time Departure Delays:

Airlines to provide WIAL with:

- Monthly reports of on time delays for flight departures from WIAL.
- The cause of the delays.

Passenger Data:

WIAL requires that the airlines provide WIAL with monthly reports of passengers carried by flight including details of the time of the flight and origin/destination for the flight. This information should be provided in electronic form.

An Example of the Provision of Airline Information for Passenger Services

Airline: _____

for the Month of: _____

	Information
Flight Number	NZ123
Aircraft Type	A320
Aircraft Registration	ZK-ABC
Aircraft MCTOW (kg)	78,000
Aircraft Seats	168
Sector Origin	WLG
Sector Destination	SYD
Actual Departure Time (NZST)	1/6/2014 06:00
Actual Arrival Time (NZST)	1/6/2014 09:05
Scheduled Arrival Time (NZST)	1/6/2014 06:00
Scheduled Departure Time (NZST)	1/6/2014 09:05
Diverted to/from WLG? ¹	No
Total Passengers Carried	158
Less Exemptions:	
Infants	3
Positioning Crews	3
Transit Passengers	0
Less Diverted Passengers Returned to Destination ²	0
Passengers Carried for Billing Purposes	152

Note:

1. If passengers remain on the aircraft in the case of domestic, or are not processed through customs in the case of international, then non-passenger charges will apply
2. Passengers not processed through customs only

Signed by: _____

Title: _____

Date: _____