



**Wellington International Airport Limited (“WIAL”)  
Schedule of Landing and Terminal Charges  
Effective 1 April 2024 to 31 March 2029**

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

**1. Charges for Operators of Passenger Services Utilising Terminal Facilities**

**(a) Airfield and Terminal Charges<sup>1</sup>**

	1 April 2024	1 April 2025	1 April 2026	1 April 2027	1 April 2028
<b>Offpeak Passenger Charge<sup>2</sup></b>					
<b>Domestic Jet</b>	\$22.66	\$24.03	\$25.83	\$27.06	\$28.73
<b>Domestic Prop ≥10 Tonnes</b>	\$15.29	\$16.66	\$18.46	\$19.69	\$21.36
<b>Domestic Prop &lt;10 Tonnes</b>	\$14.28	\$15.65	\$17.45	\$18.68	\$20.35
<b>International</b>	\$32.23	\$33.85	\$35.90	\$37.38	\$39.30
<b>Peak Movement Charge<sup>3</sup></b>					
<b>Peak</b>	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00
<b>Shoulder</b>	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00

Notes:

1. Charges are additive.
2. Per departing and arriving passenger excluding infants (under 2 years old), transit passengers, positioning crew, and diverted international passengers returned to destination (being only those diverted passengers not processed by customs).
3. Per aircraft landing and departure. Peak defined as actual landing or take-off time 07:45-8:45 and 18:15-19:15 Monday-Friday; shoulder 30 minutes either side of peak. No peak charge outside of these periods.

**(b) Transfer Passengers<sup>1</sup>**

	1 April 2024	1 April 2025	1 April 2026	1 April 2027	1 April 2028
<b>Transfer Discount<sup>2</sup></b>	5%	10%	15%	20%	25%

Notes:

1. Transfer passenger defined as any non-exempt passenger that arrives at Wellington Airport, changes plane and departs on a connecting flight to a different destination (than their original departure) on one itinerary with a stopover of less than 24 hours at the airport.
2. Discounts applied to both legs of the trip; discounts exclude LUMINS.

### (c) Parking Charges<sup>1</sup>

		1 April 2024	1 April 2025	1 April 2026	1 April 2027	1 April 2028
<b>Per (part) Hour – Only applies Mon-Fri 06:00-10:00, 16:00-20:00</b>						
<b>Domestic Jet</b>	After 60 min	\$61.06	\$62.27	\$63.48	\$64.64	\$65.77
<b>Domestic Prop</b>	After 60 min	\$48.84	\$49.82	\$50.78	\$51.71	\$52.62
<b>International</b>	After 120 min	\$85.48	\$87.18	\$88.86	\$90.49	\$92.08

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.

### (d) Noise Mitigation (LUMINS) Charge<sup>1</sup>

	1 April 2024	1 April 2025	1 April 2026	1 April 2027	1 April 2028
<b>Passenger Charge</b>	\$0.34	\$0.34	\$0.34	\$0.34	\$0.34

Notes:

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

### (e) Discounts for NextGen Aircraft<sup>1</sup>

	1 April 2024	1 April 2025	1 April 2026	1 April 2027	1 April 2028
<b>Discount<sup>2</sup></b>	100%	100%	100%	100%	100%

Notes:

1. NextGen Aircraft include electric, hybrid and hydrogen-powered aircraft. Hybrid aircraft are defined as aircraft that use both battery and fuel energy sources to power propulsion, either in tandem or alternately.
2. Discounts exclude LUMINS.

### (f) Incentives for Capacity Growth<sup>1</sup>

	Qualifying Capacity		Year 1	Year 2	Year 3
<b>Domestic</b>	All Pax Growth over Previous Years		25%	10%	0%
<b>International – Short Haul</b>	3 per week	Additional Capacity on Existing Route	50%	25%	0%
	3 per week	New Route to/from WLG	100%	50%	25%
<b>International – Long Haul</b>	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 excluding LUMINS.

**Incentive terms and conditions:**

1. Additional domestic capacity shall receive a 25% discount on passenger and parking charges for the first 12 months of operation and a 10% 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 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 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 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 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 charges.

## 2. Charges for Operators not Using Terminal Facilities

### (a) Aircraft Movement Charges<sup>1</sup>

	Period <sup>2</sup>	1 April 2024	1 April 2025	1 April 2026	1 April 2027	1 April 2028
<b>Domestic</b>	<b>Peak</b>	\$31.78	\$33.49	\$35.89	\$37.56	\$39.85
<b>≥30 Tonnes</b>	<b>Shoulder</b>	\$31.64	\$33.35	\$35.75	\$37.42	\$39.71
	<b>Offpeak</b>	\$31.50	\$33.21	\$35.61	\$37.28	\$39.57
<b>Domestic</b>	<b>Peak</b>	\$20.71	\$22.63	\$25.33	\$27.20	\$29.77
<b>2-30 Tonnes</b>	<b>Shoulder</b>	\$19.74	\$21.66	\$24.36	\$26.23	\$28.80
	<b>Offpeak</b>	\$18.77	\$20.69	\$23.39	\$25.26	\$27.83
<b>International</b>	<b>Peak</b>	\$45.05	\$47.02	\$49.60	\$51.53	\$54.01
	<b>Shoulder</b>	\$44.92	\$46.88	\$49.47	\$51.39	\$53.88
	<b>Offpeak</b>	\$44.78	\$46.75	\$49.33	\$51.26	\$53.74
<b>Gen Aviation &lt;2 Tonnes<sup>3</sup></b>		\$12.21	\$12.46	\$12.70	\$12.93	\$13.16

Notes:

1. Charge per MCTOW tonne per Movement. Aircraft with a MCTOW greater than 100 tonnes will be charged the full charge to 100 tonnes and 10% of the full charge for the incremental tonnage over 100 tonnes.
2. Peak defined as actual landing or take-off time 07:45-8:45 and 18:15-19:15 Monday-Friday; shoulder 30 minutes either side of peak.
3. Off peak charge per movement (not MCTOW tonne). A minimum charge of \$100 in the peak and \$75 in the shoulder applies. A minimum monthly charge of \$55 per month (increased by CPI) applies.

### (b) Parking Charges<sup>1</sup>

		1 April 2024	1 April 2025	1 April 2026	1 April 2027	1 April 2028
<b>Per (part) Hour – Only applies Mon-Fri 06:00-10:00, 16:00-20:00</b>						
<b>All Aircraft</b>	After 120 min	\$24.43	\$24.91	\$25.39	\$25.86	\$26.31

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.

### (c) Noise Mitigation (LUMINS) Charges<sup>1</sup>

	1 April 2024	1 April 2025	1 April 2026	1 April 2027	1 April 2028
<b>MCTOW &lt; 2 tonnes</b>	\$1.34	\$1.34	\$1.34	\$1.34	\$1.34
<b>MCTOW 2-30 tonnes</b>	\$6.29	\$6.29	\$6.29	\$6.29	\$6.29
<b>MCTOW ≥ 30 tonnes</b>	\$42.53	\$42.53	\$42.53	\$42.53	\$42.53

Notes:

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

### (d) Discounts for NextGen Aircraft<sup>1</sup>

	1 April 2024	1 April 2025	1 April 2026	1 April 2027	1 April 2028
<b>Discount<sup>2</sup></b>	100%	100%	100%	100%	100%

Notes:

1. NextGen Aircraft include electric, hybrid and hydrogen-powered aircraft. Hybrid aircraft are defined as aircraft that use both battery and fuel energy sources to power propulsion, either in tandem or alternately.
2. Discounts exclude LUMINS.

### **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:

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

Airlines must inform WIAL within 7 days of when they receive an invoice, if they disagree with the invoice. The airlines to 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? <sup>1</sup>	No
Total Passengers Carried	158
<b>Less Exemptions:</b>	
Infants	3
Positioning Crews	3
Transit Passengers <sup>2</sup>	0
Diverted Passengers Returned to Destination <sup>3</sup>	0
Passengers Carried for Billing Purposes	152
<b>Passengers for Discount:</b>	
Transferring Passengers <sup>4</sup>	0

Notes:

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. Any passenger who remains on or reboards on the same aircraft for a thru flight via Wellington Airport.
3. Passengers not processed through customs only.
4. Any passenger who arrives at Wellington Airport and departs on a different aircraft to a different destination from their original departure on one itinerary with a stopover less than 24 hours.

Signed by: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_