



**Specified Airport Services Information Disclosure Requirements
Information Templates
for
Schedules 18–20**

Company Name	Christchurch International Airport Ltd
Disclosure Date	18 August 2022
Pricing Period Starting Year (year ended)	30 June 2023
Disclosure year of most recent annual disclosure (year ended) ¹	30 June 2021

Templates for Schedules 18–20 (Disclosure Following a Price Setting Event)
Version 4.0. Prepared 13 June 2019

Table of Contents

Schedule	Description
18	REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS
19	REPORT ON THE FORECAST PRICING ASSET BASE REVENUE REQUIREMENTS
20	REPORT ON DEMAND FORECASTS

Disclosure Template Guidelines for Information Entry

Templates

The templates contained in this workbook are intended to reflect the specified airport disclosure requirements set out in Schedules 18–19 of Commerce Commission decision 715 (Commerce Act (Specified Airport Services Information Disclosure) Determination 2010).

Data entry cells and calculated cells

Data entered into this workbook may be entered only into the data entry cells. Data entry cells are the bordered, unshaded areas in each template. Under no circumstances should data be entered into the workbook outside a data entry cell.

In some cases, where the information for disclosure is able to be ascertained from disclosures elsewhere in the workbook, such information is disclosed in a calculated cell. Under no circumstances should the formulas in a calculated cell be overwritten. All cells that are not data entry cells may be locked using worksheet protection to ensure they are not overwritten.

Validation settings on data entry cells

To maintain a consistency of format and to guard against errors in data entry, some data entry cells test entries for validity and accept only a limited range of values. For example, entries may be limited to a list of category names or to values between 0% and 100%.

Data entry cells for text entries

Data input cells that display the data validation input message "Short text entry cell" have a maximum text length of 253 characters. Because of page layout constraints, this text length is unlikely to be approached. The amount of text that may be entered in the comment boxes is restricted only by the capacity of the spreadsheet program and page layout constraints. Should a comment box within a template be inadequate to fully present the disclosed comments, comments may be continued outside the template. The comment box must then contain a reference to identify where in the disclosure the comment is continued.

Row widths can be adjusted to increase the viewable size of text entries.

A paragraph feed may be inserted in an entry cell by holding down both the {alt} and the {shift} keys.

Data entry cells that contain conditional formatting

A limited number of data entry cells may change colour or disappear from view in response to data entries (including date entries) made in the workbook. This feature has been implemented to highlight data being entered that is not internally consistent with other data currently entered, and to hide data entry cells for conditionally disclosed information when the determination does not require the data be disclosed.

a) Internal consistency checks

To assist with data entry, the shading of the following data entry cells will change if the cell content becomes inconsistent with data elsewhere in the template:

Internal consistency checking is not applied in Schedules 18–20.

SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont)

Version 4.0

18(v): Cash flow timing assumptions

Year of most recent annual disclosure (year ended)	30 June 2021	
First day of pricing period	1 July 2022	
	Airport assumption	Default assumption
Cash flow timing - revenues - days from year end	148	148
Cash flow timing - expenditure - days from year end	182	182

Explanation and evidence if airport assumption is different from default

CIAL has applied the default timing assumptions in its calculations.

18(vi): Total Revenue Requirement

Overview of the methodology used to determine the revenue requirement

CIAL has derived its prices with reference to a revenue requirement, which in turn has been calculated using the Commission's standard method (including the incorporation of timing factors). The exception is that one class of cost (airline-specific incentives) have not been factored into prices. The various prices have been calculated to recover the costs that are directly attributable to the service, and an appropriate share of shared costs. In all cases, prices have been "smoothed" so that they are constant in real terms given the forecasts of inflation.

(\$000)

	Pricing Period Starting Year 30 Jun 23	Pricing Period Starting Year + 1 30 Jun 24	Pricing Period Starting Year + 2 30 Jun 25	Pricing Period Starting Year + 3 30 Jun 26	Pricing Period Starting Year + 4 30 Jun 27
Forecast revenue for services applicable to the price setting event (excluding forecast assets held for future use revenue)	77,118	88,752	94,712	99,152	103,031
plus Forecast lease, rental and concession income (not applicable to the price setting event)	15,154	15,228	15,882	16,546	16,877
plus Forecast other operating revenue (not applicable to the price setting event)	36	37	38	39	39
Forecast total revenue requirement (excluding assets held for future use revenue)	92,308	104,017	110,633	115,737	119,948
less Forecast operational expenditure	42,729	41,448	41,783	41,777	42,871
less Forecast depreciation	24,816	25,577	26,248	27,133	27,413
less Forecast unlevered tax	9,864	13,006	14,340	15,723	15,545
plus Forecast revaluations	15,124	13,805	12,224	12,430	13,551
Forecast regulatory profit / (loss)	30,023	37,590	40,486	43,535	47,669
Forecast cost of capital	6.65%				
Post-tax WACC at price setting event	6.33%				
WACC percentile equivalent for forecast cost of capital (optional)	58.62%				
WACC percentile equivalent for the post-tax IRR (optional)	48.28%				

Explain the differences between the post-tax IRR and the forecast cost of capital, and the post-tax WACC at price setting event and the forecast cost of capital (including reasons)

The IRR is influenced by two main factors: (1) many of the non-priced services are subject to long term leases / contracts, and so will deliver returns that fluctuate around the prevailing cost of capital, and (2) CIAL does not seek to recover route incentives from the priced services. CIAL's estimate of the cost of capital applies the values prescribed in the current IMs except that (i) a TAMRP of 7.5% has been applied following more recent Commission decisions, and (ii) the debt risk premium has been determined with reference to BBB+ bonds (rather than A-). Refer to section F4 of the accompanying report.

Forecast total revenue requirement from airport charges (including assets held for future use revenue)

Forecast total revenue requirement (excluding assets held for future use revenue)	92,308	104,017	110,633	115,737	119,948
Forecast assets held for future use revenue					
Forecast total revenue requirement (including forecast assets held for future use revenue)	92,308	104,017	110,633	115,737	119,948

Description of any other factors that are considered in determining the forecast total revenue requirement

No other factors have been considered in determining the forecast total revenue requirement.

		Regulated Airport		Christchurch International Airport Ltd			
		Pricing Period Starting Year Ended		30 June 2023			
SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont 3)							
ref	Version 4.0						
(\$'000)							
129	18(vii): Opening Regulatory Asset Base						
130		30 Jun 22					
131	Regulatory asset base as at 30 June 2021	553,507					
132	less Forecast depreciation	22,800					
133	plus Forecast revaluations	34,786					
134	plus Assets commissioned	14,259					
135	less Asset disposals	-					
136	plus (less) Forecast adjustment resulting from cost allocation	-					
137	Estimate of regulatory asset base at start of price setting event	579,752					
138		Pricing Period	Pricing Period	Pricing Period	Pricing Period		
139	<i>for year ended</i>	Starting Year - 1	Starting Year	Starting Year + 1	Starting Year + 2		
		30 Jun 22	30 Jun 23	30 Jun 24	30 Jun 25		
140	18(viii): Forecast Asset Base						
141	Forecast asset base—previous year	553,507	579,752	594,570	611,216	621,507	677,533
142	less Forecast depreciation	22,800	24,816	25,577	26,248	27,133	27,413
143	plus Forecast revaluations	34,786	15,124	13,605	12,224	12,430	13,551
144	plus Assets commissioned	14,259	24,510	28,618	24,314	70,729	41,103
145	less Asset disposals	-	-	-	-	-	-
146	plus (less) Forecast adjustment resulting from cost allocation	-	-	-	-	-	-
147	Forecast closing asset base	579,752	594,570	611,216	621,507	677,533	704,773
148							
149	Description and explanation of the depreciation methodology applied						
150	CIAL has again applied the tilted-annuity depreciation method, with the same tilt-factor that it applied in PSE3. The effect of this method is to produce a more back-ended recovery of capital costs than would occur under straight line depreciation. The continued application of the tilted annuity depreciation method was supported by substantial customers. The tilt factor and real WACC values that CIAL has used (1.5% and 4.37%, respectively) will be lock-in for PSE4.						
151							
152							
153	18(ix): Forecast Works Under Construction						
154	Works under construction—previous year	5,207	-	-	-	-	-
155	plus Capital expenditure	9,052	24,510	28,618	24,314	70,729	41,103
156	less Assets commissioned	14,259	24,510	28,618	24,314	70,729	41,103
157	Works under construction	-	-	-	-	-	-
158							
159	18(x): Assets held for future use cost and base value						
160	Assets held for future use opening cost—previous year	-	-	-	-	-	-
161	plus Forecast holding costs	-	-	-	-	-	-
162	less Forecast assets held for future use net revenue	-	-	-	-	-	-
163	plus Forecast assets held for future use additions	-	-	-	-	-	-
164	less Forecast assets held for future use disposals	-	-	-	-	-	-
165	less Forecast transfers to works under construction	-	-	-	-	-	-
166	Assets held for future use closing cost	-	-	-	-	-	-
167							
168	Initial base value	-	-	-	-	-	-
169	plus Opening tracking revaluations	-	-	-	-	-	-
170	Opening base value	-	-	-	-	-	-
171	plus Forecast assets held for future use revaluations	-	-	-	-	-	-
172	plus Forecast assets held for future use additions	-	-	-	-	-	-
173	less Forecast assets held for future use disposals	-	-	-	-	-	-
174	less Forecast transfers to works under construction	-	-	-	-	-	-
175	Closing base value	-	-	-	-	-	-
176							
177	Tracking revaluations	-	-	-	-	-	-
178							
179	Assumptions and explanations of any assets held for future use revenues						
180	CIAL has not set an "assets held for future use charge" as defined in the ID Determination, and consequently this information is not relevant to this pricing event disclosure (and completion of this section is not required).						
181							
182							
183							

Regulated Airport Christchurch International Airport Ltd
 Pricing Period Starting Year Ended 30 June 2023

SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont 5)

187 Version 4.0

237 **Basis for Cost Allocation**
 238 CIAL has applied the same method of allocating costs and assets between its disclosure and other activities as it has applied in the FY21 disclosures. These disclosures have been prepared in
 239 accordance with the Input Methodologies and relevant Information Disclosure requirements, and require:
 240 - assets to be directly attributable to an activity to be so allocated; and
 241 - use of an accounting based allocator for other assets, which must be:
 242 (a) based upon a causal relationship if one can be established (causal relationship is further defined as a circumstance that affected the utilisation of the asset over a defined previous period); or
 243 (b) otherwise a proxy allocator is to be used.
 244 As part of the price review, CIAL has followed the same approach as it did in PSE3 and extended the allocation methods applied for disclosure purposes to allow for a breakdown of the operating
 245 expenditure and assets within disclosure between the priced and non-priced services. The FY21 pricing RAB disclosed in Schedule 19 shows the application of the method as it existed at the time of
 246 the FY21 disclosures.
 247
 248
 249
 250

251 *An explanation of where and why disclosures differ from the cost-allocation Input Methodology and/or, where costs are shared between regulated and non-regulated assets, an explanation of the basis for that allocation.*

252 **Key Capital Expenditure Projects—Consumer Demands Assessment**
 253 CIAL's forecast PSE4 capital expenditure included business as usual capex (which airlines gave no specific feedback on) and a number of major capital projects which were consulted on. More detail
 254 around forecast capital expenditure is included in Section F2 of the accompanying disclosure document.
 255
 256
 257
 258
 259
 260
 261
 262
 263
 264
 265
 266

266 *An explanation of how consumer demands have been assessed and incorporated for each reported project and the degree to which consumers agree with project scope, timing and cost.*

267 **18(xii) Forecast operational expenditure**

268 (\$000)

	Pricing Period Starting Year 30 Jun 23	Pricing Period Starting Year + 1 30 Jun 24	Pricing Period Starting Year + 2 30 Jun 25	Pricing Period Starting Year + 3 30 Jun 26	Pricing Period Starting Year + 4 30 Jun 27
269 Corporate overheads	7,388	7,585	7,789	7,995	8,208
270 Asset management and airport operations	32,495	31,006	31,057	30,764	31,563
271 Asset maintenance	2,845	2,858	2,937	3,017	3,100
272 Forecast operational expenditure	42,729	41,448	41,783	41,777	42,871

Regulated Airport **Christchurch International Airport Ltd**
 Pricing Period Starting Year Ended **30 June 2023**

SCHEDULE 18: REPORT ON THE FORECAST TOTAL ASSET BASE REVENUE REQUIREMENTS (cont 6)

767 Version 4.0

282 **18(xiii) Forecast financial incentives**

(\$000)	Pricing Period Starting Year 30 Jun 23	Pricing Period Starting Year + 1 30 Jun 24	Pricing Period Starting Year + 2 30 Jun 25	Pricing Period Starting Year + 3 30 Jun 26	Pricing Period Starting Year + 4 30 Jun 27
Forecast pricing incentives	3,818	3,889	3,203	2,167	2,199
Forecast other incentives					
Forecast total financial incentives	3,818	3,889	3,203	2,167	2,199

289 **18(xiv) Forecast revaluations**

	Pricing Period Starting Year - 1 30 Jun 22	Pricing Period Starting Year 30 Jun 23	Pricing Period Starting Year + 1 30 Jun 24	Pricing Period Starting Year + 2 30 Jun 25	Pricing Period Starting Year + 3 30 Jun 26	Pricing Period Starting Year + 4 30 Jun 27
Forecast CPI used to set prices						
Forecast pricing CPI (%)	6.28%	2.61%	2.29%	2.00%	2.00%	2.00%
Asset category revaluation rates (%)						
Land	6.28%	2.61%	2.29%	2.00%	2.00%	2.00%
Sealed Surfaces	6.28%	2.61%	2.29%	2.00%	2.00%	2.00%
Infrastructure and buildings	6.28%	2.61%	2.29%	2.00%	2.00%	2.00%
Vehicles, plant and equipment	6.28%	2.61%	2.29%	2.00%	2.00%	2.00%
Revaluations (\$000s)						
Land	7,329	3,234	2,910	2,602	2,654	2,707
Sealed Surfaces	8,413	3,740	3,489	3,344	3,518	3,699
Infrastructure and buildings	18,283	7,826	6,890	5,963	5,946	6,846
Vehicles, plant and equipment	760	325	315	315	311	298
Total forecast revaluations	34,786	15,124	13,605	12,224	12,430	13,551
Value of any forecast revaluations not consistent with IMs	-	-	-	-	-	-

307 **18(xv) Alternative methodologies with equivalent effect**

Description of and explanation for any alternative methodologies with equivalent effect that have been applied and which components they have been applied to (including evidence to support that it is likely to have equivalent effect)

Not applicable

SCHEDULE 19: REPORT ON THE FORECAST PRICING ASSET BASE REVENUE REQUIREMENTS (cont 2)

Version 4.0

19(v): Total Revenue Requirement for Pricing Assets

Overview of the methodology used to determine the revenue requirement for pricing assets

CIAL has applied the Commission's standard method for deriving revenue requirements, including the application of timing factors. The RAB reflects the values that CIAL has disclosed for ID plus the carry-forward adjustment discussed earlier. Prices for individual services have been calculated to recover the portion of the overall revenue requirement that is directly attributable to the activity, plus a reasonable share of shared costs (this exercise has been done by establishing a series of cost pools). Prices for each service have been set to recover the relevant revenue requirement in smoothed (constant real) terms. The only exception to a standard calculation is that airline-specific incentives have been excluded from the revenue requirement (and hence prices).

(\$000)

	Pricing Period Starting Year 30 Jun 23	Pricing Period Starting Year + 1 30 Jun 24	Pricing Period Starting Year + 2 30 Jun 25	Pricing Period Starting Year + 3 30 Jun 26	Pricing Period Starting Year + 4 30 Jun 27
Forecast revenue from airport activity charges applicable to the price setting event	77,118	88,752	94,712	99,152	103,031
Forecast lease, rental and concession income (applicable to the price setting event)	--	--	--	--	--
plus Forecast other operating revenue (applicable to the price setting event)	--	--	--	--	--
Forecast pricing revenue for services applicable to the price setting event pricing revenue requirement (excluding assets held for future use revenue)	77,118	88,752	94,712	99,152	103,031
less Forecast operational expenditure	36,706	36,453	36,643	36,490	37,433
less Forecast depreciation	22,033	22,736	23,232	23,758	23,481
less Forecast unlevered tax	7,687	10,540	11,854	13,051	12,920
plus Forecast revaluations	(12,224)	(11,002)	(9,869)	(10,042)	(11,099)
Forecast regulatory profit / (loss)	(1,532)	8,021	13,113	15,812	18,099
Forecast cost of capital	6.65%				

Explain any difference between the post-tax IRR on the pricing asset base and the post-tax IRR on the regulated asset base

The main factor is that CIAL has not sought to recover the cost associated with airline-specific incentives through its prices, which has caused the IRR to be below the cost of capital that CIAL applied in its pricing calculations. CIAL informed customers during consultation that these costs were not included in pricing and also showed the effect that excluding these costs would have on the IRR for priced services.

Forecast pricing revenue requirement from airport charges (including assets held for future use charges)

Forecast pricing revenue requirement (excluding forecast revenue from assets held for future use revenues)	77,118	88,752	94,712	99,152	103,031
Forecast revenues from assets held for future use charges	--	--	--	--	--
Forecast pricing revenue requirement from airport charges (including forecast revenue from assets held for future use charges)	77,118	88,752	94,712	99,152	103,031

Description of any other factors that are considered in determining the forecast total revenue requirement

No other factors have been considered in determining the forecast total revenue requirement.

SCHEDULE 19: REPORT ON THE FORECAST PRICING ASSET BASE REVENUE REQUIREMENTS (cont 3)

ref Version 4.0

(\$000)

19(vi): Opening Regulated Asset Base (applicable to price setting)

	30 Jun 22
113	
114	
115	Regulated asset base (applicable to price setting) as at 30 June 2021
116	less Forecast depreciation
117	plus Forecast revaluations
118	plus Assets commissioned
119	less Asset disposals
120	plus (less) Forecast adjustment resulting from cost allocation
121	Estimate of regulated asset base (applicable to price setting) at start of price setting event

	Pricing Period Starting Year - 1	Pricing Period Starting Year	Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4
	30 Jun 22	30 Jun 23	30 Jun 24	30 Jun 25	30 Jun 26	30 Jun 27

19(vii): Forecast Asset Base (applicable to price setting)

124	Forecast pricing asset base—previous year	450,775	468,605	480,850	493,457	502,089	554,963
125							
126	less Forecast depreciation	20,299	22,033	22,736	23,232	23,758	23,481
127	plus Forecast revaluations	28,330	12,224	11,002	9,869	10,042	11,099
128	plus Assets commissioned	9,799	22,053	24,341	21,995	66,590	38,843
129	less Asset disposals	—	—	—	—	—	—
130	plus (less) Forecast adjustment resulting from cost allocation	—	—	—	—	—	—
131	Forecast pricing asset base	468,605	480,850	493,457	502,089	554,963	581,425

Description of and explanation for the depreciation methodology applied

CIAL has again applied the tilted-annuity depreciation method, with the same tilt-factor that it applied in PSE3. The effect of this method is to produce a more back-ended recovery of capital costs than would occur under straight line depreciation. The continued application of the tilted annuity depreciation method was supported by substantial customers. The tilt factor and real WACC values that CIAL has used (1.5% and 4.37%, respectively) will be locked-in for PSE4.

Regulated Airport
Pricing Period Starting Year Ended

Christchurch International Airport Ltd
30 June 2023

SCHEDULE 20: REPORT ON DEMAND FORECASTS

ref Version 4.0

6 **20a: Passenger terminal demand**

7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	Pricing Period									
																					(000)									
																					for year ended	Starting Year + 1	Starting Year + 2	Starting Year + 3	Starting Year + 4	Starting Year + 5	Starting Year + 6	Starting Year + 7	Starting Year + 8	Starting Year + 9
	30 Jun 23	30 Jun 24	30 Jun 25	30 Jun 26	30 Jun 27	30 Jun 28	30 Jun 29	30 Jun 30	30 Jun 31	30 Jun 32																				
	Busy hour passenger numbers	Inbound passengers	Domestic	957	1,033	1,071	1,082	1,091	1,115	1,138	1,163	1,187	1,212																	
			International	457	662	742	806	851	866	881	896	911	929																	
			Combined *	1,074	1,232	1,301	1,339	1,368	1,394	1,421	1,449	1,477	1,506																	
		Outbound passengers	Domestic	950	1,022	1,058	1,068	1,077	1,100	1,122	1,145	1,169	1,193																	
			International	558	727	793	846	883	895	908	920	933	945																	
			Combined *	1,324	1,433	1,481	1,507	1,527	1,545	1,564	1,583	1,602	1,622																	
			* No disclosure of combined terminal forecasts is required for airports with no shared passenger terminal functional components.																											
	Number of passengers during year	Inbound passengers	Domestic	2,361,895	2,515,703	2,592,743	2,614,530	2,633,897	2,681,307	2,792,571	2,778,703	2,828,720	2,879,637																	
			International	488,606	707,035	792,858	860,743	909,298	924,756	940,477	956,465	972,725	989,261																	
			Total	2,850,501	3,222,738	3,385,601	3,475,273	3,543,195	3,606,063	3,733,048	3,735,168	3,801,445	3,868,898																	
		Outbound passengers	Domestic	2,361,895	2,515,702	2,592,742	2,614,530	2,633,897	2,681,307	2,792,570	2,778,703	2,828,719	2,879,636																	
			International	488,605	707,035	792,858	860,743	909,298	924,756	940,477	956,465	972,725	989,261																	
			Total	2,850,500	3,222,737	3,385,600	3,475,273	3,543,195	3,606,063	3,733,047	3,735,168	3,801,444	3,868,897																	
		International transit and transfer passengers [†]		-	-	-	-	-	-	-	-	-	-																	

[†] NB. Forecasts of international transit and transfer passenger numbers relate only to airports with extant or planned international transit and transfer facilities

Regulated Airport
Pricing Period Starting Year Ended

Christchurch International Airport Ltd
30 June 2023

SCHEDULE 20: REPORT ON DEMAND FORECASTS (cont)

ref Version 4.0

34 20b: Aircraft Runway Movements

		Pricing Period Starting Year + 1	Pricing Period Starting Year + 2	Pricing Period Starting Year + 3	Pricing Period Starting Year + 4	Pricing Period Starting Year + 5	Pricing Period Starting Year + 6	Pricing Period Starting Year + 7	Pricing Period Starting Year + 8	Pricing Period Starting Year + 9	
		30 Jun 23	30 Jun 24	30 Jun 25	30 Jun 26	30 Jun 27	30 Jun 28	30 Jun 29	30 Jun 30	30 Jun 31	30 Jun 32
35	(000)	<i>for year ended</i>									
36											
37	Movements during busy period (total number of aircraft)	30	30	31	31	32	32	32	32	32	33
38		321	334	344	348	353	357	360	363	366	370
39											
40	Landings during year (total number of aircraft)										
41	Aircraft 30 tonnes MCTOW or more	14,010	15,299	16,101	16,680	17,173	17,449	17,798	18,151	18,508	18,870
42	Aircraft 3 tonnes or more but less than 30 tonnes MCTOW	23,637	24,404	24,997	25,200	25,443	25,677	26,102	26,535	26,977	27,426
43	Aircraft less than 3 tonnes MCTOW	10,684	10,684	10,684	10,684	10,684	10,683	10,683	10,683	10,683	10,683
44	Total	48,331	50,387	51,782	52,564	53,300	53,809	54,583	55,369	56,168	56,979
45											
46	Landings during year (total MCTOW in tonnes)										
47	Aircraft 30 tonnes MCTOW or more	1,329,326	1,510,661	1,608,530	1,678,909	1,736,323	1,772,688	1,806,119	1,840,017	1,874,393	1,909,251
48	Aircraft 3 tonnes or more but less than 30 tonnes MCTOW	466,474	481,232	493,655	497,897	502,979	509,258	518,208	527,319	536,591	546,032
49	Aircraft less than 3 tonnes MCTOW	16,084	16,084	16,084	16,084	16,084	16,084	16,084	16,084	16,084	16,084
50	Total	1,811,884	2,007,977	2,118,269	2,192,890	2,255,386	2,298,030	2,340,411	2,383,420	2,427,068	2,471,367
51											
52	Landings during year (total number of aircraft)										
53	Air passenger services—international	3,071	4,291	4,776	5,187	5,496	5,589	5,684	5,781	5,879	5,979
54	Air passenger services—domestic	29,732	30,712	31,526	31,803	32,134	32,423	32,717	33,017	33,322	33,632
55	Other aircraft	15,528	15,384	15,479	15,574	15,669	15,764	15,859	15,954	16,049	16,144
56											
57	Landings during year (total MCTOW in tonnes)										
58	Air passenger services—international	421,904	594,486	667,139	724,523	767,687	780,738	794,010	807,508	821,236	835,197
59	Air passenger services—domestic	1,126,821	1,165,333	1,196,221	1,206,709	1,219,291	1,240,291	1,246,337	1,252,491	1,258,755	1,265,131
60	Other aircraft	263,159	248,159	254,909	261,659	268,409	275,159	281,909	288,659	295,409	302,159

Description of the basis for forecasts, and/or assumptions made in forecasting

Please refer to CIAL's disclosure report for a detailed discussion of CIAL's forecasting method and assumptions.