

# ANNUAL REPORT

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For the year ended  
**30 June 2023**

This Annual Report covers the performance of Christchurch International Airport Limited (CIAL) from 1 July 2022 to 30 June 2023. This volume contains our audited financial statements and a summary of our performance targets information. Further overview information and a summary of other aspects of the 2023 financial year are contained in a separate volume, our Annual Review, which may be accessed at [www.christchurchairport.co.nz](http://www.christchurchairport.co.nz)



## **CORPORATE GOVERNANCE**

**Christchurch Airport's Board of Directors is responsible for the company's corporate governance. The Board of Directors is appointed by the shareholders to supervise the management of Christchurch Airport and is accountable to shareholders for the performance of the company and success in meeting the overall goal of creating long term value for shareholders.**

**The structure of this corporate governance section of the annual report outlines Christchurch International Airport Limited's policies and procedures for governance and has been adopted to maximise the transparency of the company's governance practises for the benefit of shareholders and other stakeholders.**

### **DIRECTORS AND MANAGEMENT COMMITMENT**

The Board and management are committed to undertaking their governance role in accordance with accepted best practice appropriate to the company's business, as well as taking account of the company's listing on the NZX Debt Market. As with safety and quality, governance includes a set of systems and processes, supported by people with the appropriate competencies and principles.

Governance by its very nature is on-going; it does not have a finite end. Changing commercial circumstances require regular review and continually evolving systems that implement newly developed techniques and industry best practice.

Christchurch International Airport Limited (CIAL) aims to make sufficient disclosure so that the reader of the Annual Report will be able to assess the effectiveness of the company's corporate governance framework.

### **REGULATORY FRAMEWORK**

The company operates solely in New Zealand and is governed by a range of New Zealand legislation and regulation including the Civil Aviation Act 1990 and the Airport Authorities Act 1966. The Civil Aviation Act 1990 establishes the framework for civil aviation safety, security and economic regulation in New Zealand and ensures that New Zealand's obligations under international civil aviation agreements are implemented.

CIAL is one of three named airports in New Zealand within the Airport Authorities Act 1966, meaning it is infrastructure of national significance and has economic impacts into regions beyond Christchurch City. The Airport Authorities Act gives a range of functions and powers to airport authorities to establish and operate airports.

On 5 April 2023, the Civil Aviation Bill received Royal assent and became the Civil Aviation Act 2023. The new Act will be in force from 5 April 2025, repealing and replacing the Civil Aviation Act 1990 and the Airport Authorities Act 1966 with a single, new statute covering safety, security and economic regulation of civil aviation into the future.

Since 2011, New Zealand's three largest airports including Christchurch have been subject to Information Disclosure regulation under Part 4 of the Commerce Act 1986, administered by the Commerce Commission. Under this framework, the Commission does not set prices for airport services but instead the focus is on monitoring airport performance, ensuring there is transparency in pricing decisions, as well as the effectiveness of the information disclosure regime.

## **BOARD ROLE**

The Board is ultimately responsible for approving CIAL's strategic direction and general affairs, supervision of the management of the company and achievement of its business strategy, aiming to increase long term shareholder value while sustaining and ensuring the obligations of the company are properly met.

The Board's charter recognises the respective roles of the Board and management. In carrying out its principal function, the Board's primary governance roles include:

- Working with executive leadership to ensure that the company's strategic goals are clearly established and communicated, and that strategies are in place to achieve them;
- Holding to account management performance in strategy implementation;
- Appointing the Chief Executive Officer (CEO), approving their contracted terms, monitoring their performance and, where necessary, terminating the CEO's employment;
- Approving and monitoring the company's financial statements, climate risk disclosures and other reporting, including reporting to shareholders, and ensuring the company's disclosure obligations are met;
- Adopting appropriate procedures to ensure compliance with all laws, governmental regulations, applicable codes and accounting standards;
- Approving key performance criteria for CIAL and monitoring the performance of the CEO against these;
- Ensuring that the company adheres to high ethical and corporate behaviour standards, including leveraging our procurement capability and influence to ensure ethical sourcing decision making, alongside influencing positive social impact on our Christchurch campus and across our core long-term projects;
- Establishing procedures and systems to ensure the occupational health, safety and wellbeing of people working at, or visiting the, Christchurch Airport precinct;
- Providing resilient infrastructure whilst adopting a sustainable approach to the operation of its activities;
- Promotion of the long-term sustainable success of the company with regard to Environmental, People, Social and Governance (EPSG) matters by ensuring that the right strategies and action plans are in place to help underpin long-term shareholder and stakeholder value;
- Setting specific limits on management's delegated authority for entry into new expenditure, contracts and acquisition of assets and approve commitments outside those limits;
- Ensuring that CIAL has appropriate risk management and regulatory compliance policies in place and monitoring the appropriateness and implementation of these policies.

The Board delegates day-to-day operations of the company to management under the control of the CEO. Such day-to-day operations are required to be conducted in accordance with strategies set by the Board.

All directors are required to comply with a formal code of conduct, which is based on the New Zealand Institute of Directors Code of Proper Practice for Directors.

## **BOARD STRUCTURE**

The composition of the Board reflects an appropriate mix of skills, experience and attributes required to discharge the duties and responsibilities of the Board and aligns to the interests of the shareholders as a whole, establishing the company's strategy and ensuring that it is effectively implemented.

A fully constituted Board consists of six directors: four appointed by majority shareholder, Christchurch City Holdings Ltd (CCHL), and two appointed by the Minister of Finance and the Minister for State Owned Enterprises (on behalf of the New Zealand Government). From 1 July 2014, CCHL has also been appointing an intern director for a period of twelve to eighteen months to enable prospective directors to gain an insight into good governance practice and to observe the dynamics of sitting on a board.

Directors' appointments are for such period as determined by the relevant shareholder but each term shall not exceed three years. Retiring directors may be reappointed by the relevant shareholder for further three year term as circumstances warrant, taking into account the unique characteristics of the aviation and regulatory environment in which CIAL operates, the long-term investment horizon for critical infrastructure such as airports, and the need to minimise succession risks for both shareholders and bondholders considering the overall composition and tenure of the existing Board.

The Board has a broad range of commercial, financial, marketing, tourism and other relevant experience and expertise required to meet its objectives. Fees for the Board are reviewed by the shareholders using independent advice.

The Board has four formally constituted committees: the Risk, Audit and Finance Committee, the People, Culture and Safety Committee, the Property and Commercial Committee and the Aeronautical Committee. All committees have Board-approved terms of reference outlining the committee's authority, duties and responsibilities and relationship with the Board. Additional committees may be established based on need. Each committee must include a representative of each shareholder.

## **INDUCTION OF NEW DIRECTORS**

Following appointment, directors undertake an induction programme aimed at deepening their understanding of the company business and the environment and markets in which the company operates. As part of the programme directors receive essential Board and company information and meet key management.

Directors are expected to be familiar with changes and trends in the business and CIAL's environment and markets and trends in the economic, political, social and legal climate generally.

## **OPERATION OF THE BOARD**

The Board met ten times during the financial year. In addition, several Board workshops were also held to consider discrete subject matters. The table on the following page sets out the Board and sub-committee meetings attended by the directors during the year.

Directors unable to attend Board or Committee meetings review the relevant papers and provide comments to the Chair or Committee Chair as appropriate.

The Chair, CEO and Chief Financial Officer (CFO) prepare the agenda for each meeting and board papers are provided to the directors in electronic format prior to the meeting.

At each meeting CIAL's interests register is updated as necessary and the Board considers:

- An executive report focusing on company performance, financial position, strategic activations and, as appropriate, progress towards the achievement of company goals and business targets;
- Specific business cases for capital expenditure and strategic activation;
- Separate reports from management covering matters requiring a Board decision or for more detailed information;
- Health, safety and wellbeing reporting and any proposed preventative measures to be applied;
- Report on progress towards sustainability targets;
- Standard items and action items arising from previous meetings.

In addition, based on a predetermined schedule, the Board:

- Reviews and approves the company objectives and strategies, business plan and budgets including the annual profit targets and capital investment programmes;
- Approves the annual and half-yearly financial statements, including the Annual Report and Annual Review to shareholders and public announcements;
- Considers and, if appropriate, declares or recommends the payment of dividends;
- Reviews directors' remuneration following approval from shareholders;
- Reviews the CEO's performance and remuneration;
- Approves remuneration policies and practices for executive leadership on the recommendation of the People, Culture and Safety Committee;
- Approves risk management policies and controls, including insurance cover and compliance with legal and regulatory requirements, on the recommendation of the Risk, Audit and Finance Committee;
- Reviews the adherence to, and annual public disclosure required by the Information Disclosure regulatory regime;
- Reviews the strategy and proposals for the reset of aeronautical charges each five-year cycle;
- Reviews the strategy for CIAL's funding needs and approves banking facilities and debt capital markets issuances;
- Sets the following year's Board work plan.

The Board annually critically evaluates its own performance, its processes and procedures to ensure that they are not unduly complex and that they assist the Board in effectively fulfilling its role and performing its duties. The Board and Committees and each director have the right to seek independent professional advice at CIAL's expense to assist them to carry out their responsibilities.

The Board and Committees have the authority to secure the attendance at meetings of advisers with relevant experience and expertise.

<b>Board and Committee meeting attendance</b>	<b>Original appointment</b>	<b>Current Term expires</b>	<b>Board meetings</b>	<b>Risk, Audit &amp; Finance Committee meetings</b>	<b>People, Culture and Safety Committee meetings</b>	<b>Property &amp; Commercial Committee meetings</b>	<b>Aeronautical Committee meetings</b>
<b>Total number of meetings held</b>			<b>10</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>3</b>
C. Drayton	Sep 09	Oct 23	9	4	4	5	3
C. Paulsen	Oct 10	Oct 24	7	-	2	-	3
S. Ottrey	Mar 19	Oct 24	10	-	4	5	3
K. Mitchell*	Oct 17	Oct 23	10	4	-	-	3
P. Reid	May 18	Apr 24	10	-	4	5	3
A. Barlass	Sep 21	Apr 24	10	4	-	5	3

Note: all committees require a Crown appointed director

\* The majority shareholder has resolved to support reappointment of Kathryn Mitchell for a further three-year term at the 2023 Annual General Meeting

## **COMMUNICATION WITH SHAREHOLDERS**

CIAL is committed to keeping its shareholders informed and places a high degree of importance on open communication and transparent reporting. The company will operate on a “no surprises” basis in respect of material shareholder-related matters, to the extent possible in the context of commercial sensitivity and confidentiality obligations.

In achieving this outcome and in accordance with the Local Government Act 2002, CIAL submits a draft Statement of Intent (SoI) in February for the coming financial year to shareholders. The SoI sets out the company’s overall objectives, intentions and financial and performance targets. Shareholders make comment on the draft SoI. The Board then considers these comments and delivers a final SoI to shareholders by the end of June.

The Board aims to ensure that shareholders are informed of all major developments, including future strategic investments, affecting the company’s state of affairs, while at the same time recognising that commercial sensitivity and New Zealand Stock Exchange (NZX) continuous disclosure obligations (due to CIAL’s listed debt), may preclude certain information from being made public. Within this constraint, information is communicated to the shareholders through quarterly communication, periodic update and briefings as required, providing financial information and commentary on operational and non-financial performance measures.

In a normal financial year, the company is required to provide half yearly and annual reports to shareholders by the end of February and September respectively.

In addition, CIAL proactively develops positive and productive relationships with stakeholders, to ensure effective communication of the initiatives being undertaken.

## **ETHICAL AND RESPONSIBLE DECISION MAKING**

The company requires the highest standards of honesty and integrity from its directors and employees. This, consequently, necessitates responsible and ethical decision making which is supported by the highest standards of corporate behaviour towards our stakeholders.

The Business Plan, incorporating CIAL’s values and aspirations is communicated to all appropriate staff.

All directors and employees are always expected to act honestly in all their business dealings and to act in the best interests of the company, including:

- Responsibility to act honestly and with personal integrity in all actions;
- Responsibilities to shareholders including protection of confidential information, rules for making public statements on behalf of the company, accounting practises and co-operation with auditors;
- Responsibilities to customers and suppliers of CIAL and other persons using the airport;
- Responsibilities to the community including compliance with statutory and regulatory obligations, use of assets and resources and conflicts of interest.

## **RISK MANAGEMENT**

As an airport operator, CIAL recognises our risk profile is determined by ensuring our vital role is performed in line with national interests and expectations. Delivering high levels of available, reliable and resilience 24/7, remains critical given the existing constraints, increasingly frequent and severe weather events, and other risks within an increasingly fragile New Zealand Inc. aeronautical system.

CIAL has a comprehensive enterprise risk management framework to identify, mitigate and manage all business risks on a company-wide basis. A risk is defined as any event that may inhibit the company in meeting its objectives.

Risk management takes place in the context of CIAL's day-to-day activities and is used to identify:

- The potential consequence (measured in terms of the impact on strategic outcomes, finances, operations and reputation) and probability (measured in terms of likely occurrence) of an event or activity;
- Activities and systems in place to mitigate a risk;
- The residual unmitigated risk.

The Board determines its appetite for risk by considering whether the residual unmitigated risk is acceptable and if necessary, plans are put in place for additional controls or systems. The risk management framework is implemented through business processes, such as business planning, investment analysis, project management and operations management. Major initiatives to manage and mitigate business risk will be reflected as activities in the Business Plan.

The Board review CIAL's risk profile periodically, and the Risk, Audit and Finance Committee regularly tracks the development of any existing risks and the emergence of new risks.

The company's risk management framework is underpinned by two committees which are in place to identify potential financial and operational risks, the Risk, Audit and Finance Committee and the People, Culture and Safety Committee, respectively. The company also has mechanisms in place to recognise and manage ESG risks, including climate, wider environmental, people and social risks.

See section below titled Board Sub-Committees, for more detail on the role and responsibilities of these two committees for the oversight of financial and operational risk.

### **Business Assurance**

The role of Business Assurance, through partnering with external service providers, is to develop a comprehensive continuous assurance program, which supports CIAL's risk management framework. Business Assurance is used to verify the company's risk profile and to confirm that risk mitigation is operating as documented.

A comprehensive register of action items arising from Business Assurance reviews is maintained; including a description of the action item, records target completion dates, and responsibility for completion. Progress of high and medium-rated action items is reviewed by the Executive Leadership Team and ultimately the Risk, Audit and Finance Committee.

### **Chief Executive Officer and Chief Financial Officer Assurance**

The CEO and CFO have provided written assurance to the Risk, Audit and Finance Committee regarding the adequacy of:

- Governance, ethics and compliance assurance;
- Financial policies and systems of internal control.

There were no qualifications to the assurances provided by management for the year ended 30 June 2023.

### **Insurance and Indemnities**

CIAL has a comprehensive insurance programme as part of risk mitigation. This programme is reviewed annually to ensure that appropriate cover is in place. The Board has continued its significant consideration of insurance placements as a mitigation of risk in the 2023 financial year to ensure such risk remains adequately protected through both the type and duration of insurance coverage and the level of capacity placed.

Deeds of Indemnity have been given to directors in relation to potential liabilities and costs they may incur for acts or omissions in their capacity as directors. In addition, Deeds of Indemnity have been

provided to the Executive Leadership Team in relation to potential liabilities and costs they may incur for acts or omissions in their capacity as employees of CIAL.

During the year, the directors' and officers' liability insurance was renewed to cover risks arising out of acts, omissions or legal defence of directors and employees in their capacity as such. Insurance is not provided for dishonest, fraudulent, malicious or wilful acts or omissions. The insurance cover is provided by QBE Insurance (Australia) Ltd. The cost of the cover for the year to 30 June 2023 is \$109,250 (2022 \$95,000).

### **Internal Policies and Procedures**

Compliance with the many legal, and regulatory requirements is a priority for the Board. CIAL employees are responsible for ensuring the company carries out its business in a way that considers all applicable legal requirements, minimises the cost of legal risk and maximises business opportunities.

Managers are responsible for making sure their staff understand what compliance means in their particular areas, by ensuring appropriate training and compliance information is available. Compliance with legal and regulatory risk is monitored twice annually and reported to the subsequent quarterly Risk, Audit and Finance Committee meeting.

### **System of Internal Controls**

CIAL has a comprehensive management system, which covers all aspects of its business. The management system incorporating internal financial and operational controls is designed to meet CIAL's specific needs and aims to:

- Facilitate effective and efficient operations;
- Safeguard the company's assets;
- Ensure proper accounting records are maintained;
- Ensure that the financial information used within the business and for publication is reliable.

The system is formally documented and includes performance standards, policies, procedures, instructions and guidance.

The company is committed to maintaining management systems that ensure the requirements of Health, Safety at work together with Environmental Management, with these systems embedding continuous improvement frameworks. During the year the company carries out periodic reviews to ensure the required standards were being met.

If any incidents occur during the year, then an event specific audit review is carried out to ensure full understanding of cause and outcomes and that appropriate remedial actions are undertaken.

Reviews of these systems/controls provide management and the Board with reasonable assurance that the company's management systems are thorough, reliable and comply with the relevant recognised standards.

Such systems of internal control can only be designed to manage, rather than eliminate, risk of failure to achieve business objectives and can provide reasonable, but not absolute, assurance against material misstatement and loss.

## **FINANCIAL CAPITAL MANAGEMENT**

CIAL's capital management and distribution policy is focused on achieving an appropriate balance between preserving financial resilience, effectively leveraging the balance sheet and maintaining balance sheet flexibility for the future. This approach has been effective in providing resilience and flexibility over recent years through a series of material events including earthquakes, terror attacks and a global pandemic.

CIAL targets a stand-alone investment credit rating in the long-term of BBB+, whilst accepting that it may be appropriate to have a reduced stand-alone rating of BBB from time to time, on the proviso that this does not materially impact on the availability of financing and interest costs.



CIAL also targets a gearing ratio which does not exceed 40% given the additional financial oversight that this ratio provides. This includes an appropriate buffer for aviation risk which, which has recently been highlighted, is an inherently volatile sector.

The Directors review dividend policy annually and recommend such dividend payments as are consistent with CIAL's earnings, capital expenditure and future investment requirements, subject to the gearing and credit rating targets outlined above.

## **THE BOARD'S RELATIONSHIP WITH MANAGEMENT**

### **Position of Chief Executive Officer**

The CEO is the primary point of accountability and link between the Board and operational management functions.

All Board authority conferred on management is delegated through the CEO so that the authority and accountability of management is considered to be the authority and accountability of the CEO so far as the Board is concerned.

The Board and CEO agree to meet specific outcomes directed towards the company goals. This will usually take the form of an annual performance programme directed at achieving the company goals.

The Board systematically and rigorously monitors the CEO's performance against the criteria established in the performance objectives and the company goals.

Between Board meetings the Chair maintains a link between the Board and the CEO. They are kept informed by the CEO on all important matters and is available to the CEO to provide counsel and advice where appropriate. The Chair however does not use this link to personally manage the CEO and does not impede the flow of information to the Board necessary for sound governance.

Only decisions of the Board acting as a body are binding on the CEO. Decisions or instructions of individual directors, officers or committees cannot be given to the CEO and are not binding in any event except in those instances where specific authorisation is given by the Board.

The Board instructs the CEO through written policies that prescribe the shareholder benefit to be achieved (company goals) and the organisational circumstances to be avoided, allowing the CEO any reasonable interpretation of those policies.

### **Delegation of Responsibilities**

The Board delegates management of the day-to-day affairs and management responsibilities of the company to the CEO and executive leadership to deliver the strategic direction and goals determined by the Board. This delegation includes:

- Operating CIAL's business within the parameters set by the Board from time to time and, where a proposed transaction, commitment or arrangement exceeds these parameters, referring the matter to the Board for its consideration and approval;
- Developing business plans, budgets and company strategies for the Board's consideration and, to the extent that they are approved by the Board, implementing these plans, budgets and strategies;
- Identifying and managing business risks, and if those risks could materially affect the company or its business, formulating strategies to manage those risks;
- Managing CIAL's current financial and other reporting mechanisms to ensure that they are functioning effectively to capture all relevant material information on a timely basis;
- Implementing CIAL's internal controls, policies and procedures and monitoring these controls, policies and procedures to ensure that they are appropriate and effective.

## **BOARD SUB-COMMITTEES**

The Board has set up various committees to enhance the Board's effectiveness in key areas, while still retaining overall responsibility.

### **Risk, Audit and Finance Committee**

The Risk, Audit & Finance Committee consists of three board members who have appropriate financial experience and understanding of the company's industry. The Board requires that at least one member of the Audit Committee be a "financial expert".

The object of the Risk, Audit & Finance Committee is to provide independent assurance and assistance to the Board on the company's enterprise risk, control and compliance framework, its implementation of strategy and actions plans on ESG issues, and its external accountability and reporting responsibilities. The Risk, Audit & Finance Committee acts as an advisor to the Board to assist the Board discharge its responsibility to exercise due care, diligence and skill in relation to:

- Risk management and systems of internal control;
- Compliance with applicable laws and regulations;
- Promotion of the long-term sustainable success of the company with regard to ESG matters by ensuring that the right strategies and action plans are in place to help underpin long-term shareholder and stakeholder value;
- Reporting of financial information, climate risk disclosures, regulatory information disclosures, and other non-financial performance information in accordance with relevant rules and standards (including all related audit processes);
- Managing financial risk.

The Board authorises and empowers the Risk, Audit and Finance Committee to:

- Review and approve accounting policies and practices as they apply to the company;
- Review the current enterprise risk management framework, and associated procedures for effective identification and management of the company's financial and business risks;
- Gain adequate assurance over management's approach to maintaining an effective internal control environment;
- Review the adequacy of insurance cover at each insurance renewal and recommend to the Board any significant changes to insurance cover, including assessment of alternate risk financing options to reduce the increasing exposure, and cost, to the insurance market;
- Review and approve the annual business assurance plan, and regularly monitor business assurance findings;
- Review approach to the ongoing establishment of the company's business continuity and disaster recovery planning arrangements, with specific focus on information technology security and disaster recovery;
- Recommend to the Board the appointment of the external auditor and approve their fee;
- Provide advice on and review the company's Annual Report and Financial Statements prior to consideration and approval by the Board;
- Provide advice on and review the company's regulatory Annual Information Disclosure prior to consideration and approval by the Board;
- Provide advice on and review any changes to external standards and reporting of non-financial performance information, including upcoming Climate Related Disclosures;
- Review, on an on-going basis, the company's capital structure, Treasury Policy and optimal funding portfolio in the future;

- Review overall tax risk profile of CIAL with focus on adherence to tax governance policy.

To fulfil this role, the Committee meets independently with both the business assurance and external auditors to provide a forum for open discussion regarding management's integrity and performance. The external auditors are only permitted to engage on assurance work.

The members of the Risk, Audit and Finance Committee as at 30 June 2023 were Kathryn Mitchell (Chair), Catherine Drayton and Andrew Barlass.

### **People, Culture and Safety Committee**

CIAL has prioritised our people focus across the business, building our culture around our purpose and our values. These focus on building belief in our purpose, belonging to our values and trust in ourselves and others. The belief/belonging/trust framework is used to orientate our people around focusing on the overlap between individual and organisational purpose, values and connection.

At the core of CIAL's Health, Safety and Wellbeing Strategy is the protection of our people. The Board and management are committed to bringing this to life through fostering and facilitating a culture with strong safety values, visible and authentic safety leadership, integration and refinement of our safety management systems, and continued activation of our Wellbeing Strategy.

The People, Culture and Safety Committee's role is to oversee how the company's talent is applied to convert its capital into value and to guide and review the company's People and culture strategy and policies. The responsibilities of the Committee are:

- To establish procedures and systems to ensure the health, safety and wellbeing of the company's employees and contractors working for CIAL across the Christchurch Airport campus;
- To continue to assist with the development of our leadership, culture and capability in our safety eco-system, involving critical risk assessment and risk management via best practice policies and mitigation procedures;
- To have overall governance responsibility for Civil Aviation Authority rule Part 100 (Safety Management Systems) and ensure organisational compliance;
- To provide oversight and review annually the People and Culture strategy, policies and implementation plan with a focus on embracing Diversity and Inclusion in all its forms and building cultural competence through active engagement with iwi in various ways across multiple areas of our activities;
- To oversee CIAL's recruitment, retention and development of our key talent;
- To oversee termination policies and procedures for senior leadership, and the succession planning for senior leadership and the CEO;
- To develop the company's reward and recognition philosophy, performance and development framework and oversee the annual remuneration review process (see section on Remuneration below);
- To review the performance of the CEO, the engagement agreement and benefit structure for the CEO and Executive Leadership Team and recommend to the Board senior executive incentive remuneration plans, other employee benefits, and key performance objectives.

The members of the People, Culture and Safety Committee as at 30 June 2023 were Sarah Ottrey (Chair), Catherine Drayton, Chris Paulsen and Paul Reid.

### **Property and Commercial Committee**

The Property and Commercial Committee's role is to assist the Board in ensuring that the company maximises the level of returns received (and wider economic value to the business as a whole) from investments made in property development, on-going property management and other commercial opportunities.

The responsibilities of the Committee are:

- To regularly review, test and recommend for approval the company's property and commercial development and management strategy (including its priorities) to ensure that it remains appropriate having regard to all relevant matters. Such matters shall include the company's financial position, maintenance of a balanced property portfolio, property market conditions, regulatory planning issues, strategic focus and priorities, timetabling of investments, and any other matters considered relevant by the Committee;
- To review and recommend for approval the principles and standards with respect to the company's property and commercial investment strategy, in respect of the type of property investment, and rates of return parameters to be achieved;
- To review and recommend to the Board approval of significant property and commercial investment and development proposals;
- To review and recommend to the Board the long-term property investment and commercial development path to be pursued;
- Planning and consenting to enable development of the wider property portfolio;
- To review and negotiation of commercial arrangements with terminal and property tenants;
- Ongoing review of overall 'Park to Plane' strategy across our customers' journey including identification and understanding of exponential technologies and how digital change will disrupt and shape CIAL's business in the future.

The members of the Property and Commercial Committee as at 30 June 2023 were Paul Reid (Chair), Sarah Ottrey, Andrew Barlass and Catherine Drayton.

### **Aeronautical Committee**

The Aeronautical Committee's role is overseeing aeronautical activity to ensure that CIAL obtains the best level of return the aeronautical segment of the business is reasonably able to produce, while ensuring its aeronautical operations are safe and efficient, and represent best aviation practice.

The responsibilities of the Committee are:

- To review and recommend to the Board strategies in respect of the provision of aeronautical facilities, general aviation and aeronautical business development (including marketing and pricing issues);
- To review specific proposals, and subsequent post project reviews, relating to aeronautical charging, commercial arrangements to support route development initiatives, and airline incentives or promotions;
- To review the returns and aeronautical market position being achieved by CIAL's aeronautical business to ensure it is in line with the overall objectives of CIAL's business strategy;
- To provide advice on and review the company's aeronautical pricing strategy, approach and consultation with substantial customers each relevant five-year period. Also, to review relevant Commerce Commission disclosures relating to the reset of aeronautical prices and engagement with Commission review, prior to consideration and approval by the Board;
- To report to the Board annually, or as required, on; the safety, effectiveness and operational benchmarking of CIAL's aeronautical operations; the market position of its aeronautical business; the returns being achieved on individual aeronautical initiatives; and, the effectiveness and the implementation of CIAL's aeronautical strategies.
- To review and support the progressive development of CIAL's strategies for the stimulation and resurgence of growth of the South Island tourism sector, in conjunction with regional tourism organisations and other industry stakeholders.

All Directors were members of the Aeronautical Committee as at 30 June 2023.

## REMUNERATION

The Board's People, Culture and Safety Committee is responsible for remuneration across the organisation and has a charter it operates under.

### Directors

The directors' remuneration is paid in the form of directors' fees. Additional fees are paid to the Chair of the Board and the Chairs of the various Board sub-committees to reflect the additional responsibilities of these positions. CIAL also meets directors' reasonable travel and other costs associated with the company's business and their own learning and development.

The total remuneration paid to directors for the year ended 30 June 2023 was:

NAME	REMUNERATION
C. Drayton	\$95,000
K. Mitchell	\$57,275
S. Ottrey	\$67,275
C. Paulsen	\$57,275
P. Reid	\$57,275
A. Barlass	\$51,275
<b>Total Fees</b>	<b>\$385,375</b>

CIAL has made no loans to any director, nor has the company guaranteed any debts incurred by a director.

### CIAL Employees

#### Framework for Remuneration

The People, Culture and Safety Committee is responsible for reviewing remuneration policy and human resources strategy, structure, policy and practices. It seeks external expert advice on best practice remuneration structures and market trends to ensure that the remuneration strategy for CIAL contributes to effective performance and value creation.

To operate as a successful business, CIAL must be able to attract, retain, develop and motivate high calibre employees at all levels. CIAL's remuneration policy primarily aims to ensure that remuneration levels are set at market-competitive rates that are able to attract and retain the key talent we need to manage, operate and create real shareholder value in the business, and that remuneration is linked to performance. CIAL is a socially responsible and equal opportunities employer.

The ability to retain and attract key capability and talent continues to be challenging in the ongoing constrained labour market. This remains the primary focus for the Board to ensure that CIAL is in the best position to create value as the company moves towards full recovery of pre-pandemic passenger numbers over the next period.

The People, Culture and Safety Committee reviews the CEO's performance evaluation of his direct reports and approves the remuneration and other variations to the terms and conditions of employment of their direct reports.

**REMUNERATION RANGES \$'000****NUMBER OF CURRENT AND FORMER  
EMPLOYEES**

	<b>2023</b>	<b>2022</b>
\$100 - \$110	20	30
\$110 - \$120	22	24
\$120 - \$130	16	6
\$130 - \$140	6	5
\$140 - \$150	7	6
\$150 - \$160	3	5
\$160 - \$170	5	3
\$170 - \$180	3	3
\$180 - \$190	5	4
\$190 - \$200	2	2
\$200 - \$210	2	1
\$210 - \$220	2	1
\$220 - \$230	1	3
\$230 - \$240	1	0
\$240 - \$250	1	2
\$250 - \$260	-	1
\$300 - \$310	1	1
\$310 - \$320	1	-
\$330 - \$340	-	3
\$350 - \$360	1	-
\$360 - \$370	1	-
\$370 - \$380	1	-
\$380 - \$390	-	1
\$390 - \$400	1	-
\$460 - \$470	-	1
\$700 - \$710	1	
\$790 - \$800	1	
\$980 - \$990	-	1

### Chief Executive Remuneration

For FY23, the Chief Executive's annual remuneration package consisted of:

- a base salary of \$675,000\* and KiwiSaver contributions of \$20,250\*;
- variable salary of \$85,000\*\*.

This is combined for a total FY23 annual remuneration package of \$780,250.

\* Current Chief Executive has been in place for six months. Total base salary and KiwiSaver package is equivalent to 12 months.

\*\* Variable salary is for six months.

In FY22, the Chief Executive's total remuneration was \$982,620, comprising a base salary of \$754,000, KiwiSaver contributions of \$28,620 and variable remuneration totalling \$200,000.

## **SUSTAINABILITY**

CIAL's Chair of the board and CEO are primarily responsible for CIAL's approach to sustainability. The Board defines the sustainability vision and policy. The GM – Future Planning & Sustainability is part of CIAL's executive leadership team reporting directly to the CEO in order to enable CIAL to effectively integrate sustainability throughout the company and to ensure its impact on strategy. The achievement of sustainability targets is one of the elements of the remuneration policy for the CEO.

At the heart of our sustainability approach is a dedication to kaitiakitanga, both from an environment and inter-generational well-being approach.

Looking ahead we plan to be more inclusive of a broader approach towards sustainability that will include targets within the social and governance areas, alongside continuing our work in the environmental sustainability space. This will include a global benchmarking refresh to support the setting of new targets across broader sustainability outcomes.

Our commitment to climate action and accelerating the de-carbonisation of our sector ahead of our science-based targets will remain at the forefront – with the focus moving from Scope 1 reductions towards impacting our Scope 2 and 3, exploring emerging technologies for the remaining Scope 1 challenges, supporting our airline partners to de-carbonise by preparing for the needs of future aviation, building climate risk resilience into our operational processes and development of our physical climate risk adaption plan.

CIAL also has a growing interest in understanding our ability to positively impact biodiversity. We will work through a similar process to our climate work with biodiversity – including setting science-based targets, developing a biodiversity regeneration plan that will outline the projects we need to undertake to achieve our goals, and then embedding this in practice across the organization.

### **Climate Risk**

The Board is responsible for overseeing the management of risks and opportunities for the organisation, including those relating to climate change. CIAL's Risk, Audit & Finance Committee supports the board in this regard and has oversight of the setting and execution of CIAL's EPSG strategy as well as specific responsibility for CIAL's Climate Reporting obligations.

Within CIAL, the GM – Future Planning & Sustainability has established a dedicated team with deep expertise in climate change, including a Sustainable Transition leader. This team provides the Board with updates on emerging best practice, regulatory requirements and other climate-related issues that are relevant to CIAL.

CIAL will fall within the scope of the Government's proposed climate related disclosures reporting regime, and although mandatory reporting will not come into effect until the financial year ending 30 June 2024, CIAL has already begun this process.

The drafting of our reporting is underway and will continue to evolve now that the standards have been finalised. CIAL’s wider sustainability initiatives and progress against targets, are reported each year in our Sustainability Report as a part of the Annual Review document. In FY23, CIAL will further develop our commentary in relation to climate risk related disclosures and our journey towards the proposed introduction of mandatory disclosures for FY24.

CIAL’s assessment of the potential impacts of climate change and the transition to a lower carbon economy will continue to evolve. When there is sufficient evidence-based support, the potential financial impact is incorporated into CIAL’s underlying forecast cash flows for any relevant asset valuation and impairment models e.g. impact on demand, capital and operating expenditure associated with climate change initiatives and use of appropriately risk adjusted discount rates as necessary.



## Directors' Responsibility Statement

The directors are responsible for ensuring that the financial statements give a true and fair view of the financial position of the company as at 30 June 2023, and the financial performance, cash flows and reporting against the Statement of Intent for the year ended on that date.

The directors consider that the financial statements of the company have been prepared using appropriate accounting policies, consistently applied and supported by reasonable judgments and estimates, and that all relevant financial reporting and accounting standards have been followed.

The directors consider that proper accounting records have been kept, which enable, with reasonable accuracy, the determination of the financial position of the company and facilitate compliance of the financial statements with the Financial Reporting Act 2013 and Financial Markets Conduct Act 2013.

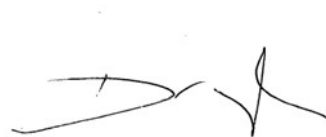
After reviewing the current results and detailed forecasts, taking into account available credit facilities and availability of further funding and making further enquiries as considered appropriate, the Directors are satisfied that the company has adequate resources to enable it to continue in business for the foreseeable future. For this reason, the directors believe it is appropriate to adopt the going concern basis in preparing the financial statements.

The directors consider they have taken adequate steps to safeguard the assets of the company and to prevent and detect fraud and other irregularities.

The directors have the pleasure in presenting the consolidated financial statements of the group, set out on pages 18-67, and the performance information of the group set out on pages 68 to 74, of Christchurch International Airport Limited for the year ended 30 June 2023.

The Board of Directors of Christchurch International Airport Limited authorise these financial statements for issue on 29 August 2023.

For and on behalf of the Board



**Catherine Drayton**  
**CHAIR**



**Kathryn Mitchell**  
**DIRECTOR**

## Statement of financial performance

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For the year ended 30 June 2023

	Note	<b>2023</b>	<b>2022</b>
		<b>\$000</b>	<b>\$000</b>
<b>INCOME</b>			
Operating revenue	2	203,080	138,807
Fair value gain on investment properties	13	-	48,387
Interest income		380	60
Total income		<u>203,460</u>	<u>187,254</u>
<b>EXPENSES</b>			
Operating costs	2	84,615	69,144
Financing and interest costs	2	30,228	24,776
Depreciation, amortisation and impairment	2	43,079	35,849
Fair value loss on investment properties	13	4,470	-
Total expenses		<u>162,392</u>	<u>129,769</u>
<b>Surplus before income tax</b>		<u>41,068</u>	<u>57,485</u>
Total taxation (benefit) expense	3b	<u>4,224</u>	<u>(2,043)</u>
<b>Surplus after income tax</b>		<u>36,844</u>	<u>59,528</u>

*The accompanying notes and policies form part of these financial statements*

## Statement of comprehensive income

For the year ended 30 June 2023

	Note	<b>2023</b>	<b>2022</b>
		<b>\$000</b>	<b>\$000</b>
<b>Surplus after income tax</b>		36,844	59,528
<b>Other comprehensive income</b>			
<i>Items that will not be reclassified to the statement of financial performance</i>			
Fair value gain on revaluation of assets	7a	136,772	113,329
Deferred tax on revaluation of assets	4	(39,593)	(10,231)
		97,179	103,098
<i>Items that may be reclassified subsequently to the statement of financial performance</i>			
Cash flow hedges:			
Fair value gain (losses) recognised in the cash flow hedge reserve	7a	6,418	34,507
Realised gain (losses) transferred to the statement of financial performance	7a	(125)	6,658
Deferred tax on revaluation on cash flow hedges	4	(1,762)	(11,526)
		4,531	29,639
<b>Other comprehensive income for year, net of tax</b>		101,710	132,737
<b>Total comprehensive income for year</b>		138,554	192,265

The income tax relating to each component of other comprehensive income is disclosed in note 7.

*The accompanying notes and policies form part of these financial statements*

## Statement of changes in equity

For the year ended 30 June 2023

	Note	Share Capital \$000	Reserves \$000	Retained Earnings \$000	Total Equity \$000
Balance at 1 July 2021		<b>57,600</b>	<b>715,290</b>	<b>427,696</b>	<b>1,200,586</b>
Surplus after income tax		-	-	59,528	59,528
Other comprehensive income for the year		-	132,737	-	132,737
Dividends paid to shareholders	6	-	-	(6,750)	(6,750)
<b>Balance at 30 June 2022</b>		<b>57,600</b>	<b>848,027</b>	<b>480,474</b>	<b>1,386,101</b>
Transfer of Asset revaluation		-	(461)	461	-
Surplus after income tax		-	-	36,844	36,844
Other comprehensive income for the year		-	101,710	-	101,710
Dividends paid to shareholders	6	-	-	(17,295)	(17,295)
<b>Balance at 30 June 2023</b>		<b>57,600</b>	<b>949,276</b>	<b>500,484</b>	<b>1,507,360</b>

*The accompanying notes and policies form part of these financial statements*

## Statement of financial position

As at 30 June 2023

	Note	2023 \$000	2022 \$000
<b>EQUITY</b>			
Share capital		57,600	57,600
Reserves	7a	949,276	848,027
Retained earnings	7b	500,484	480,474
<b>Total equity</b>		<u>1,507,360</u>	<u>1,386,101</u>
<b>NON-CURRENT LIABILITIES</b>			
Term borrowings	8	479,000	446,918
Derivative financial instruments	9	-	2,805
Deferred taxation	4	200,040	167,995
Trade and other payables	10	379	480
<b>Total non-current liabilities</b>		<u>679,419</u>	<u>618,198</u>
<b>CURRENT LIABILITIES</b>			
Trade and other payables	10	27,227	18,697
Current portion of borrowings	8	97,381	124,000
Taxation payable	3c	9,982	852
Derivative financial instruments	9	2,923	543
<b>Total current liabilities</b>		<u>137,513</u>	<u>144,092</u>
<b>Total liabilities</b>		<u>816,932</u>	<u>762,290</u>
<b>Total equity and liabilities</b>		<u>2,324,292</u>	<u>2,148,391</u>
<b>NON-CURRENT ASSETS</b>			
Property, plant and equipment	11	1,517,427	1,392,985
Investment properties	13	752,873	714,192
Intangible assets	12	3,209	1,314
Trade and other receivables	14	4,249	4,873
Derivative financial instruments	9	20,417	15,230
<b>Total non-current assets</b>		<u>2,298,175</u>	<u>2,128,594</u>
<b>CURRENT ASSETS</b>			
Cash and cash equivalents		4,370	4,388
Trade and other receivables	14	20,224	14,849
Derivative financial instruments	9	1,196	-
Inventories		327	560
<b>Total current assets</b>		<u>26,117</u>	<u>19,797</u>
<b>Total assets</b>		<u>2,324,292</u>	<u>2,148,391</u>

*The accompanying notes and policies form part of these financial statements*

## Statement of cash flows

For the year ended 30 June 2023

	Note	2023 \$000	2022 \$000
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>			
<b>Cash was provided from:</b>			
Receipts from customers		199,740	140,135
Interest received		380	60
Net goods and services tax received		-	-
		<u>200,120</u>	<u>140,195</u>
<b>Cash was applied to:</b>			
Payments to suppliers and employees		(81,239)	(68,334)
Financing and interest costs		(29,321)	(24,478)
Net income tax paid		(3,600)	-
Subvention payments		(804)	
Net goods and services tax paid		(301)	(1,000)
		<u>(115,265)</u>	<u>(93,813)</u>
<b>Net cash flows from operating activities</b>	15	<u>84,855</u>	<u>46,382</u>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>			
<b>Cash was provided from:</b>			
Proceeds from sale of property, plant and equipment		7	7
<b>Cash was applied to:</b>			
Purchase of property, plant and equipment		(29,492)	(8,105)
Purchase of investment properties		(41,360)	(20,212)
Purchase of intangible assets		(2,734)	(46)
		<u>(73,586)</u>	<u>(28,363)</u>
<b>Net cash flows from investing activities</b>		<u>(73,579)</u>	<u>(28,356)</u>
<b>CASH FLOWS FROM FINANCING ACTIVITIES</b>			
<b>Cash was provided from:</b>			
Borrowings		75,000	104,000
<b>Cash was applied to:</b>			
Dividends paid	6	(17,295)	(6,750)
Borrowings		(69,000)	(115,000)
		<u>(86,295)</u>	<u>(121,750)</u>
<b>Net cash flows from financing activities</b>		<u>(11,295)</u>	<u>(17,750)</u>
<b>Net increase / (decrease) in cash held</b>		(19)	276
Add cash and cash equivalents at beginning of the year		4,389	4,112
<b>Cash and cash equivalents at the end of the year</b>		<u>4,370</u>	<u>4,388</u>

*The accompanying notes and policies form part of these financial statements*

## **GENERAL INFORMATION**

Christchurch International Airport Limited (the company) owns and operates Christchurch International Airport. The company is owned 75% by Christchurch City Holdings Limited, a wholly owned subsidiary of Christchurch City Council, and 25% owned by the New Zealand Government.

The company is a limited liability company incorporated and domiciled in New Zealand. The address of its registered office is Level 4 Car Park Building, Christchurch International Airport, Christchurch.

The company operates predominantly in the business of providing airport facilities and services to airline and airport users. All airport operations are currently based at Christchurch International Airport.

These financial statements have been approved for issue by the Board of Directors on 29 August 2023.

The Board of Directors has the power to amend the financial statements after issue.

## **SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

The principal accounting policies adopted in the preparation of the financial statements are set out below. These policies have been consistently applied to all the periods presented, unless otherwise stated.

### **a) Basis of preparation**

These financial statements have been prepared in accordance with Generally Accepted Accounting Practice in New Zealand. They comply with the New Zealand Equivalents to International Financial Reporting Standards (NZ IFRS), the International Financial Reporting Standards and other applicable Financial Reporting Standards, as appropriate for for-profit entities.

#### *Entity reporting*

The financial statements are for Christchurch International Airport Limited and its wholly owned subsidiaries:

- CIAL Holdings Number 1 Limited
- CIAL Holdings Number 2 Limited
- CIAL Holdings Number 3 Limited
- CIAL Holdings Number 4 Limited
- CIAL Holdings Number 5 Limited

As the wholly owned subsidiaries were not trading and held no assets and liabilities during and at the end of the period of review, the financial statements for the group are the same as that of the parent.

The company is designated as a for profit entity for financial reporting purposes.

#### *Statutory base*

Christchurch International Airport Limited is a company registered under the Companies Act 1993. The Company is an FMC reporting entity under part 7 of the Financial Markets Conduct Act 2013.

The financial statements have been prepared in accordance with the requirements of the Local Government Act 2002, the Financial Reporting Act 2013, the Companies Act 1993 and the requirements of Part 7 of the Financial Markets Conduct Act 2013 and the NZX Listing Rules (1 April 2023).

#### *Functional and presentation currency*

These financial statements are presented in New Zealand dollars and all values are rounded to the nearest thousand dollars (\$1,000). The functional currency of the company is New Zealand dollars.

#### *Historical cost convention*

These financial statements have been prepared under the historical cost convention, as modified by the revaluation of certain assets and liabilities to fair value as identified in specific accounting policies.

### *Significant accounting judgements, estimates and assumptions*

The preparation of financial statements requires the use of certain critical accounting estimates and assumptions based on known facts at a point in time. It also requires the company to exercise its judgement in the process of applying the accounting policies. The resulting accounting estimates will, by definition, seldom equal the related actual outcome. The estimates and assumptions that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year are set out below.

#### *i. Identification of Property, Plant and Equipment to be reclassified to Investment Property*

The company makes a decision on the assets to be included in Investment Properties based on their "interim use" as outlined in accounting policy (m). A key factor of this classification is that the "interim use" of such property is not for aircraft related activities. The classification of property between categories gives rise to different accounting treatments which can impact the Statement of Financial Performance or Statement of Comprehensive Income.

#### *ii. Fair Value of Investment Property*

The company uses independent registered valuers to determine the fair value of investment properties. The valuation process requires the use of assumptions and estimates which are based on market conditions at the time. Changes to market conditions or to assumptions made in the estimation of fair value may result in changes to the fair value of investment property recorded within the Statement of Financial Performance. For further information on the estimates and assumptions used in determining fair value of these assets see accounting policy (m) and note 13 to the financial statements.

#### *iii. Carrying Value of Property, Plant and Equipment and Impairment Assessments*

Judgement is required to determine whether the fair value of land, buildings, terminal facilities, sealed surfaces, infrastructure and car parking assets has changed materially from the last revaluation. The determination of fair value at the time of the revaluation requires estimates and assumptions based on market conditions at that time. Changes to estimates, assumptions or market conditions are considered each year in assessing if there is a risk of a material movement, if there is, a formal revaluation is performed and any movement in the carrying value is reflected in the Statement of Comprehensive Income.

The company uses its own judgement, previous experience and advice from independent registered valuers to make the necessary determinations.

For further information on the estimates and assumptions used in determining fair value of these assets see accounting policy (l) and note 11 to the financial statements.

Impairment assessments are completed annually for appropriate cash generating units (CGU) and individual assets. An impairment assessment measures the recoverable amount of an asset based on projections and estimates of future cash flows specifically related to the relevant group of assets. An impairment charge is recognised for any asset with a carrying value in excess of its recoverable amount. Changes to estimates or assumptions within each impairment assessment may result in a different assessment conclusion.

### *New and amended standards*

The accounting policies set out in these financial statements are consistent for all periods presented.

Certain new accounting standards and amendments have been issued that are not mandatory for the 30 June 2023 financial year and have not been early adopted. Those new standards and amendments that are relevant to the Company are:



### *Amendments to NZ IAS 1 – Classification of Liabilities as Current or Non-current*

The amendments clarify a criterion in NZ IAS 1 for classifying a liability, such as loans, as non-current: the requirement for an entity to have the right to defer settlement of the liability for at least 12 months after the reporting period. The Company will not early adopt these amendments. The Company is assessing the effect of these amendments on its loan agreements. Amendments are effective for annual reporting periods beginning on or after 1 January 2024. The company will first apply the amendments to its 30 June 2025 financial statements.

### *Amendments to FRS-44 Disclosure of Fees for Audit Firms' Services*

The amendment addresses concerns about the quality and consistency of disclosure an entity provides about fees paid to its audit or review firm for different services the amendment is effective for reporting periods beginning on or after 1 January 2024. The company will first apply the amendments to 30 June 2025 financial statements.

Other new accounting standards and amendments have been issued that are not mandatory for the 30 June 2023 financial year and have not been early adopted by the Company. The Company has assessed that these are not likely to have an effect on its financial statements.

## **b) Foreign currency translation**

Foreign currency transactions are translated into the functional currency using the exchange rates prevailing at the dates of the transactions. Foreign exchange gains and losses resulting from the settlement of such transactions and from the translation at year end exchange rates of monetary assets and liabilities denominated in foreign currencies are recognised in the Statement of Financial Performance, except when deferred in equity as qualifying cash flow hedges.

## **c) Revenue recognition**

Revenue comprises the fair value of the provision of services, excluding Goods and Services Tax, rebates, incentives and discounts, and is recognised when the associated performance obligations are satisfied.

Revenue captured within the scope of NZ IFRS 15 requires disclosure as revenue from contracts with customers. Revenue streams outside of the scope of NZ IFRS 15 are also contracted under agreements, including rental and lease arrangements.

Revenue is recognised as follows:

### *i. Provision of services*

Landing and terminal facilities services are provided to airlines on demand under the published regulatory prices, rather than through fixed quantity individual contracts. Depending on the service being provided, the transaction price is calculated based on a fixed price per landing, per passenger, or by weight and revenue is recognised when the airport facilities are used. Where applicable, separate incentive agreements are signed with individual airlines. These charges are invoiced monthly and in arrears.

Rent and Lease income is recognised on a straight-line basis over the term of the lease where the airport is the lessor. Variable concession income is recognised as revenue on an accrual basis based on the turnover of the concessionaire and rental agreement.

Ground transport income is recognised over time as the car park or transport facilities are used. Billing and payment are completed on exit from the car park or monthly in arrears. The transaction price charged varies depending on the length of services provided and how the services have been booked.

Other revenue includes the recovery of operating costs associated with leases where the airport is the lessor.

### *ii. Interest income*

Interest income is recognised on a time-proportion basis using the effective interest method.

#### **d) Income tax**

Income tax expense in relation to the surplus or deficit for the period comprises current tax and deferred tax.

Current tax is the amount of income tax payable based on the taxable profit for the current year, plus any adjustments to income tax payable in respect of prior years. Current tax is calculated using the rates that have been enacted or substantively enacted by balance date.

Deferred tax is the amount of income tax payable or recoverable in future periods in respect of temporary differences and unused tax losses. Temporary differences are differences between the carrying amount of assets and liabilities in the financial statements and the corresponding tax bases used in the computation of taxable profit.

Deferred tax liabilities are generally recognised for all taxable temporary differences. Deferred tax assets are recognised to the extent that it is probable that taxable profits will be available against which the deductible temporary differences or tax losses can be utilised.

Deferred tax is calculated at the tax rates that are expected to apply in the period when the liability is settled or the asset is realised, using tax rates that have been enacted or substantively enacted by balance date.

Current tax and deferred tax are charged or credited to the Statement of Financial Performance, except when it relates to items charged or credited directly to other comprehensive income, in which case the tax is dealt with in the Statement of Comprehensive Income.

#### **e) Goods and Services Tax (GST)**

The Statement of Financial Performance and the Statement of Cash Flows have been prepared so that all components are stated exclusive of GST.

All items in the Statement of Financial Position are stated exclusive of GST, with the exception of receivables and payables, which include GST invoiced. Commitments and contingencies are stated exclusive of GST.

#### **f) Impairment of Non-Financial Assets**

Non-financial assets are assessed for indicators of impairment whenever events or changes in circumstances indicate that the carrying amount may not be recoverable. An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable amount.

The recoverable amount is the higher of an asset's fair value less costs to sell and value in use. For the purposes of assessing impairment, assets are grouped at the lowest levels for which there are separately identifiable cash flows.

#### **g) Cash and cash equivalents**

Cash and cash equivalents include cash on hand, deposits held on call with financial institutions, other short-term, highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value. Bank overdrafts are included as cash and cash equivalents for Statement of Cash Flows purposes, but separately disclosed in the Statement of Financial Position.

#### **h) Trade and other receivables**

Trade and other receivables are amounts due from customers for services performed in the ordinary course of business. They are generally due for settlement within 30 days and are therefore all classified as current, with the exception of non-current prepayments and lease inducements and incentives. Trade receivables are recognised initially at the amount of consideration that is unconditional, unless they contain significant financing components, when they are recognised at fair value. The group holds the trade receivables with the objective of collecting the contractual cash flows and therefore measures them

subsequently at amortised cost using the effective interest method less provision for expected credit losses.

The group applies the IFRS 9 simplified approach to measuring expected credit losses which uses a lifetime expected loss allowance for all trade and other receivables. This method groups those financial assets which have shared credit risk characteristics and the days past due. The amount of the provision is recognised in Note 14.

Debts which are known to be uncollectible are written off.

#### **i) Inventories**

Inventories are stated at the lower of cost and net realisable value. Cost is determined on a weighted average basis and includes cost of materials. Net realisable value is the estimated selling price in the ordinary course of business. Any write-down is recognised in the Statement of Financial Performance.

#### **j) Derivatives**

Derivatives are only used for economic hedging purposes and not as speculative investments. However, where derivatives do not meet the hedge accounting criteria, they are classified as 'held for trading' for accounting purposes and are accounted for at fair value through profit or loss. They are presented as current assets or liabilities to the extent they are expected to be settled within 12 months after the end of the reporting period.

Derivatives are initially recognised at fair value on the date a derivative contract is entered into and are subsequently re-measured to their fair value at balance date. The accounting for subsequent changes in fair value depends on whether the derivative is designated as a hedging instrument and, if so, the nature of the item being hedged. The company designates certain derivatives as either:

- i. hedges of the fair value of recognised assets or liabilities or a firm commitment (fair value hedge);  
or
- ii. hedges of the cashflow of highly probable forecast transactions (cash flow hedges).

At inception of the hedge relationship, the Company documents the economic relationship between hedging instruments and hedged items, including whether changes in the cash flows of the hedging instruments are expected to offset changes in the cash flows of hedged items. The Company documents its risk management objective and strategy for undertaking its hedge transactions.

Hedge effectiveness is determined at the inception of the hedge relationship, and through periodic prospective effectiveness assessments, to ensure that an economic relationship exists between the hedged item and hedging instrument.

The Company enters into interest rate swaps that have similar critical terms as the hedged item, such as reference rate, reset dates, payment dates, maturities and notional amount. The Company does not hedge 100% of its loans, therefore the hedged item is identified as a proportion of the outstanding loans up to the notional amount of the swaps.

Hedge ineffectiveness for interest rate swaps may occur due to, the credit value/debit value adjustment on the interest rate swaps which is not matched by the loan, and differences in critical terms between the interest rate swaps and loans.

#### **iii. Fair value hedge**

Changes in the fair value of derivatives that are designated and qualify as fair value hedges are recorded in the Statement of Financial Performance, together with any changes in the fair value of the hedged asset or liability that are attributable to the hedged risk. The company only applies fair value hedge accounting for hedging fixed interest risk on borrowings. The gain or loss relating to the effective portion of interest rate swaps hedging fixed rate borrowings is recognised in the Statement of Financial Performance within "Financing and Interest Costs".

Changes in the fair value of the hedged fixed rate borrowings attributable to interest rate movements are also recognised in the Statement of Financial Performance within "Financing and Interest Costs".

*iv. Cash flow hedge*

The effective portion of changes in the fair value of derivatives that are designated and qualify as cash flow hedges is recognised in other comprehensive income. The gain or loss relating to the ineffective portion is recognised immediately in the Statement of Financial Performance. Amounts accumulated in other comprehensive income are recycled in the Statement of Financial Performance in the periods when the hedged item will affect profit or loss (for instance when the forecast transaction that is hedged takes place). However, when the forecast transaction that is hedged results in the recognition of a non-financial asset (for example, asset purchase) or a non-financial liability, the gains and losses previously deferred in other comprehensive income are transferred from other comprehensive income and included in the measurement of the initial cost or carrying amount of the asset or liability.

When a hedging instrument expires or is sold or terminated, or when a hedge no longer meets the criteria for hedge accounting, any cumulative gain or loss existing in other comprehensive income at that time remains in other comprehensive income and is recognised when the forecast transaction is ultimately recognised in the Statement of Financial Performance or is capitalised on the recognition of a non-financial asset. When a forecast transaction is no longer expected to occur, the cumulative gain or loss that was reported in other comprehensive income is immediately transferred to the Statement of Financial Performance.

*v. Derivatives that do not qualify for hedge accounting*

Where derivative instruments do not qualify for hedge accounting or for which hedge accounting has not been adopted, changes in the fair value of these derivative instruments will be recognised immediately in the Statement of Financial Performance.

**k) Fair value measurement**

The company measures financial instruments, such as derivatives, and non-financial assets such as investment properties, at fair value at each balance sheet date. Also, fair values of financial instruments measured at amortised cost are disclosed in Note 22.

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. The fair value measurement is based on the presumption that the transaction to sell the asset or transfer the liability takes place either:

- In the principal market for the asset or liability or
- In the absence of a principal market, in the most advantageous market for the asset or liability.

The principal or the most advantageous market must be accessible to the company.

The fair value of an asset or a liability is measured using the assumptions that market participants would use when pricing the asset or liability, assuming that market participants act in their economic best interest. A fair value measurement of a non-financial asset takes into account a market participant's ability to generate economic benefits by using the asset in its highest and best use or by selling it to another market participant that would use the asset in its highest and best use.

The company uses valuation techniques that are appropriate in the circumstances and for which sufficient data are available to measure fair value, maximising the use of relevant observable inputs and minimising the use of unobservable inputs.

All assets and liabilities for which fair value is measured or disclosed in the financial statements are categorised within the fair value hierarchy, described as follows, based on the lowest level input that is significant to the fair value measurement as a whole:

- Level 1 — Quoted (unadjusted) market prices in active markets for identical assets or liabilities

- Level 2 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is directly or indirectly observable;
- Level 3 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is unobservable.

For assets and liabilities that are recognised in the financial statements on a recurring basis, the company determines whether transfers have occurred between levels in the hierarchy by re-assessing categorisation (based on the lowest level input that is significant to the fair value measurement as a whole) at the end of each reporting period. External valuers are involved for valuation of significant assets, such as properties and investment properties and significant liabilities.

For the purpose of fair value disclosures, the company has determined classes of assets and liabilities on the basis of the nature, characteristics and risks of the asset or liability and the level of the fair value hierarchy as explained above.

### **1) Property, plant and equipment**

Properties held as part of airport operations are classified as property, plant and equipment. Property, plant and equipment are initially recognised at cost. Historical cost includes expenditure that is directly attributable to the acquisition of the assets.

Motor vehicles, Office & Computer equipment and Plant & Equipment are carried at cost less accumulated depreciation and impairment losses.

The following remaining asset classes are carried at fair value, as determined by an independent registered valuer, less accumulated depreciation and any impairment losses recognised after the date of any revaluation. Any assets within these classes acquired or constructed after the date of the latest revaluation are carried at cost, which approximates fair value.

Revaluations are carried out with sufficient regularity to ensure that the carrying amount does not differ materially from fair value at balance date (at minimum every five years):

- Land
- Buildings
- Terminal facilities
- Airport sealed surfaces
- Infrastructure assets
- Car park.

Any accumulated depreciation at the date of revaluation is eliminated against the gross carrying amount of the asset and the net amount is restated to the revalued amount of the asset.

Costs subsequent to revaluation are included in the asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that future economic benefits associated with the item will flow to the company and the cost of the item can be measured reliably. Repairs and maintenance are charged to the Statement of Financial Performance during the financial year in which they are incurred.

Increases in the carrying amounts arising on revaluation are credited to reserves in shareholders' equity through the Statement of Comprehensive Income. To the extent that the increase reverses a decrease previously recognised in the Statement of Financial Performance, the increase is first recognised in the Statement of Financial Performance.

Decreases that reverse previous increases of the same asset are first charged against revaluation reserves directly in equity to the extent of the remaining reserve attributable to the asset; all other decreases are charged to the Statement of Financial Performance.

## Depreciation

Land is not depreciated. Depreciation of property, plant and equipment is calculated on a straight-line basis so as to expense the cost of the assets over their estimated useful lives. The useful lives are as follows:

- Terminal facilities 10 to 60 years
- Other buildings 10 to 100 years
- Sealed surfaces 15 to 120 years (some components non-depreciable)
- Plant and equipment 3 to 25 years
- Motor vehicles 5 to 16 years
- Office and computer equipment 3 to 20 years
- Car park assets (excluding land) 7 to 50 years
- Infrastructure 15 to 100 years

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

Gains and losses on disposals are determined by comparing the proceeds with the carrying amount of the asset. These are included in the Statement of Financial Performance. If disposal is made of an asset that has been revalued, any remaining revaluation reserve for that asset included in equity is transferred directly to retained earnings when the asset is derecognised.

Work in progress is measured at cost and reviewed for impairment. No depreciation is charged, or revaluation made, prior to work in progress being capitalised to the appropriate asset category.

### **m) Investment property**

Land is held by the company for long term and strategic purposes and is not held for resale. Investment properties are land and buildings where the building is built to maximise the return on land and buildings as an "interim use", are held for long term rental yield and are not occupied by the company. Investment property also includes property that is being constructed or developed for future use as investment property.

Properties leased to third parties under operating leases are generally classified as investment property unless:

- The occupants provide services that are integral to the operation of the company's business;
- The property is being held for future delivery of services.

Land where there are infrastructure services in place up to its boundary or there is a firm commitment to provide such infrastructure **and** the further development of that land is signalled within the next 3 years (being the current business planning cycle) is classified as investment property. Buildings that are held for a currently undetermined future use, or that are vacant but held to be leased out under one or more operating leases, are classified as investment properties.

The classification of properties is done at the lowest possible level. Thus, where part of a property is occupied by a party other than the company, consideration is given to whether that portion of the building could be classified as an investment property. Classification as an investment property will be indicated if the section of the building could be separately sold or leased under a finance lease.

If the section of the property occupied by a party other than the company is unable to be sold or leased separately from the rest of the building, the building is assessed as a whole and will usually only be classified as investment property if the company occupies an insignificant portion of the total building.

Investment property is carried at fair value, based on valuation methodologies using direct sales comparison or a direct capitalisation of rental income using market comparison of capitalisation rates,

supported by a discounted cashflow approach. These values are determined annually by external valuers. Gains or losses arising from a change in fair value are recorded in the Statement of Financial Performance.

Fair value measurement on property under construction is only applied if the fair value is considered to be reliably measurable.

If it is determined that the fair value of an investment property under construction is not reliably determinable but the company has an expectation that the fair value of the property will be reliably determinable when construction is complete, the investment property under construction will be measured at cost until either its fair value becomes reliably determinable or construction is completed (whichever is earlier).

Transfers are made to investment property when there is a change in use. This may be evidenced by ending of owner occupation, commencement of an operating lease to another party or commencement of construction or development for future use as investment property.

#### **n) Finite life intangible assets**

Acquired computer software licences are capitalised on the basis of the costs incurred to acquire and bring to use the specific software. These have a finite useful life and are amortised on a straight-line basis over the useful economic life of 2 to 6 years. Computer software licences are carried at cost less accumulated amortisation and any accumulated impairment losses. Costs associated with maintaining computer software programmes are recognised as an expense as incurred.

#### **o) Trade and other payables**

Trade payables are recognised initially at fair value and subsequently measured at amortised cost using the effective interest method. These amounts represent liabilities for goods and services provided to the company prior to the end of financial year which are unpaid. The amounts are unsecured and are usually paid within 30 days of recognition.

#### **p) Borrowings**

Borrowings are recognised initially at fair value, net of directly attributable transaction costs incurred. Borrowings (other than those subject to a fair value hedge relationship – see accounting policy j(i)) are subsequently carried at amortised cost. Any difference between the proceeds (net of transaction costs) and the redemption value is recognised in the Statement of Financial Performance over the period of the borrowings using the effective interest method.

Borrowings are classified as current liabilities unless the company has an unconditional right to defer settlement of the liability for at least 12 months after the balance sheet date.

Borrowing costs that are directly attributable to the acquisition or construction of an item of property, plant and equipment, investment properties or a qualifying asset (an asset that takes a substantial period of time to get ready for intended sale or use and is of significant cost) have been capitalised as part of the cost of the asset. All other borrowing costs are expensed in the period in which they occur.

#### **q) Share capital**

Ordinary shares are fully paid and classified as equity. All 57,600,000 shares have equal voting rights and share equally as to dividends and surplus on winding up.

#### **r) Provisions**

The company recognises a provision for future expenditure of an uncertain amount or timing when there is a legal or constructive obligation as a result of a past event; it is probable that an outflow of resources will be required to settle the obligation and the amount can be reliably estimated.

Provisions are measured at the present value of the expenditure expected to be required to settle the obligation.

### **s) Employee benefits**

Liabilities for wages and salaries, including non-monetary benefits, annual leave and accumulating sick leave and other contractual payments are recognised in other payables in respect of employees' services up to the reporting date and are measured at the amounts expected to be paid when the liabilities are settled.

### **t) Dividends**

Dividend distribution to the company shareholders is recognised as a liability in the company's financial statements in the period in which the dividends are authorised by the directors and notified to the company's shareholders.

### **u) Leases**

#### *Company as a lessor*

Leases for which the company is a lessor are classified as finance or operating leases. Whenever the terms of the lease transfer substantially all the risks and rewards of ownership to the lessee, the contract is classified as a finance lease. All other leases are classified as operating leases.

The company enters into lease agreements as a lessor with respect to investment properties, space within the terminal facilities and other properties used for aeronautical purposes. The majority of leases have rental payable monthly. Lease payments for some contracts include CPI increases and sales-based concession fees. To manage credit risk exposure, where considered necessary, the company may obtain bank guarantees for the term of the lease.

Rental income from operating leases is recognised on a straight-line basis over the term of the relevant lease. Variable concession income is recognised as revenue on an accrual basis based on the turnover of the concessionaire and rental agreement. Initial direct costs incurred in negotiation and arranging an operating lease are added to the carrying amount of the leased asset and recognised on a straight-line basis over the lease term.

The company does not currently have lessor finance leases.

#### *Company as a lessee*

At the inception of a contract, the company assesses whether a contract is or contains a lease. If a lease exists, a right-of-use asset is recognised and a corresponding lease liability with respect to all lease arrangements in which it is the lessee, except for short-term leases (defined as leases with a lease term of 12 months or less) and leases of low value assets. Lease payments related to short term and low value asset leases are recognised as an operating expense on a straight-line basis over the length of the lease term or on a systematic basis.

#### *Lease inducements and incentives*

Lease inducements and incentives are provided for the agreement of a new or renewed operating lease with a lessee. They are recognised as an integral part of the net consideration agreed for the use of the leased asset and are recognised over the lease term, on a straight-line basis unless another systematic basis is representative of the time pattern over which the benefit of the leased asset is diminished.

Lease inducements are recognised against lease revenue in the Statement of Financial Performance. The company assesses lease incentive and receivables for impairment at each reporting date as outlined in accounting policy (h).



## **v) Financial instruments**

### *Financial assets*

Financial assets can be classified in the following categories: financial assets at fair value through profit or loss, fair value through other comprehensive income (OCI) and amortised cost. The classification depends on financial assets contractual cashflow characteristics and the company's business model for managing them, namely how the business manages its financial assets in order to generate cash flows. Management determines the classification of its financial assets at initial recognition.

Currently the company's non-derivative financial assets are classified and measured at amortised cost. To qualify for this classification, the asset needs to give rise to cashflows that are 'solely payments of principal and interest (SPPI)' on the principal amount outstanding and for which the business model is to hold the asset to collect contractual cash flows.

Financial assets at amortised cost are subsequently measured using the effective interest (EIR) method and are subject to impairment. Gains and losses are recognised in profit and loss when the asset is derecognised, modified or impaired.

Financial assets are derecognised when the rights to receive cash flows from the financial assets have expired or have been transferred and the company has transferred substantially all risks and rewards of ownership.

The company's financial assets at amortised cost include trade and other receivables and cash and cash equivalents. They are included in current assets, except for maturities greater than 12 months after the balance sheet date, which are classified as non-current assets.

### *Financial liabilities*

Financial liabilities can be classified in the following categories at initial recognition, as financial liabilities at fair value through profit or loss and amortised cost.

All financial liabilities are recognised initially at fair value and, in the case of loans and borrowings and payables, net of directly attributable transaction costs.

The company's financial liabilities include trade and other payables, loans and borrowings and derivative financial instruments.

Loans and borrowings financial liabilities is the most relevant to the company. After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the EIR method. Gains and losses are recognised in profit or loss when the liabilities are derecognised as well as through the EIR amortisation process.

Amortised cost is calculated by taking into account any discount or premium on acquisition and fees or costs that are an integral part of the EIR. The EIR amortisation is included as finance costs in the Statement of Financial Performance.

## **w) Capital management**

The company's capital includes share capital, reserves and retained earnings. The company's policy is to maintain a strong capital base so as to maintain investor, creditor and market confidence and to sustain future development of the business. The company recognises the need to maintain a balance between the higher returns that might be possible with greater gearing and the advantages and security afforded by a sound capital position.

The company is not subject to any externally imposed capital requirements, other than the covenants required under our borrowing agreements. These covenants cover Guaranteeing Group coverage, Gearing, Interest Cover, Joint Ventures and EBITDA to Senior Debt and are reported to lenders every six months. During the current year, there were no breaches of these covenants.

There have been no material changes to the company's management of capital during the period.

## Notes to the financial statements

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For the year ended 30 June 2023

### 1. Segment Information

#### Reportable segments

The company's reportable operating segments have been based on the monthly internal reporting that is received by the Chief Executive, as the chief operating decision maker. This information is used to assess performance and determine the allocation of resources.

The operating segments are based on the type of services rendered. Discrete financial information is presented to the Chief Executive to a Net Profit Before Tax level, which is used to assess segment performance. An allocation of all corporate revenues and expenses (except tax), is included within each operating segment.

#### Operating segments – Services provided

##### Planes

This area of the business offers services that facilitate the movement of aircraft, cargo and passengers on the airfield.

##### Passengers

The passenger operating segment provides services to the terminal retailers, provides ground transport solutions to staff and the public and includes the terminal facilities portion of the aeronautical charge.

##### Property

The property operating segment earns revenues from the provision of investment properties to landside airport campus tenants and operating the Novotel Christchurch Airport.

Income reported represents income generated from external customers. There was no inter-segment income in the period (30 June 2022: nil).

#### Major customers

The company has a number of customers that it provides services to. The most significant customer in the current year accounted for 30% (2022: 29%) of total segmented income. Revenue associated with this customer was included in the Planes, Passenger and Property operating segments.

#### Geographical spread

All revenue generated by the company is initiated in New Zealand. All company assets are located in New Zealand.

<b>Operating Segments</b>	<b>Planes</b>	<b>Passengers</b>	<b>Property</b>	<b>Total</b>
<b>As at 30 June 2023</b>	\$000	\$000	\$000	\$000
<b>SEGMENT INCOME</b>				
<i>Revenue from contracts with customers</i>				
Landing and Terminal Charges	33,715	41,359	24	75,098
Ground Transport and other trading activities	7	20,395	13,960	34,362
<i>Total Revenue from contracts with customers</i>	<b>33,722</b>	<b>61,754</b>	<b>13,984</b>	<b>109,460</b>
<i>Other Income</i>				
Rent and Lease Income	31	30,645	49,301	79,977
Gain on disposal of assets	6	16	4	26
Other Revenue	269	2,308	11,040	13,617
Interest	44	220	116	380
<i>Total Other Income</i>	<b>350</b>	<b>33,189</b>	<b>60,461</b>	<b>94,000</b>
<i>Total segment income</i>	<b>34,072</b>	<b>94,943</b>	<b>74,445</b>	<b>203,460*</b>
<b>SEGMENT EXPENSES</b>				
Staff	9,711	10,905	5,094	25,710
Asset management, maintenance and airport ops	2,498	11,717	3,517	17,732
Rates and Insurance	1,598	5,323	8,680	15,601
Marketing and Promotions	88	1,602	849	2,539
Professional fees and levies	967	2,002	1,933	4,902
Commercial entity running costs	-	-	9,356	9,356
Other	1,427	4,185	3,163	8,775
Financing and Interest Costs	4,075	13,565	12,588	30,228
Depreciation, Amortisation and Impairment	10,370	25,657	7,052	43,079
Fair Value loss on investment properties	-	-	4,470	4,470
<i>Total segment expenses</i>	<b>30,734</b>	<b>74,956</b>	<b>56,702</b>	<b>162,392*</b>
<i>Segment Net Profit before Tax</i>	<b>3,338</b>	<b>19,987</b>	<b>17,743**</b>	<b>41,068*</b>

\* agrees to total income, total expenses and surplus before tax on the Statement of Financial Performance

\*\* included within the balance is \$4,470,000 fair value loss on investment properties.

<b>Operating Segments</b>	<b>Planes</b>	<b>Passengers</b>	<b>Property</b>	<b>Total</b>
<b>As at 30 June 2022</b>	\$000	\$000	\$000	\$000
<b>SEGMENT INCOME</b>				
<i>Revenue from contracts with customers</i>				
Landing and Terminal Charges	22,753	20,929	-	43,682
Ground Transport and other trading activities	7	11,212	17,492	28,711
<i>Total Revenue from contracts with customers</i>	<b>22,760</b>	<b>32,141</b>	<b>17,492</b>	<b>72,393</b>
<i>Other Income</i>				
Rent and Lease Income	-	13,751	42,022	55,773
Gain on disposal of assets	-	-	-	-
Other Revenue	223	2,177	8,241	10,641
Fair Value gain on investment properties	-	-	48,387	48,387
Interest	6	34	20	60
<i>Total Other Income</i>	<b>229</b>	<b>15,962</b>	<b>98,670</b>	<b>114,861</b>
<i>Total segment income</i>	<b>22,989</b>	<b>48,103</b>	<b>116,162</b>	<b>187,254*</b>
<b>SEGMENT EXPENSES</b>				
Staff	9,015	10,589	4,832	24,436
Asset management, maintenance and airport ops	1,300	9,425	3,233	13,958
Rates and Insurance	1,401	4,950	7,775	14,126
Marketing and Promotions	68	779	373	1,220
Professional fees and levies	839	1,724	1,533	4,096
Commercial entity running costs	-	-	6,080	6,080
Other	982	3,180	1,066	5,228
Financing and Interest Costs	3,280	11,336	10,160	24,776
Depreciation, Amortisation and Impairment	8,080	25,108	2,661**	35,849
Total segment expenses	<b>24,965</b>	<b>67,091</b>	<b>37,713</b>	<b>129,769*</b>
Segment Net Profit before Tax	<b>(1,976)</b>	<b>(18,988)</b>	<b>78,449***</b>	<b>57,485*</b>

\* agrees to total income, total expenses and surplus before tax on the Statement of Financial Performance.

\*\* included within this balance is a \$4,348,000 impairment reversal of the hotel asset (note 11).

\*\*\* included within the balance is \$48,387,000 fair value gain on investment properties.

## 2. Operating Revenue and Expenses

	<b>2023</b>	<b>2022</b>
<b>Operating Revenue</b>	<b>\$000</b>	<b>\$000</b>
<i>Revenue from contracts with customers</i>		
Landing and Terminal charges	75,098	43,682
Ground transport and other trading activities	34,362	28,711
	<u>109,460</u>	<u>72,393</u>
<i>Other Income</i>		
Rent and Lease income	79,977*	55,773*
Gain on disposal of assets	26	-
Other revenue	13,617	10,641
	<u>93,620</u>	<u>66,414</u>
<b>Total operating revenue</b>	<b><u>203,080</u></b>	<b><u>138,807</u></b>

\* included within this balance is variable lease payments of FY23 \$13,025,000 and FY22 \$4,752,000

### Expenses

#### Operating costs

Staff	25,710	24,436
Asset Management, maintenance and airport ops	17,732	13,958
Rates and insurance	15,601	14,126
Marketing and promotions	2,539	1,220
Professional services and levies	4,902	4,096
Commercial entity running costs	9,356	6,080
Other	8,775	5,228
	<u>84,615</u>	<u>69,144</u>

#### Other includes:

Expected credit losses – change in provision	126	57
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#### Professional services and levies include:

Audit of financial statements	207	125
Additional audit fee recovery related to prior year	-	23
Fees Paid to the Auditor for Other Assurance services:		
- Audit of disclosure regulations	49	45
- Review of compliance with bond conditions	6	4

<b>Staff costs comprise:</b>	<b>2023</b>	<b>2022</b>
	<b>\$000</b>	<b>\$000</b>
Wages and Salaries	22,900	22,403
Payroll related expenses	2,407	1,661
Contributions to defined contribution schemes	18	17
Directors' fees	385	355
	<b>25,710</b>	<b>24,436</b>

#### **Financing and interest costs**

Interest costs	30,294	24,725
Fair value hedge ineffectiveness	(66)	51
<b>Total finance costs</b>	<b>30,228</b>	<b>24,776</b>

#### **Depreciation, amortisation and impairment**

Depreciation (note 11)	42,239	39,149
Amortisation of intangibles (note 12)	840	1,048
Impairment (Reversal) of Property, plant and equipment (note 11)	-	(4,348)
<b>Total Depreciation, amortisation and impairment</b>	<b>43,079</b>	<b>35,849</b>

### **3. Income tax**

#### **a) Income tax expense**

Operating surplus before income tax	41,068	57,485
Prima facie taxation at 28%	11,499	16,096
Plus/(less) taxation effect of:		
Revenue not assessable for tax purposes	(8,005)	(20,450)
Expenses not deductible for tax purposes	726	856
Income tax attributable to operating surplus	4,220	(3,498)
Under provision in prior years	(48)	(124)
Deferred tax adjustment from prior periods	52	1,579
Investment property land value adjustments (Note 13)	-	-
<b>Total taxation expense</b>	<b>4,224</b>	<b>(2,043)</b>

<b>b) Components of tax expense</b>	<b>2023</b>	<b>2022</b>
	<b>\$000</b>	<b>\$000</b>
Current tax expense	13,582	1,720
Adjustments to current tax of prior years	(48)	(124)
Deferred tax expense – current year	(9,310)	(3,639)
Total tax expense	<u>4,224 *</u>	<u>(2,043) *</u>

\*the total tax expense for FY23 is an effective tax rate of 10% (PY: -3.6%). The FY23 tax expense is influenced by the significant amount of the fair value gain on investment properties this year which has been apportioned to land, with land value changes not incurring a deferred tax charge.

### **c) Taxation payable**

Balance at beginning of the year	852	(744)
Prior year adjustment	(48)	(124)
	<u>804</u>	<u>(868)</u>
Current tax expense	13,582	1,720
	<u>14,386</u>	<u>852</u>
Payments to:		
Inland Revenue Department	(3,600)	-
Subvention payments to members of the CCC tax group	(804)	-
Taxation payable	<u>9,982</u>	<u>852</u>

Christchurch International Airport Ltd is a member of the Christchurch City Council (CCC) Tax group. The company pays subvention payments to other members of the CCC tax group. Subvention payment of \$804,000 was made in 2023 (2022: nil). These payments are treated as if they were payments of income tax and are reflected as part of the taxation payable amount.

## **4. Deferred taxation**

<b>2023</b>	<b>Opening Balance \$000</b>	<b>Charged to Income \$000</b>	<b>Charged to Equity \$000</b>	<b>Closing Balance \$000</b>
Property, plant & equipment	120,534	(3,054)	39,593	157,073
Intangible assets	259	(134)	-	125
Investment properties	44,429	(6,301)	-	38,128
Provisions and payments	(1,134)	179	-	(955)
Derivatives	3,907		1,762	5,669
	<u>167,995</u>	<u>(9,310)</u>	<u>41,355</u>	<u>200,040</u>

<b>2022</b>	<b>Opening Balance</b>	<b>Charged to Income</b>	<b>Charged to Equity</b>	<b>Closing Balance</b>
	<b>\$000</b>	<b>\$000</b>	<b>\$000</b>	<b>\$000</b>
Property, plant & equipment	110,856	(553)	10,231	120,534
Intangible assets	266	(7)	-	259
Investment properties	47,072	(2,643)	-	44,429
Provisions and payments	(698)	(436)	-	(1,134)
Derivatives	(7,619)		11,526	3,907
	<u>149,877</u>	<u>(3,639)</u>	<u>21,757</u>	<u>167,995</u>

<b>5. Imputation credit memorandum account</b>	<b>2023</b>	<b>2022</b>
	<b>\$000</b>	<b>\$000</b>
Balance available for use in subsequent reporting periods	-	-

Imputation credits are not earned on subvention payments made to other members of the CCC tax group. No adjustment has been made for credits associated with tax payable, due to uncertainties regarding tax loss transfers.

<b>6. Dividends</b>	Note		
2023 Interim dividend paid, \$0.25 per share		14,457	
2022 Final dividend paid, \$0.05 per share		2,838	
2021 Final dividend paid, \$0.12 per share		-	6,750
	7b	<u>17,295</u>	<u>6,750</u>

## **7. Reserves and retained earnings**

<b>a) Reserves</b>	<b>2023</b>	<b>2022</b>
	<b>\$000</b>	<b>\$000</b>
<b>Balances</b>		
Cash flow hedges reserve	14,580	10,049
Asset revaluation reserve	934,696	837,978
Balance at end of the year	<u>949,276</u>	<u>848,027</u>
<b>Cash flow hedges reserve</b>		
<i>Movements:</i>		
Balance at the beginning of the year	10,049	(19,590)
Revaluation to fair value	6,418	34,507
Transfer to statement of financial performance	(125)	6,658
Deferred tax on revaluation	(1,762)	(11,526)
Balance at the end of the year	<u>14,580</u>	<u>10,049</u>



The cash flow hedge reserve is used to record gains and losses on the value of hedging instruments. The fair value is determined by reference to the market value of equivalent instruments at the reporting date and will fluctuate each period as the market variables change and the future cash flows resulting from the instrument reduce. The movement in the fair value from prior year reflects the impact of a change in market interest rates, compared to the underlying fixed hedging instruments currently held by CIAL. Amounts transferred to the statement of financial performance are included in financing and interest costs.

<b>Asset revaluation reserve</b>	<b>2023</b>	<b>2022</b>
	<b>\$000</b>	<b>\$000</b>
Balance at beginning of the year	837,978	734,880
Revaluation of assets	97,179*	103,098*
Transfer to retained earnings	(461)	-
Balance at end of the year	<u>934,696</u>	<u>837,978</u>
<i>Comprising:</i>		
Revaluation on:		
Land	403,120	404,412
Terminal facilities	209,516	145,621
Buildings	15,236	15,235
Sealed surfaces	115,609	91,422
Infrastructure assets	61,796	48,065
Car parking	129,419	133,223
Balance at the end of the year	<u>934,696*</u>	<u>837,978*</u>

The asset revaluation reserve records movements in the fair value of property, plant and equipment.

\* balances are net of deferred tax except for land as there is no deferred tax calculated on the land revaluation.

## **b) Retained earnings**

		<b>2023</b>	<b>2022</b>
		<b>\$000</b>	<b>\$000</b>
Balance at the beginning of the year	Note	480,474	427,696
Net surplus for the year		36,844	59,528
Transfer from asset revaluation reserve	7a	461	-
Dividends paid	6	(17,295)	(6,750)
<b>Balance at end of the year</b>		<u>500,484</u>	<u>480,474</u>

## 8. Borrowings

As at 30 June 2023 the Company has a committed bank funding facility for an aggregate \$375,000,000 (2022: \$450,000,000) with six banks (2022: six banks). In addition, the Company has an overdraft facility of \$1,000,000 (2022: \$1,000,000).

During the period, several maturing bank facilities were extended for periods ranging between two and five years and one facility was repaid to reflect the current reduced liquidity requirements of the company.

Total bond funding is \$250,000,000 (2022: \$250,000,000). A \$100,000,000 bond maturing in May 2024 (2022: \$100,000,000) is held at amortised cost, adjusted by the fair value of the designated hedge risk. Additionally, the Company has a \$50,000,000 bond, maturing in April 2027 and \$100,000,000 bond, maturing in May 2028.

All borrowings under the bank facility and overdraft facility are unsecured and supported by a negative pledge deed. The negative pledge deed requires that no security interest is provided over any assets for borrowings, unless an equivalent security interest is created for the borrowing group and bond holders. Interest rates paid during the year, including offsetting interest rate swaps, ranged from -0.9% to 5.9% (2022: 0.9% to 6.3%). The bonds constitute direct, unsecured, unsubordinated obligations and will rank equally with all other unsecured, unsubordinated indebtedness.

During the current and prior years, there were no defaults or breaches on any of the borrowing facilities.

CIAL was in compliance with all its current financial covenants during the current and prior periods.

CIAL has several bank facilities maturing over the next 24 months. The Board has an approved refinancing strategy in place, with refinancing through the extension of existing bank facilities and the investigation of debt capital market issuance options both domestically and offshore.

The company remains confident that any further refinancing will be secured given current market appetite for corporate debt, positive market engagement and discussions with existing facility providers.

The carrying value of borrowings is considered to approximate their fair value.

### Maturity of debt as at 30 June

Maturing in Financial Year	2023	2023	2022	2022
	\$000	\$000	\$000	\$000
	Actual drawn down	Facility available	Actual drawn down	Facility available
2023	-	-	124,000	235,000
2024	97,381**	100,000	101,918*	120,000
2025	244,000	245,000	170,000	170,000
2026	25,000	25,000	25,000	25,000
2027	90,000	135,000	50,000	50,000
2028	120,000	120,000	100,000	100,000
	576,381	625,000	570,918	700,000
Current	97,381	100,000	124,000	235,000
Non-Current	479,000	525,000	446,918	465,000
	576,381	625,000	570,918	700,000

\* This balance includes nil (2022: \$9,000) of capitalised borrowing costs associated with the issue of the \$50 million bond in October 2013.

\*\* This balance includes \$100,000,000 of bond funding and is held at amortised cost, adjusted by the fair value of the designated hedge risk. This bond is included within the reconciliation table below and matures in May 2024.

	<b>2023</b>	<b>2022</b>
	<b>\$000</b>	<b>\$000</b>
Bond principal	100,000	100,000
Cumulative fair value hedge adjustment	(2,619)	(2,082)
<b>Bond fair value</b>	<u>97,381</u>	<u>97,918</u>

### Fair value hedge

At 30 June 2023, the Company had one interest rate swap agreement in place with a notional amount of \$100,000,000 (2022: \$100,000,000) whereby the Company receives a fixed rate of interest of 4.13% (2022: 4.13%) and pays interest at a variable rate on the notional amount. The swap is being used to hedge the exposure to changes in the fair value of the 4.13% \$100,000,000 bond (2022: 4.13% \$100,000,000).

The decrease in fair value of the interest rate swaps of \$537,000 (2022: decrease \$7,434,000) has been recognised in finance costs and offset with an increase of \$472,000 (2022: increase of \$7,485,000) on the bank borrowings. The ineffectiveness recognised in 2023 was \$66,000 (2022: \$51,000).

	<b>Fair Value</b>		<b>Notional Principal</b>	
	<b>2023</b>	<b>2022</b>	<b>2023</b>	<b>2022</b>
	<b>\$000</b>	<b>\$000</b>	<b>\$000</b>	<b>\$000</b>
<b>9. Derivative financial instruments</b>				
<b>Current Assets</b>				
Interest rate swaps – cash flow hedges	1,196	-	40,000	-
<b>Non-current Assets</b>				
Interest rate swaps – cash flow hedges	20,417	15,230	348,000	286,000
<b>Current liabilities</b>				
Interest rate swaps – fair value hedges	2,923	-	100,000	-
Interest rate swaps – cash flow hedges	-	543	-	15,000
<b>Non-current liabilities</b>				
Interest rate swaps – fair value hedges	-	2,079	-	100,000
Interest rate swaps – cash flow hedges	-	726	-	62,000

<b>10. Trade and other payables</b>	<b>2023</b>	<b>2022</b>
<b>Trade and other payables less than one year</b>	<b>\$000</b>	<b>\$000</b>
Trade payables	4,539	3,436
Employee entitlements and provisions	3,575	3,214
Goods and Services Tax	1,090	1,091
Rental revenue in advance	1,956	2,310
Accrued interest	4,789	2,830
Accrued capital items	4,815	1,387
Accrued expenses	6,463	4,429
	27,227	18,697
<b>Trade and other payables greater than one year</b>		
Rental revenue in advance	379	480
<b>Total trade and other payables</b>	27,606	19,177

## **11. Property, plant and equipment**

### **Revaluation of property, plant and equipment**

***The methods of valuation applied by independent valuers are as follows:***

#### **Land**

- Specialised assets: where there is no market-based evidence of the sale of such land the value has been determined taking into account:
  - benchmark selling prices for land in the local commercial, industrial, service, residential and rural markets;
  - its existing zoning;
  - 'chance of change' methodology considering the chance of changing land zoning to an airport zone;
  - adjustments to reflect the unique features of the land which includes its size, location, titles, easements and services;
  - the overall land use plan for the relevant campus site.
- Commercial portfolio: with valuations taking reference to the wider market for sales evidence of land zoned for similar permitted activities, with adjustments made for the size, location and physical characteristics of these assets.

#### **Buildings**

At market value based on the estimated amount for which a property would exchange on the date of valuation between a willing buyer and willing seller in an arm's length transaction after proper marketing wherein the parties had each acted knowledgably, prudently, and without compulsion, but with the explicit assumption that the existing use of the asset is ignored.

Where a building is a specialised asset then it will be valued at optimised depreciated replacement cost (ODRC). ODRC measures the minimum cost of replacing or replicating the service potential embodied in the assets with modern equivalent assets in the most efficient way practicable, given the service requirements, the age and condition of the existing assets and replacement in the normal course of business.

## Hotel business assets

Hotel business assets (included in the Buildings classification) are valued using a discounted cash flow and income capitalisation rate approach. The discounted cashflow valuation takes into account forecast financial performance, including capital expenditure, using a ten-year investment horizon, to create a terminal value. The income capitalisation approach determines the fair value by capitalising an asset's sustainable net income at an appropriate, market derived capitalisation rate based on an analysis of sales of comparable assets.

## Terminal facilities

Terminal facilities are a specialised asset and are valued using ODRC as described in Buildings above.

## Car parking assets

Car parking assets are valued using a discounted cash flow valuation approach, using a forecast ten-year discount period and an allowance for an appropriate terminal value reflecting an estimate of their residual estimated life. The valuation adopted a mid-year discount approach within both the forecast cashflows as well as the terminal value assessment. The approach to the allocation of the car park valuation is to assess the ODRC based valuation of the car parking assets and then apportion the additional value over and above this to the underlying land value. The car parking class includes all assets associated with carparking: the building, at grade parks and land.

## Sealed surfaces and infrastructure assets

The ODRC approach is utilised to value sealed surfaces and infrastructure assets. The optimisation process minimises the cost of replacing the services offered, given the age and condition of the existing assets and recognising the incremental process (brownfield) associated with airport development.

Costs reflect the replacement of current assets with modern equivalents, an optimised construction sequence and adjustment to allow for the difficulties associated with a "brownfield" environment. Where appropriate, adjustments have been made to eliminate surplus assets, obsolescence and over design. The valuation methodology considers the asset inventory (description and quantity of assets), relevant optimisation, estimation of the current replacement cost and depreciation to reflect remaining life expectancy.

For details of the property, plant and equipment accounting policy, refer to Summary of Significant Accounting Policies, subsection (I) Property, plant and equipment.

On 30 June 2023 Car Parking assets were revalued by independent valuer Crighton Anderson Property and Infrastructure Ltd trading as Colliers International Ltd. Land and Commercial Buildings were last valued at 30 June 2022 by independent valuer Crighton Anderson Property and Infrastructure Ltd trading as Colliers International Ltd. The Hotel business assets was last revalued in 2022 by CBRE. A fair value assessment of the Hotel building asset was carried out by CBRE. It was decided that, notwithstanding the movements in discount rates and profitability a revaluation was not required and there was no indication of impairment. Sealed surfaces, terminal facilities and infrastructure assets were valued by independent valuers WSP New Zealand Ltd as at 30 June 2023 primarily through the method of assessing and adjusting the movement in relevant construction indices.

The movements resulting from revaluations at 30 June were:

	<b>2023</b>	<b>2022</b>
	<b>\$000</b>	<b>\$000</b>
Land	(830)	83,301
Buildings	-	241
Terminal facilities	88,743	-
Sealed surfaces	33,592	27,074
Infrastructure	19,070	13,644

Car parking	(3,803)	(10,931)
	<u>136,772</u>	<u>113,329</u>

The valuation methodologies used in the revaluation as at 30 June 2023 were consistent with those used in the last valuation.

### Impairment

The company assessed that it has one core cash generating unit which comprises all of its terminal facilities and airfield assets together and three other cash generating units – the hotel, car parking assets and investment property portfolio (noting that the hotel, car park assets and investment property have been revalued using valuation techniques that factor in the future discounted cashflows for those assets).

#### *Terminal facilities & Airfield CGU*

The company has also performed an impairment assessment of its core terminal facilities and airfield CGU using its overall enterprise wide commercial valuation as a base. This applied a discounted cashflow approach and included the following inputs:

- the most recent revenue and expenses budgets for the company taken from the FY23 Business Plan.
- a terminal growth rate of 2%, which reflects a prudent estimate of the historical long- term growth rate of CIAL’s revenue and operating costs over the last 20 years.
- a discount rate of 7.81% which reflects an appropriate assessment of a WACC for regulated assets and related revenue streams and the risk related to the other non-regulated revenue streams from these assets.

The discounted cashflow valuation utilising the above variables highlighted no indication of impairment of this cash generating unit. With no change in any other variables a WACC in excess of 8.7% would result in an impairment being recognised.

<b>Summary of movement in net book value</b>	<b>2023</b>	<b>2022</b>
	<b>\$000</b>	<b>\$000</b>
Opening net book value	1,392,985	1,307,628
Plus Additions	36,489	9,168
Plus Transfers (to) / from investment properties and intangibles	(6,563)	(2,332)
Less Disposals (cost less depreciation)	(17)	(7)
Less this year’s depreciation	(42,239)	(39,149)
Plus impairment reversal / (Less impairment)	-	4,348
Plus Revaluation gain	<u>136,772</u>	<u>113,329</u>
<b>Closing net book value</b>	<u>1,517,427</u>	<u>1,392,985</u>

## Property, plant and equipment as at 30 June 2023

### Gross carrying amount

	Cost / Valuation 1 July 2022	Current Year Additions at Cost	Transfers at Cost	Disposals at Cost	Impairment	Revaluation Adjustment	Cost / Valuation 30 June 2023
	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Land	502,151	-	13,024	-	-	(830)	514,345
Buildings	117,309	-	528	-	-	-	117,837
Terminal facilities	298,135	-	1,845	-	-	46,452	346,432
Sealed surfaces	206,339	-	6,164	-	-	24,233	236,736
Plant & equipment	9,107	-	566	(19)	-	-	9,654
Office & computers	13,326	-	1,114	-	-	-	14,440
Infrastructure	120,796	-	639	-	-	16,070	137,505
Car parking	156,000*	-	443	(9)	-	(4,934)	151,500*
Motor vehicles	6,458	-	212	(79)	-	-	6,591
Work in progress	6,820	36,489	(31,098)	-	-	-	12,211
<b>Total gross carrying amount</b>	<b>1,436,441</b>	<b>36,489</b>	<b>(6,563)</b>	<b>(107)</b>	<b>-</b>	<b>80,991</b>	<b>1,547,251</b>

\* the car parking asset class includes \$66,771,000 of land

### Accumulated depreciation

	Accumulated Depreciation 1 July 2022	Current Year Depreciation	Depreciation on Transfers	Depreciation on Disposals	Revaluation Adjustment	Accumulated Depreciation 30 June 2023
	\$000	\$000	\$000	\$000	\$000	\$000
Buildings	513	5,714	-	-	-	6,227
Terminal facilities	20,927	21,364	-	-	(42,291)	-
Sealed surfaces	-	9,359	-	-	(9,359)	-
Plant & equipment	5,840	630	-	(11)	-	6,459
Office & computers	11,073	740	-	-	-	11,813
Infrastructure	-	3,000	-	-	(3,000)	-
Car parking	-	1,131	-	-	(1,131)	-
Motor vehicles	5,103	301	-	(79)	-	5,325
<b>Total accumulated depreciation</b>	<b>43,456</b>	<b>42,239</b>	<b>-</b>	<b>(90)</b>	<b>(55,781)</b>	<b>29,824</b>

Summary	1 July 2022	Current year movement	Transfers	Disposals	Impairment	Revaluation	30 June 2023
Cost	1,436,441	36,489	(6,563)	(107)	-	80,991	1,547,251
Accumulated depreciation	43,456	42,239	-	(90)	-	(55,781)	29,824
Book value	1,392,985	(5,750)	(6,563)	(17)	-	136,772	1,517,427

The following categories of property, plant and equipment are subject to operating leases:

- Land associated with aeronautical activities, retail facilities within the terminal facilities and other commercial activities carried at \$118,355,000 (2022: \$118,244,000);
- Terminal facilities, being 35.5% of total floor area or \$133,897,000 (2022: 35.3% of total floor area or \$97,771,000);
- Buildings associated with aeronautical activities \$20,590,000 (2022: \$20,383,000).

#### Fair value hierarchy

Asset classification and description	Valuation approach	Key valuation assumptions	Fair value hierarchy Level	Valuation sensitivity
<b>Land</b> Includes land used for airport activities and specialised aeronautical assets and for non-aeronautical purposes e.g. industrial, service, retail and land associated with the vehicle business (revalued 2022).	Market value highest and best use approach, with an allowance being deducted to allow for services valued as infrastructure assets and for further costs required to achieve the required zoning. Land included in car parking, hotel and investment property categories are not included in this category.	Adopted rate per hectare (average): Landside \$920,000 (2021: \$750,000) Airside \$130,000 (2021: \$110,000)	3	+/- \$25 million (of a 5% change in adopted rate).
<b>Infrastructure and Sealed Surfaces</b> Infrastructure and sealed surfaces including site services (revalued 2023).	Optimised depreciated replacement cost – the cost of constructing equivalent asset at current market-based input cost rates, adjusted for the remaining useful life of the assets (depreciation) and the sub optimal usage of the assets in their current application (optimisation). These inputs are deemed unobservable.	<b>Sealed Surfaces</b> Unit costs of combined concrete and asphalt pavement construction sqm: Range of \$273 – \$396 (2022: \$245 – \$349) with weighted average of \$350 (2022: \$304) <b>Infrastructure</b> Unit costs of road and footpaths construction sqm:	3	+/- \$18.7 million (of a 5% change of cost estimate).



Range of \$20 – \$124  
(2022: \$20 – \$115)  
with weighted  
average of \$81  
(2022: \$74)

Unit costs of water  
and drainage  
construction m:  
Range of \$256 –  
\$1,574 (2021: \$229  
– \$1,410) with  
weighted average of  
\$612 (2022: \$548)

### Buildings

Buildings for identified airport activities, including offices spaces and storage that exist because of the airport activities (revalued 2022).

Specialised buildings are valued by Optimised depreciated replacement cost derived from modern equivalent asset rate, as described for Infrastructure and Sealed Surfaces above. Buildings that are owned by CIAL that could be leased by a third party are valued on an income valuation approach similar to that used for Investment Properties. (see note 13)

Unit costs of construction sqm:  
Range of \$504 – \$4,604 (2021: \$504 – \$4,604) with weighted average of \$1,130 (2021: \$1,309)

3

+/- \$1.7 million (of a 5% change of cost estimate).

### Hotel Business Assets

Assets associated with the hotel, including land (revalued 2022).

Discounted cash flow and income capitalisation rate approach performed by independent valuers based on forecast trading and capital expenditure estimates, and market evidence.

Discount rate 9.75% (2021: 9.25%)  
  
Income Capitalisation rate 7.25% (2021: 7.0%)

3

+/- \$3 million for a change in discount rate by an absolute 0.5%  
+/- \$3 million for an absolute change in cap rate of 0.25%

### Terminal facilities

(revalued 2023).

Optimised depreciated replacement cost derived from modern equivalent asset rate, as described for Infrastructure and Sealed Surfaces above.

Unit costs of construction sqm:  
Range of \$3,308 – \$5,726 (2021: \$2,675 – \$5,051) with weighted average of \$4,458 (2021: \$3,817)

3

+/- \$17.3 million (of a 5% change of cost estimate).

### Carparking

Assets associated with car parking, taxi, shuttle and bus services (Including land) (revalued 2023).

Discounted cash flow valuation performed by independent valuers based on: Internal management information such as forecast future revenues, costs and capital expenditure.  
– Assumptions such as the discount rate. These

Revenue Growth per annum 0.5% and 0.5% for the 10-year cashflow period from year 11 (2022: 0.5% and 0.5%).  
Cost growth per annum 2% for the 10-year cashflow period and 2% from year 11 (2022: 2%

3

+/- \$9.0 million (of a 5% change in discount rate)  
+/- \$0.5 million (of a change in growth rate to either 0% or 1.0% for year 11 onwards).

are based on management's judgement and arrived at in consultation with external experts. Both the internal management information and the discount rate are deemed to be unobservable inputs.

and 2%). Discount rate 8.4% post tax, 10-year cash flow period and 8.4% from year 11 (2022: 8.0% and 8.0%).

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**Plant & equipment, Office & computers, Motor Vehicles and Work in progress**

Plant and equipment, Office & computers Motor Vehicles and Work in progress are measured at cost and comprises a mixture of specialised and non-specialised assets.

Not applicable – measured at cost less depreciation.

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**Level 3 Asset Classification**

**Sensitivity of significant unobservable inputs**

**Land**

The critical elements in establishing the 'market value existing use' of land is the market rate prevailing for similar land:  
 - An increase in demand for land will increase the fair value;  
 - A decrease in demand will decrease the fair value.

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**Infrastructure and Sealed Surfaces**

The critical elements in establishing the fair value of civil assets is the movement in the average cost rates for concrete, asphalt, base course and foundations, as well as the estimated remaining useful life of the assets:  
 - An increase to any of the average cost rates listed above will increase the fair value;  
 - A reduction in the estimated remaining useful life of the assets will reduce the fair value.

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**Buildings and Terminal facilities**

An increase in modern equivalent asset replacement cost will increase the fair value  
 A decrease in modern equivalent asset replacement will decrease the fair value  
 An increase in the cashflow from an asset will increase the fair value  
 A decrease in the cashflow from an asset will decrease the fair value of the asset

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**Hotel**

An increase in the discount rate used would decrease the fair value  
 An increase in the capitalisation rate will decrease the fair value

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**Car Parking**

An increase in the vehicle numbers will increase the fair value  
 A decrease in vehicle numbers will decrease the fair value  
 An increase in the discount rate used would decrease the fair value  
 An increase in costs would decrease the fair value

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## Property, plant and equipment as at 30 June 2022

### Gross carrying amount

	Cost / Valuation 1 July 2021	Current Year Additions at Cost	Transfers at Cost	Disposals at Cost	Impairment	Revaluation Adjustment	Cost / Valuation 30 June 2022
	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Land	421,182	-	(2,332)	-	-	83,301	502,151
Buildings	117,665	-	65	-	4,348**	(4,769)	117,309
Terminal facilities	296,432	-	1,703	-	-	-	298,135
Sealed surfaces	182,084	-	4,338	-	-	19,917	206,339
Plant & equipment	9,047	-	60	-	-	-	9,107
Office & computers	12,747	-	579	-	-	-	13,326
Infrastructure	109,724	-	103	-	-	10,969	120,796
Car parking	168,000*	-	193	(7)	-	(12,186)	156,000*
Motor vehicles	6,458	-	-	-	-	-	6,458
Work in progress	4,693	9,168	(7,041)	-	-	-	6,820
<b>Total gross carrying amount</b>	<b>1,328,032</b>	<b>9,168</b>	<b>(2,332)</b>	<b>(7)</b>	<b>4,348</b>	<b>97,232</b>	<b>1,436,441</b>

\* the car parking asset class includes \$66,771,000 of land

\*\* reversal of the previously recognised impairment to the hotel carrying value

### Accumulated depreciation

	Accumulated Depreciation 1 July 2021	Current Year Depreciation	Depreciation on Transfers	Depreciation on Disposals	Revaluation Adjustment	Accumulated Depreciation 30 June 2022
	\$000	\$000	\$000	\$000	\$000	\$000
Buildings	-	5,523	-	-	(5,010)	513
Terminal facilities	-	20,927	-	-	-	20,927
Sealed surfaces	-	7,157	-	-	(7,157)	-
Plant & equipment	5,153	687	-	-	-	5,840
Office & computers	10,441	632	-	-	-	11,073
Infrastructure	-	2,675	-	-	(2,675)	-
Car parking	-	1,255	-	-	(1,255)	-
Motor vehicles	4,810	293	-	-	-	5,103
<b>Total accumulated depreciation</b>	<b>20,404</b>	<b>39,149</b>	<b>-</b>	<b>-</b>	<b>(16,097)</b>	<b>43,456</b>

<b>Summary</b>	<b>1 July 2021</b>	<b>Current year movement</b>	<b>Transfers</b>	<b>Disposals</b>	<b>Impairment</b>	<b>Revaluation</b>	<b>30 June 2022</b>
Cost	1,328,032	9,168	(2,332)	(7)	4,348	97,232	1,436,441
Accumulated depreciation	20,404	39,149	-	-	-	(16,097)	43,456
Book value	1,307,628	(29,981)	(2,332)	(7)	4,348	113,329	1,392,985

The carrying amount at which each revalued class of property, plant & equipment if measured at historical cost less accumulated depreciation and any accumulated impairment losses is as per the table below:

	<b>2023 \$000</b>	<b>2022 \$000</b>
Land	182,229	165,375
Buildings	96,540	101,528
Terminal facilities	126,796	136,279
Sealed surfaces	95,656	95,005
Infrastructure	53,717	56,973
Car parking	32,088	32,941
	<u>587,026</u>	<u>588,101</u>

## 12. Intangible assets

### Intangible assets at 30 June 2023

#### Gross carrying amount

	<b>Cost/Valuation 1 July 2022 \$000</b>	<b>Current Year Additions at Cost \$000</b>	<b>Transfers \$000</b>	<b>Current Year Disposals/ Impairment \$000</b>	<b>Cost/Valuation 30 June 2023 \$000</b>
Software	13,217	-	375	-	13,592
Other	-	-	2,360	-	2,360
<b>Gross carrying amount</b>	<u>13,217</u>	<u>-</u>	<u>2,735</u>	<u>-</u>	<u>15,952</u>

### Accumulated amortisation

	Accumulated Amortisation 1 July 2022	Current Year Amortisation	Transfers	Amortisation on Disposal	Accumulated Amortisation 30 June 2023
	\$000	\$000	\$000	\$000	\$000
Software	11,903	826	-	-	12,729
Other	-	14	-	-	14
<b>Total accumulated amortisation</b>	11,903	840	-	-	12,743
<b>Total book value 30 June 2023</b>	1,314	(840)	2,735	-	3,209

### Intangible assets at 30 June 2022

#### Gross carrying amount

	Cost/Valuation 1 July 2021	Current Year Additions at Cost	Transfers	Current Year Disposals/ Impairment	Cost/Valuation 30 June 2022
	\$000	\$000	\$000	\$000	\$000
Software	13,039	-	178	-	13,217
<b>Gross carrying amount</b>	13,039	-	178	-	13,217

### Accumulated amortisation

	Accumulated Amortisation 1 July 2021	Current Year Amortisation	Transfers	Amortisation on Disposal	Accumulated Amortisation 30 June 2022
	\$000	\$000	\$000	\$000	\$000
Software	10,855	1,048	-	-	11,903
<b>Total accumulated amortisation</b>	10,855	1,048	-	-	11,903
<b>Total book value 30 June 2022</b>	2,184	(1,048)	178	-	1,314

	<b>2023</b>	<b>2022</b>
	<b>\$000</b>	<b>\$000</b>
<b>13. Investment properties</b>		
<b>At fair value</b>		
Fair value at the beginning of the year	714,192	647,840
Transfer from property, plant and equipment	3,830	2,332
Additional capitalised expenditure	26,068	12,830
Fair value (loss)/gain from fair value adjustment	(4,470)	48,387
Fair value at 30 June	739,620	711,389
Investment properties under construction at cost	13,253	2,803
<b>Total investment properties</b>	<b>752,873</b>	<b>714,192</b>
Rental income	47,551	41,626
Direct operating expenses from property that generated rental income	7,780	6,897

The above values include the land associated with these properties.

#### **Valuation of investment property**

The valuation as at 30 June 2023 and 30 June 2022 was completed by Crighton Anderson Property and Infrastructure Ltd, trading as Colliers International Ltd, registered valuers and member of the New Zealand Property Institute. The basis of valuation is fair value, being the price that would be received to sell an asset in an orderly transaction between market participants at the measurement date.

The valuation methodologies used were a direct sales comparison or a direct capitalisation of rental income using market comparison of capitalisation rates, supported by a discounted cash flow approach. The valuation methodologies are consistent with the prior year.

Principal assumptions used in establishing the valuations were:

- Average rental yield rate 6.06% (2022: 5.79%).
- Average market capitalisation rate 6.39% (2022: 5.96%).
- Weighted average lease term 6.14 years (2022: 6.48 years).

Rental ranges in aggregate across the different investment property asset types were as follows:

<b>Asset Type</b>	<b>2023 Rental Range</b>	<b>2022 Rental Range</b>
Office	\$180-\$260/sqm	\$180-\$260/sqm
Warehouse	\$80-\$160/sqm	\$90-\$140/sqm

For details of the investment property accounting policy, refer Summary of Significant Accounting Policies, subsection (m) Investment property.

## Fair value hierarchy

Asset classification and description	Valuation approach	Key valuation assumptions	Fair value hierarchy Level	Valuation Sensitivity
<b>Investment Properties</b>				
Investment Properties are land and buildings which are owned to earn rental income, for capital appreciation or both.	The income-based valuation approach is used.	Land is included when infrastructure services are available and future development is expected within the next 3 years	3	+/- + \$31.2 million / - \$34.4 million (of a 5% change of capitalisation rate)
<b>Level 3 Asset Classification</b>	<b>Sensitivity of significant unobservable inputs</b>			
<b>Investment Properties</b>	An increase in the cashflow from an asset will increase the fair value A decrease in the cashflow from an asset will decrease the fair value of the asset			

	<b>2023</b>	<b>2022</b>
	<b>\$000</b>	<b>\$000</b>
<b>14. Trade and other receivables</b>		
<b>Trade and other receivables less than one year</b>		
Contracted accounts receivable	8,925	7,059
Accounts receivable	4,300	4,453
Other receivables	1,514	181
Prepayments	4,944	3,027
Lease inducement and incentives	981	923
Less: Expected credit losses	(440)	(794)
	20,224	14,849
<b>Trade and other receivables greater than one year</b>		
Prepayments	114	-
Lease inducement and incentives	4,135	4,873
	4,249	4,873
<b>Total trade and other receivables</b>	24,473	19,722
<b>Provision for expected credit losses movement</b>		
Opening provision for expected credit losses 1 July	(794)	(844)
Bad debts written off	480	107
Release or (additional) expected credit losses provision	(126)	(57)
<b>Closing provision for expected credit losses</b>	(440)	(794)

Trade receivables have general payment terms of the 1<sup>st</sup> or the 20<sup>th</sup> of the month following invoice. Because of a lack of useful historical data on which to base the receivable impairment analysis, CIAL has assessed its expected credit losses for each individual debtor applying judgement using management experience, customer knowledge and interactions, and expected economic factors. This has resulted in a decrease in the expected credit loss provision to \$440,000 (2022: \$794,000). This credit loss provision reflects the uncertainty associated with the collection of certain outstanding debts at year end.

**15. Reconciliation of surplus after income tax with net cash flow from operating activities**

	<b>2023</b>	<b>2022</b>
	<b>\$000</b>	<b>\$000</b>
Net operating surplus after tax	36,844	59,528
<b>Non-cash items</b>		
Depreciation, amortisation and impairment	43,079	35,849
Amortisation of lease inducement and incentives	680	543
(Gain)/loss on revaluation of investment properties	4,470	(48,387)
Amortisation of capitalised borrowing costs	-	9
Accrued interest within derivatives	(1,357)	(455)
Fair value hedge ineffectiveness	(66)	51
<b>Items not classified as operating activities</b>		
Net gain on asset disposals	10	-
Capital items included in trade payables and accruals	(3,928)	3,037
Deferred taxation	(9,310)	(3,639)
Deposit on property, plant and equipment	1,391	-
<b>Movements in working capital</b>		
(Increase)/decrease in trade and other receivables	(4,751)	1,632
(Increase)/decrease in inventories	233	(51)
Increase/(decrease) in trade and other payables	8,430	(3,331)
Increase/(decrease) in taxation payable	9,130	1,596
<b>Net cash flows from operating activities</b>	<b>84,855</b>	<b>46,382</b>

**16. Related party transactions**

Christchurch City Holdings Limited (CCHL), a wholly owned subsidiary of the Christchurch City Council (CCC), owns 75% and the New Zealand Government owns 25% respectively of the issued share capital of the company.

Christchurch International Airport Limited enters into a large number of transactions with government departments, Crown entities, State-owned enterprises and other entities controlled or subject to significant influence by the Crown. All transactions with related entities:

- are conducted on an arm's length basis;
- result from the normal dealings of the parties;



- meet the definition of related party transactions only because of the relationship between the parties being subject to common control or significant influence by the Crown.

The New Zealand Government is the majority owner of Air New Zealand, a major customer of CIAL from both an aeronautical and rental and lease perspective. Pricing agreements are renegotiated for aeronautical charges with all airline customers of CIAL, including Air New Zealand, every five years. Air New Zealand also leases several properties within the terminal facilities and the wider CIAL campus. In the current year Air New Zealand accounted for 30% (2022: 29%) of total income.

<b>Transactions with related entities during the year</b>	<b>2023</b>	<b>2022</b>
<b>Christchurch City Council (CCC)</b>	<b>\$000</b>	<b>\$000</b>
Purchases	267	146
Rates paid	7,712	7,165
Revenues		-
Accounts payable	1	1
Subvention payments	804	

#### **Other CCC group companies**

Purchases	8,865	7,645
Revenues	652	687
Accounts payable	1,235	772
Amounts owing	1	-

#### **Non-shareholder related party transactions**

Some directors of the company are, or have been during the year, directors of other companies or organisations with whom Christchurch International Airport Limited may transact. Such transactions are all carried out on an arm's-length basis and are conducted on normal commercial terms.

No amounts were written off or forgiven during the reporting period and outstanding balances were settled under normal trading terms.

<b>Entity</b>	<b>Transaction</b>	<b>2023</b>	<b>2022</b>	<b>Relationship</b>
		<b>\$000</b>	<b>\$000</b>	
Orbit Travel & House of Travel Holdings Limited	Travel and accommodation expenditure	531	147	Chris Paulsen, company director is a director of Orbit Travel & House of Travel Holdings Limited
EBOS Group	Rental income and tenant fitout	2,528	522	Sarah Ottrey, company director is a director of EBOS Group

#### **Balance owing from non-shareholder related parties as at 30 June 2023**

	<b>2023</b>	<b>2022</b>
	<b>\$000</b>	<b>\$000</b>
<b>Entity</b>		
EBOS Group	10	45

There were no other material related party transactions for the year.

## 17. Key management personnel compensation

The key management personnel include the six Board members (2022: 6), the CEO and his nine direct reports (2022: 7).

	<b>2023</b>	<b>2022</b>
The key management compensation is:	<b>\$000</b>	<b>\$000</b>
Director fees	385	355
Salaries and other short-term employee benefits	3,620	3,291
Post-employment benefits	123	107
	<u>4,128</u>	<u>3,753</u>

## 18. Commitments

	<b>2023</b>	<b>2022</b>
<b>Capital expenditure commitments</b>	<b>\$000</b>	<b>\$000</b>
Property, plant and equipment	5,898	3,830
Intangibles	105	245
Investment properties	2,157	1,893
<b>Total</b>	<u>8,160</u>	<u>5,968</u>

## 19. Lease income

The company has property and technology leases for which it receives rental. These include investment properties, spaces within the terminal facilities and other properties used for aeronautical purposes. The total amount receivable for these operating leases in the future is:

	<b>2023</b>	<b>2022</b>
	<b>\$000</b>	<b>\$000</b>
Less than 1 year	60,338	43,908
Between 1-2 years	53,848	38,589
Between 2-3 years	49,868	35,966
Between 3-4 years	35,786	32,910
Between 4-5 years	23,899	27,538
Beyond 5 years	157,860	131,574
	<u>381,599</u>	<u>310,485</u>

The leases are for terms between 1 month and 30 years, and the majority of the lease agreements are renewable at the end of the lease period at market rates. The lessee does not have an option to purchase the property at the end of the expiry period. The disclosure above includes the expected minimum lease income based on the lease agreements in place at 30 June. This disclosure does not include income received from lease agreements that is determined on a turnover basis.

Although the company is exposed to changes in the unguaranteed residual value at the end of the current leases, this risk is not presently considered significant due to the company typically entering new operating leases prior to the end of the existing leases and therefore will not immediately realise any reduction in residual value. Additionally, the investment properties are located in a location that has had constant increases in value over the last few years, and the company has not identified any indications that this situation will change. Expectations about the future residual values are reflected in the fair value of the properties.

The credit risk exposure associated with operating leases is managed by obtaining bank guarantees for the term of the lease, when considered necessary.

## **20. Contingent assets and liabilities**

As at 30 June 2023 there were no contingent assets (2022: NIL) and there were no contingent liabilities (2022: NIL).

## **21. Events occurring after balance date**

A final dividend of \$13,140,000, 22.8 cents per share net of imputation credits has been declared subsequent to balance date. There are no other events occurring after balance date that could significantly affect the financial statements.

## **22. Financial instruments**

The company's activities expose it to a variety of financial risks: market risk (including currency risk and interest rate risk), credit risk and liquidity risk. The company's overall risk management programme focuses on the unpredictability of financial markets and seeks to minimise potential adverse effects on the company's financial performance. The company enters into derivative arrangements in the ordinary course of business to manage foreign currency and interest rate risks.

Risk management is the responsibility of the Board. The Risk, Audit and Finance Committee (the Committee) monitors all risk management activities and provides regular reports on such activities to the Board. The company has a treasury policy approved by the Committee. The policy provides guidelines for overall risk management, as well as specific guidelines for derivative instrument utilisation including procedures for control, valuation, risk analysis, on-going monitoring and reporting.

Part of the company's risk management strategy is to outsource the back-office processing of the treasury function to a third party.

### **Market risk**

#### *Foreign exchange risk*

The company has no material exposure to foreign exchange risk at 30 June 2023 (2022: NIL).

#### *Interest rate risk*

The company's main interest rate risk arises from term variable rate borrowings denominated in NZD, such borrowings being determined by the company's long-term development requirements and the structures approved by the Board.

The treasury policy sets parameters for borrowings and the process for monthly reporting to the Board.

Borrowings issued at variable rates expose the company to cash flow interest rate risk. The company manages its cash flow interest rate risk by using floating to fixed interest rate swaps. Such interest rate swaps have the economic effect of converting borrowings from floating rates to fixed rates.

Changes in the value of the \$100,000,000 (2022: \$100,000,000) fixed rate retail bond has been hedged by a fixed to floating interest rate swap with terms that match those of the underlying bond.

At 30 June 2023, if the interest rates had changed by +/- 1%, with all other variables held constant, the impact to equity would have been \$595,000 lower/\$597,000 higher, the impact on profit would have been \$320,000 lower/\$320,000 higher. The valuation of interest rate swaps has been included in this calculation.

A sensitivity of 1% has been selected as this is considered reasonable given the current level of interest rates and the trend observed both on a historical basis and market expectations for future moves.

## Interest repricing profile

The following table details the company's exposure to interest rates

	Note	Weighted Average Effective Interest rate %	Variable Interest Rate \$000	Fixed Interest Rate \$000	Non-Interest Bearing \$000	Total \$000
<b>As at 30 June 2023</b>						
<b>FINANCIAL ASSETS</b>						
Cash and cash equivalents			4,370	-	-	4,370
Derivative financial instruments	9	3.6	21,613	-	-	21,613
Trade and other receivables	14		-	-	19,415	19,415
			25,983	-	19,415	45,398
<b>FINANCIAL LIABILITIES</b>						
Trade and other payables	10		-	-	20,606	20,606
Derivative financial instruments	9	3.6	2,923	-	-	2,923
Borrowings	8	5.4	329,000	247,381	-	576,381
			331,923	247,381	20,606	599,910
<b>As at 30 June 2022</b>						
<b>FINANCIAL ASSETS</b>						
Cash and cash equivalents			4,388	-	-	4,388
Derivative financial instruments	9	3.6	15,230	-	-	15,230
Trade and other receivables	14		-	-	16,695	16,695
			19,618	-	16,695	36,313
<b>FINANCIAL LIABILITIES</b>						
Trade and other payables	10		-	-	12,082	12,082
Derivative financial instruments	9	3.6	3,348	-	-	3,348
Borrowings	8	4.3	323,000	247,918	-	570,918
			326,348	247,918	12,082	586,348

## Credit risk

Credit risk principally arises from cash and short-term investments, trade receivables and interest rate swaps. The company places its cash and short-term investments with high credit quality financial

institutions and sovereign bodies and limits the amount of credit exposure to any one financial institution in accordance with its treasury policy.

The company manages its exposure to credit risk arising from trade receivables by performing credit evaluations on customers requiring credit.

The company also continuously monitors the outstanding credit exposure to individual customers. Credit risk is concentrated on a small number of customers. As at 30 June 2023 80% (2022: 44%) of trade receivables were due from 10 customers.

Management practice is to review debtors on a regular basis and write off any amount that is not deemed to be recoverable as required. For the year ended 30 June 2023 \$480,000 (2022: \$107,000) was written off.

As at the 30 June 2023 the total balance for expected credit losses is \$440,000 (2022: \$794,000), decreasing \$354,000 from the prior year. Given the limited number of bad debts written off historically, a doubtful debt assessment has been completed by individual debtor. These assessments took into account ownership structure, parent company or shareholder support, industry outlook and payment of agreed balances since rent relief was granted.

The company has a policy that assists to manage exposure to credit risk by way of requiring a bank guarantee for customers whose credit rating or history indicates that his would be prudent.

The status of trade receivables at the reporting date is as follows:

	<b>2023</b>	<b>2022</b>
	<b>\$000</b>	<b>\$000</b>
Neither past due nor impaired	8,127	5,727
Past due 0 – 30 days	2,683	1,418
Past due 31 – 60 days	1,080	827
Past due > 60 days	896	2,745
Impaired assets – written down to recoverable value	-	-
	12,786	10,718

There are no restructured assets at 30 June 2023 (2022: NIL). No collateral has been taken as security for trade receivables.

The carrying value is the maximum exposure to credit risk for bank balances, accounts receivable and interest rate swaps.

### **Liquidity risk**

Liquidity risk represents the risk that the company may not have the financial ability to meet its contractual obligations. The company evaluates its liquidity requirements on an on-going basis and reviews the treasury policy headroom levels on an annual basis. In general, the company generates sufficient cash flows from its operating activities to meet its obligations arising from its financial liabilities and has funding in place to cover potential shortfalls.

The table below analyses the company's financial liabilities and derivative financial liabilities that will be settled on a net basis, into relevant maturity groupings based on the remaining period at year end to the contractual maturity date. The amounts disclosed in the table are the contractual undiscounted cash flows. Balances within 12 months equal their carrying balances.

Refer to Note 8 for additional details associated with managing liquidity risk.

<b>30 June 2023</b>	<b>Carrying Amount</b>	<b>Total Cashflow</b>	<b>On Demand</b>	<b>&lt; 1 year</b>	<b>1-2 year</b>	<b>3&gt;5 years</b>	<b>&gt; 5 years</b>
Trade and other payables	20,606	20,606	20,606	-	-	-	-
Borrowings	576,381	659,178	-	134,783	303,641	220,754	-
Derivative financial instruments*	2,923	21,338	-	4,052	9,442	4,332	3,512
	<b>599,910</b>	<b>701,122</b>	<b>20,606</b>	<b>138,835</b>	<b>313,083</b>	<b>225,086</b>	<b>3,512</b>

<b>30 June 2022</b>	<b>Carrying Amount</b>	<b>Total Cashflow</b>	<b>On Demand</b>	<b>&lt; 1 year</b>	<b>1-2 year</b>	<b>3&gt;5 years</b>	<b>&gt; 5 years</b>
Trade and other payables	12,082	12,082	12,082	-	-	-	-
Borrowings	570,918	646,225	-	157,264	292,164	91,617	105,180
Derivative financial instruments*	3,348	3,174	-	1,498	1,676	-	-
	<b>586,348</b>	<b>661,481</b>	<b>12,082</b>	<b>158,762</b>	<b>293,840</b>	<b>91,617</b>	<b>105,180</b>

\* The derivative financial instrument cash flows are paid quarterly or semi-annually.

### **Derivative financial instrument**

#### *Interest rate swaps*

The company has long term borrowings at a variable rate of interest. To protect against interest rate movements, the company has entered into interest rate swap agreements to fix the interest rate. Under these agreements, the company agrees to exchange the difference between fixed and floating rate interest amounts calculated on agreed notional principal amounts. The fair value of interest rate swaps is based on market values of equivalent instruments at the reporting date and are disclosed below.

The following table also details the notional principal amounts and remaining term of interest rate swap contracts outstanding as at reporting date:

	Contract fixed		Notional		Fair Value	
	interest rate		principal amount		2023	2022
	2023	2022	2023	2022		
%	%	\$000	\$000	\$000	\$000	
Outstanding floating for fixed contracts						
Less than 1 year	4.7	4.1	40,000	15,000	1,196	(543)
Years 2 and 3	4.1	4.5	78,000	83,000	1,898	(641)
Years 3 to 6	2.9	3.1	120,000	95,000	7,954	4,202
Beyond 6 years	3.3	3.1	150,000	170,000	10,565	10,943
			<u>388,000</u>	<u>363,000</u>	<u>21,613</u>	<u>13,961</u>
Outstanding fixed to floating contracts						
Less than 1 year	4.1		100,000	-	(2,923)	-
Years 2 and 3		4.1	-	100,000	-	(2,079)
Years 3 to 6			-	-	-	-
Beyond 6 years			-	-	-	-
			<u>100,000</u>	<u>100,000</u>	<u>(2,923)</u>	<u>(2,079)</u>

#### Movement in cash flow hedge reserve – interest rate swaps

	2023	2022
	\$000	\$000
Movement in fair value of existing contracts	<u>(6,293)</u>	<u>(41,165)</u>

#### Fair value of financial instruments

The directors consider that the carrying amounts of financial assets and financial liabilities recorded in the financial statements approximate their fair values, except for the \$50,000,000 and \$100,000,000 fixed rate bonds which have a fair value of \$49,413,000 (maturing 2027) and \$97,973,000 (maturing 2028) respectively. These bonds are classified as level one in the fair value measurement hierarchy, with the fair value based on the quoted market prices for these instruments at balance date.

Financial instruments that are measured in the balance sheet at fair value use the following fair value measurement hierarchy:

- Quoted prices (unadjusted) in active markets for identical assets or liabilities (level 1)
- Inputs other than quoted prices included within level 1 that are observable for the asset or liability, either directly (that is, as prices) or indirectly (that is, derived from prices) (level 2)
- Inputs for the asset or liability that are not based on observable market data (that is, unobservable inputs) (level 3).

The following table presents the company's financial assets and liabilities that are measured at fair value at 30 June 2023.

	<b>Level 1</b>	<b>Level 2</b>	<b>Level 3</b>	<b>Total balance</b>
	<b>\$000</b>	<b>\$000</b>	<b>\$000</b>	<b>\$000</b>
<i>Assets 30 June 2023</i>				
Derivative financial instruments	-	21,613	-	21,613
<b>Total assets</b>	-	21,613	-	21,613
<i>Liabilities 30 June 2023</i>				
Derivative financial instruments	-	2,923	-	2,923
<b>Total liabilities</b>	-	2,923	-	2,923
	<b>Level 1</b>	<b>Level 2</b>	<b>Level 3</b>	<b>Total balance</b>
	<b>\$000</b>	<b>\$000</b>	<b>\$000</b>	<b>\$000</b>
<i>Assets 30 June 2022</i>				
Derivative financial instruments	-	15,230	-	15,230
<b>Total assets</b>	-	15,230	-	15,230
<i>Liabilities 30 June 2022</i>				
Derivative financial instruments	-	3,348	-	3,348
<b>Total liabilities</b>	-	3,348	-	3,348

The fair value of financial instruments that are not traded in an active market is determined by using valuation techniques. These valuation techniques maximise the use of observable market data where it is available and rely as little as possible on entity specific estimates. If all significant inputs required to fair value an instrument are observed, the instrument is included in level 2. The company has an outsourced treasury provider that provides the fair value at year end. These valuation techniques are based on observable market data. The interest rate swaps calculation takes into account the present value of the estimated future cash flows.



	Note	Hedge accounted derivatives at Fair value \$000	Amortised cost \$000	Total Carrying Amount \$000
<b>Classification of financial instruments</b>				
<b>As at 30 June 2023</b>				
<b>CURRENT ASSETS</b>				
Cash and cash equivalents		-	4,370	4,370
Trade and other receivables*	14	-	15,280	15,280
Derivative financial instruments	9	1,196	-	1,196
<b>Total current financial assets</b>		1,196	19,650	20,846
<b>NON-CURRENT ASSETS</b>				
Trade and other receivables	14	-	4,135	4,135
Derivative financial instruments	9	20,417	-	20,417
<b>Total non-current financial assets</b>		20,417	4,135	24,552
<b>Total financial assets</b>		21,613	23,785	45,398
<b>CURRENT LIABILITIES</b>				
Trade and other payables**	10	-	20,606	20,606
Borrowings	8	-	97,381	97,381
Derivative financial instruments	9	2,923	-	2,923
<b>Total current financial liabilities</b>		2,923	117,987	120,910
<b>NON-CURRENT LIABILITIES</b>				
Borrowings	8	-	479,000	479,000
<b>Total non-current financial liabilities</b>		-	479,000	479,000
<b>Total financial liabilities</b>		2,923	596,987	599,910

\* excludes prepayments when comparing to Note 14.

\*\* excludes revenue in advance, GST payable and employee entitlements when comparing to Note 10

	Note	Hedge accounted derivatives at Fair value	Amortised cost	Total Carrying Amount
		\$000	\$000	\$000
<b>Classification of financial instruments</b>				
<b>As at 30 June 2022</b>				
<b>CURRENT ASSETS</b>				
Cash and cash equivalents		-	4,388	4,388
Trade and other receivables*	14	-	11,822	11,822
Derivative financial instruments	9	-	-	-
<b>Total current financial assets</b>		-	16,210	16,210
<b>NON-CURRENT ASSETS</b>				
Trade and other receivables	14	-	4,873	4,873
Derivative financial instruments	9	15,230	-	15,230
<b>Total non-current financial assets</b>		15,230	4,873	20,103
<b>Total financial assets</b>		15,230	21,083	36,313
<b>CURRENT LIABILITIES</b>				
Trade and other payables**	10	-	12,082	12,082
Borrowings	8	-	124,000	124,000
Derivative financial instruments	9	543	-	543
<b>Total current financial liabilities</b>		543	136,082	136,625
<b>NON-CURRENT LIABILITIES</b>				
Borrowings	8	-	446,918	446,918
Derivative financial instruments	9	2,805	-	2,805
<b>Total non-current financial liabilities</b>		2,805	446,918	449,723
<b>Total financial liabilities</b>		3,348	583,000	586,348

\* excludes prepayments when comparing to Note 14.

\*\* excludes revenue in advance, GST payable and employee entitlements when comparing to Note 10

### Changes in liabilities arising from financing activities

	Opening Value 1 July 2022	Cash flows	Movement between category	Fair Value changes	Other	Closing Value 30 June 2023
	\$000	\$000	\$000	\$000	\$000	\$000
Current Borrowings	124,000	(58,000)	31,918	(537)	-	97,381
Non-Current Borrowings	446,918	64,000	(31,918)	-	-	479,000
<b>Total liabilities from financing activities</b>	570,918	6,000	-	(537)	-	576,381

	Opening Value 1 July 2021	Cash flows	Movement between category	Fair Value changes	Other	Closing Value 30 June 2022
	\$000	\$000	\$000	\$000	\$000	\$000
Current Borrowings	238,991	(98,000)	(17,000)	-	9	124,000
Non-Current Borrowings	350,352	87,000	17,000	(7,434)	-	446,918
<b>Total liabilities from financing activities</b>	589,343	(11,000)	-	(7,434)	9	570,918

### 23. Comparison of forecast to actual results

The company prepares an annual Statement of Intent which is approved by shareholders and incorporates financial and performance measures for the ensuing year.

A comparison of the company's actual results for the year ended 30 June 2023 with those targets are as follows:

<b>Targets</b>	<b>2023 Achievement \$000</b>	<b>2023 Target \$000</b>
<b>Financial</b>		
Total Revenue*	203,080*	185,415
EBITDAF**	118,465**	105,492
EBITF***	75,386	61,663
Interest Expense	30,228	25,873
Net Profit (Loss) after tax	36,844	25,769
EBITDAF as a % Revenue	58.3%	56.9%
Return on Invested Capital (EBIT/(Equity + Debt))	3.4%	3.7%

\* Total revenue excludes unrealised gains on investment property and interest income

\*\* EBITDAF (Earnings before interest, tax, depreciation, amortisation and fair value movements on investment property)

\*\*\* EBITF (Earnings before interest, tax and fair value movements on investment property)

#### **Passenger numbers**

Domestic	4,630,845	4,723,790
International	1,058,565	977,211
Total passengers	5,689,410	5,701,001

#### **Ratio of shareholders' funds to total assets**

Debt	579,000	569,000
Equity	1,507,360	1,351,600
Shareholder Funds / Total Assets %	64.9%	63.7%
Gearing (debt / (debt + equity)) %	27.8%	29.6%
EBITDAF Interest Cover X	3.9	4.1

Note: All ratios including debt are based on nominal debt of \$579m

Performance target	Performance Measures	
	2023	Achievements
<b>Health, Safety &amp; Wellbeing</b>		
1. Culture - continue to develop a positive culture that enables the health, safety and wellbeing of our people.	<ul style="list-style-type: none"> <li>▪ Maintain health, safety and wellbeing score above 85% in our annual culture and engagement survey.</li> <li>▪ Incremental increase in safety leadership conversations.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Health, Safety and Wellbeing score in the annual culture and engagement survey remains high but just below target at 83%.</li> <li>▪ Implemented in Jan 23 a refreshed Safety Leadership conversations recording tool. This metric forms part of the leading activity measures in our Protection Reporting Dashboard and shows an upward trend in the number of conversations.</li> </ul>
2. Safety Management – continuous improvement in systems to manage safety and wellbeing.	<ul style="list-style-type: none"> <li>▪ CIAL Health, Safety &amp; Wellbeing workplan delivered on schedule.</li> <li>▪ Annual review of SMS and HSMS.</li> </ul>	<ul style="list-style-type: none"> <li>▪ CIAL Health, Safety &amp; Wellbeing workplan 96% delivered.</li> <li>▪ External review of the SMS &amp; HSMS completed as part of the CAA Aerodrome recertification audit in Nov 22.</li> </ul>
3. Wellbeing – activation of our Whare Tapa Wha.	<ul style="list-style-type: none"> <li>▪ Incremental improvement in the wellbeing and work/life blend scores in our annual culture and engagement survey.</li> <li>▪ Deliver resilience workshops.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The wellbeing and work/life blend scores in the annual culture and engagement survey remained high but decreased slightly from 87–82% for wellbeing and 83-74% for work/life and will be a focus for activations in FY24.</li> <li>▪ Continued delivery of wellbeing related activities across the business.</li> <li>▪ Customer conflict and de-escalation workshops were completed by all customer facing teams providing tools to pro-actively manage challenging situations.</li> </ul>
<b>Sustainability</b>		
<p><b>Carbon</b></p> <p>4. We set long-term emissions reduction targets based on science, aligned with keeping global temperatures within 1.5 degrees celsius.</p> <p>Our goals are as follows;</p> <ul style="list-style-type: none"> <li>▪ to be net zero by 2030</li> <li>▪ to be absolute zero emissions for our Scope 1 and 2 by 2050</li> <li>▪ to influence reductions in our Scope 3 stakeholder’s emissions where possible.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Maintain trend with our milestone emissions reduction goal of 84% reduction in Scope 1 &amp; 2 by 2035 (using FY2015 carbon baseline).</li> </ul>	<ul style="list-style-type: none"> <li>▪ FY23 has seen a decrease in our GHG inventory compared to 2022. In FY23 there was an increase of purchased electricity between years. However, we remain on track with our emission reduction trajectories to achieve our 2035 target. Planned development of onsite solar energy is expected to further address our scope 2 emissions and support the broader campus and aviation industry with scope 3 emissions. We have used the most recent MFE factors released in July 2023 when comparing the movement in emissions between the years.</li> </ul>

	<ul style="list-style-type: none"> <li>Renew ACA Level 4/4+ or above and look for opportunities to demonstrate continued climate leadership.</li> <li>Demonstrate continued responsibility and leadership in aviation transition.</li> <li>Actively seek to influence airport Scope 3 emissions reductions.</li> </ul>	<p>*see Emissions Disclosure page 74, which explains the basis of our carbon footprint.</p> <ul style="list-style-type: none"> <li>CIAL retained level 4+ certification. CIAL have been selected as the pilot airport for the new best practice standard for airport net zero operations achievement known as ACA Level 5.</li> <li>This is ongoing. CIAL is participating at global level in ACA steering group for further leadership in carbon reduction best practice, as well as active participation within New Zealand context.</li> <li>Our scope 3 reductions influence is active and ongoing – with Kowhai Park renewable energy precinct, and MOU with Air New Zealand and hydrogen consortium demonstrating partnerships to accelerate de-carbonisation.</li> </ul>
<p><b>Waste</b></p> <p>5. Waste is a by-product of operating a large and diverse organisation. We aim to minimise waste by redesigning our approach to better support a circular economy.</p>	<ul style="list-style-type: none"> <li>Implement CIAL waste minimisation strategy.</li> <li>Create separated waste streams with known waste stream destinations.</li> <li>Undertake waste minimisation projects to reduce emissions and minimise waste.</li> </ul>	<ul style="list-style-type: none"> <li>In progress and on-going.</li> <li>In progress, with the initial focus being on diverting more organic streams from general waste.</li> <li>In 2023 the major waste minimisation project was a new onsite waste sortation facility which has been operational from late January 2023.</li> </ul>
<p><b>Energy</b></p> <p>6. Energy efficiency has multiple benefits for CIAL; we reduce our carbon footprint, reduce our operating costs, and minimise our demand on the national grid. Beyond this, we understand the importance of clean renewable electricity generation and resilience, and the role critical infrastructure assets play in supporting the national energy transition.</p>	<ul style="list-style-type: none"> <li>Actively pursue energy transition from fossil fuel to clean energy sources.</li> <li>Make an impact beyond Christchurch Airport terminal boundaries to create partnerships and demonstrate leadership to encourage faster energy transition uptake.</li> <li>Undertake energy efficiency projects, including LED lighting upgrades.</li> </ul>	<ul style="list-style-type: none"> <li>In progress and on-going.</li> <li>Kowhai Park renewable energy precinct has progressed with joint venture partners being chosen to deliver phase 1 of the solar precinct. Additionally master planning is underway to increase distribution capacity on the campus.</li> <li>Our Building Management System continues to find energy efficiency improvements, and LED lighting upgrades are in progress.</li> </ul>
<p><b>Water</b></p> <p>7. Christchurch is unique in using 100% naturally filtered water. Our passion is to maintain its integrity, avoid accidental contamination and minimise use of this precious resource as it passes under the airport.</p>	<ul style="list-style-type: none"> <li>Measure, understand, and undertake to conserve water around terminal and campus.</li> </ul>	<ul style="list-style-type: none"> <li>In progress and on-going.</li> </ul>
<p><b>Noise</b></p> <p>8. Historically, noise has been the environmental issue of greatest focus at airports around the world.</p>	<ul style="list-style-type: none"> <li>Noise complaints are limited to 10 per 10,000 aircraft movements per annum.</li> </ul>	<ul style="list-style-type: none"> <li>Noise complaint were 4.76 per 10,000 aircraft movements in FY23.</li> </ul>

<p>Our responsibility and preference are to collaborate with all stakeholders, especially residents and businesses close to Christchurch Airport and its flight paths in relation to noise impacts.</p>	<ul style="list-style-type: none"> <li>▪ Successful delivery of the updated noise compliance contours to Environment Canterbury.</li> <li>▪ Offers of acoustic mitigation to noise impacted properties currently eligible.</li> <li>▪ Long term and ongoing program to protect CIAL from noise reverse sensitivity affects.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Ecan’s independent Expert panel Review is completed and we have an agreed updated 2023 noise contours.</li> <li>▪ CIAL delivered treatment to a second property that opted to take up the offer.</li> <li>▪ CIAL is engaging in regional and district plan review processes.</li> </ul>
<p><b>Land</b></p> <p>9. Our Place is an area of unique natural beauty. We have a responsibility to protect it, to encourage biodiversity, and our native species.</p> <p>We aim to maintain improve our land and remediate contaminated land.</p> <p>We also have a responsibility to our wider stakeholders to understand climate risks and mitigation, as well as airport hazards such as bird strike.</p>	<ul style="list-style-type: none"> <li>▪ Understand and enhance our unique dryland habitat.</li> <li>▪ Undertake Campus landscape planning to celebrate native species and include plant succession planning.</li> <li>▪ Monitor and understand bird migration patterns to mitigate bird strike risk.</li> <li>▪ Insert bird strike management areas in the regional and district planning framework.</li> </ul>	<ul style="list-style-type: none"> <li>▪ This work is on-going as we collect the data to inform what our biodiversity footprint baseline looks like.</li> <li>▪ Landscape planning and emphasis on natives is on-going. A map of our CIAL area has been completed with a basic understanding of biodiversity footprint.</li> <li>▪ Ongoing, regular off airport avifauna surveys underway.</li> <li>▪ On-going, CIAL engaging with regional and district plan review processes.</li> </ul>
<p><b>Community Engagement</b></p>		
<p>10. To make a positive contribution to the social and community outcomes of our City and the South Island.</p>	<ul style="list-style-type: none"> <li>▪ Demonstrate support for the city and the region, its image and activities as pandemic impacts allow. Provision of promotional space at the airport to showcase events and activities across the region.</li> <li>▪ Re-activate the Community Fund as the pandemic allows.</li> <li>▪ Engagement and communication with stakeholders led by the Chief Executive and GMs initiating and accepting invitations to meetings, speeches, addresses, panels and workshops.</li> <li>▪ Senior leaders participate in and address events and functions, sharing expertise and skills.</li> <li>▪ Support local and national charities by hosting collections within the</li> </ul>	<ul style="list-style-type: none"> <li>▪ Our new “Meetings” space in the international arrivals area enabled various events and groups to gather on before transport to venues.</li> <li>▪ A total of 23 community groups, events and projects received funding and other support (including our staff expertise and knitting for babies in need) from this fund through this year’s two rounds.</li> <li>▪ Our Chief Executive and executives gave addresses and led seminar and conference sessions in person and online at local, national, and international events – including the CE being a member of the Prime Minister’s delegation to China.</li> <li>▪ Senior leaders and content experts offered presentations and input to a variety of events here and overseas - including conferences focused on sustainability and green hydrogen.</li> <li>▪ Local and national charities benefitted from our hosting and supporting through staff engagement (e.g. PRIDE</li> </ul>

	<p>terminal, and active engagement by staff in charity events.</p> <ul style="list-style-type: none"> <li>Respectfully engage with our local communities, iwi mana whenua &amp; stakeholders in respect of CIAL's plans to explore the potential for a new airport in Central Otago.</li> </ul>	<p>week, cooking dinners at Ronald McDonald House.)</p> <ul style="list-style-type: none"> <li>Engagement continued with local communities and groups, responded to inquiries and stakeholders – including media – to further understanding of our work in many different areas and projects.</li> </ul>
<p><b>Our People</b></p>		
<p><b>Retain and develop key talent</b></p> <p>11. Review and update of Potential and Performance/areas of strategic value talent mapping exercise Succession plans confirmed, and pathways actioned Pipeline of emerging leaders developed, and competency development pathways activated</p>	<ul style="list-style-type: none"> <li>Improved retention of critical talent.</li> <li>Design and deliver emerging leaders' program.</li> </ul>	<ul style="list-style-type: none"> <li>Retention of critical talent is a constant focus and strategies have been successful in preventing turnover. Succession planning has been completed and shared with CIAL board and reviewed 6 monthly with ELT. Development and Succession Planning project commenced for Airport Fire which will build behavioural profiles and competency matrix in conjunction with AFS stakeholders to ensure future recruitment for leadership roles are focused on clear and consistent criteria and development for potential successors is appropriate.</li> <li>Four employees identified as emerging leaders from across the organisation will be participating in a 6 day off site development program in 2023. All will be assigned an internal mentor once the program is completed to support the application of learning.</li> </ul>
<p><b>Develop, support and value leadership</b></p> <p>12. All employees and people leaders understand the role and expectations of a 'CIAL Leader' Our leaders are highly effective in coaching for performance, enabling change and are committed to supporting, empowering and developing others. All our leaders are accountable and recognised for their successful performance and leadership behaviours.</p>	<ul style="list-style-type: none"> <li>Incremental improvement in leadership performance and personal development and performance reviews.</li> <li>Incremental improvement in leadership measures in culture and engagement survey.</li> </ul>	<ul style="list-style-type: none"> <li>Annual personal development and performance review cycle has recommenced with appraisals being completed mid-year. A system changeover has commenced which will allow for user upskilling and a fresh approach to goal setting and feedback. Our annual survey suggests we have more to do when with active performance management and rewarding and recognising the right people.</li> <li>Leadership factors in Annual Culture Engagement Survey results improved by 2% to 74% FY23 (FY22 72%) and remain ahead of the national benchmark. Confidence in ELT remains high, their ability to keep people informed about what is happening and demonstrate that people are important to the company's success. Positive improvement across all management questions demonstrating our people trust the relationship they have with their direct manager they feel more valued and better enabled. This engagement factor Inclusive Leadership programme completed with all leaders</li> </ul>



		<p>including ELT and our board facilitated by Suran Dickson. This will be extended to all staff in FY24 and will support our team to have a greater understanding of diversity, the neuroscience of human behaviour and how making the unconscious conscious can create a more inclusive workplace.</p>
<p><b>Build a workforce of the future</b></p> <p>13. Future oriented talent planning is embedded into operational and strategic planning There is enhanced understanding of the skills we have today and the skills we will need in the future We attract, recruit and develop a diverse and highly skilled workforce.</p>	<ul style="list-style-type: none"> <li>▪ Embedding CIAL Future of Work working party and establishment of key strategic objectives.</li> <li>▪ Internal recognition of the innovation and change being caused by Future of Work strategies.</li>   <li>▪ Incremental improvement in Innovation measures in culture and engagement survey.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Future of Work introduced to CIAL's EPSG framework and working group will be established late 2023.</li> <li>▪ Positive sentiment towards Innovation improved in the latest engagement survey and is well ahead of the national benchmark. Recognition of investment and commitment to inspiring projects such as Kowhai Park has been met with positive reaction. Other FOW strategies such as cross skilling has been well regarded and more opportunities will be identified for our people to develop new skills and experience beyond their functional areas. Driving greater efficiencies through automation and digitisation will be a focus in the coming year.</li> <li>▪ A review of our recruitment and selection processes and unconscious bias training has been completed to ensure we are best positioned to attract and retain diverse talent.</li> </ul>
<p><b>Strengthen diversity, inclusion and engagement</b></p> <p>14. Creation and implementation of a diversity, inclusion and participation strategy and engagement program which promotes diversity of thought throughout our business.</p>	<ul style="list-style-type: none"> <li>▪ Embedding of organisation wide employee value statements that guide how we work, make decisions, and consider diverse perspectives to determine the way we treat each other.</li>   <li>▪ Ongoing support of flexible work arrangements that reflect our people's needs and the needs of CIAL.</li>   <li>▪ Incremental improvements in participation and inclusion measures in culture and engagement survey.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Strong commitment to building greater diversity and inclusion at CIAL with a number of work streams underway. Employee led groups established and support for PRIDE a stand out over the past year, resulting in a nomination being put forward for the Rainbow Excellence awards.</li> <li>▪ New values created with employee input and programme to further embed is underway including the development of a Code of Conduct and set KPI's for all of our people in FY24 that require alignment with our desired ways of working.</li> <li>▪ Standalone flexible work guidelines introduced, and some arrangements established. Continual review of job design and work patterns to ensure optimal environment is in place for our people to perform.</li> <li>▪ Improvement across our diversity and inclusion questions reflecting that our people on the most part feel respected, have equal opportunities and can be their authentic selves. The Inclusive Behaviours Programme and Pre Cognitive Communication skills training being deliver in 2023 will positively</li> </ul>

		influence anyone who responded in a neutral way to these questions.
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**\* Emission disclosure**

In measuring our carbon footprint, we have considered the principles and requirements of ISO 14064-1:2018 (Part 1), the GHG Protocol's Corporate Standard and Corporate Value Chain (Scope 3) Standard, as well as the requirements set out under the Airport Carbon Accreditation for Level 5 accreditation. The measure includes Scope 1 and 2:

- Scope 1: Direct GHG emissions that occur from sources owned and/or controlled by the airport, such as emissions from the combustion of fuels in owned/controlled generators and vehicles.
- Scope 2: Indirect emissions from the generation of purchased electricity consumed by the airport.

The consolidation approach used is operational control basis. This means that airfield and terminal facilities along with other CIAL assets are included. Investment and hotel properties are excluded from scope 2 (and included in scope 3) when the tenant or operator has control of operating and environmental policies. Excluded from our CSR targets are Scope 3 emissions which includes full flight emissions from aircraft, emissions associated with capital works and purchases of goods and services, and other upstream and downstream (indirect) emissions arising from our activities. The significant emissions in Scopes 1 and 2 are petrol, diesel and electricity purchased.

There is a level of inherent uncertainty in reporting greenhouse gas emissions. This is due to a level of scientific uncertainty as well as estimation uncertainty involved in the measurement processes.

Emissions inventory for petrol, diesel and electricity are captured from purchase information, with estimation required for some supply chain elements. CIAL generally apply the emissions factors included in the Measuring Emissions: A guide for organisations published by the Ministry for the Environment for the majority of its emissions, but particular factors have been obtained for Fire Training and De-icing, from Airport Council International (ACERT) and ICAO (CORSA). Emissions factors are periodically revised by the MFE with changes to those factors occasionally being significant.

The airport has not revised its 2015 baseline. If we had revised our baseline for updated emissions factors, this would not alter our decreasing trend in emissions since 2015.

## Further Notes

### Nature of Business

CIAL owns and operates Christchurch International Airport. The company operates predominantly in the business of providing airport facilities and services to airline and airport users. The nature of the company's business has not changed during the year.

For the current and previous reporting period, the results are for Christchurch International Airport Limited and its five wholly owned subsidiaries. As the wholly owned subsidiaries do not trade and hold no assets or liabilities, the results and financial position for the CIAL group are the same as that for the CIAL parent company.

### Stock Exchange Listings

The company has two series of bonds ("CHC010" and "CHC020") which were quoted on the NZDX on 25 May 2018 and 19 May 2022 respectively. Each issue was for \$100 million of unsecured, unsubordinated, fixed rate bonds, with "CHC010" maturing on 24 May 2024 and "CHC020" maturing on 19 May 2028.

### Credit Rating Status

On December 16, 2022, S&P Global Ratings ('S&P') raised the issuer credit rating on Christchurch International Airport Ltd (CIAL) and issue credit rating on the airport's debt, to A-, with outlook 'Stable'. This rating is unchanged as at 30 June 2023.

### Bondholder Distribution

In line with clause 10.4.5 of the NZX listing rules, the following table details the spread of bondholders as at 8 August 2023:

#### Bond CHC010: 4.13% \$100,000,000 Due 24 May 2024

Holding Range	Holder Counter	Holding Quantity	Holding Quantity %
5,000 to 9,999	35	201,000	0.20%
10,000 to 49,999	160	3,123,000	3.23%
50,000 to 99,999	29	1,681,000	1.68%
100,000 to 499,999	23	4,775,000	4.78%
500,000 to 999,999	4	3,205,000	3.21%
1,000,000 to 999,999,999,999	15	87,015,000	87.02%
Total	266	\$100,000,000	100.00%

The 20 largest bond holders at 8 August 2023 were:

Bondholder	Units Held	Holding Quantity %
CUSTODIAL SERVICES LIMITED <A/C 4>	19,562,000	19.56%
FNZ CUSTODIANS LIMITED	13,060,000	13.06%
FORSYTH BARR CUSTODIANS LIMITED <1-CUSTODY>	11,208,000	11.21%
HSBC NOMINEES (NEW ZEALAND) LIMITED A/C STATE STREET -NZCSD <HKBN45>	8,100,000	8.10%

BNP PARIBAS NOMINEES (NZ) LIMITED - NZCSD <BPSS40>	8,098,000	8.10%
TEA CUSTODIANS LIMITED CLIENT PROPERTY TRUST ACCOUNT - NZCSD <TEAC40>	5,288,000	5.29%
HSBC NOMINEES (NEW ZEALAND) LIMITED - NZCSD <HKBN90>	4,535,000	4.54%
JBWERE (NZ) NOMINEES LIMITED <NZ RESIDENT A/C>	4,208,000	4.21%
HOBSON WEALTH CUSTODIAN LIMITED <RESIDENT CASH ACCOUNT>	3,671,000	3.67%
ANZ CUSTODIAL SERVICES NEW ZEALAND LIMITED - NZCSD <PBNK90>	2,833,000	2.83%
NZPT CUSTODIANS (GROSVENOR) LIMITED - NZCSD <NZPG40>	1,800,000	1.80%
FNZ CUSTODIANS LIMITED <DTA NON RESIDENT A/C>	1,460,000	1.46%
MINT NOMINEES LIMITED - NZCSD <NZN440>	1,192,000	1.19%
CITIBANK NOMINEES (NEW ZEALAND) LIMITED - NZCSD <CNOM90>	1,000,000	1.00%
MT NOMINEES LIMITED - NZCSD	1,000,000	1.00%
FORSYTH BARR CUSTODIANS LIMITED <ACCOUNT 1 E>	961,000	0.96%
INVESTMENT CUSTODIAL SERVICES LIMITED <A/C C>	879,000	0.88%
KPS SOCIETY LIMITED	755,000	0.76%
HOBSON WEALTH CUSTODIAN LIMITED <AIL CASH ACCOUNT>	610,000	0.61%
FORSYTH BARR CUSTODIANS LIMITED <ACCOUNT 1 NRL>	437,000	0.44%
Total	90,657,000	90.66%

**Bond CHC020: 5.18% \$100,000,000 Due 19 May 2028**

Holding Range	Holder Counter	Holding Quantity	Holding Quantity %
5,000 to 9,999	68	398,000	0.40%
10,000 to 49,999	219	4,304,000	4.30%
50,000 to 99,999	23	1,352,000	1.35%
100,000 to 499,999	22	3,809,000	3.81%
500,000 to 999,999	2	1,446,000	1.45%
1,000,000 to 999,999,999,999	17	88,691,000	88.69%
Total	351	\$100,000,000	100.00%

The 20 largest bond holders at 8 August 2023 were:

Bondholder	Units Held	Holding Quantity %
CUSTODIAL SERVICES LIMITED <A/C 4>	19,013,000	19.01%
JBWERE (NZ) NOMINEES LIMITED <NZ RESIDENT A/C>	14,383,000	14.38%
NATIONAL NOMINEES LIMITED - NZCSD <NNLZ90>	8,600,000	8.60%
FNZ CUSTODIANS LIMITED	7,106,000	7.11%
NZPT CUSTODIANS (GROSVENOR) LIMITED - NZCSD <NZPG40>	6,235,000	6.24%
HSBC NOMINEES (NEW ZEALAND) LIMITED - NZCSD <HKBN90>	6,100,000	6.10%
FORSYTH BARR CUSTODIANS LIMITED <1-CUSTODY>	6,071,000	6.07%
CITIBANK NOMINEES (NEW ZEALAND) LIMITED - NZCSD <CNOM90>	5,100,000	5.10%
ADMINIS CUSTODIAL NOMINEES LIMITED	3,075,000	3.08%
BNP PARIBAS NOMINEES (NZ) LIMITED - NZCSD <BPSS40>	2,880,000	2.88%
MINT NOMINEES LIMITED - NZCSD <NZP440>	1,811,000	1.81%
HOBSON WEALTH CUSTODIAN LIMITED <RESIDENT CASH ACCOUNT>	1,752,000	1.75%
HSBC NOMINEES (NEW ZEALAND) LIMITED O/A EUROCLEAR BANK -NZCSD <HKBN95>	1,640,000	1.64%
INVESTMENT CUSTODIAL SERVICES LIMITED <A/C C>	1,629,000	1.63%
FORSYTH BARR CUSTODIANS LIMITED <ACCOUNT 1 E>	1,206,000	1.21%
ANZ WHOLESALE NZ FIXED INTEREST FUND - NZCSD	1,055,000	1.06%
TEA CUSTODIANS LIMITED CLIENT PROPERTY TRUST ACCOUNT - NZCSD <TEAC40>	1,035,000	1.04%
JBWERE (NZ) NOMINEES LIMITED <A/C 31933>	900,000	0.90%
CRAIGS INVESTMENT PARTNERS LIMITED	546,000	0.55%
PIN TWENTY LIMITED <KINTYRE A/C>	495,000	0.50%
Total	90,632,000	90.63%

Computershare Investor Services Limited is the registrar with responsibility for administering and maintaining the Bond Register.

To view and update your bondholder details please visit [www.investorcentre.com/nz](http://www.investorcentre.com/nz).

### Regulatory Environment

The company is regulated by, amongst other legislation, the Airport Authorities Act 1966 and the Civil Aviation Act 1990. The company is an 'airport company' for the purposes of the Airport Authorities Act 1966. The company has consultation obligations under the Airport Authorities Act 1966.

The company is required to comply with the Commerce Act (Specified Airport Services Information Disclosure) Determination 2010, with disclosure financial statements required to be published in November each year.

## Directors' Indemnity Insurance

The company has arranged policies of Directors' and Officers' liability insurance for all directors, and indemnified all directors, the Chief Executive and all General Managers reporting to the Chief Executive, through a Deed of Indemnity.

## Directors' Interests

The company maintains an interests' register in which the following entries of disclosure of interest involving the directors were recorded during the year ended 30 June 2023. These are requirements under the Companies Act 1993.

<p><b>Catherine Drayton</b></p> <p>Director – Southern Cross Hospitals Limited            Director – Southern Cross Medical Care Society            Trustee – Southern Cross Health Trust            Director - Southern Cross Benefits Limited (ceased Dec 22)            Chair – Guardians of New Zealand Superannuation            Director – Genesis Energy Limited            Director – Harbour View Properties Limited (ceased Sept 22)            Director – CMD Associates Limited            Director – CMD Commercial Limited            Chair– Mint Innovation            Director – Ben Gough Family Foundation – Advisory Board            Chair - Connexa Limited            Chair - Samco Holding Limited            Chair - Frodoco Holding Limited            Director - IAG New Zealand Limited (May 23)</p>	<p><b>Sarah Ottrey</b></p> <p>Director - EBOS Group Ltd            Director- Skyline Enterprises Ltd            Chair/Shareholder - Whitestone Cheese Co Ltd            Director - Mount Cook Alpine Salmon Ltd            Director/Shareholder - Sarah Ottrey Marketing Ltd            Member - New Zealand Institute of Directors – Otago Southland Branch Committee            Trustee - SGE and AA Berry Family Trust (July 22)</p>
<p><b>Chris Paulsen</b></p> <p>Director – House of Travel Holdings Limited            Director – Other House of Travel Companies            Director – Paulsen Holdings Limited</p>	<p><b>Andrew Barlass</b></p> <p>Director/Shareholder – Kowhai Farmlands Limited            Director/Shareholder – Kowhai Barlass Trustee Limited            Chair/Shareholder – Electricity Ashburton Limited            Director – Ashburton Contracting Limited            Treasurer – Methven A&amp;P Association            Beneficiary – Kowhai Family Trust            Beneficiary – Kowhai Investment Trust            Director – Pro-Active NZ Limited            Director – RuralCo NZ Limited            Director – ATS Fuel Limited            Director – Ashburton Trading Society</p>
<p><b>Kathryn Mitchell</b></p>	<p><b>Paul Reid</b></p>
<p>Chair – The New Zealand Merino Company Limited</p>	<p>Chair – Figured Limited</p>

Director – Heartland Bank Limited Director – Heartland Group Holding Director – FarmRight Limited Chair – Link Engine Management Director/Shareholder – Morrison Horgan Limited Director/Shareholder - Chambers at 151 Limited Director/Shareholder – Helping Hands Holdings Limited Director/Shareholder – FirstTrax Limited Director – A2 Milk Company (June 23)	Chair – Volpara Health Technology Limited (ASX:VHT) Director – The Equanut Company Limited Chair – Virsae Group Limited
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Transactions between CIAL and entities with whom certain directors are associated are described in Note 16 to the financial statements. No loans were made to directors.

### **Use of Company Information**

During the year, the Board received no notices from Directors of the company requesting to use company information received in their capacity as Directors which would not otherwise have been available to them.

## Directory

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### **Directors**

As at 30 June 2023

#### **Catherine Drayton**

Chair

#### **Chris Paulsen**

Director

#### **Kathryn Mitchell**

Director

#### **Paul Reid**

Director

#### **Sarah Ottrey**

Director

#### **Andrew Barlass**

Director

### **Shareholders**

#### **Christchurch City Holdings Limited**

43,200,000 shares (75%)

#### **Minister of Finance**

7,200,000 shares (12.5%)

#### **Minister for State-Owned Enterprises**

7,200,000 shares (12.5%)

### **Total Shares**

57,600,000 shares

### **Executive Leadership**

#### **Team**

#### **Justin Watson**

Chief Executive Officer

#### **Tim May**

Chief Financial Officer

#### **Lucy Taylor**

General Manager, Airfield Operations and Corporate Affairs

#### **John O’Dea**

General Manager, Property

#### **Nick Flack**

General Manager, Future Planning and Sustainability

#### **Michael Singleton**

Chief Strategy and Stakeholder Officer

#### **Rhys Boswell**

Project Director

#### **Gordon Bevan**

General Manager, Aeronautical Development

#### **Kylie Frisby**

General Manager, People and Culture

### **Bankers**

ANZ Bank Ltd

ASB Bank

Bank of New Zealand

Bank of Tokyo – Mitsubishi

China Construction Bank

Mizuho Bank

Westpac Banking Corporation

### **Solicitors**

Buddle Findlay, Christchurch

Chapman Tripp, Christchurch

### **Registered Office**

Fourth Floor, Car Park Building

Christchurch Airport

30 Durey Road

PO Box 14001

Christchurch, New Zealand

### **Auditors**

Audit New Zealand

On behalf of the Auditor-General



## Independent Auditor's Report

### To the readers of Christchurch International Airport Limited's consolidated financial statements and performance information for the year ended 30 June 2023

The Auditor-General is the auditor of Christchurch International Airport Limited (the Company) and its subsidiaries (the Group). The Auditor-General has appointed me, Scott Tobin, using the staff and resources of Audit New Zealand, to carry out the audit of the consolidated financial statements and the performance information of the Group on his behalf.

### Opinion

We have audited:

- the consolidated financial statements of the Group on pages 18 to 67, that comprise the statement of financial position as at 30 June 2023, the statement of financial performance, statement of comprehensive income, statement of changes in equity, statement of cash flows and summary of significant accounting policies for the year ended on that date and the notes to the financial statements that include other explanatory information; and
- the performance information of the Group on pages 68 to 74.

In our opinion:

- the consolidated financial statements present fairly, in all material respects, the financial position of the Group as at 30 June 2023, and its financial performance and cash flows for the year then ended in accordance with New Zealand Equivalents to International Financial Reporting Standards and International Financial Reporting Standards; and
- the performance information presents fairly, in all material respects, the Group's actual performance compared against the performance targets and other measures by which performance was judged in relation to the Group's objectives for the year ended 30 June 2023.

### Basis for opinion

We conducted our audit in accordance with the Auditor-General's Auditing Standards, which incorporate the Professional and Ethical Standards and the International Standards on Auditing (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board. Our responsibilities under those standards are further described in the *Auditor's responsibilities for the audit of the consolidated financial statements and performance information* section of our report.

We are independent of the Group in accordance with the Auditor-General’s Auditing Standards, which incorporate Professional and Ethical Standard 1: *International Code of Ethics for Assurance Practitioners (including International Independence Standards) (New Zealand)* (PES 1) issued by the New Zealand Auditing and Assurance Standards Board, and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

In addition to the audit, we have carried out assignments in the areas of the audit of the Company’s disclosures pursuant to the Commerce Act (Specified Airport Services Information Disclosure) Determination 2010, and our report to the bond trustee, which are compatible with those independence requirements. Other than the audit and these assignments, we have no relationship with, or interests in, the Company or any of its subsidiaries.

**Key audit matters**

Key audit matters are those that, in our professional judgement, were of most significance in our audit of the consolidated financial statements and performance information for the current period. In applying our professional judgement to determine key audit matters, we considered those matters that are complex, have a high degree of estimation uncertainty, or are important to the public because of their size or nature. These matters were addressed in the context of our audit of the consolidated financial statements and performance information as a whole, and in forming our opinion thereon, and we do not provide a separate opinion on these matters.

Key audit matter	How did the audit address this matter
<b>Valuation of property, plant and equipment</b>	
<p>The Group holds a diverse range of property, plant and equipment with a carrying value of \$1,517 million as at 30 June 2023.</p> <p>The following asset classes are accounted for at fair value and were revalued in the year ended 30 June 2023:</p> <ul style="list-style-type: none"> <li>• terminal facilities;</li> <li>• sealed surfaces;</li> <li>• infrastructure; and</li> <li>• car parking.</li> </ul>	<p>Our audit procedures included:</p> <ul style="list-style-type: none"> <li>• Assessing the valuers’ expertise for the work and their objectivity, which included considering the existence of other engagements or relationships with the Group.</li> <li>• Obtaining an understanding of the source data used for the valuations, and assessing the reliability of the source data and the risk of errors or omissions in that data.</li> </ul>

Key audit matter	How did the audit address this matter
<p>The Group engaged independent valuers to determine the fair value of these classes, which are valued using a range of techniques, including optimised depreciated replacement cost (ODRC) and income based approaches.</p> <p>Note 11 to the consolidated financial statements provides information on the revaluation of these asset classes.</p> <p>We consider this a key audit matter due to the significance of the carrying values to the financial statements and the judgements involved in the valuations.</p>	<ul style="list-style-type: none"> <li>• Reviewing the valuation methodologies for compliance with the requirements of the applicable financial reporting standards (NZ IAS 16 Property, Plant, and Equipment, and NZ IFRS 13 Fair Value Measurement)</li> <li>• Evaluating the reasonableness of key assumptions, particularly the indices applied to classes held at ODRC. We assessed the reasonableness of assumptions based on our experience and knowledge of other specialised valuations in the public sector, and against relevant publicly available index information.</li> <li>• Testing a sample of calculations in the valuations.</li> <li>• Assessing the sensitivity of the valuations to changes in assumptions and confirmed that the significant assumptions and sensitivities were appropriately disclosed.</li> <li>• Reviewing the overall valuation changes and obtaining explanations from the valuers for any significant or unusual changes in value.</li> </ul> <p>We found that the valuations adopted by the Group were reasonable and supportable and used approaches consistent with our expectations.</p>

Key audit matter	How did the audit address this matter
<b>Valuation of investment property</b>	
<p>The Group’s investment property portfolio comprises industrial, commercial and retail investments in the area surrounding Christchurch International Airport. Investment properties are revalued annually by independent valuers. The value of the portfolio is \$753 million as at 30 June 2023.</p> <p>The value of the portfolio continues to grow as available land is developed for further investment properties and properties are acquired. Changes in use, as a result of development or changes in the business, can result in transfers of properties between investment property and property, plant and equipment.</p> <p>Note 13 to the consolidated financial statements provides information on the valuation and the movements in the investment property balance since the previous year.</p> <p>We consider this a key audit matter due to the significance of the carrying value, and associated fair value gains or losses, and because of the judgements involved in determining fair value.</p>	<p>Our audit procedures included:</p> <ul style="list-style-type: none"> <li>• Reviewing any changes in use of properties and considering whether they were correctly classified as either investment property or property, plant and equipment.</li> <li>• Assessing the valuer’s expertise for the work and their objectivity, which included considering the existence of other engagements or relationships.</li> <li>• Confirming our understanding of the valuation methodology and key assumptions. We assessed them for compliance with the requirements of the applicable financial reporting standards (NZ IAS 40 Investment Property and NZ IFRS 13 Fair Value Measurement) and evaluated their reasonableness based on our experience and knowledge of other valuations.</li> <li>• Engaging a valuation expert to assist with critiquing and challenging the key assumptions used by the Group’s valuers, including their appropriateness.</li> <li>• Testing a sample of key inputs used in the valuations to underlying records, including lease term information and current rental rates.</li> <li>• Assessing the sensitivity of the valuations to changes in assumptions and confirmed that the significant assumptions and sensitivities were appropriately disclosed.</li> <li>• Reviewing the overall valuation changes and obtaining explanations from the valuers for any significant or unusual changes in value.</li> </ul> <p>We considered the adequacy of the disclosures made in note 13 to the financial statements.</p> <p>We found that the valuations adopted by the Group were reasonable and supportable.</p>

## **Emphasis of matter – Inherent uncertainties in the measurement of greenhouse gas emissions**

The Group has chosen to include a measure of its greenhouse gas (GHG) emissions in its performance information. Without modifying our opinion, and considering the public interest in climate change related information, we draw attention to the Emission Disclosure on page 74 of the annual report, which outlines the inherent uncertainty in the reported GHG emissions. Quantifying GHG emissions is subject to inherent uncertainty because the scientific knowledge and methodologies to determine the emission factors and processes to calculate or estimate quantities of GHG sources is still evolving, as are GHG reporting and assurance standards.

## **Other information**

The directors are responsible on behalf of the Group for the other information. The other information obtained at the date of this auditor's report comprises the information included on pages 2 to 16 and 75 to 80 but does not include the consolidated financial statements and the performance information and our auditor's report thereon. The other information also includes the Annual Review 2023, which incorporates management commentary. The Annual Review is expected to be made available to us after the date of this auditor's report.

Our opinion on the consolidated financial statements and the performance information does not cover the other information and we do not express any form of audit opinion or assurance conclusion thereon.

In connection with our audit of the consolidated financial statements and the performance information, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the consolidated financial statements and the performance information or our knowledge obtained in the audit, or otherwise appears to be materially misstated.

If, based on the work we have performed on the other information that we obtained prior to the date of this auditor's report, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

## **Directors' responsibilities for the consolidated financial statements and performance information**

The directors are responsible on behalf of the Group for the preparation and fair presentation of the consolidated financial statements in accordance with New Zealand equivalents to International Financial Reporting Standards and International Financial Reporting Standards. The directors are also responsible for preparing the performance information for the Group.

The directors are responsible for such internal control as the directors determine is necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error

In preparing the consolidated financial statements and the performance information, the directors are responsible on behalf of the Group for assessing the Group's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the directors either intend to liquidate the Group or to cease operations, or have no realistic alternative but to do so.

The directors' responsibilities arise from the Financial Markets Conduct Act 2013 and the Local Government Act 2002.

## **Auditor's responsibilities for the consolidated financial statements and performance information**

Our objectives are to obtain reasonable assurance about whether the consolidated financial statements and the performance information as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the Auditor-General's Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of readers taken on the basis of these consolidated financial statements and the performance information.

As part of an audit in accordance with the Auditor-General's Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the consolidated financial statements and the performance information, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Group's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the directors.
- Evaluate the appropriateness of the reported performance information within the Group's framework for reporting its performance.
- Conclude on the appropriateness of the use of the going concern basis of accounting by the directors and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Group's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are

required to draw attention in our auditor's report to the related disclosures in the consolidated financial statements and the performance information or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Group to cease to continue as a going concern.

- Evaluate the overall presentation, structure and content of the consolidated financial statements and the performance information, including the disclosures, and whether the consolidated financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Obtain sufficient appropriate audit evidence regarding the financial information and performance information of the entities or business activities within the Group to express an opinion on the consolidated financial statements and performance information. We are responsible for the direction, supervision and performance of the Group audit. We remain solely responsible for our audit opinion.

We communicate with the directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

We also provide the directors with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

From the matters communicated with the directors, we determine those matters that were of most significance in the audit of the consolidated financial statements and the performance information of the current period and are therefore the key audit matters. We describe these matters in our auditor's report unless law or regulation precludes public disclosure about the matter or when, in extremely rare circumstances, we determine that a matter should not be communicated in our report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest benefits of such communication.

Our responsibilities arise from the Public Audit Act 2001.



Scott Tobin  
Audit New Zealand  
On behalf of the Auditor-General  
Christchurch, New Zealand  
29 August 2023